

PLANNING COMMISSION
May 14, 2025

The public may view the public meeting at:
www.youtube.com/user/cityofisleofpalms

Public Comment: Citizens may provide public comment here:
<https://www.iop.net/public-comment-form>

AGENDA

The Isle of Palms Planning Commission will hold its regular meeting on Wednesday, May 14, 2025, at 4:00 p.m. in Council Chambers of City Hall, 1207 Palm Boulevard.

- A. Call to order and acknowledgment that the press and the public were duly notified in accordance with state law.
- B. Approval of minutes April 9, 2025
- C. New business Consider recommendation of zoning amendment to prohibit pools seaward of max building line on Ocean Blvd.
- D. Old business Review of Comprehensive Plan
- E. Miscellaneous business
- F. Adjourn



**Planning Commission Meeting
4:00pm, Wednesday, April 9, 2025
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Sandy Stone, David Cohen Sue Nagelski, Tim Ahmuty, Rich Steinert

Absent: Ron Denton, Jeffrey Rubin

Staff present: Administrator Kerr, Zoning Administrator Simms

2. Approval of minutes

MOTION: Ms. Nagelski made a motion to approve the minutes of the March 12, 2025 meeting. Mr. Ahmuty seconded the motion. The motion passed unanimously.

3. New Business -- none

4. Old Business

Review of recommendation matrix including Comprehensive Plan, Sea Level Rise Adaptation Plan and Review of Community Enrichment Task Force

Administrator Kerr said the matrix is an attempt to group like initiatives so that they can be easily sorted and distributed the appropriate committees. He shared that contributors to each document have expressed their concerns about the original language of the recommendation being lost. A reference number has been added to the matrix that links back to the original document.

Administrator Kerr sees the Planning Commission as the steering committee for all of the recommendations. If the Commissioners agree with the committee assignments of the recommendations, they will be sent to the corresponding groups for prioritization. Those recommendations related to land use will come to the Planning Commission. All committees will review their initiatives and develop next steps for City Council's consideration. He suggests the recommendations be sorted by short-term and long-term actions.

5. Miscellaneous

The Commissioners are scheduled to meet with City Council at their May 13 workshop to discuss the Comprehensive Plan. Administrator Kerr suggested discussing the changes made to

the plan with City Council and asking for their feedback. A finished product will be taken to City Council at a later date.

After further discussion, the Planning Commission decided to review the Comprehensive Plan at their May meeting and then meet with City Council at their June 10 workshop.

The next meeting of the Planning Commission will be Wednesday, May 14, 2025 at 4:00pm.

6. Adjournment

Mr. Cohen made a motion to adjourn, and Ms. Nagelski seconded the motion. The meeting was adjourned at approximately 4:50pm.

Respectfully submitted,

Nicole DeNeane
City Clerk

Sec. 5-4-51. P-2 preservation overlay zone.

- (1) *Purposes.* The purposes of the P-2 preservation overlay zone are:
 - a. To preserve natural barriers against the natural forces from the Ocean.
 - b. To preserve adequate light, air and open space.
 - c. To protect and preserve scenic, historic and ecologically sensitive areas.
- (2) *Permitted uses.*
 - a. This is an overlay zone. Permitted uses are determined by the underlying or primary zoning district applicable to each lot located within the P-2 preservation overlay zone.
 - b. Beach renourishment.
- (3) *Additional regulations.* Within the P-2 preservation overlay zone, the following additional regulations shall apply:
 - a. Except as expressly allowed in subsection (3)b and c of this section, no structure shall extend seaward of the maximum building line shown and labeled as such on that certain plat prepared by E.M. Seabrook, Jr., C.E. and L.S., dated January 8, 1988, and entitled "FINAL PLAT, CITY OF ISLE OF PALMS, CHARLESTON COUNTY, S.C." and duly recorded at the County RMC Office on February 16, 1988, in Plat Book BQ, at Page 11; said plat is incorporated herein and made a part hereof by reference thereto.
 - b. One dune walkover per lot shall be allowed, so long as it complies with all applicable provisions of this Code and OCRM regulations.
 - ~~c. One swimming pool per lot shall be allowed, so long as it complies with the applicable provisions of this Code and OCRM regulations.~~

(Ord. No. 2015-15, § 1, 2-23-2016)

Amended Comprehensive
Plan
or the
City of
Isle of Palms,
South Carolina

Prepared by the
Isle of Palms Planning Commission

Revised May 26, 2015

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TABLE OF CONTENTS	PAGE	Formatted: Font: Bold
<i>Vision Statement</i>		Formatted: Font: (Default) Times New Roman, Bold
INTRODUCTION	15	Formatted: Font: Bold
<i>Vision Statement</i>		Formatted: Font: Italic
LOCATION AND HISTORY	29	Formatted: Left, Indent: Left: 0"
1.0 POPULATION	13	Formatted: Indent: Left: 0"
2.0 ECONOMIC	19	
3.0 NATURAL RESOURCES	23	
4.0 RESILIENCE	29	
5.0 CULTURAL RESOURCES	35	
6.0 COMMUNITY FACILITIES	37	
7.0 HOUSING	50	
8.0 LAND USE	52	
9.0 TRANSPORTATION	59	
10.0 PRIORITY INVESTMENT	64	
APPENDICES		Formatted: Font: Bold
APPENDIX A: Summary of Meetings	70	
APPENDIX B: Land Use Map	78	Formatted: Indent: Left: 0"
List of Sources		
APPENDIX C: Zoning District Map		Formatted: Font: 10.5 pt
APPENDIX D: Traffic Counts Land Use Map	71	
APPENDIX E: Official Zoning Map, June 2000Traffic Consultant Meeting Outcome	73	
APPENDIX F: List of Sources		Formatted: Indent: Hanging: 0.07"

3

Vision Statement

Isle of Palms has transformed into a top-tier residential community situated on a barrier island, offering a range of housing styles, commercial opportunities, and recreational amenities. Despite the island's natural beach erosion and low-lying terrain, which are typical of barrier islands, the pristine natural resources that contribute to the island's appeal as a desirable place to live and visit have been preserved. To ensure the island maintains its exceptional qualities and safeguards the environment for future generations, it is crucial to implement measures that promote responsible development, preserve the island's unique character, and maintain a high quality of life.

~~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 April 16, 2025 May 26, 2015)

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. ~~Throughout the extensive preparation period, a multitude of workshops and public hearings took place, involving consultations with numerous experts from diverse fields. 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 and their associated topic are presented in ~~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 Isle of Palms~~ the history of development ~~on the Isle of Palms~~, identify ~~y~~ 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. ~~Though this~~ plan is not a final product; it is, ~~in fact,~~ part of a continuing planning process and ~~therefore~~ should be updated ~~and revised as when~~ new information, ~~problems, and needs arise.~~ ~~becomes available or as new problems and needs arise.~~

The first plan, ~~a~~ adopted pursuant to ~~the Act of~~ 1994, SC Code 6-29-510 ~~Act~~ was adopted in December 1997 and ~~then~~ amended ~~in March 1998~~ ~~to include with~~ the addition of time frames for implementing strategies, ~~that were contained in the plan in March of 1998.~~ ~~By~~ 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 During the~~ The revisions from this review were incorporated in early 2004. ~~The plan was reviewed by the Planning Commission in 2008.~~ Comprehensive Plan review ~~added,~~ and as a part of this review, two new elements ~~were added;~~ Transportation and ~~Priority Investment~~ Priority Investment, as required by the 2007 South Carolina Priority Investment Act.

~~The By~~ In 2014 Comprehensive Plan review included, ~~the Planning Commission reviewed the plan and recommended that the plan be updated to include information regarding pertaining to the 2010 Census in addition to and addressing~~ beach erosion issues.

~~The During the~~ 2023 Comprehensive Plan report review and sequential update. In 2023, the Planning Commission incorporated 2020 Census ~~updated the plan again to included~~ data, ~~a addresses~~ several developing issues such as ~~In addition to the updated Census data, other such issues as stormwater drainage, sea-level rise, and the expansion of the public sewer system were~~ also addressed. Furthermore, this review adds a new element, resiliency, to the Comprehensive Plan as required by the 2020, Act No. 163 amending The Code of Laws of South Carolina, 1976, by adding Chapter 62 to Title 48 and modifying Section 6-29-510 requiring jurisdictions to consider the potential impacts of flooding or other natural hazards on citizens and the community.

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~~In 2020, Act No. 163 added a new required element to the comprehensive plan. The new resiliency element (10) requires jurisdictions to consider the potential impacts of flooding or other natural hazards on citizens and the community from the 2020 Census and matters associated with drainage, sea-level rise and efforts to expand the public sewer system.~~

~~Today, The Comprehensive Plan includes 10~~^{nine} ~~major elements: Population, Economic, Natural Resources, Resiliency, Resilience, 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 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)~~

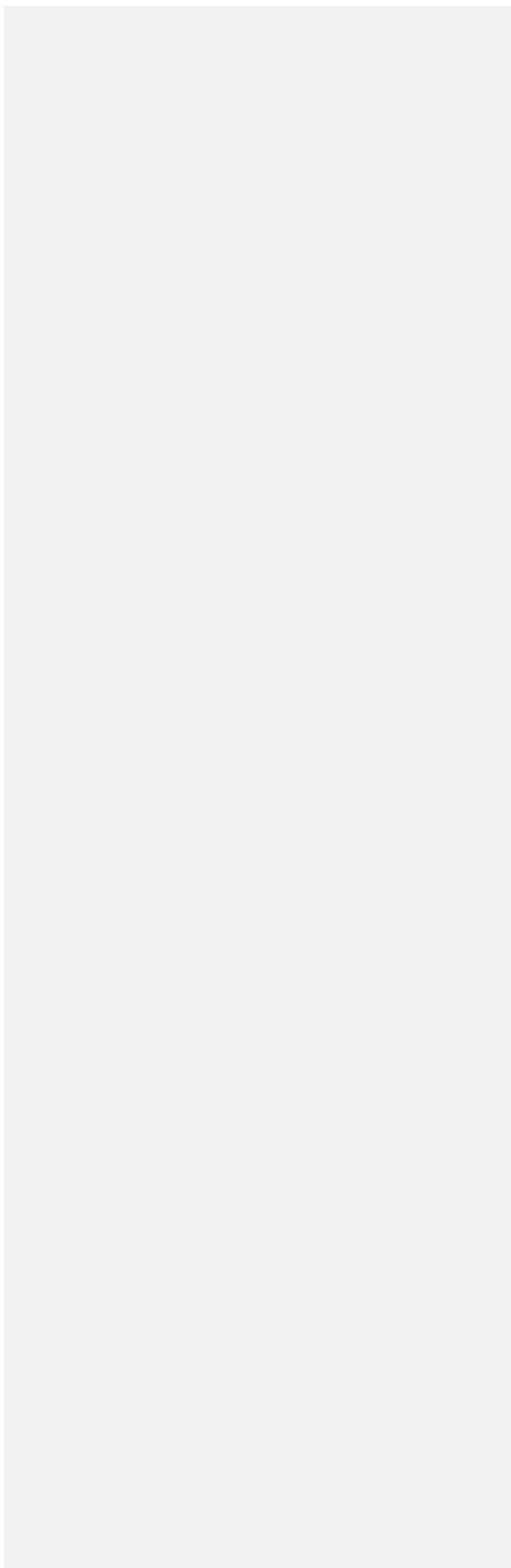
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LOCATION AND HISTORY

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 referred to as Hunting Island in the mid-18th century and later named Long Island in 1898, the Isle of Palms has long served as a haven for refuge and relaxation. During the American Revolution, the island played a vital role as a staging area for troops. In a significant event in 1776, Sir Henry Clinton's British forces landed on the Isle of Palms, then known as Long Island, with the intention of crossing Breach Inlet and launching a surprise attack on the American fort located on Sullivan's Island. However, the American troops, led by Colonel William Thomson, intercepted and repelled Clinton's troops as they endeavored to navigate the challenging waters of the inlet. This incident gave rise to the name "Breach Inlet," symbolizing the unsuccessful breach of the inlet by the British forces.

th~~pp~~ century

~~Originally known as Hunting Island and then betweenin the mid-18th century~~~~pp~~

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~~and Long Island in 1898 as Long Island, the Isle of Palms served as a place for refuge and relaxation for many years. D as a place of refuge and recreation and, during the American Revolution, Isle of Palms became as a staging area for troops. In fact, Breach Inlet, located on at the west end of the island derives its name from a 1776 n event in 1776, when Sir Henry Clinton's British troops landed on Isle of Palms, known then as Long Island, and attempted to cross the inletBreach Inlet to Sullivan's Island toand attack the American fort on Sullivan's Island 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 following~~ 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. ~~As such, he opened a~~ restaurant and Ferris wheel ~~were~~ opened for island visitors. ~~thBy e following year, and in~~ 1902 the Seashore Hotel was completed ~~and~~ open for guests.

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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. ~~The Town of~~ 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 However,~~ the effects of the Great Depression cut short these plans. ~~By 1934, and in 1934,~~ the Hardaway Contracting Company took control of the island. ~~Unfortunately, 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. ~~By~~ 1975, the City approved plans for the development of a "recreational-oriented residential community" ~~to be located~~ at the eastern end of the island. This ~~private, gated recreational-oriented residential community built by the Sea Pines Company development~~ soon became known as Wild Dunes ~~with a~~. The current year-round ~~residential~~ population ~~of approximately is estimated at over~~ 4,000 people ~~and with~~ a peak population of 20,000 people during ~~peak major~~ summer ~~months and~~ holiday weekends.

In 1953, ~~by an Act of the South Carolina Legislature~~ the ~~Town of Isle of Palms, Incorporated island~~ was ~~changed to incorporated as~~ the City of Isle of Palms, ~~incorporated by an Act of the South Carolina Legislature.~~ ~~Today, t~~ The City ~~currently~~ has a council for ~~ofm of~~

government ~~that includes 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.

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The commercial development on the island known as Front Beach was originally centered around Ocean Boulevard between 10th and 14th Avenues. ~~Currently, the commercial area now includes non residential portions of Palm Boulevard as well.~~

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~~The commercial area now includes Palm Boulevard as well.~~

Over the years, the type and makeup of commercial buildings have changed from open-air pavilions favoring seasonal activities to more substantial, enclosed buildings housing and shopping centers housing and businesses allowing for which operate year-round operation.

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

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As a barrier island, 1990s.

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The Isle of Palms ~~has experience~~ finds itself exposed to Nor'easters, tropical storms and hurricanes. The most of many storms and hurricanes, but none as devastating hurricane experienced occurred at midnight on September 21, 1989, 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 another~~ 200 structures.

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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.

1.0 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. By 2020, population grew modestly to 4,371.

~~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 ~~as high as 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 or 4,376 units over the 2010 Census. ~~to 4,376 units. However, the~~ number of owner-occupied units also increased by nearly fourteen percent or 1,684 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.

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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	295159	310749	350998	413,024
Other Barrier Islands[Census]							
Sullivan's Island				1,623	1,911	1,791	2,177 1,891
Folly Beach				1,398	2,116	2,617	2,664 2,078
Kiawah Island				718	1,163	1,626	1,772 2,013
Seabrook Island				948	1,250	1,714	1,810 2,050

Isle of Palms Housing Units

1970 1980 1990 2000 2010 2020

Total[Census]			3,063	3,881	4,274	4, 485 376
Occupied[Census]	821	1,305	1,482	1,942	1,828	1, 877 906
by Owner			1,172	1,568	1,481	1,684
by Renter			310	374	347	222
Seasonal/Vacant			2,109	1,939	2,446	2, 608 470
Total within Wild Dunes[as of 4/8/2012]			1,923	2,067		2,160
Vacant Residential Sites			<u>1995</u>	<u>2001</u>	<u>2010</u>	
Total			975	375	215	99
Single			82			
Family						

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 -will continue to monitor the Emergency Medical Services serving the island (see also Goal 6.5 .1). <i>(Ongoing; Fire Department, General Government and City Council)</i> |
| 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 Goal 6.3Strategy-5.4.3). <i>(2008; Recreation Department, General Government and City Council)</i> |

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. <i>(Ongoing; Building Department and City Council)</i> |
| 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. <i>(Ongoing; General Government and City Council)</i> |
| 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. <i>(Ongoing; General Government and City Council)</i> |

2.0 ECONOMIC

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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, and.~~ ~~There is also a first World class residential, vacation, and recreational complex, resort,~~ known as Wild Dunes Resort. Wild Dunes Resort sits ~~at~~ the north end of the island with a similar blend of properties ~~and includes as well as~~ resort amenities.

~~Of the approximately 2,880 acres that make up Isle of Palms, 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 Resort. 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~~ ~~These assets~~ 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~~ ~~creates~~ relatively high property values, ~~and thus, which in turn raises~~ ~~increases~~ the tax base. These same ~~resources~~ ~~assets~~ attract tourists ~~and increases~~ ~~, which results in~~ accommodations tax revenue. ~~This~~ ~~The accommodation tax~~ revenue is ~~essential~~ ~~vital to~~ ~~in~~ the support of services and infrastructure.

The gated community of Wild Dunes includes ~~two resort the hotels, several major resort,~~ conference centers, golf and tennis facilities, as well as single-family and multi-family dwelling units. Wild Dunes LLC owns and operates these facilities ~~with the assistance of Hyatt. In addition to the resort hotels, Wild Dunes Resort and also~~ manages many of the short-term rental properties within Wild Dunes, ~~though they aren't the sole short term rental property manager within Wild Dunes.~~

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~~Short term rental of these units in season is reaching capacity while unoccupied units remain during the off season.~~ The Planned Development District ~~or~~ "PDD" zoning district and ~~the~~ Conservation-Recreation zoning district

"CR," ~~which~~ applies to most of the Wild Dunes community. ~~These districts; allows limit the occupancy to 297 resort hotel inn rooms for a~~

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~~maximum of 297 inn rooms,~~ which are made up by the Boardwalk Inn, The Village, and The ~~Sweetgrass~~ ~~Sweetgrass~~ Hotel. ~~and The Village,~~

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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 and other evaluate other sources of revenue_ that can be generated from daily_ visitors and longer term visitors tourists. *(Ongoing; General Government and City Council)*
- Strategy 2.2.3: 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)*

3.0 NATURAL RESOURCES

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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.

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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 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 9th and 21st Avenue beach accesses.

The Isle of Palms Local Comprehensive Beach Management Plan was approved by the City and OCRM in April of 2023⁹⁸. 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 healthy levels of water quality.
- Protection of beach, dunes and marsh lands.
- Protection of wildlife and vegetation.

Goals and Implementation Strategies

Goal 3.1: ~~Conclude-Evaluate the feasibility of whether~~ obtaining an improved flood insurance
Community Rating System (CRS) rating ~~is feasible~~.

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

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

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Strategy 3.2.1: _____

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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.

4.0 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 29th and 57th Avenues to reduce the likelihood of flood damage. The City began a major project in 2022 to improve the outfalls between 30th and

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41st 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

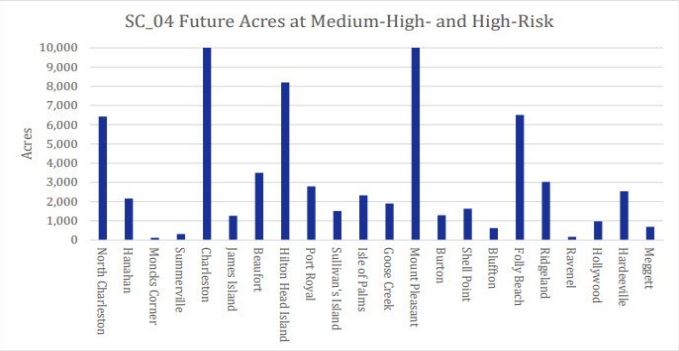
The dune system of the beach creates the first natural barrier against storm surge, flooding, and rising tides. The Isle of Palms shoreline is healthy and generally accreting, but the shoreline has cyclical erosional episodes particularly around the unstable inlet zones on the two ends of the island.

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
- [Ensure a solid well funded Healthy](#)-disaster recovery account
- Budget for large scale drainage improvements identified in the Davis and Floyd [Master Plan, August 2021](#)

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.

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.

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5.0 CULTURAL RESOURCES

Historic Sites and Buildings

Although the Isle of Palms served a variety of purposes prior to its development as a residential community with a resort community, very little remains in the way of

Although the Isle of Palms served a variety of purposes prior to its development as a residential community with a resort, very little remains in the 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, known as or "Front Beach," area was once the original site of the 1920s open-air pavilions and amusement rides. Unfortunately, although none of these buildings remain.

The existing office building at the corner of 10th Avenue and Palm Boulevard was once a hotel. The existing house adjacent to the current City Hall was the and the existing house located next to City Hall was original site of the trolley station which for the trolley that connected the island Isle of Palms to Sullivan's Island. Also Furthermore, 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 2nd U.S. Post Office on the island. recently as a gift shop, was for many years the 2nd 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 50th 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.

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Key issues

Awareness of the island's history

Goals and Implementation Strategies

Goal 4.5.1: Promote awareness of the history of the island

Strategy 4.5.1.1: 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 50th Anniversary celebration. (2008; General Government)

Strategy 4.5.1.2: Investigate the possibility of permanently marking sites of historical significance ~~on~~to the island and ensuring their preservation. (2008; General Government)

Goal 4.5.2: Establish a physical and digital archive to serve as repository for resident's historical documents

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6.0 COMMUNITY FACILITIES

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Public Safety

Isle of Palms is currently served by a police force of twenty sworn officers, eleven auxiliary staff, a canine unit, twenty-one patrol cars (five of which are four wheel drive SUVs for patrol supervisors, 2), 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~~ problematic. Also, ~~the increasing as the numbers of boats and jet skis on the waters around the island increase may warrant future~~ 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 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 Isle of Palms Water and Sewer Commission, established as an independent entity by the City Council in 1992, is responsible for supplying the public water on the island. Prior to its establishment, the utility was privately owned by The Beach Company and was acquired by the City in 1991.

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 in compliance with ~~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 and meet ~~to~~ EPA standards, a reverse osmosis water treatment facility was constructed and placed into service in 1993. However ~~Since~~, 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 in conjunction with ~~and the adjacent~~ the 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 Avenue 42, adjacent to the Recreation Center from 26 to 29 Avenues
And other
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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

Similar to other jurisdictions, the City benefits from electrical power and telephone service provided by reputable public utility companies.

~~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:

53rd . Avenue
23rd . Avenue and Waterway Boulevard
Sparrow and Waterway Boulevard
41st Avenue and Hartnett Boulevard
3rd . Avenue and Charleston Boulevard
56th . Avenue and Palm Boulevard

The drainage improvement project was estimated to cost ~~in the vicinity approximately 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 53rd Avenue and 57th Avenue.

In 2018, the City completed a \$2.4M second phase of drainage improvements that provided relief to the areas between 45th Avenue and 52nd 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 41st Avenue and 30th 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 27th and 29th 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 14th 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 14th 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 18th 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 41st 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, #44-41st 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 53rd 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 41st 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 on-fee either an annual fee or a fee per launch fee.

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 6.5.1: Improve public safety.

Strategy 6.5.1.1: The City ~~should~~ continues 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 6.5.1.2: Develop and implement a method of distribution for the Disaster Preparedness Plan. *(Ongoing; General Government and Fire Department)*

Goal 6.5.2: Support the installation of sewer services where these services do not currently exist.

Strategy 6.5.2.1: The City ~~should~~ meets periodically with the Water and Sewer Commission ~~and striving~~ for a "team approach" ~~to-in~~ addressing waste water and water issues that will arise in future years. *(Ongoing; General Government and City Council)*

Strategy 6.5.2.2: 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 6.5.3: Improve recreational opportunities for all island residents.

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Strategy 6.5.3.1: 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)

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Strategy 6.5.3.2: 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 6.5.3.3: 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 6.5.4: Improve the appearance of the island.

Strategy 6.5.4.1: 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 6.5.4.2: Consider additional ways of reducing littering on the island. (Ongoing; Police Department and City Council)

Strategy 6.5.4.3: 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 6.5.4.4: Encourage new or replacement electrical distributing systems to be constructed underground. (Ongoing)

Strategy 6.5.4.5: Seek funding sources to place electrical distributing systems underground. (Ongoing)

Goal 6.5.5: The City should take initiatives to address drainage and storm water runoff on the island.

Strategy 6.5.5.1: 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 [6§.5.23](#): Consider funding options, including grants and NPDES fees to address drainage problems.
(Ongoing; General Government and City Council)

Strategy [6§.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 [6§.6](#): Protect and enhance the City's investment in real property.

Strategy [6§.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 [6§.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 [6§.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 [6§.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 [6§.7](#): Optimize financial return on all real properties.

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Strategy [6§.7.1](#): Encourage imaginative proposals using City properties that will enhance revenues to the City. *(Ongoing)*

Strategy [6§.7.2](#): Constantly monitor compliance with existing lease terms to ensure revenues are consistent. *(Ongoing; General Government and City Council)*

7.0 HOUSING

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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.

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

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Strategy 76.1.1: 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 76.1.2: Continually assess ordinances which limit the size and width of houses and the amount of impervious surface on the island. *(Ongoing; Building Department)*

Goal 76.2: Improve water quality associated with residential properties (see also Goal 3.2).

Strategy 76.2.1: 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 76.2.2: 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 76.2.3: 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)*

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8.0 LAND USE

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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 10th and 14th Avenues. Additional commercial activities are

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located in Wild Dunes, at Breach Inlet and the City marina.

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 57th Avenue and certain properties on 43^d through 45th Avenues, that are also zoned PRD and also governed by the

Wild Dunes Community Association. In 2016 the area between 53rd and 56th 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

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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 their geographic allocations ~~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 ~~DA-B~~ is the Land Use Plan and the color-coded map in Appendix ~~EB-C~~ 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 [87.1](#): Improve zoning regulations to protect the established character of the island.

Strategy [87.1.1](#): Make appropriate amendments to the zoning ordinance which reflect the goals and strategies of the Comprehensive Plan. (2008; Building Department and City Council)

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Goal [8.7.2](#): Protect residential areas from adverse impacts of commercial development.

Strategy [8.7.2.1](#): 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 8.3: ??](#)

Goal [8.7.3.4](#): Ensure the adequacy of the infrastructure to support continued development and expanded uses.

Strategy [8.7.3.4.1](#): 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)*

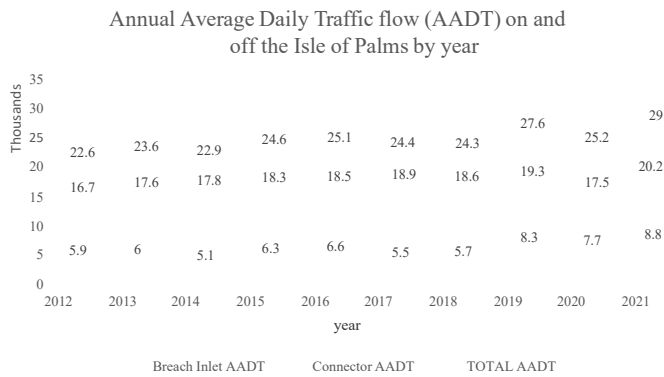
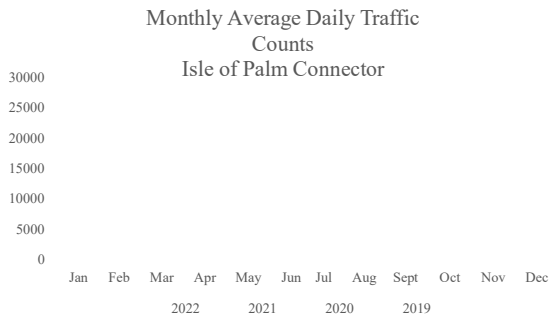
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9.0 TRANSPORTATION

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 ~~DE-1~~).

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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 10th and 14th Avenues, 18th Avenue, part of Hartnett Boulevard, most of Forest Trail, the cul-de-sac on Pavilion Boulevard, and 27th, 28th, and 29th 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 ~~ED~~ 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 98.1: Improve traffic flow and reduce congestion on the roadways of the island.

Strategy 98.1.1: 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 98.1.2: Evaluate the lane configuration of the Isle of Palms Connector to identify more efficient and safer alternatives (See Appendix E, consideration #1 in ~~Appendix CD~~). (*Ongoing; Public Safety*)

Strategy 98.1.3: Evaluate the intersection of the Isle of Palms Connector and Palm Boulevard to determine in an alternative design

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and/or phasing could increase operational efficiency (~~See Appendix E, consideration #2~~~~See consideration 2 in Appendix CD~~). (2023; Public Safety)

Strategy 98.1.4: Evaluate the Charleston County Park and municipal parking lots traffic routing, payment, and ticketing to identify more efficient methods for ingress and egress (~~See Appendix E, consideration #3~~~~See consideration 3 in Appendix CD~~). (2023; Public Safety)

Strategy 98.1.5: Evaluate providing real-time beach parking space availability data to the public to improve efficiency for ingress and egress for beach visitors (~~See Appendix E, consideration #6~~~~See consideration 6 in Appendix CD~~). (2023; Public Safety)

Strategy 98.1.6: Continually assess stop sign locations on the island to determine proper and legal placement. (Ongoing; Public Works)

Strategy 98.1.7: Ensure an adequate number of speed limit signs on all streets to encourage compliance and improve safety. (Ongoing; General Government and Police Department)

Strategy 98.1.8: 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 98.2: Discourage non-resident parking and traffic in residential neighborhoods.

Strategy 98.2.1: Encourage appropriate measures including signs, traffic restrictions and parking restrictions. (Ongoing; Police Department and City Council)

Goal 98.3: Improve accuracy of data collection related to traffic patterns.

Strategy 98.3.1: 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)

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10.0 PRIORITY INVESTMENT

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

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~~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 include a Beach Preservation Fee, Hospitality Tax, bond proceeds, parking fees, marina leases, and debt proceeds.~~

~~Beach Preservation Fee.... Bond Proceeds....~~

~~Hospitality Tax....~~

~~Fund Balance....~~

~~Local Option Sales Tax.... Parking Fees....~~

~~Marina....~~

~~Debt Proceeds....~~

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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 42nd 53rd Avenues, adjacent to the Recreation Center from 26th to 29th 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 109.1: Improve drainage in those areas that drain poorly.~~

~~Strategy 109.1.1: Identify problem areas and appropriate funding sources.~~

~~Goal 109.2: Improve traffic flow and reduce congestion on the roadways of the island.~~

~~Strategy 109.2.1: Expand the system of bike lanes and walking paths.~~

~~Goal 109.3: Improve public health by extending the public sewer system~~

~~to areas service by septic systems in marginal soils.~~

~~Strategy 109.3.1: Identify problem areas and appropriate funding sources.~~

On May 23, 2007, the General Assembly officially approved the Priority Investment Act. This legal framework mandated Planning Commissions to seamlessly integrate assessments related to priority investments into the broader scope of comprehensive planning. The Act explicitly required that Comprehensive Plans incorporate a novel Priority Investment Element. This specific component was designed with the aim of assessing the anticipated availability of financial resources from federal, state, and local sources, earmarked for public infrastructure and facilities, over the coming decade.

The Priority Investment Element fulfills a unique role by connecting the capital improvement requirements identified in other planning components with anticipated revenues over the upcoming decade. Furthermore, the Act mandated the identification of projects deserving funding allocation during this period to adequately meet vital demands related to public infrastructure and facilities. These encompass critical facets like water, sewer, and road systems.

The City's 10 yr Capital Improvements Plan (Appendix G) is a schedule for the financing and construction of physical assets such as buildings, streets, sewers, and recreation facilities. The plan extends over a 10 year planning period indicating the beginning and ending date of each project, the amount to be expended in each year, the methods of financing those expenditures and the anticipated operating costs that will be associated with them. The City defines a capital improvements project as a project to acquire or construct an asset generally with a value

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exceeding \$25,000 and an expected life of 10 years or more. Capital improvement project appropriations continue in effect for the life of the project.

At present, the formulation of the Ten-Year Capital Improvement Plan (CIP) entails the active participation of City staff and Council Committees. This collaborative effort involves the evaluation of initiatives and the ranking of expenditures according to factors like urgency, projected funding, available project management resources, funding origins, project scheduling in relation to seasons, and organizational preferences.

Virtually any new capital investment will require staffing, materials, power and other services if it is to serve its purpose to the community. Some capital projects will generate revenues to the City and will help to promote the community's general economic health and well-being, as well as enhance its quality of life. While it is difficult to quantify the exact costs of future operations and maintenance of a project, most can be estimated with reasonable accuracy based upon experience.

Analysis of Projected Federal, State and Local Funds

Below is an inventory of available funding opportunities that have been used by the City of Isle of Palms (*) or could be made available in the future.

An ***ad valorem tax**, a tax per unit of property value, is levied upon all real property and certain classes of tangible personal property as that property is assessed and equalized for State and County purposes for any tax year. As a matter of local policy, only current taxes are used to meet recurring operating expenditures. Because of the difficulty in predicting when prior year delinquencies might become available, these delinquent taxes and penalties are used to support the Capital Projects Fund.

A ***building permit fee** charged for a written warrant or license issued by a local building official that authorizes the construction or renovation of a building or structure at a specified location.

Liquor Sale Licensing and Revenue purchased from the State allows restaurants, recreation facilities and festival vendors to serve alcoholic beverages. A portion of the proceeds of these license fees collected from licensees is paid back to the City and may be used for purposes generally restricted to capital projects.

***Private participation** occurs on some occasions when the City will construct items of public infrastructure that benefit certain residential neighborhoods or commercial establishments. In many such instances, the financing consists of a combination of City funds and private funds contributed, on some matching basis, by the property owner or developer.

The City levies a 2% **Hospitality Tax** on the sale of all prepared food and beverages served by restaurants, caterers, and grocery stores. This tax also applies to all receipts from the rental of transient accommodation units. Proceeds from the ***hospitality fee**, are restricted for use in the acquisition or construction of assets that support the City's tourism economy, either by direct expenditure or by the leveraging of debt.

A ***local option tourism development fee** of one percent on all taxable sales may be used for out-of-market advertising. An amount equal to four percent must be used for property tax relief for primary residents of the city and an additional 16 percent may be used for either property tax relief or for capital projects related to tourism infrastructure.

A ***Municipal, County, and State Accommodations Tax** of 14% is levied on all receipts from the rental of transient accommodation units in the city. Proceeds of this levy are restricted for use to the acquisition or construction of assets that support the city's tourism economy.

***Impact fees** are financial payments made to a local government by a developer to fund a proportionate share of certain off-site capital improvements. Impact fees do not always cover the actual capital costs of new construction but help in reducing the amount of the burden that is often shifted to the existing residents. These fees pay for infrastructure with bonds that are repaid through a property tax. Impact fees are typically a fee per unit paid at the time of development or purchase.

***Water and sewer impact fees** are used to acquire, construct and install the infrastructure necessary to ensure the delivery of safe drinking water to its customers, and to provide for the collection and transmission of sewage to be cleaned and returned to the waterways downstream.

The ***Urban County US Housing and Urban Development (HUD) Entitlement Grant** program is designed to assist low and moderate income residents by improving infrastructure and public services. The City partners with Charleston County in their status as an entitlement county. The South Carolina Local Government Development Agreement Act, SC Code § 631-10 et seq. authorizes local governments to enter into formal voluntary ***development agreements** with developers for the completion of relatively large scale or multiphase development projects.

***Grants** represent discretionary, lump-sum funding for specific one-time projects. In most cases grantors require the City to spend additional dollars meeting local cash match requirements.

The City participates in the ***Charleston Area Transportation Study** which has two representatives on the Policy Committee. The Study Team is a stakeholder group comprised of local municipal and county planning officials that provide feedback on development of long-range regional metropolitan transportation plans (MTP). Regional projects are ranked and prioritized in accordance with predetermined GSATS scoring criteria, and Federal Highway Administration funding received by the State is allocated to local projects based upon priority and readiness of the jurisdiction.

Moreover, the city is actively positioning itself to harness increased grant funding as required to effectively address the objectives and strategies outlined in this plan. Such funding sources are listed below:

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 originally released the Notice of Funding Opportunity for the 2018 Pre-Disaster Mitigation Program (PDM). In 2021, FEMA updated this program to include three pre-disaster funding opportunities, Building Resilient Infrastructure and Communities (BRIC) program, Hazard Mitigation Grant Program (HMGP), and Flood Mitigation Assistance (FMA) grant program, to help states and communities prepare for major disasters that are costing lives and livelihoods and devastating local communities and businesses. These programs will allow communities to apply for nearly \$5B to increase their preparedness in advance of climate-related extreme weather events and other disasters, and improve their ability to recover after these events.

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.

Intergovernmental Coordination

In compiling and prioritizing the Capital Improvement Plan, the City has worked in coordination with:

- Charleston County
- The Town of Mount Pleasant
- Sullivan's Island
- Municipal Association of South Carolina
- Charleston Area Regional Transit Authority
- Charleston County Schools
- College of Charleston
- Charleston County Water and Sewer Authority
- Charleston County Solid Waste Authority
- The State of South Carolina

Capital Improvements Plan

The Comprehensive Plan and its elements serve as a guide for establishing a Capital Improvements Plan (CIP) for the City's public infrastructure and facilities and the annual budgeting process. The latest Capital Improvements Plan includes the following major projects:

Drainage

- Phase 3 Drainage – Outfalls at 30th, 36th and 41st Avenue
- Comprehensive Drainage Masterplan
- Waterway Boulevard Multi-use Path Elevation Project

Funded by the State of SC Office Of Resilience, Capital Project Funds, Municipal accommodations taxes, proceeds of GO Bond issued in FY21 as well as a grant award.

IOP Marina

- Public Dock Rehabilitation & Greenspace
- IOP Marina “T” Dock Repairs
- Marina Dredging

City's ARP funding, State and Municipal Accommodations Tax, Marina & Tourism Funds.

Beach Maintenance & Access Improvements

- IOP County Park Emergency Vehicle Access
- Beach Access Paths Improvements
- Beach Restoration

Funding for this objective is provided through the Beach Preservation Fund and Tourism and Capital Project Funds.

Buildings & Facilities

- Fire Department Exhaust Systems for Fire Stations 1 & 2
- City Hall Renovation
- Outdoor Fitness Court at Recreation Center
- Dog Park Improvements
- Undergrounding Power Lines
- SCDOT Palm Boulevard Bike, Pedestrian and Parking Enhancements

Funding through the Tourism Fund, Capital Projects Fund, State and Municipal Accommodations Tax, and Dominion Energy.

Priority Investment Goal: Engage in long-term thinking and planning about capital improvements and facility needs, their funding sources, intergovernmental coordination, and planning of CIP projects based on the best available sustainable practices.

	<u>Objective</u>	<u>Action</u>	<u>Timeframe</u>
1	<u>Create a repository of current city plans, including the Comprehensive Plan, to be used as a reference when establishing the annual Capital Improvements Plan.</u>	<u>1A. Gather plans from various city departments and coordinating agencies.</u>	<u>On-going</u>
		<u>1b. Cross reference adopted plans for commonalities and economies of scale.</u>	<u>As new plans are adopted</u>
		<u>1c. Prioritize capital improvement projects across all plans.</u>	<u>Annually</u>
2	<u>Forecast Federal, State, and local funds available for public infrastructure and facilities into the 10 year planning horizon.</u>	<u>2a. Remain abreast of financial resources available through Federal, State, local, and private resources.</u>	<u>Monthly</u>
		<u>2b. Forecast CIP funding needs and correlated funding availability.</u>	<u>Annually</u>
3	<u>Communicate and coordinate with adjacent municipalities, Charleston County, state agencies, utilities, civic groups, charitable organizations and other</u>	<u>3a. Create and maintain a list of all relevant agencies.</u>	<u>On-going</u>
		<u>3b. Establish and maintain regular means of communication in order to coordinate local efforts and regional plans.</u>	<u>Quarterly</u>

	<u>relevant agencies to maintain and further the goal of becoming a sustainable community.</u>	<u>3c. Provide each agency with written notification and an opportunity to comment on recommended public infrastructure and facility projects.</u>	<u><i>As plans are submitted for review</i></u>
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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.

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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.
- /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.

[NEED 2015- 2023](#)

APPENDIX B
Land Use Map

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APPENDIX C
Zoning District Map

APPENDIX D
Traffic Counts

APPENDIX E
Traffic Consultant Meeting Outcome

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APPENDIX F

List of Sources

Clemson Study, May 1987

1989 & 1993 Isle of Palms Comprehensive Plan

[2015 Isle of Palms Amended Comprehensive Plan](#)

[2020](#) U.S. Census

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

[City of Isle of Palms Sea Level Rise Adaption Plan, SeamonWhiteside, 2024](#)

[Beach Preservation Ad Hoc Committee Report, January 2025](#)

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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, [2023](#)

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

[the Army Corp of Engineers South Atlantic Coastal Study \(SASC\)](#)

[Title 5, Chapter 4, Article 2, Section 5-4-0](#)

APPENDIX G

10 Year Capital Improvement Plan