

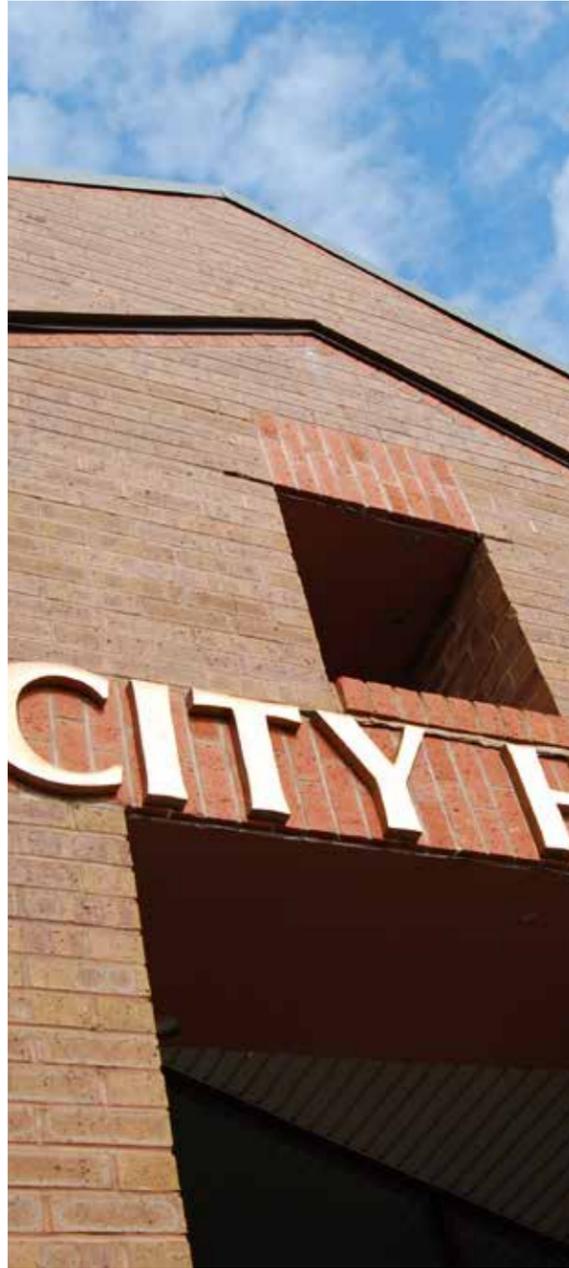


THE CITY OF

GOOSE CREEK

COMPREHENSIVE PLAN

ADOPTED
MAY 11, 2021



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INTRODUCTION

PURPOSE OF THIS PLAN

A comprehensive plan serves as a “roadmap” for a municipality during a long-term period, usually 10 to 20 years. It outlines a vision, and then describes the steps to take in order to fulfill it.

Since its last full comprehensive planning effort and update, the City of Goose Creek has grown substantially. Now South Carolina’s eighth-largest municipality, the City has an abundance of opportunities but also faces many challenges. Goose Creek, like many other bedroom communities across the country, is at a crossroads: do they remain a bedroom community

or do they begin to move beyond that and establish themselves as a live/work/play suburb? This report represents the culmination of a year-long effort to determine where the City has been, where it appears to be headed in the years to come, and the steps the City will have to take to make it happen.

Pursuant to the 1994 State Comprehensive Planning Act (S.C. Code §6-29-310 - §6-29-380), South Carolina requires municipalities to form a local planning commission and facilitate a comprehensive planning process every ten years. Upon

completion, the document must include the following components: an inventory of existing conditions, a vision statement with corresponding needs and goals, an assessment of the nine required elements, and an implementation strategy with practical steps, actions, responsible parties or organizations, and time frames for achievement.

PLANNING PROCESS

Discovery

JANUARY 2020 TO SEPTEMBER 2020

- Existing conditions analysis
- BCDCOG-led public meetings (3)
- Stakeholder interviews
- Planning Commission updates (3)

Visioning

OCTOBER 2020 - DECEMBER 2020

- Virtual Workshop #1
- Planning Commission updates (2)
- City Council update (1)
- City staff coordination meetings (3)

Draft Plan

JANUARY 2021 TO MARCH 2021

- Virtual Workshop #2
- Draft Plan Open House
- Planning Commission update (1)
- City staff coordination meetings (2)
- Presentation to City Council

Finalize + Adopt

APRIL 2021

Implement

(YEARS 2021-2031)

- Begin implementation on projects!

ABOUT GOOSE CREEK

From Goose Creek's Website...

"If ever a city could be called the best of both worlds, it is surely Goose Creek, South Carolina.

Goose Creek, the municipality that Business Week called the best place to raise a family in South Carolina, is located minutes from the international tourist destination of Charleston, and the pristine beaches of coastal South Carolina. It is situated perfectly between the state's Boeing plant to its south, and Volvo's automotive plant to its north, both of which have turned the region into a hotbed of industrial growth.

The city's own business community is thriving, a result of a business-friendly, can-do attitude.

And yet Goose Creek is more than a growing population. Through wise and progressive leadership, the city has achieved that delicate balance between growth and the preservation of its small town character. Residents live, work, and raise their families here, surrounded by the natural treasure that is South Carolina's Lowcountry."

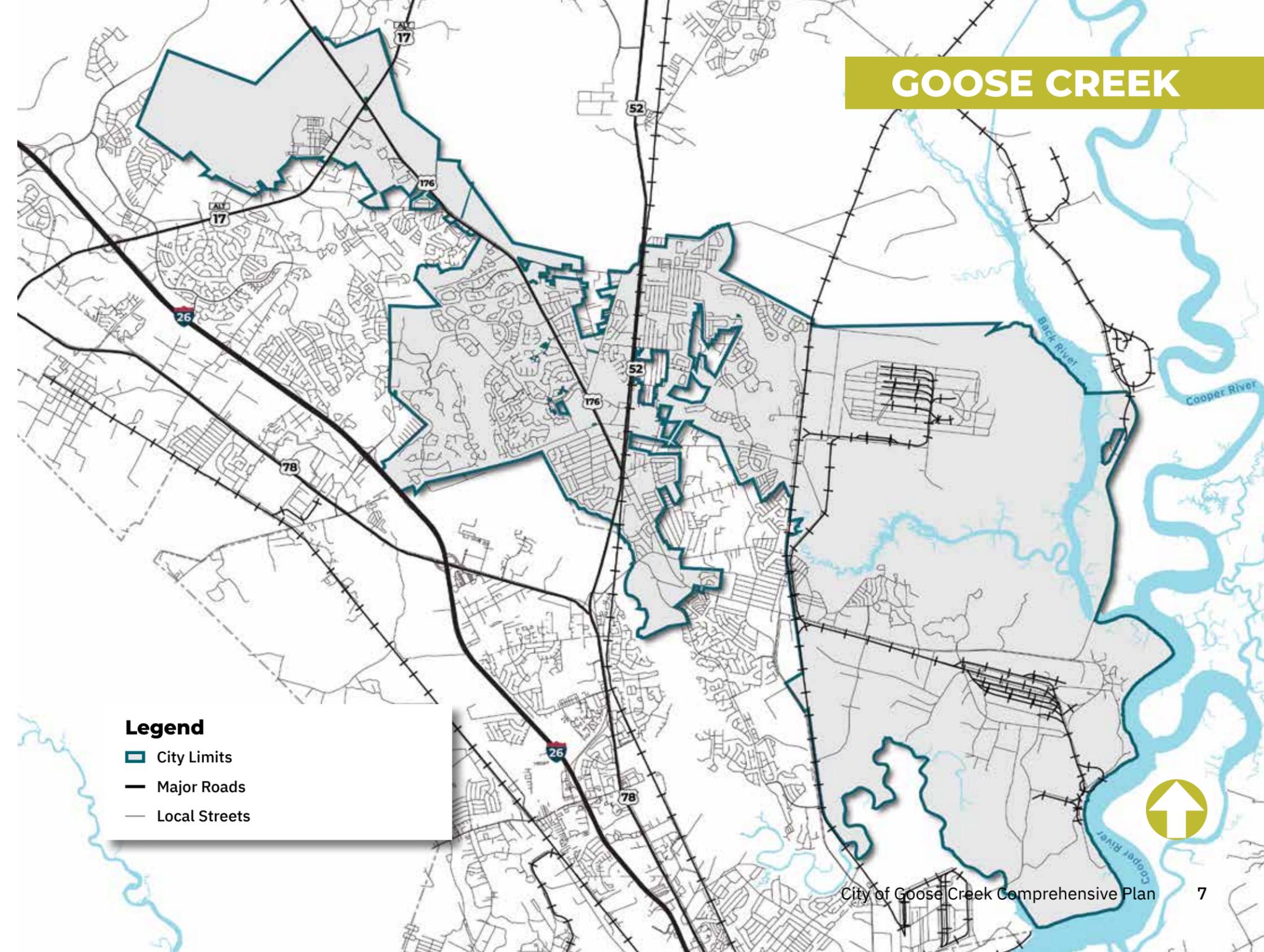
Long before Goose Creek was settled by European immigrants, the area was inhabited by several Native American tribes, including the Etiwan, Westco, Sewee, and Yamasee. In the early 1670s, English settlers (mostly sons of large planters in Barbados and former indentured servants) accompanied by enslaved Africans first encountered the Etiwan inhabiting Daniel Island. The settlers established plantations along Goose Creek under the governance of the Lords Proprietors of Carolina and became known to local tribes as the "Goose Creek Men." Originally named in 1682, at one time Berkeley County included the parishes of St. John Berkeley, St. James Goose Creek, St. James Santee, St. Stephen, and St. Thomas and St. Denis. In 1769, this area became part of the Charleston District, and it did not become a separate county again until 1882.

With the settlement of new plantations and continued exploitation of Africans through the slave trade, English settlers began to enjoy increased prosperity in Goose Creek. Notable plantations from this period included Brick Hope, Crowfield, The Elms, Howe Hall, Liberty Hall, Martindales, Medway, The Oaks, Otranto, Windsor Hill, and Yeamans Hall. The plantations experienced a significant upheaval as a result of the Civil War as it brought about

a radical shift in the area's economy and demographics. By the late 19th century, most plantations were abandoned, and the remaining farming communities of formerly enslaved Africans organized around country churches.

During the early 20th century, the area around Goose Creek remained rural with small settlements of African American farmers near a collection of general stores, mills, and churches. The construction of Naval Weapons Station Charleston on the west bank of the Cooper River during World War II inspired a new period of development in Goose Creek. Through the G.I. Bill (Servicemen's Readjustment Act of 1944) during the post-war period, Goose Creek experienced an influx of white military families investing in homes. Farmlands were subdivided to keep up with the population boom of the early 1960s as Goose Creek became one of the nation's fastest growing areas. This rapid growth spurred community leaders to push to develop the area's infrastructure so that it could support its swelling population. The first section of the greater Goose Creek area was incorporated in March 1961, with further annexations of Crowfield, Carnes Crossroads, and other smaller parcels in the 1980s through the 2000s that expanded the City's incorporated area to its current total of approximately 42 square miles.

GOOSE CREEK





PREVIOUS PLANNING EFFORTS

Previous regional and local studies and plans have set forth a range of considerations that should be included in future planning efforts relative to the City of Goose Creek. Recurring themes include implementing appropriate land use regulations, protecting the natural environment, balancing development objectives, and improving the transportation network. The following sections provides brief overviews of the key elements and goals found in the most recent studies and plans pertaining to the City of Goose Creek.



2010 Goose Creek Comprehensive Plan and 2015 Update

Vision Statement: Goose Creek is a close-knit community that has achieved a balance between continued growth and preservation of its cultural amenities and small town character. The City will continue to promote a high level of quality of life by implementing the following five guiding principles of the adopted comprehensive plan:

- Goose Creek will strive to maintain a balance between green and open spaces and a growing population spurring new development;
- Goose Creek will promote reinvestment in existing residential and commercial neighborhoods in order to provide options to a diverse population;
- Goose Creek will maintain an exceptional level of safety and security of its residents as well as the protection and preservation of its natural and cultural resources;
- Goose Creek will continue to provide planned infrastructure in order to adequately support designated and compact future growth; and

- Goose Creek will continue to promote excellence in education through the provision of exceptional public schools, enabling the local populace to meet the needs and qualifications of existing and prospective businesses and industries.

To achieve the goals emphasized in the above vision statement, Goose Creek’s 2010 Comprehensive Plan focused on conscientious development to match a growing population, as well as the protection and expansion of cultural and natural resources. The plan’s guiding principles included: maintaining balance between green/open space and new development, reinvestment in existing residential and commercial neighborhoods to support a diverse population, protection of cultural and natural resources, provision of adequate infrastructure to support growth, and promotion of excellence in educational programs to support the local job market. A primary theme of the 2010 plan was reduction of urban sprawl by focusing compact development on vacant land in already developed areas. This effort aligned with the major goal of creating a downtown “hub” area to serve as the City’s focal point. The plan recommended that the City coordinate planning efforts with nearby jurisdictions, agencies, and public services,

and also improve its overall communication with its citizens.

In the 2015 update, minimal changes were made to the goals and opportunities that were identified in the 2010 plan – the most notable was the removal of “support efforts to develop curricula and provide courses that allow students opportunities to match their skills to those demanded by existing and prospective businesses” as a guiding principle.

The 2015 update retained emphasis on the need to promote orderly and efficient land use patterns, specifically through the use of infill development. The 2010 plan and the 2015 update also included land use strategies that sought to maintain balance between preserving green, open space and encouraging new development.

Both plans also called for the protection of natural resources and existing housing stock. Previous plans as well as the current update identified the need for supportive infrastructure (e.g. road network, water and sewer) to keep pace with the demands of a growing population. Regarding transportation, the 2010 plan and 2015 update called for a more diverse transportation network that would offer greater accessibility for cyclists and pedestrians.

PREVIOUS PLANNING EFFORTS

2010 Berkeley County Comprehensive Plan and 2015 Update

Vision Statement: Berkeley County is a vibrant community that embraces its history while promoting economic growth and development. The County will continue to promote sustainability and livability by implementing the following five guiding principles of the adopted comprehensive plan:

- Protect and promote distinctive, diverse communities;
- Manage infrastructure systems effectively and expand them efficiently;
- Respect and enhance historical and natural resources and expand their public accessibility;
- Make recreational opportunities – both active and passive – available county-wide; and
- Draft a clear fair plan to be implemented through simplified costs and streamlined processes.

Berkeley County’s 2010 Comprehensive Plan focused on management of growth and development and protection of

cultural and natural resources. Guiding principles included the promotion of diverse and sustainable communities, efficient development and expansion of infrastructure, enhancement of cultural and natural resources, recreation improvements, and an emphasis on inter-municipal collaboration. Community concerns identified during the participatory process highlighted impacts related to growth and development on community character, quality of life, and roadway improvements.

Common themes from public participation workshops were centered on development-related impacts adversely affecting community character and quality of life, maintenance of public systems and services, preservation of natural and cultural resources, and concerns about the associated costs of recent growth falling upon taxpayers. A desire for expanded public recreation facilities was also a common discussion point. In response, the County’s current plan aims to provide guidance for local, elected officials in making land use decisions.

The 2015 update included revisions related to the Principal Growth Area (PGA). Text was added to guide rural development outside of the PGA as ‘Constrained Growth.’ The goal of these revisions was to emphasize the desire to maintain the rural character outside of

the PGA and to only development densities that could be supported by on-site water and wastewater systems or in areas where municipal infrastructure may be extended from abutting parcels. The 2015 plan update continued to promote land use principles designed to protect natural resources with a goal of creating communities that are both diverse and sustainable. Affordable housing is also highly prioritized in both plans.

CHATS Long-Range Transportation Plan (2019)

Vision Statement: “The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), serving as the CHATS Metropolitan Planning Organization (MPO), envisions: ‘A healthy, livable and economically vibrant region supported by a transportation system that is safe, reliable, provides more balanced transportation options and better access to all system users, supports greater mobility of people and goods, and preserves our communities’ natural and cultural resources.’”

The CHATS Long Range Transportation Plan (LRTP) is a comprehensive plan for the future of transportation in the Charleston Area Transportation Study (CHATS) area, the Metropolitan Planning Area which includes Goose Creek. The LRTP seeks to guide improvements in the region’s transportation

network to achieve seven goals: improving safety, preserving the system and maintaining existing infrastructure, improving travel mobility for all users, improving system reliability, strengthening communities, and utilizing best practices and coordination strategies. The LRTP identified issues and concerns gathered from the public through meetings and surveys as well as interpretations of crash, congestion, and other data. Because US-52 goes directly through Goose Creek, the City is recommended for potential key transit stops for a future phase of the Lowcountry Rapid Transit system. Goose Creek was also identified in the LRTP as a key area needing bicycle and pedestrian access and infrastructure improvements.

Regional Transit Framework Plan (2018)

Vision Statement: “The purpose of the Regional Transit Framework Plan (RTFP) is to identify and prioritize a High-capacity Transit (HCT) network that serves wide-ranging trip needs, connects the region, enhances the quality of life, and supports economic growth and development.”

The Regional Transit Framework Plan builds off of other transportation planning documents and studies, including the CHATS and Rural Long Range Transportation Plans, the Neck Area Master Plan, and the I-26 ALT Study. The RTFP is based on four guiding principles: connectivity, reliability, economy, and safety. The study considered and evaluated existing transit needs as well as future considerations such as population/employment growth, land use, funding, local and regional policies and stakeholder needs. Transit needs in different areas of the region were evaluated based on combined density of zero-vehicle households, persons with disabilities, low-income individuals, youth and young adults, and older adults. Goose Creek, specifically portions along Harbour Lake Drive and US-52, ranked high in the transit needs evaluation.

2019 Update to Strategic Economic Development Plan

In 2019, Goose Creek updated the former 2014 economic development framework. The Update to Strategic Economic Development Plan Update (2019) revised market-based research, analyze retail leakage, and assessed the various real estate markets. It provided adjustments to priorities and strategies, including an emphasis on business development, market positioning, establishing partnerships, encouraging mixed-use downtown development and hub area, and showcasing the region’s quality of life to attract new investment.

GOOSE CREEK TODAY

POPULATION

Introduction

This section on existing population conditions will provide an overview of population projections, general demographics (i.e. race, sex, age, etc.), households, educational attainment, and income levels. By reviewing how Goose Creek’s population has changed historically and is expected to change in the future, this chapter helps to ensure that changing population dynamics in the City can be incorporated into future planning decisions.

Historic Trends & Projections

Goose Creek’s population has grown steadily over the past decade and is anticipated to continue to grow at a comparable rate over the next two decades. Between 2009 and 2018, the number of people living in Goose Creek increased 15% from approximately 36,000 people to 41,000 people according to five-year estimates from the American Community Survey. Since 2010, annual population growth for Goose Creek has varied from 1% to around 3%. Between

2012 and 2013, the population growth rate was at its peak of 3.1%. The population growth between 2017 and 2018 was the lowest in the last ten years at only 0.7%.

Goose Creek is the largest city in Berkeley County and for the past 10 years, it has consistently represented about 20% of the county’s total population. The City’s overall population growth rate was slightly below that of Berkeley County, which grew by 2% to 4% annually between 2010 and 2018 (ACS 5-year estimates). Overall, Berkeley County’s population increased 28% between 2010 and 2018 from approximately 163,000

people to 209,000 people. The proportion of Berkeley County residents living in the City of Goose Creek remained constant between 2010 and 2018, with 20% of Berkeley County residents calling Goose Creek home.

Forecasts from the 2015 Charleston Area Transportation Study’s (CHATS) travel demand model estimate that the City of Goose Creek’s population will continue to grow roughly at the same rate it did between 2010 and 2015. As a result of assuming consistent growth from the baseline year of 2015, the CHATS travel demand model projected a population in of approximately 57,000 residents in 2020 and approximately 87,000 residents by 2040. The CHATS estimation for 2020 is notably higher than the latest 2019 ACS estimates. The travel demand model will be re-calibrated and updated to a 2020 base year once official 2020 Census data is released.

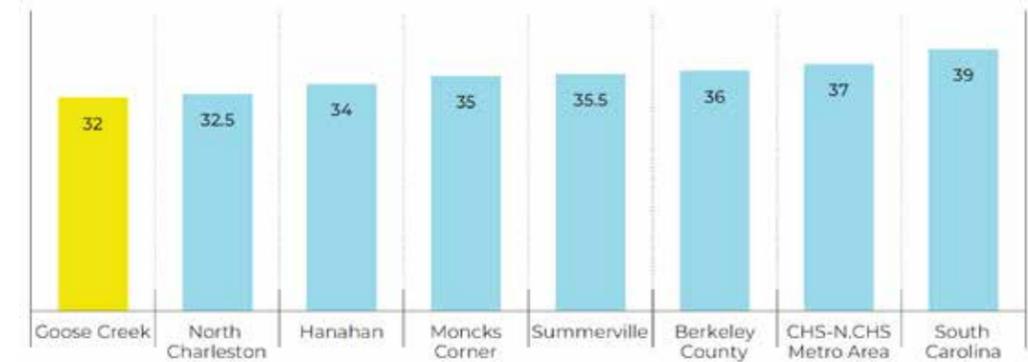
If the City of Goose Creek continues to represent approximately 20% of the County’s overall population as discussed above, the City would be home to approximately 52,325 residents in 2025, 58,625 residents in 2030, and 65,323 residents in 2035.

Historic Population Estimates (ACS 5-Year Estimates)

	2010*	2011	2012	2013	2014	2015	2016	2017	2018
Population Estimates	34,765	35,549	36,536	37,677	38,545	39,408	40,553	41,040	41,339
% Annual Increase	-	2.3%	2.8%	3.1%	2.3%	2.2%	2.9%	1.2%	0.7%

*2010 Decennial Census data

Change in Median Age of Residents - Regional Comparison (ACS 5-Year Estimates, 2018)



Age

Over the last decade, Goose Creek has trended toward a slightly older population, steadily moving from a median age of 29.4 years in 2010 to a median age of 32 years in 2018. In 2010, residents under the age of 25 (youth) made up 42% of the population compared to 7% of residents that were 64 years or older (seniors). By 2018, youth made up about 39% of the population compared to 10% that were seniors.

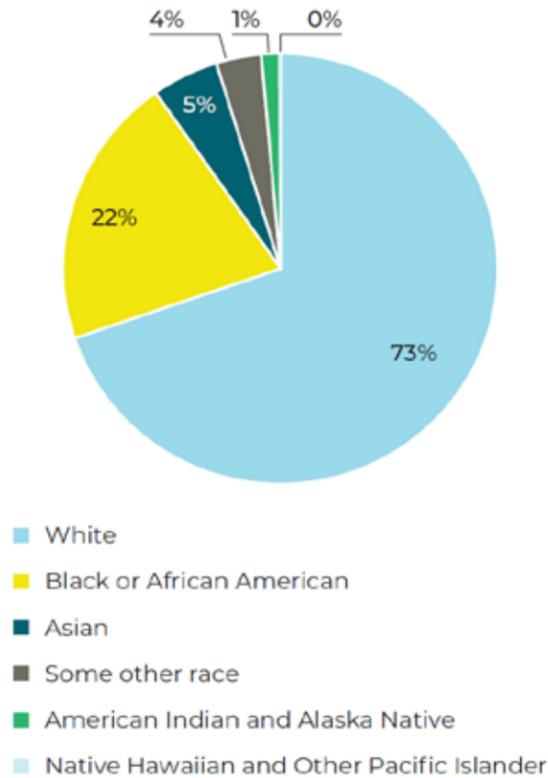
Race & Ethnicity

The racial backgrounds of people living in Goose Creek changed notably between 2010 and 2018. The number of residents that identified as white remained fairly consistent between 2010 and 2018. Approximately 26,370 residents identified as “white alone” in 2010, increasing to about 28,500 by 2018. However, as the overall population increased over that time period, the proportion of residents identifying as “white alone” decreased from 76% of the total population in 2010 to 70% in 2018.



POPULATION

Goose Creek Racial Diversity (ACS 5-Year Estimates, 2018)

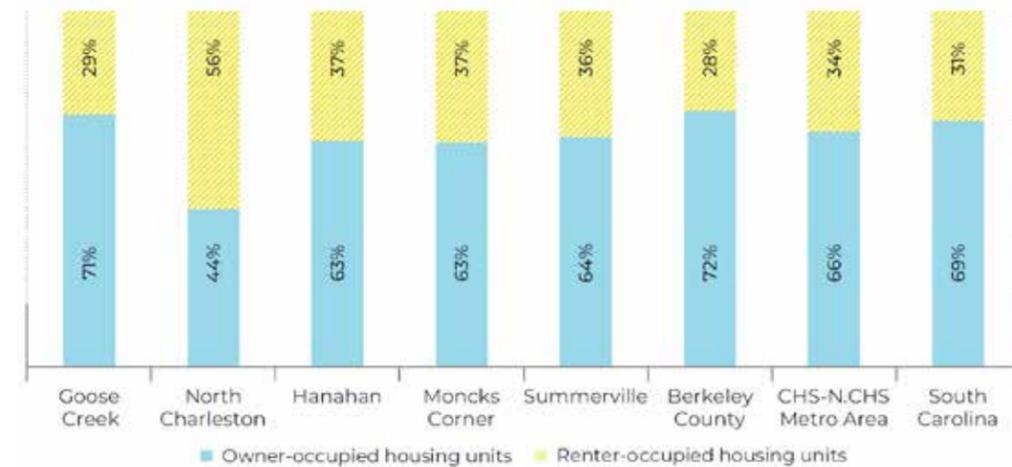


Households

The number of households in Goose Creek increased at a slower rate than overall population growth over the past decade. Estimates from the American Community Survey indicate that the total number of households in Goose Creek increased from 12,908 in 2010 (ACS 2010 5-year estimates) to 13,770 in 2018.

Almost three-quarters of households (73%) in Goose Creek were comprised of families in 2018. In 2018, approximately one-third (33%) of Goose Creek households included children under the age of 18 years. Only about 6% of households in 2018 included individuals older than 64 years.

Owner- vs. Renter-Occupied Units - Regional Comparison, 2018 (ACS 5-Year Estimates, 2018)



The average household size in Goose Creek in 2018 was 2.84 individuals (ACS 2018). This number has only fluctuated slightly since 2010, when average household size was 2.89. In general, average household size has been trending downward toward smaller households from 2010 to 2018.

Occupancy rates between homeowners compared to renters has remained stable over the past decade at 71% in 2010 (ACS 2010 5-year estimates) and 2018. The remaining 29% of Goose Creek residents were renters. Goose Creek has a higher number of owner-occupied units than other regions considered for comparison, outpacing Summerville (64%), Hanahan (63%), and Moncks Corner (63%).

Educational Attainment

Educational attainment for Goose Creek residents has remained consistent in recent years. The percentage of high school graduates, bachelor's degree holders, and graduate degree holders remained nearly identical between 2014 and 2018.

In 2018, a combined 37% of the population over 25 has earned a 2- or 4-year postsecondary, graduate or professional degree. Among the 25 and older population, 92% of residents have received at least a high school diploma and 26% have earned a bachelor's degree or higher. The 92% of residents having attained a high school degree or higher is on the higher end regionally, matching that of Summerville. However, the 26% of residents having attained a bachelor's degree or higher is on the lower end regionally, surpassing that of Moncks Corner, North Charleston and Berkeley County, but lagging behind others compared.

For more information on the City's population see pages 28-37 in the Technical Appendix.

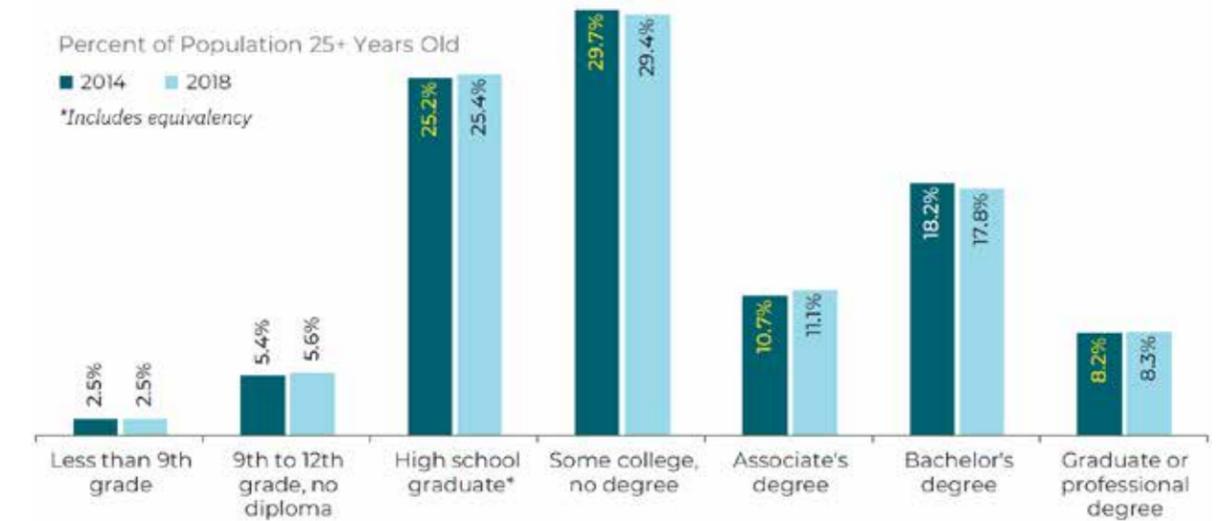
Educational attainment levels for the white and black populations of Goose Creek were nearly identical. However, residents identifying as Hispanic or Latino were less likely to have a high school diploma and less likely to have a bachelor's degree compared to the Goose Creek population as a whole. The Asian population in Goose Creek had a considerably higher rate of bachelor's degree attainment at 49% compared to other residents.

Most children in Goose Creek above the age of three attend public school instead

of private school and this has remained fairly constant in recent years. In 2018, approximately 86% of Goose Creek students attended public school, up slightly from 83% in 2014.

Private school attendance has gone down slightly from 18% in 2014 to 15% in 2018 (ACS 2014 and 2018). The proportion of Goose Creek students attending private schools in 2018 (15%) was comparable to that of Berkeley County (16%) and South Carolina as a whole.

Educational Attainment in Goose Creek, 2014-2018 (ACS 5-Year Estimates, 2018)





LAND USE

2020 Land Use

According to Berkeley County tax assessment data, the City of Goose Creek currently encompasses 26,259 acres or 42 square miles of incorporated land area.

It should be noted that military uses occupy the largest percentage of land area in this category and in the City of Goose Creek as a whole, encompassing 15,178.62 acres, or 58% of the City's land. The Naval Weapons Station Charleston (NWS) maintains and operates facilities, and provides services and materials to support naval forces. The map shown on the next page illustrates the land use typology on a parcel-by-parcel basis. The land use types in Goose Creek are described further below, and do *not* count the NWS lands as part of their calculations.

Residential

Residential land uses can be divided into three subcategories, as follows:

- **Single-family homes** are built on a single parcel. The County's tax assessment data indicates that there are currently 14,372 parcels classified as single-family homes, making this classification the most common land use type in the City. This form of residential unit currently

accounts for 6,208.7 acres, or 56.8%, of land area in the City (minus the NWS lands).

- **Multi-family homes** consist of more than one housing unit per structure, such as duplexes, triplexes, condos, townhouses, and apartments. The County's tax assessment data indicates that there are 20 parcels classified as multi-family homes, primarily accommodating apartment complexes. These parcels are concentrated along the commercial corridor area between US-52/Goose Creek Boulevard and US-176/St. James Avenue, as well as in the Carnes Crossroads annexation area. This form of residential unit currently accounts for 93.3 acres, or 0.9%, of land area in the City (minus the NWS lands).

- **Manufactured or mobile homes** include parcels with a single manufactured or mobile home unit or those within a larger residential park. The County's tax assessment data indicates that there are 55 parcels, including mobile home parks, classified as this use type. These units are interspersed throughout the central part of the City. One of

the larger mobile home developments is located just west of the Naval Weapons Station and another is located off US-176/St. James Avenue near Carnes Crossroads. This form of residential unit currently accounts for 80.6 acres, or 0.7%, of land area in the City (minus the NWS lands).

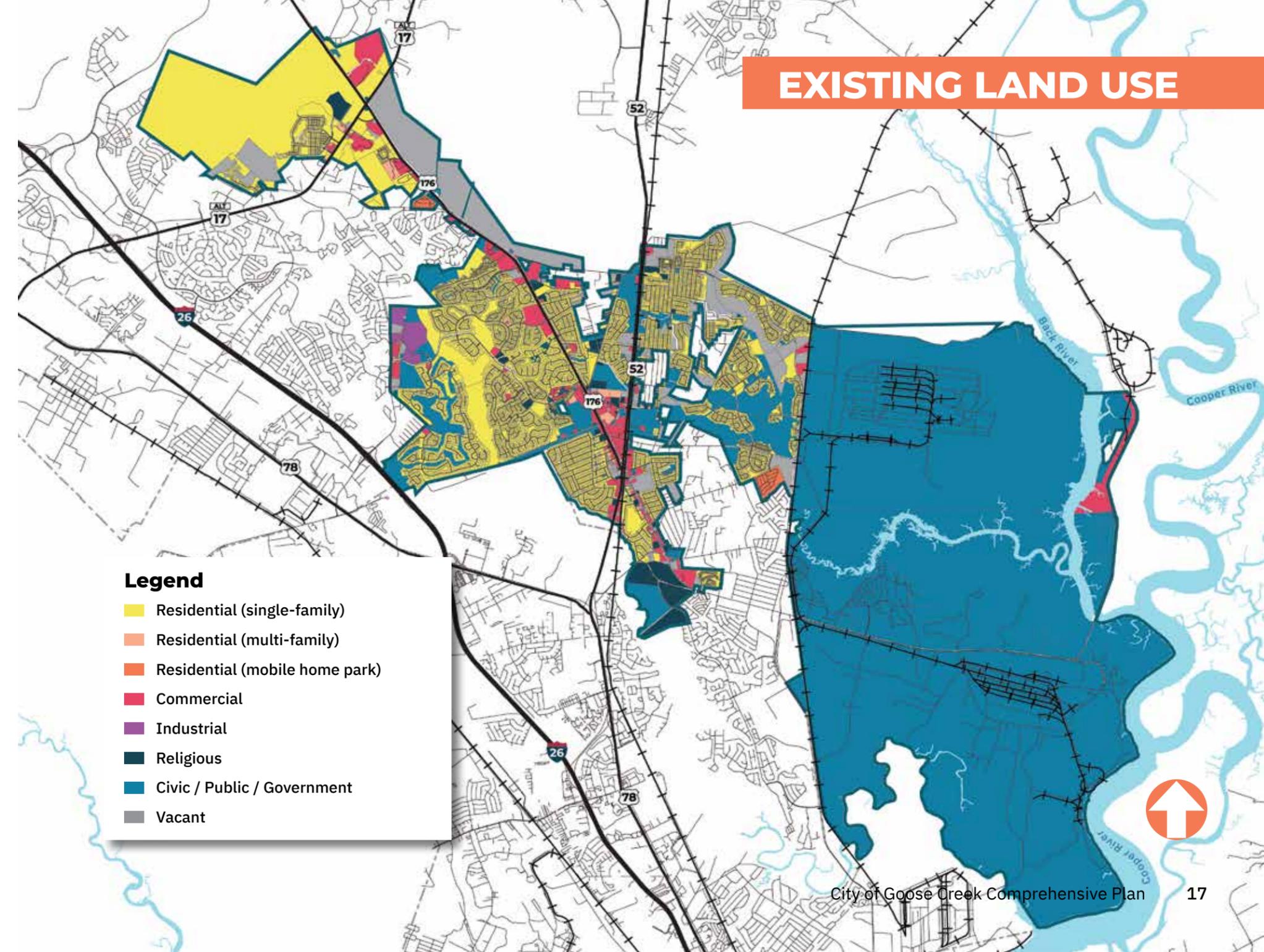
Commercial/Office

Commercial land is used for the provision and purchase of goods and services. This category includes all commercial, retail, warehouse, office and other sales and service-type uses. Commercial uses in Goose Creek are primarily concentrated along US-52/Goose Creek Boulevard, and US-176/St. James Avenue/Red Bank Road. Commercial uses currently account for 830 acres, or 7.6% of land area in the City (minus the NWS lands).

Industrial

Industrial land uses accommodate manufacturing and other facilities that convert raw materials into finished products, including construction, mining, distribution of goods, stockpiling of raw materials and repair and maintenance of heavy machinery. There are currently five industrial sites in Goose Creek, occupying 107 acres, or 1% of land area in the City (minus the NWS lands) along the western boundary toward I-26.

EXISTING LAND USE



Land Use Type	Acres	Sq. Mi	% (including NWS)	% (not including NWS)
Residential (single-family)	6,208.7	9.7	24.0%	56.8%
Residential (multi-family)	93.3	0.1	0.4%	0.9%
Residential (manufactured/mobile)	80.6	0.1	0.3%	0.7%
Commercial	824.2	1.3	3.0%	7.6%
Industrial	107.0	0.2	0.4%	1.0%
Religious	345.5	0.5	1%	3.1%
Civic, Public, Governmental	17,680.9	27.6	67.0%	21.5%
Vacant	919.0	1.4	3.0%	8.4%
Total	26,259.19	41.03	100%	100%

Religious

The religious land use category includes religious institutions and related facilities. Religious uses currently account for 339.8 acres, or 3.1% of land area in the City (minus the NWS lands).

Civic, Public, or Governmental

This land use category encompasses uses such as schools, utilities, police and fire services, military, and government-owned or operated departmental buildings (water, sewer, etc.).

When the NWS military site is included in this category alongside all other civic, public, and governmental type uses in the City, it currently accounts for 17,681 acres, or 67%

of land area in the City. Without the NWS, it accounts for 21.5% of land area.

Vacant

Vacant land is considered undeveloped and unused but not necessarily restricted from future development. These parcels are located throughout the City’s upper and central land areas, but some of the largest parcels are located just west of the Naval Weapons Station Charleston’s northern extent and in the Carnes Crossroads development area. The County’s tax assessment data indicates that 241 parcels are classified as vacant land, which currently accounts for 919.0 acres, or 8.4%, of land area in the City (minus the NWS lands).

Zoning

The City’s current Zoning Ordinance (Title XV., §151.105) text provides for a total of 10 zoning districts, however, the City’s Official Zoning Map includes 11 zoning districts. These districts are illustrated on page 20.

Additionally, the figure shows the approximate acreage distribution of these 13 zoning districts today. As with land use, the Naval Weapons Station Zoning District comprises about two-thirds of the City’s land. The Planned Development district accounts for the next largest percentage of land at 16%, followed by the residentially zoned districts at a combined 9%, the commercially zoned districts at a combined 5%, the conservation district at 4%, followed by the industrial district and others at 1% or less of the land.

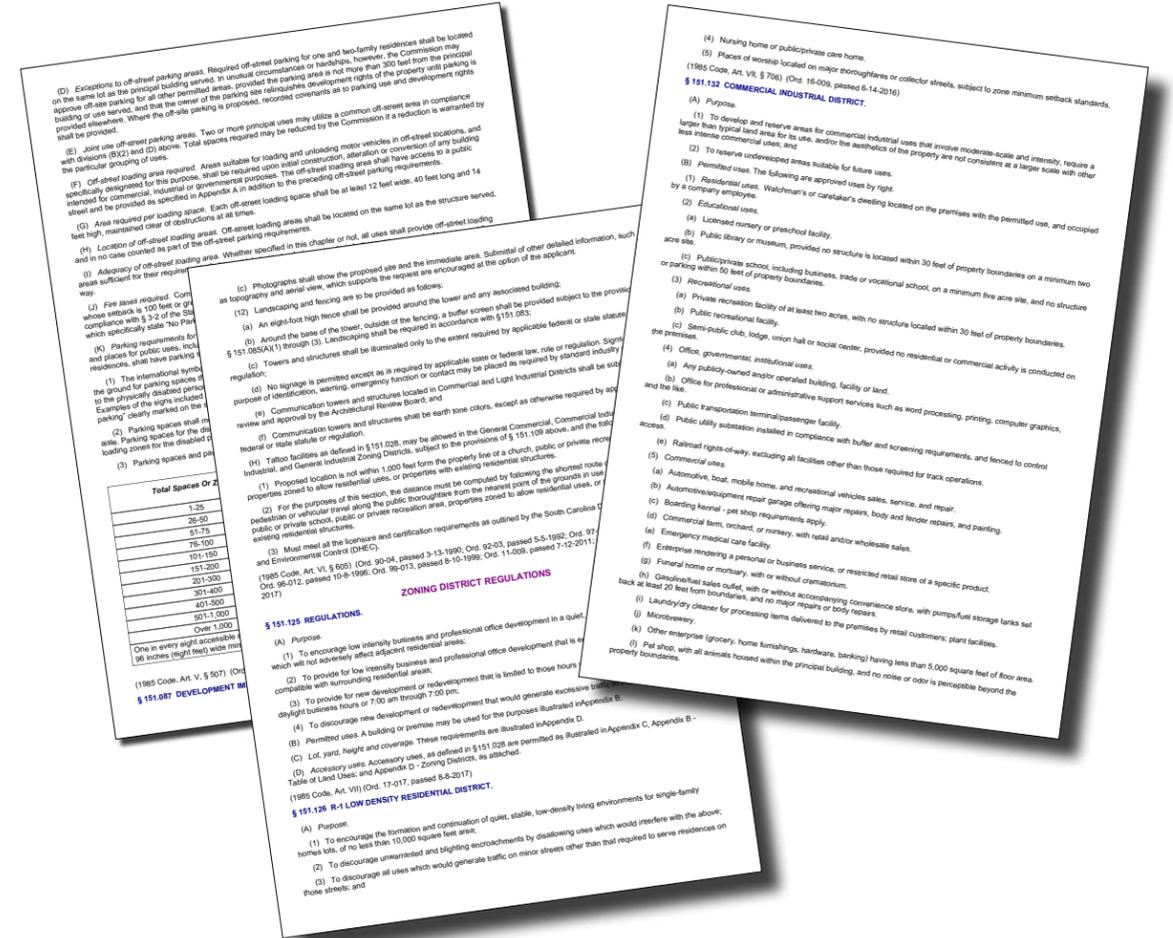
Zoning and Regulatory Analysis

The City’s current Zoning Ordinance was written in 1985. Several discrepancies exist in the ordinance today, likely due to various amendments that have occurred in the years since.

For more information on the City's land use, see pages 38-49 in the Technical Appendix.

These discrepancies are listed below and should be remedied in a future zoning update.

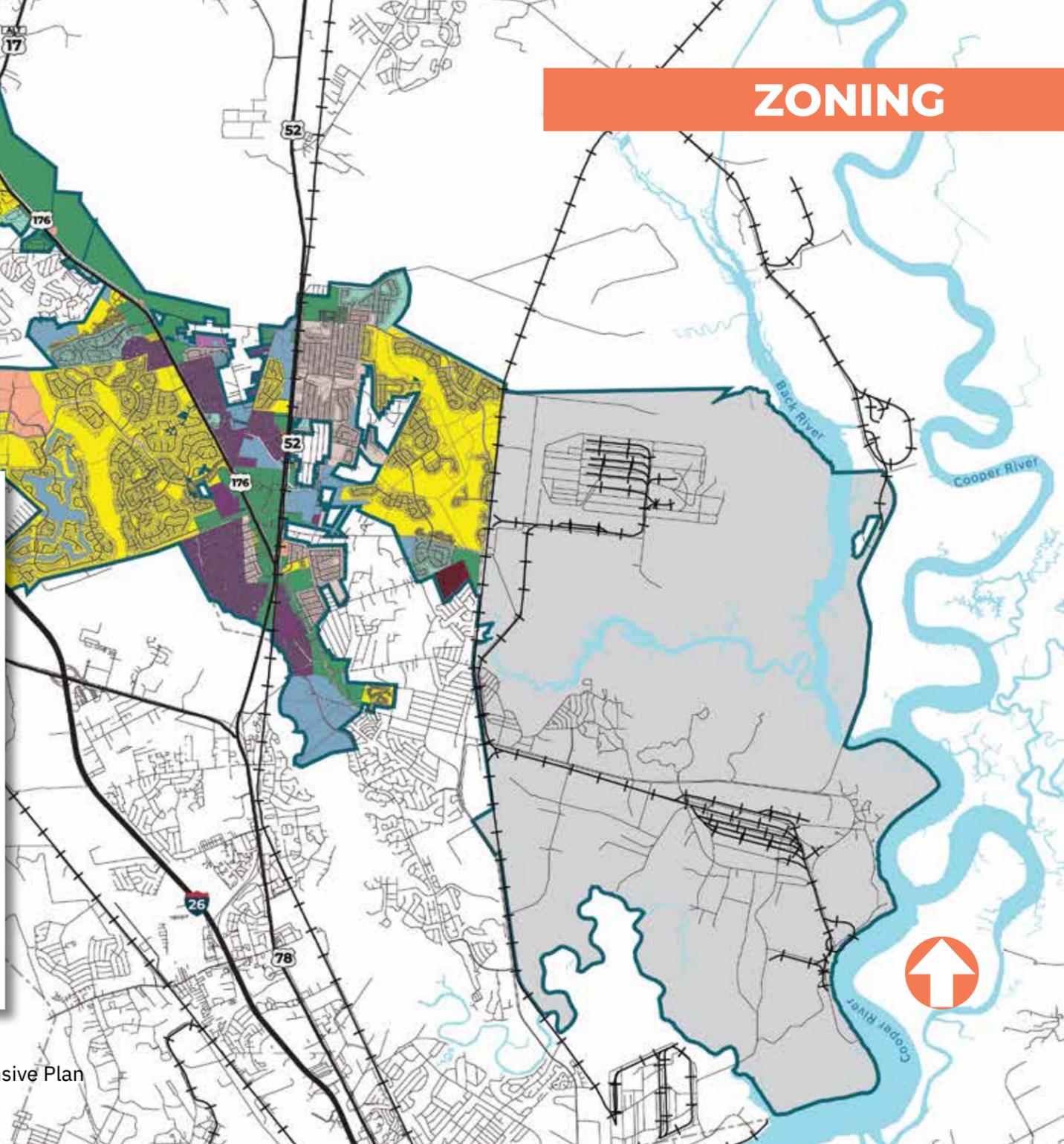
- Table of Contents includes §151.105, Zoning Districts and Boundaries, section (B) lists 10 districts.
- Table of Contents lists 11 districts, discussed at §151- 126 through §151.136.
- § 151.132 discusses “Commercial Industrial” (CI) district and is included at Appendix D – Zoning Districts table, but this is not included in list of Districts, nor is it shown on official map, nor are any City parcels zoned as such. This has since been resolved.
- GI is shown on official Zoning Map, parcels zoned as such, discussed at §151.134 and shown on Appendix D – Zoning Districts table, but not included in list of Zoning Districts at §151.105. The City has since overhauled their industrial zoning districts.
- City has two parcels zoned as “BPO,” and references to BPO district can be found at: §151.080 (E)(1), Appendix D – Zoning Districts table, but this district is included in list of Zoning Districts at §151.105.



The current Zoning Ordinance was written in 1985 and lists 10 official zoning districts.

ZONING

- Legend**
- Low-Density Residential (R-1)
 - Medium-Density Residential (R-2)
 - High-Density Residential (R-3)
 - Restricted Commercial (RC)
 - General Commercial (GC)
 - General Industrial (GI)
 - Light Industrial (LI)
 - Neighborhood Commercial (NC)
 - Planned Development (PD)
 - Planned Development + Mobile Homes (PD+MH)
 - Coversation / Open Space (CO)
 - BPO
 - Naval Weapons Station



HOUSING

Introduction

The availability of a range of housing types that appeal to a diverse group of interests, tastes, and range of incomes often provides for a strong real estate market. A range of housing options is appealing to prospective residents considering a move to Goose Creek as well as current residents who may consider a larger or smaller home in the future but seek to remain in the area. A lack of supply in available housing often drives up costs, particularly when other aspects of the community are attractive to new economic investment. This section provides details on the City's housing stock, or number of housing units, the age those units were built, average household size, housing projections for the future given recent growth, and further details about housing types, and occupancy.

Housing Stock

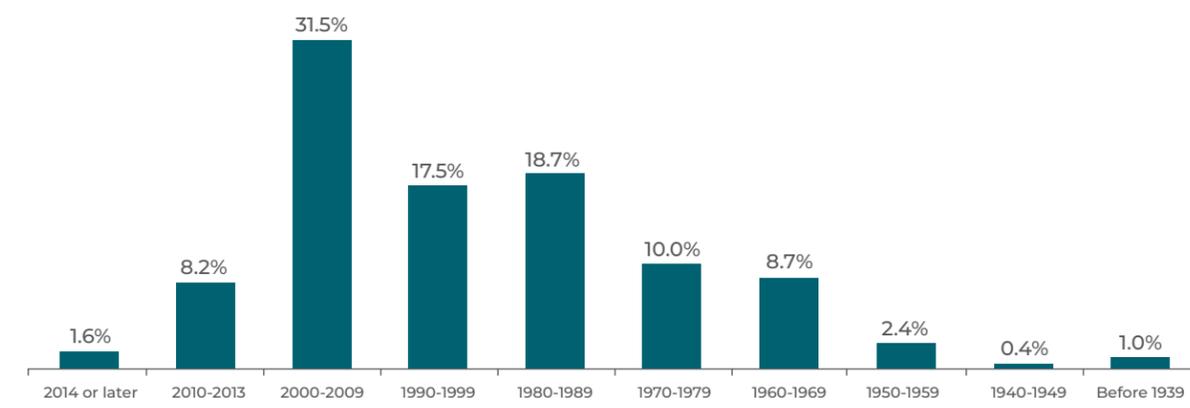
As a suburban bedroom community of the Charleston Metropolitan Area, housing stock in the City of Goose Creek has been steadily increasing alongside the steadily increasing population of the area. According to housing data from the 2010 Census and ACS 5-year estimates, the number of total housing units in the City increased from 12,908 units in 2010 to 14,550 units in 2018, representing a 12.7% increase over the nine year period, or about 1.4% per year on average. While housing stock data is not yet available from the ACS for 2019 and 2020, if the same average annual growth of 1.4% were to continue through 2020, Goose Creek would have approximately 14,963 housing units today.

Age of Housing Stock

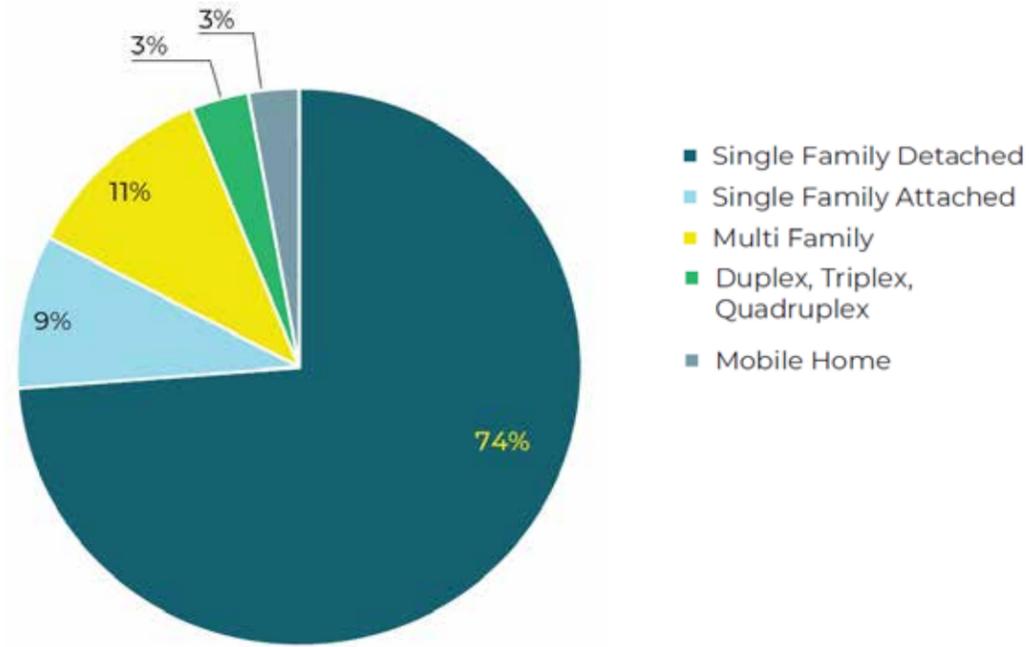
While Goose Creek has a long established local history, the age of its existing housing stock shows that residential growth has just started taking off in recent decades. Approximately 23% of all houses in the City were built in the 1970s or earlier.

The City's housing stock began to noticeably increase in the 1980s and 1990s, with about 19% and 18% of housing stock built in those decades, respectively. Goose Creek experienced a significant period of residential development between 2000 and 2018, during which time 41% of all houses in the City were built (ACS 2018), the majority of which occurred from 2000-2009 alone.

Year Housing Built, 2018 (ACS 5-Year Estimates, 2018)



Housing Types, 2018 (ACS 5-Year Estimates, 2018)



Household Size

The City’s average household size has stayed relatively constant over the past decade, fluctuating only slightly from an average of 2.8 occupants per household at its lowest in 2014 and 2016, to 2.9 occupants per household at its highest in 2011. The latest available data on household size (ACS 2018) indicates that the average household is comprised of approximately 2.9 occupants, suggesting the household size is trending

upward slightly in recent years. Compared to other areas, Goose Creek’s average household has between 0.1 and 0.3 more occupants than neighboring jurisdictions which may be due in part to the City’s appeal to families with children.

Housing Types

The City of Goose Creek supports a narrow range of different types of housing, according to ACS 2018 data. The vast majority of housing in the City is single-family detached homes, representing 74% of all homes. Another 9% of housing is single-family attached homes, such as the townhouses or patio homes in the Lakeview Commons and Monarch Plantation neighborhoods. Approximately 3% of homes are classified as duplexes (2-units, attached), triplexes (3-units, attached), or quadplexes (4-units, attached). Mobiles homes comprise about 3% of housing, and multi-family housing units account for the remaining 11% of the City’s housing stock.

Housing Costs

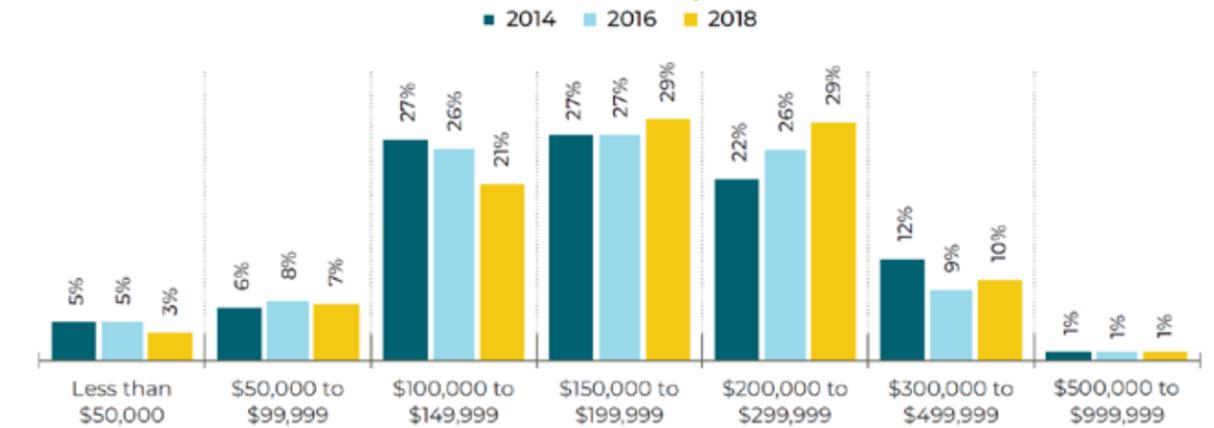
Home values in Goose Creek have been rising in the past decade. In 2018, nearly 80% of owner-occupied units were valued between \$100,000 and \$300,000, with the median home value increasing from \$167,600 in 2014 to \$178,500 in 2018. This 2018 median home value puts Goose Creek in a comparable position to residential real estate in Moncks Corner, also with a median home value of \$178,500, and in line with Berkeley County as a whole.

According to the Charleston Trident Association of Realtors® (CTAR), the median sales price of single-family detached homes in 2019 was \$255,363 and townhouse-condo attached homes was \$164,990. As of July 2020, these CTAR metrics appear to remain strong, with the median sales price of single-family detached homes at \$275,000 and attached homes at \$181,013. Compared to July 2019, fewer homes are on the market in 2020, each housing type dropping 43%-45% in total inventory of homes.

Home Ownership

In the past several years, the City has been slowly trending toward a community with more homeowners, while the percentage of renters has simultaneously gone down. As of 2018, 71% of housing units were owner-occupied, up six percentage points from 2014. Conversely, 29% of units were renter-occupied in 2018, down six percentage points from 2014. However, it is unclear whether this slight change in occupancy is more attributable to the impacts of land development regulations like zoning or to market supply and demand factors. Because the vacancy rate is low among homeowners and renters alike, at 1% and 4% respectively, the City is seemingly experiencing a high demand for both types of housing, and that the change toward higher numbers of homeowners may be more attributable to regulatory factors.

Change in Median Home Values, 2014-2018 (ACS 5-Year Estimates, 2014-2018)



Housing Occupancy

As the City continues to grow and housing prices increase, housing occupancy has also increased. Of the City’s 14,550 housing units in 2018, 13,770 units (95%) were occupied, while the remaining 780 units (5%) were vacant (ACS 2018). Most of the housing vacancies in 2018 were attributable to rentals (4%). Goose Creek’s vacancy rate is very low compared to neighboring jurisdictions and other geographies, indicating a strong local housing market.

This breakdown of housing unit types, costs, and occupancy rates may indicate a need for a greater diversity in the types of housing available to current and prospective

residents. Because three-quarters of the housing stock is concentrated on single-family detached units, elderly and disabled individuals that do not want the maintenance responsibilities of home ownership and younger families who have not yet attained enough financial wealth are often priced out of the real estate market.

For more information on the City's housing, see pages 50-61 in the Technical Appendix.



TRANSPORTATION

Introduction

Providing a safe and well-balanced transportation system to all users, regardless of ability, is critical to the success of any community. The efficient movement of people, goods and services supports a healthy and livable community, as well as supports the economic vitality of an area by creating and sustaining an environment in which businesses and industries can thrive. The transportation network in and around the City of Goose Creek serves not just local mobility needs but is also important to regional mobility as it links residents in surrounding Berkeley County communities to opportunities in the larger urban activity and employment centers located in North Charleston and downtown Charleston.

The City's transportation system encompasses a variety of modes including the road network, transit, pedestrian and bicycle facilities, railroads, and airport facilities. The following provides the existing conditions of each of these transportation components.

Roadways

The City's roadway network is central to the movement of both people and goods in and around Goose Creek and is comprised of a hierarchy of streets. The functional

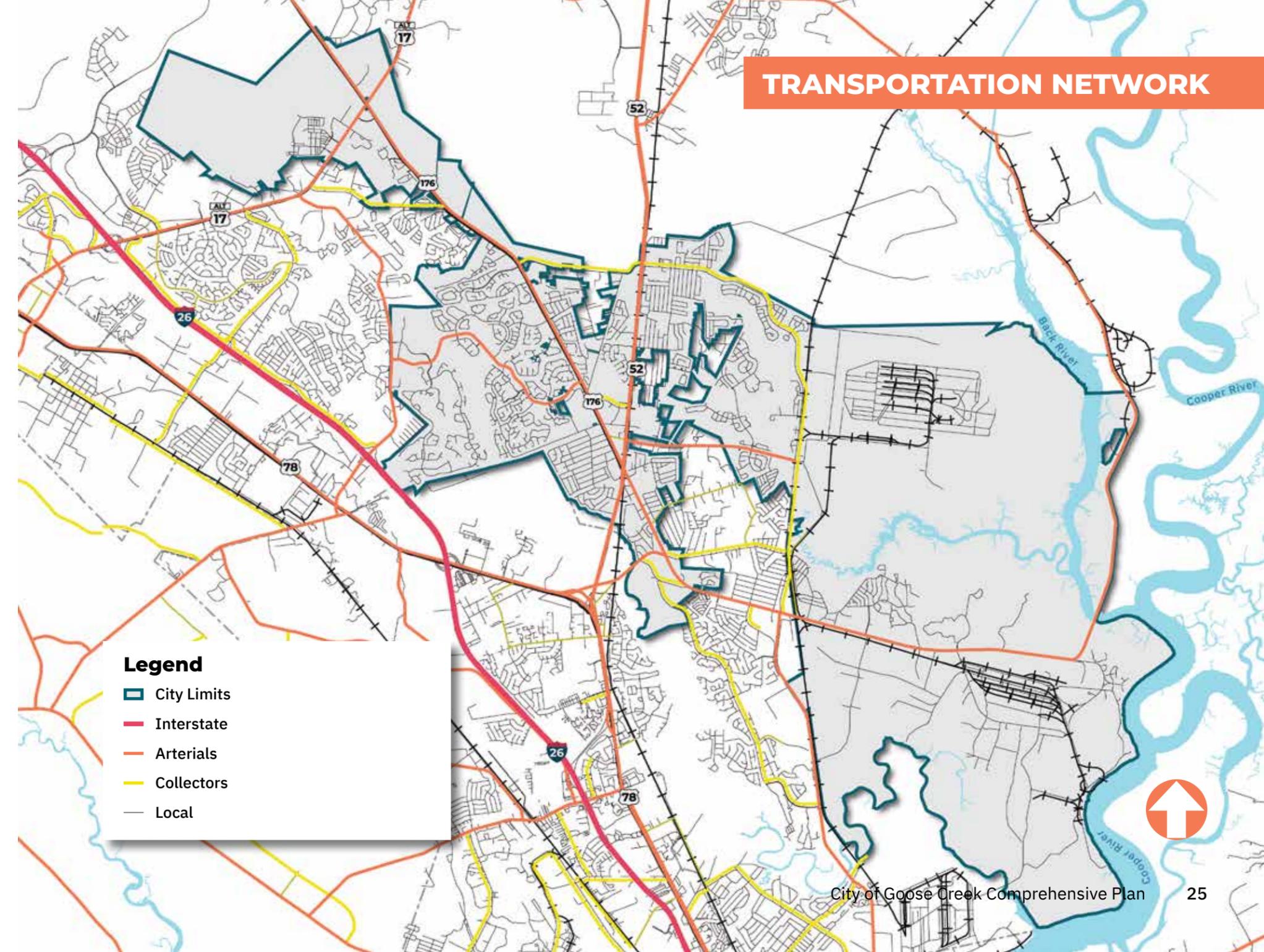
classification system, established by the Federal Highway Administration (FHWA) for roads and highways in the United States, is based on the types of trips that occur, the basic purpose for which the street was designed and the volume of traffic that the roadway facility carries. Roadways can be

classified primarily as arterials, collectors and local roads, all of which serve two major objectives to varying degrees - mobility and land access. The table below and the map on the facing page together provide a summary of the functional classification of the City's road network.

Roadway Classification

Road Classification	Description	Facilities
Interstate	Interstate highways are the highest classification of roadways serving high-speed and high-volume regional traffic. This facility provides the highest level of mobility with access to adjacent land uses limited to grade-separated interchanges. Facilities typically provide connectivity between urban areas.	I-26
Arterials	Facilities provide a high degree of mobility in both urban and rural areas, and also provide access to abutting land uses. Typically links cities, towns, rural centers and other major destinations that are capable of generating travel over relatively long distances.	US-176/St. James Avenue, US-52/ Goose Creek Boulevard/Goose Creek Boulevard, US-17A, College Park Road
Collectors	System typically gathers traffic from local streets and channels it to higher order arterial network. Facilities usually balance access to land use with mobility needs. Collectors usually provide connection between neighborhoods, from neighborhoods to minor business clusters and also provide supplemental connections between major traffic generators and regional job concentrations.	Old Mount Holly Road, Henry Brown Jr. Boulevard, Myers Road
Local Roads	Typically small residential and commercial streets that connect to other local streets and feed into the larger collector system. Local streets serve short trips at lower travel speeds, and also support alternative travel modes such as pedestrians and bicyclists. They have substantial land access to residential areas, businesses and other local uses. Local roads usually make up the majority of roads in the system.	-

TRANSPORTATION NETWORK





TRANSPORTATION

The City, although not directly served by an interstate, can easily access I-26 at 3 locations – Exit 199 (Summerville/US-17A), Exit 203 (College Park Rd), and Exit 205 (US-78), which provides access to the northern, central, and southern areas of the City. US-176/St. James Avenue and US-52/Goose Creek Boulevard are principle arterials that support both local and regional commuter traffic connecting surrounding communities to the regional activity and employment centers in North Charleston and downtown Charleston.

Segments of these arterials also serve as the City’s central commercial corridors. US-176/St. James Avenue which serves as an alternative to I-26, accommodates much of the same commute trips. This corridor also supports the increased travel demands generated by the large new developments occurring in the western portion of Berkeley County, such as the Cane Bay and Nexton developments.

Roads within Goose Creek are primarily owned and maintained by the South Carolina Department of Transportation (SCDOT) and Berkeley County, with the exception of the facilities located within the Naval Weapons Station which are the responsibility of the Federal Government, as well as Carnes Crossroads, which are controlled by the City.

Traffic Volumes and Capacity

The South Carolina Department of Transportation (SCDOT) maintains annual average daily traffic (AADT) count information for all counties in the state. Count stations are set up along major roads in order to measure the existing bi-directional traffic volumes. Sampled counts are then adjusted to reflect the average daily traffic over a year.

The traffic counts map to the right provides the percent change in AADT between 2010 and 2019 for all count stations located in Goose Creek. As expected, the higher traffic volumes are being carried on roadways with the higher functional classification. Table 3 provides additional details for the traffic count stations experiencing a greater than 30% increase in volumes over the 2010 – 2019 period.

Public Transit

Public transit is an important component of the City’s transportation system. Access to safe and convenient transit service enhances the mobility options available to residents, can potentially ease congestion, and mitigate transportation costs for individuals, including those who have no other transportation

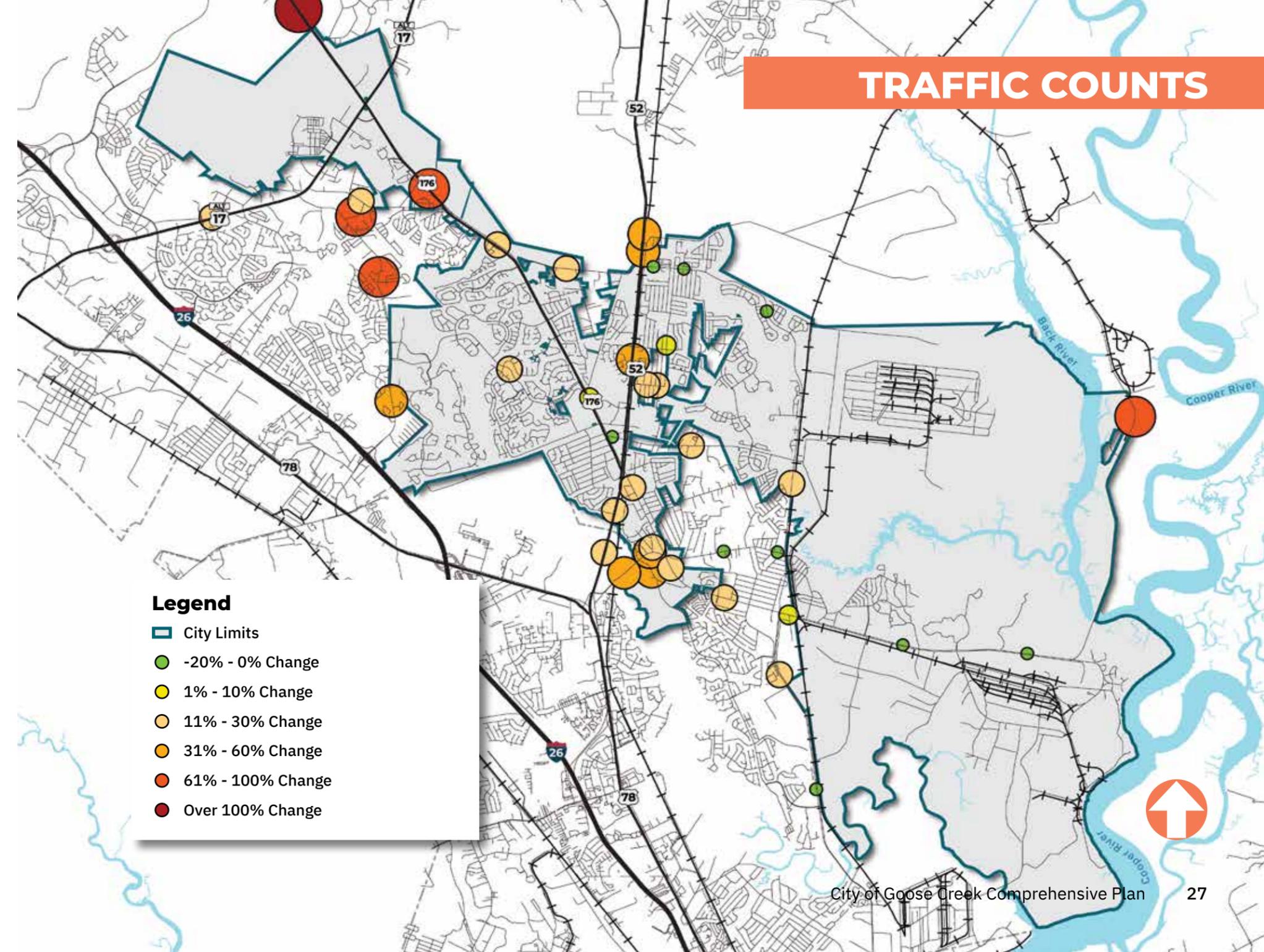
options as well as those who have other mobility choices. Public transportation relies on a complete multimodal transportation system which offers an appropriate mix of roadway connections that supports bus operations, safe and well-connected sidewalks and bicycle facilities, and other pedestrian accommodations that provide adequate access to transit stops, to operate effectively. As such, transit cannot be considered in isolation. The following provides the existing condition of public transportation in the City of Goose Creek.

TriCounty Link (TCL)

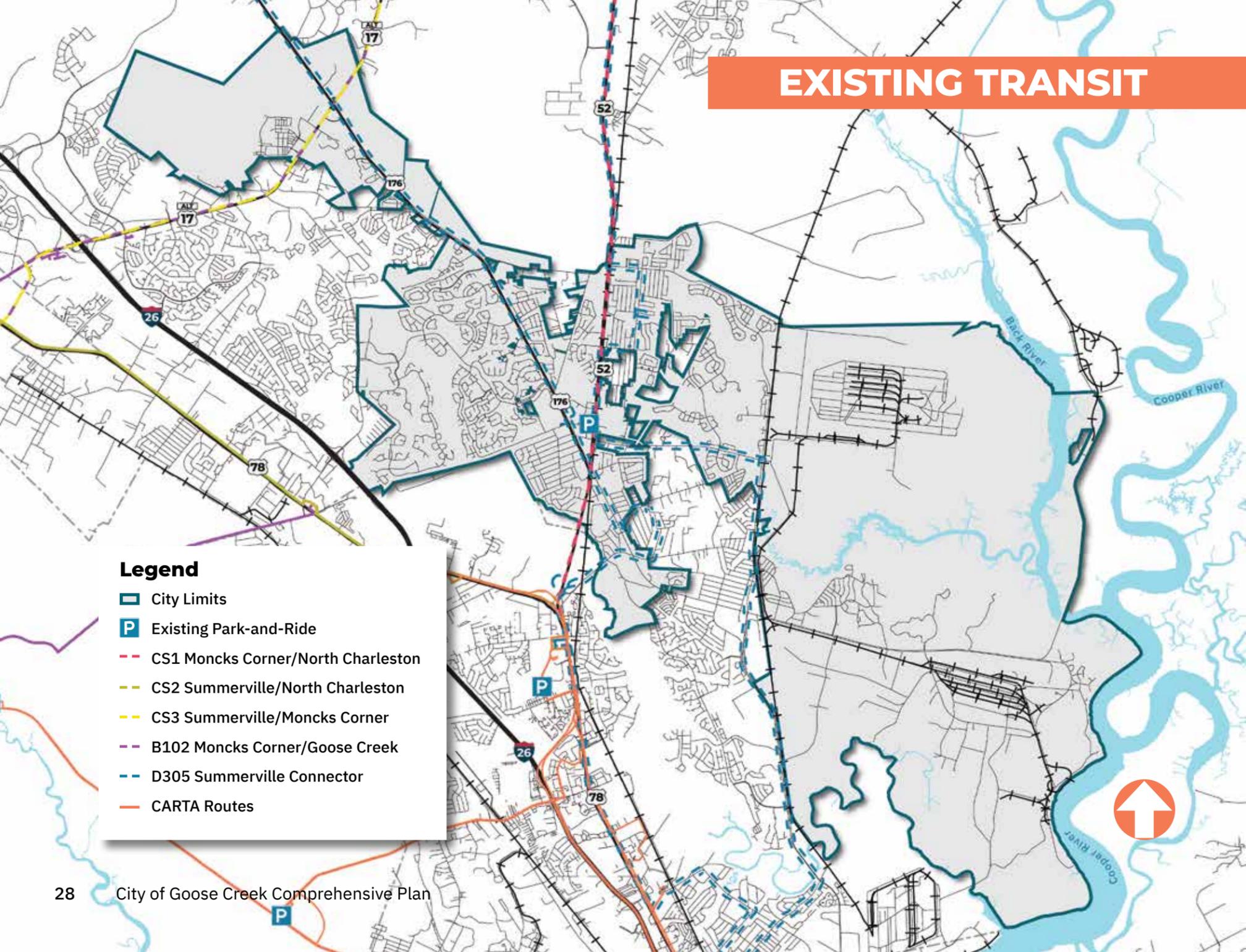
Although Goose Creek is located within the CHATS urban area, the City is served primarily by TriCounty Link (TCL), the region’s rural transit system which operates both commuter express and deviated fixed route services.

TCL is comprised of ten deviated fixed routes which follow a published schedule and operate as a “flagstop” service, picking up customers between scheduled stops along the fixed route alignment. Each route also provides a deviation option that allows operators to depart up to 3/4-miles off a scheduled route to pick up customers who cannot meet the bus at designated stop locations. Deviations are primarily pre-scheduled curb-to-curb service,

TRAFFIC COUNTS



EXISTING TRANSIT



TRANSPORTATION

which permits TCL to meet American with Disabilities Act (ADA) requirements. However, this option is useful within the lower-density context of the larger rural service area. TCL's five commuter express routes operate between a network of park-and-ride facilities and other key destinations throughout the rural service area.

The map on the facing page provides an overview of the City's transit routes, major hubs and other transit related facilities located within Goose Creek. TriCounty Link's B102 and D305 local fixed routes serve the City of Goose Creek directly. Route B102 is a loop route that covers most of the City and provides connection between Moncks Corner, Goose Creek, Hanahan and North Charleston. It operates mainly along US-52/Goose Creek Boulevard, US-176/St. James Avenue, Liberty Hall Road, and N. Rhett Avenue. However, through its deviated service it is able to provide coverage to much of the City's residential areas located along its alignment. This route operates at low frequency, offering one morning and one afternoon trip to users. Route D305 operates along the US-17A corridor, serving residents within the northern extents of the City of Goose Creek. This route provides low frequency service to riders between Moncks Corner and Summerville, and a higher frequency circulator-like service between Summerville and North Charleston which runs every 90-minutes.

TCL's CS1 commuter route provides express transit service between Moncks Corner, Goose Creek and North Charleston along US-52. This commuter route provides 16 inbound and outbound trips daily, with an approximate 45-minute frequency. Routes B102 and CS1 both serve one park-and-ride facility located in the City at the intersection of US-52/Goose Creek Boulevard and Button Hall Avenue. This Goose Creek park-and-ride lot utilizes parking spaces constructed for other purposes through a formal agreement with the lot owner. There are approximately

18 parking spaces available. TCL's commuter route CS3 provides transit connection between Moncks Corner and Summerville along the US-17A corridor. Although this commuter route passes through the northern portion of the City of Goose Creek, it does not serve a designated stop within the City. The BCD Regional Park and Ride Study completed in 2018, has identified the need for a future park-and-ride facility located near the US-176/St. James Avenue and US-17A intersection to better serve this fast-growing area of the region.

Summary of the TCL Commuter and Fixed Routes Operating in Goose Creek

Route	Route Type	Route Name	Alignment	Service Characteristics
D305	Local	Summerville Connector	Moncks Corner-Summerville-North Charleston along US-17A and US-78	Moncks Corner-Summerville: 4 Trips (2 inbound/2 outbound) Summerville-N. Charleston: 16 Trips (8 inbound/8 outbound); 90-minute frequency
B102	Local	Moncks Corner-Goose Creek	Moncks Corner-Hanahan- Goose Creek along US-52/Goose Creek Boulevard/Goose Creek Boulevard, N. Rhett Avenue, Rivers Avenue, US-176/St. James Avenue, Jedburg Road, and Cooper Store Road	2 Trips (1 AM trip and 1 PM trip)
CS1	Commuter	Moncks Corner-North Charleston	Moncks Corner-North Charleston along US-52/Goose Creek Boulevard/Goose Creek Boulevard	16 Trips (8 inbound/8 outbound); approximate 45-minute frequency
CS3	Commuter	Summerville-Moncks Corner	Moncks Corner-Summerville along US-17A	8 Trips (4 inbound/4 outbound)



TRANSPORTATION

Micromobility

Providing physical separation of people driving from people walking, bicycling, or riding low-speed electric vehicles can foster a sense of safety that encourages residents of all ages and abilities to be physically active. According to the National Household Travel Survey, walking, bicycling, and riding low-speed electric vehicles account for approximately 11.6% of total trips taken by people in the United States. These modes are generally used for short-distance trips, with walk trips for any purpose averaging 0.9 miles, bicycle trips averaging 2.4 miles, and low-speed electric vehicle trips averaging 2.4 miles in communities across the country.

According to Walk + Bike BCD, the region's active transportation plan, Goose Creek represents a high demand area for walking and bicycling within the Tricounty region. Despite nearly all of Goose Creek workers having access to a motor vehicle (99.2%) according to the 2014-2018 American Community Survey, 5-year estimates, approximately 10.8% of Goose Creek residents walk as their primary means of transportation to work. This outpaces the 2.1% statewide and 2.7% national walk commute rate, and it does not include the approximately 79.6% of public transportation commuters in the United

Active Transportation Commute Mode Share (ACS 5-Year Estimates, 2018)

	United States	South Carolina	Goose Creek
Walk Commute Rate	4,049,677 (2.7%)	46,140 (2.1%)	2,314 (10.8%)
Bicycle Commute Rate	858,954 (0.6%)	5,446 (0.1%)	30 (0.1%)
Workers (16+ years)	150,571,044	2,215,014	21,331

States who walk to access a transit stop or station (NHTS, 2017, nhts.ornl.gov).

Goose Creek's relatively high 'walk commute rate' may be a byproduct of a favorable climate and topography for walking, a well-developed network of sidewalks and paths, or a large percent of Goose Creek residents with short commutes. According to 2017 LEHD data, 43.3% of Goose Creek residents commute less than 10 miles to work.

The map on the facing page illustrates the designated sidewalks and paths located in and around the City of Goose Creek. Currently, there are approximately 122 lane miles of sidewalks and 25 miles of paths within Goose Creek.

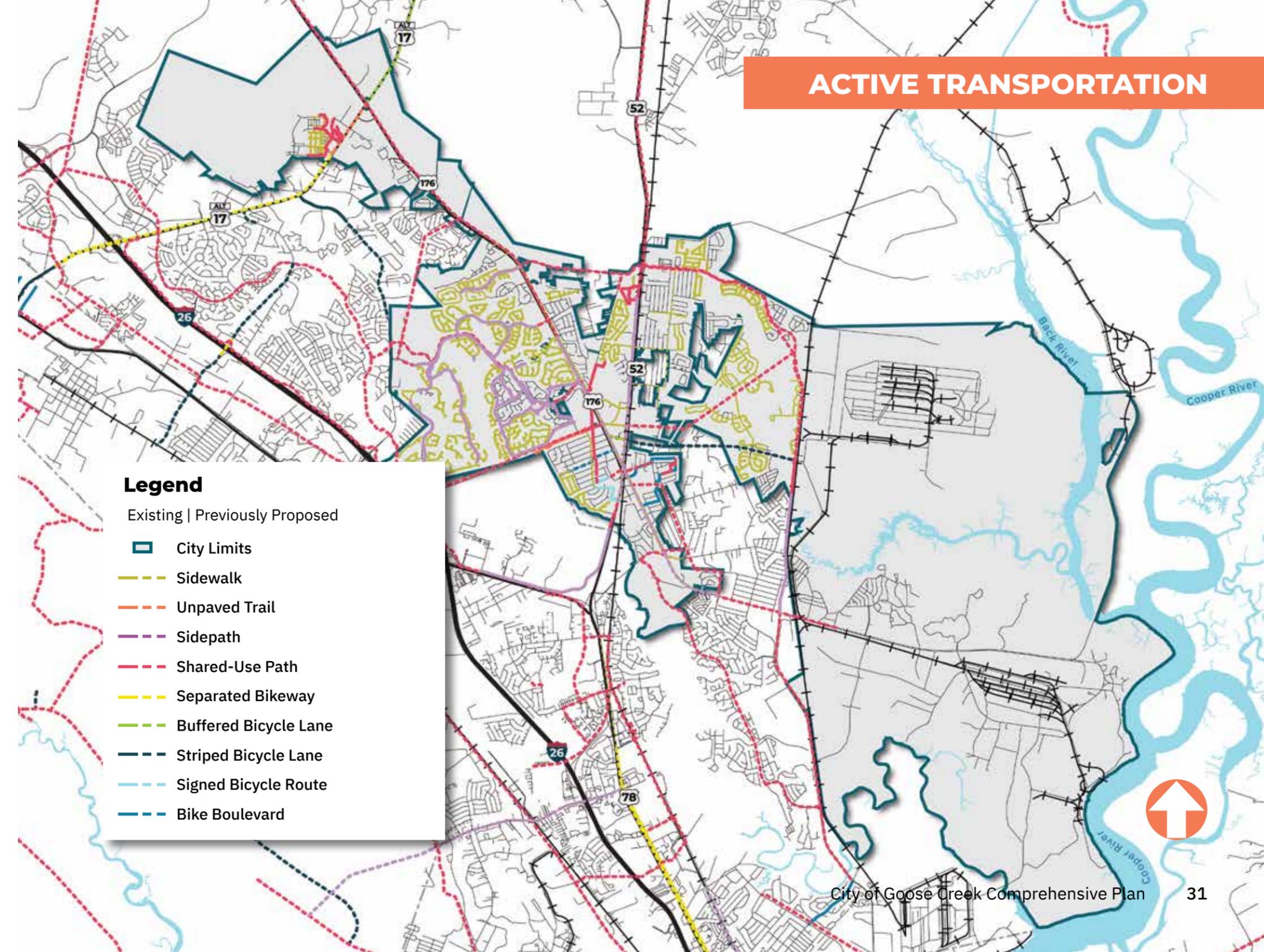
Highlights of the existing walkway network include:

- **Crowfield Plantation Trails.** Extensive network of sidepaths on the site of the former Crowfield Plantation. The sidepaths connect

several subdivisions to each other, to schools, to places of worship, and to nearby businesses along US-176/St. James Avenue.

- **Pineview Hills Path.** A shared-use path that runs along a power line utility easement paralleling Pineview Drive. The path connects residents of the Pineview Hills neighborhood to Westview Elementary School, the Wannamaker North Trail, Etling Park, and nearby businesses along US-176/St. James Avenue.
- **Goose Creek Trail System.** A shared-use path that parallels Old Moncks Corner Road from US-176/St. James Avenue to New Baptist Life Church near Parkside Drive. This path connects the neighborhoods on the former Crowfield Plantation and Hounds Run to Eubanks Park.

ACTIVE TRANSPORTATION





TRANSPORTATION

- **US-176/St. James Avenue and Red Bank Road Sidewalks.** Continuous, bidirectional sidewalks paralleling US-176/St. James Avenue and Red Bank Road from Plantation N. Boulevard/Old Mount Holly Road to Old State Road/Howe Hall Road. This is Goose Creek’s primary commercial corridor, and these sidewalks connect schools, places of worship, and businesses (including multiple grocery stores).
- **Rivers Avenue Regional Connection.** A shared-use path that parallels US-52 and connects the City of Goose Creek to Wannamaker County Park in North Charleston along US-78/ University Boulevard.
- **Henry E. Brown, Jr. Boulevard Path.** Extended shared-use path south of Liberty Hall Drive along Henry E. Brown, Jr. Boulevard, with approximately 0.4-mile section within Goose Creek’s City limits. This path connects a series of new neighborhoods and Goose Creek High School along Red Bank Road.
- **Red Bank Road Walkway.** A combination of sidewalk and sidepath along Red Bank Road from Old State Road/ Howe Hall Drive to

the Naval Weapons Station (crossing City of Goose Creek and Berkeley County boundaries). This walkway connects businesses, schools, and the Marrington Plantation trailhead.

Although residents enjoy an expansive network of low-stress sidewalks and paths, most of the City’s existing paths are too narrow for shared use without potential conflicts between people walking and bicycling. The map on page 31 shows a lack of existing bikeways along or parallel to the City’s primary routes, which can make bicycling within the City stressful and limits opportunities for bicycle trips. The most recent (2018) ACS Estimates indicated that only 30 Goose Creek residents bicycle to work.

Currently, the City’s only on-street bikeways are a 0.9-mile segment of striped bicycle lanes on College Park Road near Stratford High School and an approximately 1-mile “bicycle boulevard” within the West Greenview Acres neighborhood. The bicycle boulevard combines striped bicycle lanes on a paved shoulder, a shared-use path, and a signed bicycle route into a single bikeway that weaves through the low-speed, low-volume neighborhood streets and connects residents to Lake Greenview Park and Red Bank Road.



Shared-use path at north end of Pineview Hills neighborhood facing Westview Elementary School’s sports field.



Shaded path along southern edge of the Planters Walk neighborhood that serves as part of the Crowfield Plantation Trail system.



Location of planned shared-use path on Henry E. Brown, Jr. Boulevard as part of roadway widening project.



Construction of shared-use path on Henry E. Brown, Jr. Boulevard between Liberty Hall Road and Red Bank Road.



Northbound sidewalk on US-176/ St. James Avenue at Publix driveway.



Shared-use path parallel to US-52/ Goose Creek Boulevard provides Goose Creek residents access to North Charleston’s Wannamaker County Park.



Location of funded sidewalk project on Amy Drive near Boulder Bluff Elementary School.



Sidepath along Red Bank Road at the Marrison Plantation trailhead.



TRANSPORTATION



Goose Creek's only bicycle boulevard includes striped bicycle lanes on Wisteria Road, a shared-use path on East Pandora Drive, and a signed bicycle route on Englewood Road.



The Goose Creek Trail north of Shannon Park and parallel to Moncks Corner Road at Foxborough Road.

Freight

Providing a safe, efficient and reliable network for the movement of freight and goods is extremely important to maintain the quality of life of residents and also support the economic vitality of our local communities and greater region. While the freight network in the region is comprised of a mix of port, air, roadway, rail and intermodal facilities, major freight and goods movement in the City is accommodated primarily by road and rail traffic.

Highway Facilities

The map on page 37 provides the designated National Highway Freight Network (NFHN) and South Carolina Statewide Freight Network located in and around the City of Goose Creek. These strategic highway freight corridors have been identified as critical in the movement of goods and maintaining the efficiencies of these corridors support and advance the regional, state and national economic goals. The I-26 corridor, to the west of the City, is part of the Primary Highway Freight System. It accommodates the majority of the region's truck freight traffic especially that generated by Charleston Port activities. US-52/Goose Creek Boulevard and US-17A are identified as part of the Statewide Freight Network which facilitates increased access

to freight dependent industries/land uses and also provides critical connectivity to the NFHN. Much of the local freight generators (manufacturing, industrial, warehouse/distribution) located in and around the City, depend on and utilize a number of local roadway connections that traverse through Goose Creek, such as Red Bank Road, Bushy Park Road, N. Rhett Avenue, College Park Road and US-176/St. James Avenue, to access these primary freight corridors.

Rail Facilities

Railroads also play an essential role in the region's transportation system and are an integral part of the transportation network in Goose Creek. As shown on the map on page 37, there are two major rail lines running through the City, both owned and operated by CSX Transportation. CSX rail is one of two Class I long-haul railroads operating in the region. It is the largest railroad in South Carolina, representing 56% of the State's rail system. The Port of Charleston depends heavily on CSX intermodal rail services to transport freight container traffic into and out of its maritime facilities.

The western CSX rail line runs through the core of the City parallel to US-52/Goose Creek Boulevard, and creates at-grade rail crossings at six intersecting locations with Red Bank Road, Liberty Hall Road, Button Hall Road, Hollywood Drive, Stephanie Drive,

and Montague Plantation Road. This rail line accommodates both freight and passenger rail traffic. Passenger rail services are available through Amtrak, which operates on CSX's lines through an agreement between companies, and trips are scheduled to avoid conflicts between trains. The eastern CSX line runs adjacent to the Naval Weapons Station (NWS), parallel to N. Rhett Avenue and Henry E. Brown, Jr. Boulevard. This line is an exclusive freight line and creates three at-grade rail crossing at Red Bank Road, Liberty Hall Road, and Montague Plantation Road in Goose Creek.

The South Carolina Ports Authority (SCPA) and cooperating partner agencies are investing roughly \$2.6 billion in port and port-related infrastructure to increase port capacity, and also enhance the operational performance and transportation infrastructure related to the movement of cargo at the Port of Charleston and throughout the State.

Major investments include the deepening of the Charleston Harbor, construction of the new Hugh Leatherman Terminal and Port Access Road in North Charleston, and inland port development and marine terminal upgrades at Wando Welsh. In order to keep pace with and accommodate the projected future intermodal growth Palmetto Railways is developing the Navy Base



TRANSPORTATION

Intermodal Container Transfer Facility (ICTF) to provide near-dock rail service for the Hugh Leatherman Terminal. With increased investment in its maritime terminals and intermodal facilities, such as Inland Ports Greer and Dillon, the South Carolina Ports Authority has already seen steady growth in intermodal rail traffic. In 2019, intermodal rail traffic accounted for roughly 24% of port container movement. These improvements will undoubtedly impact freight container traffic on both the highway and rail networks throughout the region. As such, the City of Goose Creek will need to plan for increased intermodal rail traffic along the CSX rail lines operating through the City, and the possible impacts to traffic operations and safety of the City's highways and local roadways.

For more information on the City's transportation network, see pages 62-92 in the Technical Appendix.

Airports

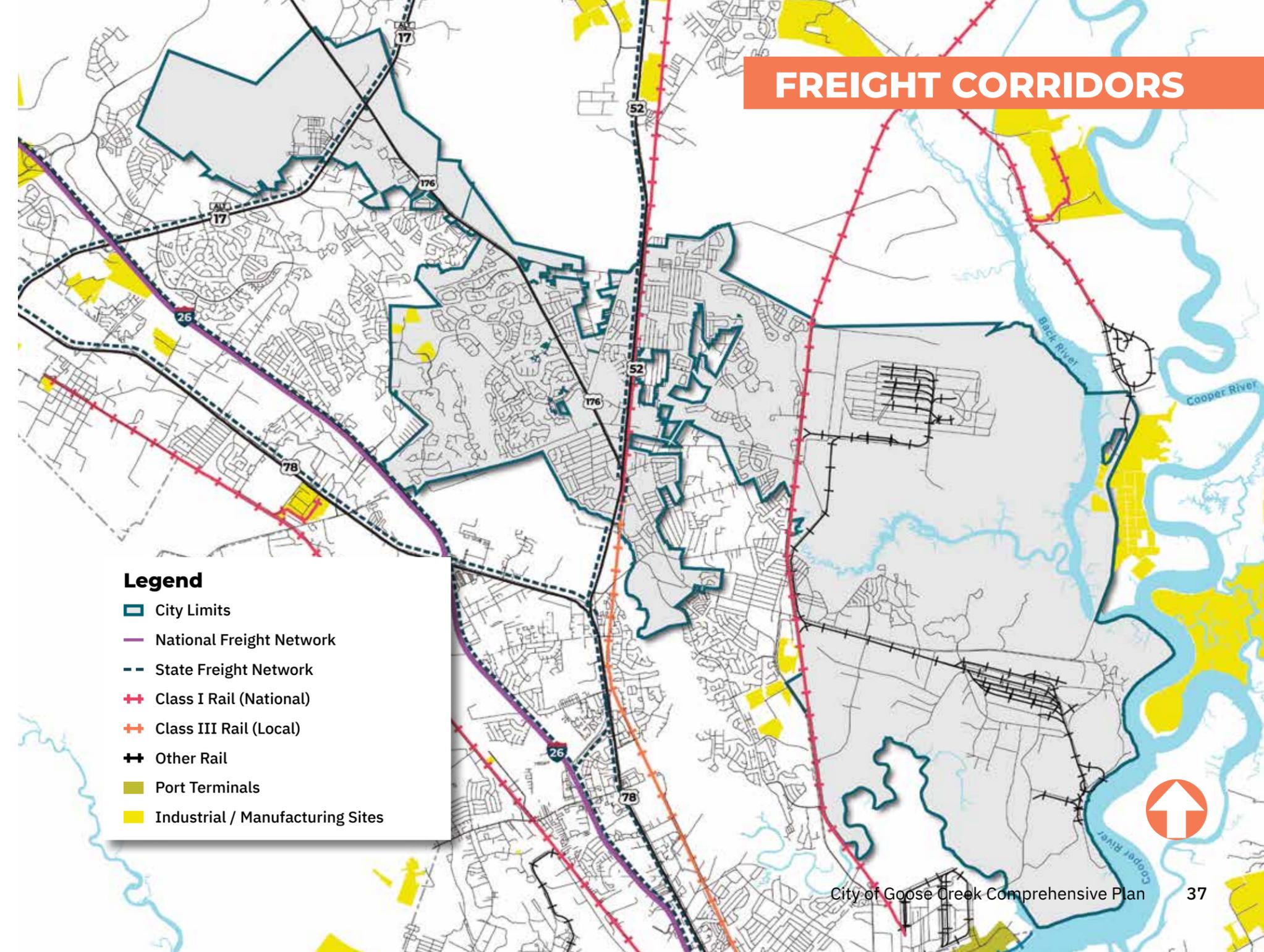
The Charleston International Airport (CHS) and Berkeley County Airport (MKS) are both located within 15 miles of the City of Goose Creek. The Charleston International Airport, located in Charleston County, is one of three public airports owned and operated by the Charleston County Aviation Authority (CCAA) under a Joint Use Agreement with the U.S. Air Force and Joint Base Charleston which owns, maintains and operates the shared runways, taxiways and navigation facilities. This airport is the busiest in the State, providing both commercial and military air service which connects millions of visitors to the region annually. Over the last decade the Charleston International Airport has experienced steady growth and in 2019 accommodated a record high 4.9 million passengers (enplanements/deplanements), up roughly 9% from 2018. Nine scheduled passenger air carriers operate at this airport and offers over 75 daily departure flights to 27 cities, including major travel hubs such as Atlanta, GA; Charlotte, NC; Chicago, IL; Washington, DC; New York, NY; and Denver, CO.

The Authority, in response to the projected growth in passenger traffic and increased demand for airport services, developed and has been implementing recommended

improvements identified within its CHS: Vision 2030 Master Plan. In 2016 roughly \$200 million in improvements were completed as part of its Terminal Redevelopment and Improvement Program (TRIP). Improvements were aimed at increasing airport capacity by approximately 50%, and included modernization of the terminal building, baggage hall renovations, existing concourse upgrade and expansion, construction of a rental car pavilion, and construction of a central energy plant. Other improvements under construction or in development as part of the Airport's plan to remain competitive and provide customers with world class service, include the construction of a new parking deck, new concourse construction and the development of a new Airport Connector Road, led by Charleston County.

The Berkeley County Airport is located roughly one mile to the southwest of the Town of Moncks Corner, off US-17A, and is owned and operated by the Berkeley County government. The airport is open to the public seven days a week and supports general aviation or private flight services, as well as air taxi services and military traffic.

FREIGHT CORRIDORS



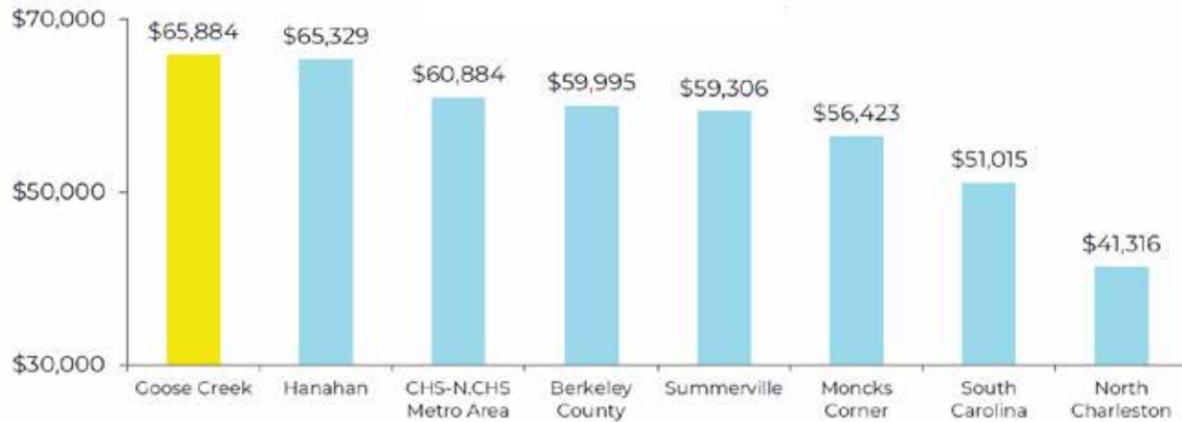
Income

Overall, median income has risen in recent years, increasing 6% from 2014 (\$62,107) to 2018 (\$65,884) in inflation-adjusted dollars (ACS 2014, 2016 and 2018).

Goose Creek has the highest median household income among similar communities in the region. In 2018, median household income was approximately \$66,000 per year, followed closely by Hanahan at \$65,000. Comparatively, the median household income in Berkeley County and the Charleston metro area were each about \$60,000 per year.

Per capita income is the average income per individual, including children, within

Median Household Income - Regional Comparison, 2018 (ACS 5-Year Estimates, 2018)



a geographic designation (state, county, census tract, or place). It is computed by dividing the total income of all people 18 years old and above in the City by the total population. The graph below compares the per capita income for Goose Creek with that of surrounding jurisdictions. Goose Creek's per capita income indicates an increase of approximately \$6,000 since the 2008 estimates reported in the 2010 Comprehensive Plan. The City's per capita income continues to be fairly consistent with most other jurisdictions, the County and the State, but noticeably lower than the Charleston-North Charleston MSA, commonly referred to as the Tricounty Area or Lowcountry.

Poverty

The definition of poverty levels and thresholds can vary from one government agency to another. The US Census Bureau considers income thresholds that vary by family size and composition (e.g. number of children) to determine poverty. It does not consider geographic location and the variation in cost of living, but thresholds are updated annually accounting for inflation. As of the ACS 2018 5-year estimates, approximately 10% (or 3,933) of Goose Creek residents are impoverished.

Labor Force

Approximately 70% of the City's population age 16 years and older are reportedly participants in the City's labor force. Not surprisingly, this participation rate drops significantly for those participants after age 60 and is slightly lower for participants ages 16 to 19. The graph to the next page depicts labor force participation and the unemployment rate by age groups.

The 2018 unemployment rate estimate for most age groups in Goose Creek is fairly consistent with the Census estimate of 5%, with the exception of the 16 to 19 years of age group that are likely balancing work with their education.

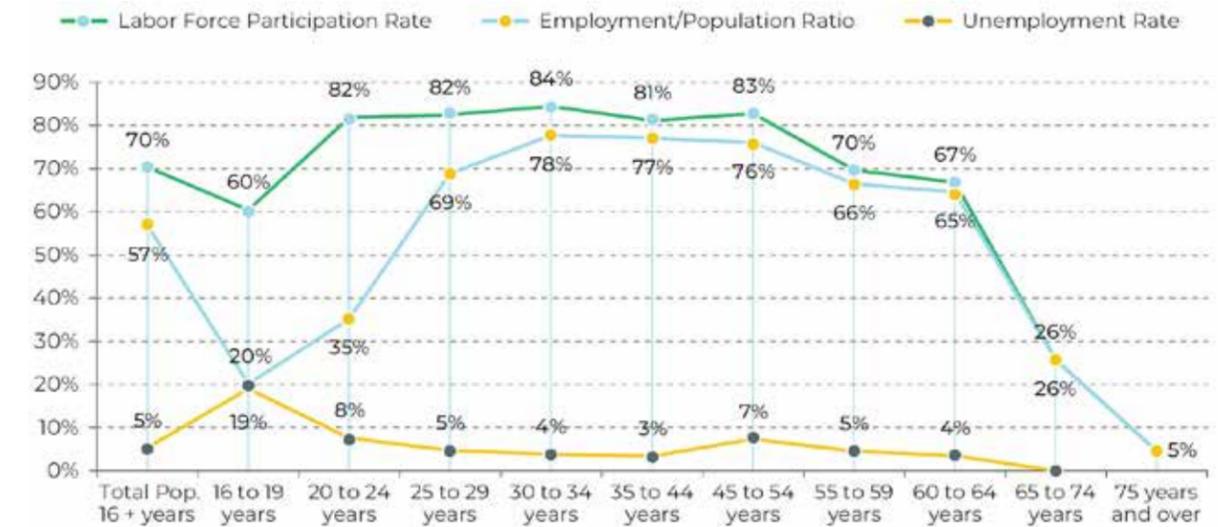
Overall, the City's unemployment rate has been steadily decreasing since the peak of the recession in 2013. The graph on the right illustrates the trend in unemployment for both Goose Creek and Berkeley County for comparison over the past decade. As of the 2018 ACS estimates, the unemployment rate in Goose Creek and Berkeley County was approximately 5%, though the recent employment impacts of COVID-19 have raised the unemployment rate substantially in 2020.

Workers and Occupations

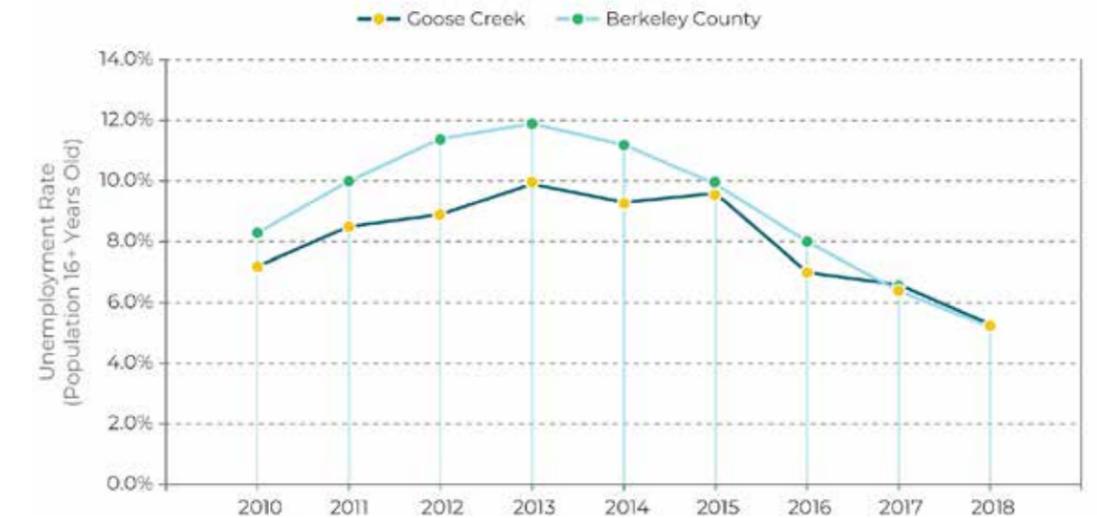
The majority (73%) of the City's civilian labor force is employed by private companies, 22% are employed by government, and 6% are self-employed. A high proportion (89%) of those employed and 62% of those unemployed workers have health insurance coverage. "Occupations" are defined by the US Census Bureau by the type of work tasks that members of the labor force perform.

Since 2014, occupations in "management, business, science and arts" have held the largest proportion of representation, remaining consistent around 35% of workers. Sales and office occupations and service occupations were the next largest categories, each accounting for 20% of workers. Combined, natural resources, construction and maintenance (11%),

Employment Characteristics, 2018 (ACS 5-Year Estimates, 2018)



Goose Creek Unemployment Rate, 2010-2018 (ACS 5-Year Estimates, 2018)





ECONOMICS

and production and transportation (14%) related occupations represent approximately one-quarter or 25% of the labor force's occupations. It is important to note that service occupations had the greatest growth over the past five years increasing five percentage points, while sales and office occupations shrunk about ten percentage points.

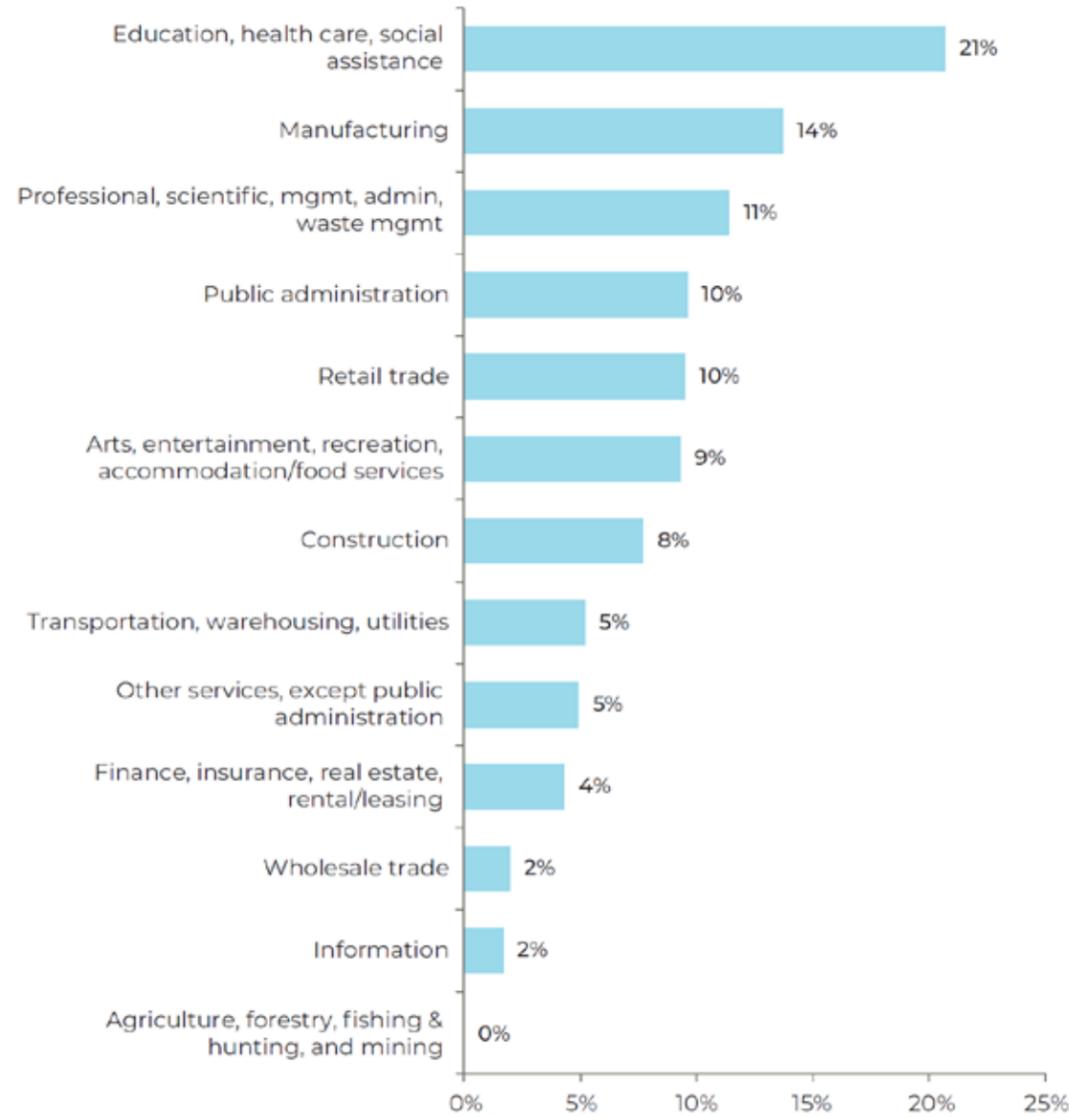
Employment Industries

“Industry” or “place of work” data describe the type of business that is conducted by an employing organization, while occupation describes the work that is carried out by the individual worker.

Comparable to 2008 data reported in the last Comprehensive Plan, the largest industry employing Goose Creek's labor force in 2018 continues to be educational services, health care and social assistance. While those employed in professional, scientific, management, administrative, and waste management services has dropped from 14% to 11% over the past decade, manufacturing now employs a greater percent of the City's labor force.

For more information on the City's economics, see pages 93-111 in the Technical Appendix.

Industries of Employment, 2018 (ACS 5-Year Estimates, 2018)



Employment Locations

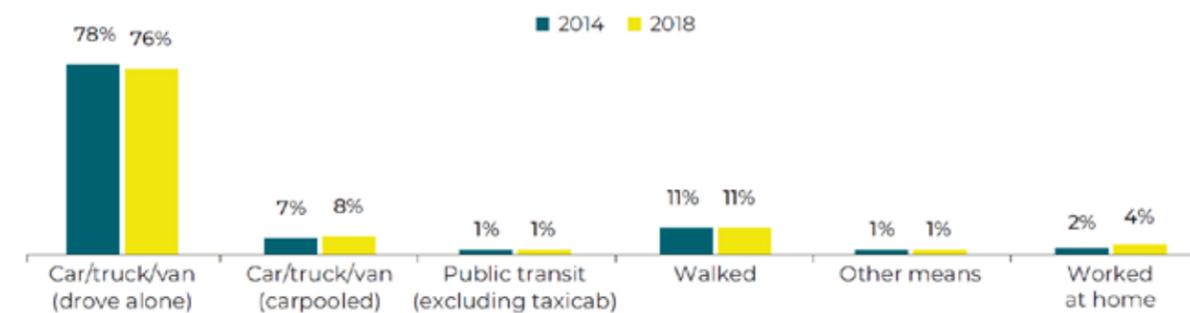
Of the 48 industries listed by the SC Department of Commerce with Goose Creek addresses, there are a handful of large companies (>100 employees). Those larger industries are located around the periphery of the city, many in the Bushy Park industrial area along the eastern edge of the City abutting the Cooper River. These companies are primarily manufacturing operations ranging from chemicals and metal to home furnishing products. A number of smaller employers are classified as warehousing and distribution, engineering, and service industries.

The mean commute time of Goose Creek's labor force in 2018 has risen slightly to 24.7 minutes. While comparable to the average

commute for workers across the state of South Carolina, this is slightly lower than that of workers in all of Berkeley County (27.7 minutes) and across the region (26.1 minutes). There have been slight changes in the general work locations of residents from the ACS 2008 data reported in the last Comprehensive Plan compared to recent ACS 2018 data. Approximately 98% of residents work in state, which has remained consistent with 2008 data, though fewer residents work in Berkeley County, dropping from 50% in 2008 to 45% by 2018.

As was found ten years ago, the majority of workers drive alone to work (76%). A number of workers are able to walk to work (10.8%), carpool (8%), work from home (4%), or use public transportation (1%).

Goose Creek Residents' Commute to Work (ACS 5-Year Estimates, 2014-2018)



Economic Strengths & Weaknesses

The Leakage/Surplus Factor measures of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. Currently, the City has two general industry groups with a surplus factor: department stores and used merchandise stores.

All other industry groups indicate varying levels of leakage, ranging from a fairly low factor of +10 for restaurants and eating establishments, up to some of the highest industry groups, such as jewelry, luggage and leather goods stores, special food services, office supplies, lawn and garden equipment stores, and automobile dealers, with leakage factors of +50 to +100, indicating most or all of these sales are occurring outside the trade area.



COMMUNITY FACILITIES

Introduction

The effective coordination, construction and programming of public services and facilities alongside land use decisions supports the growth and development of a community by ensuring that adequate public services are provided. Included under the broad heading of community facilities are things such as water and wastewater services, fire and police protection, access to health and emergency medical care, quality schools, and recreational facilities. Because these services are so closely tied to quality of life measures, individuals often base decisions about whether or not to re-locate to or remain in a particular place based on these very elements. Community facilities, therefore, are essential to the vitality and appeal of a community.

To promote the efficient use of infrastructure, annexations and development must be tied to the capacity of existing or already programmed infrastructure such as utility lines. Similarly, investment in new facilities or service expansions also needs to be considered to ensure that such services or infrastructure keeps pace with anticipated future demand. This element explores the existing conditions of the facilities and services available in Goose Creek today.

Utilities

Water Supply, Treatment and Distribution

The Berkeley County Water and Sanitation Authority (BCWS), Goose Creek Public Works and Charleston Water Systems (CWS) provide public water service to the City of Goose Creek. The majority of Goose Creek residents are served by the Goose Creek Public Works Water Division. The Department maintains roughly 146 miles of distribution lines which support 1 industry, 9,923 residential, and 684 commercial connections.

As a member of the Santee Cooper Regional Water System, the City of Goose Creek along with other members of the Lake Moultrie Water Agency - including Berkeley County, the Moncks Corner Public Works Commission and the Summerville Commissioners of Public Works - purchase water from the Santee Cooper Water Treatment Plant in Moncks Corner.

The City of Goose Creek maintains three elevated water tanks with a total storage capacity of three million gallons. In addition, there are two elevated storage tanks located within the unincorporated Greater Goose Creek Area.

Goose Creek falls within the Berkeley County Water and Sanitation Authority (BCWS) Lower Berkeley Sewer District. BCWS operates and maintains roughly 554 miles of gravity sewer lines, 167 miles of forced sewer mains, and 159 pump stations county-wide.

The county system is also supported by three wastewater treatment plants, one of which is located in Goose Creek off Red Bank Road on the Naval Weapons Station. BCWS provides public sewer service directly to customers within the City with over 300 miles of sewer lines which support approximately 10,099 residential and commercial service connections. Major industrial connections include Google, Century Aluminum and the Bushy Park Industrial Complex.

The City of Goose Creek has 45 pump stations that collect and direct sewage to processing stations. 30 pump stations are maintained by Berkeley County Water and Sanitation and 15 are privately maintained by individuals, homeowners' associations, industrial parks and facilities, commercial facilities, religious establishments, and residential subdivisions.

In areas where public water and sewer are not provided to unincorporated properties within the general vicinity of the City, private wells and septic systems are utilized. South Carolina's Department of Health and Environmental Control regulates and permits private wastewater systems. It is imperative that private wastewater systems are installed and operated correctly as well as pumped regularly to avoid underground water contamination that can migrate throughout the watershed. Moreover, wells should be tested regularly, as groundwater contamination poses a health risk to residents ingesting the water.

Solid Waste Collection and Disposal Service

Goose Creek Public Works Sanitation Division provides solid waste services to residents of the City. The responsibilities of the Sanitation Division include curb-side solid waste collection, processing, and disposal. The City of Goose Creek does not provide for the collection or disposal of commercial solid waste. Acceptable items for pick up include: household garbage, yard debris, metal goods, owner-generated construction materials, and used household furnishings. Residents in unincorporated areas of the City are responsible for the disposal of their household waste and yard debris at any of the nine convenience

centers located throughout Berkeley County. The Berkeley County Landfill, located west of US-52/Goose Creek Boulevard, just south of Moncks Corner, accepts commercial waste and provides for other special waste disposal needs.

Recycling is an important component of solid waste management. In 2019, the County opened a new state-of-the-art recycling facility which processes all waste generated in Berkeley County, at no additional cost to users. The facility automatically separates recyclable materials from trash before transporting the non-recyclable materials to the county landfill for disposal. Residents can also drop off items at eight drop-off recycling facilities located within the City or at any of nine convenience centers within Berkeley County. The facilities in Goose Creek only accept cardboard and paper. The recycling of antifreeze is only available at the Oakley Road and Gravel Hill Convenience Centers. These facilities do not provide for the recycling of paint, scrap metal, tires, and textiles.

Electrical Providers

Electricity is provided to Goose Creek residents mainly through Berkeley Electric Cooperative (BEC) and Dominion Energy. The City has worked to create a City-owned electric utility that would provide electricity to Century Aluminum. This initiative to become an electric utility provider supports the City's plan to annex the roughly 5,000 acres of land on which the smelting company occupies. As of July 2020, three parcels of the Century Aluminum site has been annexed into the City. If the City fully annexes the property, the City would assume zoning control over the site's future development as well as benefit from the property tax revenues that can be generated by the site.



COMMUNITY FACILITIES

Institutions

Civic Centers

The Goose Creek Library, located on Old Moncks Corner Road, is the largest branch in the Berkeley County Library System. It operates six days a week and offers a full range of services and programs to residents of the City and surrounding areas, including story times for children, book discussions, Summer Reading Programs for children, teens and adults, special events to promote reading and literacy, and computer classes. The Library also provides free use of its meeting rooms for library sponsored or co-sponsored events and programs by individuals, community groups and organizations with a cultural, intellectual, informational or educational focus. In addition to its more traditional services, the library system also offers a mobile library service to rural Berkeley County residents and has a large catalog of resources available online. Funding for the Goose Creek Library and the Berkeley County Library System is provided primarily by the County. A small amount is allocated to the system by the State.

Goose Creek residents have access to two major community centers within the City. Opened in 2005, the Goose Creek Community Center has served as a major hub for community activities. Located next

to the Municipal Complex, this facility ties into the well-used hiker-biker trail network of the City and the lakeside facilities located on the campus. The Community Center offers a wide range of classes and activities to seniors, adults and children and houses a weight room, fitness area, indoor track, basketball courts, and a climbing wall.

In 2018, the City expanded the Recreation Complex to include a new 35,000-square foot activity center that sits adjacent to the popular community center. The Goose Creek Activity Center houses most of the City's youth programs and community educational programs. Classes offered include dance, martial arts, yoga, guitar, art, gymnastics, and many more. Many community activities utilize the community buildings, greenspace and lakeside facilities that are available at the Recreational/Municipal Complex campus for events such as the Goose Creek Fall Festival, the City's Spring Concert Series, Fabulous Fourth in the Creek, and Lakeside Holiday Light Display. With limited alternative facilities available to serve adjacent Berkeley County areas, these state-of-the-art facilities serve more as a regional community resource.

Educational Facilities

Based on the US Census 2018 ACS estimates, approximately 6,800 or 16% of

the City's population is of school-age (5-17 years old). Students living in Goose Creek are served by 18 public schools operated by the Berkeley County School District (BCSD), shown on the map on the facing page. These schools represent 41% of the District's current schools and include ten elementary, five middle, and three high schools. There is also a charter school serving Goose Creek residents, the Mevers School of Excellence, and two private schools serving Goose Creek residents: Northwood Academy and Metro North.

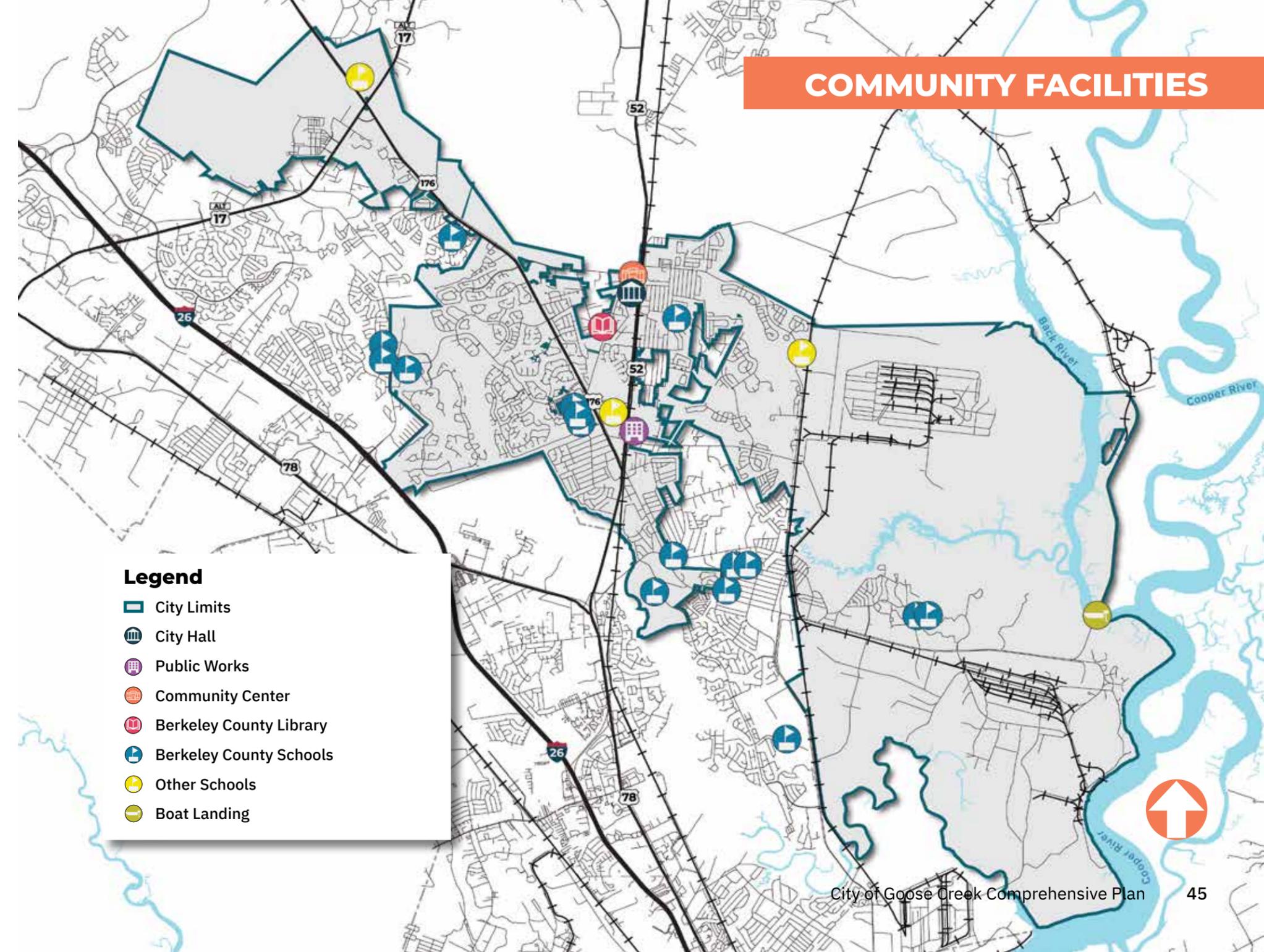
BCSD's 5-year Facilities Master Plan identifies "optimal maximum enrollment capacities" for schools, as follows:

Optimal Maximum Enrollment

- Elementary Schools: 850 students
- Middle Schools: 1,200 students
- High Schools: 1,800 students

The table on page 46 identifies the 2019-2020 school year average daily enrollment at BCSD schools serving the City of Goose Creek. It is important to note that the attendance zones of these facilities go beyond the City's borders, thus the enrollment provided includes residents of Goose Creek and the county.

COMMUNITY FACILITIES





COMMUNITY FACILITIES

There are no higher-educational institutions located within the Greater Goose Creek Area; however, residents can easily access Charleston Southern University and Trident Technical College, both of which are located just minutes away in North Charleston. These facilities provide continuing educational opportunities in a variety of fields. Other facilities such as the College of Charleston, The Citadel, Medical University of South Carolina, Strayer University, Lowcountry Graduate Center, and College of Charleston North Campus provide undergraduate and graduate courses to Goose Creek residents.

Government Facilities

The City’s administrative departments are centralized within the Marguerite H. Brown Municipal Complex located on North Goose Creek Boulevard, including the City’s Municipal Court, Police Department and City Hall. Governmental functions of the City of Goose Creek include administrative services, financial, court, permitting, planning and zoning, police protection, public works, and recreational services. The City is governed by a Mayor and six City council members, which serve four-year terms.

Police Protection, Fire Protection & Emergency Medical Service

In 2019, the City of Goose Creek ranked in the top 10 safest cities in the State¹. When

2019-2020 Average Daily Enrollment

Public Schools Serving Goose Creek	Grades Served	Annual State Report Card Grade	Average Daily Enrollment (2019-2020)
Boulder Bluff Elementary School	PK-5	Average	649
Bowen's Corner Elementary School	PK-5	Average	738
Cane Bay Elementary School	PK-4	Average	1,219
College Park Elementary School	PK-5	Average	853
Devon Forest Elementary School	PK-5	Average	925
Goose Creek Elementary School	PK-5	Below Average	914
Marrington Elementary School	PK-5	Excellent	492
Mount Holly Elementary School	PK-5	Below Average	508
Westview Elementary School	3-5	Average	549
Westview Primary School	PK-2	N/A	484
Cane Bay Middle School	5-8	Good	1,392
College Park Middle School	6-8	Average	812
Howe Hall Arts Infused Middle Schools (AIMS)	6-8	Average	415
Marrington Middle School of the Arts	6-8	Excellent	428
Sedgefield Middle School	6-8	Below Average	1,046
Westview Middle School	6-8	Good	863
Cane Bay High School	9-12	Good	2,001
Goose Creek High School	9-12	Average	1,872
Stratford High School	9-12	Good	1,207
Total Students Served			12,287

compared to other Lowcountry communities such as Charleston, Hanahan, Mt. Pleasant, North Charleston, and Summerville, the City ranked third based on a composite score of violent crime and property crime rates. This accolade was achieved thanks to the protection provided by the men and women of the City of Goose Creek Police Department.

The City’s police services operate out of the Marguerite H. Brown Municipal Services Complex. With an average annual budget of \$8.9 million, the department employs 74 sworn officers and 28 full-time support staff, and maintains 65 patrol vehicles, most of which are less than seven years old. The department is divided into four divisions: Uniformed Patrol, Criminal Investigations, Special Operations, and Professional Standards Divisions.

Services provided include crime enforcement and reporting, criminal investigations, traffic safety and enforcement, parking enforcement and other special services such as:

- Child Safety Seat Inspections
- Citizen Police Academy

1. *The Home Security Advisor, 2019. Retrieved August 14, 2020 from https://www.thehomesecurityadvisor.com/safestcities-south-carolina/*

- Police Cadet Program
- Reserve Officer Program
- Ride-Along Program
- Victim Services
- Youth Programs

Goose Creek’s police department has a mutual aid agreement with all other Lowcountry police departments.

Seven fire stations serve the Greater Goose Creek Area, four of which are within the City of Goose Creek and three within the unincorporated area. Of the four located within the City, three stations are operated and maintained by the City of Goose Creek Fire Department and one is maintained by the Goose Creek Rural Volunteer Fire Department. The City of Goose Creek Fire Department is staffed by 57 firefighter EMTs and paramedics and one battalion chief supervisor per shift working a "24 hours on, 48 hours off" schedule. A total of 61 uniformed personnel comprise the operational staffing. Departmental equipment includes three engines, one heavy rescue truck, and an Advanced Life Support (ALS) medic unit.

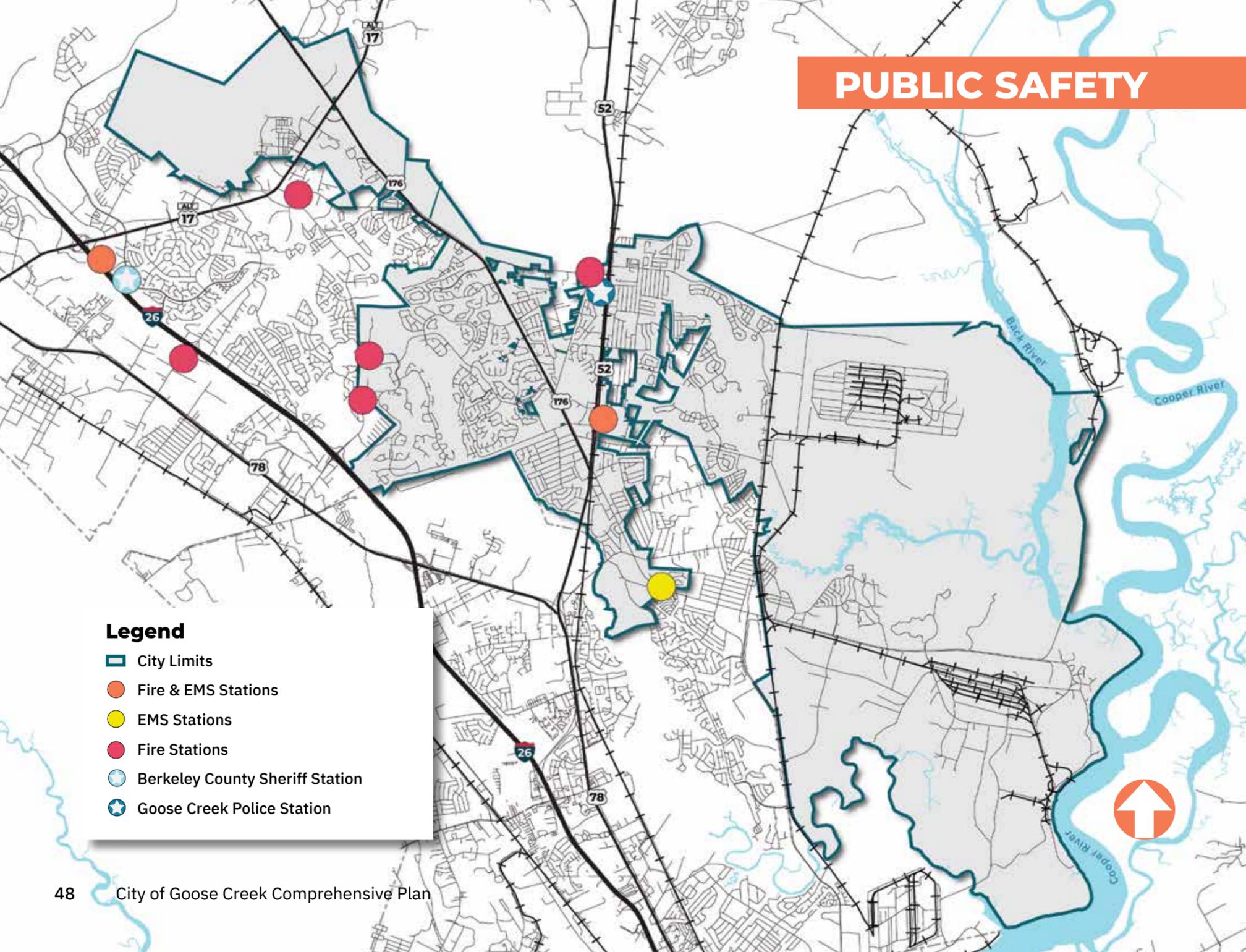
In 2017, the Goose Creek Fire Department opened a new 32,000 square foot

headquarters located at 201 Button Hall Ave. Plans are in place to begin developing a fourth station (Station 4) in the area of Carnes Crossroads, which should be in service by 2023-2024.

Unincorporated areas around Goose Creek are primarily served by the Goose Creek Rural Fire Department via two fire stations, one of which is within the incorporated area of the City. According to a 2018 study commissioned by Berkeley County, the Goose Creek Rural Fire Department consists of 26 volunteers and 24 part-time employees. This department operates four engines and one ladder truck, one rescue vehicle, one command and one utility vehicle. The Goose Creek Rural Fire Department has mutual aid agreements with all neighboring jurisdictions including Goose Creek, Hanahan, North Charleston and Berkeley County.

The Naval Weapons Station area of Goose Creek is protected by Federal fire fighters from two stations and two engine companies. Staffing for each of these facilities varies.

All surrounding fire departments participate in automatic, mutual aid agreements throughout the county and neighboring municipalities by prearranged response guidelines by closest station.



PUBLIC SAFETY

Legend

- City Limits
- Fire & EMS Stations
- EMS Stations
- Fire Stations
- Berkeley County Sheriff Station
- ★ Goose Creek Police Station



COMMUNITY FACILITIES

Berkeley County Emergency Medical Services (EMS) contracts with the City of Goose Creek to provide emergency care. The trained staff of Berkeley County’s Emergency Medical Services responds to approximately 17,000 medical emergencies each year. The City of Goose Creek Emergency Medical Services consists of 19 Paramedics and Basic Emergency Medical Technicians (EMTs). Emergency personnel are dispatched through the City of Goose Creek Fire Department.

Parks & Recreational Facilities

The many natural amenities of the Greater Goose Creek Area afford numerous recreational opportunities. As of January 1, 2009, the City of Goose Creek, through its Recreation Department, assumed the authority of the parks and recreational facilities within City limits and the greater Goose Creek Recreation District.

In 2020, the Department had an operations and management budget of roughly \$3.5 million and employed 10 full-time staff members who are responsible for running all recreational programs, 14 maintenance workers and 50 part-time athletic specialists, which includes lifeguards, coaches, etc. The Department, through its Youth Athletic Program, offers numerous

activities year-round, such as basketball, soccer, football, tennis, baseball, softball, volleyball, gymnastics and cheerleading.

The Goose Creek Recreation Commission (GCRC) consists of seven members, which serve an advisory role to City Council on issues regarding recreation. Currently, there are no designated natural or open space/ green areas under its responsibility.

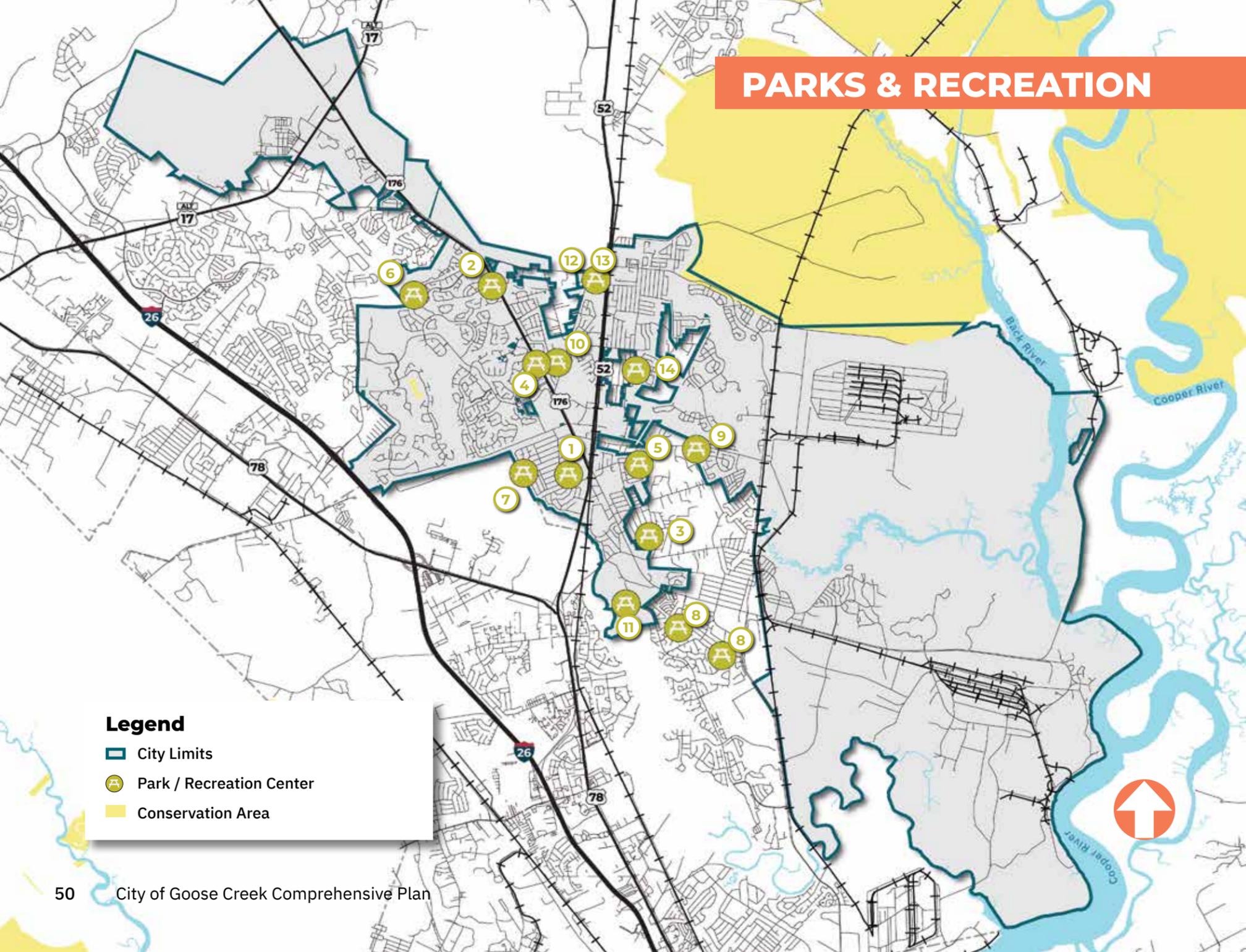
The Goose Creek Recreation Department maintains:

- Eight neighborhood parks, totaling 24.5 acres
 1. Etling Park (last renovated 1995)
 2. Fairfax Park (last renovated 2015)
 3. Forest Lawn Park (last renovated 1993)
 4. Foxborough Park (built 1985)
 5. Lake Greenview Park (last renovated 2008)
 6. Oak Creek Park (built 1993)
 7. Ryan Creek Park (last renovated 2017)
 8. St. James Park (last renovated 2017) and St. James III Park (built 1994)
- Three community parks, totaling 41 acres

9. Dogwood Park (built 1993)
 10. Eubanks Park (last renovated 2002)
 11. Foster Creek Park (built 2003)
- Three regional recreational centers/ complexes
 - 12. Goose Creek Community Center (opened 2005)
 - 13. Goose Creek Activity Center (opened 2018)
 - 14. Felkel Field Athletics Complex (last renovated 1999)
- Community swimming pool (renovated 2020)
 - Senior Center (built 1995)
 - Hiker-Biker Trail (~30 trail-miles throughout the City)
 - The Goose Creek Community and Activity Centers, which provide a wide range of senior, adult and youth activities and classes. These facilities include a fitness center complete with cardio deck, weight-training area, walking track, basketball courts, gymnasium, and climbing wall, and hosts classes such as Zumba, yoga, line dancing and indoor cycling.



PARKS & RECREATION



Legend

- City Limits
- Park / Recreation Center
- Conservation Area



COMMUNITY FACILITIES

The Morale, Welfare, and Recreation (MWR) complex at the Naval Weapons Station offers a plethora of recreational and leisure opportunities available to active and inactive military personnel assigned to the Naval Weapons Station and their families as well as Department of Defense employees and their families. This facility is not currently open to the general public.

The Cooper River, the largest flowing river system in the Greater Goose Creek Area, its many tributaries, and Crowfield Lake provide many boating, bird watching, and fishing opportunities for residents and visitors alike. The Goose Creek Reservoir, a fresh water reservoir that was created from the damming of Goose Creek, provides habitat and breeding grounds for an abundance of fish, such as speckled perch and bluegills, alligators, and many migratory birds.

Golf Courses

The City currently has two golf courses in the City limits, one being the City-owned public golf course, Crowfield Golf Club. The Crowfield Golf Club offers a tremendous 18-hole championship golf course with a driving range and putting green, along with a clubhouse with bar and grill. All of their amenities are open to the public and offer a great recreational amenity to the residents of Goose Creek. The second course is the military golf course, the Redbank Golf Course. It is located on the Naval Weapons Station and it offers an 18-hole golf course for active duty and retired personnel that can access to the base.

For more information on the City's community facilities, see pages 112-124 in the Technical Appendix.



Crowfield Golf Club



CULTURAL RESOURCES

Historic Properties

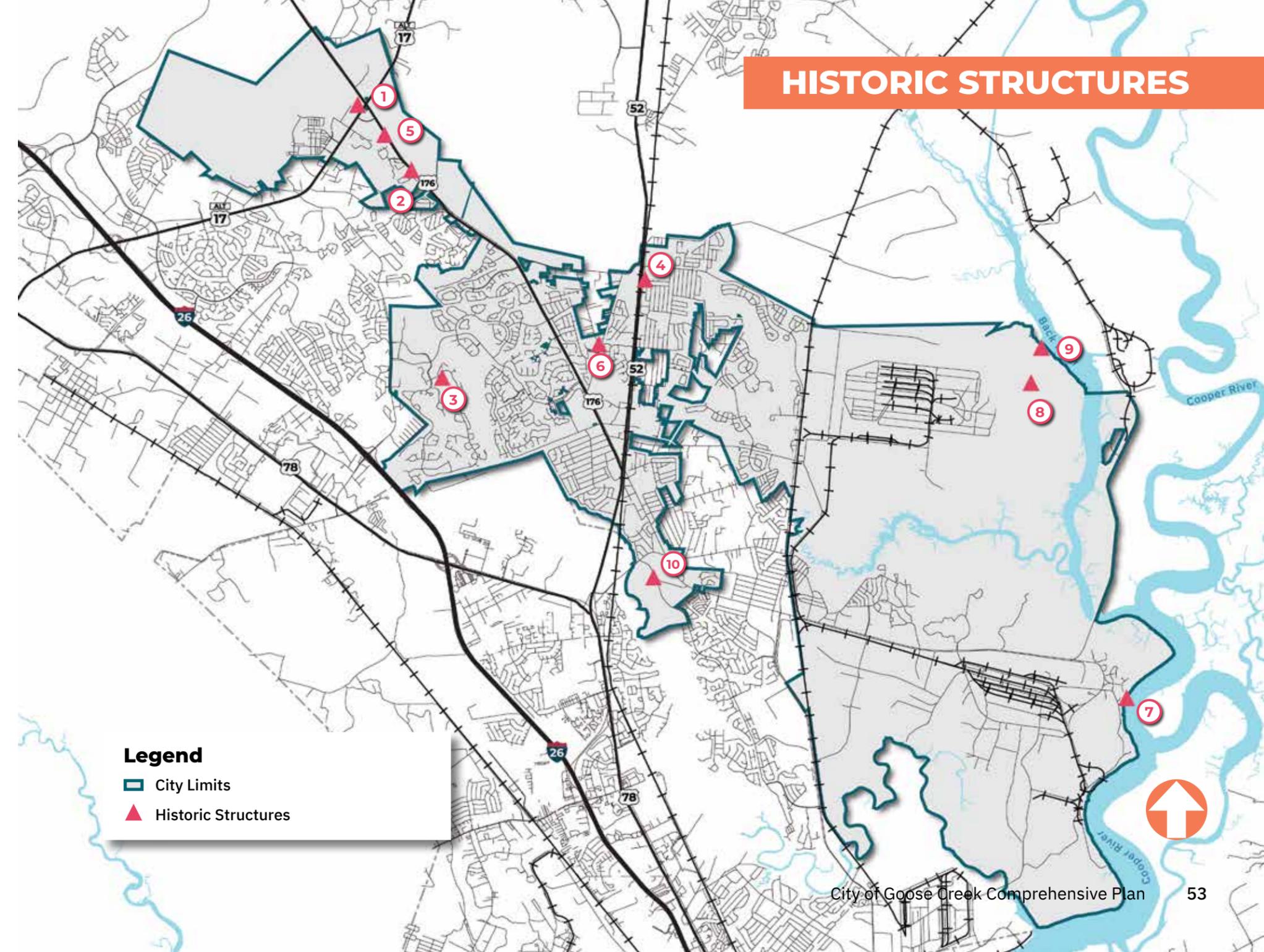
Documentation of archaeological sites and historic properties plays an important role in ensuring that the integrity of a community's cultural resources is protected from the impacts of growth and development. The SC Department of Archives and History conducted The Berkeley County Historical and Architectural Inventory in 1989 as part of a national effort to identify significant historic resources. Approximately 187 archaeological sites have been identified within the incorporated area. However, for the protection of these resources, the South Carolina Institute of Archaeology and Anthropology records does not publicly publish the precise locations of documented deposits and artifacts.

The Berkeley County Historical and Architectural Inventory also documented historic sites within the county. Rapid changes that accompanied growth of the Naval Weapons Station and the annex to its north during the 1960s left little remains of the historical resources that once defined the agricultural community. However, the City is fortunate that several of the remaining historic sites are situated within or directly adjacent to the City's incorporated boundaries. A total of 668 properties surveyed in Berkeley County were

Surveyed Historic Properties in Goose Creek (Berkeley County Historical and Architectural Inventory)

#	Site	Location	Date	Designation
1	Dallas Van Buren Carn Barn	US-176/St. James Avenue at US-17A, northwest corner	1900	Not Eligible
2	Brown House	US-176/St. James Avenue, west side, 4.6 miles north of US-52/Goose Creek Boulevard	1900	Not Eligible
3	Crowfield Plantation Ruins	1 mile northeast of I-26	c. 1730	Not Eligible
4	Mount Holly Post Office / Linder House	US-2, east side, 2.3 miles north of US-176/St. James Avenue	1915	Not Eligible
5	Unnamed House	US-176/St. James Avenue, west side, 5 miles north of US-52/Goose Creek Boulevard	1915	Not Eligible
6	Casey Church Cemetery	US-176/St. James Avenue, vicinity, north side, 1.1 miles northwest of US-52/Goose Creek Boulevard	1920	Not Eligible
7	Red Bank Plantation Cemetery	Naval Weapons Station Charleston	19th Century	Not Eligible
8	Cottage Plantation Prioleau Cemetery	US Naval Reserve	18th Century	Not Eligible
9	Cottage Plantation Slave Dwelling Ruin	US Naval Reserve	18th Century	Not Eligible
10	St. James Goose Creek Church and Cemetery	West side Red Bank Road	1713	Historic Landmark

HISTORIC STRUCTURES



Legend

- City Limits
- Historic Structures



CULTURAL RESOURCES

identified as exhibiting a broad spectrum of historical development. Forty of these sites were inventoried in the near vicinity of Goose Creek, and ten within the City. The map on the previous page identifies the name and location of these properties.

It is important to note that not all sites included in an architectural and historic survey are deemed eligible for listing on the National Register. In many cases, the integrity of historic sites can still be affected by changes in their surroundings even when the actual structures are protected. The historic sites that have retained original architectural or historic integrity may be designated individually or as part of a district of properties. Listing on the National Register of Historic Places can open doors to grants and tax incentives, help build community pride in the built environment, create a focal point for heritage tourism, and serve as an educational tool. It does not provide preservation protections on the property in the future, however. Further, National Listing does not stop any private, local or federally funded projects, nor does it necessitate environmental review for privately funded projects without federal or state involvement.

St. James Goose Creek Church is designated as a National Historic Landmark, which is the highest designation of historic significance. Built between 1713 and 1719 by early

planters from Barbados, St. James Goose Creek Church is one of the earliest Georgian churches in the English colonies. The building is generally recognized as an architectural gem among small 18th century parish churches. The church structure was saved from destruction later that century when British troops moved through the state during the American Revolution. The 300-year old structure has been maintained but not modernized. Worship services are held at the church once a year.

Crowfield and The Oaks Plantation homes were not as fortunate. Crowfield Plantation, on the headwaters of Goose Creek, was originally granted to John Berringer in 1701. William Middleton built a large two-story brick house on the plantation around 1730, naming it for his great-aunt's English manor. He grew rice and indigo, raised cattle, made bricks and laid out an elaborate formal garden. The plantation changed hands several times during and after the American Revolution. The plantation house was virtually destroyed by the Charleston earthquake of 1886. Eventually the Westvaco Development Corporation purchased the 2,850-acre plantation for its pine timber in the 1930s and developed the property into a residential golf course community several decades later. The remains of the plantation house are owned by the Crowfield homeowners association. The

site is protected by a conservation easement which allows for archaeological study of the plantation to continue.

Recently incorporated into the City, The Oaks was an inland rice plantation established by Edward Middleton on a 1678 grant from the Lords Proprietors. Middleton, a planter from Barbados received 1,630 acres on Yeaman's Creek, which was later renamed Goose Creek. The more recent structure was built in 1892 for a Maine businessman, and renovated in 1930. In 1956 it was purchased with the intention of turning the property into a residential development, and a few lots were developed along the avenue of oaks. However, the property changed hands again in 1959 to the North Charleston Country Club and was subsequently purchased by Howard Mims in 1964 when it became the Oaks Plantation Golf & Country Club. The main plantation home was used for weddings, venues and other events until 2008 when fire struck, scorching the property. The property remained in disrepair and was boarded up until it was demolished in July 2020.

Almost two dozen historic markers have been erected in the Goose Creek area, many of which identify other plantations that contributed to the community's initial development: Liberty Hall, Howe Hall, Boochawee Hall, Button Hall, and Springfield plantations.

Arts & Community Events

Formed in 2016, the Goose Creek Cultural Arts Commission is committed to playing an integral role in the City's development into a premiere community for living, working, playing, and recreating. The Commission's stated mission is to identify, present, and sustain cultural arts initiatives that enrich the lives of Goose Creek residents and visitors. The Commission hosts a monthly Art Talk in the Creek featuring area artists representing a range of visual and oral arts.

The City of Goose Creek highly supports community events that define the City and its culture. These events foster civic pride and community support. Below is a list of the annual events held in the City:

- Goose Creek Fall Festival
- Fabulous Fourth in the Creek Festival
- Spring Concert Series
- Halloween Carnival
- Christmas in the Creek Holiday Parade and Lakeside Lighting Display

Other community events are hosted by the Recreation Department, as well as by local organizations.



Drone footage of the 2018 Fourth of July celebration at City Hall



CULTURAL RESOURCES

Places of Worship

Places of worship are an integral part of the City’s history and culture. The congregations of these places of worship directly reflect the diversity of cultures that reside in Goose Creek. As shown on the next page, Goose Creek has over 30 places of worship within the city limits.

Scenic Resources

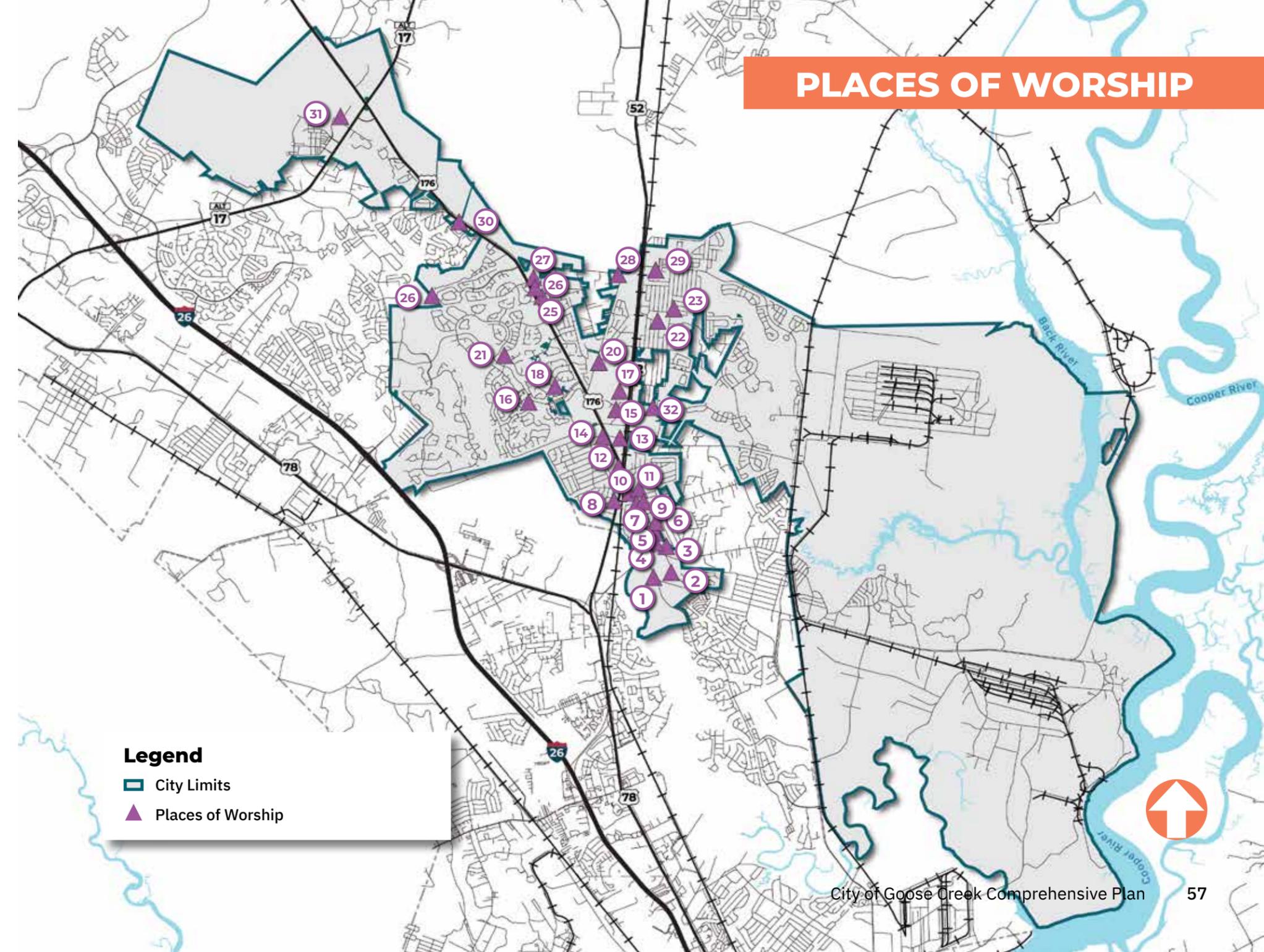
Goose Creek is named for one of the most scenic resources in Berkeley County. The City’s most southern boundary follows the creek as it winds through the Naval Weapons Station out to the Cooper River. As a result, accessibility to the creek within the City’s limits is restricted. Fortunately lower sections of the creek that are boating friendly, the Goose Creek reservoir, are publicly accessible.

Crowfield Plantation, situated in the northwest section of the City, is a 2,850-acre planned development by Westvaco. As previously discussed, Crowfield Plantation was the epitome of southern plantation society in the 18th century. Westvaco Development has respected the historical significance of the manor house ruins and surrounding area by setting aside the house and gardens, along with 20 acres of land, for preservation as a passive park with interpretive signing and a golf course buffer. Along with three park areas in the development; Middleton, Lakeview and Hamlet, these areas also provide community recreation opportunities. Likewise the natural environment of Crowfield Plantation has been carefully preserved to balance growth and development so that negative impacts on the environment are mitigated. The 73-acre Crowfield Lake was developed at the heart of the plantation to function as a storm water management basin and provide recreational opportunities. Concurrently, 3.7-acres of wetlands were created for each acre disturbed by development and a 16-acre man-made island

Places of Worship

#	Place of Worship	#	Place of Worship
1	St. James Episcopal Church	17	Metro North Church
2	Heritage Baptist Church	18	International Christian Church
3	Calvary Church of the Nazarene	19	Center The Life Simplified
4	Trinity Baptist Church	20	New Life Baptist Church
5	Alpha and Omega	21	Peace Presbyterian Church
6	Saint Andrews Episcopal Church - Goose Creek Campus	22	International Baptist Church
7	Goose Creek United Methodist Church	23	Open Door Bible Baptist Church
8	St. Timothy Lutheran Church	24	Faith Temple Fellowship Center
9	Kingdom Empowerment Ministries	25	Midway Baptist Church
10	Goose Creek Worship Center	26	Immaculate Conception Church
11	Mt. Carmel RE Church	27	St. James United Methodist Church
12	Living Word Christian Center	28	Church of Christ
13	Dominion Kingdom Worship Center	29	Trident Baptist Church
14	First Baptist Church	30	Kingdom Hall of Jehovah's Witnesses
15	New Vision Baptist Church - Goose Creek	31	Northwood Church
16	Crowfield Baptist Church	32	Siikh Gurudwara Nanak Darbar

PLACES OF WORSHIP





CULTURAL RESOURCES



established with trees to create a natural wildlife habitat.

Crowfield Lake is a freshwater (man-made) lake that is periodically restocked for fishing and other recreational uses. As a habitat for alligators swimming is not one of the recreational uses allowed.

South of Crowfield Lake, in Huckhole Swamp, a 70-acre tupelo gum and cypress preserve is protected and preserved in its natural state to provide a wildlife habitat for fish, freshwater fowl, and aquatic plant populations.

The Cooper River provides Goose Creek with an abundance of resources. The river flows from its main source, Lake Moultrie, into the Charleston Harbor and eventually out to the Atlantic Ocean. Through Berkeley County, it flows past Mepkin Abbey, Cypress Gardens, Water Front Park, and numerous other scenic sites with Live Oaks, Spanish moss, and Magnolia trees lining its banks.

Due to the high flow of nutrients from Lake Moultrie, calm water, and diverse vegetation, the river also provides a suitable habitat for a variety of fish. Unique characteristics allow for fish such as Large Mouth Bass to grow to “trophy size,” attracting a large number of outdoorsmen yearly. The river is also widely known for its expansive number

of fossils. Tourists, recreational divers, and hobbyists dive to the bottom of the Cooper River each year in search of Native American arrowheads, spear points, and earthenware pottery. However, their main target are prehistoric shark teeth left behind from the giant megalodon shark that once inhabited this area when it was underneath an ancient sea millions of years ago. The Cooper River Underwater Heritage Trail has been established to provide access for divers to visit these historic sites in the river.

Unplanned or haphazard development patterns often have devastating effects on historic and cultural resources. To preserve these unique qualities for future generations, all historic and cultural resources worthy of preservation should be identified and a plan for protection created and implemented. Through the planning process, the community should be involved as much as possible in order to create public awareness and appreciation of these cultural and historic resources.

For more information on the City's cultural resources, see pages 125-134 in the Technical Appendix.



NATURAL RESOURCES

Introduction

Goose Creek and the surrounding areas contain an abundance of natural resources that are essential to supporting the regional ecosystem, including water features, wildlife habitat, wetlands, and soils. These resources offer habitat and refuge for plant and animal species, deliver water quality benefits, serve as drinking water sources, and provide recreational opportunities for residents and visitors. The conservation of these natural resources deserves thoughtful consideration when planning for the future of the City.

Climate

Goose Creek’s climate¹ is temperate and controlled by several factors, including the state’s location in the northern mid-latitudes, being situated in between the Appalachian Mountains and the Atlantic Ocean, and the City’s elevation. The mountains tend to block cold air masses arriving from the west, which leads to generally mild winters, with average daily low temperatures ranging from 39°F to 45°F and high temperatures between 59°F and 65°F from December to February. The proximity to the Atlantic Ocean provides for cooling sea breezes during the summer and warms areas located near the coast during the winter. During the summer months of June through September, temperatures

range from (average lows) of 67°F to 74°F to (average highs) of 84°F to 91°F.

One of the more serious weather concerns for Goose Creek is the occurrence of tropical storms and hurricanes. Hurricane season begins on June 1 and runs through the end of November, with the height of hurricane season occurring from late summer to early fall. Hurricanes and tropical systems can bring high winds, flooding rains and deadly storm surges, all of which can result in detrimental impacts to residents and property.

Sea Level Rise

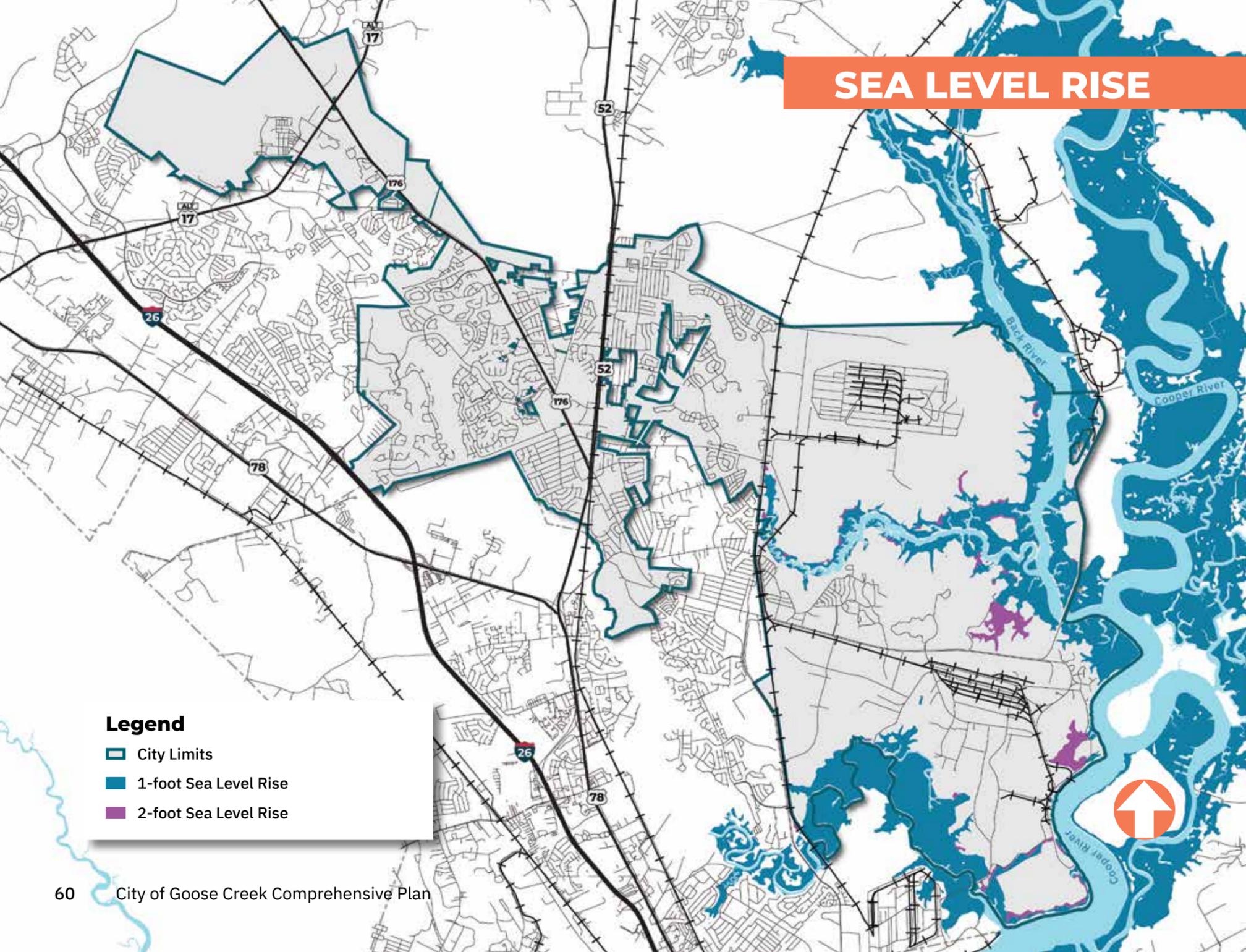
As the Earth warms and glaciers melt, sea-levels continually rise, both globally and locally. Preparing coastal communities, like the Lowcountry, for sea-level rise and other negative effects of climate change is necessary to ensure the long-term viability of our communities. The forecasts for sea-level rise during the next 50 to 100 years vary, but impacts are expected to be widespread throughout the coastal areas of South Carolina, including tidal creeks and rivers.

The sea level² off South Carolina’s coast is up to 10 inches higher than it was in 1950. In the last decade, the speed at which South Carolina’s sea level is rising has increased, and is now rising by as much as one inch every two years.

A rise of 1 to 3 feet is forecasted within the next 50 years, but some scientists believe this is too conservative of an estimate, and predict changes in sea level could come more quickly.

Areas that border waterbodies, such as Goose Creek, Foster Creek, and the Cooper River – are likely to feel the effects of sea level rise in the years to come. Approximately 2,900 developed acres within Goose Creek City limits would be impacted by a 1- foot rise in sea levels (totaling 6.6% of the City’s developed area). The majority of this affected area is zoned as government and commercial, with no single family residences anticipated to be impacted by a rise of that magnitude. A 2-foot rise in sea level is forecasted to impact approximately 7.1% of the City’s developed land. As is shown on the map on the next page, much of the forecasted impact from sea-level rise in Goose Creek is likely to occur within the footprint of the Naval Weapons Station-Charleston.

1. *Climate and weather data sources: South Carolina State Climatology Office and NASA’s MERRA-2 Modern-Era Retrospective Analysis.*
2. *Sea level rise sources: South Carolina Sea Grant Consortium, National Oceanic and Atmospheric Administration (NOAA) and SeaLevelRise.org*



SEA LEVEL RISE

Legend

- City Limits
- 1-foot Sea Level Rise
- 2-foot Sea Level Rise



NATURAL RESOURCES

Hydrology

Watersheds

A watershed consists of surface water - lakes, streams, reservoirs, and wetlands - and all the underlying groundwater from a land area that drains to a common low point or outlet. Larger watersheds contain many smaller watersheds. All of the land that drains water to the outflow point is the “watershed” for that outflow location.

Watersheds are important because the streamflow and the water quality of a river are affected by what is happening in the upland area of the river/outflow point. Watershed protection is a critical component of both stormwater management and water quality management.

The City of Goose Creek is located within the Cooper River Watershed of the Santee River Basin which lies within the Lower Coastal Plain of South Carolina. Major hydrological features within or adjacent to the Goose Creek municipal boundaries include the Back River and Cooper River (which form a large portion of eastern boundary of the City); the headwaters of Goose Creek and Goose Creek Reservoir; Bushy Park Reservoir; and Foster Creek.

Wetlands

Wetlands function as transitional areas where land meets water near streams, rivers, lakes, and estuaries, or in low-lying flat areas or natural depressions in the landscape, and they can be both freshwater and saltwater, known as brackish. Most of the wetlands in the City are freshwater forested/shrub wetlands located at the headwaters of and alongside stream reaches. Freshwater emergent wetlands exist along the riparian areas of the Cooper and Back Rivers and Foster Creek.

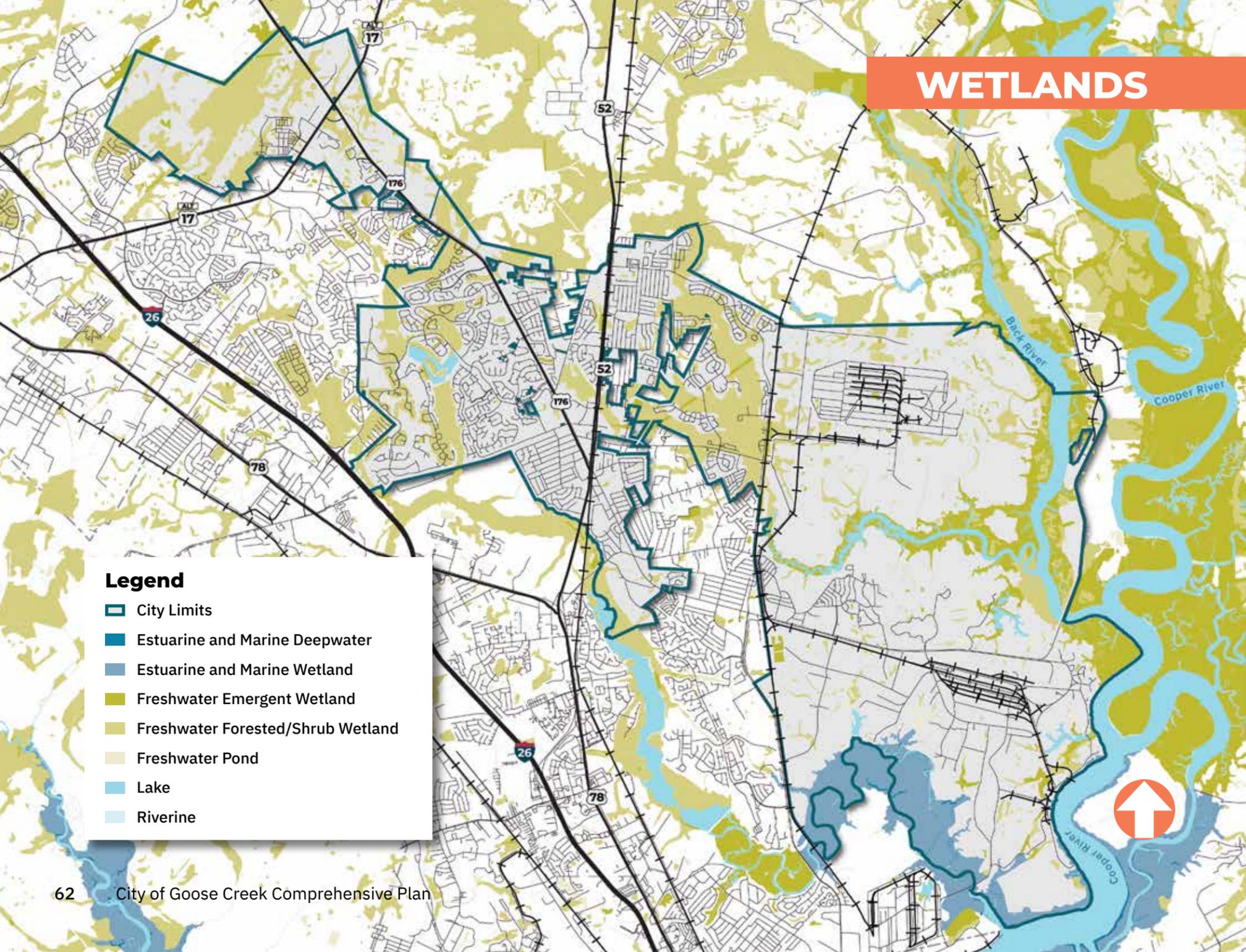
Estuarine and marine wetlands occur upstream of and along the confluence of the Cooper River and Goose Creek. The depth and duration of water saturation combined with landscape position are key factors in determining when wetland soils develop and what plant species inhabit them. The map on the next page depicts the location and type of wetlands in and surrounding the City today.

Wetlands serve important functions relating to fish and wildlife that contribute to commercial, recreational, and tourism activity in the region. Such functions include food chain production, habitat, nesting, spawning, rearing, and resting sites for aquatic and land species and ocean-going species, including the blue crab (*Callinectes sapidus*), shrimp, and other shellfish.

Water Quality Protection

Water quality is the measure of the suitability of water for a particular use based on selected physical, chemical, and biological characteristics. Water bodies are used for many purposes such as recreation (e.g. swimming and boating), scenic enjoyment, fishing, drinking water supply sources, and are the home to many aquatic organisms. To protect human health and aquatic life in these waters, states establish Water Quality Standards. Water Quality Standards help to protect and restore the quality of water in accordance with the Clean Water Act (CWA) and define the goals for a waterbody by designating its uses, setting criteria to protect those uses, and establishing provisions to protect water quality from pollutants. To do this, the state's Department of Health and Environmental Control (DHEC) continually monitors waterbodies and reviews, revises, or creates new standards based on changing water quality conditions.

DHEC routinely monitors surface waters to characterize current water quality, determine if waters are meeting current standards, analyze long-term water quality trends, and help formulate limits for permitted wastewater discharges. There are multiple monitoring stations located in the Goose Creek Reservoir and just below the confluence of Foster Creek and the Back River, as well as in the Cooper River along the eastern edge of the City's boundary.



WETLANDS

- Legend**
- City Limits
 - Estuarine and Marine Deepwater
 - Estuarine and Marine Wetland
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Riverine



NATURAL RESOURCES

Stormwater Management

Development and urbanization can lead to an increase in polluted stormwater runoff in waterways. When impervious surfaces are developed, rainwater is no longer able to be absorbed into the ground. Instead, it runs across those hardened surfaces, collecting pollutants like fertilizers, motor oil, and pet waste before reaching and dumping them into the nearest storm drain or surface water. Natural features like wetlands and riparian buffers play a critical role in slowing the flow of stormwater and helping to filter and improve the quality of surface water runoff entering the watershed.

A Stormwater Management Program aims to reduce the amount of runoff pollution. It does this by educating the public about how they can reduce the risk of polluting rainwater, permitting and monitoring all new construction sites to prevent the many potential contaminants from entering the storm drain system, and monitoring businesses and residential homes to make sure no pollutants are being discharged directly into larger waterbodies.

In order to implement a comprehensive and economical approach to prevent negative water resource impacts from non-point source pollution, the City of Goose Creek partners with Berkeley County's Stormwater

Management Program. This effort focuses on protecting, maintaining, and enhancing water quality and the environment, as well as the public health, safety, and general welfare of the citizens.

Source Water Protection Areas

Foster Creek, Bushy Park Reservoir, and Goose Creek Reservoir are all identified as Source Water Protection Areas (SWPA) by DHEC. All three waterbodies lie within (or adjacent to) the Goose Creek municipal boundaries or are tributary to waterways within the City limits. All public water systems have potential sources of contamination (e.g. bacteria, nutrients, chemicals, trash, sediment, and runoff). SWPAs are subject to management strategies to reduce or eliminate the potential threat to drinking water supplies (wells or surface water intakes and the land area that contributes to that drinking water source). This can be accomplished either through federal, state, or local authority control or by using non-regulatory measures such as educating the public.

The City of Goose Creek's Water Division is tasked with the responsibility of delivering a constant source of potable water to customers within the water service area and monitoring water quality throughout the distribution system. The City is a member

of the Lake Moultrie Water Agency and the American Water Works Association (AWWA) Partnership for Safe Water.

Wetlands in Goose Creek will continue to provide measurable ecological and economic benefits to the community as long as they are conserved and protected. Despite these benefits, wetlands continue to be threatened by land development pressure.

The leading stressor to wetlands in South Carolina is loss or removal of vegetation (Source: EPA's National Wetlands Condition Assessment). As development and population growth continue to increase, these activities will likely cause additional stress to wetlands. Impacts to wetlands should be carefully evaluated and if possible, avoided entirely. Protecting these water features is essential to maintaining clean water for fishing, swimming, paddling, and drinking.

The Clean Water Act grants the United States Army Corps of Engineers (USACE) regulatory authority over wetlands. Activities in wetlands that require a Federal 404 permit are also required to obtain a 401 Water Quality Certification from DHEC. When considering developing in and around wetlands, it is important to adhere to the principles of avoidance and minimization: avoid impacts to wetlands to the extent



NATURAL RESOURCES

practicable and, when necessary, mitigate and minimize any unavoidable wetland impacts. Wetland activities that are subject to regulations include filling, dredging, and draining; construction and lance clearing activities in wetlands; mining or creating impoundments; and managing stormwater runoff. Many agricultural and forestry practices are exempt from wetland permitting.

Floodplains

Floodplain management is a community-based effort to prevent or reduce the risk of flooding, resulting in a more resilient community. Proactive communities can identify flood hazards and act to reduce associated risks through planning and the development review process. Several areas along the major creek and river systems of Goose Creek are within the mapped FEMA-designated 100-year and 500-year flood hazard zones. The 100-year floodplain represents the maximum flood level expected to occur once every 100 years (i.e., there is a 1% chance of a 100-year flood event happening in a given year). Similarly, the 500-year floodplain indicates the area where a flood event has a 1 in 500 (or 0.2%) chance of occurring in a given year.

FEMA maintains flood maps that detail the location and severity of flood zones, including Special Flood Hazard Areas (SFHA). Two of the more at-risk zones for damage from flooding are Zone A and Zone AE, which represent the “base flood” and are located within the 100 year floodplain. Flooding occurs not only in these Special Flood Hazard Areas, but also in areas with a low to moderate hazard, shown as Zone X on a Flood Insurance Rate Map (FIRM). Zone X is located outside of the 100-year floodplain, but may be within the 500-year floodplain. A total of 6,700 acres (or 21% of the City’s land) is within FEMA’s Zone A or Zone AE of the 100-year floodplain. These are categorized as “high risk areas.” A total of 268-acres (or 1% of the City’s land) is within FEMA’s Zone X of the 500-year floodplain, which is categorized as “low or moderate risk areas.”

While FEMA’s mapped flood zones provide guidance about the locations and relative levels of flood risk, it is important to recognize that they are not foolproof. Recent flood events such as Hurricanes Joaquin (2015), Matthew (2016) and Irma (2017) resulted in widespread, historic levels of flooding reaching the 100-year and 500-year floodplain in some places, and even reached levels qualifying as a 1,000-year flood event in parts of the Tricounty area.

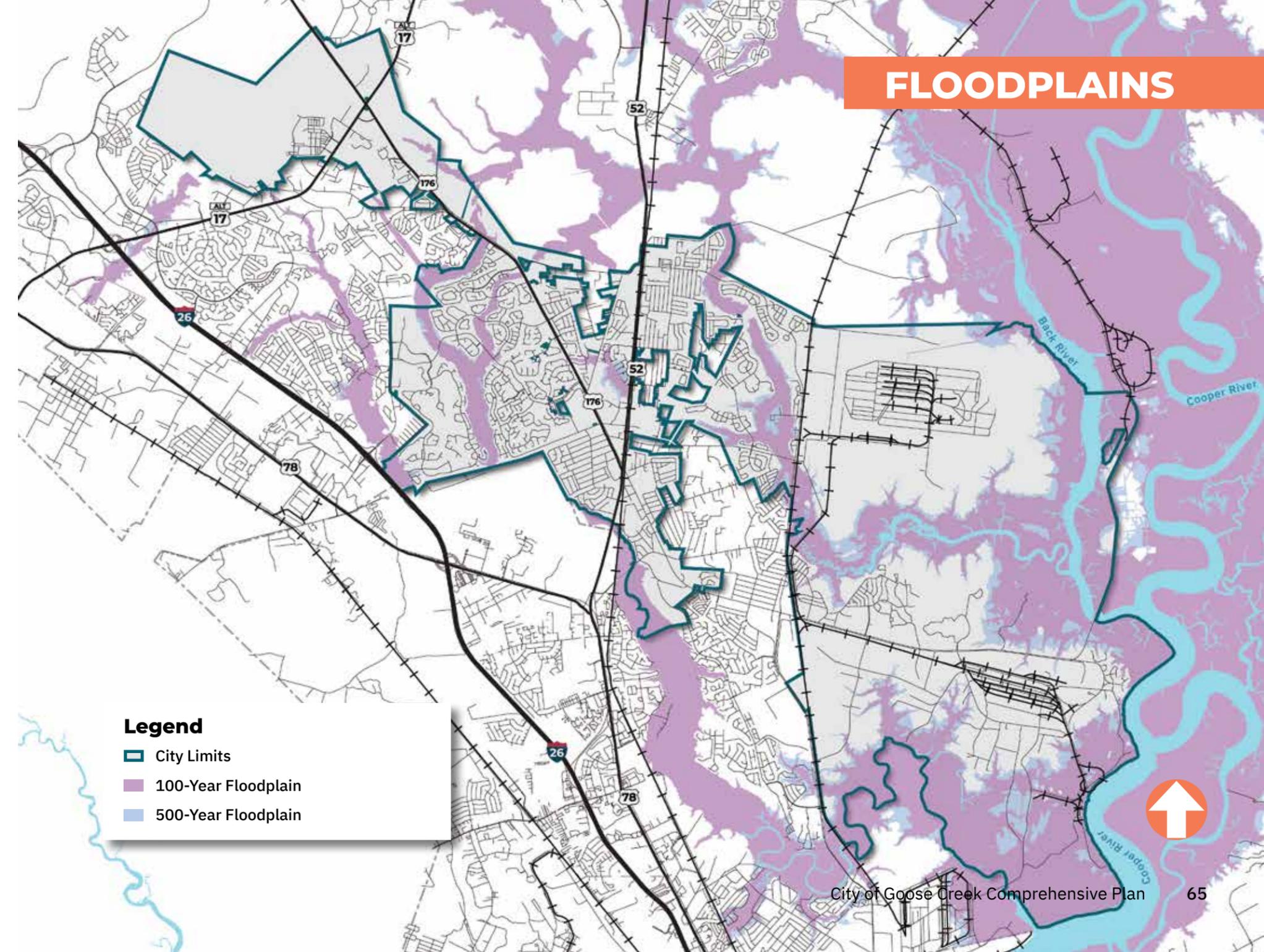
This may be an indicator that rapid changes in climate are impacting the frequency and intensity of flood events locally. Anyone near water can be vulnerable to risks associated with flooding, especially the financial consequences of it.

For example, according to the National Flood Insurance Program Fact Sheet, people outside of FEMA’s designated high-risk areas still file over 20% of flood insurance claims and receive one-third of FEMA’s disaster assistance for flooding. The potential for devastating flood impacts should be carefully considered during land use decision making as areas in the mapped floodplains, and possibly beyond, are at higher risk to incur property damage.

Much like wetlands, floodplains serve important functions such as storing and dissipating floodwaters, groundwater recharge, and filtration of nutrients from stormwater through vegetated buffers and habitat for diverse populations of plant and animal species.

FEMA recommends keeping development out of these areas, not only for the protection of life and property from flooding, but also to preserve the vital ecosystem functioning of floodplains.

FLOODPLAINS





NATURAL RESOURCES

Coastal Resource Management

Due to its proximity to the coastline, the City of Goose Creek is subject to additional regulatory oversight of certain protected coastal resources, including tidally-influenced rivers and associated marshes. These regulations are administered by SC DHEC's Office of Ocean and Coastal Resource Management (DHEC-OCRM). This program was established under the federal guidelines of the 1972 Coastal Zone Management Act and functions as a federal-state partnership to comprehensively manage and protect coastal resources. Codified in statute, the mission of the CZMP is to "protect and enhance the state's coastal resources by preserving sensitive and fragile areas while promoting responsible development in the eight coastal counties of the state."

All of Berkeley County, including the municipal boundaries of Goose Creek, lies within the OCRM Coastal Zone. This zone is defined as all coastal waters and submerged lands seaward to the State's jurisdictional limits and all lands and waters in the counties of the State which contain any one or more of the critical areas, including Beaufort, Berkeley, Charleston, Dorchester, Horry, Jasper, and Georgetown counties.

It should be noted the OCRM has indirect permitting authority over development activities located in this area and will issue a Coastal Zone Consistency Certification, when applicable, in conjunction with other necessary state and federal permits.

The southernmost limits of the City of Goose Creek (along the Cooper River) are adjacent to the OCRM Critical Area, which is classified as any of the following: coastal waters (saltwater creeks and rivers), tidelands (marshes), beach/dune systems and, ocean beaches. OCRM has direct permitting authority over these fragile ecosystems, meaning the issuance of a permit does not have to be associated with another permitting authority.

Development activities that occur within the Critical Area typically include the construction of docks, marinas, boat ramps, bulkheads, dredging, and beach re-nourishment.

Plant & Animal Habitats

Threatened and Endangered Species

The Federal Endangered Species Act (ESA) of 1973 was designed to protect certain plants and animals and their habitats from becoming extinct. The purpose of the ESA is to protect and recover those imperiled

species and the ecosystems upon which they depend. Under the ESA, species may be listed as either threatened or endangered. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future.

The prohibition of any taking, disturbance, or destruction of a listed species and its habitat helps to thwart any loss of life that may result. Specific locations of endangered and threatened species are not made available to the public in an effort to prevent poaching or any disturbance of the species' habitat. The United States Fish and Wildlife Service (USFWS) provides a planning-level evaluation of potential impacts to USFWS trust resources, such as migrating birds, species proposed or listed under the ESA, marine mammals, and wetlands through their IPaC (Information for Planning and Consultation) service.

The USFWS mapped habitats for several threatened and endangered species within or adjacent to the City of Goose Creek municipal boundaries. Protected species are listed on the table on the next page.



Source: Audubon Society, Kenton Gomez



Source: US Fish and Wildlife Service (USFWS)



Source: SC Department of Natural Resources, Al Segars

Protected Species

Species Name	Scientific Name
Red-cockaded woodpecker	Picoides borealis
Bald eagle	Haliaeetus leucocephalus
Florida green water snake	Nerodia floridana
Black swamp snake	Seminatrix pygaea
Carolina gopher frog	Rana capito
Eastern woodrat	Neotoma floridana
Least tern	Sterna anitllarum
Southern myotis	Myotis austroriparius
Yellow fringeless orchid	Platanthera integra
Virginia bunchflower	Melanthium virginicum
Nutmeg hickory	Carya myristiciformis
Multiple waterbird colonies	-

It is noted that Medway Plantation, located along the Back River, has been designated as an Important Bird Area (IBA) by the Audubon Society. This designation means that it provides essential habitat for one or more species of bird, including sites for breeding, wintering, or migrating birds. An IBA is designated on the basis that it supports endangered and threatened species as well as species that are deemed vulnerable due to habitat loss, diminished biodiversity and the inclination to congregate at high densities, such as waterfowl or shorebirds. Medway Plantation has documented colonies and nests of bald eagles, red-cockaded woodpeckers, wood ducks, and wintering ring-necked ducks.

For more information on the City's natural resources, see pages 135-151 in the Technical Appendix.

WHAT THE PEOPLE SAID

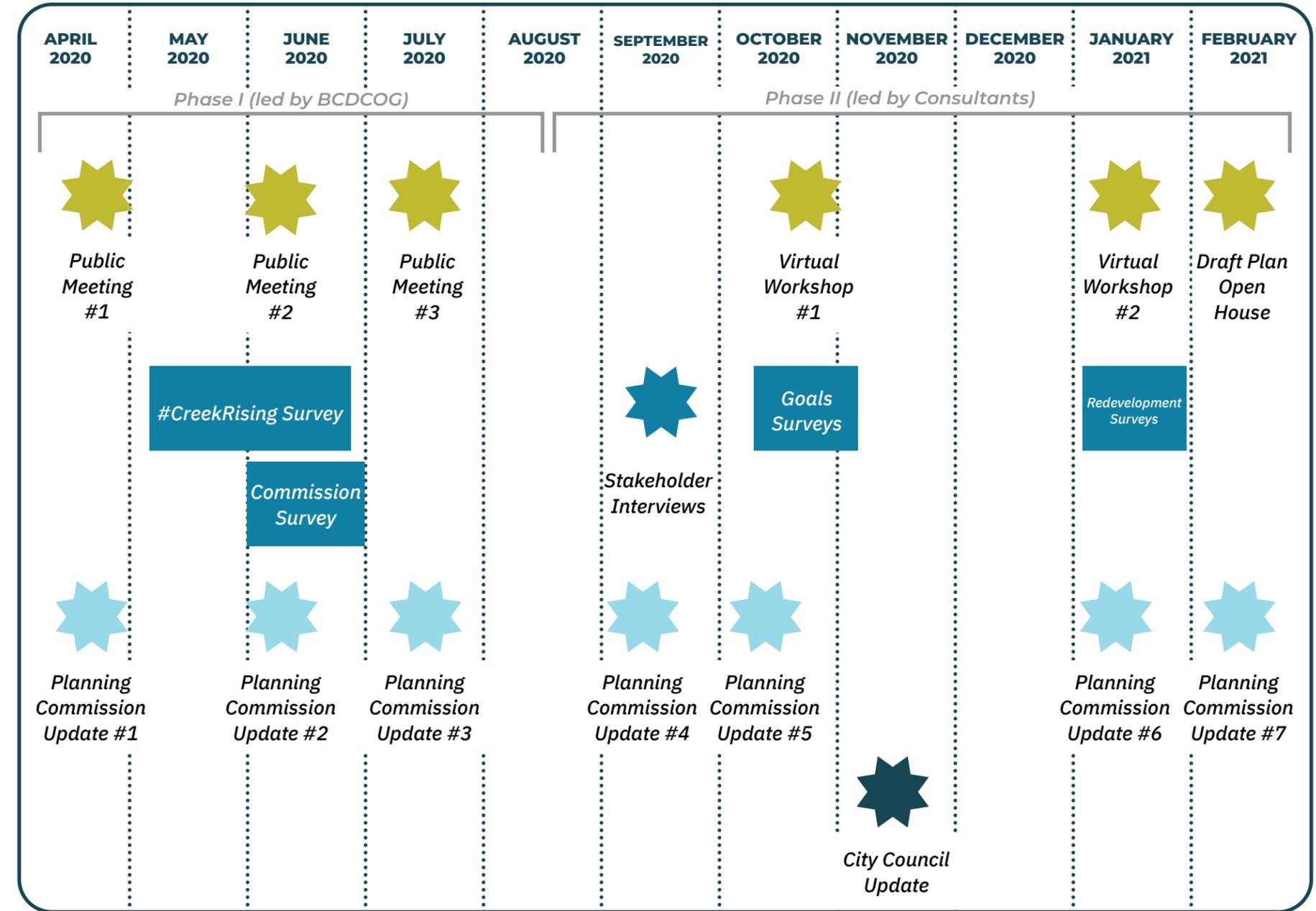
OVERVIEW

Public engagement is a critical component of any planning exercise. The City of Goose Creek participated in a robust process of collecting and analyzing input from stakeholders, including residents, employees, business owners, City staff, and elected and appointed officials. The process was a collaboration between the City, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), and the consultants.

The timing of the COVID-19 pandemic limited in-person meetings and events, and forced most of the public engagement to happen virtually. Meetings were held via video conferencing (Zoom) and Facebook Live, and input was gathered using digital platforms.

The public engagement process kicked off in April 2020. The BCDCOG led the first half of the public engagement process (Phase I), and the consultants led the second half (Phase II) starting in September 2020. The process was completed in February 2021.

The diagram on the right summarizes the process, and the following pages describe the outreach methods used, results of surveys, meetings and events, and the results of all public input.



Public Engagement by the Numbers

1,445
Estimated total participants and stakeholders

1,332
Total Social Pinpoint viewers/users

132
Participants at all three workshops

27,663
reached with social media ads

1,127
Total #creekrising survey results

1,059
Total number of comments and feedback given at workshops

OUTREACH METHODS

Overview

To maximize the number of people reached to give input, the following methods were used.

Branding

The City already has a strong visual brand known as #CreekRising that is widely recognized in the community. Under the City's direction, this plan leveraged that name and brand recognition.

Web Presence

A project webpage was developed and hosted on the City's website where it serves as the informational hub of an integrated communication program. The page included information about the plan's purpose, process, and progress. The page hosted the #CreekRising Community Survey, received comments or questions, and provided plan information as it became available for public consumption.

Media Relations

All media relations efforts were handled by City staff.

Messaging

During this plan's initial phase of public engagement, City staff and BCDCOG worked together to develop a set of key messages related to the Comprehensive Plan update, including information describing the basics of the plan, its purpose, the reason for the update, the importance of it, how to participate, and other relevant details.

Stakeholder Identification & Management

Working in close coordination with City staff, BCDCOG developed a list of 30 stakeholders and influencers who served to seed the plan's initial outreach database. This group received information related to all Phase I activities and direct invitations to respond to the Community Survey.

Social Media Advertising

A key component of the initial public education process was awareness building, and social media advertising proved to be an effective way to accomplish that goal. A five-week, targeted social media campaign in May and June 2020 netted more than 4,100 survey link clicks indicating its reach, and 1,127 survey fills (out of a total of 1,325 survey responses) and 390 email contacts serving as a growing audience as the project advanced. Facebook was used to advertise the Virtual Workshops and the Draft Plan Open House. Targeted social media campaigns for each of those events were created. The website used for the two Virtual Workshops got an average of 2,087 clicks and 667 viewers, and had a total of 126 participants who filled out surveys or used the mapping tools available to give input.



MEETINGS & EVENTS

Overview

The purpose of public engagement during Phase I was to open the doors of communication between interested parties and the City by reaching residents, property owners and stakeholders and requesting feedback on their concerns, needs and desires for the community's future.

Phase II of public engagement sought to get reactions from the Planning Commission and interested members of the community. Preliminary goals, strategies, and recommendations were presented during three meetings including two Virtual Workshops and the Draft Plan Open House.

The City's Planning Commission served as the Comprehensive Plan Committee. Three Planning Commission meetings, described below, included discussion of the Comprehensive Plan update, and were advertised and open to the public for participation. The Comprehensive Plan discussions were facilitated by the BCD Council of Governments staff and included a question and answer segment.

Public Meeting #1

The first public meeting was held virtually via Zoom on April 29, 2020, and served to provide the Planning Commission and attendees from the public with a general overview of the project from an educational perspective. This meeting reviewed the purpose of Comprehensive Plans, the state mandate regarding community planning, the project timeline, and the Phase I components.

Public Meeting #2

The second public meeting was held in-person at City Hall on June 2, 2020, and provided Planning Commission members and attendees an overview of the research, data analysis, and mapping that had been completed related to the eight required planning elements, as well as results of the community survey. Additionally, Commission members were given a "homework" assignment that entailed reading a brief, document about land annexation, reviewing an ArcOnline StoryMap with interactive project maps and additional information related to the eight planning elements, and a two-part, 12 question survey. Part one of the survey sought to gauge their level of agreement or disagreement with multiple planning-related statements gleaned from

previous City documents. Part two of the survey asked Commissioners to consider their experience with recent growth trends in the City, and indicate which of three planning scenario areas would best address and respond to any perceived need for the City to annex land to accommodate future growth.

Public Meeting #3

The third public meeting was held virtually via Zoom on July 16, 2020 and reviewed some of the final components of Phase I, including: key findings of the former plans and studies reviewed for this 2020 Plan update, the housing affordability assessment and housing needs projections, the economic base analysis, the buildout analysis, and also a brief discussion of some preliminary outcomes from the Planning Commission's survey.

Stakeholder Interviews

To kick off Phase II of the public engagement process, the consultants came to Goose Creek on September 9-10, 2020 to visit the city, interview stakeholders, and meet with City staff.

Stakeholders interviewed included all members of the City Council, the mayor, and community members identified by the Planning Commission. Questions asked by the consultants included priority items for the plan update, goals, challenges and issues, needs and wants, opportunities, redevelopment areas, and annexation.

After the stakeholder interviews were completed, a compiled list of notes separated by theme were sent to the City staff and the City Council for reference. A summary is shown on the right.

Interview Summary

- Goose Creek needs an identity – who are we, where are we going?
- Outside perceptions of the City are improving – it's a great place to live and people recognize it.
- There is a desire to move past "bedroom community" identity.
- Traffic (along major roads and intersections) and safety (car accidents) are among the biggest challenges.
- There are reservations about future growth because of the existing traffic issues.
- The biggest needs include more connectivity (vehicular and non-vehicular) throughout the city, a town center development, diversification of the City's tax digest in the form of new and higher quality businesses, and safety improvements.
- There are a lot of opportunities for the city: its location and demographics (younger, more affluent population), the economic climate is improving (even with COVID-19), the new brewery, the success of Carnes Crossroads, and the annexation of the Century Aluminum property.
- A lot of priorities were identified for the comprehensive plan update:
 - Transportation enhancements (road improvements, traffic management, and connectivity);
 - Infrastructure enhancements;
 - Retaining the city's quality of life; and
 - Growth management.
- Most agreed that there is a need for a central gathering place for Goose Creek (town center, downtown etc). But there are a lot of different opinions/ideas on where to place it and how to develop it.
- There is a lot of support for annexation in Goose Creek, especially the Century Aluminum property. Most agreed that annexation, in general, will be good for the City.
- People identified Summerville, Nexton, and North Charleston as places that they visit and spend money outside of Goose Creek.
- There is a lot happening in Berkeley County / metro Charleston area isn't happening in Goose Creek. The City is treated as an afterthought when it comes to important issues like funding transportation projects.

MEETINGS & EVENTS

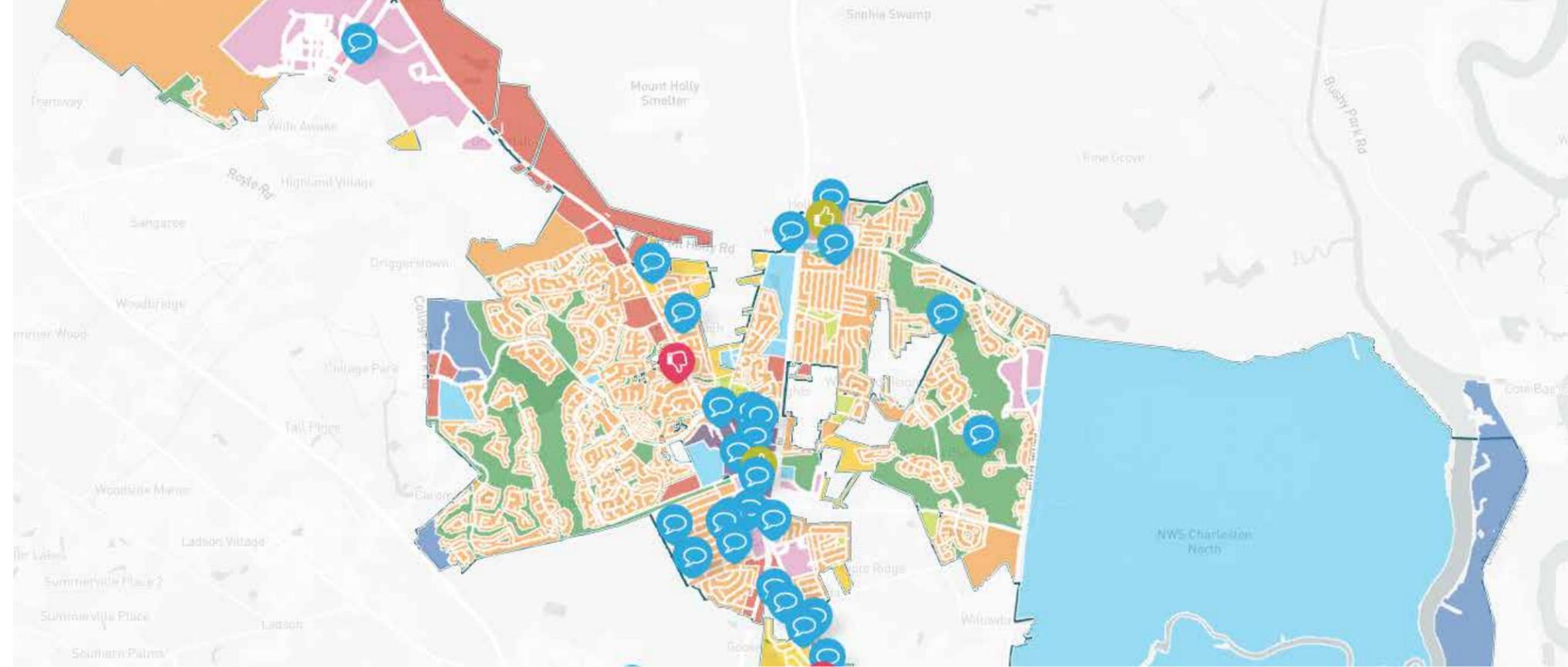
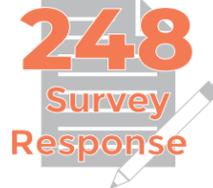
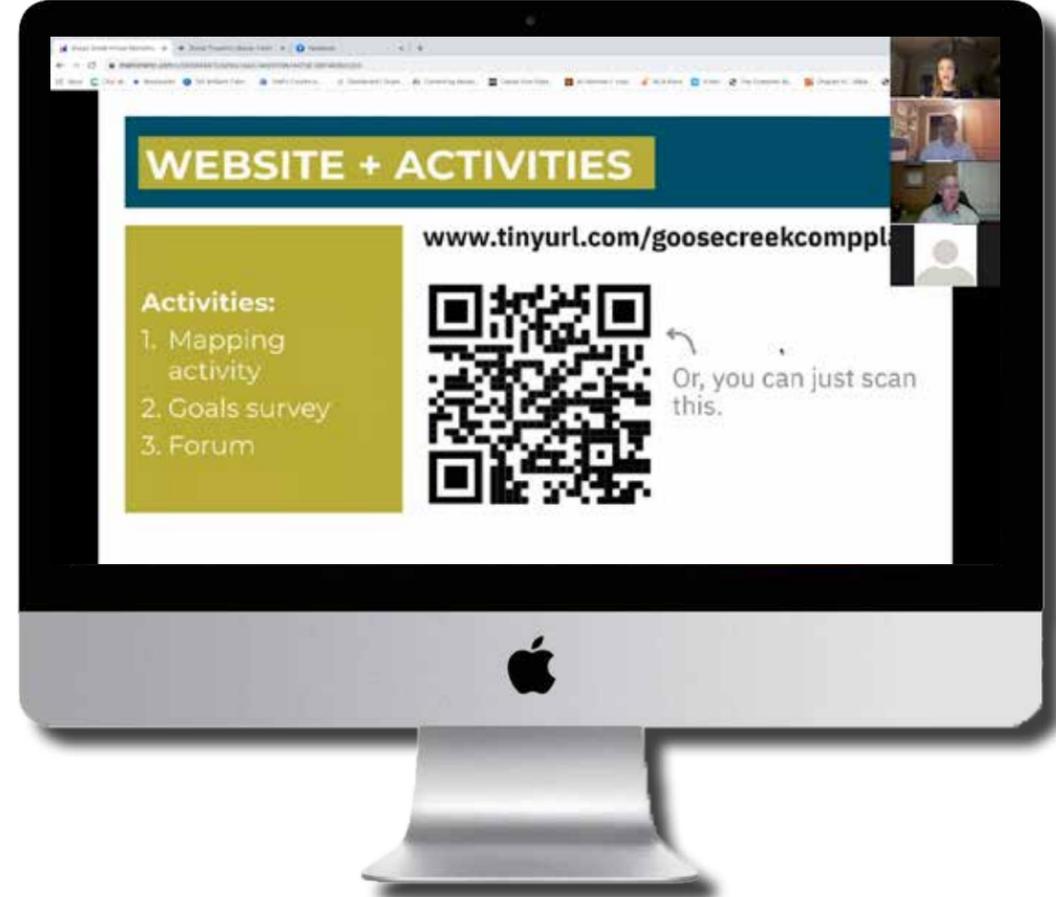
Virtual Workshop #1

Because of the second wave of the COVID-19 pandemic, the first public workshop planned had to become virtual.

The first Virtual Workshop was hosted through Social Pinpoint, a community engagement platform between October 15 and November 1, 2020. The workshop featured surveys on plan goals, a mapping activity where participants placed virtual "stickers" on a map of the city to show ideas, and a forum for participants to use to submit additional comments.

The consultants did a presentation through Facebook Live on October 15, 2020 where they introduced Phase II of the process, the schedule, what they had learned during the stakeholder interviews, and did a live polling exercise with viewers. The consultants also presented the Social Pinpoint page and demonstrated how to give input. The presentation was recorded, and placed on the Social Pinpoint landing page for interested participants to watch.

A summary of the feedback received can be found on pages 82-84.



Virtual Workshop #2

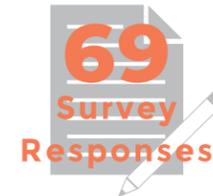
Because of the impending third wave of the COVID-19 pandemic, the second public workshop planned had to become virtual.

The second Virtual Workshop was also hosted through Social Pinpoint. It was live between January 5-26, 2021. The workshop presented recommendations regarding future land use, transportation, and redevelopment, and participants placed virtual "stickers" to show their feedback. They were also surveyed on their overall

level of support of the recommendations presented, and what kinds of development they want to see in the proposed redevelopment areas. Additionally, a forum was provided for participants to use to submit additional comments.

The consultants did a presentation during the Planning Commission meeting on January 5, 2021 where they presented the Social Pinpoint page and demonstrated how to give input. The presentation was recorded, and placed on the Social Pinpoint landing page for interested participants to watch.

A summary of the feedback received can be found on pages 85-87.



MEETINGS & EVENTS

Draft Plan Open House

The Draft Plan Open House was hosted in-person at the Fire Department Headquarters on February 3, 2021. The event was a drop-in event that began at 2:00pm, and concluded at 7:00pm. Approximately 40 people were in attendance. The meeting got coverage on the local news channel and the Post & Courier. In response to the COVID-19 pandemic, masks were required at the Open House, and people were encouraged to stay six feet apart and follow a one-way path around the room to view the recommendations.

The consultants presented updated goals, an update map of the future land use plan, an updated transportation map, and development framework plans of the Red Bank Road Corridor, the proposed Town Center, and the Neighborhood Center Area. Boards were hung up on the wall, with red and green dots and post-it notes provided to give feedback. Participants had the opportunity to complete a priority funding exercise where they were given ten "planning dollars" to distribute among 6 potential priority investment items. Lastly, a presentation that summarized public input was displayed on a continuous loop for interested people to view.

A summary of the feedback received can be found on pages 88-89.



The Draft Plan Open House was held at the Fire Department Headquarters. The event was marketed through flyers, social media posts, and local news outlets.



The Draft Plan Open House saw approximately 40 participants. Social distancing measures were enforced due to the COVID-19 pandemic.

RESULTS OF INPUT

Visual Preference Survey

As a means to help inform future zoning and policy decisions related to housing, survey respondents were asked, “What kind of housing options would you like to see built in the City in coming years? Please select all images you generally ‘like’ the look of and would support having in Goose Creek.” The question presented nine images of various housing types without any text description or other cues.

Because the majority of the City’s housing stock is fairly uniform, low-density, single-family suburban units, the goal of this question was to gain insight on residents’ and stakeholders’ preferences based solely on the look and visual appeal of the unit(s) to gauge whether there is local interest in, and support for, other forms of housing.



Planning Commission Survey

In June 2020, all seven members of the City’s Planning Commission (the “Commission”) as well as the City’s Planning Director, responded to a two-part survey. Part one of the survey posed a series of statements and inquired about Commission members’ level of agreement or disagreement with the statements. All statements were derived from previously identified goals and objectives from the 2010 Comprehensive Plan and the 2019 Strategic Plan. The purpose was to gauge if, and how much, attitudes and sentiments about these past goals and objectives may have changed in the past several years. Part two of the survey inquired about Commission members’ perceptions of recent growth trends and if there was a perceived need for the City to expand its land area by means of annexation. The purpose of the Commission’s survey was to gauge current interest in and support of these same previously identified ideals, to see if and how sentiments may have changed in the past several years and if these concepts should be reconsidered and addressed in the 2020 Plan update.

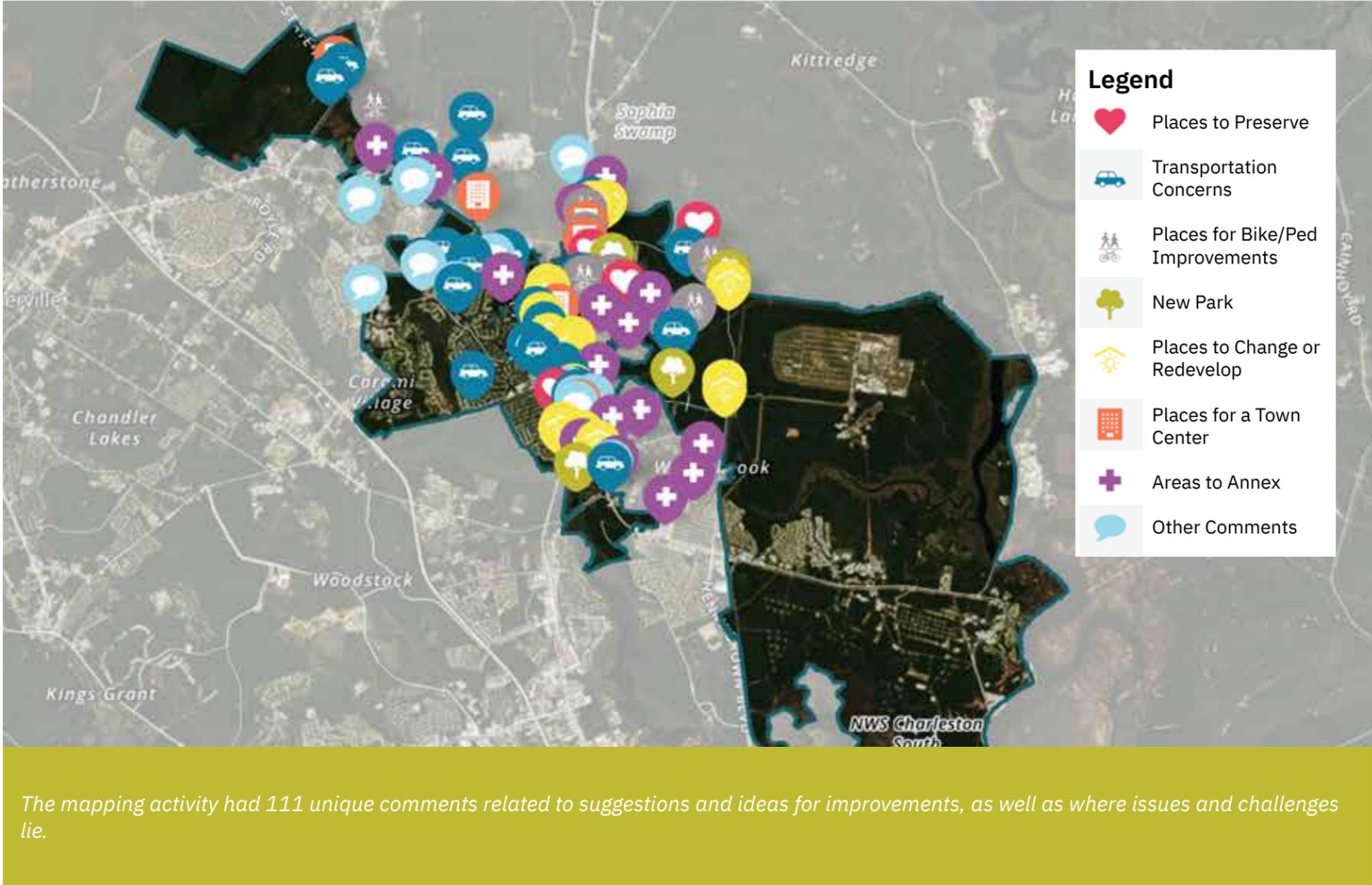
The Planning Commission’s responses related to the demand for growth and need for annexation of land were unanimously in support of the idea and indicated a high demand for growth in all sectors. For this reason, the buildout analysis used the Planning Area Scenario 3 model, considering a larger potential land area in addition to incorporated City limits.

The results of the Planning Commission survey can be found in the Technical Appendix on pages 15-23.

Main Survey Topics

- Services and amenities
- Downtown/town center
- Diversified economy
- Revitalization of old shopping centers
- Businesses
- Financial assistance programs
- Housing stock and options
- Workforce housing
- Public education
- Pedestrian accessibility
- Green spaces
- Impact fees
- Transportation
- Infrastructure
- Expansion of community activities and events
- Natural resource preservation
- Beautification of corridors
- Reducing development impacts
- Amend zoning for higher residential density
- Identify areas for multi-family housing
- Accommodating growth
- Annexation strategy

RESULTS OF INPUT



Remodel the shopping centers between Button Hall Ave and Thomason Blvd to make them aesthetically pleasing. The backs of the stores that face the road are ugly and uninviting. Some of the entrances are hard to get in and out of and are at awkward locations.



There's an opportunity to have recreational activities by the reservoir.



St. James has become busy and dangerous. Traffic study is in order based on accident rate and mitigation measures put into place.



**comments edited for clarity*

The buildings next to the old fire station are ugly. They are right next to the new brewery, but it does nothing to improve the area. Plus there is an empty lot next to it that could be developed.



Annex the holes, clean up, reduce crime, enforce codes, and work with counties to help keep North Charleston crime from slipping up into Goose Creek from the back door.



Preserve woodland area behind Montague Plantation.



Virtual Workshop #1

Mapping Activity Results

The mapping activity asked participants to place virtual stickers on areas they want to preserve, see transportation issues, place new bicycle and pedestrian improvements, build new parks, see change or redevelop, place a town center, or annex. As they placed stickers on the map, they were prompted to add a comment to explain their thoughts.

A total of 111 comments were placed on the map. Participants could view other comments and "upvote" if they agreed, and "downvote" if they disagree. They could also reply to comments to add to the conversation.

Overall, the stickers revealed that there are a lot of transportation concerns along the US-176/St. James Avenue corridor, and its intersection at US-52/Goose Creek Boulevard. People expressed a desire to annex the "donut holes" and some areas outside of city limits. There was no clear consensus as to where a town center could be located, and many areas were identified as redevelopment opportunities that could become important nodes.

The infographics to the left shows the top comments that received the most "upvotes."

RESULTS OF INPUT

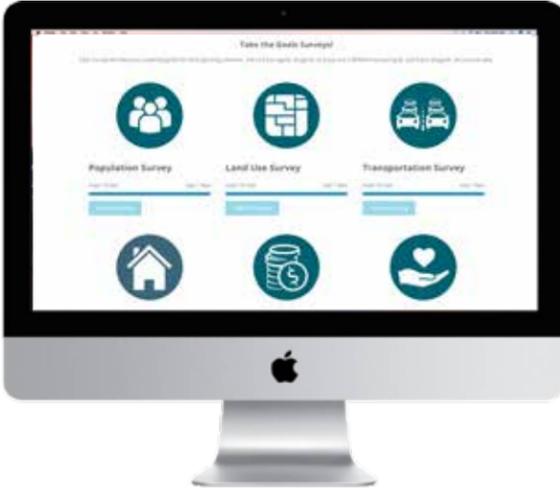
Goals Survey Results

The workshop presented 53 goals for consideration across 8 topics: population, land use, housing, transportation, economic development, community facilities, cultural facilities, and natural resources. The surveys generated a total of 248 responses.

Most responded neutrally or positively to the goals presented. Four goals had at least 10% disagree:

- “Goose Creek should consider permitting higher density residential uses in and around under-performing commercial areas by right.” (27%)
- “Goose Creek should work harder to achieve a better live/work/play balance to move beyond its bedroom community status.” (17%)
- “Goose Creek should encourage growth that includes diverse housing options within a range of prices accessible to current and future residents.” (12%)
- “Goose Creek should promote development that is appropriate and compatible with neighboring developments.” (11%)

Although those four goals got a more significant number of "disagree" votes, the majority responded either neutrally or positively. These particular goals informed the consultants that topics related to higher density residential development (particularly multi-family housing) and redevelopment of existing commercial areas were a hot topic for a number of people in the community. Another topic that got some attention is Goose Creek's identity. Some felt that the city should keep its current status as a bedroom community, rather than become more of a regional destination for employment, retail, or experiences.



What Did We Learn?

- **Multi-family continues to be a hot-button issue for residents.**
- **Quality commercial (i.e. better restaurants) is desired.**
- **Traffic continues to be a chief transportation concern and it erodes quality of life for residents.**
- **General consensus that a location for a town center/downtown area needs to be established.**
- **Several aging commercial properties were identified as redevelopment opportunities.**
- **Appropriate scale of new commercial development is going to be important.**
- **Community is generally supportive of continuing annexation efforts and consolidating city boundaries.**

Virtual Workshop #2

Future Land Use Activity Results

A map of a proposed future land use plan was shown on Social Pinpoint for consideration. Participants could click on each land use on the map to read a draft narrative, a list of proposed land uses and development types, and proposed implementation measures. Participants could give feedback two ways: they could comment directly on the narratives, or place one of three stickers onto the map to share their input (like, dislike, or comment).

The infographics on the right show the top comments received concerning land use. Some of the more general comments are listed below:

- "Placing commercial on Snake Road and Foster Creek Road doesn't make any sense to me."
- "The density of apartments and houses is absurd. All the trees have been taken."
- "Annex for low-density residential."
- "A walkable town center is a number-one priority."
- "If done correctly, integrating mixed-use with trails and parking would be interesting."

Medium-Density Residential: I'm not a fan of duplexes and triplexes.

Commercial: We do not need any more development around here. Traffic is already bad enough. Leave well enough alone!

Town Center Mixed-use: You wouldn't want multi-family as a use by right because it would take up space from the mixed-use. You want to allow multi-family as an accent to the commercial such as on a higher floor above retail.

**comments edited for clarity*

Neighborhood Mixed-use: Parking appears to steer parking. Very little seems to be addressing it. We don't want to be another Daniel Island.

Parks: Unfortunately the trails, waterways and throughout wooded areas and neighborhoods are polluted with trash and camp/dump sites.

Conservation & Open Space: Let's conserve more of this beauty.

RESULTS OF INPUT

Transportation Activity Results

A map of a proposed transportation improvements was shown on Social Pinpoint for consideration. These recommendations included previously proposed projects from other planning efforts that the consultants felt should be prioritized by the City for implementation, as well as new projects that address transportation concerns expressed in the survey and first virtual workshop. The map also showed other previously proposed projects so participants could see what else has been proposed, and how they connect to the new recommendations.

Participants could click on each newly proposed project type to read its description and where that particular project type was proposed. Participants could give feedback two ways: they could comment directly on the description, or place one of three stickers onto the map to share their input (like, dislike, or comment).

The infographics on the right show the top comments received concerning transportation.

Some of the more general comments are listed below:

- "Traffic congestion on Pineview Drive needs addressing. It's a major cut-through from US-52 to Crowfield Plantation."
- "Adler Drive does not need speed bumps. Perhaps speed could be controlled in another way by adding a roundabout or adding some gentle curves to the road."
- "Stop signs do not calm traffic. Speed humps lower property values. Roundabouts are better."
- "A left-turn signal is needed at Vixen Boulevard."
- "We need more sidewalks and more greenspace."
- "Montague Plantation Road is not working for traffic flow. Widening it needs priority."
- "We need a hiker-biker path all along Montague Plantation Road with safe crossing across US-52 that connects to the paths by the Municipal Complex to access city offices, the gym complex and businesses along US-52."

*Transit:
Please consider youth/teens in these plans, who may be riding public transportation without adults. Make signs easy to understand and consider the experience from their perspective.*



*Intersection Improvements:
Traffic signals are not the answer to everything.*



*Shared Use Paths:
Kids need a safe sidewalk system to get to Mevers School from surrounding neighborhoods. They have to walk/bike in the road or wet grass.*



**comments edited for clarity*

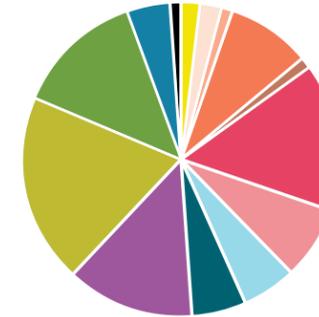
Redevelopment Survey Results

Participants were asked to weigh in on what kinds of land uses and development types they wanted to see in the three proposed redevelopment areas: the Red Bank Road corridor, a neighborhood center along Carolina Avenue, and the "Town Center" area. The results are shown below and to the right.

Legend

- Small-lot single-family residential housing
- Townhomes
- Duplexes
- Triplexes
- Quadplexes
- Accessory Dwelling Units (ADUs)
- Small apartment/condominium buildings (5-19 units)
- Large apartment/condominium buildings (20+ units)
- Commercial retail
- Commercial services
- Consumer-facing office
- Professional office
- Mixed-use
- Parks and plazas
- Amenities and recreation
- Civic and institutional uses
- Other

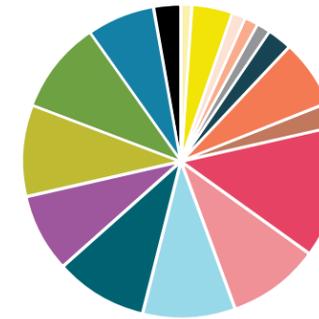
Town Center Area



Neighborhood Center Area



Red Bank Road Corridor



What Did We Learn?

- Feedback is consistent with first round of public input.
- Land use and transportation recommendations are widely supported.
- Multi-family is most acceptable when it's part of mixed-use building or a "missing middle" housing type (think: small condominium buildings).
- Housing strategies need to consider affordable or low-income housing geared toward seniors because of the limited options that already exist.
- Transportation improvements need to be geared toward people of all ages (8-80 rule).
- Residents want to see better pedestrian/bicycle connectivity throughout the city.
- Red Bank Road should continue to remain more commercial if it redevelops.
- The Town Center area should have a large gathering space and lots of higher-density, quality, commercial and mixed-use development.

RESULTS OF INPUT

Draft Plan Open House

Dot Exercise Results

Participants used dots to share their support of a recommendation — green if they liked or supported it, and red if they disliked it or didn't support it. Overall, the recommendations received a lot of support, and anything that received red dots highlighted the things that needed to be revised before adoption.

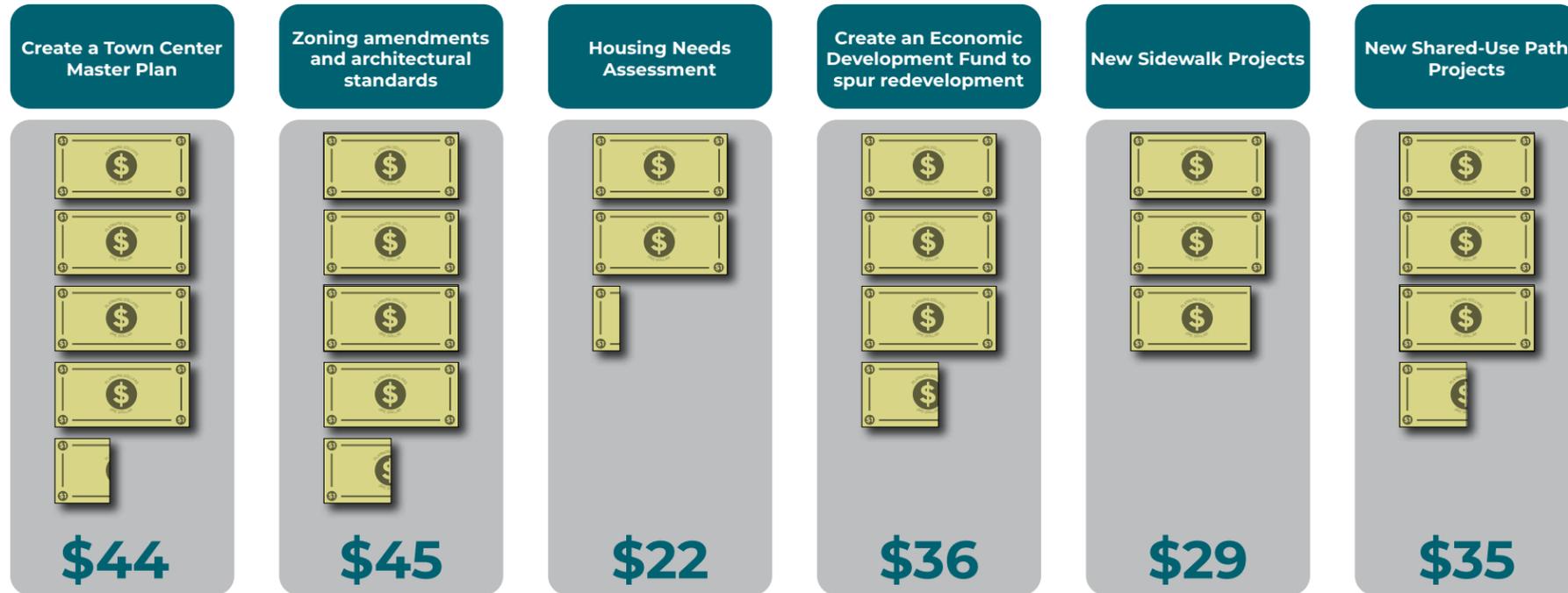
Participants were also able to place post-it notes to share any specific thoughts. Some of them are listed below:

- Allow higher-density, mixed-use development along US-52/Goose Creek Boulevard and incorporate open space.
- The proposed shared-use path along Westview Boulevard should be extended all the way to St. James Avenue.

- If these redevelopment plans were to happen, what happens to the existing businesses?
- Consider preserving right-of-way along US-52/Goose Creek Boulevard.

Priority Funding Exercise Results

Participants received ten "planning dollars" to fund any combination of six potential priority investment items. The results are shown below.



What Did We Learn?

- Overall, feedback was positive toward the recommendations presented, particularly the goals.
- Annexation goals received a lukewarm response, likely due to the perception that the City wants to embark on a widespread annexation strategy rather than consolidating City boundaries.
- A recurring theme of comments was that because of the existing geography of the City, a group of "village nodes" is more preferable to one central Town Center.
- The area designated as the Town Center should be considered a village node rather than the Town Center.
- A civic node should be located around the existing City Hall and Community Center.
- The zoning ordinance will need to undergo a major update to address some of the major challenges related to redevelopment.

GOOSE CREEK TOMORROW

ISSUES & OPPORTUNITIES

The following lists of issues and opportunities are a culmination of those identified through the BCDCOG's existing conditions report, stakeholder interviews, public workshops, and observations by the consultants. Some issues and opportunities were carried over from the previous comprehensive plan update.

Issues

- Goose Creek operates as a bedroom community. There are few employment opportunities for residents, and not many places for people to spend disposable income. The majority of working residents are away all day to

work and will spend more money there.

- The City is beginning to grow beyond its identity as a bedroom community. However, some residents have said that they want it to remain the same.
- Not much exists in Goose Creek by way of upscale restaurants and retail. To get those experiences, residents go elsewhere and spend disposable income there. People are most likely to visit North Charleston, downtown Summerville, Nexton, or downtown Charleston.

- Unlike its neighbors, Goose Creek does not have a traditional/historic downtown area or a central town center that draws in residents and visitors.
- There isn't a lot of developable vacant land left for new development.
- The existing Zoning Ordinance was written in 1985; therefore, it does not account for current and projected development trends, like vertical mixed-use and missing middle housing. Several discrepancies exist in the ordinance today, likely due

ISSUES & OPPORTUNITIES

to various amendments that have occurred in the years since.

- Goose Creek has the highest residential rents in the Tricounty region. At least half of renters are cost-burdened while homeowners with mortgages are less cost-burdened.
- The City's Zoning Ordinance contains at least four regulatory provisions that may be negatively impacting the potential for affordable housing development, such as minimum design standards, parking and loading space standards, multi-family minimum lot requirements, and Zoning District R-3 (High-Density Residential).
- Any multi-family, higher density developments are conditional uses per the Zoning Ordinance, requiring approval by a conditional use permit issued by the Zoning Board of Appeals (ZBA). Conditional uses are permitted if they meet a series of 17 conditions. This discourages the development of affordable, higher density multi-family units in the City, due to a perceived lack of predictability encountered by developers.
- A majority of Goose Creek's housing structures were built prior to 1990, indicating an aging housing stock that will require additional maintenance and renovation to maintain high housing quality.
- Residents are hesitant about multi-family development, citing concerns about transient populations and an increase in vehicle traffic.
- Although residents are reported to be mostly happy with how things are going in the City, they are not likely to be involved in planning processes so critical voices are missed.
- With increased population growth comes more pressure on the transportation networks, infrastructure, and services currently serving Goose Creek residents.
- Traffic congestion on major roads has caused a decrease in quality of life for residents, specifically along US-176/St. James Avenue and US-17A.
- The intersection of US-176/St. James Avenue and US-52/Goose Creek Boulevard was identified by stakeholders as an intersection that causes the most issues with travel.
- Crosstown connectivity is a challenge. Most roads run north-south and very few roads run east-west.
- East side of N. Goose Creek Blvd doesn't have sidewalks, goat paths exist showing some demand for walkability.
- There are some unknowns with how the economic climate will be affected long-term by COVID-19.
- As the population continues to increase and the City experiences more development, there is the potential for human encroachment upon the natural environment, resulting in diminishing of these benefits.
- "Donut holes" within the city limits make it difficult to know which areas are served by the City or by Berkeley County.
- Goose Creek currently has impact fees to help fund many of their projects, but the City will need to explore other funding sources in order to keep up with growth and maintain high levels of service delivery.

ISSUES & OPPORTUNITIES

Opportunities

- The City's economic climate is growing.
- The demographics of Goose Creek residents skew younger (median age is 32), and more affluent (median per-capita income is around \$50,000). This will impact the types of businesses that will want to locate themselves in Goose Creek.
- Proximity to the Volvo plant, Boeing, and other key employment centers makes Goose Creek desirable for both prospective residents and new businesses.
- The new brewery at the old fire station building may catalyze redevelopment in the area.
- There are significant opportunities for quality commercial development at newly annexed land along St. James Avenue
- The low inventory of developable, vacant land presents the opportunity for infill development and redevelopment.
- Goose Creek's housing is not significantly diverse, but redevelopment opportunities can bring opportunities for missing middle housing.
- While there are no higher education facilities within the City, Charleston Southern University and Trident Technical College are relatively close by.
- Streamlining the business licensing process will improve the process of doing business in Goose Creek.
- Goose Creek is fortunate in that it has many recreational opportunities and the continually developing hiker-biker trails.
- The diversity of the Red Bank Road area should be acknowledged if that corridor is redeveloped.
- The City has an Economic Development director that is working to recruit new businesses, identify locations for new development, and create incentives to draw in new businesses and developers.
- The Coast Guard, the nearby naval base, and military training bring people in from all over the world. These people will need places to live and businesses to get goods and services.

- Street enhancements at the intersection of US-52/Goose Creek Boulevard and US-176/St. James Avenue will help improve traffic flow, which will improve quality of life for residents.
- The existing Hiker-Biker Trails and proposed additions will continue to connect areas of the City, promote active modes of transportation, and create opportunities for recreation.
- Expanding rapid transit to Goose Creek will provide a lot of benefits to residents, workers, and visitors.
- Goose Creek could be a place for "destination sports" — a recreation complex for sports tournaments with artificial turf that could host events 365 days a year. With those facilities come the demand for more restaurants, hotels, etc., which would be good for the City's tax base.
- Annexing land in the "donut holes," the Century Aluminum property, and other areas around the existing city limits will not only help solve service delivery issues, but will increase the City's tax base to help fund new initiatives.

PLAN FRAMEWORK

Per the standards set by the State of South Carolina, this plan address nine elements:



How This Plan Works



This plan features a Future Land Use Plan, which describes a framework of future development in Goose Creek (pages 98-114). Several framework redevelopment plans show the possibilities of how "village nodes" within the City can develop.

Vision

Goose Creek is a close-knit community that seeks to achieve a balance between continued growth, new development, and the preservation of quality of life. The City will promote smart growth principles by implementing the following guidelines:

- Create and enforce guidelines and principles that promote high-quality development and redevelopment throughout the City;
- Provide planned infrastructure improvements to adequately support future population and employment growth;
- Maintain a balance between creating new greenspace and conserving open space when new development and redevelopment occurs;
- Promote reinvestment in existing residential neighborhoods in order to provide more diverse housing options to a growing and changing population;
- Attract new businesses and industries that meet the needs of the population and spur economic development; and
- Maintain the exceptional level of safety and security of its residents.



POPULATION

Goals + Strategies

- Goal** Goose Creek will promote a sense of community and cultivate a unique identity that is supported by its residents.
- Goal** Goose Creek will guide population growth to allow for inevitable expansion without sacrificing the environment or the quality of life which currently characterizes Goose Creek.

Goal Goose Creek will support its diverse and growing population by continuing to provide access to community services.

Goal Goose Creek will attract businesses and create community facilities that accommodate its shifting demographic makeup.

Goal Goose Creek will maintain efficient communication methods with its citizens.

- ★ *Continue to update the City's website to keep it user-friendly and effective.*
- ★ *Continue to use social media (Facebook, NextDoor, etc.) to improve interaction with the public.*
- ★ *Continue to maintain a list of key communicators to make the lines of communication.*



LAND USE

Goals + Strategies

Goal Goose Creek will plan for inevitable growth via the use of Smart Growth principles.

- ★ *Promote efficient land use patterns in both new development and redevelopment.*
- ★ *Encourage mixed-use, pedestrian-friendly development in areas that are conducive to walking and biking.*
- ★ *Maximize the use of existing facilities, infrastructure, and services.*
- ★ *Maintain a balance between green/open space preservation and new development.*

Goal Goose Creek will discourage adverse development-related impacts.

- ★ *Revise and enforce applicable zoning, land development, and design regulations.*
- ★ *Promote high quality urban design aesthetics on all levels (site, neighborhood, and city).*
- ★ *Promote development that is appropriate and compatible alongside neighboring developments.*

Goal Goose Creek will work to achieve a better live/work/play balance to help move the City beyond its bedroom community status.

Goal Goose Creek will continue to promote the creation and expansion of both neighborhood and City-wide recreational amenities through zoning and land development regulations.

Goal Goose Creek will establish “village nodes” that serve as community focal points providing a mix of uses.

- ★ *Continue to support the development of Carnes Crossroads.*
- ★ *Create a redevelopment plan for the Civic Village node.*
- ★ *Create an incremental redevelopment plan for the Central Village and Neighborhood Village node that accounts for a new town green, existing housing and catalytic developments, and new mixed-use development.*
- ★ *Create an incremental redevelopment plan for the Red Bank Road corridor that addresses its existing development challenges and leverages its unique, international character.*

★ *Create an incremental redevelopment plan for the village node off Henry E. Brown, Jr. Boulevard by the Mevers School of Excellence.*

Goal Goose Creek will encourage the transition of underutilized commercial areas into high-quality mixed-use developments.

- ★ *Create vision plans that make land use, transportation, and housing recommendations for these areas.*
- ★ *Establish a new zoning district for multi-family residential.*
- ★ *Modify the zoning code to reflect the vision of those areas and incentivize the transition.*
- ★ *Explore various administrative incentives to attract developers.*

Goal Goose Creek will develop and implement an annexation strategy that consolidates city boundaries and considers future growth (see page 117 for a proposed annexation plan).

★ *Adopt a policy that would allow the automatic annexation of properties outside the city limits that already receive water service from the City of Goose Creek.*

Future Land Use

Developing a vision for future growth and development is one of the most important aspects of this Comprehensive Plan. Future land use encompasses looking at the historical development of a community along with any restraints of the land (i.e. natural resources, protected properties, etc) to a create the vision. This vision will allow Goose Creek to grow intelligently and predictably. Development will be encouraged where the existing infrastructure can best accommodate growth.

The City’s proposed future development is outlined on pages 98-114, and addresses a balance of diverse future land use "districts." The future land use plan from the previous plan was used as a base, and was updated based on comments from public input and observations made by the consultants and stakeholders. Land uses, development types, and implementation measures are prescribed for each individual land use district to achieve planning goals and objectives of the City, while preserving quality of life and promoting community prosperity for existing and future residents.

Project Spotlight: Zoning Ordinance Rewrite

The Comprehensive Plan outlines a long-term vision for how Goose Creek will develop. However, it is the Zoning Ordinance that regulates this development. The City's Zoning Ordinance was written in 1985 and has undergone a series of updates over the years. Goose Creek has changed a lot since the Ordinance was written, and it needs to reflect that.

In order to ensure that development in Goose Creek is in line with the vision outlined in this Comprehensive Plan, it is recommended that the City rewrite the Zoning Ordinance. Rewriting the Ordinance will involve a thorough audit of the current regulations, a diagnostic report, and robust stakeholder involvement. It is recommended that the rewrite include the following:

- Modifications to reflect the City's vision of redevelopment areas and incentivize the transition;
- A new zoning district for multi-family residential;

- A new zoning district for mixed-use development;
- Multi-family as permitted by-right in any mixed-use or commercial zone;
- Permission of housing types that address “missing middle housing” types, including multi-family of less than 20 units, townhomes, live/work, duplexes/triplexes/quadplexes, etc.;
- Remove zoning conditions to multi-family residential developments with fewer than 10 to 15 dwelling units.
- Prohibition of incompatible uses that are over-saturated or not conducive to an aesthetically pleasing environment from existing zoning districts;
- Lot consolidation regulations and incentives;
- Various administrative incentives to attract developers; and
- Architectural standards that encourage quality architecture in new development and redevelopment.

CONSERVATION & OPEN SPACE



Overview

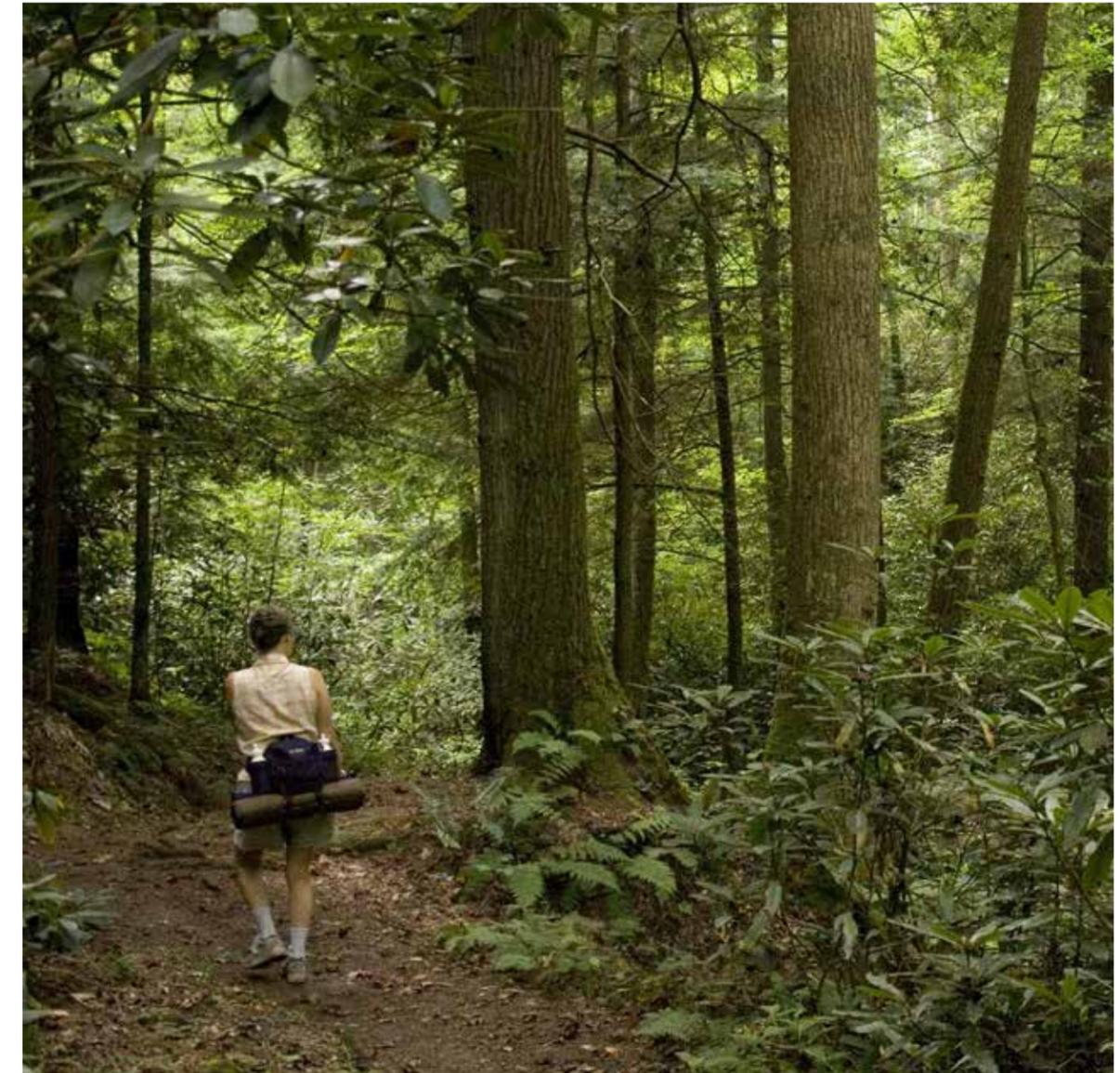
Conservation and open space areas are lands that are environmentally sensitive and are to be protected from development to maintain natural habitats, provide flood protection, and protect water quality, or are otherwise not suitable for any other kind of development. These areas may provide informal recreational opportunities, river access, and river-oriented commercial activities. Development in these areas should be limited to support any recreational uses and should minimize impacts to these natural features and assets.

Land Uses and Development Types

- Privately-owned passive recreation areas
- Privately-owned parks and amenities (i.e. HOA amenities)
- Trails and walking paths
- Eco-tourism establishments
- Wildlife refuges
- River-oriented commercial (only on lands that are not classified as being environmentally sensitive)

Implementation Measures

- Development standards to protect wetlands and wildlife habitats





Overview

Lands that are owned by the City and operated by the City that house active and passive recreation opportunities are classified as parks. Future parks are also identified on the future land use map. These lands differ from Conservation / Open Space in that they are publicly owned and operated, and may not be located in environmentally-sensitive areas. Parks should be near residential and commercial areas and should be connected to sidewalks, bicycle facilities, and multi-use paths and trails.

Land Uses and Development Types

- Community parks
- Sports facilities
- Water-oriented recreation
- Trails and walking paths

Implementation Measures

- Identify lands appropriate for new sports facilities to create sports tourism opportunities
- Create new park at Goose Creek reservoir
- Create new town green near the Central Village Node



LOW-DENSITY RESIDENTIAL



Overview

Low-density residential areas will be developed in both new areas and existing neighborhoods that promote a sense of community. Development will be located where it can be served efficiently by infrastructure, facilities and services, and transportation networks. All development activity will be designed to mitigate adverse impacts on any historic, cultural, and/or natural resources.

Land Uses and Development Types

- Large-lot (> 0.25 acre) single-family residential detached housing
- Neighborhood parks smaller than 3 acres
- Neighborhood-level amenities and recreation
- Neighborhood-level civic and institutional uses (schools, churches, etc)
- Planned communities and infill housing on larger lots.

Implementation Measures

- Zoning updates that promote and encourage housing diversity
- Revision of architectural and site design standards to encourage better-quality development
- Encourage Smart Growth and Traditional Neighborhood Development principles, where appropriate
- Complaint-based code enforcement
- Traffic calming, where necessary
- Local streets that connect to collector streets
- Pedestrian amenities such as connected sidewalks and trails
- Infill development



MODERATE-DENSITY RESIDENTIAL



Overview

Moderate-density residential areas are designated in locations where such development can provide a transition from low-density neighborhoods to already developed residential and commercial areas. To the extent possible, future communities of this density should be co-located with neighborhood-level centers of non-residential development and should be connected to centers via trails or sidewalks that will provide access to amenities near and in between residential communities. All development activity will be designed to mitigate adverse impacts on any historic, cultural, and/or natural resources.

Land Uses and Development Types

- Small-lot (< 0.25 acre) single-family residential detached housing
- Accessory dwelling units (ADUs)
- Townhomes
- Duplexes / triplexes / quadplexes
- Neighborhood parks and playfields

- Neighborhood-level amenities and recreation
- Neighborhood-level civic and institutional uses (schools, churches, etc)

Implementation Measures

- Zoning updates that promote and encourage housing diversity
- Revision of architectural and site design standards to encourage better-quality development
- Encourage Smart Growth and Traditional Neighborhood Development principles, where appropriate
- Complaint-based code enforcement
- Traffic calming, where necessary
- Mixture of planned communities and infill development



VILLAGE NODE DISTRICT



Overview

The Village Node District is intended to encourage mixture of residential, commercial, and institutional land uses in a walkable setting. Commercial uses should front existing and future roadways, and uses should be “stacked” to create mixed-use buildings where appropriate. A variety of medium-density residential types will be promoted to attract residents of varying lifestyles and income levels. New development and redevelopment should be careful to respect existing residential areas and civic/ institutional areas in their design. For example, land uses similar in size, scale, intensity, and character are encouraged along the edge of established residential neighborhoods and communities to create a smooth transition. Landscape features and buffers may be used to transition dissimilar land uses with differing levels of size, scale, intensity, and character.

Land Uses and Development Types

- Limited small-lot (< 0.25 acre) single-family residential detached housing
- Townhomes
- Duplexes / triplexes / quadplexes
- Accessory dwelling units (ADUs)
- Small apartment / condominium buildings (5-19 units), from studio units up to 3 bedrooms
- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)
- Mixed-use (i.e. commercial on the bottom, with upper-story office or multi-family units)
- Neighborhood-level or community-level parks
- Amenities and recreation
- Civic and institutional uses (schools, churches, etc)

Implementation Measures

- A mixed-use zoning district
- Permit multi-family housing **by-right**
- Prohibit multi-family from being placed directly adjacent to established single-family neighborhoods
- Street design standards for future internal streets lined with sidewalks
- Require inter-parcel connectivity
- Lot consolidation incentives
- Prohibit parcel-wide curb cuts
- Adaptive reuse
- Infill development
- Building performance standards for new construction and rehabilitation of older buildings
- Tax incentives, density bonuses, and an expedited development and site plan review process for new development / redevelopment
- Flexible shared parking standards



EMPLOYMENT DISTRICT



Overview

The Employment District promotes economic development opportunities within Goose Creek and its surrounding areas. The Employment Districts are located along or close to major transportation corridors and existing freight rail lines. These areas are ideal locations for professional office or business parks that can house a variety of uses. Industrial operations providing employment opportunities for area residents are encouraged in this area. Also encouraged are supportive uses like retail and office commercial to serve employees and fulfill complementary needs. Clustering of buildings within these centers is preferred to preserve open space within the development site. Site plans, building design and landscaping should be sensitive to the natural features of the site, including views.

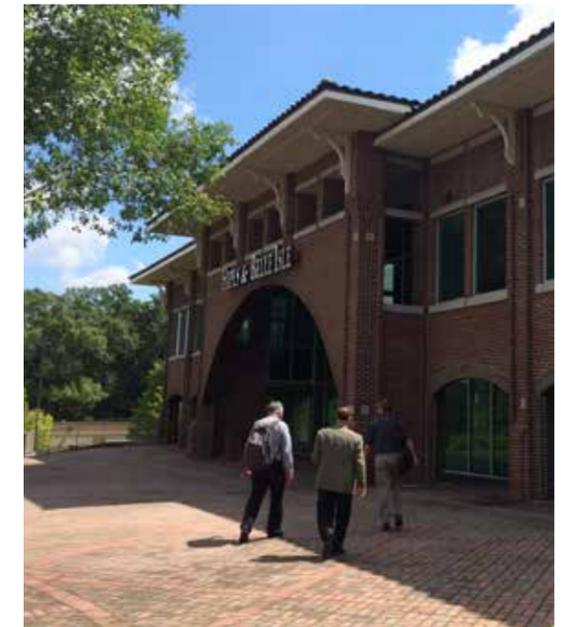
Land Uses and Development Types

- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)

- Office / business parks
- Co-working spaces
- Light industrial
- Manufacturing
- Utilities
- Warehouses and storage

Implementation Measures

- State and Federal economic development programs to promote tax incentives
- Tax/administrative incentives for new businesses/employers
- Tax/administrative incentives for clean industry
- Impose some restrictions of uses such as used car lots, gas stations, contractor yards, vehicle storage, etc.
- Buffering and screening between industrial developments and existing residential neighborhoods
- Marketing geared toward potential employers
- Impact fees





Overview

The Commercial District promotes economic development opportunities while providing quality goods and services to Goose Creek residents and patrons. Commercial areas are located along or close to major transportation corridors and in other areas that see a lot of traffic. New commercial areas should place parking in the rear or side of the development, with the development facing streets and sidewalks. Suburban-style shopping centers and other commercial sites located in these areas should be redeveloped considering their proximity to existing infrastructure and surrounding services. Existing shopping centers with large, oversized parking lots should consider out-parceling to facilitate redevelopment.

Land Uses and Development Types

- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)

- Mixed-use (i.e. retail on the ground floor, with upper story office or residential)
- Amenities and recreation
- Civic and institutional uses (schools, churches, etc)

Implementation Measures

- Zoning updates that promote mixed-use and street-oriented commercial development
- Restriction of uses such as used car lots, gas stations, contractor yards, vehicle storage, etc. to industrial areas.
- Lot consolidation incentives
- Revision of architectural and site design standards to encourage better-quality development
- Require inter-parcel connectivity
- Prohibit parcel-wide curb cuts
- Negotiate and enforce shared parking agreements
- Adaptive reuse and “out-parceling”



INSTITUTIONAL

Overview

Institutional areas intended to accommodate single uses and activities that already exist and are either not likely to change in the next ten years or are not compatible with other land use designations. The characteristics and locational requirements of institutional needs will vary on an individual basis. All new institutional facilities of the same magnitude should be co-located with existing areas whenever possible.

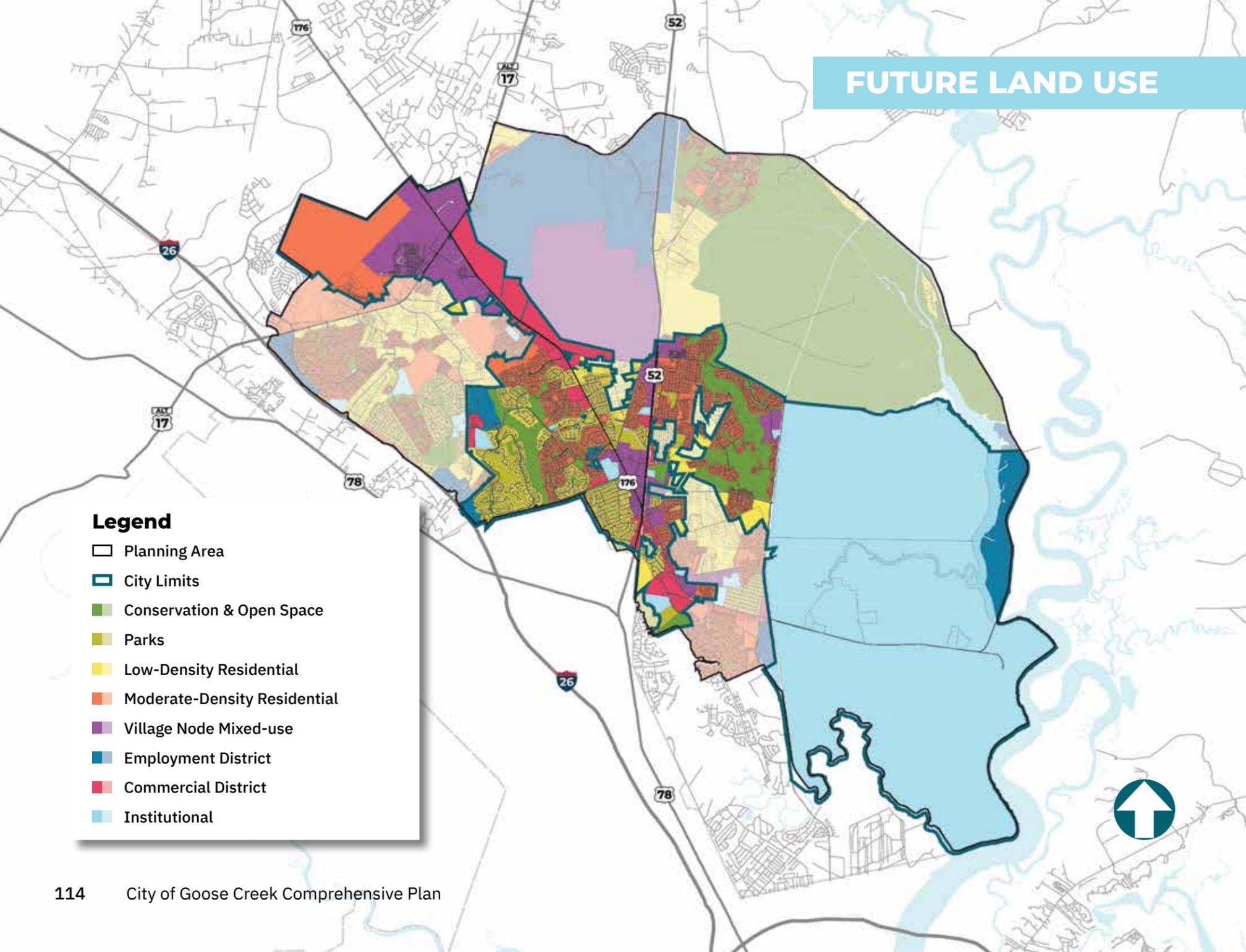
Land Uses and Development Types

- City / county administrative offices
- Police and fire services
- Berkeley County schools
- Places of worship
- Naval Weapons Station
- Community centers
- Other public / civic uses (not including parks)

Implementation Measures

- Co-location of facilities whenever possible.
- Joint-use agreements with public and private entities such as schools and non-profit organizations to fund, establish, and maintain civic centers.
- In the event of a base closure, the City should consider creating a master plan for this specific area in addition to updating the Comprehensive Plan.





FUTURE LAND USE

LAND USE

Methods of Annexation

The State of South Carolina authorizes three methods of annexation:

- **Method 1: 100% freeholder petition and ordinance.** To be annexed, a petition is signed by each of the property owners of the land subject to annexation.
- **Method 2: 75% freeholder petition and ordinance.** This differs from the previous method in that a petition must be signed by 75% of property owners *and* those property owners must own at least 75% of the assessed value of property in the area to be annexed, and additional steps for annexation. This is a method that is used in the event that 100% of the property owners in an area are not willing to "vote" for annexation via signing the petition. The annexation can also be challenged by the City, a resident of the City, or any resident or property owners in the area.
- **Method 3: 25% elector petition and election.** This is different than the other two methods in that qualified electors *residing* in the area can petition to be annexed into the City. In other words, those signing

the petition do not have to be the owners of the properties subject to annexation. If 25% of qualified electors in an area sign the petition, the City sends a resolution to the County to hold a special election for the area subject to annexation. If a majority of electors vote "yes" to annexation, then a resolution to annex is sent to City Council for approval. However, if 5% of all electors within the City petition otherwise, City Council has to delay the final reading of the annexation ordinance, and hold a special, city-wide election. If a majority of electors within the City vote in favor, the City Council will give the final reading of the ordinance and declare the area annexed. If not, the proposed annexation ordinance is tabled, and may not be voted on for at least 24 months.

Each method has its pros and cons. Method 1 works best in situations where there is one property owner. Method 2 works best in situations where there aren't very many property owners, and those individuals own at least 75% of the area proposed for annexation. Method 3, while complicated, can work if there are property owners not as willing to annex, and residents in the City are otherwise favorable to annexation.

Project Spotlight: Annexation

The City of Goose Creek provides services to all properties that lie within its boundaries. Currently, the city limits have "donut holes" of unincorporated parcels that receive services from Berkeley County. This creates issues with service delivery – some that are a nuisance, like not knowing who provides a home's electricity or water, and others that are potentially dangerous, such as not knowing which fire or police department is to respond in the event of an emergency.

In addition to making service delivery more efficient, annexation also can increase a City's tax base and provide additional revenues for improvements, provided that they more than the costs of providing the aforementioned services. The BCDCOG conducted a build-out analysis (see pages 152-171 in the Technical Appendix) that looked at scenarios that included a status quo (no annexation) option, and a number of unincorporated Berkeley County parcels. The consultants took the results of these analyses and considered the three scenarios to create an annexation plan.

Method 1 is the easiest way to annex land into the City boundaries. While it is recommended that the City use Method 1 as much as possible (especially the "donut holes" that consist of one parcel), annexing individual parcels may cause some administrative headache.

Historically, annexation into Goose Creek is driven by new development — developers interested in property outside of the City's boundaries can voluntarily elect to become part of the City and be subject to its regulations, taxes, and laws. In the past, annexation of already-developed and residences has not been successful. It is recommended that the City take an aggressive approach to annex lands within the "donut holes," the Century Aluminum property, and lands in between the existing City boundaries and the City of Hanahan.

The map on the next page shows the annexation plan for the City of Goose Creek. All of the properties shown currently receive services from Berkeley County and/or the City of Goose Creek and are not subject to annexation from other Cities in Berkeley County. The plan includes 5,845 tax parcels and 8,306.11 acres of land with an estimated tax value of \$921,257,832.

Phase 1.A Annexation

Phase 1.A annexation would implement the policy outlined on page 97. These properties all receive water service from the City. Once the policy is passed, Phase 1.A would go into effect, but it may take some years before all properties are incorporated into city limits. Based on available GIS data, Phase 1.A, if fully incorporated into the City, will include 1,702 tax parcels and 1,007.73 acres of land.

Phase 1.B Annexation

Phase 1.B annexation further focuses on consolidating the City's boundaries by incorporating the "donut holes," and also includes parcels that are actively being annexed into the city limits. Phase 1.B would be short-term, within the next three years. The purpose of annexing these lands is to solve service delivery issues referenced in the sidebar on page 115. Based on available GIS data, Phase 1.B, if fully incorporated into the City, will include 266 tax parcels and 950.73 acres of land. It is recommended that the City annex the remaining lands using Method 2. If Method 2 does not work, then the City should try and use Method 3 as described on page 115.

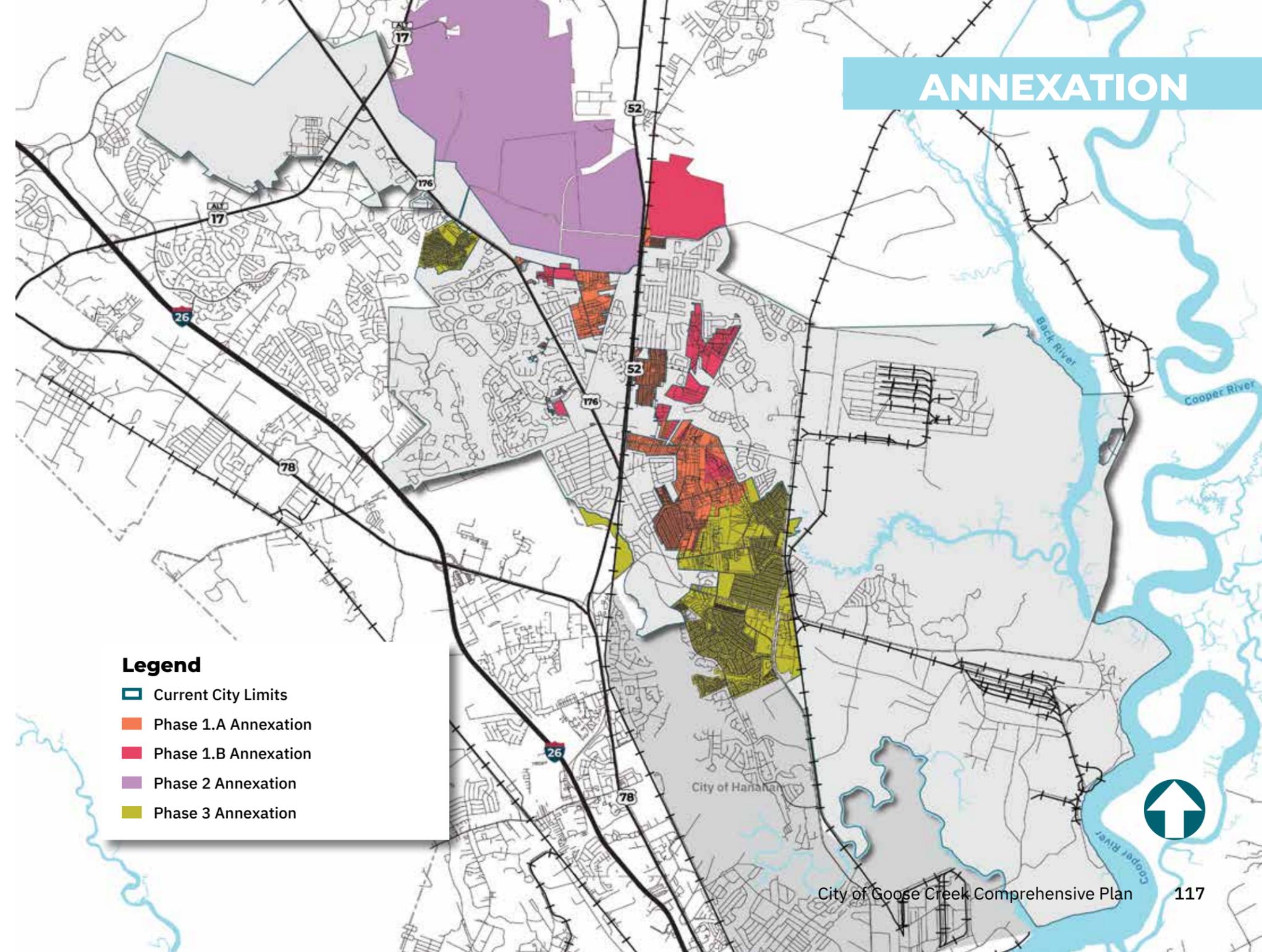
Phase 2 Annexation

Phase 2 annexation would take place in the mid-term, four to seven years out. The City

has made attempts to annex the Century Aluminum property, however, the most recent attempt only resulted in the annexation of 621.63 acres along US-176/St. James Avenue. It is recommended that the City should re-attempt to annex the full property again in about three to five years. Based on available GIS data, Phase 2, if fully incorporated into the City, will include 2 tax parcels and 4,454.90 acres of land. Because these parcels are owned by one property owner, this can be annexed using Method 1 described on page 115.

Phase 3 Annexation

Phase 3 annexation is a more long-term effort, within the next ten years. This phase of annexation focuses on parcels between the existing City boundaries to the south in between those belonging to the City of Hanahan, as well as the Devon Forest neighborhood. Based on available GIS data, Phase 3, if fully incorporated into the City, will include 3,875 tax parcels and 1,892.75 acres of land. It is recommended that the City annex this land using Method 2. If Method 2 does not work, then the City should try and use Method 3 as described on page 115. Because of the proximity of properties to the City of Hanahan boundaries, it is possible that some property owners may be hesitant to annex into the City of Goose Creek, and instead would have their sights on annexing into the City of Hanahan instead.





HOUSING

Goals + Strategies

- Goal** → Goose Creek will protect and enhance the quality of existing housing stock within the City.
 - ★ Identify residential areas and neighborhoods that are aging, threatened by encroaching development, or otherwise in need of preservation.
 - ★ Consider need/potential for conservation neighborhood designations, overlay districts, etc to protect Goose Creek's existing housing.
- Goal** → Goose Creek will ensure that policies and land development regulations allow for decent housing for all residents.
 - ★ Conduct a housing needs assessment and encourage development of a mixture of housing types and price points that meet the needs and wants of Goose Creek's diversifying population.
 - ★ Modify residential and/or commercial zoning districts to better allow for these housing products.

- Goal** → Goose Creek will encourage growth that includes diverse housing options within a range of prices accessible to current and future residents.
 - ★ Allow the development of housing types that address "missing middle housing" types, including multi-family of less than 20 units, townhomes, live/work, duplexes/triplexes/quadplexes, etc.;
 - ★ Create policies/standards that permit smaller units, live/work opportunities, walkable/connected developments, and mixed-use buildings.
 - ★ Expand residential product by recruiting developers that will build new products – town homes, condos, market rate apartments in or near downtown.
 - ★ Consider incentives for private developers to encourage diverse housing options identified here. Tools could include reducing permit fees, density bonuses, rehabilitation grants, as well as amending the current Economic Development grant program in Goose Creek to allow for residential development based on needs.

- Goal** → Goose Creek will encourage housing developments that provide workforce housing near existing and future employment centers.
 - ★ Recruit employers that provide "work from home" options or employee housing assistance.
 - ★ Engage local industries to understand commuting trends, housing needs of employees, telecommuting trends, and employee demographics.
 - ★ Incorporate inclusionary zoning measures by requiring developers to make 10-20% of new multi-family and attached housing product "affordable."
 - ★ Encourage the use of federal or state housing tax credit programs for the creation of affordable units/workforce housing.
- Goal** → Goose Creek will encourage multi-family development in mixed-use settings.
 - ★ Support multi-family as "permitted by-right" in any mixed-use or commercial zone.
 - ★ Remove zoning conditions to multi-family residential developments with fewer than 10 to 15 dwelling units.



What is "Missing Middle Housing?"

An initiative gaining significant traction nationwide is the provision of "missing middle housing." In many cities and towns, most of the housing stock is comprised of single-family houses and/or large multi-family buildings, which do not fit everyone's needs as they relate to size, accessibility, and cost. This initiative promotes more varied housing options that exist along a spectrum of size and density.

There are many types of housing that fall under this idea:

- Cottage courts
- Townhomes
- Duplexes (2 units) and triplexes (3 units), with units either stacked or placed side-by-side
- Multiplexes (4-12 units), with units either stacked or placed side-by-side
- Courtyard-style apartments
- Live/work units
- Accessory dwelling units (ADUs)

These units can either be rented or owner-occupied, which make them flexible to changing markets.

How do we define "Affordability?"

The Department of Housing and Urban Development (HUD) defines housing as "affordable" if the occupant(s) pay no more than 30% of their income for gross housing costs, including utilities. If a household pays more than 30% of income on housing costs, they are considered to be "cost burdened." In Goose Creek, this is how it breaks down:

- 100% of Area Median Income (\$68,893):**
+/- \$1,700/month rent + utilities OR +/- \$300,000 mortgage
- 80% of Area Median Income (\$55,114):**
+/- \$1,380/month rent + utilities OR +/- \$240,000 mortgage
- 50% of Area Median Income (\$41,336):**
+/- \$850/month rent + utilities OR +/- \$150,000 mortgage

Key Terms

- Area Median Income (AMI) - A benchmark that divides income distribution in a given area into two equal parts: one half earn above this amount and one half below.
- The "area" for this analysis is the Goose Creek city limits.
- Affordable Housing programs and policies typically target households earning between 30% to 80% AMI.
- Housing targeted toward households earning between 80% and 120% AMI is sometimes termed "Workforce Housing."

Recommendations

Identify Target Neighborhoods

It is recommended that the City facilitate a planning process that identifies existing residential areas and neighborhoods that are aging, threatened by encroaching development, or otherwise in need of preservation.

Implement Tools for Neighborhood Preservation

Based on the findings of the exercise above, consider tools for neighborhood stabilization and preservation that could potentially include:

- **Neighborhood Conservation Districts.** These are overlay zoning districts that establish regulations that preserve the development form (lot size, height, setbacks, etc) and character (cohesive design, pedestrian amenities, etc) within a designated district. These districts are often used to protect from the further deterioration of aging neighborhoods. In South Carolina, they can also include design review of new construction or significant additions of existing housing.
- **Local Historic Overlay Districts.** These are similar districts aimed at protecting the architectural character

and form of neighborhoods and buildings that have significance reflecting the historic character of the community. They would require design review of improvements within the district by and Architectural Review Board appointed by the City.

- **National Register Districts and Sites.** Goose Creek only has one site (St James Church) and no districts listed on the National Register of Historic Places. It is a relatively young community, but 23% of Goose Creek houses were constructed in the 1970s or earlier, meeting or approaching the minimum 50-year age for potential eligibility. While a study would be required to determine eligibility, there is the potential that some of its neighborhoods or individual properties could obtain historic status. National Register designation does restrict changes or even demolition of the building however, does bring with it significant federal and state tax incentives for preservation.
- **Funding Tools for Neighborhood Stabilization and Affordable Housing.** Multiple sources of funding can be tapped to fund neighborhood improvement projects including

CDBG funding, low-income housing tax credits, local government incentives, and even impact fees.

Conduct a Housing Needs Assessment

Many participants in the planning process cited the need for additional housing choice by type (mixed-use, senior housing, live-work) as well as affordability (multi-family, rental, etc). The City should commission a Housing Needs Assessment to determine the demand for different housing types and price points that meet the needs of Goose Creek’s diversifying population. This would include an existing housing inventory, a market demand study, evaluation of changing demographics, etc. and would quantify the housing needed by tenure, type, price point, and target markets. It would address the need for both affordable housing, as well as market-rate residential that shows demand. The study would help the City establish housing goals and policies that allow it to target investment and encourage the development of needed housing.

Amend Zoning Districts to Accommodate Needed Housing Types

Based on the demand data and needs identified in the housing assessment, Goose Creek should review its existing zoning to determine if changes need to be made to

accommodate new products. For example, there may be a need to allow for mixed-uses and encourage mixed-incomes in some districts, or allow multi-family by-right as opposed to being conditional uses in others.

Encourage Development of “Missing Middle” Market-Rate Housing

74% of Goose Creek’s residential stock is in single-family houses, most of which is in suburban neighborhoods. Regional trends, localized demand, and public input suggest a need for Goose Creek to encourage “missing middle” housing (see page 119 for more information). They are compatible in scale to conventional single-family homes, are often located in pedestrian-friendly neighborhoods, and are highly desired and marketable.

Goose Creek should allow for and encourage this development by:

- Shifting the conversation of needed housing away from “density,” “multi-family,” and “affordable,” to a discussion of housing types (townhomes, cottage homes, mixed-use, live-work) and amenities.
- Identifying non-conforming missing middle housing that currently exists in the community and allowing them to be permitted by right, or improved if not allowed for nonconforming uses.

- Consider zoning changes that include development standards, medium densities, increased heights, minimum lot width versus lot size, smaller units, etc.

Recruit Developers That Will Build New Product Based on Market Demand

It is recommended that the City expand residential product by identifying developers within the region who have built similar products (townhomes, condos, market rate apartments, etc.). The City should also invite the brokerage and development community to the City once or twice a year to share market research showing demand and discuss opportunities, sites and projects that show potential in Goose Creek.

Consider Incentives for Development of More Diverse Housing

Incentives for the development of these uses could include reduced permit fees, density bonuses, rehabilitation grants, etc. The City could also amend its current Economic Development Incentives Program to clearly state that it can be used for development of needed residential projects. This may include more specific criteria for eligibility, development standards, and a formalized public-private-partnership process and agreement.

Recruit Employers that Provide “Work from Home” Options or Employee Housing Assistance.

While some companies have been more amenable to their employees working from home for all or part of the work week, the year 2020 created a systematic shift in how companies do business, in particular allowing more remote options. Many companies even use this for talent recruitment. As this trend continues to grow, Goose Creek should capitalize on its proximity to the metro urban center, excellent broadband infrastructure, and exceptional quality of life to target these employers. In fact, more remote working options is also resulting in design changes to single-family housing such as space for home offices, less desire for open floor plans, soundproofing, smart home technology, etc.

Engage Local Industries to Understand Changing Trends

The City should regularly engage local employers to understand commuting trends, housing needs of employees, telecommuting trends, and employee demographics. This could be done through annual employment summits, facilitating employee surveys, etc. Goose Creek can adjust its residential and economic recruitment strategies based on the data of these initiatives.



TRANSPORTATION

Goals + Strategies

Goal Goose Creek will continue to promote its Hiker-Biker Trail System to residents and visitors.

Goal Goose Creek will support improved transportation roadways for commuters traveling to and/or from commercial, residential and employment centers within the region.

★ *Continue coordination with Berkeley County and SCDOT on projects pertaining to Goose Creek.*

Goal Goose Creek will encourage a multimodal transportation system that promotes community and economic development and provides a safe and sustainable balance between pedestrian, bicycle, and automobile traffic.

Goal Goose Creek will focus efforts on transportation improvements that support desired development patterns, better serve residents and employers, and promote enhanced inner-city connectivity.

Goal Goose Creek will improve coordination efforts with other agencies for road plans/improvements and alternatives.

Goal Goose Creek will seek to improve existing traffic and circulation.

★ *Prioritize improvements on streets and intersections with the lowest Level of Service.*

★ *Continue coordination with Berkeley County and SCDOT on projects pertaining to Goose Creek.*

Goal Goose Creek will support development of a mass transportation plan that encourages alternative transportation options such as park and ride, commuter rail, and promotes potential partnerships with CARTA and TriCounty Link.

Goal Goose Creek will continue coordination efforts with the BCDCOG in order for the Lowcountry Rapid Transit (LCRT) system to extend its Bus Rapid Transit (BRT) route into the city limits.

Recommendations

The map on page 127 shows all the transportation projects described in the Action Matrix on pages 150-163. The consultants selected projects from previous planning efforts to include in the Action Matrix to prioritize projects that will achieve the goals and strategies listed on the left. New projects proposed by the consultants serve to add on and complement those projects. It should be noted that because Berkeley County and SCDOT control the roads in the City, projects will be implemented by them and not the City. The City will need to work with Berkeley County and SCDOT to ensure that new projects recommended by this Comprehensive Plan are part of their future plans, and that the previously programmed/proposed projects listed are prioritized.

The types of transportation projects proposed include roadway improvements, intersection improvement projects, bicycle/pedestrian projects (see pages 124-125 for more information on the different types of improvements), and transit projects. Pages 123 and 126 list all these projects.

Roadway Improvement Projects

Access Management Projects

Access management is the proactive management of vehicular access points. Good access management promotes safe and efficient use of the transportation network. Examples of access management include driveway spacing, designing safe turning lanes, medians, and managing right-of-way for future improvements (Source: FHWA). Below are access management projects recommended for the City.

- T.14 - US-176/St. James Avenue from Mount Holly Road to US-52/Goose Creek Boulevard
- T.15 - US-52/Goose Creek Boulevard from Button Hall Avenue to Red Bank Road
- T.19 - US-52/Goose Creek Boulevard from Montague Plantation Road to Oakley Road
- T.20 - US-17A from US-176/St. James Avenue to East Main Street

Capacity Improvement Projects

Improving capacity on a roadway involves adding travel lanes to decrease existing or forecasted congestion. Below are access management projects recommended for the City.

- T.1 - Henry E. Brown, Jr. Boulevard Phase II Roadway Widening

- T.4 - US-176/St. James Avenue Phase I Roadway Widening
- T.13 - College Park Road from Crowfield Boulevard to I-26
- T.17 - Old Mount Holly Road from US-176/St. James Avenue to US-52/Goose Creek Boulevard

Safety Improvement Projects

Road corridors can be considered dangerous if there is a significant crash rate or infrastructure-related issue causing unsafe driving patterns. Solutions include, but are not limited to, raised medians, sidewalks, and street lighting. Below are safety improvement projects recommended for the City.

- T.3 - Red Bank Road Corridor Improvements
- T.7 - Conduct study along US-176/St. James Avenue to improve pedestrian safety*

New Roadways

Adding new roadway connections can help take the pressure off more heavily used road by providing additional options for drivers. Goose Creek has a limited number of east-west connections as opposed to north-south connections, which limits the routes drivers can use to travel across the city.

Below are new roadway projects recommended for the City.

- T.9 - Adler Drive Extension from Liberty Hall Plantation to Brickhope Plantation*
- T.10 - New roadway with sidewalk connecting Hollywood Drive to US-176/St. James Avenue at Old Moncks Corner Road*
- T.18 - College Park Road Extension from College Park Road to Nexton Parkway

Traffic Calming

Traffic calming improvements deliberately slow traffic and limit fast turning movements in residential areas by building speed humps, realigning the roadway, bumping out curbs, or building roundabouts. Below are traffic calming projects recommended for the City.

- T.8 - Traffic calming measures along Adler Drive and Centennial Boulevard

**Denotes new projects recommended by the consultants*

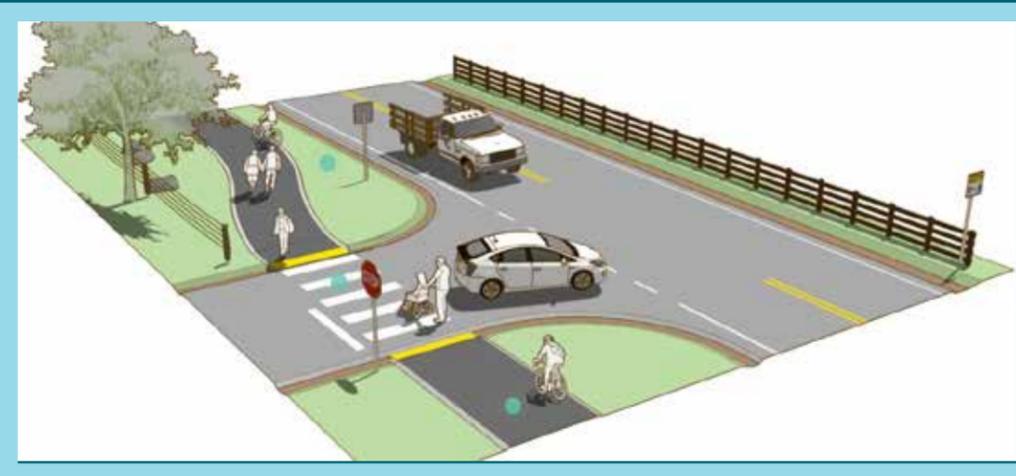
Bicycle & Pedestrian Improvement Types



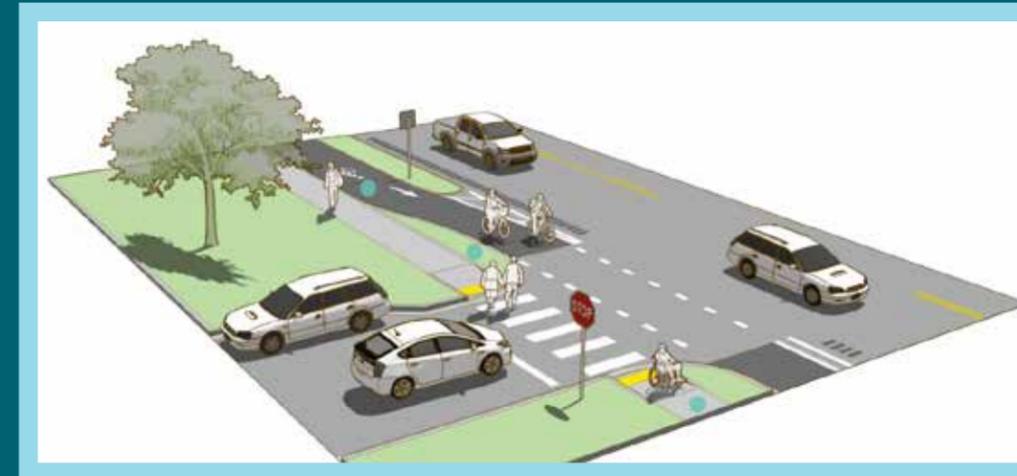
Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.



A **shared use path** provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.



A **sidepath** is a bi-directional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.



A **separated bike lane** is a facility for exclusive use bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.



TRANSPORTATION

Intersection Improvement Projects

Intersection improvements are intended to optimize turning movements, ease vehicular congestion, and increase safety for all users. Below are intersection improvements recommended for the City.

- T.2 - US-176/St. James Avenue at US-52/Goose Creek Boulevard intersection improvements
- T.5 - Crowfield Boulevard at Loganberry Circle intersection improvements*
- T.6 - Crowfield Boulevard at Centennial Boulevard intersection improvements*
- T.11 - US-17A at US-176/St. James Avenue intersection improvements
- T.16 - College Park Road at Treeland Drive intersection improvements

Bicycle/Pedestrian Projects

Sidewalks

Below are sidewalk projects recommended for the City.

- T.21 - Boulder Bluff Pedestrian Safety (Sidewalk improvements along Amy Dr)*
- T.29 - Boulder Bluff Pedestrian Safety Project - Judy Drive to Eather Drive
- T.32 - Sidewalk extension along Stephanie Drive from Pointer Drive to US-52/Goose Creek Boulevard*

Sidepaths

Below is a sidepath projects recommended for the City.

- T.27 - Goose Creek Boulevard sidepath extension

Shared-Use Paths

Below are shared-use projects recommended for the City.

- T.22 - Devon Forest Elementary/ Northwood Academy Access - Cobblestone Village to Spring Lake Way*
- T.23 - Henry E. Brown, Jr. Boulevard, Phase II
- T.24 - Goose Creek Trail System (Community Center Connections) - Old Mount Holly Road to Community Center*
- T.25 - Old Mount Holly path
- T.26 - Pineview Hills path extension
- T.28 - Howe Hall AIMS Elementary School path
- T.31 - Red Bank Road path
- T.33 - Widen Shared-Use Path from 8 feet to 10 feet along US-52/Goose Creek Boulevard from Seewee Drive to City Hall*
- T.34 - Alliance Drive path
- T.36 - Crossroads connector

- T.37 - Tanner/Foster Creek trail connections
- T.39 - Liberty Hall Plantation Path - Lindy Creek Road to Henry E. Brown, Jr. Boulevard within utility easement*
- T.40 - Wannamaker North Trail access
- T.44 - Goose Creek High School path

Separated Bike Lanes

Below are separated bike lane projects recommended for the City.

- T.35 - Liberty Hall route
- T.41 - Wide Awake access
- T.42 - Ryan Creek Park access
- T.43 - Etling Park access

At-Grade Pedestrian Crossings

Below are at-grade pedestrian crossing projects recommended for the City.

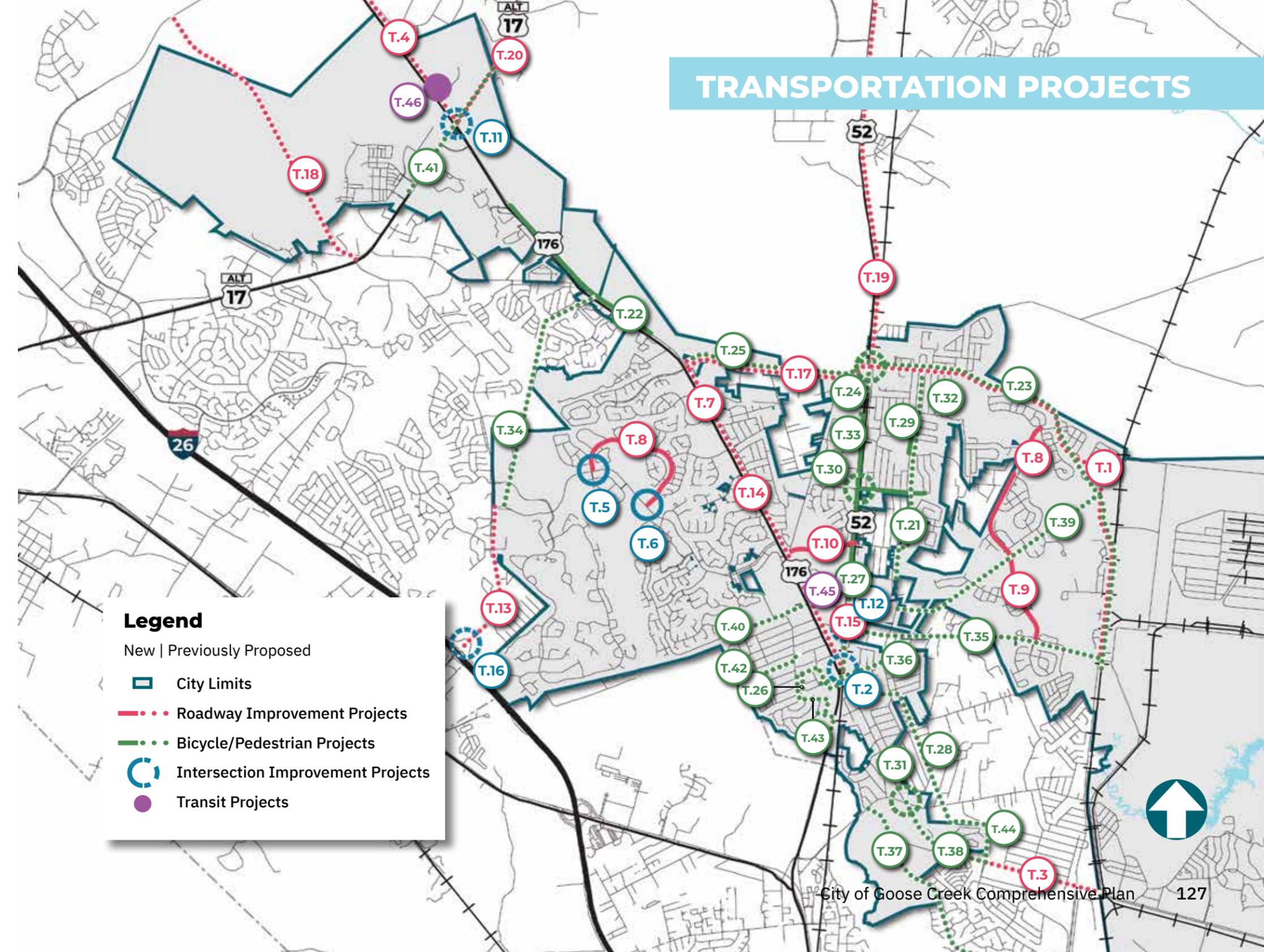
- T.29 - US-52/Goose Creek Boulevard crossing
- T.30 - Red Bank Road crossing

Transit Projects

Below are transit improvements recommended for the City.

- T.45 - Add Park & Ride location to CS1 at proposed Central Village node*
- T.46 - Add Park & Ride location to CS1 at Roper Hospital*

TRANSPORTATION PROJECTS





ECONOMICS

Goals + Strategies

- Goal** → Goose Creek will encourage the expansion of existing local businesses and provide opportunities for their expansion.
- Goal** → Goose Creek will enhance its economic development programming to recruit new investment, support existing industry, and invest in development and redevelopment areas.
 - ★ Consider Multi-County Industrial Park Designations for the City’s two incentive zones.
 - ★ Create a non-profit Development Corporation to work with City’s Economic Development Department and City Administration to recruit new industry and investment, while also supporting and retaining existing businesses. The Development Corporation would have the ability to acquire and dispense of property, acquire debt, provide incentives to investors, etc.
 - ★ Establish an Economic Development Fund.

- Goal** → Goose Creek will attract industries with higher paying jobs.
 - ★ Create targeted recruitment strategy focusing on small warehouse/distribution, supply chain businesses, etc.
 - ★ Identify areas conducive for employment and industry and ensure appropriate zoning and infrastructure are in place to receive development.
 - ★ Incorporate potential development sites just outside of Goose Creek into the annexation strategy on pages 115-117.

- Goal** → Goose Creek will reinvest in and improve existing commercial areas.
 - ★ Formalize a public-private partnership (PPP) program and establish criteria for investment and development, as well as potential public participation (infrastructure, parking, streetscape, land acquisition, public spaces, etc).

- Goal** → Goose Creek will encourage the revitalization of old shopping centers to attract new business, improve curb appeal, and to incorporate improved commercial site and architectural design solutions.
 - ★ Evaluate current economic development incentives and amend (if necessary) to apply to the wholesale revitalization and reinvestment in suburban shopping centers, establish design standards, investment thresholds, etc.
 - ★ Implement small-scale incentives for beautification, signage, façade enhancements, etc of individual buildings and sites.

- Goal** → Goose Creek will continue to emphasize regional sports-related and/or arts-related tourism to grow the local economy.
 - ★ Facilitate discovery visits to other communities that have leveraged/developed these assets. Learn the successes and implement appropriate policies in Goose Creek.
 - ★ Continue to diversify recreational offerings (Joint City/County Sports Complex, expanded aquatics, gymnastics, etc)

- Goal** → Goose Creek will cultivate an entrepreneurial economy.
 - ★ Coordinate small-business development programming with the BCD Chamber and the North Charleston SBDC that features lessons on business planning, networking, mentoring, and marketing.
 - ★ Establish a small business empowerment program to existing businesses and startups.

Project Spotlight: Multi-County Industrial Park Designation

A multi-county industrial park (MCIP) is a tool that communities have used to promote traditional industrial development in business parks, but also to incentivize commercial or mixed-used developments. In Goose Creek, this could be the development of village nodes, recruiting investment to Century Aluminum’s undeveloped property, or otherwise tied to the City’s two Incentive Zones to bring in new employment investment. The designation would require the participation of Berkeley plus an adjacent county, and would allow the MCIP to partner with a private developer and negotiate a fee-in-lieu of property taxes and other tax incentives. This can fund infrastructure, streetscape enhancements, and other public improvements necessary for the private development to occur. Partnering counties ultimately share the tax revenues generated by the initial investment and future development.

Project Spotlight: Establish an Economic Development Fund (EDF)

Goose Creek should establish a fund that is earmarked directly for economic development, recruitment, and incentivizing investment. The City has already established its Economic Development Incentive Program, and has also appropriated \$250,000 for small-business loans administered through the Charleston LDC. An EDF would consolidate these and other strategies from this plan and the Economic Development Strategic Plan. It should be tied to the formal PPP program and administered by a Development Corporation (see sidebar on page 130). The fund could be used for everything from small business grants, to incentives, land acquisition, public improvements, etc.

In Goose Creek, the EDF could be established using resources from the MCIP mentioned on the sidebar to the left, and supplemented through other sources to be determined.



Project Spotlight: Goose Creek Development Corporation (GCDC)

This entity would work with City to recruit new industry and investment, while also supporting and retaining existing businesses. The GCDC would have the ability to purchase and dispense of property, acquire debt, provide incentives to investors, etc.

A great example for a development corporation that the City could model theirs after is in Greer, SC. The Greer Development Corporation has had tremendous success over the years in fostering economic development. The communities are of similar size, are bedroom communities to a larger metro, and have major industries nearby that are a magnet for innovation and supplier-

based companies. The difference between the two is that Greer is also a major employment center, much of which is due directly to its development corporation. The 501(c)(4) non-profit has a board of directors that includes the city manager, Greer councilman, GSP Airport, public utilities, chamber, and others. The agency provides all economic development functions of the city including targeted recruitment, strategic marketing, and retention of existing employers. Its annual budget comes from investments from the City, Commission of Public Works, GSP Airport, and Greer Partnership for Tomorrow.

Recommendations

Create a Targeted Recruitment Strategy

Goose Creek should capitalize on anchor industries within the region such as Boeing, Volvo, and Mercedes-Benz Vans as well as its favorable location off of I-26. Its recruitment strategy should target small scale manufacturers, warehouse distribution, and supply chain businesses. This can include strategic marketing of sites and opportunities, providing incentives tied to these industries, and conducting economic discovery visits to places like Greer, SC who has had success in a community with very similar dynamics to Goose Creek.

Identify Areas for Employment and Industry

Goose Creek's biggest challenge with recruitment of industry is a lack of receiving areas for development. The community is virtually built-out with limited undeveloped areas for new investment. Being land-locked by the cities of North Charleston, Summerville, and Hanahan, as well as the Century Aluminum property further complicates this issue. Short of annexation, the City should identify specific sites within the current city limits that are conducive for new industry, including small-scale manufacturing sites. Once identified, the City

should ensure that the appropriate zoning and infrastructure are in place to receive development.

Plan for Potential Development Sites in Annexation Strategy.

The only way for Goose Creek to designate land for new employment uses of any significance is through the targeted annexation strategy described on pages 115-117. Any strategy Goose Creek employs must include the identification of future economic development sites as part of the overall annexation plan, including installing proper zoning and creating a plan for infrastructure to support investment.

Formalize a Public-Private Partnership (PPP) Program

Partnerships with the private sector are often needed to incentivize investment or recruit needed development. The level of partnership can range from small initiatives such as expedited review, to larger efforts such as incentives, land swaps, cash grants, public infrastructure, etc. Goose Creek currently has its Economic Development Incentive Program which often results in public-private partnerships. However, the current program can be enhanced by "formalizing" it in a manner that maximizes flexibility and negotiation, while communicating to investors its willingness to work together.

The City of Greenville, SC has long used PPP to drive economic development, from large public parking decks in conjunction with anchor developments, to small public pocket-parks that may be needed to bring in key investment. The City has formalized these partnerships creating an application and clear development criteria for each effort, tying each of its potential public funding strategies to potential developments.

Evaluate Current Economic Development Incentives

Goose Creek's current Economic Development Incentives Program is designed to maximize flexibility which is important to the effectiveness of any incentive strategy. The incentives are applied to the City's two incentive zones (Basic and Super) and utilize a number of tools to recruit investment. This can include reduction or elimination of development impact fees, building permit and licensing fees, local hospitality taxes, as well as coordination of State incentive programs. These incentives should be reviewed and amended if necessary, to address the goals and strategies of this comprehensive plan including:

- Reviewing and amending boundaries of the two incentive zones.



ECONOMICS

- Adding more specific language that relates to the formalized PPP program above, identifying other potential incentives or public investment (cash grants, land swaps, infrastructure, parking, streetscape, public parks, etc.)
- Developing more specific criteria (eligibility, design standards, investment thresholds) for types of investment that could utilize the incentive. This should include redevelopment/suburban retrofit of older shopping centers, mixed-used or residential economic investment, etc.

Implement Small-Scale Incentives for New Investment

The current economic development incentive program requires an investment threshold that begins at \$750,000. This may not be applicable to smaller-scale projects that require simple improvements to existing sites, nor would it assist in recruiting small, independent businesses and entrepreneurs. These small incentives could be the same as the current program (reduction of fees and coordination), but also could be cash grants for beautification, signage, façade enhancements, etc. of individual buildings and sites.

Facilitate Discovery Visits to Successful Communities

Other communities in South Carolina have had success in developing sports and arts tourism assets, enhancing the quality of living in their community while also leveraging additional private investment. For example, the City of Anderson, SC has long focused on building the creative economy as part of its economic development strategy. This begins with developing and promoting the arts but is followed up by the recruitment of creative entrepreneurs (makers, artists & galleries, architects, etc.). Similarly, the City of Rock Hill, SC has focused on sports tourism and recreation as a key component of its economic strategy. For example, The Rock Hill Outdoor Center is a 250-acre public recreation complex featuring a Velodrome Olympic standard cycling track, BMX Supercross track, Criterium Course, kayak launch, MTB trails, soccer fields, etc. It brings in national sporting events that support its visitor economy, but is also part of a master-planned mixed-use community which includes 850 single-family homes, 250 townhomes, 500 apartments, retail and restaurants.

Goose Creek has created exceptional recreational facilities including most recently a Gymnastics Center. It should visit these other communities to hear of their success

and learn how to take the recreation and arts economy to the next level in Goose Creek.

Coordinate Small Business Development Programming

The City should evaluate current small business support programming available for Goose Creek businesses, and work with the BCD Chamber and North Charleston SBDC to enhance programming for business planning, networking, mentoring, marketing, etc. In addition to reviewing current programming, the City's role would be assisting its partners in promotion and connecting entrepreneurs with these opportunities.

Establish a Small Business Empowerment Program

Goose Creek should partner with other agencies to create an empowerment program aimed at small businesses and startups. The effort would be a platform for the sharing of ideas and knowledge base with peer businesses. Other cities across the state conduct the "1 Million Cups" program funded by the Kaufman Foundation. The programs focus on mentoring and often includes topics related to merchandising, marketing, legal considerations, social media, etc.



COMMUNITY FACILITIES



Goals + Strategies

- Goal** ➤ Goose Creek will continue to provide high levels of service provision through needed improvements and expansion in order to meet the needs of the growing community.
 - ★ *Explore funding sources in addition to impact fees for expansion of community facilities and services.*
 - ★ *Develop level of service measures that determine when new services or facilities are needed.*
 - ★ *Promote the creation of parks and playgrounds that are inclusive to adults and children of all abilities.*
- Goal** ➤ Goose Creek will continue to seek out opportunities to create and program new green space and recreational facilities.
 - ★ *Require all land developers to set aside some land for recreational purposes ("recreational land set asides") or provide funding in lieu to enhance existing recreational amenities.*
 - ★ *Utilize and program green space near public gathering spots to encourage patronage.*
- ★ *Develop the Goose Creek Reservoir as a recreational amenity.*
- ★ *Develop a "Central Park" that could serve as a gathering place for events and recreation.*
- Goal** ➤ Goose Creek will continue to provide industry leading services to our sanitation customers by maintaining and purchasing vehicles on a fixed schedule and adding crews to ensure efficient service to all.
- Goal** ➤ Goose Creek will continue to provide healthy, high quality water to our customers while controlling costs to ensure maximum value for every dollar spent.
- Goal** ➤ Goose Creek will continue replace aging infrastructure to ensure continuous delivery of water from the water plant to the faucet.



COMMUNITY FACILITIES

Project Spotlight: Central Park

The City of Goose Creek owns approximately 50 acres in the middle of its commercial core (sometimes called "Central Park"). The property is bounded by US-176/St. James Avenue and US-52/Goose Creek Boulevard, which sees a lot of vehicular traffic. The property abuts multiple properties zoned for general commercial that is prime for development and redevelopment of existing structures. The City recently sold an adjacent under-utilized property to a developer with plans to redevelop nearby commercial properties to get higher-end, amenity style tenants. Central Park presents a tremendous opportunity to create a small node of mixed-use activity that could spur further redevelopment and create a gathering place for the community.

Central Park is a wooded property, and a 2019 wetlands survey showed that much of it is indeed a wetland. However, there are approximately 12 developable acres. The City is also interested in purchasing adjoining properties that are for sale to assemble approximately 25 acres of undeveloped property also in the middle of the City's commercial core.

The City would work with an experienced real estate consultant to conduct a market analysis of the properties to understand what types of businesses would thrive in that location and to include a more solid understanding of the wetlands situation on site. Once finished, a master plan would be created for the entire assemblage of properties that reflects the market studies, and envisions mixed-uses with amenity style commercial but also higher density residential. Once completed, City staff and its partners (such as brokers) would market the entire project to appropriate development teams that would help us achieve our vision. An alternate idea is to release a Request for Proposals (RFP) to selected regional and national development teams. These teams would compete for purchase of the property based on the market analysis and the needs of the City.

Project Spotlight: Reservoir Park

The Goose Creek Reservoir lies just west of the City's southern boundary, and continues south along the City of Hanahan's western boundary and Charleston County's eastern boundary. The reservoir presents an interesting opportunity to create a recreational, water-based amenity that can serve the residents of Goose Creek and become a regional destination.

The City can develop the area in one of two ways: the first involves using Foster Creek Park (an active, City-owned park) to connect to the Reservoir and placing the amenities necessary for water activities. If using Foster Creek Park is not an option, the other option is to purchase the two properties to the south of Foster Creek Park. Those two properties are mostly wetland and are otherwise not developable. They can be used as a passive recreation park, and include necessary amenities to access the water.



CULTURAL RESOURCES



Goals + Strategies

- Goal** ➤ Goose Creek will continue to preserve and protect its historic and cultural resources for future generations.
- Goal** ➤ Goose Creek will continue to program events to foster community pride .
- Goal** ➤ Goose Creek will create new opportunities for public art, cultural sites, events, and traditions, in order to better meet the cultural and economic needs of the community.
- ★ *Facilitate an Arts Master Plan and establish policies for identifying, funding, implementing and maintaining public art, growing arts-related activities and events, and cultivating local partnerships*

Project Spotlight: Arts Master Plan

Public art can serve two functions: it can serve as an economic development tool and be a source of culture for a community. One of the best ways to create a sense of place is through public art installations. Examples of public art include art displays in public buildings, sculptures in parks and plazas, painted murals on walls, and creatively designed streetscape elements (benches, crosswalks, planters, etc). Displays can be permanent, or rotate with the seasons.

The City of Goose Creek has limited arts-related assets outside of events led by the Cultural Arts Commission. This programming is greatly appreciated by citizens, but the City lacks arts venues, public art installations, or creative businesses. Goose Creek should look to incorporate creative economy into its economic development programming. This would begin with an Arts Master Plan to establish policies for identifying, funding, implementing and maintaining public art, growing arts-related activities and events, and cultivating local partnerships.



NATURAL RESOURCES

Goals + Strategies

- Goal** ➤ Goose Creek will support preservation of green space.
- Goal** ➤ Goose Creek will continue to develop its trail systems.
- Goal** ➤ Goose Creek will increase efforts to safeguard physical and environmental resources through the addition and enhancement of community facilities and services.
- Goal** ➤ Goose Creek will continue to regulate the preservation of protected tree species as development occurs.
- Goal** ➤ Goose Creek will preserve natural areas and other key natural resources.
 - ★ *Preserve and protect wetlands.*
 - ★ *Preserve and protect important wildlife habitat areas.*
 - ★ *Preserve and replace native plant species that support local wildlife.*



(Photo credit: Jacob Beal)



PRIORITY INVESTMENT

Overview

The purpose of this element is to enhance coordination of local governments and public service agencies in the City of Goose Creek Planning Area to coordinate public and private investment in land and infrastructure and to conserve natural, cultural and economic resources. Successful implementation of the Comprehensive Plan requires identification of priority investments in activities and further planning that align with its goals and policies.

Goals + Strategies

- Goal** ➤ Goose Creek will encourage and facilitate coordination with other jurisdictions, agencies and public service authorities to promote and sustain the quality of life enjoyed and shared by the City's residents and those within the established planning area.
 - ★ *Continue to improve working relationship with Berkeley County.*
 - ★ *Continue to improve communications and coordination efforts with the State of South Carolina, other county governments, and the Berkeley County School District.*

- ★ *Continue to encourage collaboration and support between municipal departments and agencies.*

- Goal** ➤ Goose Creek will form a Development Corporation that will help fund and execute catalytic development projects.

- ★ *Leverage an Economic Development Fund*

- Goal** ➤ Goose Creek will update its zoning ordinance to promote higher quality development that is more in line with modern development trends.

- ★ *Fix discrepancies identified by the BCDCOG's Existing Conditions Analysis (see page 19).*
- ★ *Create architectural standards that encourage quality architecture in new development and redevelopment.*
- ★ *Establish new zoning districts that accommodate the City's visions for redevelopment, address unique development issues, and create development incentives.*
- ★ *Establish a new zoning district for multi-family residential.*

- ★ *Prohibit incompatible uses that are over-saturated or not conducive to an aesthetically pleasing environment from existing zoning districts.*

- Goal** ➤ Goose Creek will establish a group of village nodes

- ★ *Conduct a plan for a Civic Village Node near the existing City Hall on City-owned land.*

- ★ *Conduct a plan for a Central Village Node near the proposed Central Park*

REDEVELOPMENT PLANS

Overview

Goose Creek's unique geography and transportation network makes establishing one Town Center difficult. Input received at the Draft Plan Open House revealed that a network of "Village Nodes" was a more appropriate strategy for the City. This makes sense, considering that Carnes Crossroads has already become a node for residents and visitors living nearby. Through a combination of analysis and public input, seven potential village nodes were identified (see the map on the facing page for reference):

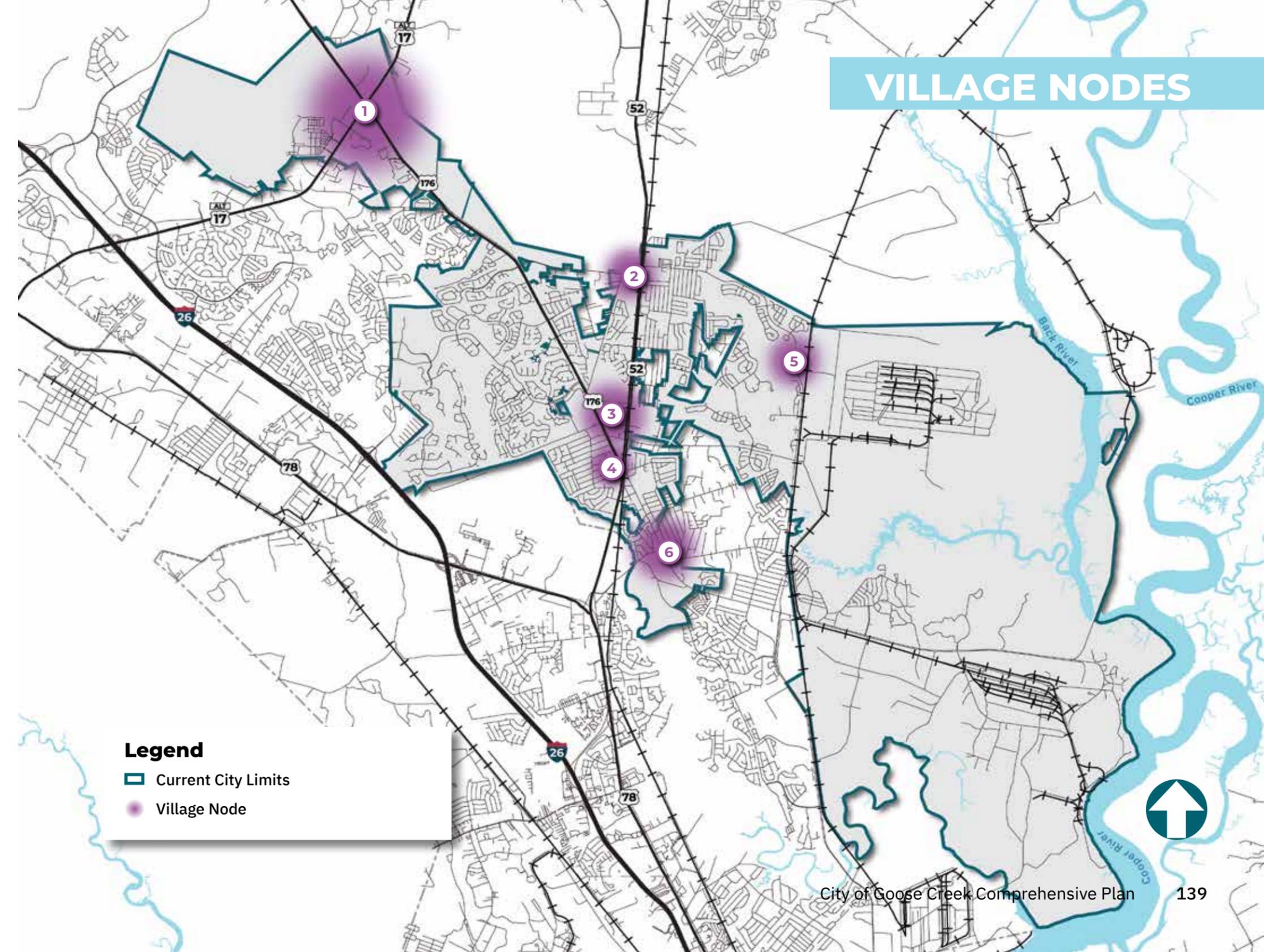
- ① Carnes Crossroads (already in development)
- ② Civic Village Node
- ③ Central Village Node (see page 141 for a framework concept plan)
- ④ Neighborhood Village Node (see page 143 for a framework concept plan)
- ⑤ Liberty Hall Village Node
- ⑥ Red Bank Road Corridor (see page 145 for a framework concept plan)



Each Village Node will serve as a mixed-use center with a level of residential and/or commercial density that is appropriate for its surrounding area and its existing infrastructure. Developing each node will have its own set of challenges. For example, although most of the lands that make up the Civic Village Node are owned by the City of Goose Creek, a lot of that land is not developable due to the presence of wetlands. The lands that make up the Central Village Node are mostly developed

with many individual owners. The Red Bank Road corridor has many commercial parcels that could be redeveloped but many of them have shallow lot depths and restrictive zoning regulations. Creating master plans for each of these areas (with the exception of Carnes Crossroads) will give the City a vision of each Village Node moving forward, as well as a way to market opportunities to developers.

VILLAGE NODES



Legend

- Current City Limits
- Village Node

CENTRAL VILLAGE NODE

Overview

The Central Village Node is located where many identify as the traditional center of Goose Creek. The concept plan to the right shows a long-term framework for redevelopment. Fully developed, this village node will have living options, offices, shops and restaurants, and green space in a walkable setting. The street network builds upon the existing network and attempts to create a "grid." Although this won't function as the official "Town Center" for Goose Creek, the new Central Park can provide a gathering place for residents and visitors, as well as serve as a place for community events.

Land Uses and Development Types

- "Front doors" of all development should be sidewalk-oriented, with parking placed in the rear
- Townhomes
- Duplexes/triplexes/quadplexes
- Small apartments/condominiums (5-19 units)
- 1-2 story commercial that houses retail and office uses

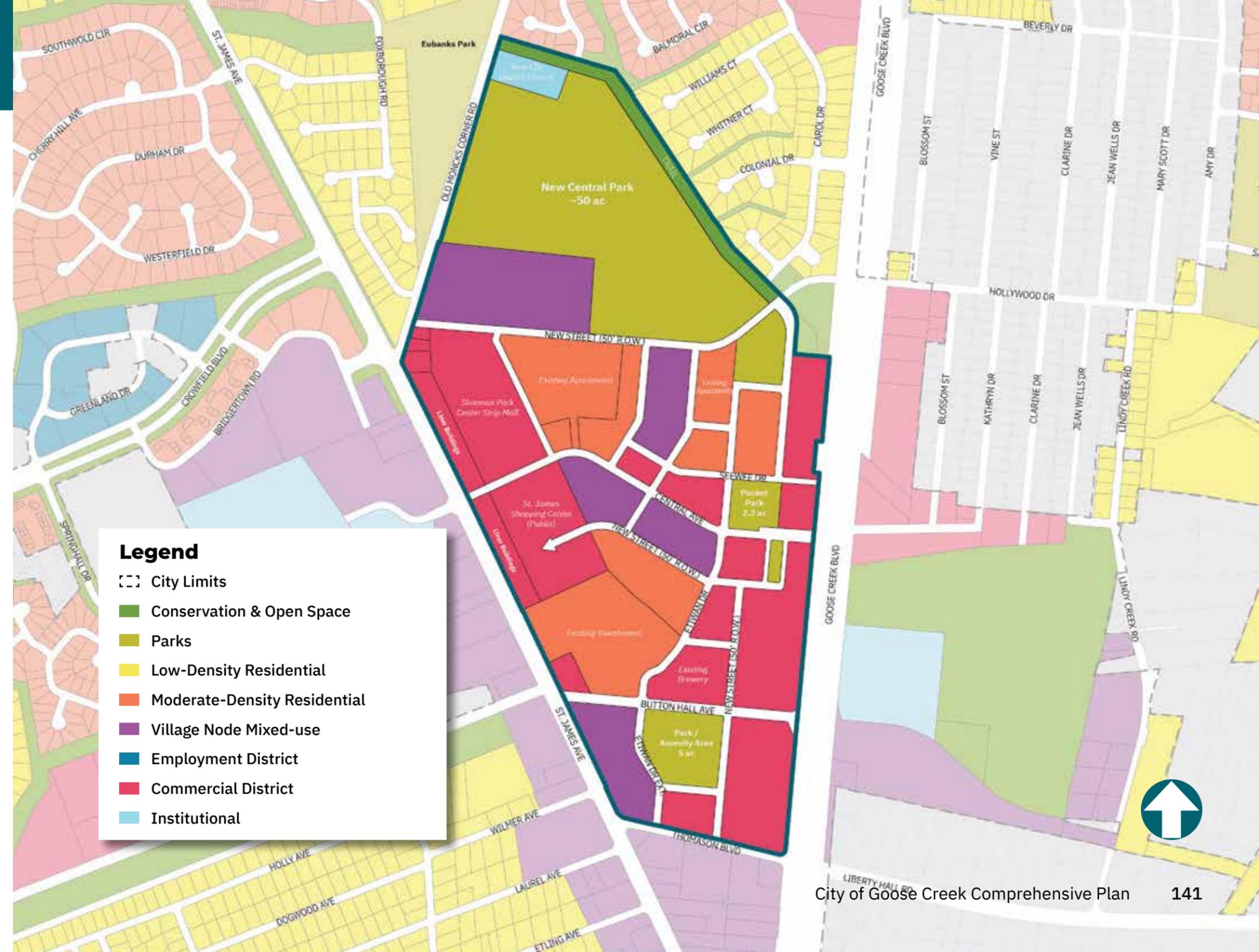
- 3-story mixed use buildings that have retail uses on the ground floor, and office or residential on the upper stories
- Central Park
- Pocket parks that can accommodate neighborhood amenities such as playgrounds and dog runs, and create opportunities for art and placemaking

Implementation Measures

- Develop a mixed-use zoning district to regulate development of village nodes.
- Develop a Central Village Node Master Plan that analyzes market demand for the area and makes specific recommendations about streets and streetscape design, building types and placement, and phasing.
- Work with property owners of the two shopping centers (Shannon Park Center Strip Mall and the St. James Shopping Center) to place liner buildings along US-176/St. James Avenue on existing parking.
- Give Development Corporation legal power to purchase real estate on behalf of the City.

- Encourage developers to rent or sell at least 10% of new housing units below market-rate to preserve affordability through financial or development incentives.
- Encourage the development of senior housing.
- Develop a Central Park Master Plan that outlines a framework for design and construction.
- Collaborate with Berkeley County to construct new road right-of-ways per the Master Plan
- Amend the zoning ordinance to reduce parking requirements and encourage shared-parking agreements.
- As redevelopment progresses, encourage developers to prioritize displaced business owners as tenants for new retail or office spaces.

The concept plan to the right illustrates ideas for the long-term future. This concept plan is intended to depict potential redevelopment in the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.



NEIGHBORHOOD VILLAGE NODE

Overview

The 27-acre Neighborhood Village Node is near the intersection of US-52/Goose Creek Boulevard and US-176/St. James Avenue. It is also adjacent to two local, neighborhood-serving roads (Marilyn Street and Carolina Avenue). While largely vacant, there are some low-density commercial buildings and mobile home parks currently in the area. This area was chosen as a village node because it is largely vacant, and its proximity to the Central Village Node and an existing residential neighborhood. These factors make it an ideal place to locate a walkable, neighborhood-scale, mixed-use center that can serve many needs. The concept plan to the right shows a mid-term framework for redevelopment.

Land Uses and Development Types

- "Front doors" of all development should be sidewalk-oriented, with parking placed in the rear
- Townhomes
- Small apartments/condominiums (5-19 units)
- 1-2 story commercial that houses retail and office uses

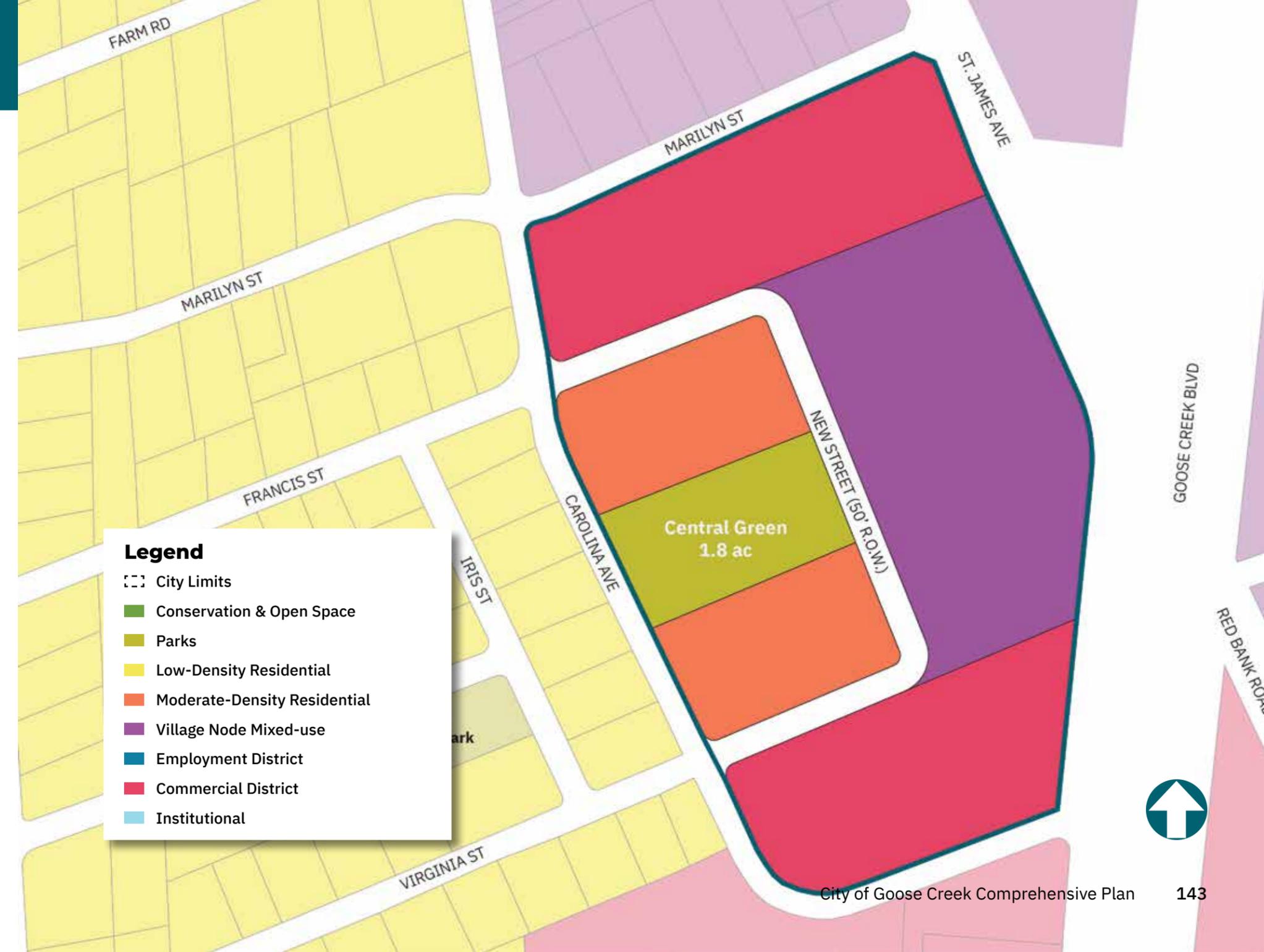
- 3-story mixed use buildings that have retail uses on the ground floor, and office or residential on the upper stories
- A small park that can accommodate neighborhood amenities such as a playground, a dog run, or community garden

Implementation Measures

- Develop a mixed-use zoning district to regulate development of village nodes.
- Develop a Neighborhood Village Node Master Plan to be included in the Central Village Node Master Plan that makes specific recommendations about streets and streetscape design, building types and placement, and phasing.
- Prohibit the construction of new curb cuts along both US-52/Goose Creek Boulevard and US-176/St. James Avenue.
- Encourage developers to rent or sell at least 10% of new housing units below market-rate to preserve affordability through financial or development incentives.

- Encourage the development of senior housing.
- Collaborate with Berkeley County to construct new road right-of-ways per the Master Plan
- Amend the zoning ordinance to reduce parking requirements and encourage shared-parking agreements.

The concept plan to the right illustrates ideas for the long-term future. This concept plan is intended to depict potential redevelopment in the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.



RED BANK ROAD CORRIDOR

Overview

The Red Bank Road corridor is in need of re-imagining. Its proximity to churches and schools make it a prime area to place a walkable, neighborhood-scale, mixed-use corridor that can serve a variety of patrons. Developing the section of Red Bank Road from US-52/Goose Creek Boulevard to Snake Road may be a catalyst for redeveloping the rest of the corridor headed into the Naval Weapons Station, as well annexation of those areas.

The corridor will be challenging to redevelop. Many of the zoned commercial parcels along the corridor have narrow lot depths, and abut existing single-family residential neighborhoods. Residential parcels abutting commercial parcels could be acquired to remedy the issue, but it would be nearly impossible to do so. Also, an existing utility easement uses a lot of otherwise developable land. Before that land could be purchased or developed, the existing power lines would need to be buried.

Land Uses and Development Types

- "Front doors" of all development should be sidewalk-oriented, with parking placed in the rear

- Small-lot single-family housing
- Townhomes
- Small apartments/condominiums (5-19 units)
- 1-2 story commercial that houses retail and office uses
- 3-story mixed use buildings that have retail uses on the ground floor, and office or residential on the upper stories
- Pocket parks that can accommodate neighborhood amenities such as playgrounds and dog runs, and create opportunities for art and placemaking

Implementation Measures

- Create a zoning district that addresses the challenges of redeveloping the corridor (setbacks, buffers requirements, parking, etc.).
- Develop a Corridor Master Plan that analyzes market demand for the area and makes specific recommendations about streets and streetscape design, zoning, building types and placement, and phasing.
- Encourage developers to rent or sell at least 10% of new housing units below market-rate to preserve

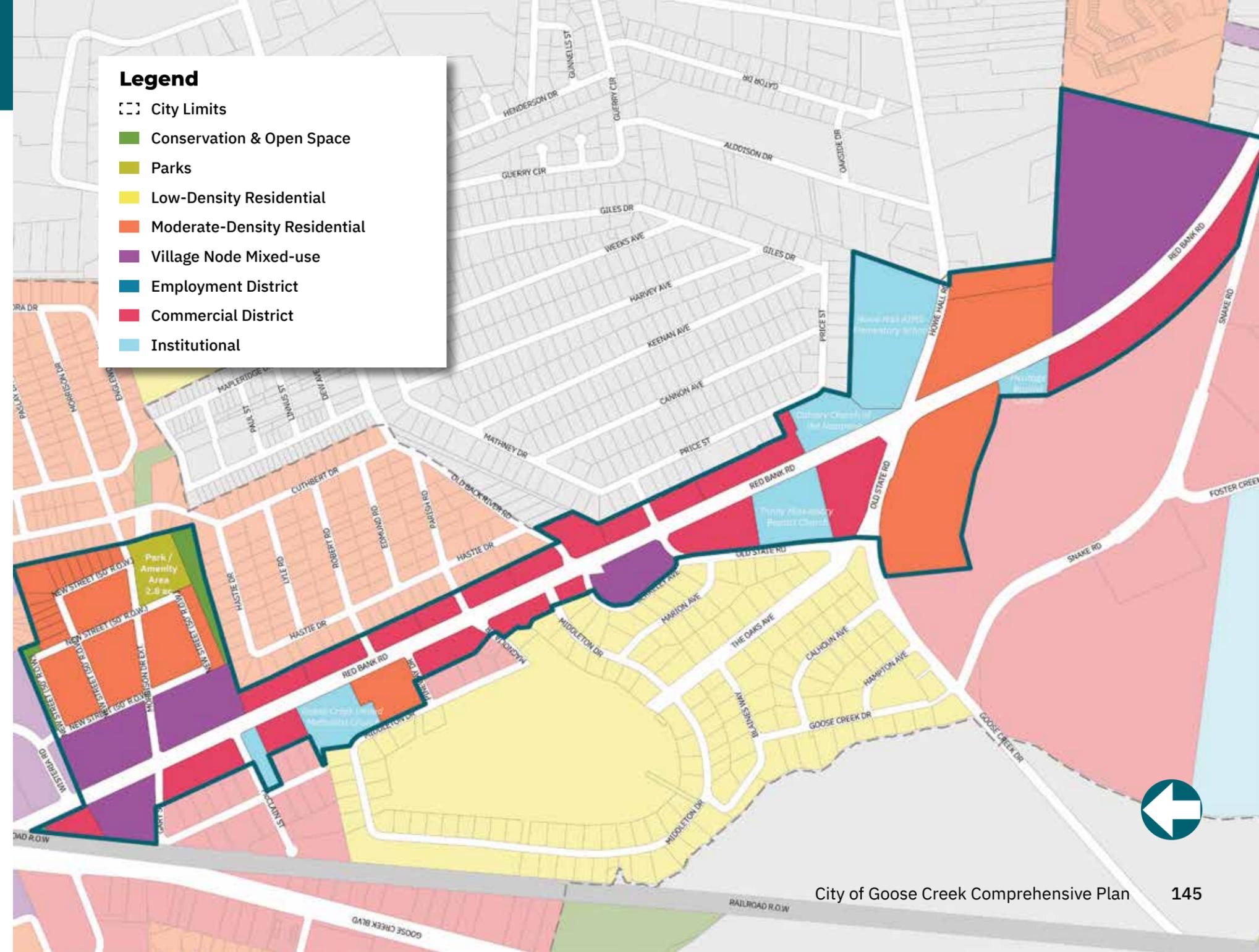
affordability through financial or development incentives.

- Encourage the development of senior housing.
- Lot consolidation incentives to encourage developers to purchase small, contiguous commercial parcels and develop at the same time.
- Prohibit uses that are already over-saturated along the corridor, particularly auto-oriented uses.
- Bury utilities underground to minimize limitations to new development and to increase aesthetics.
- Collaborate with Berkeley County to construct new road right-of-ways per the Master Plan.
- Ensure the preservation of existing schools and churches.
- As redevelopment progresses, encourage developers to prioritize displaced business owners as tenants for new retail or office spaces.

The concept plan to the right illustrates ideas for the long-term future. This concept plan is intended to depict potential redevelopment in the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Legend

- City Limits
- Conservation & Open Space
- Parks
- Low-Density Residential
- Moderate-Density Residential
- Village Node Mixed-use
- Employment District
- Commercial District
- Institutional



HOW TO GET IT DONE

IMPLEMENTATION PROGRAM

Overview

In order for the City of Goose Creek to successfully implement this plan, they will need to bring together many people, organizations, and tools as available.

Actors

Action Matrix

The Action Matrix, starting on page 150, lists every project to be completed within the next ten years to implement the first phases of this plan's vision. The Matrix also identifies the timeframe of each project, as well as the estimated costs, funding sources, and the actors responsible for implementation.

Regulations

The regulations that are most likely to be instrumental in implementing the plan are zoning and other development regulations.

In cases where projects do not match the requirements set forth in the City's regulations, recommendations outlined in Chapter 4 suggest where changes may be made.

Elected & Appointed Officials

Not only do elected officials vote to adopt local plans, they are important in the timeline and implementation of individual projects, whether they be public or private sector. Appointed officials (the Planning Commission, for example) can steer the direction of individual projects and provide the necessary tools for implementation.

City Staff & Agencies

Most public projects will be managed by the City of Goose Creek's staff in various departments and agencies:

- Planning & Zoning;
- Annexation Officer;
- Public Works;
- Parks & Recreation; and
- Economic Development.

Some projects may require the heavy use of staff time, instead of the use of funds.

Regional & Community Partners

Regional and community partners may include non-profits, City committees and commissions, agencies outside of Goose Creek, schools, special interest groups, and advocacy groups. While not every project may warrant their participation, care should be taken to involve the appropriate groups when necessary to ensure a project's success.

These regional and community partners may include the following organizations:

- Recreation Commission;
- Cultural Arts Commission;



IMPLEMENTATION PROGRAM

- Berkeley County;
- Berkeley-Charleston-Dorchester Council of Government (BCDCOG);
- SCDOT;
- CARTA;
- TriCounty Link;
- Berkeley County Schools;
- Berkeley Chamber of Commerce;
- Charleston Metro Chamber of Commerce;
- Charleston Area Small Business Development Center (SBDC); and
- Neighborhood associations

Private Sector

Many ideas set forth in this plan will require the participation from the private sector, mostly real estate developers.

Funding Sources

Total, the Action Matrix proposes over \$287 million of projects to be implemented over the next ten years. \$278 million (96.6%) of this total is made up of transportation projects alone. The majority of non-transportation projects will be funded through Goose Creek's general fund. The general fund is the City's principal operating fund, and is funded through property taxes; licenses, permits, and franchise taxes; service charges; and fines. The City also receives local sales tax, accommodations taxes, and grants from the State of South Carolina and some grants from the federal government as part of the general fund.

The City also collects revenues from water service charges, the golf course, recreation, hospitality tax, impact fees.

The following outside sources have been identified to supplement the funding of projects:

- **County sales tax.** Sales tax in Berkeley County is 8% — the State's sales tax is 6%, 1% goes toward the County's general fund, and the final 1% is a special option local sales tax that funds capital improvement projects. Part of this funds transportation projects for the entire

county. Since the County and the State of South Carolina control the City's roads, they are the agencies responsible for funding roadway improvement projects.

- **SCDOT Highway Safety Improvement Program (HSIP).** HSIP is a core, Federal-aid program with the goal of achieving a significant reduction of fatalities and serious injuries on publicly-controlled roads. Funding is allocated between projects related to roadway departure, interstate safety programs, rumble strips, intersection safety programs, and non-motorized projects.
- **SCDOT Transportation Alternative Program (TAP).** The TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects. The program is a "grant" program under Federal regulation. It is not an "up-front" grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the SCDOT or Metropolitan Planning Organization and the FHWA division

office, can costs become eligible for reimbursement. Costs must be incurred after FHWA division office project approval, or they are not eligible for reimbursement. The Federal government will pay for up to 80% of eligible project costs for a TAP project. A local match is required to pay for 20% or more of the remaining project costs.

- **SCDOT Recreational Trails Program (RTP).** The South Carolina Department of Parks, Recreation and Tourism (SCPRT) administers the Recreational Trails Program (RTP) under the approval of the Federal Highway Administration (FHWA). RTP, a federally funded program, receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. Similar to TAP, funding is provided by this program on a cost-reimbursement basis — the grant recipient must pay 100% of the cost of an item before submitting a reimbursement request for 80% of eligible costs.
- **South Carolina Arts Commission.** The Arts Commission offers a variety of grants for artists, arts education, and community arts development.

- **South Carolina Municipal Association.** The State's Municipal Association provides a number of grants to local governments related to development, infrastructure, recreation, hazard mitigation, and community facilities. One grant in particular, the Hometown Economic Development Grant, supports economic development projects that will make a positive impact on a municipality's quality of life. The maximum award amount is \$25,000. A number of the Land Use and Economics projects listed in the Action Matrix may be eligible for consideration.
- **Kauffman Foundation.** The Kauffman Foundation is an organization that conducts research and provides grants focused on advancing entrepreneurship, improving education, and supporting civic development. Their entrepreneur support grants can help the City foster an environment for small business development.

ACTION MATRIX

#	Project	Timeframe
Land Use		
LU.1	Zoning Ordinance Rewrite	Priority
LU.2	Civic Village Master Plan	Priority
LU.3	Adoption of water system annexation policy	Short-Term
LU.4	Phases 1.A and 1.B Annexation	Short-Term
LU.5	Central Village Master Plan	Short-Term
LU.6	Acquire properties adjacent to proposed Central Park to be developed	Short-Term
LU.7	Phase 2 Annexation	Mid-Term
LU.8	Red Bank Road Corridor Redevelopment Plan	Mid-Term
LU.9	Liberty Hall Village Node Master Plan	Long-Term
LU.10	Phase 3 Annexation	Long-Term
Housing		
H.1	Conduct a Housing Needs Assessment	Short-Term
H.2	Encourage development of missing middle, market-rate housing	Short-Term
H.3	Recruit employers that provide "work from home" options	Short-Term
H.4	Engage local industries to understand trends that impact housing need.	Short-Term
H.5	Identify target neighborhoods	Mid-Term

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
\$150,000	City	Planning & Zoning	
\$40,000	City	Planning & Zoning	
Staff Time	-	Annexation Officer	
Staff Time	-	Annexation Officer	
\$100,000	City	Planning & Zoning	This will include a plan for the Neighborhood Village Node
\$3,400,000	City	Economic Development	
Staff Time	-	Annexation Officer	
\$50,000	City	Planning & Zoning	
\$50,000	City	Planning & Zoning	
Staff Time	City	Annexation Officer	
\$150,000	City	Planning & Zoning	
\$40,000	City	Planning & Zoning	
Staff Time	-	Annexation Officer	
\$75,000	City	Planning & Zoning	
\$3,400,000	City	Economic Development	

ACTION MATRIX

#	Project	Timeframe
Housing (continued)		
H.6	Implement tools to project neighborhoods	Mid-Term
H.7	Recruit residential developers based on market demand	Mid-Term
H.8	Consider incentives for diverse housing options	Mid-Term
Transportation		
<i>Roadway Improvement Projects</i>		
T.1	Henry E. Brown, Jr. Boulevard Phase II Roadway Widening	Short-Term
T.2	US-176/St. James Avenue at US-52/Goose Creek Boulevard Intersection Improvements	Short-Term
T.3	Red Bank Road Corridor Improvements	Short-Term
T.4	US-176/St. James Avenue Phase 1 Roadway Widening	Short-Term
T.5	Crowfield Boulevard at Loganberry Circle Intersection Improvements	Short-Term
T.6	Crowfield Boulevard at Centennial Boulevard Intersection Improvements	Short-Term
T.7	Conduct study along US-176/St. James Avenue to improve pedestrian safety	Short-Term
T.8	Proposed Traffic Calming Measures	Short-Term
T.9	Adler Drive Extension from Liberty Hall Plantation to Brickhope Plantation	Long-Term
T.10	New roadway with sidewalk connecting Hollywood Drive to US-176/St. James Avenue at Old Moncks Corner Road	Long-Term

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
Staff Time	-	Annexation Officer	
\$50,000	City	Planning & Zoning	
\$100,000	City	Planning & Zoning	To follow annexation of the Century Aluminum property (Phase 2 Annexation)
\$33,800,000	County Sales Tax	Berkeley County	In ROW acquisition phase
\$30,900,000	County Sales Tax	Berkeley County	In design/development phase
\$2,500,000	SCDOT - HSIP	SCDOT	In design/development phase
\$53,359,339	County Sales Tax	Berkeley County	In design/development phase
\$200,000	SCDOT, City	SCDOT, Public Works	New project; potential traffic signal and pedestrian crossings
\$200,000	SCDOT, City	SCDOT, Public Works	New project; potential traffic signal
\$50,000	SCDOT, City	SCDOT, Public Works	Perform along entire stretch of US-176/St. James Avenue within Goose Creek city limits
\$5,000/Speed Hump; Minor Roadway Realignment - \$150/ft"	SCDOT, City	SCDOT, Public Works	New project; speed humps or the addition of chicanes and median islands for minor roadway realignment to slow vehicular traffic. Proposed along Adler Drive and Centennial Boulevard
\$2,000,000	County Sales Tax	SCDOT, Public Works	New project; will provide additional entrance/exit for Liberty Hall Plantation residents
\$3,500,000	County Sales Tax	SCDOT, Public Works	New project; will provide east-west connectivity. Allows vehicular traffic to avoid US-52/Goose Creek Boulevard at US-176 intersection

ACTION MATRIX

#	Project	Timeframe
Transportation (continued)		
<i>Roadway Improvement Projects (continued)</i>		
T.11	US-17A at US-176/St. James Avenue Intersection Improvements	Long-Term
T.12	US-52/Goose Creek Boulevard at Liberty Hall Road Intersection Improvements	Long-Term
T.13	College Park Road from Crowfield Boulevard to I-26	Long-Term
T.14	US-176/St. James Avenue from Mount Holly Road to US-52/Goose Creek Boulevard	Long-Term
T.15	US-52/Goose Creek Boulevard from Button Hall Avenue to Red Bank Road	Long-Term
T.16	College Park Road at Treeland Drive Intersection Improvements	Visionary
T.17	Old Mount Holly Road from US-176/St. James Avenue to US-52/Goose Creek Boulevard	Visionary
T.18	College Park Road Extension from College Park Road to Nexton Parkway	Visionary
T.19	US-52 from Montague Plantation Road to Oakley Road	Visionary
T.20	US-17A from US-176/St. James Avenue to E. Main Street	Visionary

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
\$5,740,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$2,882,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$20,941,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$6,183,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$1,185,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$5,764,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$21,713,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$31,229,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$13,939,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP
\$22,893,000	TBD	SCDOT, Berkeley County	CHATS 2040 RTP

ACTION MATRIX

#	Project	Timeframe
Transportation (continued)		
<i>Bicycle & Pedestrian Improvement Projects</i>		
T.21	Boulder Bluff Pedestrian Safety (Sidewalk improvements along Amy Drive)	Short-Term
T.22	Devon Forest Elementary/Northwood Academy Access - Cobblestone Village to Spring Lake Way	Short-Term
T.23	Henry E. Brown, Jr. Boulevard (Phase II)	Short-Term
T.24	Goose Creek Trail System (Community Center Connections) - Old Mount Holly Road to Community Center	Short-Term
T.25	Old Mount Holly Path	Short-Term
T.26	Pineview Hills Path Extension	Short-Term
T.27	Goose Creek Boulevard Sidepath Extension	Short-Term
T.28	Howe Hall AIMS Elementary School Path	Short-Term
T.29	Boulder Bluff Pedestrian Safety Project - Judy Drive to Eather Drive	Short-Term
T.30	N. Goose Creek Boulevard Crossing	Short-Term
T.31	Red Bank Road Crossing	Short-Term
T.32	Sidewalk Extension along Stephanie Drive from Pointer Drive to US-52	Short-Term
T.33	Widen path from 8 feet to 10 feet along US-52 from Seewee Drive to City Hall	Short-Term
T.34	Alliance Drive Path	Mid-Term

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
\$500,000	SCDOT - TAP	SCDOT, Public Works	In design/development phase
\$1,200,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path (proposed project includes only 1 section of Devon Forest Elementary/Northwood Academy Access)
\$3,000,000	County Sales Tax	Berkeley County	Shared-Use Path
\$225,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path (proposed project includes only 1 section of Goose Creek Trail System)
\$225,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$75,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$900,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Sidepath
\$225,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$60,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Sidewalk (proposed project includes only 1 section of Boulder Bluff Pedestrian Safety Project)
\$200,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Intersection Treatment
\$200,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Intersection Treatment
\$280,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Sidewalk
\$740,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path widening, includes signage and striping
\$525,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path

ACTION MATRIX

#	Project	Timeframe
Transportation (continued)		
<i>Bicycle & Pedestrian Improvement Projects (continued)</i>		
T.35	Liberty Hall Route	Mid-Term
T.36	Crossroads Connector	Mid-Term
T.37	Tanner/Foster Creek Trail Connections	Mid-Term
T.38	Red Bank Road Path	Mid-Term
T.39	Liberty Hall Plantation Path - Lindy Creek Road to Henry E. Brown, Jr. Boulevard within utility easement	Long-Term
T.40	Wannamaker North Trail Access	Long-Term
T.41	Wide Awake Access	Long-Term
T.42	Ryan Creek Park Access	Long-Term
T.43	Etling Park Access	Long-Term
T.44	Goose Creek High School Path	Long-Term
<i>Mass Transit Projects</i>		
T.45	Add Park & Ride location to CS1 at Roper hospital	Mid-Term
T.46	Add Park & Ride location to CS1 at proposed Central Village Node	Long-Term

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
\$300,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Bikeway
\$475,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$650,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$400,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$1,275,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path (proposed project includes only 1 section of Liberty Hall Plantation Path)
\$400,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$1,000,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Bikeway
\$600,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Bikeway
\$1,050,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Bikeway
\$550,000	City, SCDOT - TAP, SCDOT - RTP	SCDOT, Public Works	Shared-Use Path
\$2,000,000	County Sales Tax	City, Berkeley County	Park & Ride Addition listed in BCD Regional Park & Ride Study
\$2,000,000	County Sales Tax	City, Berkeley County	Park & Ride Addition

ACTION MATRIX

#	Project	Timeframe
Economics		
E.1	Create non-profit Goose Creek Development Corporation (GCDC)	Priority/Ongoing
E.2	Multi-County Industrial Park Designation	Short-Term
E.3	Establish an Economic Development Fund (EDF)	Short-Term
E.4	Create targeted recruitment strategy	Short-Term/Ongoing
E.5	Identify receiving areas for employment and industry	Short-Term
E.6	Plan for potential development sites in Annexation Strategy	Short-Term
E.7	Evaluate current economic development incentives	Short-Term
E.8	Facilitate discovery visits to successful communities with sports- and arts-based tourism	Short-Term
E.9	Coordinate small business development programming	Short-Term
E.10	Implement small-scale incentives for new investment	Mid-Term
E.11	Continue to diversify recreational offerings for economic development.	Mid-Term
E.12	Establish a small business empowerment program	Mid-Term

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
\$400,000/year	City, Chamber of Commerce, Private Sector	Economic Development	Estimated cost is based on operating budget of Greer Development Corporation founded in 1992. Initial budget for GCDC could be lower and would be based on its ultimate mission and responsibilities, as well as capacity of partner agencies to support.
TBD	City, Private Sector	Economic Development, Berkeley County, Adjacent County(ies)	
TBD	MCIP, City	Economic Development	
\$150,000/year	Hospitality Tax	Economic Development	Support similar strategy in Economic Development Strategic Plan. Estimated costs would be staff time in addition to Economic Development Department marketing budget.
Staff Time	-	Economic Development, Planning & Zoning	
Staff Time	-	Economic Development, Planning & Zoning	
Staff Time	-	Economic Development	
Travel Costs	City	Economic Development	Rock Hill, SC: sports tourism, Anderson, SC: creative economy, etc.
TBD	Chamber of Commerce, SBDC	City, Chamber of Commerce, Economic Development	City plays a supporting role here. Strategy also ties to Economic Development Strategic Plan.
\$50,000	City	Economic Development	The City should determine an appropriate budget for these incentive. The figure to the left is similar to that of other peer communities. Supports similar strategy in Economic Development Strategic Plan.
TBD	City	Recreation, Economic Development	
TBD	City, Chamber of Commerce, Kauffman Foundation	Chamber of Commerce, Economic Development	

ACTION MATRIX

#	Project	Timeframe
Community Facilities		
C.1	Eubanks Park Rehabilitation	Short-Term
C.2	Central Park Master Plan	Short-Term
C.3	Central Park engineering and construction	Mid-Term
C.4	Parks & Recreation Master Plan	Mid-Term
C.5	Reservoir Park Master Plan	Mid-Term
C.6	Reservoir Park engineering and construction	Long-Term
C.7	Underground utilities installation	Long-Term
C.8	City-wide Signage and Wayfinding Plan	Long-Term
Cultural Resources		
CR.1	Facilitate an Arts Master Plan	Mid-Term

Timeframes:

- Priority: Years 0-1
- Short-Term: Years 1-3
- Mid-Term: Years 4-7
- Long-Term: Years 8-10
- Visionary: 10+ Years

Acronyms:

- HSIP: Highway Safety Improvement Program
- MCIP: Multi-County Industrial Park designation
- RTP: Recreation Trails Program
- SBDC: Small Business Development Center
- SCDOT: South Carolina Department of Transportation
- TAP: Transportation Alternatives Program

Estimated Cost	Funding Source(s)	Responsible Parties	Notes
TBD	City	Recreation, Recreation Commission	RFP released in early 2021.
\$50,000	City	Recreation, Recreation Commission	
TBD	City	Recreation, Recreation Commission	
\$80,000	City	Recreation, Recreation Commission	Could be instrumental in further exploring the opportunity of making the City a sports destination
\$30,000	City	Recreation, Recreation Commission	
TBD	City	Recreation, Recreation Commission	
TBD	City	Public Works	Would likely need to be a phased approach
\$65,000	City	Planning & Zoning	A plan will help with signage and wayfinding consistency as village nodes develop
\$25,000-\$50,000	SC Arts Commission, City, SC Municipal Association	Cultural Arts Commission, Economic Development	The City of Anderson, SC recently completed a Downtown master plan that focused on the creative economy. It used a \$25,000 Hometown Economic Development Grant from the Municipal Association.

