

Planning Commission Special Called Meeting

June 28, 2024 @ 1:30 PM

[Watch Live on YouTube](#)

Seabrook Island Town Hall, Council Chambers 2001
Seabrook Island Road
Seabrook Island, SC 29455



Virtual Participation: Individuals who wish to participate in the meeting via Zoom may call (843) 768-9121 or email kwatkins@townofseabrookisland.org for log-in information prior to the meeting.

AGENDA

1. CALL TO ORDER

2. APPROVAL OF MINUTES

- A. **Planning Commission Regular Meeting:** May 8, 2024
- B. **Planning Commission Regular Meeting:** June 12, 2024

3. OLD BUSINESS ITEMS

There are no old business items

4. NEW BUSINESS ITEMS

- A. **Review and Discussion of Comprehensive Plan Elements** *[pages 2 –53]*
 - Land Use – **Second Draft**
 - Transportation – **Second Draft**

5. ITEMS FOR INFORMATION OR DISCUSSION

6. ADJOURNMENT

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



LAND USE ELEMENT

Element Goal

Maintain and enhance the existing residential beautiful, safe and resilient commercial coastal community character of the Town, and provide for compatible, appropriate, and high quality development and redevelopment.

9.1: OVERVIEW

A Land Use Element considers existing and future land use by categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped. Since Seabrook Island residents share a commitment to the natural environment and wildlife, land use in the Town is oriented toward residential, parks, open space, recreation, and limited commercial development to service residents and visitors. The incorporated boundaries of the Town also include a considerable amount of marsh and water features.

9.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Existing Land Use

Most of the land within the Town has been developed. The Housing Element notes that while there remains a limited number of undeveloped residential lots behind the entry gate, some of these have been identified as conservation lots that will never be built on, while others were purchased with the intent of leaving the property undeveloped. Outside of the entry gate and within Town limits there is a large undeveloped parcel currently identified on the Town's Zoning Map as multifamily residential R-TH, Residential Townhome, and there are a few undeveloped parcels within the unincorporated area of Charleston County that

~~could possibly be annexed into the Town and developed in the future.~~

Development Standards. The Town's Development Standards Ordinance (DSO) is based on the Comprehensive Plan for the Town which promotes safeguarding the character and unique resources of the community, while providing for a range of land uses in harmony with that character. Prior to the adoption of the current DSO and zoning map in July 2022, development within the Town has been characterized by large projects within Planned Development Districts (PDDs), pursuant to detailed Master Plans. ~~In the Town's Development Standards Ordinance (DSO) states that its purpose is to 1. Guide development in accordance with existing and future needs; 2. Protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare; 3. Preserve the environmental character of the community; 4. Facilitate the timely and adequate provision of water, sewage disposal, other utility services, parks, and other public infrastructure; 5. Regulate the density and distribution of populations and the uses of buildings, structures, and land for trade, residence, recreation, and conservation; 6. secure safety from fire, flood and other dangers; and 7. Further the public welfare in any other regard specified by Town Council.~~ The Town acknowledges that this development pattern has successfully "produced a community of diverse types and densities of development, while maintaining natural resources, recreation opportunities and the high aesthetic quality of the Town." The DSO further notes that it is the intent of Town Council that further development of the Town shall occur within Planned Development Districts, pursuant to approved Master Plans meeting the standards set forth in the DSO. Development standards for PDDs are established during the PDD application process, and this process is further detailed in the Future Land Use section later in this element.



Where specific development standards for these land uses are not specifically identified in approved PDDs (referenced in Article 6 of the DSO), the development standards are provided explicitly in other articles of the DSO, including:

- Article 7 – Lot and Building Requirements;
- Article 8 – General Development Requirements;
- Article 9 – Environmental Performance Standards;
- Article 10 – Buffers, Landscaping, and Tree Protection;
- Article 11 – Parking; and
- Article 12 – Signs.

Zoning Map and Land Uses Zoning Districts. The Town’s official “Zoning Map” is included at the end of this Land Use Element (Figure 9.5). ~~With only few exceptions, this map reflects the existing land uses within the Town’s incorporated area, as opposed to these seven following 14 zoning districts (see Figure 9.1) identified in Article 5-3 of the DSO:~~

- ~~AGC – Agricultural Conservation District;~~
- ~~AG – Agricultural General District;~~
- ~~SR – Single-Family Residential District;~~
- ~~PDD – Planned Development District;~~
- ~~CRO – Commercial-Retail/Office District;~~
- ~~LI – Light Industrial Service & Maintenance District; and~~
- ~~Government (Municipal Property District.~~

Conservation District (CP) – This district is established for the purpose of protecting and conserving critical areas and wetlands, wildlife habitats, other sensitive environmental areas, and those areas otherwise encumbered by conservation easements. In addition, all areas within the corporate limits of the town lying seaward of the SCDHEC-OCRM critical line are included.

Agricultural District (AGR) – The purpose of this district is to provide for and protect traditional, low intensity agricultural, farming, and recreational activities, together with very low-density single-family residential development.

Recreation District (RC) – This district provides for designated

**Figure 9.1
Zoning Districts**

Category	Designation	District Name
Conservation / Recreation Districts	CP	Conservation
	AGR	Agricultural
	RC	Recreation
	CSC	Camp St. Christopher
Residential Districts	R-SF1	Large LOT SINGLE-FAMILY
	R-SF2	Medium LOT SINGLE-FAMILY
	R-SF3	Small LOT SINGLE-FAMILY
	R-CL	SINGLE-FAMILY Cluster
	R-TH	TOWNHOME
	R-MF	MULTI-FAMILY
Support Districts	LC	Limited Commercial
	CF	Community Facilities/Services
Mixed Use District	MU	Mixed Use
OVERLAY DISTRICT	SIR	Seabrook Island Road

active and passive leisure amenities, both public and private, that contribute to the enjoyment and relaxation of life on Seabrook Island.

Camp St. Christopher District (CSC) - This district is established to preserve the historically significant and environmentally sensitive property occupied by the non-profit camp and conference center and to support its continued operation. The district allows those uses that currently exist, along with others that may be added in support of the camp’s mission and are commonly associated with such facilities, but not including for-profit commercial uses.

Large Lot Single-Family (R-SF1) - This district is created to retain the character of established large-lot single-family neighborhoods and to provide a district that would allow for the creation of future estate-sized home sites. Other uses are also permitted that are compatible with and supportive of the character of the homes in this district.

Moderate Lot Single-Family (R-SF2) - It is the purpose of this district to encompass those early subdivisions that were developed prior to the incorporation of the town and to establish



development standards based on the existing moderate density conditions that will minimize nonconformities to the extent practical. Other uses are also permitted that are compatible with, and supportive of, the character of the homes in this district.

Small Lot Single-Family (R-SF3) - This district is intended to support established development patterns of those existing subdivisions containing single-family homes on small lots and to reduce existing nonconformities to the extent practical.

Single-Family Cluster (R-CL) - This district is intended to accommodate single-family detached dwellings which are situated in a “cluster” style arrangement within a planned community, rather than on traditional single-family lots, and to provide greater flexibility for their improvement and expansion.

Townhome (R-TH) - This district is established specifically to accommodate townhome development at a reasonable density to afford an alternate form of residence within the community.

Multi-Family (R-MF) - This district is intended to support multi-family dwellings, including condominiums and apartments, at moderate density as another residential option within the community.

Community Facilities District (CF) - It is the purpose of this district to provide suitable locations for those facilities that generally comprise the public and quasi-public infrastructure for the community.

Limited Commercial District (LC) - This district is intended to provide a concentrated location for various businesses of a type, scale, and character that are in harmony with the residential nature of the Seabrook Island community and support the daily needs of its residents and visitors.

Mixed Use District (MU) - This district is established for the purpose of offering a tool that permits a combination of residential and non-residential uses within a cohesive integrated development. A variety of housing types is encouraged at moderate densities, along with complementary office, retail, and service uses in scale with the character of the district and

**Figure 9.2
Land Distribution By Zoning District**

Zoning	Acreage	Percentage
Agricultural	61.7	3%
Camp St. Christopher	227.6	10%
Community Facilities	37.5	2%
Conservation	584.5	26%
Limited Commercial	15.1	1%
Mixed Use	46.8	2%
Recreation	373.1	17%
Residential - Multi-Family	46.1	2%
Residential - Single-Family (Cluster)	32.7	1%
Residential - Single-Family (Large Lot)	90.2	4%
Residential - Single-Family (Medium Lot)	580.3	26%
Residential - Single-Family (Small Lot)	50.1	2%
Residential - Townhome	75.8	3%
	2221.6	100%

surrounding area. Size limits are imposed to ensure that nonresidential uses remain appropriate to the district intent.

Seabrook Island Road Overlay District (SIR) - As the only public right-of-way providing access to and from the town, it is essential that Seabrook Island Road be maintained as a safe, efficient, functional, and attractive corridor. This overlay district is established for that purpose. Regulations are established by this article to manage access to and from abutting properties, create an inviting and unified appearance along the corridor, protect the corridor’s prized natural features, promote alternate modes of transportation, and preserve the value of abutting properties

~~There is not a distinct correlation between the land uses identified on the zoning map and the zoning districts identified in Article 5 of the DSO. In some instances, the land use identified~~



on the zoning map is generalized, for example, the map identifies the land containing the municipal wastewater treatment facility as “Government Property”, a designation also shared by Town Hall. In other instances, the land use may correlate with a zoning district, however the use is governed by development standards set forth in an approved planned development. A total of fifteen (15) land uses are shown on the zoning map:

- Agriculture;
- Agriculture – Camp (St Christopher);
- Agriculture – Conservation;
- Commercial;
- Cotton Island;
- Easements;
- Government Property;
- Multifamily Residential;
- Parks and Recreation;
- Pump Stations;
- Rights-of-Way;
- Single Family Residential; and
- 3 Water Features; River, Lake, Marsh/Wetlands/Beach.

Figure 9.2 shows the zoning districts, how much area each district occupies, and the percentage of land each district comprises. Figure 9.3 is a visual representation of the land area each district occupies in acres, showing that the Conservation (CP) and Residential Single-Family (Medium Lot) are the largest districts by land distribution. Note that the table and the pie chart only list the 13 zoning districts and do not include the Seabrook Island Road Overlay District (SIR). The land uses identified in Figures 9.1, 9.2, and 9.3 differ slightly from the zoning map in that easements, pump stations and right-of-way have been combined into the ROW & Easements land use category, and the three water features have been combined into the “Undevelopable” land use category.

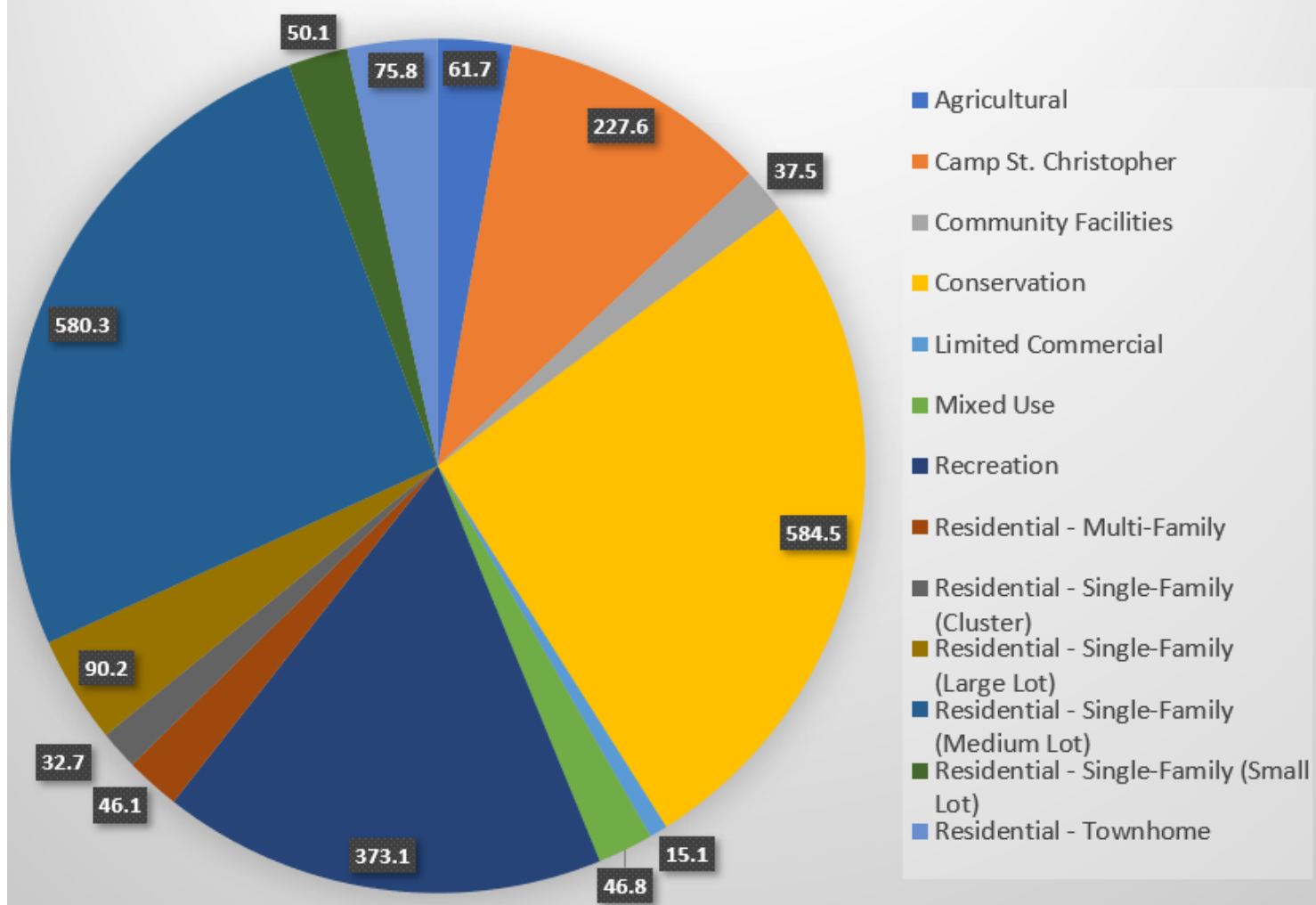
The entire area within the Town’s boundaries totals approximately 4,766 acres (7.44 square miles) based on the Town’s Zoning Map. Figure 9.1 identifies the Town’s land use distribution as a percentage of the entire Town and as a percentage of developable land only. Figures 9.2 and 9.3 present the same data in a pie chart format. It should be noted that about 2,971 acres are identified as undevelopable. This means that 62% of the current Town Limits likely will never be developed as they are areas containing river, lake, marsh, wetlands, or beach/ocean land and water features. Also worth noting is that the land use identified as Cotton Island refers to a 3-acre island located just east of Horse Island in the extreme northwest quadrant of the Town. There are special conditions, allowable uses and permanent restrictions placed on Cotton Island by Town Ordinance 2003-09, dated November 18, 2003.

Zoning of Annexed Property

The Development Standards Ordinance (DSO) speaks to the procedure for zoning annexed property. Per Section 3.6 of the DSO, “When land is annexed into the Town, its zoning designation shall be as established by the annexation ordinance. In instances when the zoning designation of land annexed into the Town is not established by the annexation ordinance, it shall be zoned R-SF1 until or unless the Town Council takes action to classify it as another zone district.”



Figure 9.3
Incorporated Area By Zoning District (In Acres)

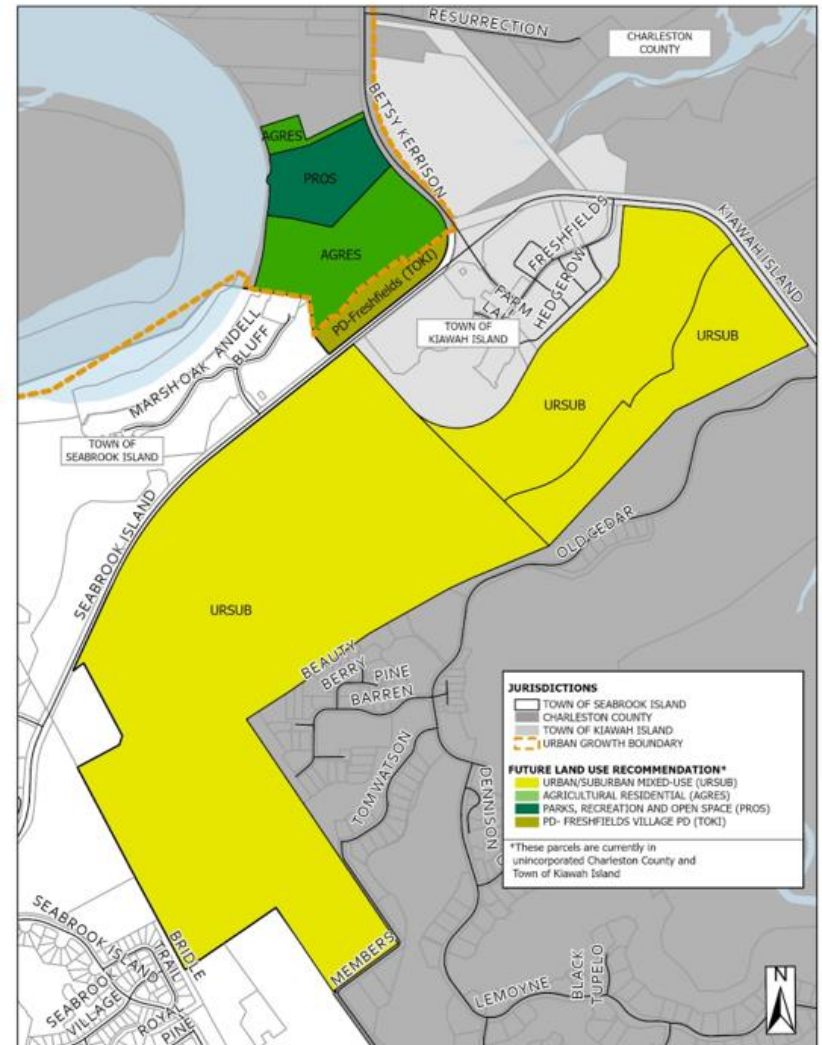


Source: Town of Seabrook Island Zoning Map, 2024



- ~~within a PD District after the effective date of this Ordinance;~~
- ~~e) Retail Trade/Professional Services;~~
- ~~d) General Offices;~~
- ~~e) Recreational Facilities (Golf, Tennis, Swimming, Equestrian);~~
- ~~f) Park;~~
- ~~g) Municipal Services (Churches, Town Facilities, EMS, Heliport); and~~
- ~~h) Utility Services.~~

Figure 9.4B
Future Land Use Map





Future Land Use Recommendations (Outside Town Limits)

Several parcels of land adjacent, or in close proximity, to the Town could be ~~annexed-developed~~ sometime in the future. It is in the Town's best interest to ~~consider-monitor what type of the potential for development going on these parcels and provide commentary to the applicable jurisdiction.~~ The undeveloped parcels identified on Figure 9.4A and 9.4B fall under the jurisdiction of Charleston County and the Town of Kiawah Island. They are zoned Low Density Residential (R4), Agricultural Residential (AGR), Planned Development (PD), or Planned Development – Freshfields Village. Figure 9.4B shows the Future Land Use designations which are Urban/Suburban Mixed Use (URSUB), Agricultural Residential (AGRES), Parks, Recreation, and Open Space (PROS), and Planned Development (PD).

~~Also shown on these maps is the Charleston County Urban Growth Boundary (UGB). The UGB dates back to the 1999 Charleston County Comprehensive Plan and was established as a tool to delineate the Rural Area from the Urban/Suburban Area. The Urban/Suburban Area is located within the UGB and is characterized by a diverse mix of residential neighborhoods, business/industrial uses, road frontage development, and undeveloped areas. High levels of infrastructure and services and medium to high intensity development exist within the Urban/Suburban Area. The Rural Area is located outside of the UGB and is identified by agricultural uses, forests, tidal marshes, and freshwater wetlands, which dominate the landscape. It is traversed by scenic rural roads and dotted with historic buildings and archaeological sites indigenous to the Lowcountry. Low levels of infrastructure and services and low intensity development exist within the Rural Area. On Figures 9.4A and 9.4B, the areas shown to the south and east of the Urban Growth Boundary line are within the UGB, Those shown to the west of the line are outside of the UGB.~~

~~The property on Figures 9.4A and 9.4B that is within the Town of Kiawah Island's jurisdiction is the location of the Freshfields Village Planned Development. This mixed use village center addresses the joint demands of the communities of Johns Island, Seabrook Island, and Kiawah Island. It occupies around seven acres near Haulover Creek and includes a range of commercial uses, with plans to possibly add residential uses in the future. On the parcels highlighted on Figure 9.4A and 9.4B, the Town of Seabrook Island would ideally like to see development that maintains the scale and context of the surrounding areas. would best serve the needs of the community in the event that these properties were to be annexed. Two future land use recommendations for the extraterritorial parcels identified in Figure 9.4 provide guidance for future development in the event any or all of these properties are annexed:~~

~~*Marina Mixed-Use (MMU)* — The Marina Mixed Use designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. Light retail uses, including retail and office, will also be permitted. Though the primary use is intended to be commercial in nature, a limited number of multi-family residential units may also be permitted, and the mixture of residential and commercial uses may be horizontal and/or vertical. Given the proximity to sensitive environmental and ecological areas, development of land within the Marina Mixed Use designation will require great care to minimize adverse impacts to the surrounding marine environment.~~



~~Neighborhood Mixed-Use—The Neighborhood Mixed Use designation is intended to accommodate mixed use development which is primarily residential in nature. Residential densities of up to four units per acre will be permitted. Future development is envisioned to be buffered from Seabrook Island Road; however, a limited amount of walkable, neighborhood-scale commercial development, including light retail, professional offices, restaurants and personal services, will be permitted in targeted locations. Given its size and location, this property will provide significant opportunities for greenspace preservation through cluster development. Future development of this property may significantly impact the town’s existing transportation network; therefore, future access to/from Seabrook Island Road will require careful coordination between the Towns of Seabrook Island and Kiawah Island, the property owner and/or developer and the owner(s) of neighboring properties.~~

Land Use Summary

~~Many municipalities provide a Future Land Use Map and descriptive development standards in their comprehensive plan to regulate and guide future development and redevelopment in their jurisdiction. The Town, however, has had the opportunity to guide future development in a more orderly and controlled manner through the application of planned developments. Nearly all of the land uses and development standards guiding both the Town’s built and natural environment are subject to approved planned developments.~~

~~Article 6 of the Town’s DSO describes the currently approved planned developments, and includes the Governing Master Plan and associated zoning and development standards by reference. The Town’s quality of development, unique balance of natural and built environments, and reputation as both a~~

~~great place to visit and live, are the result of a well-planned community guided by the planned development process. Future redevelopment and new development will be required to adhere to the same quality threshold, since redevelopment must conform to, or amend, previously approved planned developments, and new development (in excess of five acres) will be required to follow the well-defined planned development process. Development within the Town of Seabrook Island is regulated by the Town’s Development Standards Ordinance and Zoning Map both of which were effective as of July 1, 2022. Per Article 1 of the DSO, the purpose of the ordinance is to: 1) guide development in accordance with existing and future needs; 2) protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare; 3) preserve the environmental character of the community; 4) facilitate the timely and adequate provision of water, sewage, disposal, other utility services, parks, and other public infrastructure; 5) regulate the density and distribution of populations and the uses of buildings, structures and lands for trade, residence, recreation, and conservation; 6) secure safety from fire, flood, and other dangers; and 7) further the public welfare in any other regard specified by Town Council.~~

~~The Town’s DSO is based on the Comprehensive Plan for the Town which promotes safeguarding the character and unique resources of the community, while providing for a range of land uses in harmony with that character.~~



9.3: LAND USE ELEMENT GOAL

Element Goal

Maintain and enhance the ~~existing residential~~ beautiful, safe and resilient ~~commercial~~ coastal community character of the Town, and provide for compatible, ~~appropriate, and~~ high quality development and redevelopment.

Land Use Element Needs

- To maintain the Town's residential character and natural environment;
- Develop criteria and standards that encourage future development and redevelopment consistent with the Town's Vision Statement;
- Assure that continued development is accompanied or preceded by available services and community facilities;
- Zoning and development standards are enforced in a fair and consistent manner;
- Ensure the protection of sensitive and wildlife areas into the future; and
- Maintain and expand the Town's revenue opportunities.

9.4: LAND USE ELEMENT STRATEGIES AND TIMEFRAMES

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

1. Continue to Provide for high quality, orderly, controlled development and redevelopment.
2. Continue to Encourage expansion of conservation areas, parks, recreation, and open space.
- ~~3. Examine options available to the Town for phasing out Planned Development Districts (PDDs) and replacing with the underlying zoning district.~~
- 4-3. Prepare and adopt a Town Future Land Use Map that designates future land use recommendations for properties within Town Limits. As an example, the future land use designation of recreation or open space for current golf course parcels prevents such parcels from being redeveloped as a residential use in the future.
- ~~5. Apply future land use designations to extraterritorial properties eligible for annexation.~~
- 6-4. Work with the SIUC to require that all future extraterritorial customers agree to be annexed or agree to sign an annexation covenant.
- ~~7. In order to ensure that such actions are not construed as "spot zoning", acknowledge and potentially codify the Town's land preservation and conservation policy of approving rezoning requests of certain properties to the Agriculture-Conservation (AGC) District. This strategy may require a revision to the current definition of the AGC District.~~
- ~~5. Explore the feasibility of targeted rezoning and annexation opportunities in locations that are conducive to economic development. Establish formal policies and procedures for annexation requests.~~
6. Coordinate with neighboring jurisdictions to reach agreement at the regional level to recognize, implement, and protect the County's Urban Growth boundary (UGB) in local zoning determinations.



8.7. Carefully monitor potential impacts of future development proposals in the region.



**Figure 9.6
Consolidated Schedule of Uses**

USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
ACCESSORY USEs													
ACCESSORY USEs and STRUCTUREs	P	P	P	P	P	P	P	P	P	P	P	P	P
Drive-in and drive-through facilities for automated teller machines, banks, pharmacies, and similar uses (not including DRIVE-THROUGH RESTAURANTs)											C		C
Outdoor display areas for RETAIL ESTABLISHMENTs											C		C
Outdoor seating at eating/drinking establishments											C		C
Outdoor storage facilities												C	C
Agriculture and Conservation													
Agriculture		P											
Bulkhead and EROSION control devices	P	P	P	P									P
Community gardens	P	P	P	P									P
Open space preserves such as WETLANDs and wildlife habitat refuge areas	P	P	P	P	P	P	P	P	P	P			P
Entertainment, Hospitality, and Leisure													
Boat docks, landings and launches		P										P	P
Classroom and lecture facilities				P							P		P
Community swimming pools			P									P	
Dormitories, cabins, and cafeterias for campers and conference attendees, not including for-profit HOTELS				P									
Equestrian facilities		P	P	P									
Establishments serving alcoholic beverages											C		C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
Fitness club/health spa		P	P									P	P
Golf course/country club, including ACCESSORY USEs such as MAINTENANCE facilities, pro shops, lounges, banquet facilities, and RESTAURANTs.		P	P										
Greenways, boardwalks, and non-motorized trails/pathways	P	P	P	P	P	P	P	P	P	P	P	P	P
Gymnasium and indoor recreation facilities		P	P	P							P	P	P
HOTELs											P		P
MARINA			C								C		C
Non-commercial community or neighborhood activity uses such as, park/playground, swimming pool, storage STRUCTUREs, and off-street parking					p	p	p	p	p	p		P	P
OPEN AIR RECREATION uses	C	C	C	C								P	P
RESTAURANTs (not including DRIVE-THROUGH facilities)											P		P
Office													
Banks, savings & loans, and similar financial institutions											P		P
Government offices			P								P	P	P
Medical, dental or chiropractic office, including clinics and/or laboratory											P		P
Offices, general and professional											P		P
Veterinary offices and clinics											C		
Residential													
ACCESSORY DWELLING UNITs		C			C	C							
DWELLINGs on upper floors above businesses													C
HOME OCCUPATIONs		C			C	C	C	C	C	C			C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
SHORT-TERM RENTAL UNITs		C			C	C	C	C	C	C			C
MULTI-FAMILY DWELLINGs										P			P
SINGLE-FAMILY DWELLINGs		P			P	P	P	P					P
TOWNHOMEs									P				P
TWO-FAMILY DWELLINGs									P				P
VACATION CLUB UNIT		C			C	C	C	C	C	C			C
RETAIL													
Establishments, not exceeding 5,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											P		P
Establishments larger than 5,000 square feet but not more than 10,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											C		C
Services													
Cemetery				P									
Helipad											C		
KENNELs											C		
Government facilities, including storage and MAINTENANCE facilities											P	P	P
PERSONAL SERVICEs											P		P
Photographic studios											P		P
PLACES OF PUBLIC WORSHIP				P								P	P
RECREATIONAL VEHICLE storage											C	C	
UTILITY substation or subinstallation	C		C	C	C	C	C	C	C	C	C	C	C
Water or wastewater treatment facilities												C	
Wireless communication antennas or towers	C			C							C	C	C
Other													
Similar Uses	C	C	C	C	C	C	C	C	C	C	C	C	C

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Zoning Map and Zoning Districts. The Town's official "Zoning Map" is included at the end of this Land Use Element (Figure 9.5). This map reflects the following 14 zoning districts (see Figure 9.1) identified in Article 3 of the DSO:



Figure 9.1
Zoning Districts

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Agricultural District (AGR) – The purpose of this district is to provide for and protect traditional, low intensity agricultural, farming, and recreational activities, together with very low-density single-family residential development.

Recreation District (RC) – This district provides for designated active and passive leisure amenities, both public and private, that contribute to the enjoyment and relaxation of life on Seabrook Island.

Camp St. Christopher District (CSC) - This district is established to preserve the historically significant and environmentally sensitive property occupied by the non-profit camp and conference center and to support its continued operation. The district allows those uses that currently exist, along with others that may be added in support of the camp's

mission and are commonly associated with such facilities, but not including for-profit commercial uses.

Large Lot Single-Family (R-SF1) - This district is created to retain the character of established large-lot single-family neighborhoods and to provide a district that would allow for the creation of future estate-sized home sites. Other uses are also permitted that are compatible with and supportive of the character of the homes in this district.

Moderate Lot Single-Family (R-SF2) - It is the purpose of this district to encompass those early subdivisions that were developed prior to the incorporation of the town and to establish development standards based on the existing moderate density conditions that will minimize nonconformities to the extent practical. Other uses are also permitted that are compatible with, and supportive of, the character of the homes in this district.

Small Lot Single-Family (R-SF3) - This district is intended to support established development patterns of those existing subdivisions containing single-family homes on small lots and to reduce existing nonconformities to the extent practical.

Single-Family Cluster (R-CL) - This district is intended to accommodate single-family detached dwellings which are situated in a "cluster" style arrangement within a planned community, rather than on traditional single-family lots, and to provide greater flexibility for their improvement and expansion.

Townhome (R-TH) - This district is established specifically to accommodate townhome development at a reasonable density to afford an alternate form of residence within the community.

Multi-Family (R-MF) - This district is intended to support multi-family dwellings, including condominiums and apartments, at moderate density as another residential option within the community.

Community Facilities District (CF) - It is the purpose of this district to provide suitable locations for those facilities that generally comprise the public and quasi-public infrastructure for the community.



Limited Commercial District (LC) - This district is intended to provide a concentrated location for various businesses of a type, scale, and character that are in harmony with the residential nature of the Seabrook Island community and support the daily needs of its residents and visitors.

Mixed Use District (MU) - This district is established for the purpose of offering a tool that permits a combination of residential and non-residential uses within a cohesive integrated development. A variety of housing types is encouraged at moderate densities, along with complementary office, retail, and service uses in scale with the character of the district and surrounding area. Size limits are imposed to ensure that nonresidential uses remain appropriate to the district intent.

Seabrook Island Road Overlay District (SIR) - As the only public right-of-way providing access to and from the town, it is essential that Seabrook Island Road be maintained as a safe, efficient, functional, and attractive corridor. This overlay district is established for that purpose. Regulations are established by this article to manage access to and from abutting properties, create an inviting and unified appearance along the corridor, protect the corridor's prized natural features, promote alternate modes of transportation, and preserve the value of abutting properties

Figure 9.2 shows the zoning districts, how much area each district occupies, and the percentage of land each district comprises. Figure 9.3 is a visual representation of the land area each district occupies in acres, showing that the Conservation (CP) and Residential Single-Family (Medium Lot) are the largest districts by land distribution. Note that the table and the pie chart only list the 13 zoning districts and do not include the Seabrook Island Road Overlay District (SIR).

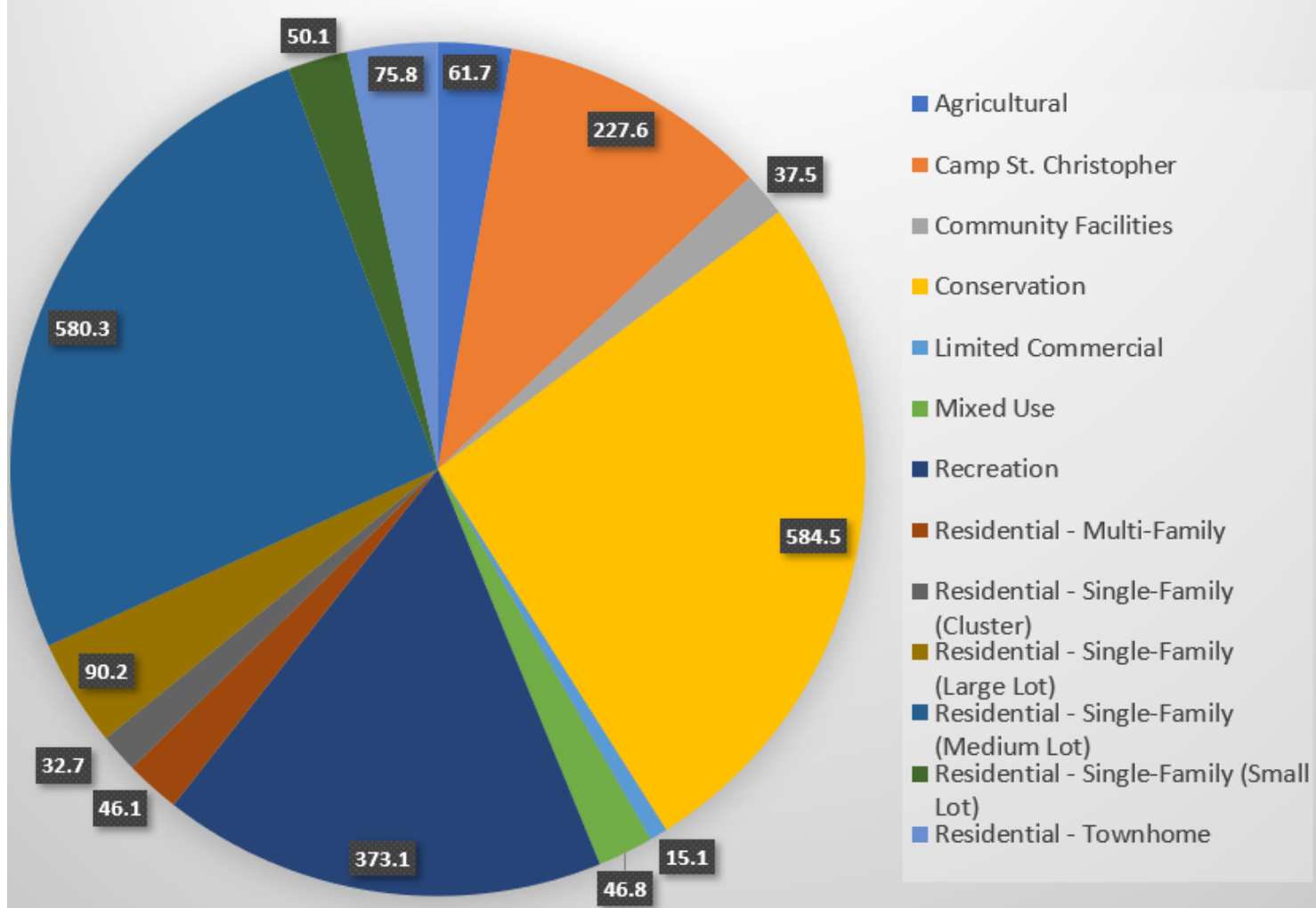
Zoning of Annexed Property

The Development Standards Ordinance (DSO) speaks to the procedure for zoning annexed property. Per Section 3.6 of the DSO, "When land is annexed into the Town, its zoning designation shall be as established by the annexation ordinance. In instances when the zoning designation of land annexed into the Town is not established by the annexation ordinance, it shall be zoned R-SF1 until or unless the Town Council takes action to classify it as another zone district."

Figure 9.2 Land Distribution By Zoning District		
Zoning	Acreeage	Percentage
Agricultural	61.7	3%
Camp St. Christopher	227.6	10%
Community Facilities	37.5	2%
Conservation	584.5	26%
Limited Commercial	15.1	1%
Mixed Use	46.8	2%
Recreation	373.1	17%
Residential - Multi-Family	46.1	2%
Residential - Single-Family (Cluster)	32.7	1%
Residential - Single-Family (Large Lot)	90.2	4%
Residential - Single-Family (Medium Lot)	580.3	26%
Residential - Single-Family (Small Lot)	50.1	2%
Residential - Townhome	75.8	3%
	2221.6	100%



Figure 9.3
Incorporated Area By Zoning District (In Acres)



Source: Town of Seabrook Island Zoning Map, 2024



Figure 9.4A
Zoning Map

Future Land Use (Within Town Limits)

The Town of Seabrook Island's Zoning Map (Figure 9.5) was adopted in 2022 and is an accurate representation of the Town's desired land use within town limits.

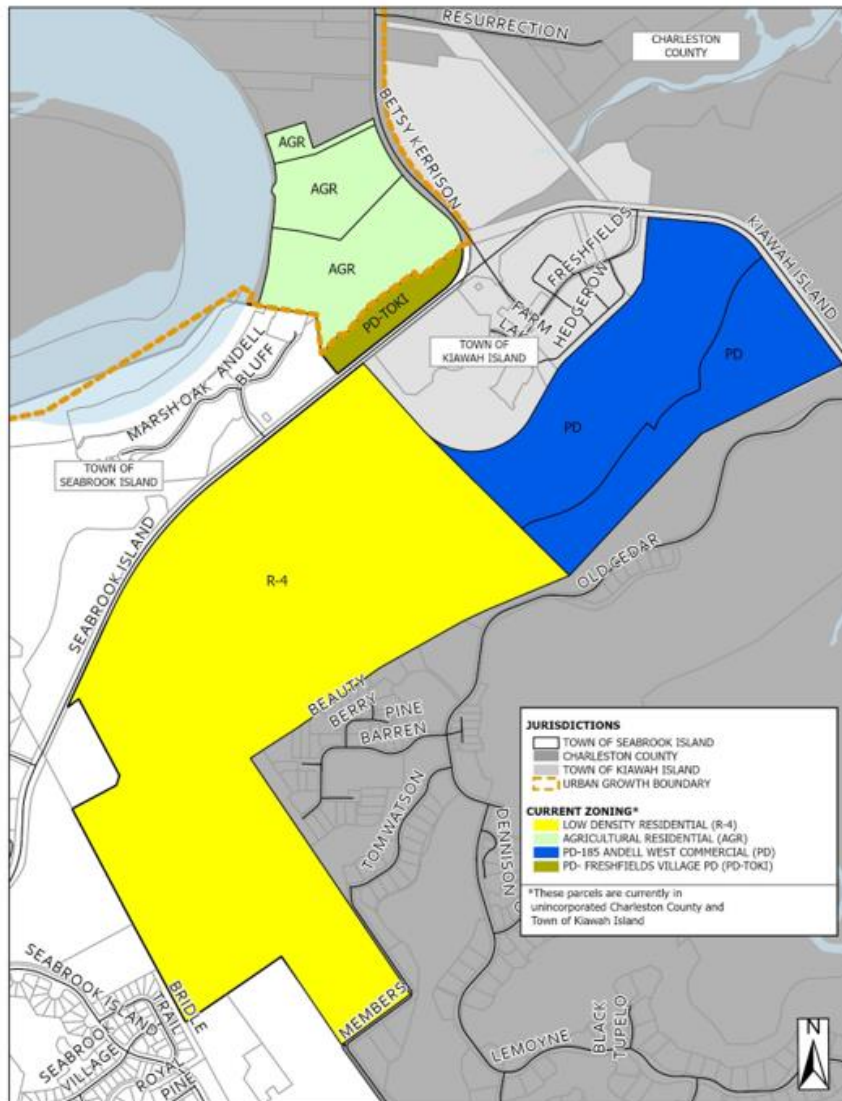
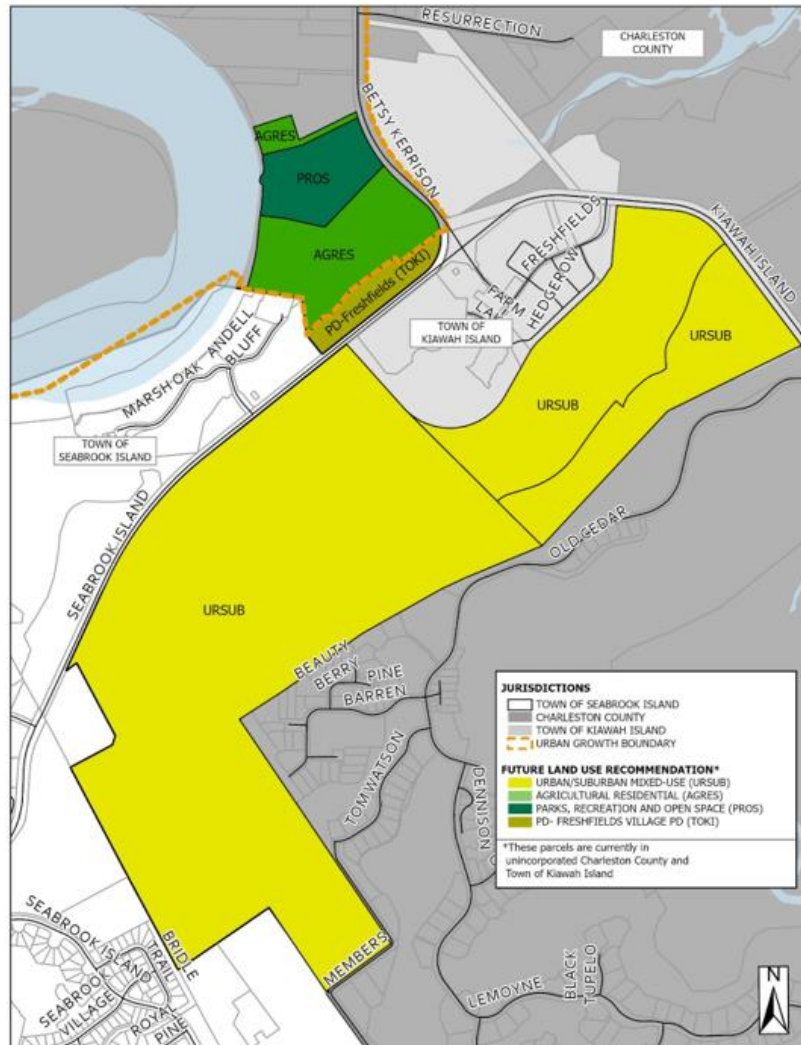




Figure 9.4B
Future Land Use Map



Future Land Use (Outside Town Limits)

Several parcels of land adjacent, or in close proximity, to the Town could be developed sometime in the future. It is in the Town’s best interest to monitor the potential for development going on these parcels and provide commentary to the applicable jurisdiction. The undeveloped parcels identified on Figure 9.4A and 9.4B fall under the jurisdiction of Charleston County and the Town of Kiawah Island. They are zoned Low Density Residential (R4), Agricultural Residential (AGR), Planned Development (PD), or Planned Development – Freshfields Village. Figure 9.4B shows the Future Land Use designations which are Urban/Suburban Mixed Use (URSUB), Agricultural Residential (AGRES), Parks, Recreation, and Open Space (PROS), and Planned Development (PD).

Also shown on these maps is the Charleston County Urban Growth Boundary (UGB). The UGB dates back to the 1999 Charleston County Comprehensive Plan and was established as a tool to delineate the Rural Area from the Urban/Suburban Area. The Urban/Suburban Area is located within the UGB and is characterized by a diverse mix of residential neighborhoods, business/industrial uses, road frontage development, and undeveloped areas. High levels of infrastructure and services and medium to high intensity development exist within the Urban/Suburban Area. The Rural Area is located outside of the UGB and is identified by agricultural uses, forests, tidal marshes, and freshwater wetlands, which dominate the landscape. It is traversed by scenic rural roads and dotted with historic buildings and archaeological sites indigenous to the Lowcountry. Low levels of infrastructure and services and low intensity development exist within the Rural Area. On Figures 9.4A and 9.4B, the areas shown to the south and east of the Urban Growth Boundary line are within the UGB, Those shown to the west of the line are outside of the UGB.



The property on Figures 9.4A and 9.4B that is within the Town of Kiawah Island's jurisdiction is the location of the Freshfields Village Planned Development. This mixed use village center addresses the joint demands of the communities of Johns Island, Seabrook Island, and Kiawah Island. It occupies around seven acres near Haulover Creek and includes a range of commercial uses, with plans to possibly add residential uses in the future. On the parcels highlighted on Figures 9.4A and 9.4B, the Town of Seabrook Island would ideally like to see development that maintains the scale and context of the surrounding areas.

Land Use Summary

Development within the Town of Seabrook Island is regulated by the Town's Development Standards Ordinance and Zoning Map both of which were effective as of July 1, 2022. Per Article 1 of the DSO, the purpose of the ordinance is to: 1) guide development in accordance with existing and future needs; 2) protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare; 3) preserve the environmental character of the community; 4) facilitate the timely and adequate provision of water, sewage, disposal, other utility services, parks, and other public infrastructure; 5) regulate the density and distribution of populations and the uses of buildings, structures and lands for trade, residence, recreation, and conservation; 6) secure safety from fire, flood, and other dangers; and 7) further the public welfare in any other regard specified by Town Council.

The Town's DSO is based on the Comprehensive Plan for the Town which promotes safeguarding the character and unique resources of the community, while providing for a range of land uses in harmony with that character.

9.3: LAND USE ELEMENT GOAL

Element Goal

Maintain and enhance the beautiful, safe and resilient coastal community character of the Town, and provide for compatible, high quality development and redevelopment.

Land Use Element Needs

- To maintain the Town's residential character and natural environment;
- Develop criteria and standards that encourage future development and redevelopment consistent with the Town's Vision Statement;
- Assure that continued development is accompanied or preceded by available services and community facilities;
- Zoning and development standards are enforced in a fair and consistent manner;
- Ensure the protection of sensitive and wildlife areas into the future; and
- Maintain and expand the Town's revenue opportunities.

9.4: LAND USE ELEMENT STRATEGIES AND TIMEFRAMES

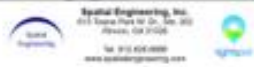
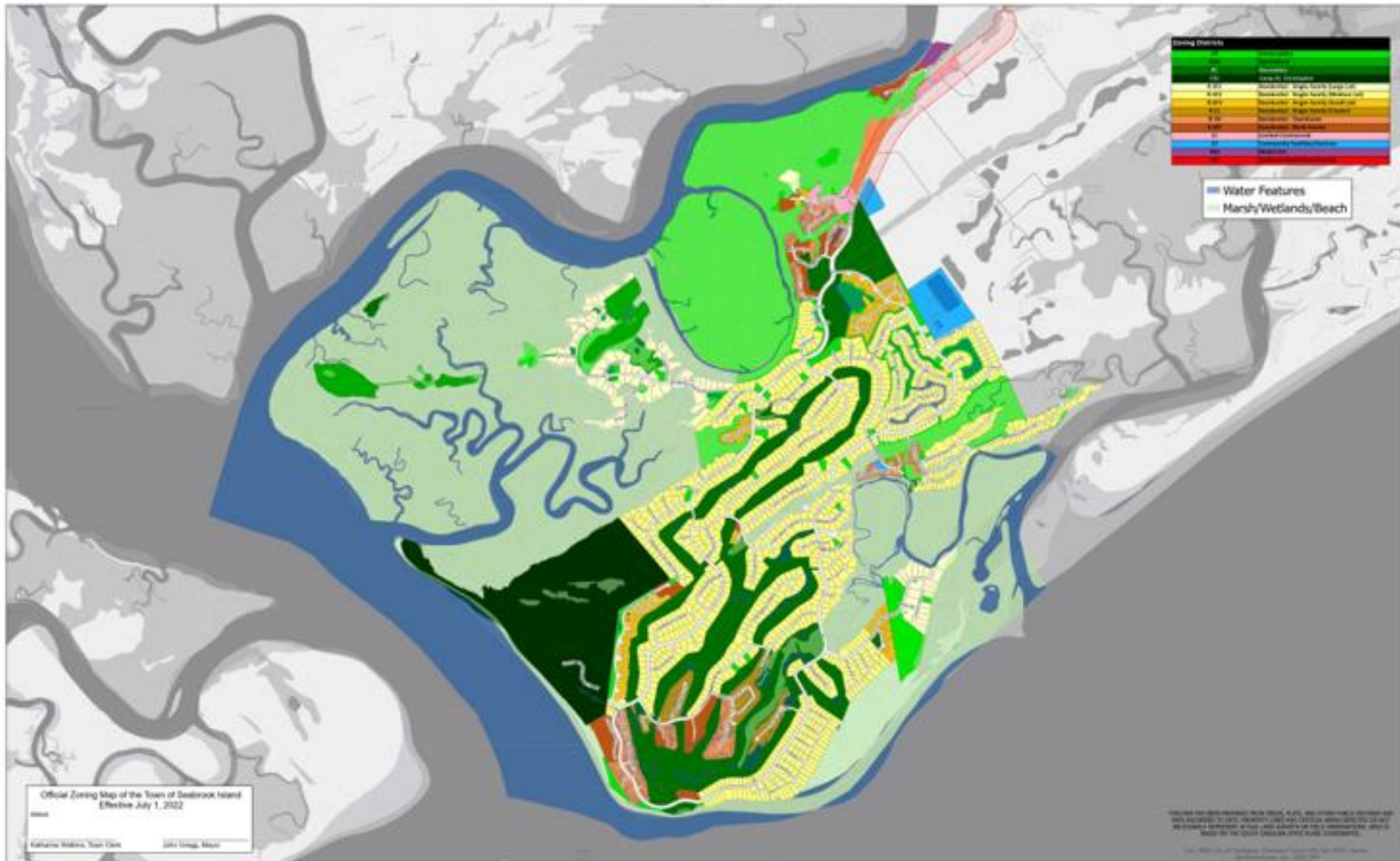
The Town should undertake the following strategic actions in support of the vision and goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.



1. Continue to provide for high quality, orderly, controlled development and redevelopment.
2. Continue to encourage expansion of conservation areas, parks, recreation, and open space.
3. Prepare and adopt a Town Future Land Use Map that designates future land use recommendations for properties within Town Limits. As an example, the future land use designation of recreation or open space for current golf course parcels prevents such parcels from being redeveloped as a residential use in the future.
4. Work with the SIUC to require that all future extraterritorial customers agree to be annexed or agree to sign an annexation covenant.
5. Establish formal policies and procedures for annexation requests.
6. Coordinate with neighboring jurisdictions to reach agreement at the regional level to recognize, implement, and protect the County's Urban Growth boundary (UGB) in local zoning determinations.
7. Carefully monitor potential impacts of future development proposals in the region.



**Figure 9.5
Zoning Map**



Town of Seabrook Island Zoning Map
Effective Date: July 1, 2022





**Figure 9.6
Consolidated Schedule of Uses**

USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
ACCESSORY USEs													
ACCESSORY USEs and STRUCTUREs	P	P	P	P	P	P	P	P	P	P	P	P	P
Drive-in and drive-through facilities for automated teller machines, banks, pharmacies, and similar uses (not including DRIVE-THROUGH RESTAURANTs)											C		C
Outdoor display areas for RETAIL ESTABLISHMENTs											C		C
Outdoor seating at eating/drinking establishments											C		C
Outdoor storage facilities												C	C
Agriculture and Conservation													
Agriculture		P											
Bulkhead and EROSION control devices	P	P	P	P									P
Community gardens	P	P	P	P									P
Open space preserves such as WETLANDs and wildlife habitat refuge areas	P	P	P	P	P	P	P	P	P	P			P
Entertainment, Hospitality, and Leisure													
Boat docks, landings and launches		P										P	P
Classroom and lecture facilities				P							P		P
Community swimming pools			P									P	
Dormitories, cabins, and cafeterias for campers and conference attendees, not including for-profit HOTELS				P									
Equestrian facilities		P	P	P									
Establishments serving alcoholic beverages											C		C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
Fitness club/health spa		P	P									P	P
Golf course/country club, including ACCESSORY USEs such as MAINTENANCE facilities, pro shops, lounges, banquet facilities, and RESTAURANTs.		P	P										
Greenways, boardwalks, and non-motorized trails/pathways	P	P	P	P	P	P	P	P	P	P	P	P	P
Gymnasium and indoor recreation facilities		P	P	P							P	P	P
HOTELs											P		P
MARINA			C								C		C
Non-commercial community or neighborhood activity uses such as, park/playground, swimming pool, storage STRUCTUREs, and off-street parking					p	p	p	p	p	p		P	P
OPEN AIR RECREATION uses	C	C	C	C								P	P
RESTAURANTs (not including DRIVE-THROUGH facilities)											P		P
Office													
Banks, savings & loans, and similar financial institutions											P		P
Government offices			P								P	P	P
Medical, dental or chiropractic office, including clinics and/or laboratory											P		P
Offices, general and professional											P		P
Veterinary offices and clinics											C		
Residential													
ACCESSORY DWELLING UNITs		C			C	C							
DWELLINGs on upper floors above businesses													C
HOME OCCUPATIONs		C			C	C	C	C	C	C			C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
SHORT-TERM RENTAL UNITs		C			C	C	C	C	C	C			C
MULTI-FAMILY DWELLINGs										P			P
SINGLE-FAMILY DWELLINGs		P			P	P	P	P					P
TOWNHOMEs									P				P
TWO-FAMILY DWELLINGs									P				P
VACATION CLUB UNIT		C			C	C	C	C	C	C			C
RETAIL													
Establishments, not exceeding 5,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											P		P
Establishments larger than 5,000 square feet but not more than 10,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											C		C
Services													
Cemetery				P									
Helipad											C		
KENNELs											C		
Government facilities, including storage and MAINTENANCE facilities											P	P	P
PERSONAL SERVICES											P		P
Photographic studios											P		P
PLACES OF PUBLIC WORSHIP				P								P	P
RECREATIONAL VEHICLE storage											C	C	
UTILITY substation or subinstallation	C		C	C	C	C	C	C	C	C	C	C	C
Water or wastewater treatment facilities												C	
Wireless communication antennas or towers	C			C							C	C	C
Other													
Similar Uses	C	C	C	C	C	C	C	C	C	C	C	C	C

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



TRANSPORTATION ELEMENT

Element Goal

Ensure the ongoing maintenance and improvement of the Town's multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while regionally supporting regional roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the Greater Charleston area.

10.1: OVERVIEW

The Transportation Element considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. The majority of the transportation facilities within the Seabrook Island Town limits are privately maintained and not the responsibility of the Town.

10.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Seabrook Island's multi-modal transportation system is composed of a road network, and bicycle/pedestrian pathways. SIPOA is responsible for the maintenance and improvement of the private roads and bicycle/pedestrian pathways located behind the SID entry gate, and Landfall Way located just outside the entry gate. The Town is responsible for the maintenance and improvement of Seabrook Island Road and the adjacent bicycle/pedestrian pathway extending from the entry gate to the Freshfields Village traffic circle. Each of the remaining five named streets outside of the entry gate are privately owned and maintained by property owners' associations. These private roads are Andell Bluff Boulevard,

Marsh Oak Lane, Sterling March Lane, Turtle Watch Lane, and Emmaline Lane. While the Town is not responsible for the maintenance and replacement of any of these private roads, it is responsible for the safety and welfare of its citizens in driving these roads.

Road Development Standards

The Town's Development Standards Ordinance (DSO) governs all land development within the incorporated areas of the Town. According to the DSO, all roads and drainage within the Town are to be constructed in conformance with the standards and specifications of the Town of Seabrook Island's Road Code. The DSO further defines these standards and specifications (the Town's "Road Code") through the "adoption of the Charleston County Zoning and Land Development Regulations Road Construction Standards in its entirety."

SIPOA-owned Roads

As stated in the SIPOA protective covenants, the SID "is a private entity with access thereto on a controlled and limited basis through a private SIPOA owned and operated gate." All roads, right-of-way, walkways, boardwalks, easements and vehicle ways are owned by or, upon completion in accordance with the requirements of SIPOA, are to be deeded or transferred to SIPOA. In order to preserve the property values and the quality of life for the general benefit of its property owners, the organization assumes the responsibility of protecting, operating, maintaining and improving all of the properties under its ownership.

While the SIPOA protective covenants specify the responsibilities for ensuring the economic vibrancy of the organization, the SIPOA bylaws further define how the organization will be governed--via committees and a board of directors which provide oversight of the professional staff and have the responsibility to define further the policies, rules and regulations within the community. A



comprehensive plan is maintained by the organization and includes ~~an operational, short-term and a~~ long-term strategic plan. It is important to note that a strategy included in ~~each of these~~ the plans is to “embrace the major planning assumption that local sea level will continue to rise. This assumption (and its implications for high tide flooding) will have specific application to the long term plans which the General ~~Operating~~ Operations and Maintenance Committee continues to develop for new infrastructure, replacing/upgrading existing infrastructure ~~(excluding roads)~~, and ~~raising/resurfacing/repaving~~ roads ~~and upgrading road drains.”~~

In ~~2023~~ 2016, SIPOA hired Miller Dodson Associates to update the organization’s 40-year Replacement Reserve Study. ~~According to SIPOA’s 2016 Annual Report,~~ “The replacement reserve study provides “an inventory of our community facilities and infrastructure components that require periodic replacement. It also includes a general view of the current condition of these items as well as a financial plan to fund the projected periodic replacement. The report is a valuable tool in SIPOA’s budget planning process, as it and provides a guide for SIPOA’s annual capital funding requirements.”

Operating expenses related to infrastructure, and capital expenses related to roads and drainage, are important line items included in each year’s SIPOA annual budget. The strategies included in the SIPOA ~~Comprehensive Strategic Plan coupled with recommendations included in the 40-year Replacement Reserve Study~~ provide guidance in developing these annual budgets, ~~including taking into account future transportation network needs and ensuring that the organization is working within a sound financial framework. These efforts are critically important to SIPOA members considering that roughly 75 percent~~ the majority of the annual budget revenue comes from annually-adjusted property owner assessments.

Seabrook Island Road

The public segment of Seabrook Island Road which extends from approximately Seabrook Island Town Hall to the Freshfields Village traffic circle, is currently owned by the Town, and serves as the Town’s only road maintenance responsibility. The segment of Seabrook Island Road extending southwestward beyond ~~Town Hall~~ Landfall Way and the entry gate is privately owned by SIPOA and forms a continuous loop road that serves as the primary collector road for the majority of local roads within the SID community. At the northeastern end of Seabrook Island Road is the traffic circle completed in 2005. This traffic circle is owned by the Town of Kiawah Island and merges traffic to and from the Betsy Kerrison Parkway, the Kiawah Island Parkway, the Seabrook Island Parkway Road, and the entrance/exit from the Freshfields Village shopping center.

Traffic Counts and Level of Service. The public segment of Seabrook Island Road is an east-west, two-lane major collector roadway. The volume of traffic that travels this road can be measured in annual average daily traffic (AADT). The AADT represents the total volume of vehicle traffic of a highway or road for a year divided by 365 days. The South Carolina Department of Transportation (SCDOT) provides current and historic AADT based on permanent traffic count stations located throughout the state. The SCDOT Count Station #723 is located on Seabrook Island Road just southwest of Andell Bluff Boulevard. The ~~historic~~ AADT from 2009 to 2017 for this count station has fluctuated in recent years, risen steadily from 2017 (5,600 AADT) to 2022 (7,700 AADT) until it decreased slightly in 2023 (6,000 AADT). In fact, traffic volumes for 2014 through 2017 are lower than those for 2012 and 2013. Considering that the Seabrook Island Development (SID) is “nearly built-out” as discussed in the Population Element, Housing Element, and Land Use Element of this Comprehensive Plan Update Review, it is anticipated that traffic attributed to Seabrook island residents, guests, and services on Seabrook Island Road will



experience ~~only~~ a moderate increase ~~in overall traffic volume~~ in the coming years. Traffic increases can be expected with the completion of the Seafields and MUSC health facilities.

Traffic operations at intersections are typically evaluated in terms of “Level of Service” or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board’s Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays and LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.

In ~~June-May 2024~~¹⁸, a traffic impact analysis was prepared for a proposed development in the Town of Kiawah just southwest of the traffic circle (Traffic Impact Analysis, Seabrook Island Road, ~~Freshfields Village Senior Living~~^{Sea Islands Freestanding Emergency Department}, Prepared for ~~Kiawah Resort Associates, LPMcMillan Pazdan Smith~~, by ~~Thomas and Hutton~~^{Stantec}, ~~June May 2024~~¹⁸). This report included a capacity analysis for the traffic circle intersection as well as the intersection of Seabrook Island Road and Andell Bluff Boulevard based on peak hour traffic counts ~~and a 24-hour tube count~~ taken in ~~May-October 2023~~¹⁸. The analysis found that the traffic circle’s northeast approach (Seabrook Island Road) is currently operating at a LOS C for AM Peak Hour traffic and LOS ~~B-A~~ for PM Peak Hour traffic. The analysis also found that the intersection of Seabrook Island Road and Andell Bluff Boulevard is currently operating at LOS B for ~~both AM and PM~~ Peak Hour traffic and a LOS C for PM Peak Hour traffic.

~~Seabrook Island Gateway Improvement Program~~^{Concept Master Plan}. In ~~2016~~, Town Council approved the ~~Seabrook Island Gateway Improvement Program~~ to upgrade the portion of Seabrook Island Road that the Town maintains from the SIPOA property line at Landfall Way to the traffic circle at Freshfields Village. ~~The two primary objectives of the program are first, to create a gateway to~~

~~Seabrook Island that provides a safe passage to and from Seabrook Island with emphasis on special weather events and emergencies, and second, to enhance the appearance of the gateway through landscaping, signage and design elements.~~

~~While the program has not progressed as quickly as originally intended, much progress has been made over the last year. About half of the infrastructure improvements were aimed at limiting the flooding of Seabrook Island Road from Town Hall to the traffic circle when high tide levels are at approximately 7.5 feet. Improvements already completed include new concrete piping and flood control valves, as well as cure-in-place (CIP) liners for existing piping. Future flood preventative measures include three additional flood control valves and the cleaning of drainage easements across adjacent properties.~~

In 2019, ~~the~~ Town ~~has also recently~~ hired a firm to assist with development of a conceptual master plan for future entrances and exits for adjacent parcels of land. In February, ~~2019~~^{of that year}, the consultants presented a draft version of this master plan to the Town’s Planning Commission for review and comment. This master plan is provided in this element for conceptual purposes to assist in the review of future development requests, see Figure 10.1. This concept includes a frontage road that would parallel Seabrook Island Road to the south, allowing for more controlled access points for future property development between Town Hall and the currently proposed Freshfields Village Senior Living development. The frontage road would also provide an important secondary route for hurricane evacuation. The landscape buffer between the frontage road and Seabrook Island Road, would ensure long-term sustainability of the bicycle and pedestrian pathway currently held within a revocable easement. The proposed roundabout at the entrance to Bohicket Marina would serve as a formal entrance to the Town, and allow for additional commercial development south of Seabrook Island Road. It should be noted



FIGURE 10.1
ENTRY ROAD DRAFT CONCEPTUAL MASTER PLAN



Source: ESP Associates, Inc., February 2019.

that the Town controls all proposed improvements within Seabrook Island Road, including the proposed roundabout and any encroachments.

The Regional Transportation Network

As mentioned in the Population Element of this Comprehensive Plan Update, although the growth rate of the Town has essentially leveled off, the Greater Charleston area as a whole has continued to grow dramatically over the last decade. This growth has outpaced transportation improvements throughout the region, and has resulted in each of the three counties (Charleston, Dorchester,

and Berkeley) asking for, and receiving, citizen approval of transportation sales tax programs to assist in funding future road improvements. The long-term revenue received through the increase in local sales tax allows these counties to bond and build important transportation projects in the short term. However, even with the financial boost provided through these programs, the completion of much needed transportation projects continue to be

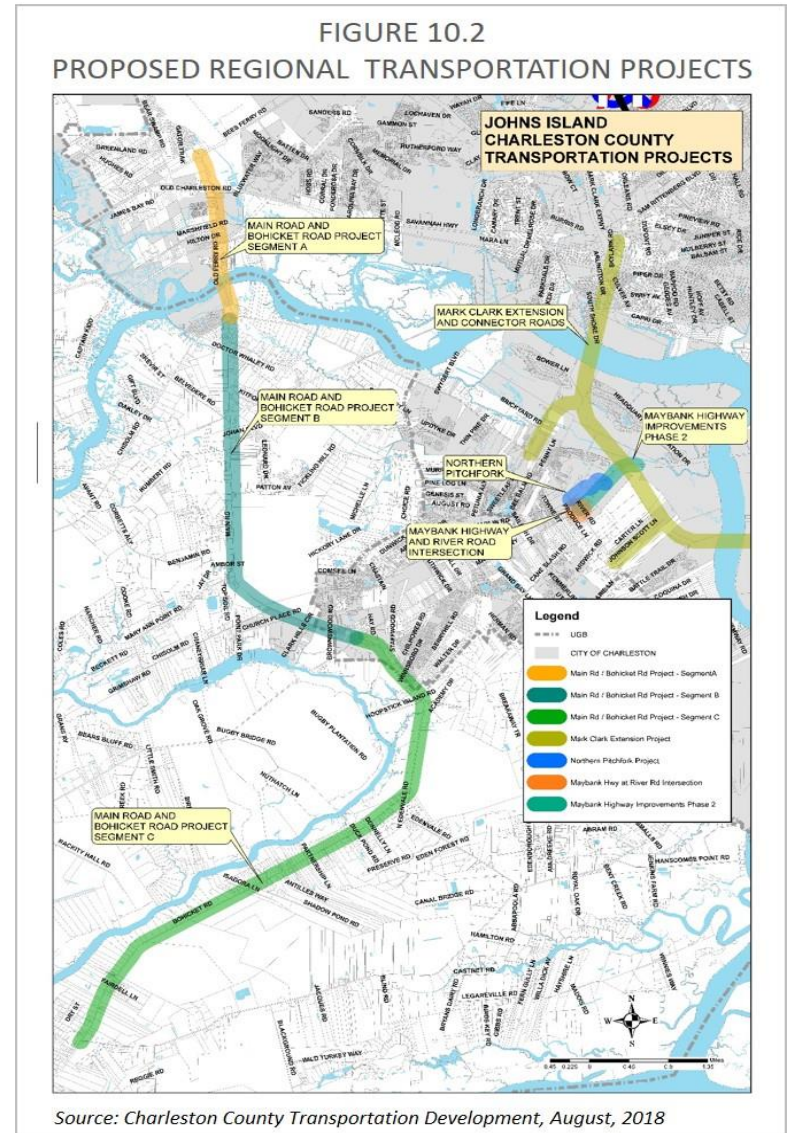


hampered by cost, complexity, environmental, and growth concerns.

Regional travel to and from Seabrook Island traverses the Johns Island road network. The condition of these Johns Island roads are as important to the Seabrook Island community as are the local roads with the town limits. Johns Island is also one of the fastest growing areas in the Greater Charleston area. ~~Many of the residents on Johns Island have expressed concerns~~ It is evident that infrastructure improvements, including the road network, have not kept pace with new residential development on the island. As a consequence, road congestion has dramatically increased on Johns Island in recent years. This increase in traffic has resulted in longer travel times for Seabrook Island, Kiawah Island and Wadmalaw Island Residents-residents as well.

Active Johns Island Transportation Improvement Projects. There is currently an increased focus on improving Johns Island roads to address the increased traffic congestion. The two primary chokepoints are access to and from Johns Island to the mainland using Main Road, and access to and from Johns Island to James Island using Maybank Highway. The roads are not only chronically congested during weekdays s-rush hours, but also remain very busy throughout the day on weekends and holidays. While the congestion is further amplified by the continued residential growth on Johns Island, there are several short term and long term transportation improvement projects planned that are designed to address the issue, see Figure 10.2. These road improvement projects are equally as important to the Seabrook Island community, as they too are dependent upon the Johns Island road network for regional travel.

In 2018, phase 2 of the Maybank Highway Improvements Project was completed creating a new westbound lane forming two continuous lanes from Paul Gelegotis Bridge to River Road. This improvement has markedly improved traffic flow onto Johns Island





from James Island. ~~At this same chokepoint, additional funded projects include improvements to the Maybank Highway at River Road intersection as well as Earlier in 2024~~ construction of a two-lane road connecting Maybank Highway to River Road north of Maybank Highway (also referred to as the “northern pitchfork”)- ~~completed and open to traffic. These projects have improved traffic flow especially onto Johns Island from James Island. Charleston County Public Works (CCPW) also performed some re-striping on Maybank Highway for new lane assignments at the River Road intersection. CCPW was recently authorized by County Council to utilize \$1.8 million in remaining funds from these projects to begin design work on a fourth lane off-island from River Road to the Paul J. Gelegotis Bridge.~~

For the Bohicket Road/Main Road corridor that connects Seabrook Island travelers to the mainland, there is a four-phase road widening project that includes near term improvements as well as longer term improvements. For the near term, there are planned improvements for the US 17 at Main Road intersection, and a widening of Main Road from Bees Ferry Road to Chisolm Road/River Road. Also planned in the near term will be improvements to the Main Road/Bohicket Road at Maybank Highway intersection. The longer term improvements include the widening of Bohicket Road from Maybank Highway to ~~Betsy Kerrison Parkway, Plow Ground Road along with associated intersection improvements,; and the widening of Main Road from River Road to Maybank Highway.~~

Proposed “New Corridor” Transportation Projects. Two additional proposed “new corridor” transportation projects have been considered as a means to alleviate congestion on Johns Island and the surrounding area. First is a proposed 7-mile extension of the existing I-526 corridor. The South Carolina State Infrastructure Bank (SIB) has limited its commitment to fund the Mark Clark Extension Project’s construction, from its current terminus at US Highway 17 South to the James Island Connector. Most of the

remaining costs for this project must be borne by the County, and that funding hinges on voter approval of an anticipated sales tax increase. At the time of this commitment in 2006, the total project cost was estimated to be \$420 million, and since then, the Bank has awarded the County \$99 million for preliminary design, environmental impact studies, engineering, and right-of-way acquisition.

The Mark Clark Extension project’s goals are to strengthen the regional transportation network’s capacity, increase safety, and improve mobility to and from the Charleston metropolitan area’s West Ashley, Johns Island, and James Island neighborhoods. On January 31, 2023, County Council allocated \$75 million of Transportation Sales tax funding to continue to move the project forward. This funding should complete the permitting process and acquire the needed ROW for the first phase of the project. The SCDOT, who is managing the project, has recommended that the project be split into two phases. The first phase would be from the existing terminus at West Ashley to Johns Island. ~~The new corridor extension would begin where existing I-526 currently terminates at US 17 in West Ashley, then would proceed southward across the Stono River to Johns Island, then eastward across the Stono River again to James Island, ultimately connecting with the existing James Island Connector at Folly Road. This project would add two additional access points on and off Johns Island, resulting in improved commute times as well as providing an additional route for hurricane evacuation. Opponents to the project feel that while congestion and commute times would be temporarily alleviated, easier access and improved commute times would encourage further development on Johns Island. As of January 2019, Charleston County and South Carolina’s State Transportation Infrastructure Bank reached a new funding agreement for the construction of this I-526 extension project. While this allows the project to begin the 12-18 month permitting process, there is the~~



~~prospect of the project facing additional legal challenges in the future.~~

The second proposed “new corridor” transportation project is the Sea Island Parkway. This proposed parkway is planned as a multi-modal arterial to provide congestion relief to Bohicket Road, as well as an alternative hurricane evacuation route for residents of Seabrook Island, Kiawah Island and the southern portion of Johns Island. The vision for this facility is a streetscaped 4-lane divided roadway with planted medians. The roadway would extend approximately 9.4 miles from Betsy Kerrison Parkway northeastward to River Road. While the project is scored and prioritized in the recently approved Charleston Area Transportation Study Metropolitan Planning Organization (CHATS MPO) 20450 Long Range Transportation Plan, the project is ranked 132nd–136th out of 138–147 ranked vision–capacity enhancement projects.

Emergency Evacuation

Seabrook Island is a barrier island and, as such, is particularly susceptible to risks associated with severe weather. Natural disasters like hurricanes, floods, tornadoes and earthquakes are potential hazards that need to be addressed not only by organizations like the Town and SIPOA, but also by individual residents and property owners. Evacuation of the Island is called for when one of these natural disasters is judged imminent. If a mandatory evacuation order is issued, the prescribed evacuation route calls for leaving the Island via Seabrook Island Road, and then on to Bohicket Road, Main Road and Highway 17. Highway 17 is then taken south to SC64 and then on to Walterboro. More information regarding the Town’s emergency evacuation plan, as well as its Comprehensive Emergency Plan, can be accessed from the Town’s website at www.townofseabrookisland.org

Public Transportation

The two primary public transportation systems serving the Charleston Region are the Charleston Area Regional Transportation Authority (CARTA) and the TriCounty Link (TCL). CARTA is a public transportation system dedicated to providing affordable transit in the Charleston community through local fixed routes, on-demand paratransit service and express commuter routes. The TriCounty Link system is comprised of nine-ten regular deviated fixed routes and six-three commuter routes providing services to rural residents of Berkeley, Charleston, and Dorchester counties. The deviated fixed routes follow a published schedule and operate as a “flag-stop” service, picking up customers between scheduled stops along the fixed route alignment. Each route also offers a route deviation option that allows the driver to go off the route up to ¼ of a mile to pick up customers that cannot meet the bus at designated stop locations. This is primarily a pre-scheduled curb-to-curb service, which allows TCL to meet the Americans with Disabilities Act (ADA) requirements.

While no CARTA routes serve Seabrook Island, there is currently are two-one TCL routes serving the Johns Island area. The first is TCL Route C204 (aka Johns Island – West Ashley) offers four trips per day (two AM and two PM trips), which It is a 13 stop route that begins at Mt. Zion Elementary School on River Road, and ends at Citadel Mall in West Ashley, with route alignment primarily along River Road, Betsy Kerrison Parkway, Bohicket Road, Main Road, and US-17/Savannah Highway, and It includes a stop at Freshfields Village, centrally located to serve both Seabrook Island and Kiawah Island. The second is TCL Route C205 (aka Johns Island – James Island), which is an eight stop route that begins at Mt. Zion Elementary and ends at the James Island Walmart located at the intersection of George L. Griffith Boulevard and Folly Road. Each of these– The TCL routes have stops that are co-located with CARTA routes, allowing users to access all the urban routes provided by CARTA.



The aforementioned CHATS MPO 20450 Long Range Transportation Plan recognizes a great need for improved public transportation and identifies twelve “recommended transit vision corridor projects”, including high and medium capacity bus rapid beyond Town limits, bicycle and pedestrian facilities provide access to nearby Freshfields Village businesses, as well as a continuous path to Kiawah Island and Kiawah Beachwalker Park. Providing pedestrian access to Johns Island is a continuous asphalt walking path along the west side of Betsy Kerrison Parkway that extends approximately three miles from just north of Haulover Creek to the intersection of Betsy Kerrison Parkway/Main Road and River Road. This path would benefit from repair and upgrading, which in turn would encourage greater use, transit, additional commuter express bus routes, and even commuter ferry routes. However, since none of these planned future corridor projects extend into western Charleston County, it is likely Seabrook Island residents will not see any substantial public transportation improvements in the near future. BCDCOG, through a Federal Transit Administration (FTA) grant, will be developing the TCL On-Demand Rural Transit Development Study/Plan which will seek to improve transit access and connectivity within the TCL rural service area. The study will evaluate alternative service solutions, including micro-transit options, to better connect rural residents to existing and emerging job centers and improve overall rural transit service.

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side of Seabrook Island Road. While this multi-use path is also maintained by the Town through the same landscaping contract, it is not contained within the Seabrook Island Road right-of-way, but rather located within recorded easements on private property. The path extends from Freshfields Village to beyond the entry gate onto SIPOA-owned property. Beyond the entry gate, this multi-use path extends a short distance, wrapping around the Lake House and continuing only several hundred feet further.

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Figure 10.3
Seabrook Island Bike Routes (Northern Section)

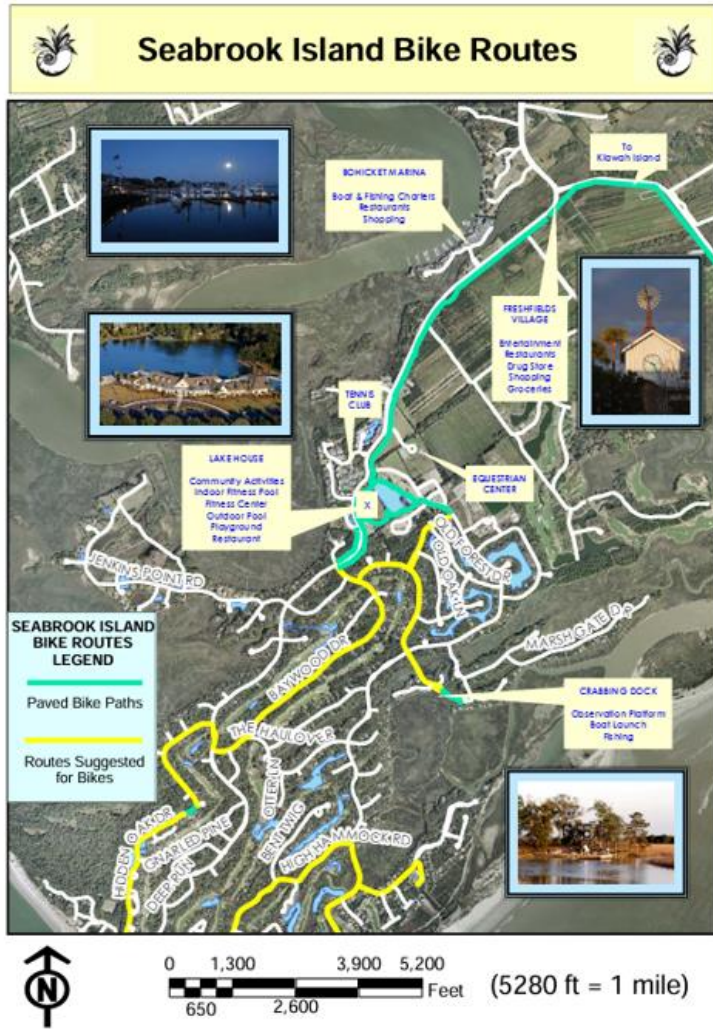
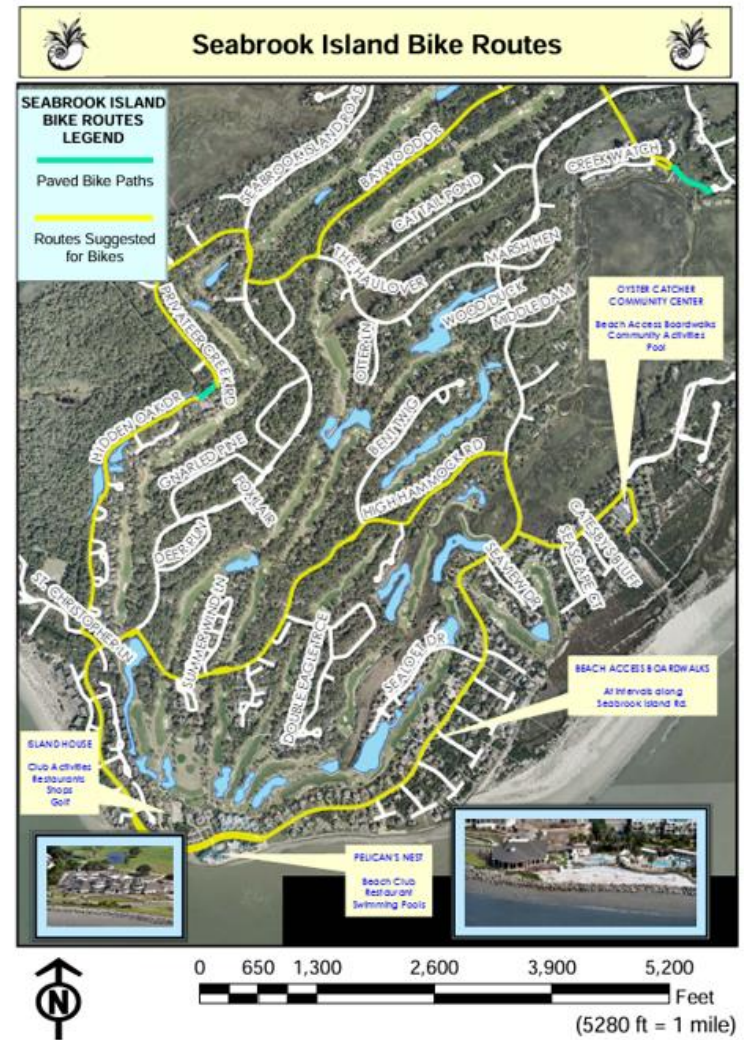


Figure 10.4
Seabrook Island Bike Routes (Southern Section)





Several plans have been prepared by various agencies to address the connection and expansion of the Greater Charleston area’s regional bicycle and pedestrian network. These include the Charleston County Park and Recreation Commission’s *People 2 Parks Implementation Study (2016)* and the Berkeley Charleston Dorchester Council of Government (BCDCOG) *Walk+BikeBCD Regional Bicycle and Pedestrian Plan (2017)*. The purpose of the BCDCOG plan is to guide short and long-term land-use and transportation planning decisions for a safer, more accessible region for people on foot and bike. The Plan includes region-wide recommendations, including Johns Island recommendations that would greatly enhanced the pedestrian and biking opportunities for the Seabrook Island community. The Plan’s bikeway presentations for Johns Island are shown in Figure 10.5.

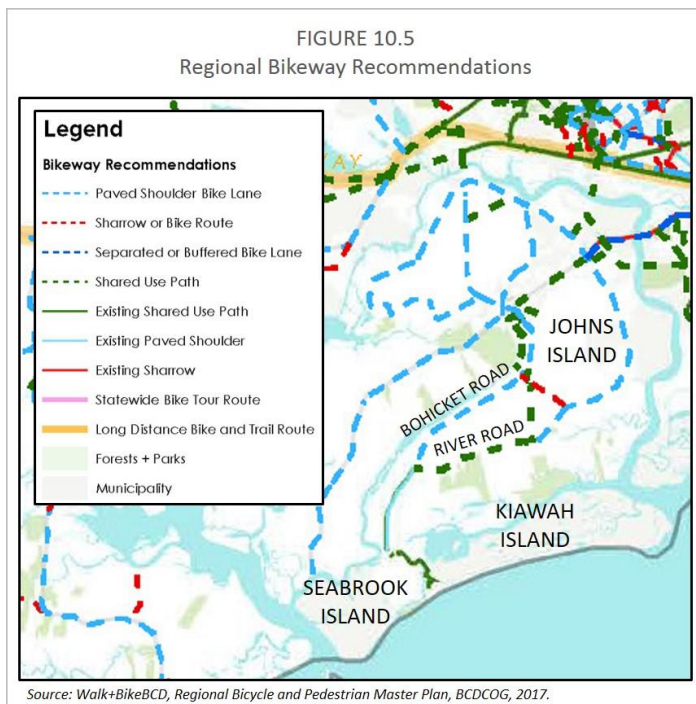
10.3: TRANSPORTATION ELEMENT GOAL

Element Goal

Ensure the ongoing maintenance and improvement of the Town’s multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while regionally supporting roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the overall Charleston region.

Transportation Element Needs

- Cooperating and coordinating with all private and public organizations responsible for the quality, efficiency and safety of the local and regional road network;
- Maintaining the structural integrity and beauty of Seabrook Island Road which serves as the gateway to Seabrook Island; and
- Ensuring the long-term sustainability and usability of existing pedestrian and bicycle paths and providing connections to the larger regional bicycle and pedestrian master plan.
- Actively pursuing funding options for road, bike, and pedestrian projects.
- Exploring staff/worker local and regional transportation possibilities and opportunities to and from the Town.
- Using best practices to mitigate roadway flooding.
- Working to facilitate emergency evacuation of the barrier islands.





10.4: TRANSPORTATION ELEMENT STRATEGIES AND TIMEFRAMES

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

1. Continue to Promote compatibility among roadway improvements, land use patterns, community character and natural environment.
2. Continue to Ensure that the Town's roadway system is properly maintained to meet the safe and efficient mobility of residents, businesses, and visitors.
3. Continue to Support regional roadway initiatives to improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the overall Charleston region.
4. Continue to Support the recommendations included in the Town consultant's Entry Road Conceptual Master Plan.
5. Continue to Support connecting the Town's bicycle and pedestrian pathways to the regional network included in the *Walk+Bike BCD*, *Regional Bicycle and Pedestrian Master plan*.

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



TRANSPORTATION ELEMENT

Element Goal

Ensure the ongoing maintenance and improvement of the Town's multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while supporting regional roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the Greater Charleston area.

10.1: OVERVIEW

The Transportation Element considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. The majority of the transportation facilities within the Seabrook Island Town limits are privately maintained and not the responsibility of the Town.

10.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Seabrook Island's multi-modal transportation system is composed of a road network, and bicycle/pedestrian pathways. SIPOA is responsible for the maintenance and improvement of the private roads and bicycle/pedestrian pathways located behind the SID entry gate, and Landfall Way located just outside the entry gate. The Town is responsible for the maintenance and improvement of Seabrook Island Road and the adjacent bicycle/pedestrian pathway extending from the entry gate to the Freshfields Village traffic circle. Each of the remaining five named streets outside of the entry gate are privately owned and maintained by property owners' associations. These private roads are Andell Bluff Boulevard,

Marsh Oak Lane, Sterling March Lane, Turtle Watch Lane, and Emmaline Lane. While the Town is not responsible for the maintenance and replacement of any of these private roads, it is responsible for the safety and welfare of its citizens in driving these roads.

Road Development Standards

The Town's Development Standards Ordinance (DSO) governs all land development within the incorporated areas of the Town. According to the DSO, all roads and drainage within the Town are to be constructed in conformance with the standards and specifications of the Town of Seabrook Island's Road Code. The DSO further defines these standards and specifications (the Town's "Road Code") through the "adoption of the Charleston County Zoning and Land Development Regulations Road Construction Standards in its entirety."

SIPOA-owned Roads

As stated in the SIPOA protective covenants, the SID "is a private entity with access thereto on a controlled and limited basis through a private SIPOA owned and operated gate." All roads, right-of-way, walkways, boardwalks, easements and vehicle ways are owned by or, upon completion in accordance with the requirements of SIPOA, are to be deeded or transferred to SIPOA. In order to preserve the property values and the quality of life for the general benefit of its property owners, the organization assumes the responsibility of protecting, operating, maintaining and improving all of the properties under its ownership.

While the SIPOA protective covenants specify the responsibilities for ensuring the economic vibrancy of the organization, the SIPOA bylaws further define how the organization will be governed--via committees and a board of directors which provide oversight of the professional staff and have the responsibility to define further the policies, rules and regulations within the community. A



comprehensive plan is maintained by the organization and includes a long-term strategic plan. It is important to note that a strategy included in the plans is to embrace the major planning assumption that local sea level will continue to rise. This assumption (and its implications for high tide flooding) will have specific application to the long term plans which the General Operations and Maintenance Committee continues to develop for new infrastructure, replacing/upgrading existing infrastructure, and repaving roads.

In 2023, SIPOA hired Miller Dodson Associates to update the organization's 40-year Replacement Reserve Study. The replacement reserve study provides an inventory of community facilities and infrastructure components that require periodic replacement. It also includes a general view of the current condition of these items. The report is a valuable tool and provides a guide for SIPOA's annual capital funding requirements.

Operating expenses related to infrastructure, and capital expenses related to roads and drainage, are important line items included in each year's SIPOA annual budget. The strategies included in the SIPOA Strategic Plan provide guidance in developing these annual budgets, and ensuring that the organization is working within a sound financial framework. These efforts are critically important to SIPOA members considering that the majority of the annual budget revenue comes from annually adjusted property owner assessments.

Seabrook Island Road

The public segment of Seabrook Island Road which extends from approximately Seabrook Island Town Hall to the Freshfields Village traffic circle, is currently owned by the Town, and serves as the Town's only road maintenance responsibility. The segment of Seabrook Island Road extending southwestward beyond Landfall Way and the entry gate is privately owned by SIPOA and forms a continuous loop road that serves as the primary collector road for

the majority of local roads within the SID community. At the northeastern end of Seabrook Island Road is the traffic circle completed in 2005. This traffic circle is owned by the Town of Kiawah Island and merges traffic to and from the Betsy Kerrison Parkway, the Kiawah Island Parkway, the Seabrook Island Road, and the entrance/exit from the Freshfields Village shopping center.

Traffic Counts and Level of Service. The public segment of Seabrook Island Road is an east-west, two-lane major collector roadway. The volume of traffic that travels this road can be measured in annual average daily traffic (AADT). The AADT represents the total volume of vehicle traffic of a highway or road for a year divided by 365 days. The South Carolina Department of Transportation (SCDOT) provides current and historic AADT based on permanent traffic count stations located throughout the state. The SCDOT Count Station #723 is located on Seabrook Island Road just southwest of Andell Bluff Boulevard. The AADT for this count station had risen steadily from 2017 (5,600 AADT) to 2022 (7,700 AADT) until it decreased slightly in 2023 (6,000 AADT). Considering that the Seabrook Island Development (SID) is "nearly built out" as discussed in the Population Element, Housing Element, and Land Use Element of this Comprehensive Plan Review, it is anticipated that traffic attributed to Seabrook island residents, guests, and services on Seabrook Island Road will experience a moderate increase in the coming years. Traffic increases can be expected with the completion of the Seafields and MUSC health facilities.

Traffic operations at intersections are typically evaluated in terms of "Level of Service" or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board's Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays and LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.



In May 2024, a traffic impact analysis was prepared for a proposed development in the Town of Kiawah just southwest of the traffic circle (Traffic Impact Analysis, Seabrook Island Road, Sea Islands Freestanding Emergency Department, Prepared for McMillan Pazdan Smith, by Stantec, May 2024). This report included a capacity analysis for the traffic circle intersection as well as the intersection of Seabrook Island Road and Andell Bluff Boulevard based on peak hour traffic counts taken in October 2023. The analysis found that the traffic circle's northeast approach (Seabrook Island Road) is currently operating at a LOS C for AM Peak Hour traffic and LOS A for PM Peak Hour traffic. The analysis also found that the intersection of Seabrook Island Road and Andell Bluff Boulevard is currently operating at LOS B for AM Peak Hour traffic and a LOS C for PM Peak Hour traffic.

all proposed improvements within Seabrook Island Road, including the proposed roundabout and any encroachments.

Seabrook Island Concept Master Plan.

In 2019, the Town hired a firm to assist with development of a conceptual master plan for future entrances and exits for adjacent parcels of land. In February, of that year, the consultants presented a draft version of this master plan to the Town's Planning Commission for review and comment. This master plan is provided in this element for conceptual purposes to assist in the review of future development requests, see Figure 10.1. This concept includes a frontage road that would parallel Seabrook Island Road to the south, allowing for more controlled access points for future property development between Town Hall and the currently proposed Freshfields Village Senior Living development. The frontage road would also provide an important secondary route for hurricane evacuation. The landscape buffer between the frontage road and Seabrook Island Road, would ensure long-term sustainability of the bicycle and pedestrian pathway currently held within a revocable easement. The proposed roundabout at the entrance to Bohicket Marina would serve as a formal entrance to the Town, and allow for additional commercial development south of Seabrook Island Road. It should be noted that the Town controls

FIGURE 10.1
ENTRY ROAD DRAFT CONCEPTUAL MASTER PLAN



Source: ESP Associates, Inc., February 2019.

The Regional Transportation Network

As mentioned in the Population Element of this Comprehensive Plan Update, although the growth rate of the Town has essentially leveled off, the Greater Charleston area as a whole has continued to grow dramatically over the last decade. This growth has outpaced transportation improvements throughout the region and has resulted in each of the three counties (Charleston, Dorchester, and Berkeley) asking for, and receiving, citizen approval of transportation sales tax programs to assist in funding future road

improvements. The long-term revenue received through the increase in local sales tax allows these counties to bond and build important transportation projects in the short term. However, even with the financial boost provided through these programs, the completion of much needed transportation projects continue to be hampered by cost, complexity, environmental, and growth concerns.

Regional travel to and from Seabrook Island traverses the Johns Island road network. The condition of these Johns Island roads are



as important to the Seabrook Island community as are the local roads with the town limits. Johns Island is also one of the fastest growing areas in the Greater Charleston area. It is evident that infrastructure improvements, including the road network, have not kept pace with new residential development on the island. As a consequence, road congestion has dramatically increased on Johns Island in recent years. This increase in traffic has resulted in longer travel times for Seabrook Island, Kiawah Island and Wadmalaw Island residents as well.

Active Johns Island Transportation Improvement Projects. There is currently an increased focus on improving Johns Island roads to address the increased traffic congestion. The two primary chokepoints are access to and from Johns Island to the mainland using Main Road, and access to and from Johns Island to James Island using Maybank Highway. The roads are not only chronically congested during weekdays, but also remain very busy throughout the day on weekends and holidays. While the congestion is further amplified by the continued residential growth on Johns Island, there are several short term and long term transportation improvement projects planned that are designed to address the issue, see Figure 10.2. These road improvement projects are equally as important to the Seabrook Island community, as they too are dependent upon the Johns Island road network for regional travel.

In 2018, phase 2 of the Maybank Highway Improvements Project was completed creating a new westbound lane forming two continuous lanes from Paul Gelegotis Bridge to River Road. This improvement has markedly improved traffic flow onto Johns Island from James Island. Earlier in 2024 construction of a two-lane road connecting Maybank Highway to River Road north of Maybank Highway (also referred to as the “northern pitchfork”) completed and open to traffic. These projects have improved traffic flow especially onto Johns Island from James Island. Charleston County Public Works (CCPW) also performed some re-striping on Maybank

Highway for new lane assignments at the River Road intersection. CCPW was recently authorized by County Council to utilize \$1.8 million in remaining funds from these projects to begin design work on a fourth lane off-island from River Road to the Paul J. Gelegotis Bridge.

For the Bohicket Road/Main Road corridor that connects Seabrook Island travelers to the mainland, there is a four-phase road widening project that includes near term improvements as well as longer term improvements. For the near term, there are planned improvements for the US 17 at Main Road intersection, and a widening of Main Road from Bees Ferry Road to Chisolm Road/River Road. Also planned in the near term will be improvements to the Main Road/Bohicket Road at Maybank Highway intersection. The longer term improvements include the widening of Bohicket Road from Maybank Highway to Plow Ground Road along with associated intersection improvements.

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Figure 10.3
Seabrook Island Bike Routes (Northern Section)



Source: Extracted from www.seabrookisland.com, May 16, 2024

Figure 10.4
Seabrook Island Bike Routes (Southern Section)



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Several plans have been prepared by various agencies to address the connection and expansion of the Greater Charleston area's regional bicycle and pedestrian network. These include the Charleston County Park and Recreation Commission's *People 2 Parks Implementation Study (2016)* and the Berkeley Charleston Dorchester Council of Government (BCDCOG) *Walk+BikeBCD Regional Bicycle and Pedestrian Plan (2017)*. The purpose of the BCDCOG plan is to guide short and long-term land-use and transportation planning decisions for a safer, more accessible region for people on foot and bike. The Plan includes region-wide recommendations, including Johns Island recommendations that would greatly enhanced the pedestrian and biking opportunities for the Seabrook Island community. The Plan's bikeway presentations for Johns Island are shown in Figure 10.5.

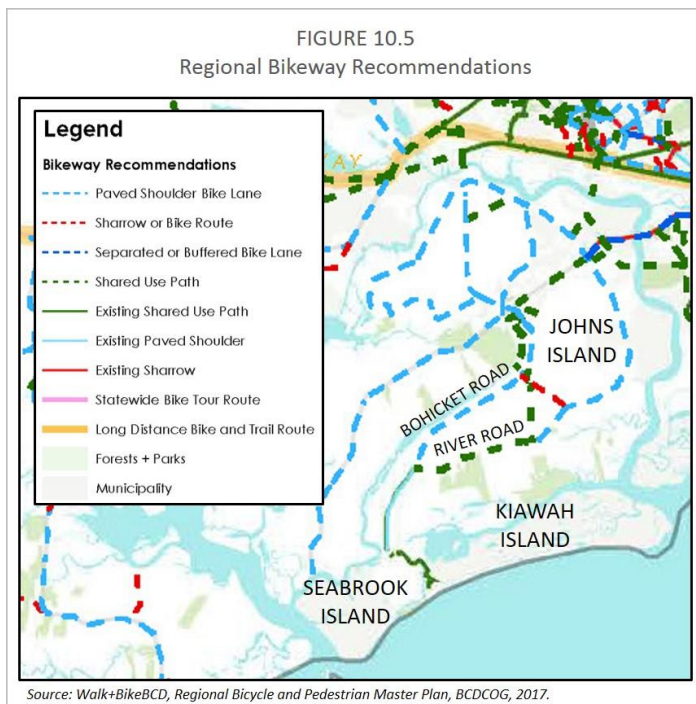
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