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make a difference.*

CHARLESTON NECK PLAN



CITY OF CHARLESTON
DECEMBER 6, 2003

Acknowledgements

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Charleston Neck Plan

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Introduction

In 2000 the Charleston City Council adopted an Economic Development Plan for the Enterprise Community. The plan was drafted by the Greater Charleston Empowerment Corporation. It includes four parts. One part of the plan made general recommendations for physical development in the Enterprise Community. It also recommended that physical development issues be studied in more detail to ensure that the community leads quality development in the area.

This plan is the next step in that physical development planning process. **The purpose of this plan is to provide a framework for physical development in the Charleston Neck area.** Our study area may be seen on several maps in the Background section of this document. This area covers 3795 acres or 5.93 square miles. This is a huge study area. It includes everything from viable heavy industrial property to small single-family neighborhoods. Sound planning for such a large diverse area will be done in digestible steps over a period of years.

Every step in planning for the Neck is and was intended to happen openly and with plenty of community involvement. That was the case in this step of the process, as the City sponsored a series of workshops to develop this document. Each workshop was held in the Rosemont neighborhood and residents were invited to participate. A list of those that participated can be found in the Appendix. The Planning Team conducted an extensive citizen survey to prompt residents with specific questions. A compilation of those survey results may also be found in the Appendix.

The job of the Planning Team was to take all the ideas and opinions we received and craft an intelligent plan that can provide a solid framework for development that is flexible enough to evolve as planning continues - without compromising the goals of the Enterprise Community Plan. To make this plan the team asked residents to help us draft a set of "Designers' Guidelines". Those are included in the second section of this document. The success of this plan should be measured against these initial guidelines.

Our plan includes three key sections: 1) the Urban Plan, 2) a Zoning Strategy, and 3) an Implementation Strategy. This document also includes a preliminary Infrastructure Assessment that describes essential public investments that will be needed to support the plan. This assessment will continue with all the service providers in the area.





LEGEND

- CITY OF CHARLESTON
- REGIONAL POINTS OF INTEREST
- MAJOR ROADS
- STUDY AREA
- WATER



Regional Location Map





LEGEND

STUDY AREA

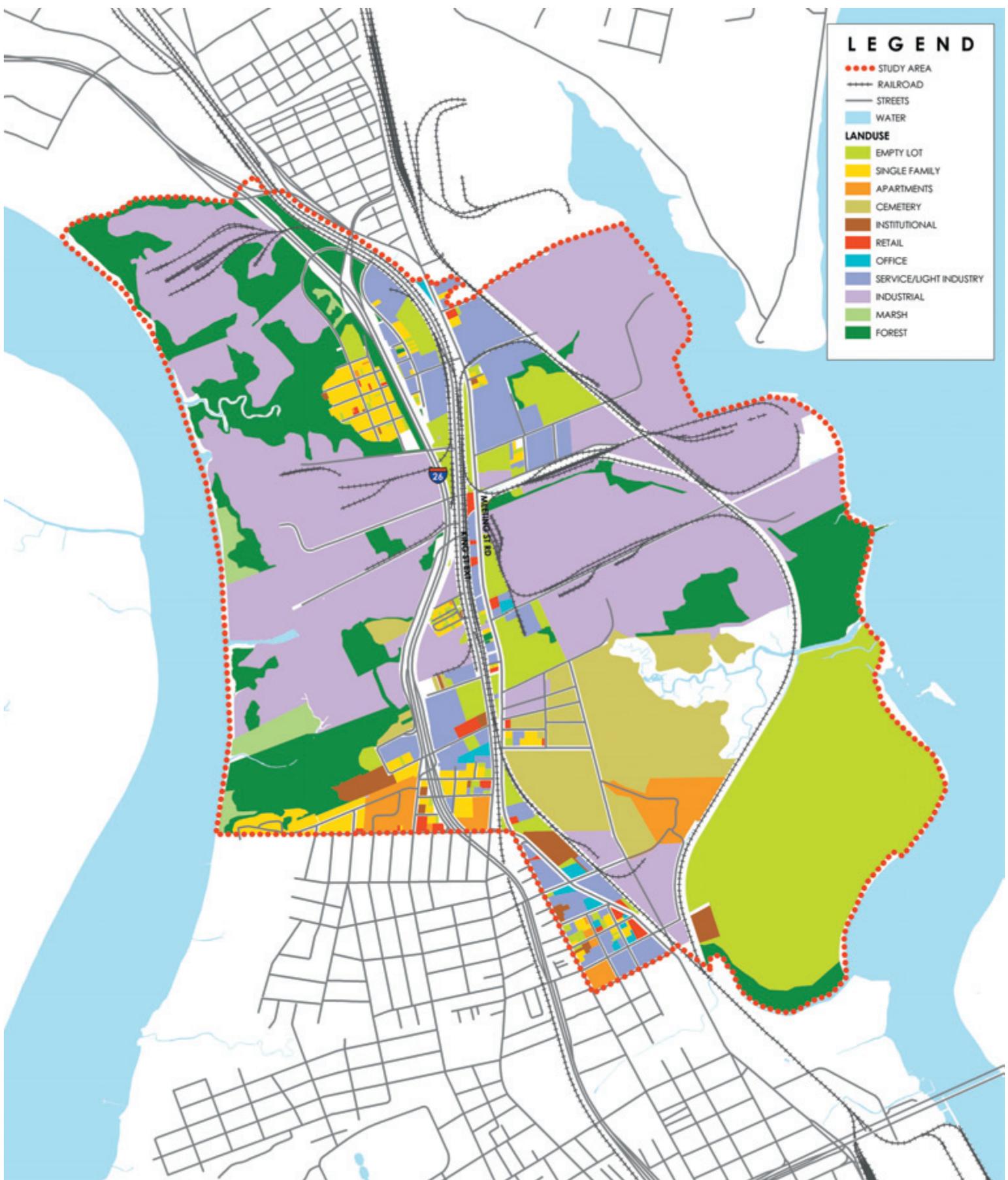


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Aerial View



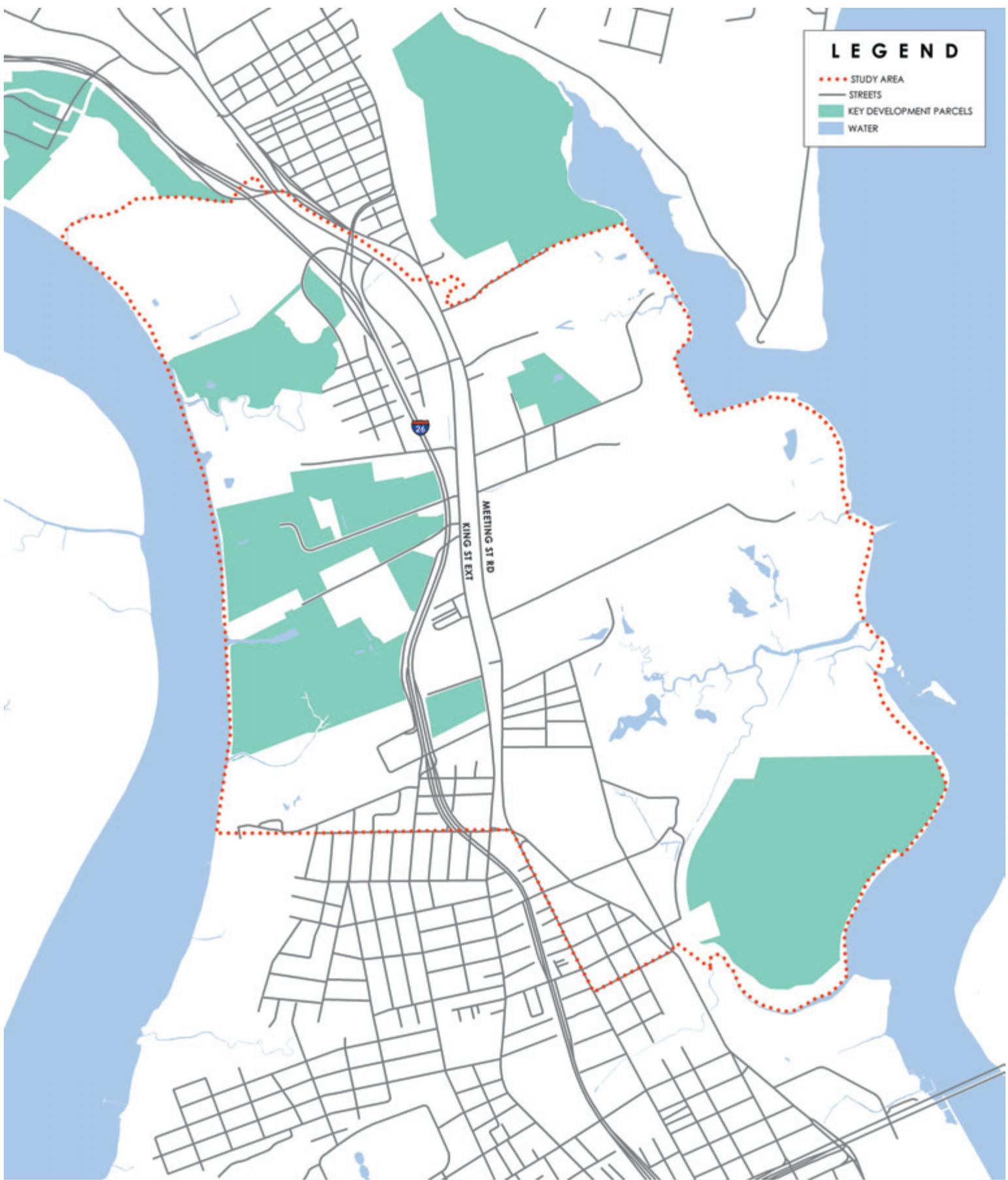


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Existing Land Use Map





LEGEND

- STUDY AREA
- STREETS
- KEY DEVELOPMENT PARCELS
- WATER

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Key Redevelopment Parcels Map



Enterprise Community Economic Development Strategy

January 2000

Summary of recommendations related to redevelopment of Charleston Neck:

Principles for Redevelopment in the Enterprise Community

Three basic goals essential to redevelopment:

- Creating economic opportunities
- Promoting neighborhood revitalization
- Improving the delivery of health and human services

Enterprise Community Physical Plan

Primary goals:

- Provide for or create quality development opportunities
- Create synergistic activity areas so that businesses can build upon each others strengths
- Eliminate blighting conditions or other elements that detract from the area's image as a successful generator of employment opportunities
- Maximize the private sector leverage of public infrastructure and other public involvement efforts
- Create additional affordable housing opportunities to enhance the preservation of diversity within the communities
- Mitigation or elimination of as many conflicts between residential and non-residential uses as possible, while enhancing residential community viability

Establishment of special overlay districts based on traditional design is recommended. Additionally, declaration of the EC area as a special district, incorporating targeted benefits and programs as well as design standards and review.

Charleston Neck Area

Defined as the area north of Mt. Pleasant Street and northeast of Morrison Drive. This area was historically used for industrial purposes and is even described as the "original" location in Charleston for such uses. It also contains small vibrant communities. Over the years this part of the City has had a diminished role in employment and the local economy, but may currently offer the greatest opportunities for job production in Charleston. Particularly, this area provides the opportunity for the development of larger "campus-type" office settings that cannot be created downtown. However, since a great deal of this land is made up of contaminated brownfield sites, the costs and time required for redevelopment is fairly substantial.

Common marketing elements should be established for the economic redevelopment of the area. However, a uniform set of design criteria should not be attempted for the entire area. Individual sections should be approached based on identity and function.

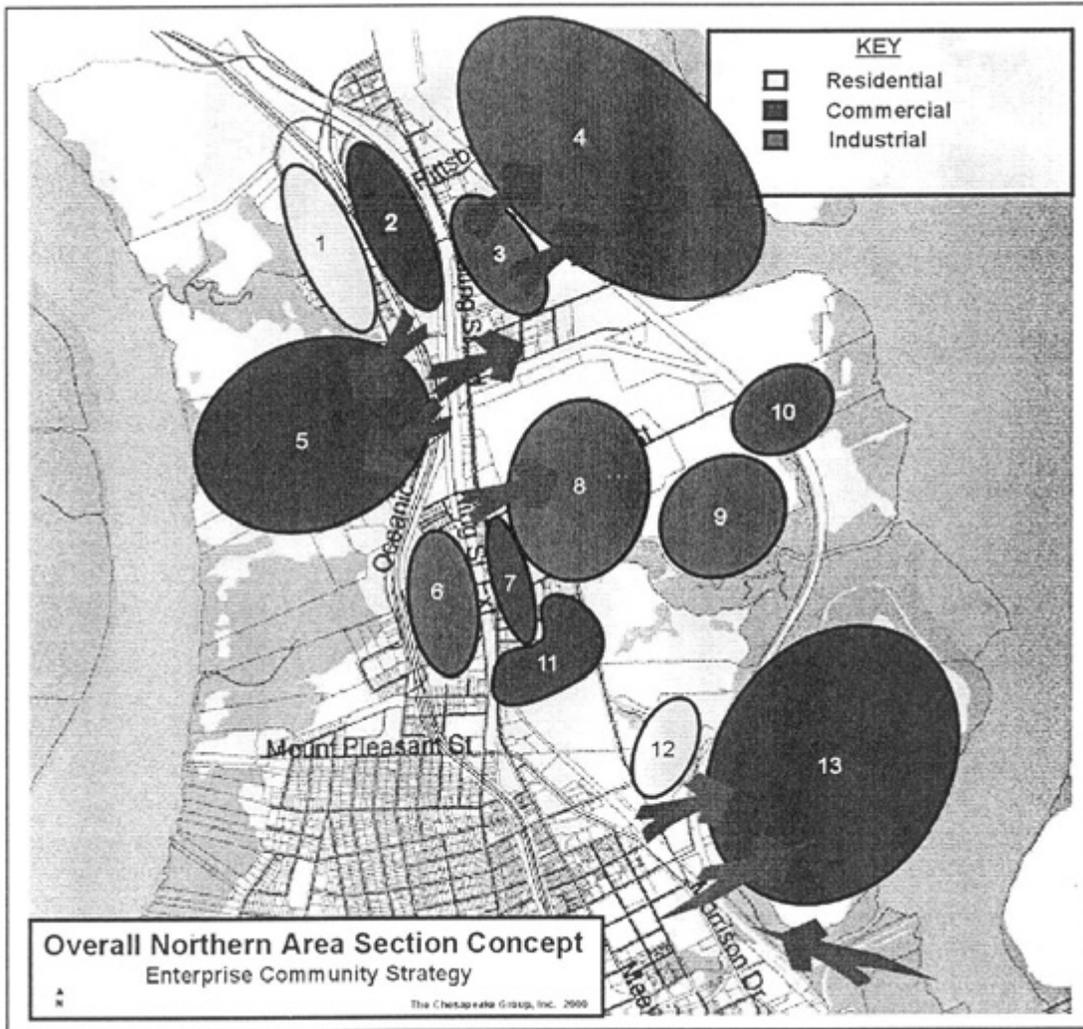
Most of this area is unlikely to become pedestrian-oriented in the future, and therefore a priority should be given to improvements in the road network. It is recommended that there be a definitive and explicit capital budgeting and public funds and a clear prioritization of public improvements.



The recommended physical plan for the Charleston Neck Area considers marketability, issues raised by residents and businesses, environmental factors, compatibility with surrounding activity, access, and site-specific issues. It divides the area into 13 "clusters of development" that represent distinct opportunities for redevelopment. The intention is to establish synergistic, themed activity in each cluster.

- General Area 1** – new housing, residential rehabilitation
- General Area 2** – commercial (auto-related)
- General Area 3** – small industrial (construction-related)
- General Area 4** – industrial park
- General Area 5** – office-commercial in a mixed-use "campus" setting, "flex" industrial and service space (possibly marine product manufacturing and sales)
- General Area 6** – small industrial (possibly construction-related)
- General Area 7** – commercial, entertainment
- General Area 8,9,10** – industrial (some heavy industry and related port activity)
- General Area 11** – commercial, industrial, service (funeral activity, trade-related training facilities)
- General Area 12** – housing rehabilitation or redevelopment
- General Area 13** – office-commercial in a mixed-use "campus" setting, commercial recreation

Three of these development clusters are explored more closely because of their existing potential and their importance to the area as a whole – General Area 13, General Area 5, and General Area 1.



Major East Side Office/Commercial Plan (General Area 13)

Two development options are presented for this part of The Neck:

1. Use of entire property for "campus" office activity that cannot be accommodated downtown.
2. Combination of "campus" office activity with residential and commercial recreation (9-hole golf course).

Concept Guidelines:

- Enhanced access (with a new bridge to the site).
- Improvement of the buffer from Bayside Manor (General Area 12).
- Direct connection to downtown via public transit shuttle to maximize benefits of campus setting and avoid creation of a "competitive node".
- Centralized parking for the



office and commercial activity - avoiding the use of waterfront or other prime locations for parking.

- Inclusion of a general health spa and other recreational amenities in the golf course facility.
- Provision of vistas to the water from both residential and office.
- Incorporation of an inn and restaurant and other retail activity into the office campus area.
- Creation of a connected internal road network.

West Side Office/Flex Concept (General Area 5)

Concept Guidelines:

- Establishment of locations for "campus-style" FIRE and R&D office space.
- Improvements to municipal owned or operated parcels, including the "City Garage". Such improvement could act as a catalyst for the area.
- Concentrations of "flex" space that can be used for private sector incubator business activity, office activity, or service and industrial activity.
- Exploration of water-related vehicle manufacturing and sales. Few other opportunities for this activity exist within the EC area or the City.
- Inclusion of unique amenities not found in other "suburban Charleston areas".
- Quality uniform design and development and a mix of uses ensured by PUD or other special districting.

Rosemont Housing Concept (General Area 1)

Major Goals:

1. Increase the sense of neighborhood
2. Eliminate or mitigate land use conflicts
3. Eliminate blighting conditions
4. Expand housing opportunities

Concept Guidelines:

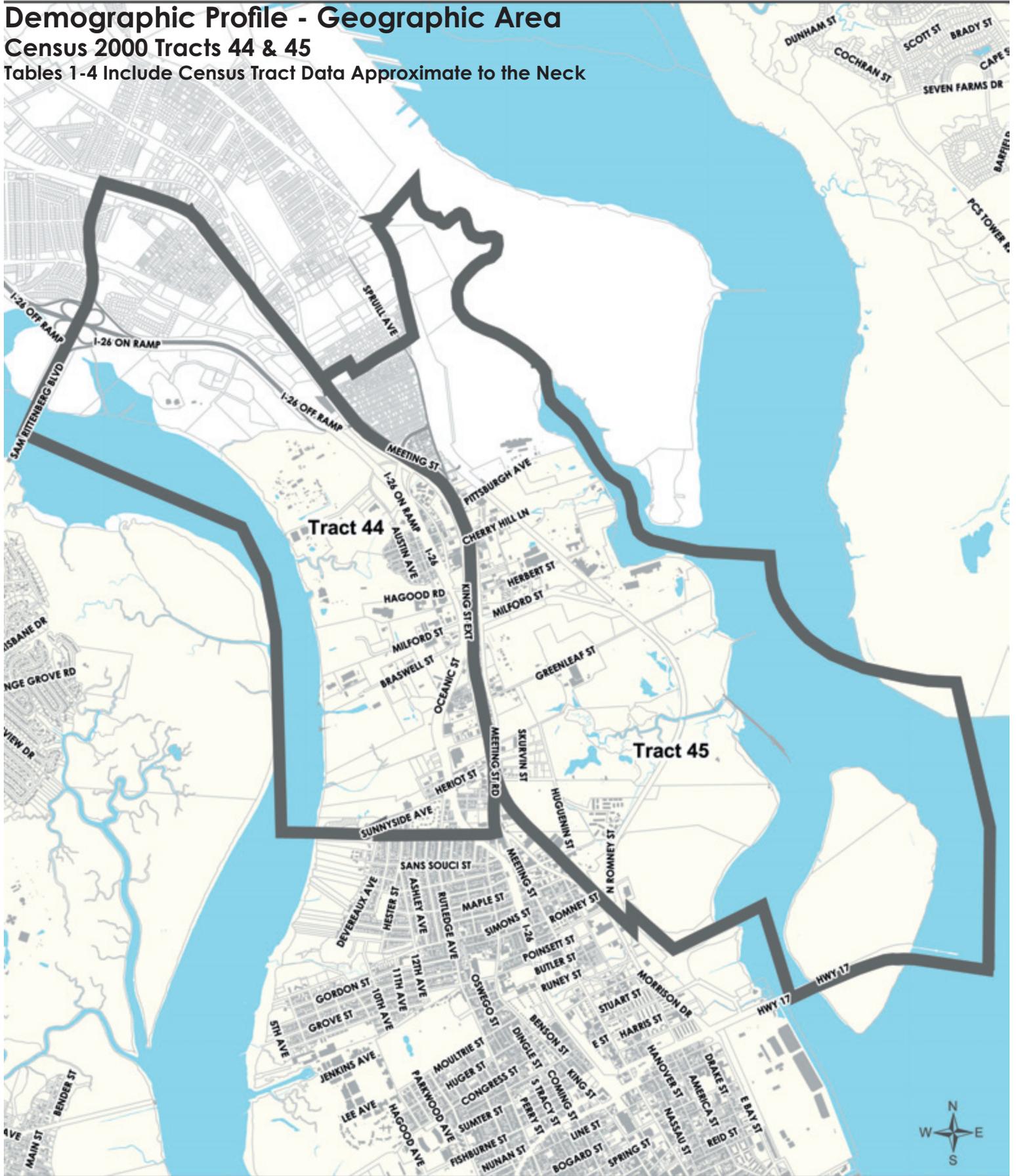
- Expansion of housing to the north of Rosemont neighborhood. There are three options depicting different levels of residential growth for this area: one maximizing housing opportunities, one balancing new housing with preservation of open space, and one that creates no new residential areas.
- Improved buffering from surrounding industrial activities (perhaps in the form of a heavy landscaped berm).
- Creation of an internal green for a community activity center and recreation, designed to serve as a focal point for residents.
- Focus on housing rehab in the existing neighborhood.
- Interspersing of alternative housing types within the existing Rosemont area by eliminating dispersed commercial activity.
- In creation of new residential areas, blend two-story multi-family structures with one-story single-family units.
- Opportunity for relocation of residents from other parts of the northern area of the EC to the Rosemont neighborhood



Demographic Profile - Geographic Area

Census 2000 Tracts 44 & 45

Tables 1-4 Include Census Tract Data Approximate to the Neck



City of Charleston

The Neck Redevelopment Planning

Profile of General Demographic Characteristics – Table 1

Geographic Area: Census Tracts 44 & 45 ----- Data Set: US Census Bureau, Census 2000 Summary File 1 (SF 1) – 100-percent Data

Subject	Number	Percent	City %
Total population	3,728	100.0	
SEX AND AGE			
Male	1,585	42.5	47.3
Female	2,143	57.5	52.7
Under 5 years	291	7.8	5.4
5 to 9 years	343	9.2	5.4
10 to 14 years	337	9.0	5.8
15 to 19 years	290	7.8	8.9
20 to 24 years	244	6.5	11.7
25 to 34 years	384	10.3	15.2
35 to 44 years	448	12.0	13.6
45 to 54 years	388	10.4	12.4
55 to 59 years	164	4.4	4.5
60 to 64 years	150	4.0	3.6
65 to 74 years	289	7.8	6.7
75 to 84 years	276	7.4	5.2
85 years and over	124	3.3	1.6
Median age (years)	33.9	(X)	(X)
18 years and over	2,582	69.3	80.0
Male	1,023	39.6	37.3
Female	1,559	60.4	42.7
21 years and over	2,412	64.7	71.7
62 years and over	780	20.9	15.6
65 years and over	689	18.5	13.5
Male	234	34.0	5.2
Female	455	66.0	8.3
RACE			
One race	3,685	98.8	
White	303	8.1	63.1
Black or African American	3,366	90.3	34.0
American Indian and Alaska Native	4	0.1	0.2
Asian	5	0.1	1.2
Asian Indian	0	0.0	0.3
Chinese	0	0.0	0.3
Filipino	2	0.1	0.2
Japanese	0	0.0	0.1
Korean	1	0.0	0.1
Vietnamese	0	0.0	0.1
Other Asian 1	2	0.1	0.1
Native Hawaiian and Other Pacific Islander	1	0.0	0.1
Native Hawaiian	0	0.0	-
Guamanian or Chamorro	0	0.0	-
Samoan	0	0.0	-
Other Pacific Islander 2	1	0.0	-
Some other race	6	0.2	0.5
Two or more races	43	1.2	0.9
Race alone or in combination with one or more other races 3			
White	321	8.6	63.8
Black or African American	3,402	91.3	34.4
American Indian and Alaska Native	28	0.8	0.4
Asian	11	0.3	1.5
Native Hawaiian and Other Pacific Islander	7	0.2	0.1
Some other race	20	0.5	0.8

HISPANIC OR LATINO AND RACE			
Total population	3,728	100.0	
Hispanic or Latino (of any race)	27	0.7	1.5
Mexican	4	0.1	0.5
Puerto Rican	2	0.1	0.2
Cuban	2	0.1	0.1
Other Hispanic or Latino	19	0.5	0.6
Not Hispanic or Latino	3,701	99.3	98.5
White alone	295	7.9	62.3
RELATIONSHIP			
Population	3,728	100.0	
In households	3,489	93.6	94.3
Householder	1,425	38.2	42.2
Spouse	211	5.7	15.2
Child	1,234	33.1	23.1
Own child under 18 years	865	23.2	17.1
Other relatives	496	13.3	5.7
Under 18 years	251	6.7	2.6
Nonrelatives	123	3.3	8.1
Unmarried partner	55	1.5	2.0
In group quarters	239	6.4	5.7
Institutionalized population	210	5.6	0.5
Noninstitutionalized population	29	0.8	5.2
HOUSEHOLDS BY TYPE			
Households	1,425	100.0	
Family households (families)	886	62.2	54.3
With own children under 18 years	441	30.9	23.2
Married-couple family	211	14.8	36.0
With own children under 18 years	71	5.0	13.7
Female householder, no husband present	600	42.1	15.2
With own children under 18 years	349	24.5	8.4
Nonfamily households	539	37.8	45.7
Householder living alone	491	34.5	33.7
Householder 65 years and over	207	14.5	10.1
Households with individuals under 18 years	572	40.1	26.7
Households with individuals 65 years and over	448	31.4	23.3
Average household size	2.45	(X)	2.23
Average family size	3.19	(X)	2.92
HOUSING OCCUPANCY			
Total housing units	1,668	100.0	
Occupied housing units	1,425	85.4	91.5
Vacant housing units	243	14.6	8.5
For seasonal, recreational, occasional use	3	0.2	1.1
Homeowner vacancy rate (percent)	2.25	(X)	1.8
Rental vacancy rate (percent)	4.04	(X)	6.5
HOUSING TENURE			
Occupied housing units	1,425	100.0	
Owner-occupied housing units	547	38.4	51.1
Renter-occupied housing units	878	61.6	48.9
Average household size of owner-occupied unit	2.41	(X)	2.43
Average household size of renter-occupied unit	2.47	(X)	2.03



City of Charleston

The Neck Redevelopment Planning

Profile of Selected Social Characteristics – Table 2

Geographic Area: Census Tracts 44 & 45 ----- Data Set: US Census Bureau, Census 2000 Summary File 3 (SF 3) - Sample Data

Subject	Number	%	City %
SCHOOL ENROLLMENT			
Population 3 years and over enrolled in school	1,008	100.0	100.0
Nursery school, preschool	63	6.3	5.3
Kindergarten	78	7.7	4.3
Elementary school (grades 1-8)	574	56.9	29.0
High school (grades 9-12)	218	21.6	14.3
College or graduate school	75	7.4	47.2
EDUCATIONAL ATTAINMENT			
Population 25 years and over	2,247	100.0	100.0
Less than 9th grade	319	14.2	5.1
9th to 12th grade, no diploma	719	32.0	11.2
High school graduate (includes equivalency)	625	27.8	19.8
Some college, no degree	396	17.6	20.1
Associate degree	76	3.4	6.4
Bachelor's degree	99	4.4	23.6
Graduate or professional degree	13	0.6	13.9
Percent high school graduate or higher	53.8	(X)	83.7
Percent bachelor's degree or higher	5.0	(X)	37.5
MARITAL STATUS			
Population 15 years and over	2,748	100.0	100.0
Never married	1,140	41.5	40.2
Now married, except separated	718	26.1	40.0
Separated	230	8.4	3.2
Widowed	453	16.5	7.9
Female	359	13.1	6.4
Divorced	207	7.5	8.8
Female	91	3.3	5.5
GRANDPARENTS AS CAREGIVERS			
Grandparent living in household with one or more own grandchildren under 18 years	144	100.0	100.0
Grandparent responsible for grandchildren	90	62.5	50.7
VETERAN STATUS			
Civilian population 18 years and over	2,577	100.0	
Civilian veterans	323	12.5	13.2
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION			
Population 5 to 20 years	1,007	100.0	
With a disability	88	8.7	8.7
Population 21 to 64 years	1,697	100.0	
With a disability	587	34.6	18.1
Percent employed	35.9	(X)	
No disability	1,110	65.4	81.9
Percent employed	54.0	(X)	
Population 65 years and over	510	100.0	
With a disability	231	45.3	44.5
RESIDENCE IN 1995			
Population 5 years and over	3,420	100.0	100.0
Same house in 1995	2,002	58.5	45.9
Different house in the U.S. in 1995	1,401	41.0	52.1
Same county	1,117	32.7	26.0
Different county	284	8.3	26.0
Same state	122	3.6	8.6
Different state	162	4.7	17.4
Elsewhere in 1995	17	0.5	2.0

Subject	Number	%	City %
NATIVITY AND PLACE OF BIRTH			
Total population	3,728	100.0	100.0
Native	3,708	99.5	96.5
Born in United States	3,708	99.5	95.7
State of residence	3,283	88.1	58.2
Different state	425	11.4	37.6
Born outside United States	0	0.0	0.7
Foreign born	20	0.5	3.5
Entered 1990 to March 2000	0	0.0	1.8
Naturalized citizen	13	0.3	1.5
Not a citizen	7	0.2	2.1
REGION OF BIRTH OF FOREIGN BORN			
Total (excluding born at sea)	21	100.0	100.0
Europe	6	28.6	39.4
Asia	0	0.0	31.8
Africa	0	0.0	6.0
Oceania	0	0.0	1.1
Latin America	15	71.4	16.3
Northern America	0	0.0	5.5
LANGUAGE SPOKEN AT HOME			
Population 5 years and over	3,420	100.0	100.0
English only	3,368	98.5	93.2
Language other than English	52	1.5	6.8
Speak English less than very well	32	0.9	2.1
Spanish	12	0.4	2.6
Speak English less than very well	5	0.1	0.7
Other Indo-European languages	13	0.4	3.0
Speak English less than very well	0	0.0	0.8
Asian and Pacific Island languages	27	0.8	0.9
Speak English less than very well	27	0.8	0.5
ANCESTRY (single or multiple)			
Total population	3,728	100.0	100.0
Total ancestries reported	2,656	71.2	94.6
Arab	0	0.0	0.4
Czech1	0	0.0	0.3
Danish	0	0.0	0.2
Dutch	0	0.0	0.9
English	40	1.1	10.9
French (except Basque)1	29	0.8	2.8
French Canadian1	5	0.1	0.4
German	30	0.8	10.7
Greek	0	0.0	0.8
Hungarian	0	0.0	0.4
Irish1	15	0.4	9.2
Italian	9	0.2	3.2
Lithuanian	0	0.0	0.3
Norwegian	0	0.0	0.5
Polish	0	0.0	1.6
Portuguese	0	0.0	-
Russian	0	0.0	0.8
Scotch-Irish	0	0.0	3.2
Scottish	24	0.6	3.3
Slovak	0	0.0	0.1
Subsaharan African	79	2.1	1.3
Swedish	0	0.0	0.6
Swiss	0	0.0	0.1
Ukrainian	0	0.0	0.2
United States or American	35	0.9	6.2
Welsh	0	0.0	0.6
West Indian (excluding Hispanic groups)	34	0.9	0.2
Other ancestries	2,356	63.2	35.4



City of Charleston

The Neck Redevelopment Planning

Profile of Selected Economic Characteristics – Table 3

Geographic Area: Census Tracts 44 & 45 ----- Data Set: US Census Bureau, Census 2000 Summary File 3 (SF 3) - Sample Data

Subject	Number	%	City %
EMPLOYMENT STATUS			
Population 16 years and over	2,659	100.0	100.0
In labor force	1,103	41.5	62.2
Civilian labor force	1,103	41.5	61.4
Employed	937	35.2	57.4
Unemployed	166	6.2	4.1
Percent of civilian labor force	23.6	0.9	6.6
Armed Forces	0	0.0	0.8
Not in labor force	1,556	58.5	37.8
Females 16 years and over	1,585	100.0	100.0
In labor force	610	38.5	57.6
Civilian labor force	610	38.5	57.5
Employed	496	31.3	54.2
COMMUTING TO WORK			
Workers 16 years and over	928	100.0	100.0
Car, truck, or van -- drove alone	490	52.8	73.5
Car, truck, or van -- carpooled	226	24.4	11.6
Public transportation (including taxicab)	174	18.8	3.6
Walked	14	1.5	6.6
Other means	24	2.6	2.0
Worked at home	0	0.0	2.7
Mean travel time to work (minutes)	(23.6)	(X)	(20.1)
Employed civilian population 16 years and over	937	100.0	100.0
OCCUPATION			
Management, professional, and related occupations	144	15.4	40.5
Service occupations	282	30.1	19.1
Sales and office occupations	239	25.5	25.9
Farming, fishing, and forestry occupations	7	0.7	0.4
Construction, extraction, and maintenance occupations	159	17.0	6.8
Production, transportation, and material moving occupations	106	11.3	7.3
INDUSTRY			
Agriculture, forestry, fishing and hunting, and mining	7	0.7	0.4
Construction	102	10.9	6.2
Manufacturing	41	4.4	5.2
Wholesale trade	20	2.1	2.4
Retail trade	126	13.4	12.6
Transportation and warehousing, and utilities	79	8.4	3.8
Information	7	0.7	2.5
Finance, insurance, real estate, and rental and leasing	26	2.8	6.3
Professional, scientific, management, administrative, and waste management services	73	7.8	10.4
Educational, health and social services	212	22.6	25.7
Arts, entertainment, recreation, accommodation and food services	151	16.1	14.9
Other services (except public administration)	81	8.6	4.7
Public administration	12	1.3	4.9
CLASS OF WORKER			
Private wage and salary workers	698	74.5	72.0
Government workers	148	15.8	21.8
Self-employed workers in own not incorporated business	75	8.0	5.9
Unpaid family workers	16	1.7	0.3

INCOME IN 1999			
Households	1,424	100.0	100.0
Less than \$10,000	556	39.0	15.8
\$10,000 to \$14,999	183	12.9	7.1
\$15,000 to \$24,999	238	16.7	13.8
\$25,000 to \$34,999	158	11.1	13.0
\$35,000 to \$49,999	118	8.3	14.6
\$50,000 to \$74,999	118	8.3	16.6
\$75,000 to \$99,999	40	2.8	7.9
\$100,000 to \$149,999	0	0.0	6.5
\$150,000 to \$199,999	0	0.0	2.1
\$200,000 or more	13	0.9	2.7
Median household income (dollars)	14,208	(X)	35,295
With earnings	822	57.7	78.1
Mean earnings (dollars)	25,401	(X)	49,157
With Social Security income	520	36.5	24.3
Mean Social Security income (dollars)	7,318	(X)	10,899
With Supplemental Security Income	169	11.9	4.3
Mean Supplemental Security Income (dollars)	6,846	(X)	6,098
With public assistance income	68	4.8	2.1
Mean public assistance income (dollars)	5,368	(X)	2,971
With retirement income	332	23.3	18.7
Mean retirement income (dollars)	13,177	(X)	22,950
Families	898	100.0	100.0
Less than \$10,000	304	33.9	9.3
\$10,000 to \$14,999	110	12.2	4.9
\$15,000 to \$24,999	144	16.0	11.2
\$25,000 to \$34,999	107	11.9	10.9
\$35,000 to \$49,999	101	11.2	14.8
\$50,000 to \$74,999	79	8.8	20.5
\$75,000 to \$99,999	40	4.5	11.5
\$100,000 to \$149,999	0	0.0	9.8
\$150,000 to \$199,999	0	0.0	3.1
\$200,000 or more	13	1.4	3.9
Median family income (dollars)	16,888	(X)	48,705
Per capita income (dollars)	9,585	(X)	22,414
Median earnings (dollars):	(X)	(X)	(X)
Male full-time, year-round workers	(X)	(X)	(X)
Female full-time, year-round workers	(X)	(X)	(X)
POVERTY STATUS IN 1999 (below poverty level)			
Families	375	100.0	100.0
Percent below poverty level	41.8	(X)	13.3
With related children under 18 years	315	(X)	
Percent below poverty level	69.4	(X)	20.6
With related children under 5 years	145	(X)	
Percent below poverty level	67.9	(X)	24.7
Families with female householder, no husband present	323	100.0	
Percent below poverty level	62.2	(X)	36.6
With related children under 18 years	294	(X)	
Percent below poverty level	69.9	(X)	45.8
With related children under 5 years	138	(X)	
Percent below poverty level	77.1	(X)	59.8
Individuals	1,532	100.0	
Percent below poverty level	45.0	(X)	19.1
18 years and over	859	(X)	
Percent below poverty level	37.2	(X)	17.7
65 years and over	117	(X)	
Percent below poverty level	23.0	(X)	13.9



City of Charleston

The Neck Redevelopment Planning

Profile of Selected Housing Characteristics – Table 4

Geographic Area: Census Tracts 44 & 45 ----- Data Set: US Census Bureau, Census 2000 Summary File 3 (SF 3) - Sample Data

Subject	Number	Percent	City %				
Total housing units	1,668	100.0	100.0	No telephone service	105	7.4	2.2
UNITS IN STRUCTURE				OCCUPANTS PER ROOM			
1-unit, detached	895	53.7	50.5	Occupied housing units	1,425	100.0	100.0
1-unit, attached	62	3.7	4.6	1.00 or less	1,358	95.3	97.6
2 units	152	9.1	7.2	1.01 to 1.50	35	2.5	1.6
3 or 4 units	100	6.0	9.3	1.51 or more	32	2.2	0.8
5 to 9 units	123	7.4	11.5	Specified owner-occupied units	465	100.0	100.0
10 to 19 units	147	8.8	7.1	VALUE			
20 or more units	145	8.7	8.6	Less than \$50,000	284	61.1	3.9
Mobile home	44	2.6	1.1	\$50,000 to \$99,999	98	21.1	23.6
Boat, RV, van, etc.	0	0.0	-	\$100,000 to \$149,999	62	13.3	28.7
				\$150,000 to \$199,999	0	0.0	17.1
YEAR STRUCTURE BUILT				\$200,000 to \$299,999	21	4.5	11.0
1999 to March 2000	8	0.5	2.9	\$300,000 to \$499,999	0	0.0	8.0
1995 to 1998	16	1.0	6.8	\$500,000 to \$999,999	0	0.0	5.7
1990 to 1994	19	1.1	6.6	\$1,000,000 or more	0	0.0	1.9
1980 to 1989	60	3.6	17.3	Median (dollars)	44,759	(X)	139,700
1970 to 1979	312	18.7	15.9	MORTGAGE STATUS AND SELECTED			
1960 to 1969	408	24.5	14.7	MONTHLY OWNER COSTS			
1940 to 1959	633	37.9	17.9	With a mortgage	177	38.1	72.8
1939 or earlier	212	12.7	17.9	Less than \$300	0	0.0	0.4
				\$300 to \$499	27	5.8	2.5
ROOMS				\$500 to \$699	70	15.1	7.3
1 room	54	3.2	1.9	\$700 to \$999	48	10.3	20.1
2 rooms	128	7.7	5.1	\$1,000 to \$1,499	24	5.2	24.1
3 rooms	193	11.6	11.5	\$1,500 to \$1,999	0	0.0	9.2
4 rooms	267	16.0	19.1	\$2,000 or more	8	1.7	9.1
5 rooms	418	25.1	17.3	Median (dollars)	680	(X)	1,104
6 rooms	307	18.4	17.1	Not mortgaged	288	61.9	27.2
7 rooms	165	9.9	13.0	Median (dollars)	285	(X)	336
8 rooms	78	4.7	7.8	SELECTED MONTHLY OWNER COSTS			
9 or more rooms	58	3.5	7.3	AS A PERCENTAGE			
Median (rooms)	(5.0)	(X)	(5.2)	OF HOUSEHOLD INCOME IN 1999			
Occupied Housing Units	1,425	100.0	100.0	Less than 15 percent	165	35.5	31.2
YEAR HOUSEHOLDER MOVED INTO				15 to 19 percent	21	4.5	16.9
UNIT				20 to 24 percent	73	15.7	14.7
1999 to March 2000	217	15.2	27.5	25 to 29 percent	40	8.6	9.6
1995 to 1998	539	37.8	30.7	30 to 34 percent	23	4.9	5.9
1990 to 1994	74	5.2	13.7	35 percent or more	128	27.5	20.5
1980 to 1989	259	18.2	12.4	Not computed	15	3.2	1.2
1970 to 1979	115	8.1	7.7	Specified renter-occupied units	880	100.0	100.0
1969 or earlier	221	15.5	8.0	GROSS RENT			
VEHICLES AVAILABLE				Less than \$200	328	37.3	5.9
None	668	46.9	15.4	\$200 to \$299	87	9.9	5.2
1	514	36.1	40.7	\$300 to \$499	235	26.7	17.4
2	197	13.8	33.3	\$500 to \$749	108	12.3	43.1
3 or more	46	3.2	10.6	\$750 to \$999	24	2.7	15.5
HOUSE HEATING FUEL				\$1,000 to \$1,499	0	0.0	7.3
Utility gas	866	60.8	38.6	\$1,500 or more	20	2.3	2.8
Bottled, tank, or LP gas	50	3.5	1.0	No cash rent	78	8.9	2.7
Electricity	461	32.4	59.3	Median (dollars)	288	(X)	614
Fuel oil, kerosene, etc.	31	2.2	0.7	GROSS RENT AS A PERCENTAGE OF			
Coal or coke	0	0.0	-	HOUSEHOLD INCOME IN 1999			
Wood	0	0.0	-	Less than 15 percent	162	18.4	13.1
Solar energy	0	0.0	-	15 to 19 percent	62	7.0	12.1
Other fuel	0	0.0	0.1	20 to 24 percent	102	11.6	10.8
No fuel used	17	1.2	0.3	25 to 29 percent	68	7.7	9.0
SELECTED CHARACTERISTICS				30 to 34 percent	48	5.5	8.2
Lacking complete plumbing facilities	17	1.2	0.3	35 percent or more	272	30.9	39.6
Lacking complete kitchen facilities	17	1.2	0.6	Not computed	166	18.9	7.2



Infrastructure Assessment

As part of this work, the planning team assessed the infrastructure of the Neck area to determine what public investments are needed to support the Urban Plan. The following were included in this analysis: water and sewer facilities, transportation, communications, and drainage. An Existing Infrastructure Map is included with this document. This is a preliminary summary of this analysis. More detailed recommendations will be part of the final plan.

Generally - since this is a developed part of the city - infrastructure is available to support redevelopment. This is one of the community benefits that accrue from redeveloping existing urban areas; that is, the public's existing investments can be used to their full capacity.

Clearly, investment in infrastructure will be necessary as redevelopment occurs both to replace aging facilities and to accommodate new uses. But for the most part, the public investment in infrastructure is adequate to support redevelopment. However, there are some essential deficiencies and problems that exist within the study area. These are primarily transportation related and our outlined here.

Most of the study area is within the service boundary of the North Charleston Sewer District. The district boundary is Mount Pleasant Street. So all property north of Mount Pleasant Street is within the North Charleston service area. The wastewater treatment plant is located within the study area on Greenleaf Street. This is within the industrial district recommended in the plan. Sanitary sewer treatment capacity is adequate to serve the land use recommendations of this plan.

Sanitary sewer infrastructure is in place to serve redevelopment of property within the study area. Improvements to sanitary sewer infrastructure will be project based. So public investment will be minimal.

Water is provided for the entire study area by the Commissioners of Public Service. Water capacity is sufficient to service land use recommendations of this plan. Project-based upgrades may be needed to accommodate higher density development.

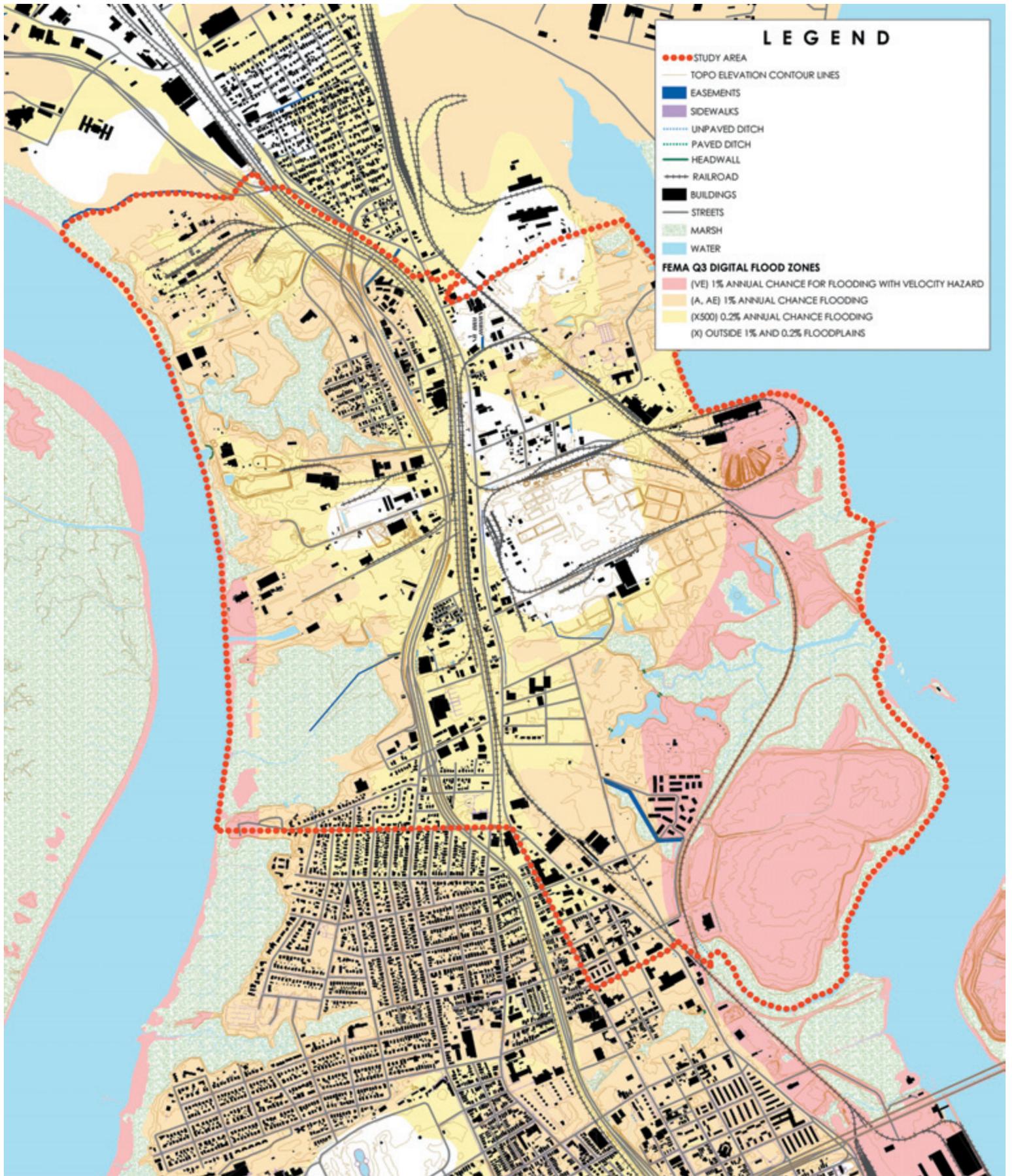
The street network within the study area is not adequate to serve redevelopment proposed in this plan. The deficiencies are as follows: 1) poor quality interchange access to I-26, 2) inefficient use of the central transportation corridor that bisects the study area, and 3) the absence of a sufficient street grid to support redevelopment and increasing traffic volumns. It is expected that traffic on I-26 will increase dramatically in the coming years (see attached Table). Additional interstate capacity will be needed to accommodate these increases.

Multiple railroad lines cross the study area and are in varied states of use. Freight traffic should be consolidated to minimize safety hazards and roadway traffic disruptions. Regional aspirations for fixed guideway public transportation require creation of an appropriate corridor linking downtown Charleston to North Charleston. This right-of-way does not exist. This is a critical deficiency.

The full study area is included within the 1984 Master Drainage Study conducted for the City of Charleston. Our study area differs from the lower Peninsula in that there has been very limited filling of marsh areas and waterways. In addition development areas have relatively high elevations. With the exception of the old landfills on the Cooper River, development sites within the study area are predominantly currently impervious surface. The Master Drainage Study does recommend limited improvements to drainage facilities in the area. However, investments in drainage facilities will be predominately private, project-based investments.

The planning team is continuing consultation with all utility providers to determine where specific upgrades will be needed.

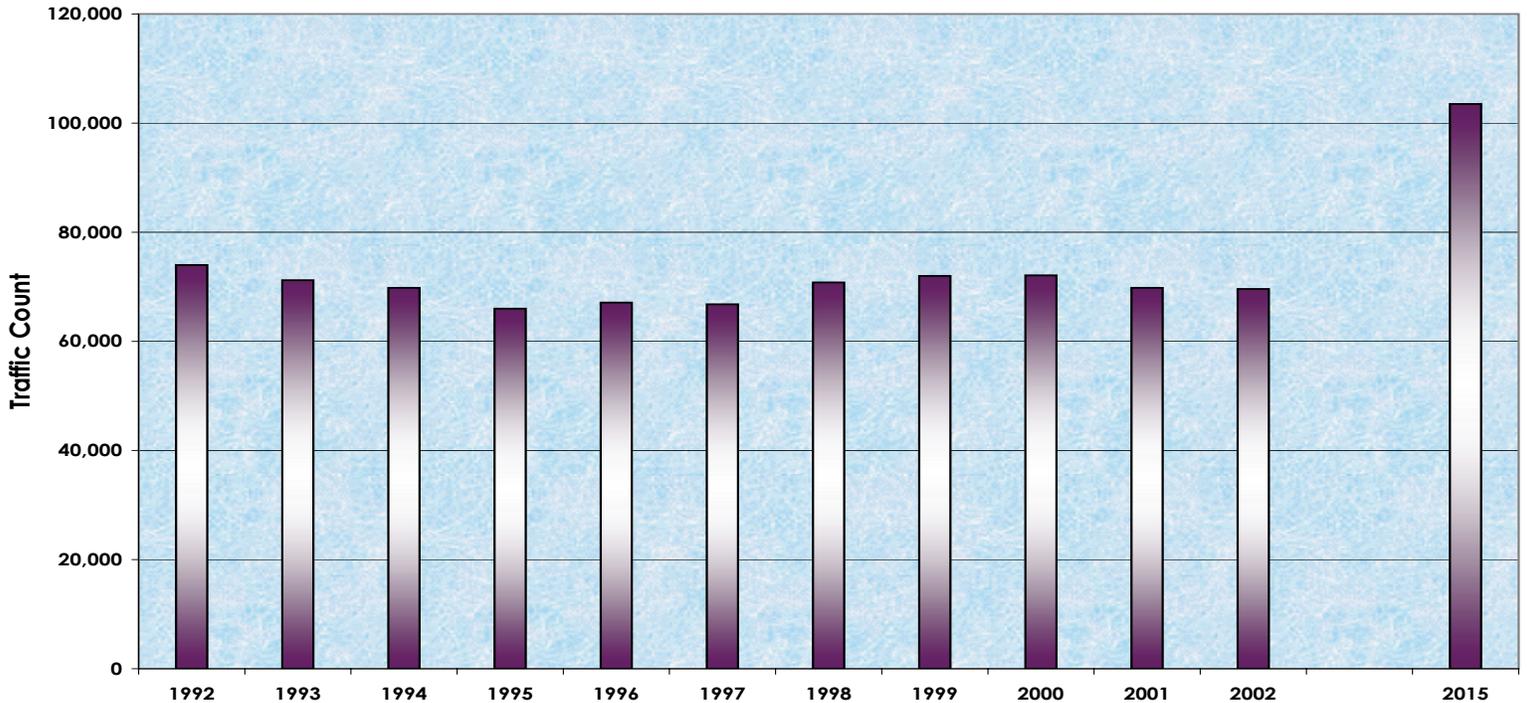




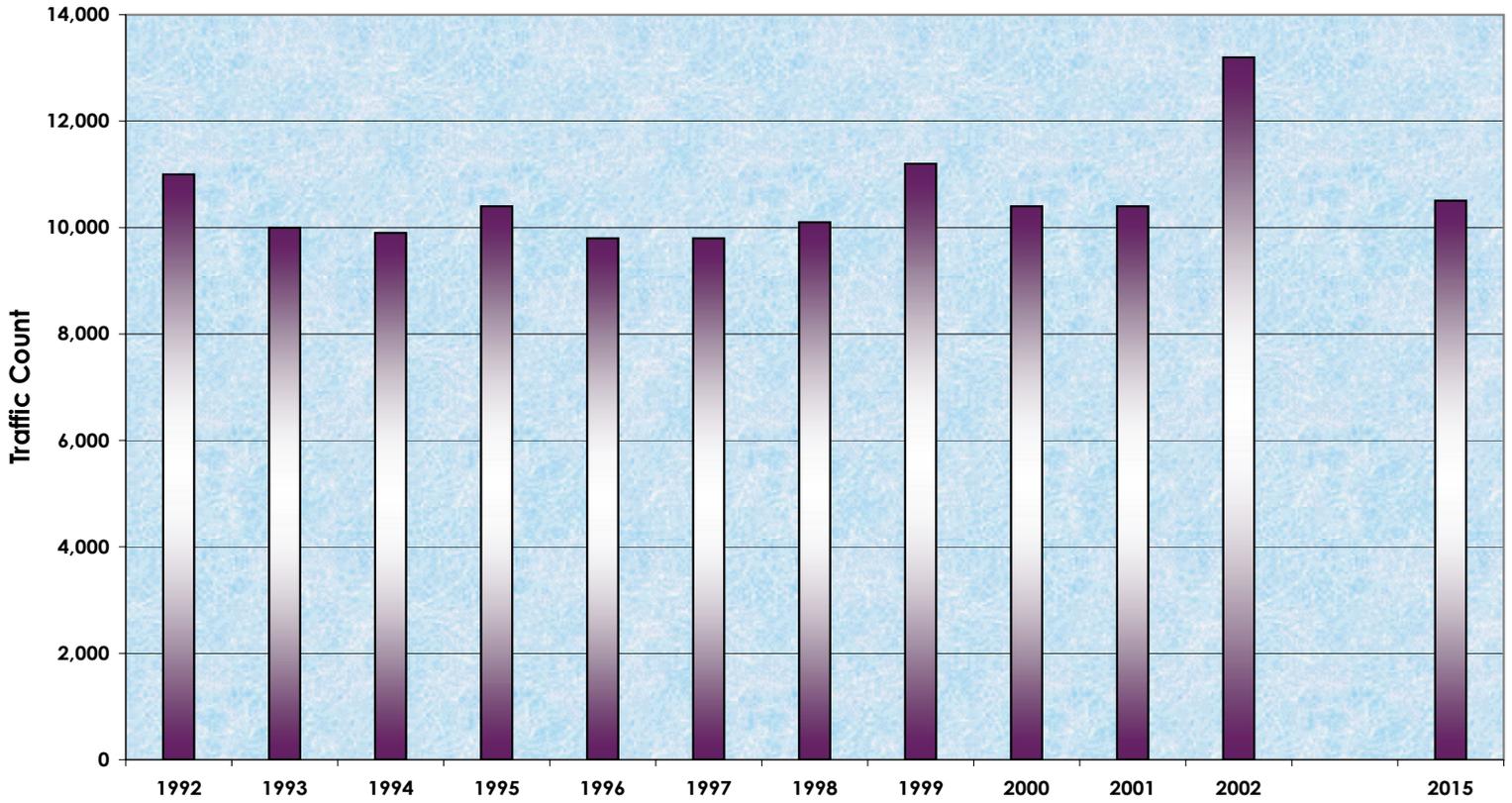
AVERAGE DAILY TRAFFIC COUNTS

Road Name	Station	Location	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2015
I-26	2201	Dorchester Rd to Cosgrove Ave	96,700	85,100	78,100	71,900	71,900	73,000	76,400	78,900	78,600	79,100	80,500	120,808
I-26	2203	Cosgrove Ave to Spruill Ave	86,100	75,700	72,600	68,400	69,200	69,000	70,600	71,800	71,900	71,900	72,800	104,102
I-26	2205	Spruill Ave to Heriot St	74,000	71,200	69,800	66,000	67,100	66,800	70,800	72,000	72,100	69,800	69,600	103,512
I-26	2207	Heriot St to Mt Pleasant St	60,000	63,100	62,000	58,200	59,400	59,200	62,500	63,600	64,000	61,900	61,200	101,023
I-26	2209	Mt Pleasant St to Romney St	74,000	54,300	53,200	49,400	50,900	49,700	52,400	53,800	54,600	52,100	53,100	92,377
I-26	2210	Romney St to US 17	72,000	58,700	59,900	54,600	55,400	54,700	57,200	58,700	59,300	56,300	57,400	115,417
King St Ext (US 78)	177	US 52 to I-26	8,400	8,800	9,500	10,100	9,900	8,300	8,400	8,300	8,600	8,000	8,700	7,314
King St (US 78)	179	I-26 to US 17	8,400	8,700	8,300	9,900	9,600	8,400	8,500	9,000	8,900	8,900	9,000	7,856
King St (US 78)	180	US 17 to Line St	12,700	13,200	12,200	12,000	12,400	12,200	12,500	12,700	11,200	12,200	13,100	15,143
King St	437	Line St to Murray Blvd	10,600	11,200	11,500	10,200	9,100	10,600	11,200	10,700	1,000	10,200	10,800	12,828
Meeting Street Rd (US 52)	151	Dorchester Rd to King St (US 78)	12,300	9,700	9,600	9,200	8,700	8,100	8,400	7,900	8,100	8,300	8,300	16,287
Meeting Street Rd (US 52)	149	US 78 to I-26	3,500	2,800	3,200	3,100	3,100	2,900	3,000	2,900	2,700	2,700	2,700	3,608
Meeting Street Rd (US 52)	147	I-26 to Morrison Dr	11,000	10,000	9,900	10,400	9,800	9,800	10,100	11,200	10,400	10,400	13,200	10,507
Meeting Street Rd (US 52)	145	Morrison Dr to Line St	7,500	6,300	6,900	7,000	7,200	7,500	7,700	7,600	7,600	7,900	8,400	7,697
Meeting St	439	Line St to South Battery St	19,300	19,100	20,000	21,700	19,400	19,600	19,800	19,600	19,100	19,700	19,000	27,602
Spruill Ave	473	McMillan Ave to US 52	16,000	13,400	12,100	9,600	7,000	7,700	8,000	8,800	8,300	9,300	10,500	9,342
Morrison Dr	171	Mt Pleasant St to US 17	10,200	11,000	12,200	12,800	12,700	12,800	13,000	14,100	12,000	13,300	14,100	5,427
Rutledge Ave	423	Mt Pleasant St to US 17	10,700	9,500	10,100	11,500	11,100	10,200	10,300	9,800	10,000	9,800	10,300	4,972

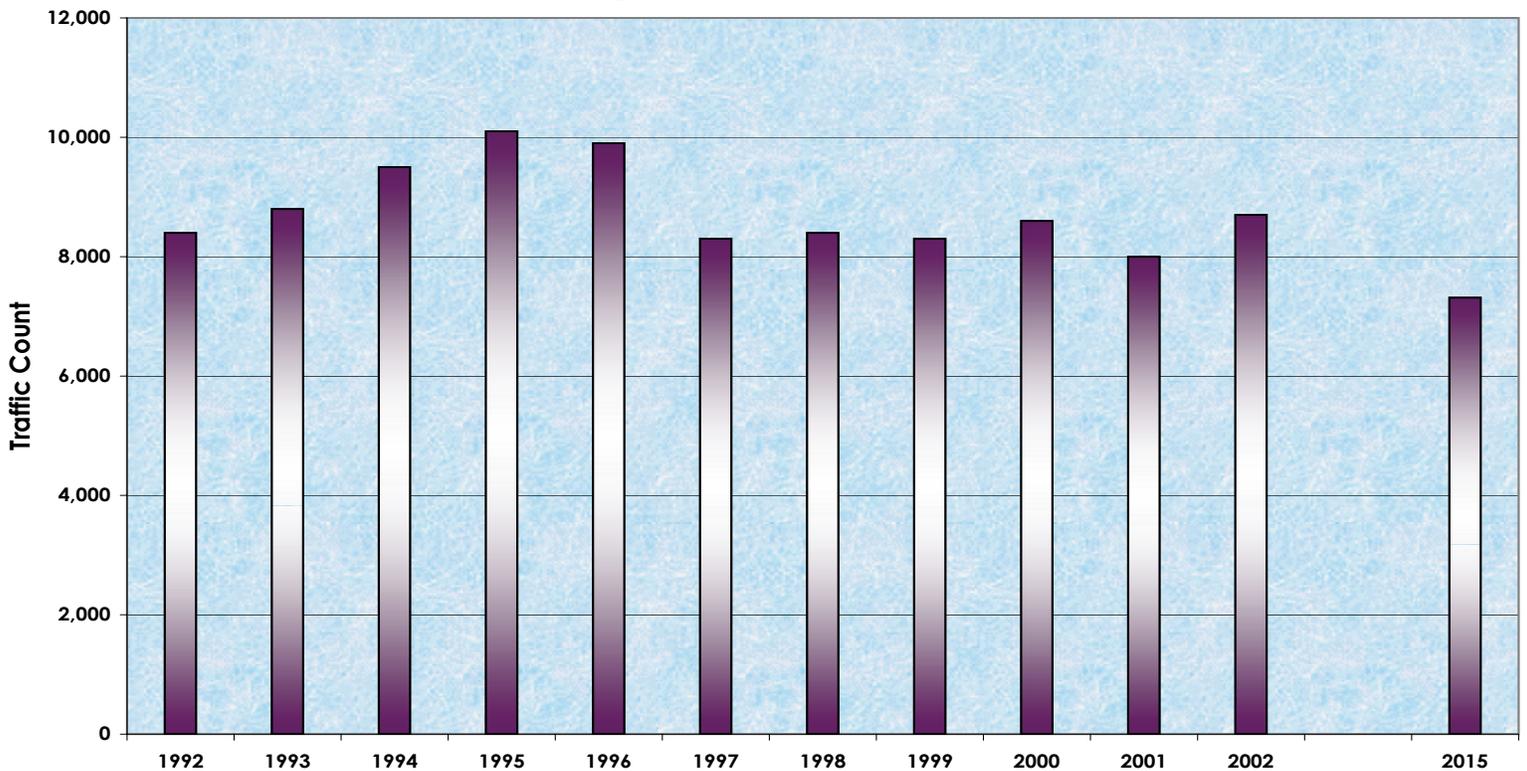
Interstate Highway 26 (Charleston Neck Area) Average Daily Traffic Counts

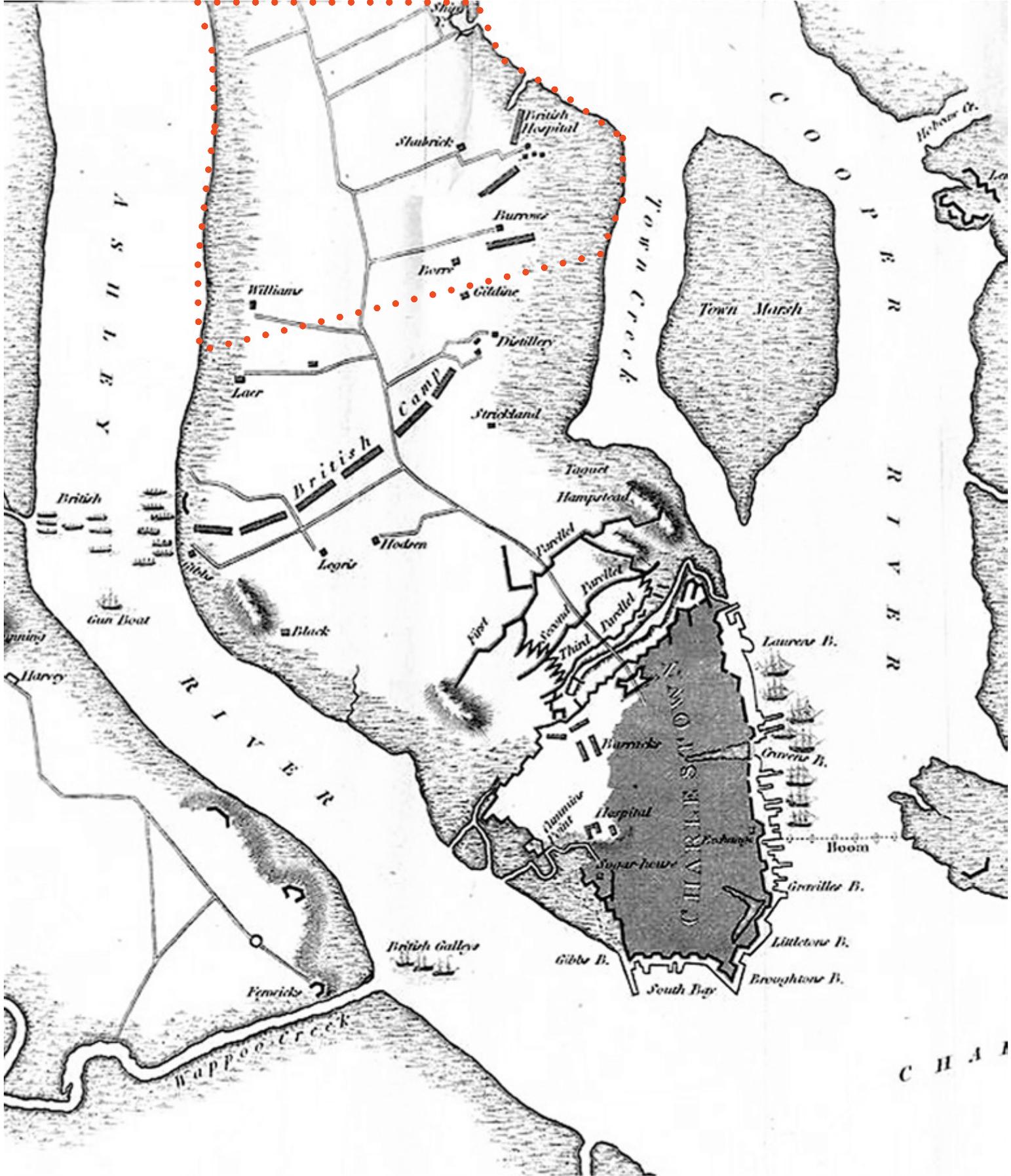


Meeting Street Road (Charleston Neck Area) Average Daily Traffic Counts



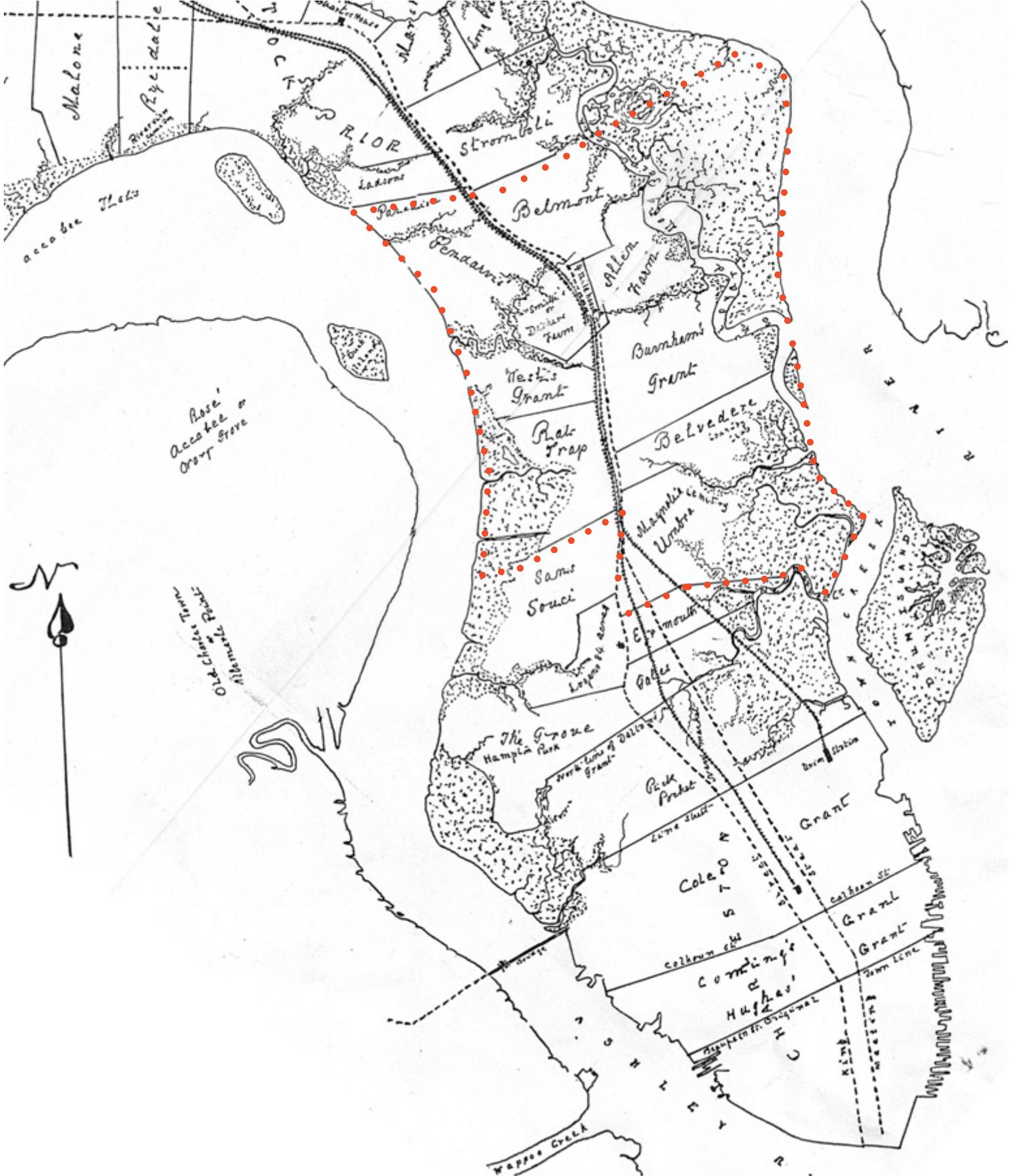
King Street Extension (Charleston Neck Area) Average Daily Traffic Counts





1761 Peninsula Map



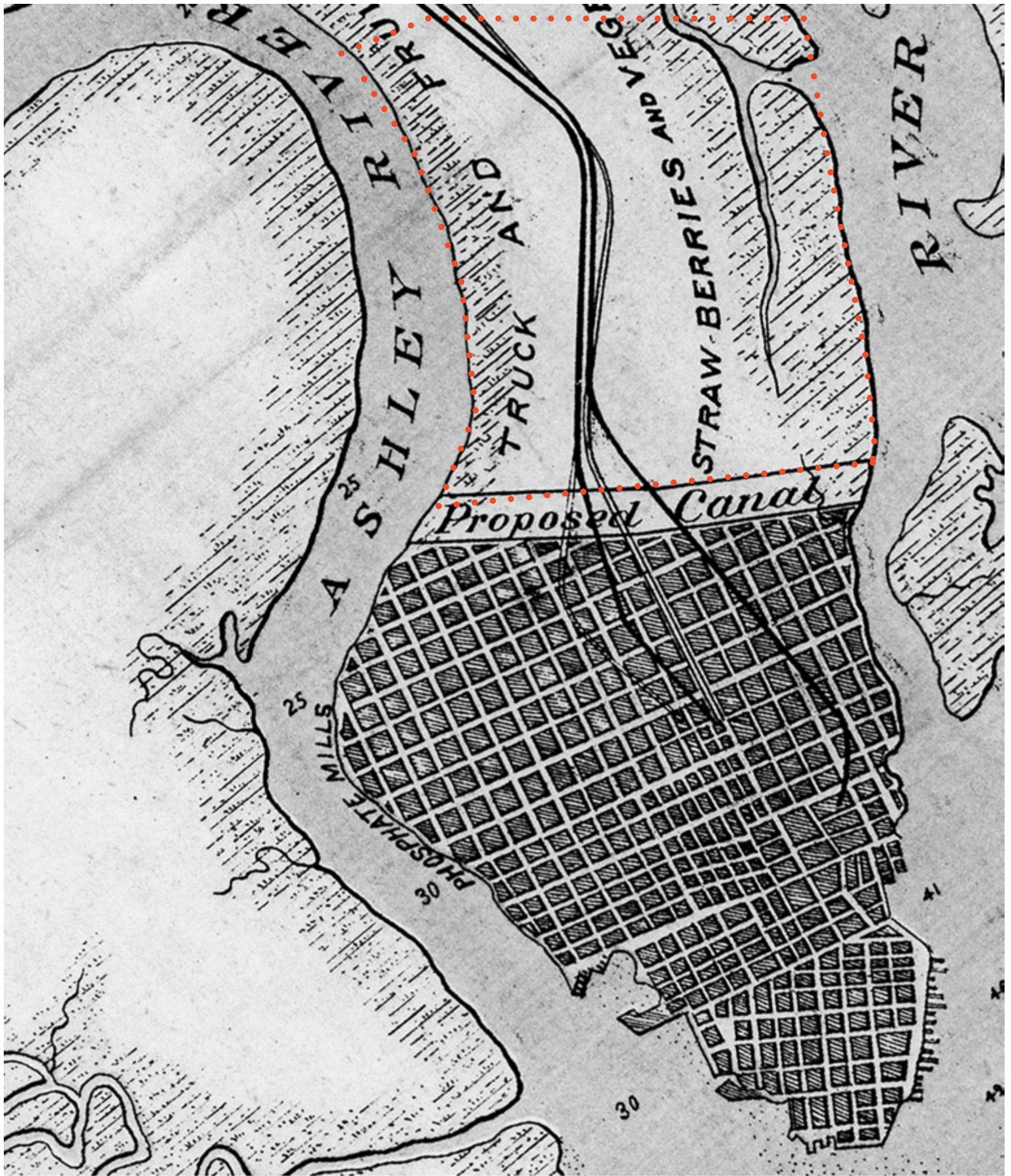


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Original Land Grants Map





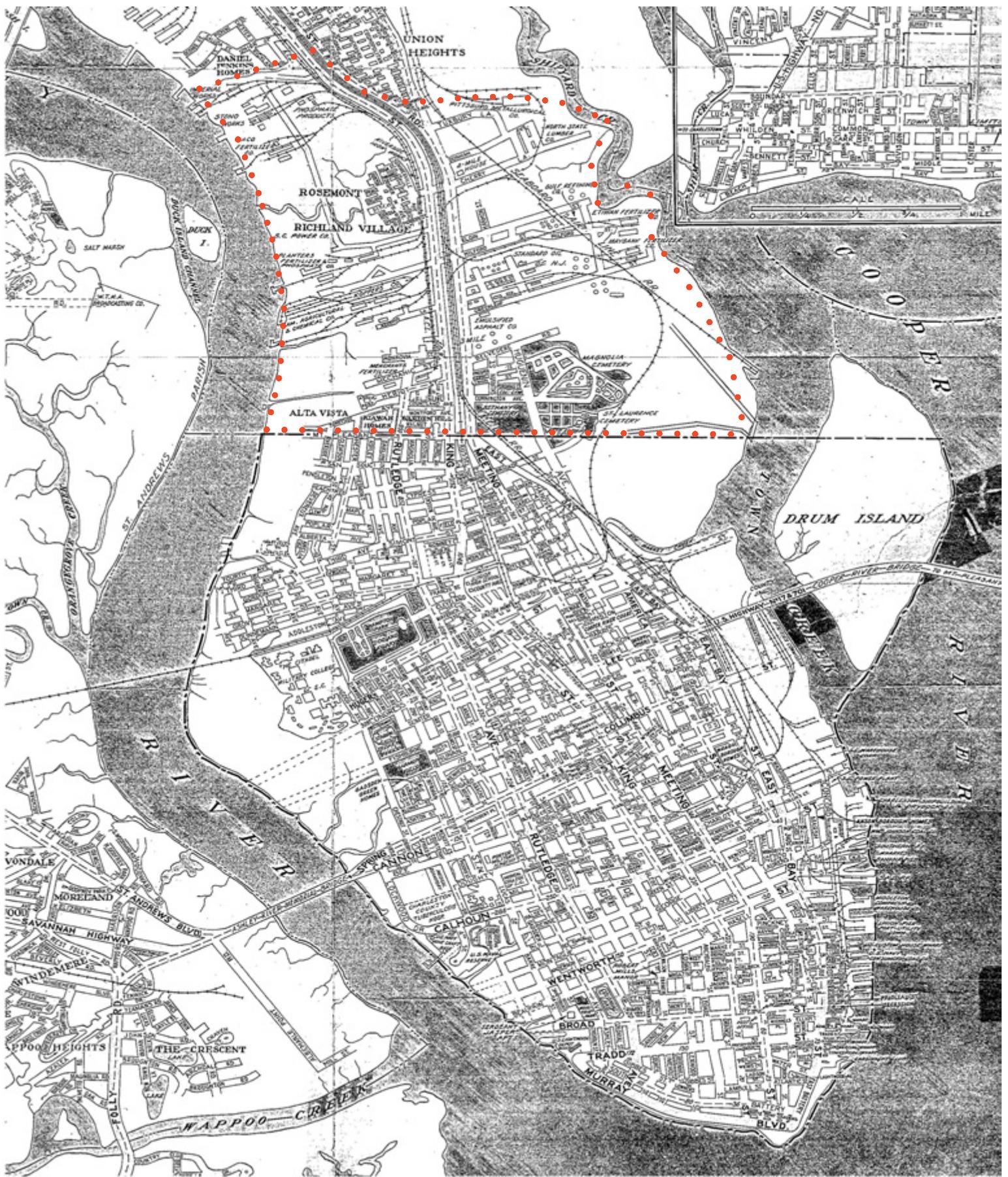


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1883 Peninsula Map





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1959 Peninsula Map





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Designers' Guidelines



Designers' Guidelines

Our plan for the Charleston Neck should:

1. Preserve, protect, and enhance the existing assets of the area. This includes:

The neighborhoods and their residents. The physical characteristics of these neighborhoods should be preserved. Existing residents of these neighborhoods should be equipped to take advantage of changes that will occur in the area. This will range from helping residents use existing resources that make home ownership more affordable – such as the Homestead Tax Exemption. New tools should be developed to help residents control their own future.

(Idea #1: Neighborhood Conservation Zoning District for existing neighborhoods. Residents of the neighborhoods would draft this with the City. It could limit house and lot sizes, building height and allow for more flexibility with building setbacks and other regulations. The purpose would be to protect existing homes and maintain the neighborhood's scale. This way nobody could buy up house lots, tear down the existing houses and build big new homes on the marsh, for example.)

(Idea #2: Property Owner Real Estate Consortium. Existing residents and property owners form their own organization to help each other deal with escalating real estate values. This organization would get assistance from local real estate professionals, banks, appraisers, attorneys and others to determine how local residents can control their own financial future. For example, they would analyze potential property value increases and tax levels to identify options and resources for existing residents.)

The marsh. Unlike the Lower Peninsula, the Neck Area still has plentiful marsh along small creeks that feed the Cooper and Ashley Rivers. These marsh areas should be protected. No building should occur on the marshes except to allow public access at strategic locations. For example, a marsh front park might have a boardwalk or street to allow public access.

(Idea: Right now, Federal and State Environmental Laws protect marsh areas. Permits to fill or build on marshes must be approved by the State Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management. However, additional protection could come at the local level through City zoning. Marsh areas that are currently zoned commercial and industrial can be proposed for Conservation zoning.)

The cemeteries. There are a great variety of historic cemeteries in the Neck. Each should be protected and celebrated in the design.

The waterfront. The waterfront along the Cooper and Ashley Rivers is currently not accessible to local residents – it is completely privatized. The waterfront should be made accessible to the public. The goal should be a continuous public frontage on the rivers.

2. Capture the lost value of the busy central transportation spine of the Neck area. This is the zone within a five-minute walk of King Street, Meeting Street, I-26 and the rail corridor. This is the gateway to the city. Examine the value of new east-west street connections and ways to make this gateway more distinctive.

(Idea #1: Build more crossovers between Meeting and King Street. Milford, Greenleaf, and Heriot Streets should be considered for this.)

(Idea #2: Improve existing or consider new ways onto and off of I-26 in the Neck to celebrate this



gateway into the city and improve accessibility in the Neck.)

(Idea #3: Uses that need good access to transit should be located in this zone. For example, a larger public park in this zone would give better access from transit.)

3. Disperse vehicle traffic and make walking easier by building a more complete network of streets. This means creating smaller scale streets running parallel to Meeting and King Streets and more east-west streets more similar to the old neighborhoods.

4. Create mixed-use commercial service centers at crossover locations along the Meeting and King Corridor. These centers should include daily needs like grocery stores and other retail, but also commercial and health services, office and residential uses.

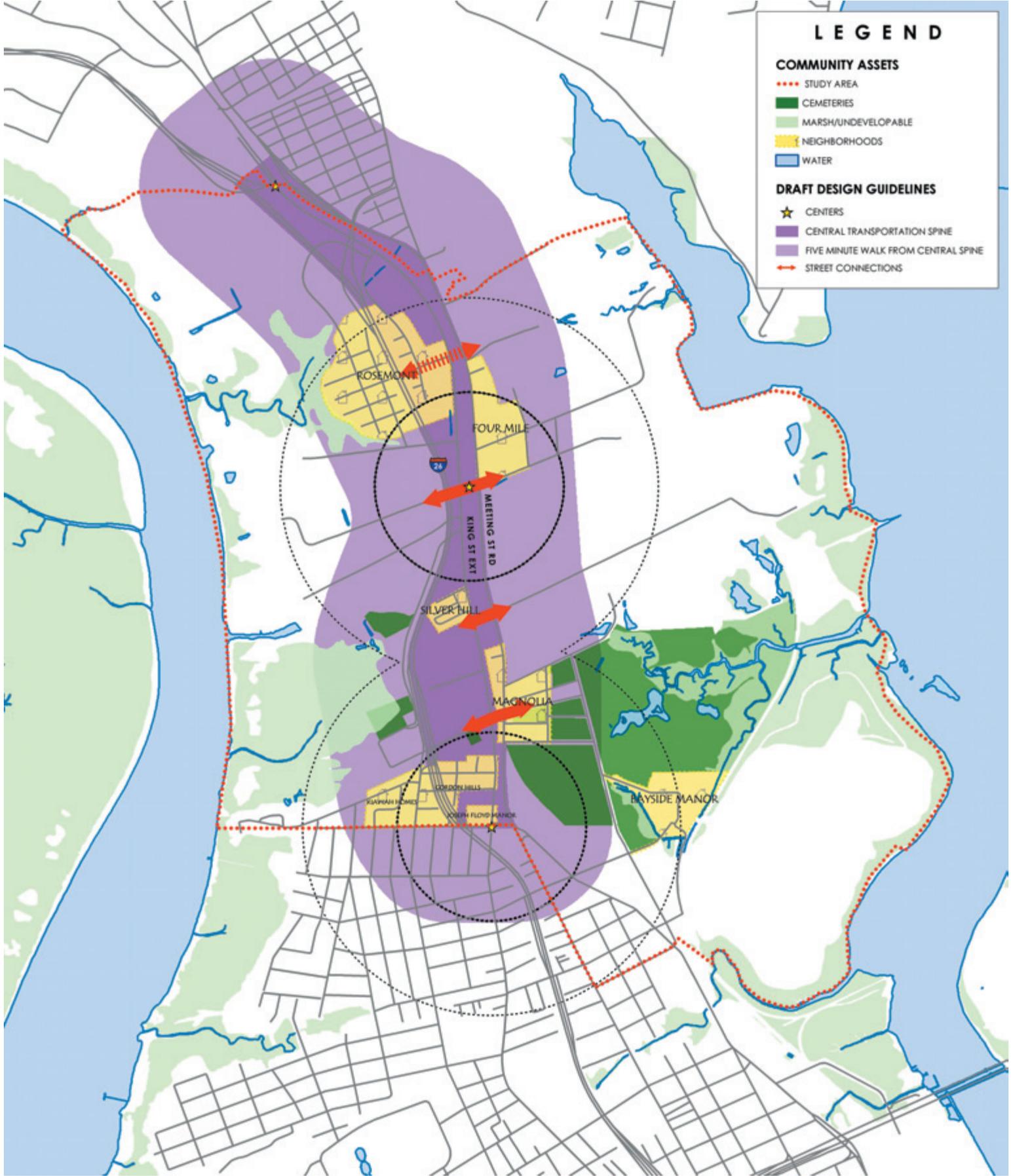
(Idea #1: Fixed guideway transit connecting downtown, North Charleston, and the airport is essential to an effective regional transit system. Residents of the Neck Area could benefit substantially from this if successful transit stops are developed at strategic locations. These should be at these mixed-use centers.)

5. Maintain a full variety of life enhancing services and business opportunities. This includes recreational and cultural opportunities, health, retail and commercial services, professional offices, and clean industry.

(Idea #1: We want to provide jobs for people at every point of the wage scale so that there is room to enter the work environment and grow into professional jobs.)

6. Prepare a plan that has both a 10 year and 20 year-plus time horizon.





LEGEND

COMMUNITY ASSETS

- STUDY AREA
- CEMETERIES
- MARSH/UNDEVELOPABLE
- NEIGHBORHOODS
- WATER

DRAFT DESIGN GUIDELINES

- ★ CENTERS
- CENTRAL TRANSPORTATION SPINE
- FIVE MINUTE WALK FROM CENTRAL SPINE
- STREET CONNECTIONS



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Design Guidelines Map





Urban Plan



Urban Plan Development

Design Narrative

Design Districts

Responding to the Design Guidelines, the Design Districting Map provides a base of common strategies for all subsequent design efforts. The Design Districting Map identifies a pattern of development emanating from the intensive area along the central spine and gradually transitioning to the Ashley and Cooper waterfronts. The district along the central spine (purple district) concentrates activities along the intense transportation infrastructure. Along the Cooper waterfront, a district focused on production (red district) provides an area well suited to industrial and commercial uses, particularly with its linkages to road, rail and water transport. In between the spine and the production districts, a mixed-use district (orange) provides a transitional zone both regarding activity and intensity. Similarly, a transitional district (yellow) on the Ashley side of the spine provides a buffer between the intensity of the center of the Neck and the mixed-use districts along the Ashley and around the former landfill on the Cooper waterfront. Overall, the pattern of the Neck districts follows the precedent of the lower peninsula, as delineated in the Borough Pattern Maps.

Three Options

From the Design Guidelines and the Design Districting, the process has resulted in the development of three different options that each attempt to achieve the stated goals, while taking advantage of opportunities that arise from different approaches to the study area. Each of these three options has unique and specific conditions, but at the same time, they all share some common traits.

In every option, the strategy for accommodating the interstate and related transportation infrastructure is a defining characteristic. All options create a pattern of discrete but interrelated boroughs on a similar scale with the patterns of development on the rest of the peninsula, with a hierarchical street network. Each option also proposes potential locations for significant park/recreation areas. All options operate from a position of protecting existing assets in the Neck, organizing the various new districts and infrastructure to be sensitive and supportive of the established neighborhoods, marshes, and cemeteries. Each individual option and their particular assets and opportunities are outlined below and illustrated in the attached Urban Plans.

Option 1: Central Park Scheme

1. Centrally located park with adjacency or close proximity to many of the surrounding neighborhoods.
2. 20-30 acre park with recreation fields and smaller passive parks
3. Reconstruction of the Interstate 26 overpass between Braswell and Hagood making a welcoming gateway condition into the new neighborhood West of the Interstate.
4. Interstate 26 remains in its current location with 2 new interchanges at each end of the neck area.
5. Rutledge Avenue is extended north as a new neighborhood boulevard.
6. Meeting Street and King Street are combined to make a new grand boulevard with a centrally located light-rail pedestrian transportation system.
7. Huguenin St. extends north providing greater access to the historical landmark cemeteries such as Magnolia Cemetery and Bethany Cemetery.
8. New passive park north of Magnolia Cemetery provides citizens access to the Cooper River, and buffers and screens the Industrial activities from the cemetery's serene environment.
9. New park accessing the Ashley River north of Mechanic Street connecting the conservation areas of the cemeteries and acknowledging the historical fortification lines built during the Civil War. (See Historical Landmark Map)
10. Freight railroads are relocated to the far east of the grand Meeting/ King Blvd. and contained in the industrial area.



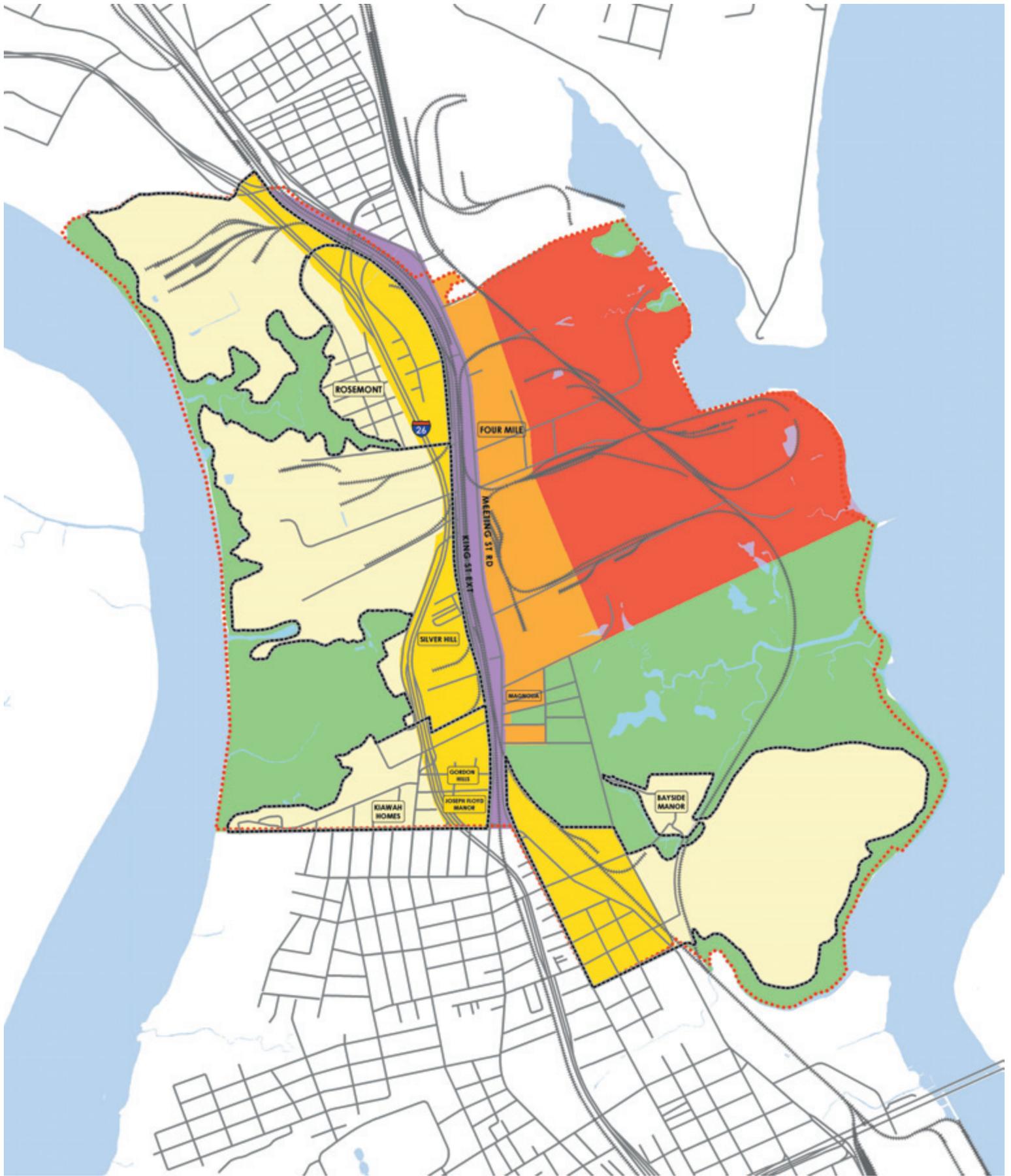
Option 2: Grand Spine Scheme

1. Interstate 26 moves to the Meeting Street/ King Street spine with new interchanges at each end of the Neck area.
2. Meeting Street and King Street are combined to make a new grand boulevard with a centrally located light-rail pedestrian transportation system adjacent to the interstate.
3. Railroad moves to the east of the Interstate contained along the commercial/industrial side of the spine.
4. A new access road is placed on the west side of the interstate/ railroad spine serving the commercial/ industrial area activities.
5. Huguenin St. extends north providing greater access to the historical landmark cemeteries such as Magnolia Cemetery and Bethany Cemetery.
6. Rutledge Avenue is extended north as a new neighborhood boulevard.
7. 20-30 acre park with recreation fields adjacent to a grand boulevard buffering the interstate.
8. New passive park north of Magnolia Cemetery provides citizen access to the Cooper River, and buffers and screens the Industrial activities from the cemetery's serene environment.
9. New park accessing the Ashley River north of Mechanic Street connecting the conservation areas of the cemeteries and acknowledging the historical fortification lines built during the Civil War. (See Historical Landmark Map)

Option 3: East Interstate Scheme

1. Interstate 26 moves to a new location at the far east of the Neck area with new interchanges at each end.
2. Meeting Street and King Street are combined to make a new grand boulevard with a centrally located light-rail pedestrian transportation system.
3. Railroad is relocated to the far east of the grand Meeting/ King Blvd. contained in the industrial area.
4. A new access road is placed on the west side of the interstate/ railroad spine serving the industrial area activities.
5. Huguenin St. extends north providing greater access to the historical landmark cemeteries such as Magnolia Cemetery and Bethany Cemetery.
6. Rutledge Avenue is extended north as a new neighborhood boulevard.
7. 20-30 acre park with recreation fields between the new grand blvd and the new Rutledge Ave. extending to the Ashley River north of Mechanic Street connecting the conservation areas of the cemeteries acknowledging the historical fortification lines built during the Civil War. (See Historical Landmark Map)
8. New passive park north of Magnolia Cemetery provides citizens access to the Cooper River, and buffers and screens the Industrial activities from the cemetery's serene environment.





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Design Districting



A public charrette was held from October 22 - 25 to hold a public meeting in which ideas, concerns, and suggestions would be communicated. The charrette was an open design forum for the public to express what was desired in the planning of the re-development of the Neck area. Three preliminary schemes were designed.



scheme 1 text

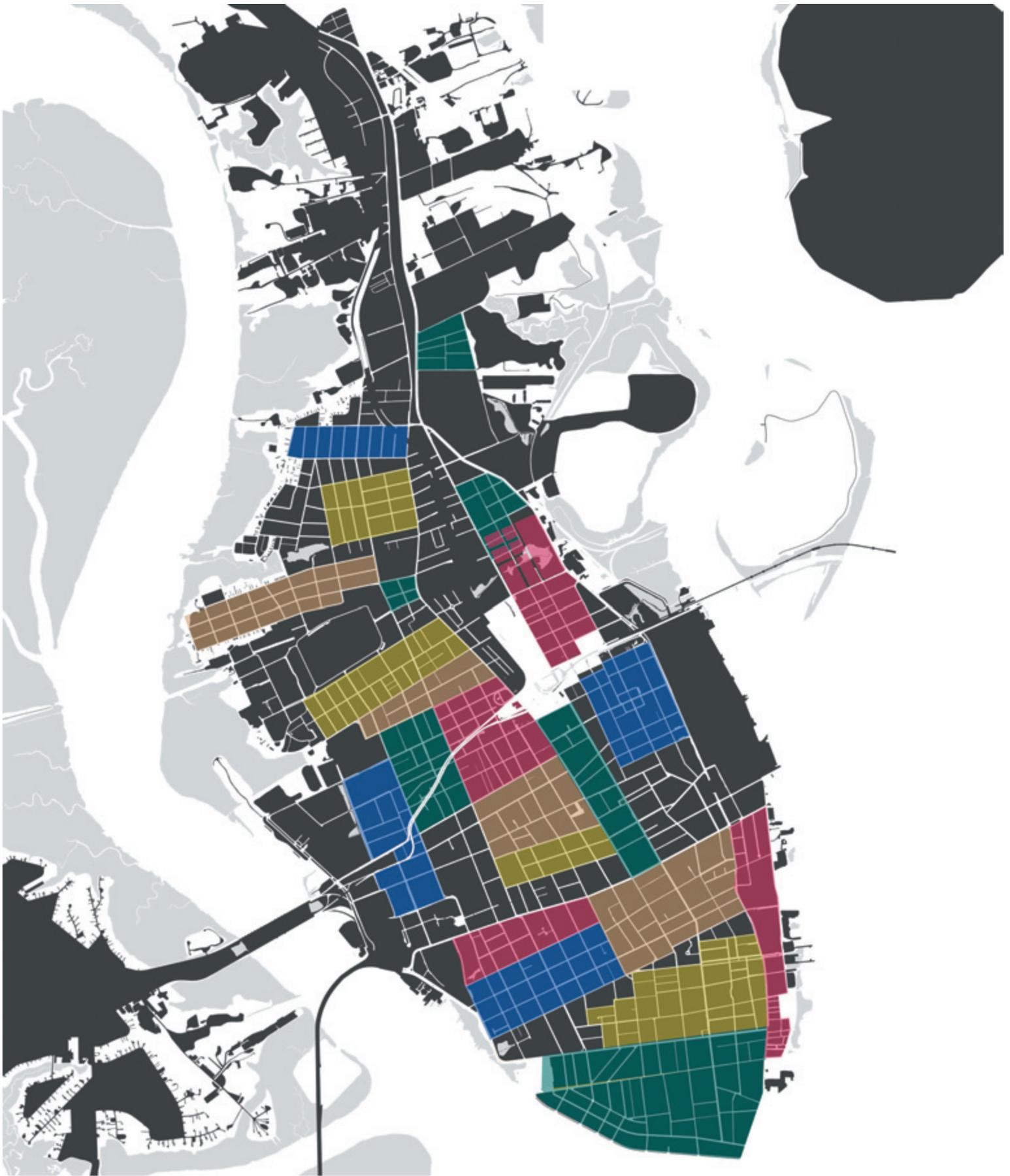


scheme 2 text



scheme 3 text





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Existing Borough Patterns



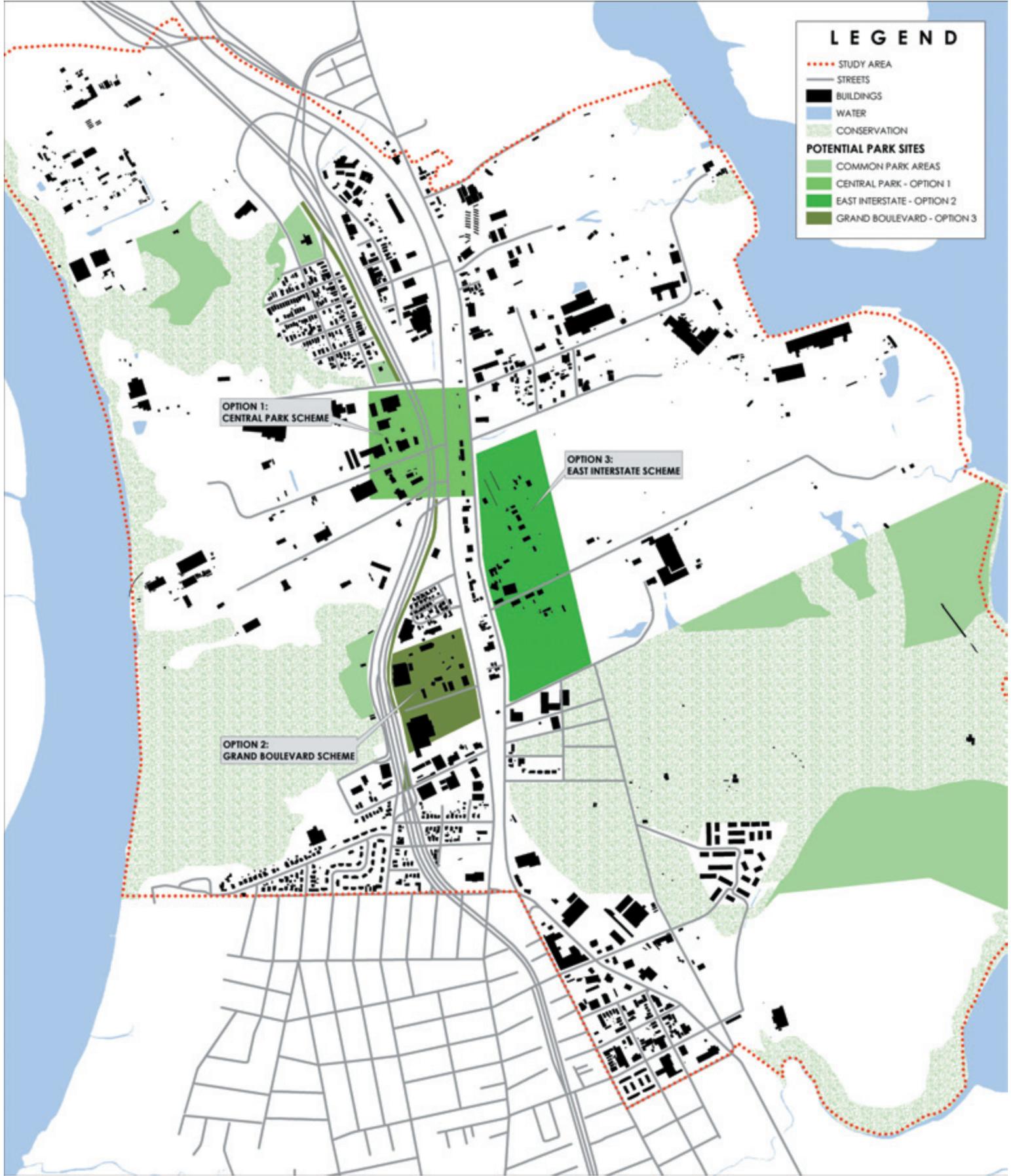


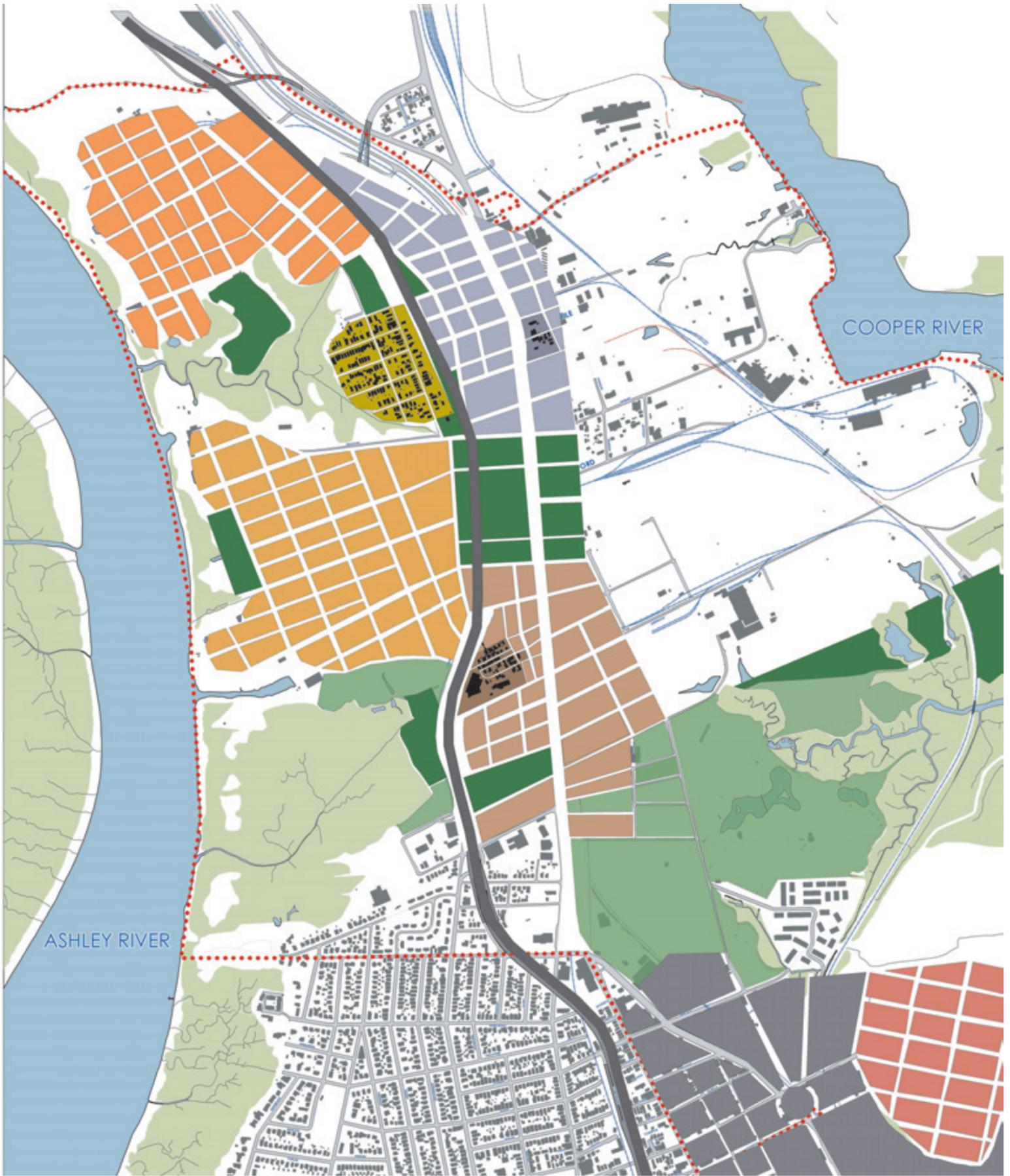
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Borough Patterns Extended





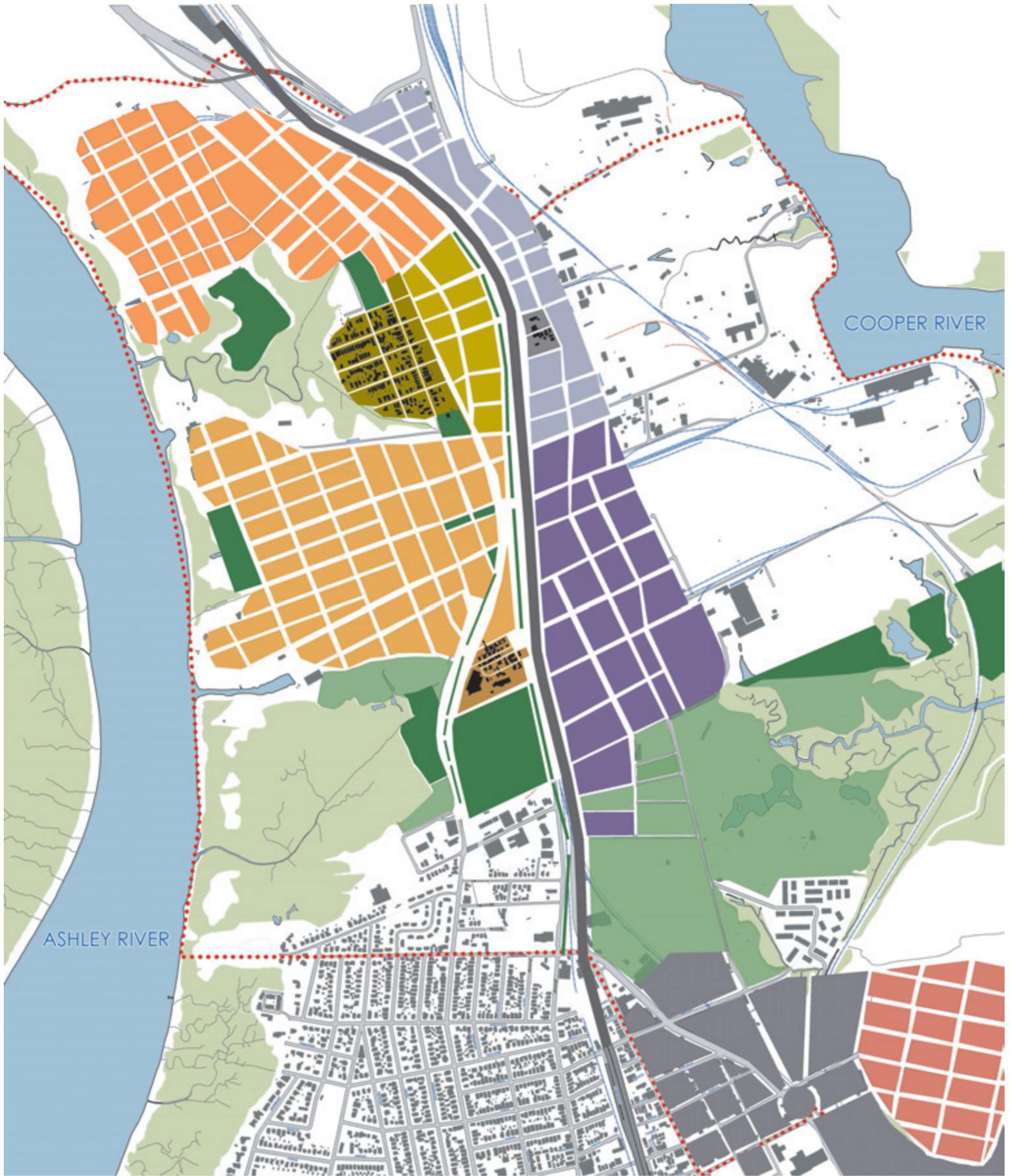


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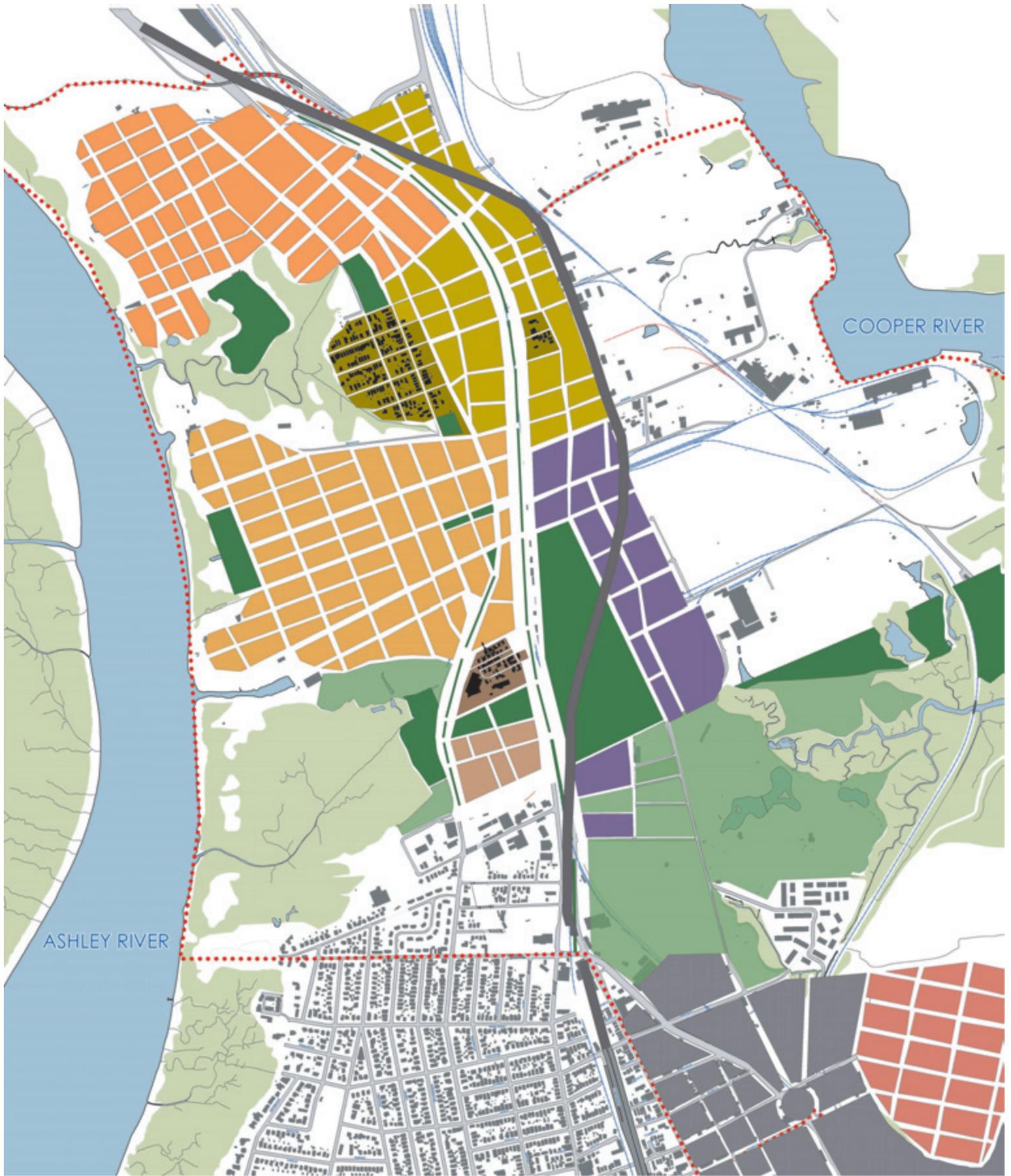
Central Park Option





Grand Spine Option





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East Interstate Option





Zoning Strategy



Zoning Strategy for Neck Area

December 2003

Background

The Zoning Strategy for the Neck is designed to be implemented incrementally, over a period of many years. This is not a wholesale change that will occur immediately. The pace and process of redevelopment in the Neck will be the main determinants in how fast the Zoning Strategy is implemented. As explained below, the preservation of existing neighborhoods in the Neck is paramount to the Zoning Strategy.

Existing Neighborhoods

The number one priority of the zoning strategy for the Neck is to preserve the character and quality of the existing residential neighborhoods of Rosemont, Silver Hill/Magnolia, the Gordon Hills area (Courtland and Montford Avenues), and Four Mile Hibernian. To do this, the plan recommends that the existing zoning districts be thoroughly reviewed, with an eye on making sure that the zoning districts match the development already in place in the neighborhoods.

Presently, these areas are predominantly zoned Single-Family Residential (SR-1). This zoning district requires minimum lot sizes of 9,000 square feet, however, lots in these neighborhoods are typically around 2,500-5,000 square feet. The problem with the current minimum lot sizes is that if new lots are developed in these neighborhoods, the lot sizes would be as much as two or three times bigger than existing lots, thereby encouraging much larger houses than those presently found there. The Four Mile neighborhood has an even greater zoning discrepancy, with all of its area being zoned General Business. The plan recommends that these smaller than required SR-1 lots be rezoned to the Single-Family category that more closely meets their lots sizes, SR-5 for Silver Hill/Hibernian and Four Mile, and SR-4 for Rosemont and the Gordon Hills area. The existing zoning of the Bayside apartment community, Diverse Residential (DR-3) would also be preserved.

The Neck plan is also proposing that the possibility of a "Neighborhood Conservation" oriented zoning overlay be thoroughly reviewed. A zoning overlay is an ordinance that imposes additional zoning requirements or stipulations for new development in a designated area of the City. The existing neighborhoods of the Neck could be covered by this overlay, which could require that any new lots created be the average size of adjoining lots or blocks. The overlay might also be able to require that new houses match the average size of existing houses they abut, or on the same block. A "Neighborhood Conservation" zoning overlay with the above requirements would help assure that the any new houses built in these existing neighborhoods would be built on similar sized lots and that the structures be of a similar size, so that existing residents would not be overwhelmed by very large structures being built immediately adjacent to smaller, older structures.

Conservation Areas

Another priority for zoning in the Neck Plan is to preserve the character of some other significant features of the area: the marshes and the historic cemeteries. The Neck plan proposes creating a new Conservation zoning district specifically for these areas of the Neck that would not allow any filling of marsh or wetland areas, would preserve the cemeteries, and would not allow any other new uses in the Conservation areas, other than park and recreation spaces, and cemeteries.



Gathering Places

In line with the City of Charleston's Citywide comprehensive plan, the **Century V City Plan**, new development and infill development in the Neck would be centered around important intersections of key transportation and transit routes. The intersection of Mount Pleasant Street and King Street is already designated as a "Gathering Place" in the Century V City Plan, and the Neck plan is proposing that the intersection of King Street and Milford Street be designated in a similar fashion.

These Gathering Places will be very special locations in the City, where key community events can take place, and where offices, stores, institutional uses, and residences can be located in close proximity to one another. The Gathering Places would have well designed, pedestrian-friendly streets with wide sidewalks, beautiful parks, plazas, and open spaces, and would have a density of use that capitalizes on the fact that many people would come to these key areas every day. The focus of the Gathering Place would extend roughly ¼ mile in each direction (basically the distance of a five minute walk) from these two key intersections, with the exception of where existing neighborhoods or Conservation areas limited development. The design of all new development in these Gathering Places would be carefully reviewed, with an eye on creating "picture-postcard worthy places" for the residents of the Neck.

Mixed-use Areas

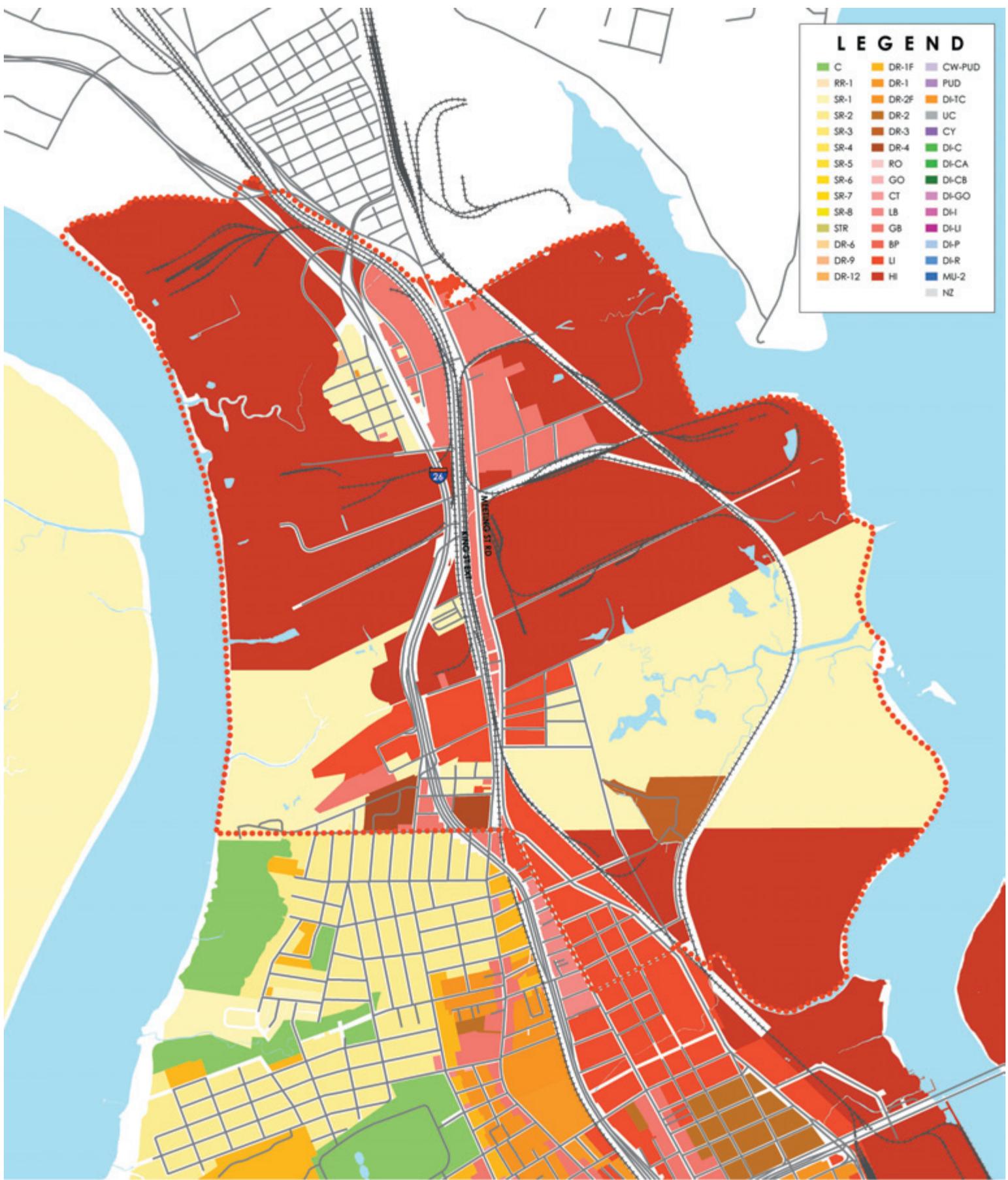
Outside of the two Gathering Places in the Neck, the plan calls for Mixed-Use areas where the bulk of the Neck area redevelopment will take place. These Mixed-Use areas will have buildings that are generally at least two stories tall, with more than one type of use in each building. Typical combinations of uses in a building might include ground floor retail spaces with offices or apartments on upper floors. Or a building could be composed of townhouses with a corner store or office building.

The Neck plan recommends the City create a new Mixed-Use zoning district, the MU-3 District, that would allow all General Business type uses, along with any type of residential use (typically apartments, condominiums, townhouses, etc.). Each building in the MU-3 District would have to have at least two different uses, with the smaller use occupying at least 10% to 25% of the building's square footage. Modest height limits that would be reflective of the Gathering Place's key position as the densest development/redevelopment area in the Neck would also be a part of the MU-3 District's requirements.

Heavy Industrial

Heavy Industrial areas on the Ashley River side of I-26 would be changed to Mixed-Use for their redevelopment. On the Cooper River side, given the superior deep-water access and rail availability, Heavy Industrial would remain for the foreseeable future. The Gathering Places and Mixed-Use areas of the central spine would transition to Heavy Industrial roughly 1,200 to 2,000 feet east of the existing alignment of I-26. These changes would dramatically reduce the amount of area in the neck that could be used for Heavy Industrial operations, and would assure that Heavy Industry did not encroach upon any existing or future residential areas.



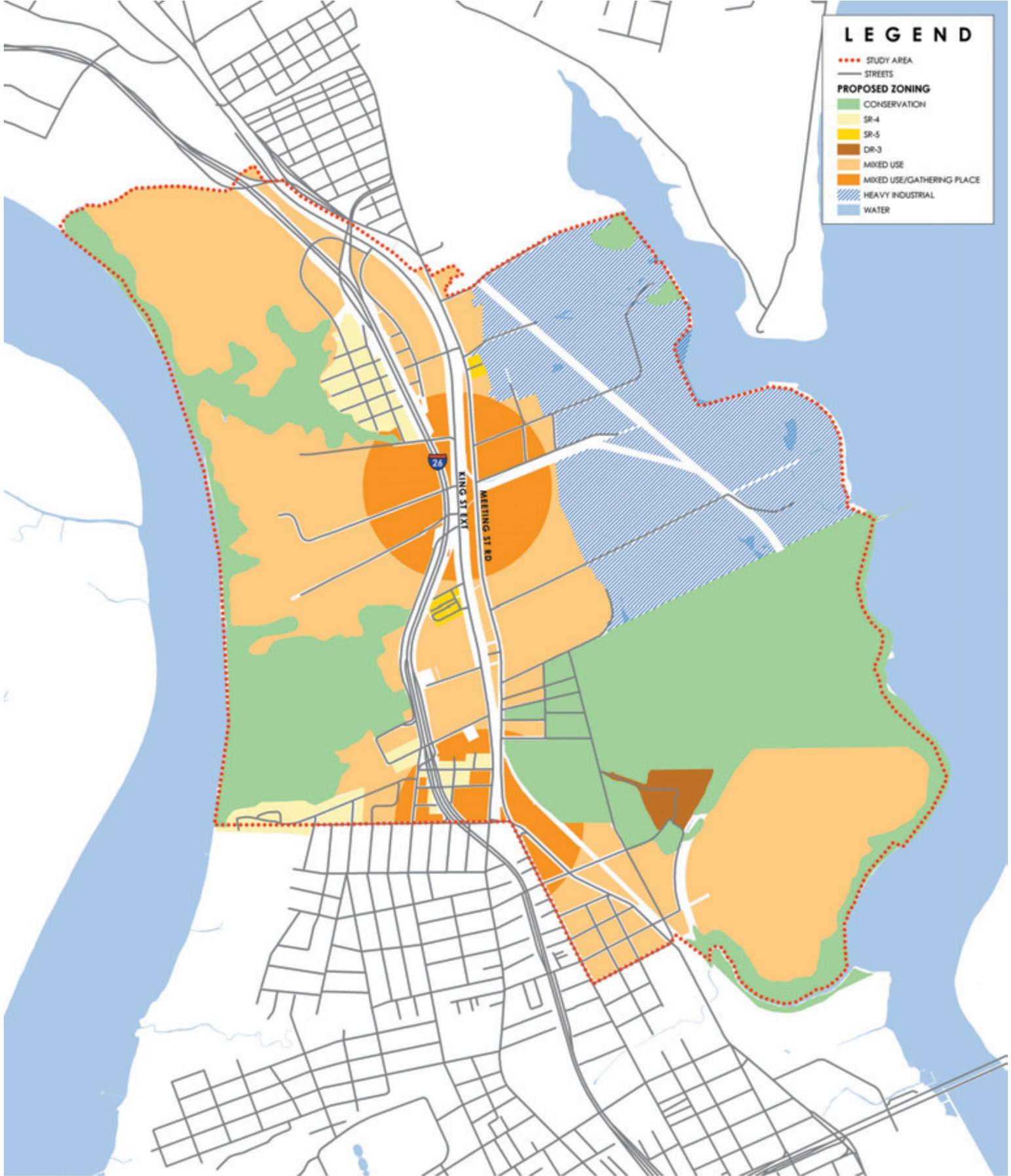


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Existing Base Zoning





LEGEND

- STUDY AREA
- STREETS
- PROPOSED ZONING**
- CONSERVATION
- SR-4
- SR-5
- DR-3
- MIXED USE
- MIXED USE/GATHERING PLACE
- HEAVY INDUSTRIAL
- WATER

CHARLESTON NECK PLAN
PUBLIC DESIGN CHARENTE
DECEMBER 6, 2003. ROSEMONT



Proposed Zoning





Implementation Strategy



Implementation Strategy

There are some key strategic decisions that will need to be made regarding public investment in the central transportation corridor that bisects the Neck Area. Our Urban Plan proposes three options for this corridor. A decision on the preferred option is key to decisions implementation of the whole plan. The following are recommended as next steps in the planning and development process for the study area:

Within 12 Months

- Conduct a complete analysis of the three strategies proposed for the central spine of the study area. This will include a feasibility analysis to determine the viability, appropriateness, and cost of the three proposals. This analysis will recommend one preferred option. This study must be done in conjunction with North Charleston, the CHATS Committee, South Carolina Department of Public Transportation, and the railroad companies.
- Establish a Tax Increment Finance District for the Neck Area to support public investment needed to implement this plan.
- Do more detailed analysis of subareas (boroughs) of the Neck. This will work out land uses, building types, street layout, public spaces and other details at a street neighborhood scale.
- Establish the private Staying Put Initiative to address concerns about residential property reassessment and value increases.
- Complete a study of city facilities within the study area to determine how their location can be consistent with and support the recommendations of this plan. This is particularly important for the Public Service facilities on Milford Street.
- Make first set of zoning changes to protect conservation areas, protect existing neighborhoods, and rezone for mixed-use where appropriate.

Within Five Years

- Complete clean up and begin private development of key development sites within the study area.
 - Begin public improvements to the central transportation spine in concert with the preferred option for this corridor.
 - Begin investment in or relocation of city facilities in concert with the outcome of the city facilities study.
 - Continue zoning changes to complement private investment and redevelopment.
- Conduct a full review and update of this plan.

Within Ten Years

- Complete improvements to the central transportation corridor to provide better access from I-26 and to allow the start of public transportation connecting the Neck and downtown Charleston.
- Complete investment in or relocation of city facilities in concert with the outcome of the city facilities study.
- Complete initial phases of private redevelopment within the Neck Area.
- Conduct a second full review and update of this plan.





Appendix



Neck Planning Team

Citizen Planners

Nancy Button, Rosemont Neighborhood
Pearlie McCoy, SilverHill Neighborhood
Debbie Sanders, Rosemont Neighborhood
Bertha Stafford, Four Mile Neighborhood

City Staff

Pat Crawford, Housing and Community Development
Geona Shaw Johnson, Housing and Community Development
Michael Maher, Civic Design Center
Yvonne Fortenberry, Design, Development and Preservation
Steve Livingston, Parks
Hernan Pena, Traffic and Transportation
Laura Cabiness, Public Service
Sharon Brennan, Economic Development
Eugenia Singleton, Planning and Neighborhoods
Scott Wright, Planning and Neighborhoods
Christopher Morgan, Planning and Neighborhoods
Philip Overcash, Planning and Neighborhoods
Tracy McKee, Planning and Neighborhoods
Irene Constantine, Civic Design Center
Nataly Gualy, Civic Design Center
Anthony Threatt, Civic Design Center
Brian Cook, Civic Design Center



Neck Planning Participants

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Shirley Ford
Henry Frasier
Nathanel Frazier Jr.
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Naaman and Mattie Gibbs
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Elnora Gorett
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Pearl Grant
Johnny Grant
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Hattie Hodges
Lauren Howell
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Beverly Montgomery
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Rosevelt Moozon
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Imam Rasheed
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Megan Terebus
Ida Mae Thomas
Ivy Thomas
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Pamela D. Watson
Freddie Whaley
Romarie Whaley
Gerome Wilkinson
Michael Williams
Pam Williamson
Joe Wolfe



Summary of Neck Planning Surveys

Number of Respondents:

Short Survey: 29
Long Survey: 18
Total: 29

Type of Respondents:

Resident (only): 12
Resident (total): 21
Resident Owner: 9
Property Owner (only): 4
Property Owner (total): 13
Resident Business Owner: 1
Other: 3 (1 worker)

Place of Residence:

Rosemont: 14
Silverhill: 7
4-Mile Hibernian: 2
Other (Neck): 2
Other: 4 (James Isl, Johns Isl, Other Peninsula)

Years in the Neck:

Median Age - 40 years
Oldest Respondent - 68 years
Youngest Respondent - 5 years

Short Survey Results:

What are your greatest fears?

Being scared off/forced out/relocated (17)
Especially senior citizens (3)
Forcing out existing loyal and responsible residents
Gentrification
But if the price is right they can have it
Already have plans in effect
Complete redevelopment of Rosemont/Richland Village
Pushed out by industry
Rising property values
Our neighborhood would be replaced (Richland Village)
Being "left out"
Neighborhood will be "dissolved"
Higher taxes (7)
More industry (4)
Creating health problems/traffic
More pollution
Wasted Potential (2)
Not utilized to full potential
Poor use of parcels & street design
Logistical (traffic, parking etc.)
(Sprawl) (2)
"Ends up like Mt. Pleasant/W Ashley (shops & parking)"
"Sprawl due to development"
Change in quality of Neighborhood
Don't want to make new friends at my age
What type of neighborhood would I reside in?
"Closed doors"/planned w/o input
Few or no concerns (4)

What qualities of the Neck do you like and want to see preserved, protected and improved?

Quiet (6)
Low Crime/Safe (7)
Isolation
Cemeteries
Church(es) (2)
In silverhill
Close to downtown
Residential areas (5)
Rosemont
The neighborhoods (all)
Good Neighbors (3)
Know my neighbors
Loyal, responsible residents
Nice neighbors
Quality (6)
Single-family dwellings
Family-oriented
Neighborhood feel
"single-community feel"
quaintness, closeness, togetherness
community atmosphere
Character/Uniqueness (3)
Cultural community
Character
History (2)
Grew up here
Economics (2)
Economic diversity
Affordable housing
Transportation (3)
Bus service (2)
Neighborhood stores
Marshland
Playground
Street sweepers
"the homes are palaces"
Preserve "the area"
Keep patrolling
the area needs improvement

What kinds of changes would you like to see in the existing neighborhoods?

Residential conditions (9)
Improve run-down houses
Improve/better housing (2)
more housing (8)
communities (ie residential) expanded
Houses on empty lots
SF housing for senior citizens
Mixed-use residential
Housing for low-income families
Home ownership (2), limit rental
Improve run-down businesses
Lots cleaned up (3)
Keep neighborhood clean
Houses (cleaned?)
Less/No more industry (7)
Relocation of chemical plants
Move trucking co. (near silverhill) (2)
Safety (2)
More police, Neighborhood Watch
Crime from ppl from outside Neighborhood (e.g. commuter



employees)
 More service/involvement from the City of Charleston (2)
 City should clean their lots if we're supposed to clean ours
 More services for low-income families
 less train blowing
 More dense urban area, Urban corridor to connect Cooper & Ashley
 door to door mail service
 Enhancing the aesthetics

Business:

More Jobs (6)
 shopping/commercial (11)
 Grocery (9)
 Dollar Store, 7-11
 Corner store
 shopping center (2)
 more convenient shopping ctrs
 Laundromat
 Offices (5)
 Medical (3)
 Restaurants (2)
 sit-down
 fast food
 Potential for small businesses (small offices, retail, etc)
 Businesses that would bring others
 Need access to businesses

Public Transportation:

Transportation (5)
 More access to transit
 Bus service (2)
 More frequent bus service
 Buses unreliable, not close enough
 Streets and Maintenance (3)
 Better maintenance of entrance from Summerville & Austin Streets
 paving all streets
 Grid st network
 Streets/road conditions improved (2)
 Improved infrastructure
 Fix railroad tracks coming to Rosemont
 Better walking conditions (6)
 raise sidewalks (1)
 more sidewalks (2)
 sidewalk from back entrance (to Rosemont) (1)
 walkable streets
 want places to walk to

Bike-friendly streets
 Traffic safety problems (6)
 speed bumps/humps (3)
 "traffic stoppers", "traffic calming"
 People that don't live here drive too fast, unsafe for children
 less truck traffic
 sound barriers for I-26

Recreation:

Parks (4)
 Pool (2)
 Convenience, basketball, playground, trees, benches, swings
 Benches
 More activities for youth (3)
 Safe place for kids to play
 Better playground w/ programs, Chuck E Cheese type place (arcade etc), Baseball field
 More activities for senior citizens
 Waterfront (2)
 Boat ramp/Fishing Pier

Waterfront park
 Proper use of waterfront
 Community center (2)
 For Silverhill for meetings (like Rosemont has)

Long Survey Results:

WHAT I WANT TO STAY THE SAME

What qualities of our City do you like and want to see made more a part of the Neck?

More jobs
Traffic Infrastructure:
 Traffic calming
 Better infrastructure (2)
 (streets, roads)
 grid of streets, corner streets, on street parking, limited parking lots
 More access to public transportation
Park(s) (8)
 waterfront park (4)
 (with a sprinkler for children)
 recreational areas,
 recreational dock (2)
 on the water (Cherry Lane)
 dock to fish off
 Parks (completed)
 More green spaces
 Waterfront (2)
 (See "parks")
 boardwalks, waterfront restaurants
 shopping (2)
 shopping centers
 store, shopping – walkable
 Need services that are downtown
 [person surveyed] doesn't shop
 Mixed-use
 mixed use commercial and residential – network buildings,
 "Commercial-Residential" zoned properties that promote small business
 and the general perception of the area. For ex.: A small retail outlet,
 such as furniture store with apartments upstairs.
 beautification (2)
 with flowers and trees
 Decoration (shrubs, landscape)
 Walkable (4)
 walkable streets
 Sidewalks
 Walking areas/paths
 Bicycling areas (paths)..
 The "Non-suburbia" feeling of Charleston.
 Improved Housing Stock (Rehab)
 It is safe and quiet in Rosemont – we want to keep it this way
 Are there other areas of Chas that you like that are appropriate for the
 Neck area?

Would you like for your children/grandchildren to grow up in the Neck area of Charleston? Why or why not?

Yes [9]
 [Rosemont resident] (6)
 history, heritage (2)
 family
 because of stability, safety, and a sense of "family"
 lots of sentimental value
 want them to be able to leave and be able to come back
 [Other Neck] (1)



[Silverhill] (1)
[Local Developer/Owner] (1)
though they don't. There's not much to do.
but only if the surrounding areas improve

No (3)

Not currently- I'm not sure that there are the resources here presently
that I would like for my children to have [James Isl resident]

[4-mile resident] (2)

N/a [Rosemont Resident]

Wish we had a greater mix of people

Need more jobs (4)

Workplaces

besides minimum wage

WHAT I WANT TO CHANGE

What types of housing would you like to see more of?

Just Single Family homes (4)

Housing outside Rosemont, not infill,

More housing for senior citizens (oss) like the single family housing near
Floyd Manor Single Family Dwelling (oss), Senior Citizen Dwelling

Negative on Apartments (3)

Apartment housing creates problems

No apartment buildings

Houses rather than apartments, townhouses alright, concerned about
renters

Affordable Housing (3)

Affordable houses, apartments, condos

new housing

Full range of style and price (6)

of prices would be good – but skeptical

Single and Multi-Family housing (4)

Single-family residence towards the marshes (on larger lots) tighter
development towards the railroad tracks

Single Family, 2 family, rental or affordable housing (mixed)

Single Family, Duplexes, Triplexes, 4-plexes

New housing but outside [Rosemont]

Like a lot of room – not all over each other

Water | live and work unites on waterfront | multifamily homes -> setback
from waterfront | (high density residential, medium density residential)

-> parks ball parks/cultural center/etc all in this area; all connected by
a grid of streets [James Isl Res]

The Neck Area needs to have a more "urban" and dense feel. [Downtown
resident]

At my age not concerned about the different types of housing in the
Neck area

What types of businesses do you think are needed in the Neck area? What are some examples of the kinds of daily shopping that these businesses should include?

Food (12)

Grocery (9)

Nice grocery store with drugstore, etc.

Restaurant (4)

affordable

Fast food

Coffee shops, Starbucks

Shopping (10)

Shopping center(s) (4)

small

Variety stores (3)

family/general dollar (2)

drug store

Retail (6)

Gap (chain retail stores)

Goodwill

Store outlets

Maybe not enough people for a Wal-Mart

Office (6)

jobs in general for everybody

Banks

Factories

School

Services

Dry cleaners

Shopping Areas within walking distance or with delivery services. Shopping
areas that included drug stores, discount stores and grocery stores.

More sustainable development. but whatever the end result the buildings/
area should be mixed-up

Perhaps some type of market (e.g. farmers' market or some other type of
market where people can come and interact)

What kinds of job opportunities would you like to see available nearby?

Part-time/Afternoon jobs for youth/students (3)

More activities for youth (2)

Range (4)

Technical jobs, manual labor, office jobs, clerks (mixed in with
residential)

Low to mid level white collar positions, such as administrative assistants,
sales reps, paralegals, etc. ; Other positions (postmen, drivers, clerks etc);

Higher-level white-collar (lawyers, doctors, etc.)

Light industry, office (executive) complexes providing accounting jobs,
clerical, computer technology, Doctors offices

High tech offices, schools, etc.

Fair employment opportunities

Professional

Technical

Nice companies, good owners who won't hire people with bad
background

What types of public and private services are important to the health and welfare of people in the community, and should be located nearby?

Medical (7)

Clinic

Doctors office (4)

affordable health service

Health Centers

Post office (4)

Police/Policing (3)

Garbage/trash (2)

Social security (2)

Education, economic development, religious centers

Better Transportation (2)

Better bus service

Better sidewalks. Removal of train tracks. Services that will help the
development and the current residents.

Retirement home(s)

Full range – services, corporate, industry. How can you give these jobs to
Neck Area residents?

Questions about the quality of existing services – bad service, equality,
responsibility

HOW I GET AROUND

Where do you currently like to walk? How could this

walking experience be improved?

Neighborhoods (7)
Rosemont community (3)
I walk through the entire neighborhood
Community for fun
around blocks
Around Silver Hill, to Mt Pleasant St
Parks and Water (4)
Colonial Lake, Waterfront (2)
Hampton Park
to the river
5 min rules to store/work/retail [Downtown resident]
Usually drive

Improvements:

More sidewalks (4)
Make sidewalks everywhere.
Need more close places to walk to
Improve lighting on walkways
traffic calming, crossing RR to Meeting
have no streets [to walk on?], grass isn't cut -> bad to walk, companies
get away w/o keeping property clean, need to be able to walk safely,
cut back, sidewalks, plant blocking visibility for driving.
a park in Rosemont

What other kinds of places would you like to be able to walk to?

Shopping (8)
Shopping centers (4)
Wal-mart
other services
Corner store (2)
Used to be community stores.
Grocery (4)
Parks/Open Space (4)
Parks
Fishing Dock, Parks
Around for exercise, like Park Circle;
Boardwalks on the water
Restaurant
Coffee Shop
Dry cleaners
doctor's office
Bus Stop

Where do you think are the best places for people to be able to get on the bus in your area? Specific Stops

Doscher Ave (4)
Doscher Ave and Peace St
Odessa Ave
Birdie Garrett Streets
Junction of Meeting and Morrison
Junction of Romney and Meeting
In front of the Community Center [Rosemont] or by where the new park
is planned
Other
Crossing of rail track needed (3)
Current are Adequate (2)
Bus services should continue in Rosemont community
Focus on times when people are traveling (work hours)

BUILDING MY COMMUNITY

Where is a good location in the Neck for a public facility

for cultural events, such as an amphitheater?

East of Meeting (3)
Pepsi
Exxon plant
NEI
Dixie Box & Crate
End of Milford
Landfill (2)
Old Landfill
Area by Bayside Manor
Former Koppers site.
Near the water/ away from most homes (noise)
Somewhere close to an exit off of I-26 or off of the new CRB or Further up
King St. Extension to the west of I-26.

Other Things to Have

Bowling Alley(3)
Movie(3)
Fishing, pier/boat landing, animals (wild foxes), people & nature & and
wildlife
Public building to have baby showers, parties, receptions etc,

Where in the Neck area is the best place to locate a new large park with ball fields and other recreation opportunities to be used by all Charleston residents?

East of Meeting (3)
Neilson School used to be East End of Meeting Street where old Exxon
East side of Meeting St for a park (multi-purpose) (mt pleasant & old
Exxon property)
Meeting Street where Pepsi is located
End of Milford
Landfill (2)
"Area by Bayside Manor"
On the water
On the Ashley River
Along the Cooper River
Near the water/ away from most homes (noise)
Rosemont (complete an area on Peace and Austin)
In a place easily accessible for all residents – perhaps a medium density
area
Nice idea but don't know where

Where are smaller parks needed within the Neck area?

Locate within the neighborhoods (5)
Rosemont (3)
Old school ground area
Rosemont, Four Mile, Silverhill
Variously interspersed within neighborhood – particular in wet areas
Brownfield
Undecided
No need (2)
Fix existing parking

Where should natural areas be preserved?

Water/Marshfront (15)
Marshland (13)
Marsh near existing residential (3)
Marsh behind Rosemont (2)
Along the marshes
Marsh not doing so would kill shrimp, so cut it off from building.
Along the river, wetlands
Waterfronts
Residential area (2)

