APPENDIX N:
COMMUNITY IMPACT ASSESSMENT
Community Impact Assessment
Technical Memorandum

Prepared for
South Carolina Department of Transportation,
Charleston County, and the Federal Highway Administration

October 2009

In association with

WilburSmith Associates

STV
# TABLE OF CONTENTS

1. **EXECUTIVE SUMMARY** ........................................................................................................5  
   1.1. KEY COMMUNITY CHARACTERISTICS ........................................................................ 5  
   1.2. ESTIMATED IMPACTS ON COMMUNITIES .................................................................. 8  
   1.3. RECOMMENDED PREFERRED ALTERNATIVE ................................................................. 14  

2. **INTRODUCTION** ................................................................................................................... 15  
   2.1 PURPOSE OF THE COMMUNITY IMPACT ASSESSMENT ........................................ 15  
   2.2 PROJECT DESCRIPTION .................................................................................................... 15  
      2.2.1 Project History and Description .............................................................................. 15  
      2.2.2 Project Need and Purpose ..................................................................................... 15  
      2.2.3 Project Alternatives ............................................................................................... 16  
   2.3 METHODOLOGY FOR THE COMMUNITY IMPACT ASSESSMENT .......................... 16  
      2.3.1 Study Area .............................................................................................................. 16  
      2.3.2 Data Sources ......................................................................................................... 16  
      2.3.1 Public Involvement ............................................................................................... 17  

3. **EXISTING CONDITIONS** ..................................................................................................... 23  
   3.1 CHARLESTON COUNTY ................................................................................................. 23  
      3.1.1 Characteristics of Charleston County ..................................................................... 23  
      3.1.2 Land Use ............................................................................................................... 23  
      3.1.3 Population and Housing ......................................................................................... 24  
      3.1.4 Community Services and Facilities ...................................................................... 25  
      3.1.5 Access and Mobility .............................................................................................. 25  
      3.1.6 Employment and Income ...................................................................................... 26  
   3.2 JAMES ISLAND ................................................................................................................ 27  
      3.2.1 History .................................................................................................................. 27  
      3.2.2 Land Use ............................................................................................................... 28  
      3.2.3 Population and Housing ......................................................................................... 29  
      3.2.4 Community Services and Facilities ...................................................................... 30  
      3.2.5 Access and Mobility .............................................................................................. 32  
      3.2.6 Employment and Income ...................................................................................... 32  
      3.2.7 Neighborhoods ...................................................................................................... 33
3.3  JOHNS ISLAND ............................................................................................................ 38
3.3.1  History ...................................................................................................................... 38
3.3.2  Land Use .................................................................................................................. 38
3.3.3  Population and Housing .......................................................................................... 39
3.3.4  Community Services and Facilities ......................................................................... 41
3.3.5  Access and Mobility ................................................................................................ 42
3.3.6  Employment and Income ....................................................................................... 42
3.3.7  Neighborhoods ......................................................................................................... 43
3.4  WEST ASHLEY ............................................................................................................. 51
3.4.1  History ...................................................................................................................... 51
3.4.2  Land Use .................................................................................................................. 51
3.4.3  Population and Housing .......................................................................................... 52
3.4.4  Community Services and Facilities ......................................................................... 53
3.4.5  Access and Mobility ................................................................................................ 55
3.4.6  Employment and Income ....................................................................................... 55
3.4.7  Neighborhoods ......................................................................................................... 56

4.  IMPACTS .......................................................................................................................... 63
4.1  JAMES ISLAND ............................................................................................................. 64
4.1.1  Area 1: Cloudbreak Court, Edentree Place, Stono Shores, Stone Edge, Stoneboro Court, and Island Shores ........................................................................................................ 64
4.1.2  Area 2: Colonial Grand at Quarterdeck and Mira Vista ............................................. 65
4.1.3  Area 3: Ferguson Village and Riverland Crossing ..................................................... 67
4.1.4  Area 4: The Regatta, EME Apartments and Ellis Creek ........................................... 68
4.1.5  Area 5: Laurel Park, Marlborough and Terrabrook ..................................................... 71
4.1.6  Neighborhoods outside of the refined study area ...................................................... 74
4.2  JOHNS ISLAND ............................................................................................................. 74
4.2.1  Rushland Plantation .................................................................................................. 74
4.2.2  Headquarters Island .................................................................................................. 76
4.2.3  The Marshes at Rushland Landing ............................................................................ 77
4.2.4  The Preserve at Fenwick .......................................................................................... 79
4.2.5  Twelve Oaks .............................................................................................................. 80
4.2.6  The Commons at Fenwick Plantation ...................................................................... 81
4.2.7  The Bend at River Road ............................................................................................ 82
4.2.8  St. John’s Crossing .................................................................................................... 83
4.2.9 The Grove at Fenwick ........................................................................................................ 84
4.2.10 Pamlico Terrace ............................................................................................................. 85
4.2.11 The Gardens of Whitney Lake .................................................................................... 86
4.2.12 Tremont .......................................................................................................................... 87
4.2.13 Barberry Woods ............................................................................................................ 89
4.2.14 The Cottages of Johns Island ......................................................................................... 90
4.2.15 Cane Slash Road / Seven Oaks Plantation .................................................................. 91
4.2.16 Shoreline Farms ............................................................................................................ 93

4.3 WEST ASHLEY .................................................................................................................. 94
4.3.1 Oakland ............................................................................................................................ 94
4.3.2 Air Harbor ........................................................................................................................ 96
4.3.3 Sylcope ............................................................................................................................. 97
4.3.4 Citadel Woods .................................................................................................................. 98
4.3.5 Stone Creek ...................................................................................................................... 99
4.3.6 Battery Haig on the Stono River ...................................................................................... 100
4.3.7 Waterway South ............................................................................................................... 101

5. REFERENCES ..................................................................................................................... 104

LIST OF TABLES

Table 1: Summary of James Island Neighborhood Impacts
Table 2: Summary of Johns Island Neighborhood Impacts
Table 3: Summary of West Ashley Neighborhood Impacts
Table 4: Major Employers in Charleston County
Table 5: Charleston County Economic Factors
Table 6: Demographic Characteristics of James Island in Refined Study Area
Table 7: Housing Characteristics for James Island in Refined Study Area
Table 8: Public Schools on James Island
Table 9: Employment and Income Characteristics for James Island Compared to State and National Averages (2000)
Table 10: Demographic Characteristics of Johns Island in Refined Study Area
Table 11: Housing Characteristics for Johns Island in Refined Study Area
Table 12: Public Schools on Johns Island
Table 13: Employment and Income Characteristics for Johns Island Compared to State and National Averages (2000)
Table 14: Demographic Characteristics of West Ashley in Refined Study Area
Table 15: Housing Characteristics for West Ashley in Refined Study Area
Table 16: Public Schools in West Ashley
Table 17: Employment and Income Characteristics for West Ashley Compared to State and National Averages (2000)
LIST OF FIGURES
(figures follow text of relative chapter)

Figure 2-1: Refined Study Area

Figure 3-1: James Island Census 2000 Block Groups
Figure 3-2: James Island Community Facilities
Figure 3-3: James Island Neighborhoods
Figure 3-4: Johns Island Census 2000 Block Groups
Figure 3-5: Johns Island Community Facilities
Figure 3-6: Johns Island Neighborhoods
Figure 3-7: West Ashley Census 2000 Block Groups
Figure 3-8: West Ashley Community Facilities
Figure 3-9: West Ashley Neighborhoods

Figure 4-1: Alternative A James Island Neighborhoods
Figure 4-2: Alternative B James Island Neighborhoods
Figure 4-3: Alternative C James Island Neighborhoods
Figure 4-4: Alternative D James Island Neighborhoods
Figure 4-5: Alternative E James Island Neighborhoods
Figure 4-6: Alternative F James Island Neighborhoods
Figure 4-7: Alternative G James Island Neighborhoods
Figure 4-8: Alternative A Johns Island Neighborhoods
Figure 4-9: Alternative B Johns Island Neighborhoods
Figure 4-10: Alternative C Johns Island Neighborhoods
Figure 4-11: Alternative D Johns Island Neighborhoods
Figure 4-12: Alternative E Johns Island Neighborhoods
Figure 4-13: Alternative F Johns Island Neighborhoods
Figure 4-14: Alternative G Johns Island Neighborhoods
Figure 4-15: Alternatives A – G West Ashley Neighborhoods
1. EXECUTIVE SUMMARY

The Community Impact Assessment (CIA) evaluates the effects of the proposed Mark Clark Expressway on the surrounding communities. The CIA assesses potential impacts to several key aspects including:

- Cohesion
- Travel Patterns / Accessibility
- Relocation
- Noise
- Visual
- Aesthetics
- Land Use

1.1. KEY COMMUNITY CHARACTERISTICS

Land Use

- The refined study area, located on a portion of James Island, Johns Island and West Ashley, consists of 16 U.S. Census 2000 Block Groups.
- James Island is primarily urban in character, with higher density residential development and commercial land uses located throughout.
- The City of Charleston has annexed numerous parcels scattered throughout James Island. Residents have formed the Town of James Island by incorporating the remaining parcels.
- Johns Island is primarily rural in character with scenic roadways and large tracts of agricultural land. However, due to its proximity to the Charleston mainland, Johns Island has seen growth and development, particularly over the past 20 years, that has changed some of this landscape to higher density residential development and some commercial land uses.
- A portion of Johns Island is located within the city limits of the City of Charleston, with the remainder falling under the jurisdiction of Charleston County.
- West Ashley within the refined study area is primarily residential and commercial land uses throughout the area.
- The majority of West Ashley is located within the incorporated limits of the City of Charleston.

Population and Housing

- According to U.S. census data, the population of Charleston County increased 5 percent from 295,039 people in 1990, to 309,969 in 2000 and ranked 3rd in the state for population. The 2007 population estimate for Charleston County is 340,326.
- Census data showed a population of 12,286 for the year 2000 within the refined study area of James Island and projections for the year 2035 indicate a population increase to 19,677. The percentage of the population that is minority for the block groups ranged between 18 and 20 percent, with the exceptions of block group 19012, which had the lowest percentage (2 percent) of minority populations and block group 20033 the highest at 48 percent. Households speaking a language other than English ranged from 5 to 16 percent, with block
group 19023 being the highest and 20033 the lowest. Block group 19022 had the highest percentage of residents having a place of birth outside of the U.S. at 8 percent. The percentages of the population over 65 in the communities are similar, ranging from 12 to 17 percent, with the exception of block group 20033 having 29 percent. The percentage of households with children under age 18 is also similar with a range of between 20 and 29 percent.

- The majority of the houses on James Island are single-family detached structures, with multi-unit complexes also making up a significant portion of the housing (ranging from 30 percent to 41 percent).
- Housing construction on James Island began in earnest after World War II and continued at a steady pace until the 1990s. A majority of housing in some block groups was constructed from the 1940s through the 1960s while other block groups experienced their growth in the 1970s and 1980s.
- The population of Johns Island block groups within the refined study area varies between 2,170 and 1,164. The percentage of minority populations within the block groups also varies between 37 percent and 51 percent. Households speaking a language other than English ranged from nine to 11 percent, and residents having a place of birth outside of the U.S. are 2 percent or less of the total households. The percentages of the population over 65 are similar among the block groups, ranging from nine to 13 percent. The percentage of households with school-age children is also similar among the block groups, ranging between 35 and 38 percent.
- Most of the block groups on Johns Island grew in population between 1990 and 2000. The overall population of the block groups within the refined study area grew by 40 percent. The Johns Island population is projected to nearly double in size between 1990 and 2015. U.S. Census Bureau data indicates a population of 6,778 in 2000 within the refined study area for Johns Island and projections for 2035 indicate a population of 31,442.
- Housing construction on Johns Island has been steady since the 1950s. According to the 2000 Census, housing existing in the refined study area at the time of the census was constructed in the 1980s. Many more dwelling units have been constructed since the 2000 Census, coinciding with the development of several new residential subdivisions.
- The population of West Ashley block groups within the refined study area varies between 2,855 and 434. The percentage of minority population within the block groups also varies between 19 percent and 71 percent. Households speaking a language other than English ranged from 5 to 9 percent. Also residents having a place of birth outside of the U.S. were a little over 2 percent of the total households. The percentage of the population over 65 ranges from 7 to 25 percent, while the percentage of households with school-age children varies between 15 and 35 percent.
- West Ashley has been identified as the most populated area of the City of Charleston. Between 1990 and 1998, 2,393 new dwelling units were constructed in West Ashley. However, between 1990 and 2000, the population for the portion of West Ashley within the refined study area decreased. U.S. Census Bureau data showed a population of 6,229 in the year 2000 within the refined study area for West Ashley and projections for the year 2035 indicate a population of only 5,604.
Community Services and Facilities
- Charleston County School District has 44 elementary schools, 14 middle schools, and ten high schools, along with five combination schools, seven charter schools and eleven magnet schools serving over 42,500 students. In addition, there are 42 private schools accommodating approximately 8,000 students.
- The largest recreational facility on James Island and that is within the refined study area is the James Island County Park.
- There are no County or City-owned parks on Johns Island within the refined study area.
- The recreational facility for West Ashley within the refined study area is the West Ashley Greenway.

Access and Mobility
- The roadway network in Charleston County includes two interstates, three U.S. highways and several state routes, including four within the refined study area.
- Public transportation servicing the area is provided by Charleston Area Regional Transportation Authority (CARTA) and Rural Transportation Management Agency (RTMA).
- Residents and visitors to James Island rely on three routes for travel on/off the island: Maybank Highway (SC Route 700) which travels west across the Stono River to Johns Island; SC Route 171 which travels north across Wappoo Creek to West Ashley and travels south to Folly Beach; and SC Route 30 which travels east across the Charleston Harbor to downtown Charleston.
- There are two travel routes on/off Johns Island, namely Maybank Highway and Main Road. Maybank Highway (SC Route 700) is a major thoroughfare that crosses Johns Island east-west from the Stono River Bridge (also known as Paul Gelegotis Bridge) to Wadmalaw Island. Main Road carries traffic across the Stono River to/from West Ashley and essentially parallels the Stono River through Johns Island.
- I-526, U.S. 17 (Savannah Highway), Ashley River Road (SH-61), Paul Cantrell Boulevard, St. Andrews Boulevard (SH-171) and Sam Rittenberg Boulevard (SH-7) are the major roadways that interconnect within the refined study area of West Ashley.

Employment and Income
- The labor force in Charleston County is comprised of 155,555 individuals. The top categories of employment by industry for Charleston County are educational/health/social services (22.7 percent), retail trade (12.6 percent) and recreation/food service (12.3 percent).
- Charleston County had an unemployment rate of 5.9 percent in 2000. Census data for 2000 showed that the median household income in Charleston County is $37,810, which is average for South Carolina but lower than the United States. However, 16.4 percent of the population of Charleston County lives below the poverty level which is greater than both the state and the United States.
- According to 2000 census data for employment by industry, the majority of the workforce for the block groups on James Island is employed in the educational/health/social services fields.
- The median household income for block groups ranges from just under $29,400 to $47,800 for the James Island refined study area. The percent below poverty level ranges from 6 percent to 31 percent.
• The median household income for block groups within the Johns Island refined study area ranges from just under $33,000 to $53,393. The percent below poverty level ranges from 1 percent to 15 percent.

• The median household income averaged for the 5 block groups in the West Ashley refined study area was estimated at $42,151. The percent below poverty level ranges from 3 percent to 33 percent.

**Neighborhoods**

• The portion of the refined study area within James Island can be divided into five areas with 16 neighborhoods: Cloudbreak Court, Edentree Place, Stono Shores, Stone Edge, Stoneboro Court, Island Shores, Colonial Grand at Quarterdeck, Mira Vista, Ferguson Village, Riverland Crossing, The Regatta, EME Apartments, Ellis Creek, Laurel Park, Marlborough, and Terrabrook.

• There are ten neighborhoods that are within the refined study area of Johns Island that could be affected by the proposed project. The neighborhoods include Rushland Plantation, Headquarters Island (which includes Stono Watch and Headquarters Plantation), The Marshes at Rushland Landing, Fenwick Hall Plantation (which includes The Preserve at Fenwick Plantation, Twelve Oaks at Fenwick Plantation, The Commons at Fenwick Hall, The Bend at River Road, St. John’s Crossing, The Grove at Fenwick Plantation, and Pamlico Terrace), The Gardens of Whitney Lake, Tremont, Barberry Woods, The Cottages of Johns Island, Cane Slash Road/Seven Oaks Plantation, and Shoreline Farms.

• There are ten neighborhoods within the refined study area for West Ashley that could be affected by the proposed project. These neighborhoods include Orleans Estate, Geddes Hall, Dupont, Oakland, Air Harbor, Sylcope, Citadel Woods, Stone Creek, Battery Haig on the Stono River and Waterway South.

**1.2. ESTIMATED IMPACTS ON COMMUNITIES**

The following tables summarize impacts of the proposed Reasonable Alternatives to James Island (Table 1), Johns Island (Table 2) and West Ashley (Table 3) neighborhoods.
### Table 1
Summary of James Island Neighborhood Impacts

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The total number of neighborhoods impacted varies between each of the Reasonable Alternatives. The majority of these impacts would involve changes to travel patterns, noise/visual/aesthetic, and/or land use.
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<tr>
<td>Shoreline Farms</td>
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**TOTAL NUMBER OF IMPACTS PER ALTERNATIVE**

|                        | 11 | 26 | 10 | 41 | 39 | 31 | 30 |

The total number of neighborhoods impacted varies between each of the Reasonable Alternatives. The majority of these impacts would involve changes to travel patterns, noise/visual/aesthetic, and/or land use.
<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Type of Impact</th>
<th>Reasonable Alternatives</th>
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<tr>
<td>Oakland</td>
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<td>Citadel Woods</td>
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### TOTAL NUMBER OF IMPACTS PER ALTERNATIVE

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<td>Land Use</td>
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The total number of neighborhoods impacted is the same for each of the Reasonable Alternatives. The majority of these impacts would involve noise/visual/aesthetic impacts.

### 1.3. RECOMMENDED PREFERRED ALTERNATIVE

Based on studies completed for the Draft Environmental Impact Statement (DEIS), Alternative G is recommended as the preferred alternative. Analysis shows it is the most reasonable alternative based on both costs and impacts to the human and natural environments in the project study area. Communities directly affected by this alternative include Oakland, Barberry Woods, Cane Slash Road area, Tremont and Ellis Creek. Other communities that may experience impacts based on proximity to the alternative include Citadel Woods, Stone Creek, Battery Haig on the Stono River, Waterway South, Air Harbor, Headquarters Plantation, The Preserve at Fenwick, The Bend at River Road, The Commons at Fenwick, Gardens of Whitney Lake, Tremont, Barberry Woods, the Cane Slash Road Area, Laurel Park, The Regatta, Quarterdeck, EME Apartments, and the West Woodland Shores Road area neighborhoods of Stono Edge, Stoneboro Court, and Cloudbreak Court.

Efforts to avoid and minimize impacts to communities will continue through the refinement of the preferred alternative. Public comments collected from the public hearings scheduled for Spring 2010 will be taken into consideration for the Final EIS. At that time, specific mitigation options will be further explored.
2. INTRODUCTION

2.1 PURPOSE OF THE COMMUNITY IMPACT ASSESSMENT

The Community Impact Assessment evaluates the effects of the Reasonable Alternatives on the surrounding communities and quality of life. Items of importance to people such as mobility, relocation, isolation, and other community issues are evaluated to determine the overall consequences of the alternatives.

2.2 PROJECT DESCRIPTION

2.2.1 Project History and Description

Since the 1970s, the plan for Mark Clark Expressway has included a connection between West Ashley, Johns Island, and James Island. The plan has progressed off and on for the past 30 years, with the most recent phase resulting in a Draft Supplemental Environmental Impact Statement (DSEIS) in 1995. Funding was not identified for the completion of the project until a half-cent sales tax was approved by Charleston County voters in 2004, supported by funding from the South Carolina Transportation Infrastructure Bank (SIB) in 2006. South Carolina Department of Transportation (SCDOT) and Charleston County are moving forward with this project by implementing a new Environmental Impact Statement (EIS).

The project would generally extend from the current terminus of I-526 at U.S. 17 in West Ashley, across the Stono River onto Johns Island, across the Stono River again onto James Island, and end at SC 30 (the James Island Connector). The project as proposed is to add approximately seven miles of new roadway.

2.2.2 Project Need and Purpose

The purpose of the Mark Clark Expressway project is to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas of Charleston, in an environmentally sensitive manner.

The following needs have been identified in connection with the proposed federal action within the study area:

- Increase capacity – the traffic volume on several main thoroughfares in the area exceeds the capacity of the facilities during peak hours, resulting in congestion, delays, and crashes.

- Improve safety – congestion reduces safety on roadways and forecasts of population growth and future demand show congestion increasing in the coming years.

- Increase regional mobility – with limited and congested connecting routes between the regions in the study area, additional transportation linkages are needed to efficiently move people and goods.
2.2.3 Project Alternatives

The development of project alternatives began by presenting an initial 17 new location alignments to the public for review. Four of these had been analyzed in the 1995 Draft Supplemental EIS study, and 13 were designed based on preliminary project goals. Comments received during the Fall 2008 comment period following the first public information meeting resulted in the addition of several new alignments to study. This brought the total to 35 new location or improve existing roads alternatives plus a No-Build Alternative, mass transit alternative, and transportation system management alternative. These alternatives were then brought forward for analysis to determine which met the need and purpose established for the proposed project. The result was seven reasonable new location Alternatives plus the No-Build Alternative, the Mass Transit Alternative, and the Transportation System Management alternative, which were selected based on public response and technical analysis, such as traffic performance, safety and environmental criteria. These ten alternatives went forward to be evaluated in the DEIS for impacts and potential benefits.

Alternatives A through E would continue the Mark Clark Expressway as a four-lane divided interstate with controlled-access from U.S. 17 to SC 30, bridging the Stono River two times (Figure 2-1). Alternatives F and G would be a four-lane divided parkway from U.S. 17 to SC 30, bridging the Stono River two times, with reduced speeds, limited access, and would include a multi-use path.

The No-build alternative would not complete the Mark Clark Expressway nor improve existing roads beyond what is currently planned for the region. The Mass Transit alternative would improve existing transit services and/or add rail transit service. The Transportation System Management (TSM) alternative would make improvements within existing right of way with minimum capital expenditure. This may involve such items as adding turn lanes, signalization, signing, speed restrictions, or access control.

2.3 METHODOLOGY FOR THE COMMUNITY IMPACT ASSESSMENT

2.3.1 Study Area

The demographic area evaluated includes block groups within three regions of Charleston County: James Island, Johns Island and West Ashley. A refined study area was defined to identify the area and block groups with the most potential for project-related effects on communities (Figure 2-1). The key factors in identifying neighborhood boundaries within the refined study area are signage at the beginning of the neighborhood/subdivision, architectural characteristics, and infrastructure in place.

2.3.2 Data Sources

Data collection included a review of aerial photography, field visits, use of Global Information Systems (GIS) and public meeting comment forms. Baseline conditions were established to provide a baseline in which to analyze the effects the proposed Reasonable Alternatives could have on existing neighborhoods. Demographic information from the U.S. Census Bureau, along with data from other sources noted above was used to provide a general overview of the community characteristics within the refined study area. Demographic data from the 2000 U.S. Census, such as age, race, median income, etc. was gathered to serve as a basis for identifying potential community
issues and to reach conclusions about the effects that the proposed project would have on surrounding communities.

Since considerable growth and development have occurred in portions of the refined study area since the 2000 census, more recent information from various land use plans, real estate data, transportation models, etc. was used where available.

2.3.1 Public Involvement

In order to encourage community involvement and to inform the public about the project, several meetings have been held to date in addition to other outreach methods such as mailings, project website with email notification, and a project hotline.

Public Involvement Meetings: A Public Scoping Meeting was held to gather input from the public on the needs for the project and the concerns of the community. The meeting was held at the Murray-LaSaine Elementary School on James Island within the project study area on April 10, 2008 from 6:00 PM to 8:00 PM. A total of 444 attended the meeting, and 588 comment sheets were received during the course of the comment period. The issues that were mentioned the most included:

- consider other alternatives or means of transportation;
- concern for overdevelopment of rural spaces;
- include A New Way to Work as proposed by the South Carolina Coastal Conservation League in the DEIS;
- include bicycle and pedestrian facilities;
- avoid the James Island County Park; and,
- encouragement to complete the project.

The first series of Public Information Meetings were held to inform the public of the draft purpose and need for the project and gather input concerning the new location alternatives that had been developed to date and additional alternatives that should be considered. The meetings were held November 13, 2008 at Fort Johnson Middle School; November 18, 2008 at West Ashley High School; and November 20, 2008 at St. John's High School. A combined total of 451 attended the meetings, and 460 comment sheets were received during the comment period. The top issues were:

- support of A New Way to Work as an alternative;
- improving existing roads;
- protecting the James Island County Park and Dill Sanctuary;
- concern over impacts to neighborhoods and relocations; and,
- concern over impacts to marshes/wetlands.

A second series of Public Information Meetings were held to inform the public of the range of alternatives that were considered, an analysis of each alternative, and which alternatives were to be Reasonable. The meetings were held April 30, 2009 at West Ashley High School; May 5, 2009 at St. John’s High School; and May 7, 2009 at James Island High School. A total of 472 attended the three meetings, and 548 comment sheets were received during the comment period. The top issues were:
• support of A New Way to Work as an alternative;
• improving existing roads;
• including mass transit;
• protecting the James Island County Park and Dill Sanctuary;
• concern over impacts to marshes/wetlands;
• keeping Johns Island rural; and,
• the need for bicycle/pedestrian paths in the study area.

Several community information meetings were held upon request by neighborhood organizations. Project team members made a presentation on the proposed project and answered questions at each meeting. These meetings included the following groups:

• January 5, 2009 - Byrnes Down/Windermere neighborhoods on James Island
• May 27, 2009 - Kiawah Island Community Association on Kiawah Island
• June 9, 2009 – West Woodland Shores Road neighborhoods on James Island
• July 15, 2009 – Kiawah Property Owners Group on Kiawah Island
• September 10, 2009 – College of Charleston graduate students

Community Assessment Survey: In addition to comments received through public information meetings, a Community Assessment Survey was included in the Summer 2009 newsletter. This newsletter was distributed to 30 postal routes in West Ashley, Johns Island and James Island for a total of 21,793 deliveries. The 30 postal routes were chosen based on their proximity to the study area. The survey collected such information as length of residency, job location, interaction with neighbors, important community features, and if the proposed project would be beneficial or detrimental and why. Surveys responses were entered into a database, tabulated and analyzed. Original surveys were placed in the project file for inclusion in the project administrative record. This information was used to describe neighborhood character and values; assess the impacts to each neighborhood; and capture each neighborhood’s feelings toward the project and its potential impacts or benefits.

A total of 406 surveys were returned through the mail. Following is a compilation of the total responses which are then broken out by area. Comments as they pertained to individual neighborhoods are discussed in the following chapter.
Total Responses

Question 1 asked what community/neighborhood the respondent lived in, with the options of writing in the name of their neighborhood and checking West Ashley, James Island, Johns Island or Charleston. The results were:

- 15 percent in West Ashley
- 21 percent on Johns Island
- 63 percent on James Island
- 0.7 percent in Charleston

Question 2 asked how many years/months the respondent has lived in their neighborhood. The average was 19.6 years, with answers ranging from 2 months to 89 years.

Question 3 asked if the respondent worked and if so, what area of the city their job was located in. Answers included 69 individuals working in the Downtown area, 43 retired, 41 working in West Ashley, 26 working in North Charleston, 25 working on James Island, and 23 working on Johns Island.

Question 4 asked how often does the respondent interact with their neighbors, with the choices of often, never, sometimes, and don’t know/no opinion. The results were:

- 40 percent often
- 57 percent sometimes
- 0.7 percent never

Question 5 asked which of the following sites are important to the respondent's community:

- 77 percent James Island County Park
- 70 percent natural features
• 47 percent bicycle/pedestrian facilities  
• 27 percent West Ashley Greenway  
This question also provided the option of writing in other sites. Responses included:

• sidewalks and bicycle lanes;  
• wetlands and natural habitats;  
• shopping;  
• Folly Beach and parks;  
• the Lowcountry Senior Center;  
• the Dill Sanctuary;  
• live oak trees; and,  
• the quiet and peacefulness or rural feel of their area.

Question 6 asked if the respondent felt a new road would be beneficial or detrimental to their area and respondents had the option of writing in why they felt this way.

• 60 percent felt the road would be beneficial; and,  
• 36 percent felt the road would be detrimental.

The majority of respondents who felt the road would be beneficial thought so for relief of traffic congestion, but also felt it would:

• provide a faster, safer route;  
• it would provide greater accessibility to surrounding areas;  
• it would provide an additional emergency evacuation route; and,  
• it would save fuel.

Reasons respondents felt the road would be detrimental included:

• impacts to the natural environment;  
• encouragement of growth leading to more traffic;  
• impacts to quality of life such as noise, rural feel, pollution, obstruction of views; and,  
• impacts to the James Island County Park.

Optional questions for respondents to answer included gender, age, and race. For those who responded:

• 51 percent were male and 49 percent were female;  
• 36 percent were under 50 years of age and 64 percent were over 50;  
• 92 percent were Caucasian;  
• 5 percent were African American; and,  
• 3 percent were of another race.
West Ashley Responses

There were 62 responses from those who live in West Ashley. The average length of residency was 18.6 years, with answers ranging from two months to 80 years. Most West Ashley residents work in West Ashley or downtown Charleston.

When asked how often they interact with their neighbors, West Ashley residents replied 37 percent often, 58 percent sometimes, and 1.6 percent never.

When asked which of the following sites are important to the respondent’s community, answers were:

- 50 percent James Island County Park
- 66 percent natural features
- 63 percent bicycle/pedestrian facilities
- 68 percent West Ashley Greenway
- 47 percent vistas/views
- 48 percent public transportation

Other sites included the James Island Senior Center, mature trees, creeks, and a community feel.

When asked if respondents felt a new road would be beneficial or detrimental to their area answers were:

- 58 percent felt the road would be beneficial; and
- 22 percent felt the road would be detrimental.

Johns Island Responses

There were 84 responses from those who live in Johns Island. The average length of residency was 15.1 years, with answers ranging from four months to 55 years. Most Johns Island residents work Downtown or on Johns Island.

When asked how often they interact with their neighbors, Johns Island residents replied 62 percent often, 36 percent sometimes, and 0 percent never.

When asked which of the following sites are important to the respondent’s community, answers were:

- 64 percent James Island County Park
- 75 percent natural features
- 42 percent bicycle/pedestrian facilities
- 19 percent West Ashley Greenway
- 70 percent vistas/views
- 15 percent public transportation

Other sites included rural character of the island, live oaks, access to beaches and downtown, safety and quiet, the marsh, lower speeds on two-lane roads.

When asked if respondents felt a new road would be beneficial or detrimental to their area answers were:
• 57 percent felt the road would be beneficial; and,
• 39 percent felt the road would be detrimental.

James Island Responses

There were 257 responses from those who live in James Island. The average length of residency was 24.5 years, with answers ranging from three months to 89 years. Most James Island residents work in the downtown part of Charleston, West Ashley or are retired.

When asked how often they interact with their neighbors, James Island residents replied 55 percent often, 42 percent sometimes, and 0.8 percent never.

When asked which of the following sites are important to the respondent’s community, answers were:

• 88 percent James Island County Park
• 69 percent natural features
• 44 percent bicycle/pedestrian facilities
• 20 percent West Ashley Greenway
• 55 percent vistas/views
• 37 percent public transportation

Other sites included James Island Senior Center, sidewalks, Folly Beach, shopping, live oaks, creeks and marshlands, Dill Sanctuary, and public golf course.

When asked if respondents felt a new road would be beneficial or detrimental to their area answers were:

• 61 percent felt the road would be beneficial; and,
• 35 percent felt the road would be detrimental.
Chapter 2
Introduction Community Impact Assessment

Legend
- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
- Alternative G
- Refined Study Area
- Streets
- Water Features

FIGURE 2-1
REFINED STUDY AREA
3. EXISTING CONDITIONS

The following sections provide an overview of the area’s social and economic characteristics.

3.1 CHARLESTON COUNTY

3.1.1 Characteristics of Charleston County

Charleston County is located on the Atlantic coast in the Lowcountry Region of South Carolina in the southeastern portion of the state. Charleston County encompasses several sea islands including Johns, James, Kiawah, Seabrook and Wadmalaw Islands. Also included are the cities of Charleston and North Charleston and the towns of Mount Pleasant, Sullivan’s Island and McClellanville, and an area of the city commonly referred to as West Ashley. The project’s refined study area includes portions of West Ashley, James Island and Johns Island and the communities therein.

Colonialists came to the Carolinas in 1670 and formed the settlement of Charlestowne on the west bank of the Ashley River. Ten years later, they moved the settlement to its permanent place on the peninsula between the Ashley and Cooper rivers, with a harbor accessing the Atlantic Ocean. The town was renamed Charleston in 1783 when it became free of British rule. Charleston was the center for South Carolina and much of the South in terms of economics, with a thriving international port, politics as the capital until 1790, and society as one of the largest cities in the new nation. The wealth of the city was based on the plantations in the surrounding counties and sea islands that used slave labor to grow rice, indigo and cotton (South Carolina State Library, 2009).

Since 1776, Charleston survived two occupations during wartime, a significant earthquake in 1886, and numerous fires, diseases and hurricanes. The area remained focused on agriculture, with a switch from cotton to truck farming in the early twentieth century. Industry came in the form of the Charleston Navy Yard in North Charleston. Expansion of this industry in World War II led to the creation of the first suburbs in North Charleston, West Ashley and James Island following the war. In the latter half of the twentieth century, an increased focus on preserving the historical aspects of the region led to the development of the tourism industry. Historic preservation has kept the Charleston area a major tourism destination. By the 1980s, the region had also become a prime market for retirement and vacation home developments located on former agricultural lands throughout the county. This trend, which began in the last decade, continues to be seen in the region.

3.1.2 Land Use

Existing Land Use: Charleston County contains a total of approximately 587,148 acres (917.42 square miles). Existing major land uses include industrial, commercial, agricultural, parks, recreation and residential land.
Charleston County is predominantly urban in character, with rural areas on the outer edges of the county to the west, northwest and northeast. The urban portions of the county consist primarily of high density residential uses and commercial districts, with some industrial areas, particularly in North Charleston. Rural areas have lower density residential uses, some agriculture and forested areas and large wetland areas.

**Land Use/Comprehensive Plans:** The most current land use plan available for Charleston County is the Charleston County Comprehensive Plan (The Plan), which was completed in November 2008. The Plan establishes an Urban Growth Boundary, which delineates the urban/suburban portions of the county from the rural portions. It serves to assist the City of Charleston, Johns Island, the Town of James Island, and West Ashley in managing the suburban growth within the boundary and to protect the rural characteristics of the county outside of the boundary. The refined study area for James Island and West Ashley and the northeastern portion of the refined study area for Johns Island are located within the Urban Growth Boundary.

The Plan has identified special planning areas and corridors that are subject to development pressure and further land use studies. The special planning areas within the refined study area are the intersection of River Road and Maybank Highway on Johns Island; and the Belgrade Road, Savage Road and Bees Ferry Road areas in West Ashley. There are two Special Corridors, Maybank Highway and Main Road on Johns Island, which are also in the refined study area. Special Corridors are areas that are likely to experience master planned future growth on large tracts of land.

The Plan has targeted three areas within the refined study area for economic development: the I-526 corridor from I-26 to U.S. 17; along Henry Tecklenberg Drive; and the West Ashley traffic circle at the Glenn McConnell Parkway and Bees Ferry Road intersection.

### 3.1.3 Population and Housing

**Growth Trends:** According to the 2000 U.S. Census data, the population of Charleston County increased 5 percent from 295,039 people in 1990, to 309,969 in 2000 and ranked 3rd in the state for population. The 2007 population estimate for Charleston County is 340,326, which represents an increase of about 15 percent growth from 1990.

**Race/Ethnicity:** The population of Charleston County is 61.9 percent white and 38.1 percent minority. The median age is 34.5, and 11.9 percent of the population is age 65 years and older.

**Education:** Six percent of the population of Charleston County has less than a 9th grade education while 81.5 percent is a high school graduate or higher, and 30.7 percent has a bachelor’s degree or higher. The percentage of those who have a high school diploma and higher, or a bachelor’s degree and higher is higher than the state averages of 76.3 percent and 20.4 percent respectively.

**Housing:** The 2000 U.S. Census data provided information about the type of housing and home values. The majority of the houses in Charleston County (58.4 percent) are single-family detached structures, with mobile homes encompassing approximately 8.8 percent of the total number of housing units, which is less than the state average of 20.3 percent. The median value of homes in Charleston County is $130,200 which is higher than the state average of $94,900. The majority of homes (59 percent) were built prior to 1979. Approximately 61 percent of the houses in Charleston
County are owner-occupied, compared to 72.2 percent for the state, and approximately 30.9 percent of homeowners have lived in their home for more than ten years. As of 2000, vacancy rates are at 12.5 percent for the county. Approximately 11.9 percent of households have no vehicle available and 2.7 percent have no telephone service.

3.1.4 Community Services and Facilities

Schools: Charleston County School District has 44 elementary schools, 14 middle schools, and ten high schools, along with five combination schools, seven charter schools and eleven magnet schools serving over 42,500 students. In addition, there are 42 private schools accommodating approximately 8,000 students.

Colleges/Universities: Higher education and continuing education opportunities are available within the county through the College of Charleston, Citadel Military College of South Carolina, Trident Technical College, American College of the Building Arts, Charleston School of Law, Miller-Motte Technical College, MUSC Medical Center, ECPI College of Technology, Art Institute of Charleston, Southern Wesleyan University, Clemson University, Troy University LLC, Charleston Southern University, Lowcountry Graduate Center, Webster University Charleston, Strayer University Charleston Campus and Park University.

Medical Centers/Hospitals: There are several medical facilities servicing the region including East Cooper Medical Center, Medical University of South Carolina, Ralph H. Johnson V.A. Medical Center, Roper St. Francis Healthcare, Trident Health System, and Bon Secour St. Francis Hospital, which is located in West Ashley in the refined study area.

Police/Fire/EMS: The County has 14 fire departments including the James Island Public Safety District and the St. John’s Consolidated Fire District to service their respective areas. The county has eight urban and six rural EMS districts. City of Charleston Fire Department #17 is within the refined study area on Johns Island.

Libraries: The Charleston County Library System houses its Main Library in downtown Charleston, and has five regional and ten local branch libraries. Within the refined study area are the James Island local branch library and the Johns Island and St. Andrews regional branch libraries.

Parks/Recreation: Charleston County Park and Recreation Commission, Charleston County Greenbelt Plan and the City of Charleston provide recreational opportunities including but not limited to parks, boat landings and beach/water access. Located within the refined study area are the James Island County Park, operated by the Charleston County Park and Recreation Commission, and the West Ashley Greenway, operated by the City of Charleston. Numerous city and neighborhood parks are also within the refined study area and are discussed below in each community’s section.

3.1.5 Access and Mobility

Roadway Network: The roadway network in Charleston County includes two interstates, three U.S. highways and several state routes, including four within the refined study area. Interstate 26 (I-26) comes from the northwest into the center of downtown Charleston and ends, with connections to U.S. 17 (Septima Clark Expressway) and U.S. 52 (Meeting Street). Approximately 50 miles north of
Charleston, I-26 connects with Interstate 95 (I-95). Beginning at its interchange with I-26 in North Charleston, Interstate 526 (I-526) forms a half-circle around the city of Charleston to connect to U.S. 17 in Mount Pleasant to the east and to U.S. 17 in West Ashley to the west. U.S. routes in the county include the aforementioned U.S. 17, an east-west route along the coast and the north-south routes of U.S. 52 and U.S. 78, which end as Meeting Street and King Street respectively, in downtown Charleston.

State routes within the refined study area include the north-south SC Route 161 (Ashley River Road) and the east-west SC Route 7 (Sam Rittenberg Boulevard) in West Ashley, east-west SC Route 700 (Maybank Highway) on Johns Island which also continues onto James Island and ends as SC Route 171 (Folly Road), a north-south route through the island.

**Public Transportation**: Public transportation servicing the area is provided by Charleston Area Regional Transportation Authority (CARTA) and Rural Transportation Management Agency (RTMA). CARTA has two express routes for James Island and West Ashley, respectively, plus one route for James Island, with service to downtown and four routes for West Ashley, with service to downtown and North Charleston. While CARTA does not provide transit service to Johns Island, RTMA provides two routes on Johns Island that provide a connection to CARTA routes in West Ashley.

**Airports\Waterways\Rail**: Airports in Charleston County include the Charleston Executive Airport located south of the refined study area on Johns Island, the Mount Pleasant Regional Airport in Mount Pleasant and the Charleston International Airport is located in North Charleston.

The Intracoastal Waterway runs along the eastern seacoast and includes in its course Wappoo Creek and the Stono River, which are within the refined study area.

Amtrak has a station in North Charleston, with daily service to destinations on the eastern seaboard.

### 3.1.6 Employment and Income

**Employment**: The labor force in Charleston County is comprised of 155,555 employees. The top categories of employment by industry for Charleston County are educational/health/social services (22.7 percent), retail trade (12.6 percent) and recreation/food service (12.3 percent). These categories differ from the top industries for the state which includes manufacturing (19.4 percent), educational/health/social services (18.6 percent) and retail trade (11.9 percent). Employment in manufacturing comprises approximately 6.8 percent of the labor force in Charleston County, compared to 19.4 percent for the state.
The top ten employers in the county are shown in Table 4:

<table>
<thead>
<tr>
<th>Employer</th>
<th>Number of Employees</th>
<th>Product/Service</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Navy-Naval Weapons Station</td>
<td>10,800</td>
<td>Area Naval Commands</td>
<td>North Charleston</td>
</tr>
<tr>
<td>Medical Univ. of South Carolina</td>
<td>10,000</td>
<td>Hospital, education, research</td>
<td>Downtown</td>
</tr>
<tr>
<td>Charleston Air Force Base</td>
<td>6,150</td>
<td>U.S. Air Force Base</td>
<td>North Charleston</td>
</tr>
<tr>
<td>Charleston County School District</td>
<td>5,400</td>
<td>Education</td>
<td>Throughout</td>
</tr>
<tr>
<td>Roper St. Francis Healthcare</td>
<td>3,400</td>
<td>Hospital</td>
<td>Downtown, West Ashley</td>
</tr>
<tr>
<td>Piggly Wiggly Carolina Co.</td>
<td>2,500</td>
<td>Grocery</td>
<td>Throughout</td>
</tr>
<tr>
<td>Robert Bosch Corp.</td>
<td>2,450</td>
<td>Antilock brake system</td>
<td>North Charleston</td>
</tr>
<tr>
<td>Wal-Mart</td>
<td>2,350</td>
<td>Retail</td>
<td>Throughout</td>
</tr>
<tr>
<td>Charleston County</td>
<td>2,100</td>
<td>Government</td>
<td>Throughout</td>
</tr>
<tr>
<td>Trident Medical Center</td>
<td>2,000</td>
<td>Hospital</td>
<td>North Charleston</td>
</tr>
</tbody>
</table>

Source: Charleston Metro Chamber of Commerce

As shown in Table 5, Charleston County had an unemployment rate (5.9 percent) in 2000 similar to that of South Carolina and the United States.

Income\ Poverty Status: The 2000 U.S. Census data showed that the median household income in Charleston County is $37,810, which is average for South Carolina but lower than the United States. However, a higher percentage (16.4) of the population of Charleston County lives below the poverty level compared to both the state and the United States.

<table>
<thead>
<tr>
<th>Charleston County Economic Factors</th>
<th>Charleston County</th>
<th>South Carolina</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Household Income</td>
<td>$37,810</td>
<td>$37,082</td>
<td>$41,994</td>
</tr>
<tr>
<td>Unemployment</td>
<td>5.9%</td>
<td>5.9%</td>
<td>5.8%</td>
</tr>
<tr>
<td>Individuals Below Poverty Level</td>
<td>16.4%</td>
<td>14.1%</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

Travel Characteristics: The average travel time to work in Charleston County is 22.6 minutes. A majority of the work force drives alone (76.6 percent) to work with 12.8 percent carpooling, while 3.5 percent of commuters walk to work and 2.5 percent take public transportation.

3.2 JAMES ISLAND

3.2.1 History

In 1671, one year after the original Charlestowne site was established, a town called James Towne was laid out on both sides of New Towne Creek, today’s James Island Creek. By 1695 the town was gone as most of the settlers had settled on lands throughout the Island. These settlements grew into large plantations, like the McLeod Plantation, with numerous slaves to work the land, mostly growing cotton and rice.
In 1780, British soldiers came from Johns Island to prepare to siege Charleston. The same tactic was used in 1864 with Union soldiers during the Civil War. James Island citizens evacuated in May 1862 and a defensive line of fortifications was constructed through the middle of the island with additional forts and batteries such as Battery Tyne on the Stono River and Fort Johnson, a Revolutionary era fort, on the harbor side. After a bombardment of Stono River fortifications on July 4, 1864, most of the action took place at the southern end of the Island before Union troops took the Island and then Charleston.

Tenant farming on former plantations followed the war as land was rented out to former slaves who took produce they grew by boat to sell in Charleston. After cotton crops failed in the 1920s due to the boll weevil, truck farming became the main agricultural activity with crops such as Irish potatoes and cabbage.

The City of Charleston Municipal Golf Course opened in 1929 alongside the planned suburban community of Riverland Terrace. This neighborhood's development resumed in earnest during World War II for workers at the Naval Shipyards in North Charleston.

Transportation around the island was limited until Folly Road became the island’s first paved road c.1930. The Wappoo drawbridge across Wappoo Creek was constructed in 1926 to replace a wooden bridge built in 1899 and was the island’s first substantial bridge to the mainland. It was replaced by a concrete and steel drawbridge, Maybank Memorial Bridge, in 1956. In 1929, the Stono Bridge, a swing bridge for Maybank Highway to cross over the Stono River to Johns Island was constructed (replaced in 2003 by a fixed span). The island’s third route to the mainland was constructed in 1992, connecting James Island to downtown Charleston via SC Route 30 (James Island Connector).

### 3.2.2 Land Use

James Island is primarily urban in character, with higher density residential development and commercial land uses located throughout. Commercial land uses are concentrated along Folly Road and Maybank Highway and contain a mix of strip shopping centers, restaurants and services. Residential developments are scattered throughout with concentrations in the eastern, central and northern portions of the island. Undeveloped areas occupy the western and southern portions that include the barrier islands except for Folly Beach.

Land Use plans for this area are contained in the Charleston County Comprehensive Plan, the City of Charleston’s Century V City Plan and the Town of James Island’s Comprehensive Plan. James Island is within the Urban Growth Boundary, the goal of which, as defined by the County, is to manage higher intensity growth within the boundary. No major developments are planned at this time for James Island.

The City of Charleston has annexed numerous parcels scattered throughout James Island. Residents have formed the Town of James Island by incorporating the remaining parcels. The Town of James Island’s Comprehensive Plan (2006) calls for the following corridors to retain their residential character: Riverland Road, Ft. Johnson Road, Dills Bluff Road, Grimball Road and Sol Legare Road. Recommendations include monitoring residential densities and multi-family unit construction,
developing new commercial areas at key intersections and a commercial transition overlay district on Folly Road from Camp Road to Harbor View Road.

### 3.2.3 Population and Housing

Block groups within the refined study area on James Island include 450190019011, 45019009012, 450190019013, 450190019022, 450190019023, 450190020023 and 450190020033 (Figure 3-1). Block groups are abbreviated to the last five digits henceforth.

The demographic characteristics within these block groups, based on the 2000 U.S. Census data, are shown in Table 6. Census data showed a population of 12,286 for the year 2000 within the refined study area of James Island, and projections for the year 2035 indicate a population increase to 19,677. Within the refined study area, block group 20033 has the highest number of residents at 2,560, while block group 19012 has the lowest population at 785. As expected for an intensely developed area, most of the block groups stayed the same in population between 1990 and 2000. The exceptions being block groups 20033 and 19023, which grew by 53.5 percent and 38.5 percent respectively due to construction of multi-unit housing, and block group 19022 which decreased by 9 percent.

The percentage of the population that is minority for the block groups ranged between 18 and 20 percent, with the exceptions of block group 19012, which had the lowest percentage (2 percent) of minority populations and block group 20033 the highest at 48 percent. Households speaking a language other than English ranged from 5 to 16 percent with block group 19023 being the highest and 20033 the lowest. Block group 19022 had the highest percentage of residents having a place of birth outside of the U.S. at 8 percent. The percentages of the population over 65 in the communities are similar, ranging from 12 to 17 percent, with the exception of block group 20033 having 29 percent. The percentage of households with children under age 18 is also similar with a range between 20 and 29 percent.

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Population</th>
<th>% Minority</th>
<th>% over 65</th>
<th>% Households w/ children under 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>19011</td>
<td>1,557</td>
<td>20%</td>
<td>17%</td>
<td>22%</td>
</tr>
<tr>
<td>19012</td>
<td>785</td>
<td>2%</td>
<td>16%</td>
<td>22%</td>
</tr>
<tr>
<td>19013</td>
<td>1,425</td>
<td>19%</td>
<td>17%</td>
<td>25%</td>
</tr>
<tr>
<td>19022</td>
<td>2,053</td>
<td>20%</td>
<td>15%</td>
<td>26%</td>
</tr>
<tr>
<td>19023</td>
<td>1,492</td>
<td>31%</td>
<td>13%</td>
<td>20%</td>
</tr>
<tr>
<td>20023</td>
<td>2,414</td>
<td>18%</td>
<td>12%</td>
<td>29%</td>
</tr>
<tr>
<td>20033</td>
<td>2,560</td>
<td>48%</td>
<td>29%</td>
<td>25%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

On average, 72 percent of the population in the direct impact area on James Island has some higher education, with block group 19023 having the highest (90 percent) and block group 20033 having the least population with more than a high school education (58 percent).
The majority of the houses on James Island are single-family detached structures, with multi-unit complexes also making up a significant portion of the housing (ranging from 30 percent to 41 percent). The exception is block group 19023 with 76 percent of its housing being multi-unit. This block group encompasses the James Island Connector area. Mobile homes are not very common on James Island except in block group 20033 where they comprise 14.5 percent of the housing type.

### Table 7

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Median value of owner-occupied homes</th>
<th>Owner-occupied</th>
<th>Renter-occupied</th>
<th>Vacant</th>
<th>Lived in residence over ten years</th>
<th>Household w/ no vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>19011</td>
<td>$126,300</td>
<td>58%</td>
<td>42%</td>
<td>5%</td>
<td>31%</td>
<td>10%</td>
</tr>
<tr>
<td>19012</td>
<td>$118,800</td>
<td>67%</td>
<td>33%</td>
<td>4%</td>
<td>50%</td>
<td>4%</td>
</tr>
<tr>
<td>19013</td>
<td>$115,000</td>
<td>74%</td>
<td>26%</td>
<td>6%</td>
<td>46%</td>
<td>6%</td>
</tr>
<tr>
<td>19022</td>
<td>$117,500</td>
<td>52%</td>
<td>48%</td>
<td>4%</td>
<td>31%</td>
<td>5%</td>
</tr>
<tr>
<td>19023</td>
<td>$251,600</td>
<td>20%</td>
<td>80%</td>
<td>9%</td>
<td>17%</td>
<td>13%</td>
</tr>
<tr>
<td>20023</td>
<td>$106,500</td>
<td>58%</td>
<td>42%</td>
<td>4%</td>
<td>35%</td>
<td>7%</td>
</tr>
<tr>
<td>20033</td>
<td>$93,700</td>
<td>70%</td>
<td>30%</td>
<td>6%</td>
<td>43%</td>
<td>11%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

The median value of owner-occupied homes varies considerably between block groups (Table 7). The median value of owner-occupied homes in block group 20033 is $93,700, while the median value of owner-occupied homes in 19023 are $251,600. Housing construction on James Island began in earnest after World War II and continued at a steady pace until the 1990s. A majority of housing in some block groups was constructed from the 1940s through the 1960s (block groups 19011, 19012 and 19013) while other block groups experienced their growth in the 1970s and 1980s (block groups 19022, 20023 and 20033).

Block groups 19013 and 20033 have high rates of owner-occupancy (Table 7) while block group 19023 has a high number of renter-occupied units which can be attributed to the high number of condominium and townhome complexes located in that area. Vacancy rates are generally the same for all of the block groups. The percent of residents having lived in their homes over ten years ranges from 50 percent in block group 19012 to 17 percent in 19023 which has a high number of multi-unit housing. For other block groups, the percentage varies between 31 and 46 percent. The percentage of households with no vehicle varies from 4 percent to 13 percent.

### 3.2.4 Community Services and Facilities

Library services are provided by the Charleston County Library System with a local branch located at 1248 Camp Road. Healthcare services are provided by several clinics run by Roper St. Francis Healthcare and several hospitals located in downtown Charleston and in West Ashley. Emergency services are provided by the James Island Public Safety District (PSD) and Charleston County EMS. There are two fire stations on James Island, one operated by the James Island PSD and one operated by the City.

Public schools located on James Island are part of Charleston County’s District Three. They include Septima Clark Corporate Academy, James Island Charter High School, Fort Johnson Middle School, James Island Middle School, Stiles Point Elementary School, Harbor View Elementary School,
James Island Elementary School, and Murray-LaSaine Elementary School which is in the refined study area (Table 8).

<table>
<thead>
<tr>
<th>School</th>
<th>Students</th>
<th>Minority Population</th>
<th>Eligible for Free Lunch Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Island Elementary</td>
<td>452</td>
<td>46%</td>
<td>33%</td>
</tr>
<tr>
<td>1872 Grimball Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor View Elementary</td>
<td>559</td>
<td>18%</td>
<td>20%</td>
</tr>
<tr>
<td>1576 Harbor View Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stiles Point Elementary</td>
<td>602</td>
<td>21%</td>
<td>17%</td>
</tr>
<tr>
<td>883 Mikell Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Murray-LaSaine Elementary</td>
<td>232</td>
<td>88%</td>
<td>37%</td>
</tr>
<tr>
<td>691 Riverland Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Island Middle</td>
<td>550</td>
<td>38%</td>
<td>29%</td>
</tr>
<tr>
<td>1484 Camp Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Johnson Middle</td>
<td>507</td>
<td>31%</td>
<td>30%</td>
</tr>
<tr>
<td>1825 Camp Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Island Charter High School</td>
<td>1,500</td>
<td>32%</td>
<td>17%</td>
</tr>
<tr>
<td>1000 Fort Johnson Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Septima Clark Corporate Academy</td>
<td>93</td>
<td>94%</td>
<td>62%</td>
</tr>
<tr>
<td>1929 Grimball Road</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


There are three private schools on James Island, including the James Island Christian School (K-12) located at 15 Crosscreek Drive, the Nativity School (K-8) located at 1125 Pittsford circle and the First Baptist Church School to be constructed on Riverland Drive at George Griffith Boulevard. Higher education opportunities are not available directly within the refined study area.

Churches in the refined study area include Bethel AME, St. James Episcopal, Tabernacle of God’s People House of Prayer, and Mt. Sanai Evangelistic Church.

The largest recreational facility for James Island is the James Island County Park. It is run by the Charleston County Park and Recreation Commission. Facilities on the 643 acres of the park include a water park, campgrounds, trails and picnic areas, fishing piers, dog park and the well-attended Holiday Festival of Lights event.

City and neighborhood parks include the following throughout James Island:

- Bayview Soccer Complex
- Ferguson Village
- Harborview Park/Fort Johnson
- Maybank Tennis Center
- Medway Park
- Parkway Drive Park
- Plymouth Park
- Stephen Washington/Honey Hill Park
- Sunrise Park
- Wappoo Bridge Park
- Westchester Playground
Additional recreational facilities are the Charleston Municipal Golf Course, James Island Recreation Center and the Lowcountry Senior Center. Public boat landings for James Island are located on the Wappoo Creek at Folly Road, Plymouth Landing at Riverland Terrace on Wappoo Creek and at Battery Island on the Stono River.

Public facilities are shown in Figure 3-2.

3.2.5 Access and Mobility

James Island is bounded by the Stono River to the west, Wappoo Creek to the north, Charleston Harbor to the east and the Atlantic Ocean and barrier islands to the south. Residents and visitors to James Island rely on three routes for travel on/off the island: Maybank Highway (SC Route 700) which travels west across the Stono River to Johns Island; Folly Road (SC Route 171) which travels north across Wappoo Creek to West Ashley and travels south to Folly Beach; and the James Island Connector (SC Route 30) which travels east across the Charleston Harbor to downtown Charleston.

Maybank Highway is a major thoroughfare for the northern portion of James Island and travels east-west from its entrance onto the island from Johns Island across the Stono River Bridge (Paul Gelegotis Bridge) to its connection with Folly Road. Folly Road travels north-south between its entrance onto the island across the Wappoo Creek down to Folly Beach. Riverland Drive is another north-south route on the western side of the island between Maybank Highway to where it curves east to meet Folly Road. The James Island Connector comes from the northeast onto James Island from downtown Charleston onto Folly Road. Other significant routes include Camp Road, Central Park Road, and Fort Johnson Road, all east-west routes.

The Charleston International Airport is located in North Charleston and the Charleston Executive Airport is on Johns Island. CARTA provides an express transit service from James Island to downtown (North/South Express 1) and one regular route within James Island, connecting to downtown (Route 31).

3.2.6 Employment and Income

According to the 2000 U.S. Census data for employment by industry, the majority of the workforce for the block groups on James Island is employed in the educational/health/social services fields. Three-fourths or more of the work force drives alone to work and less than 2 percent take public transportation.

Unemployment rates for the block groups in the James Island refined study area range from 1.5 percent to 4.5 percent with an average of 2.5 percent. This is considerably less than both the South Carolina and United States averages for 2000. The median household income for block groups ranges from just under $29,400 in block group 19023 to $47,800 in 19012 with an average of $38,814 for the James Island refined study area, which is slightly higher than for South Carolina. The percent below poverty level ranges from 6 percent in block group 19013 to 31 percent in 19023 with an average of 15 percent which is slightly higher than South Carolina.
### Table 9
Employment and Income Characteristics for James Island Compared to State and National Averages (2000)

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Unemployment Rate</th>
<th>Median Household Income</th>
<th>Percent Below Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>19011</td>
<td>4.4%</td>
<td>$38,409</td>
<td>18%</td>
</tr>
<tr>
<td>19012</td>
<td>1.5%</td>
<td>$47,875</td>
<td>9%</td>
</tr>
<tr>
<td>19013</td>
<td>2.3%</td>
<td>$43,785</td>
<td>6%</td>
</tr>
<tr>
<td>19022</td>
<td>2.3%</td>
<td>$41,226</td>
<td>12%</td>
</tr>
<tr>
<td>19023</td>
<td>2.3%</td>
<td>$29,468</td>
<td>31%</td>
</tr>
<tr>
<td>20023</td>
<td>3.0%</td>
<td>$34,578</td>
<td>15%</td>
</tr>
<tr>
<td>20033</td>
<td>4.5%</td>
<td>$36,360</td>
<td>11%</td>
</tr>
<tr>
<td>James Island refined study area</td>
<td>2.5%</td>
<td>$38,814</td>
<td>15%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>3.6%</td>
<td>$37,082</td>
<td>14%</td>
</tr>
<tr>
<td>United States</td>
<td>3.7%</td>
<td>$41,994</td>
<td>12%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

3.2.7 Neighborhoods

The portion of the refined study area within James Island can be divided into five areas with 16 neighborhoods. As shown on Figure 3-3, they are:

- Area 1: Cloudbreak Court, Edentree Place, Stono Shores, Stone Edge, Stoneboro Court, Island Shores;
- Area 2: Colonial Grand at Quarterdeck, Mira Vista;
- Area 3: Ferguson Village, Riverland Crossing;
- Area 4: The Regatta, EME Apartments, Ellis Creek; and,
- Area 5: Laurel Park, Marlborough, and Terrabrook.

There are also several neighborhoods that expressed an interest in the proposed project but are not within the refined study area for James Island. These neighborhoods are Folly Beach, Tidal View, Country Club II, Creek Point, Ft. Johnson Estates, Lawton Bluff, Harbor Woods III, Whitehouse Plantation, Linville, The Peninsula, Clearview, Westchester, Mc Calls Corner, Parrot Creek, Bayfront, Meridian Place, Stiles Point Plantation, Lighthouse Point, and Parrot Bluff. Although these neighborhoods will not be discussed in further detail in this document, they will continue to receive project information and included during project development.

**Area 1 Neighborhoods**

Area 1 encompasses the West Woodland Shores Road area located west of Riverland Drive between Maybank Highway and Central Park Road and is within the 19013 block group. West Woodland Shores Road provides access to Riverland Drive for several neighborhoods, including Cloudbreak Court, Edentree Place, Stono Shores, Stone Edge, Stoneboro Court and Island Shores.

**Population and Housing:** Homes in this area range in age from the late 1950s to new construction. The homes are one- and two-story, single-family residences, generally located on cul-
de-sac streets. The newer neighborhoods like Cloudbreak Court, Edentree Place, Stoneboro Court, and Island Shores, have sidewalks, landscaping, and usually a water feature for residents to enjoy. There are empty lots for new construction in most of these neighborhoods. The older homes, located on Kell Place, Semaht Street, and Carpenter Avenue for instance, are generally brick, ranch style houses with mature trees.

Selling prices well exceed the median home value of $115,000 for this block group by two to five times. This block group also the highest owner-occupancy, 74 percent, in the James Island refined study area. This area also has the lowest poverty level (6 percent) of the James Island refined study area.

Community Services and Facilities: This area is within the Town of James Island. These neighborhoods attend Murray-LaSaine Elementary, Fort Johnson Middle and James Island High School. A CARTA bus stop is located on Riverland Drive just north of West Woodland Shores Road and the elementary school is a half a mile away.

Area 2 neighborhoods

The James Island Connector runs through the middle of the refined study area east of Folly Road between Harborview Road to the north and Ellis Oak Avenue to the south. Residences in Area 2 are primarily multi-unit condominiums and apartments. This area is within block group 19023 and includes the Colonial Grand at Quarterdeck and Mira Vista.

Population and Housing: North of the James Island Connector is the Colonial Grand at Quarterdeck Apartments (Quarterdeck) which backs up to the James Island Connector. The one and two bedroom apartments located in two-story buildings are centered around a small lake with access to a clubhouse and fitness facilities for residents.

Of the block groups in the James Island refined study area, the population of 19023 grew second fastest at 38.5 percent between 1990 and 2000. This is due in part to the addition of several multi-unit housing developments such as Quarterdeck and nearby Mira Vista condominiums which has resulted in a higher concentration of people in this area. Approximately 76 percent of block group 19023 is multi-unit housing, nearly double that of other block groups, and 80 percent of the units are renter-occupied. Ninety percent of the population of this block group has higher education. Higher rent apartments or condominiums typically attract people who have higher education.

This area has the second highest concentration of minorities (31 percent). The median value for owner-occupied housing ($251,600) is considerably higher than the other block groups and the length of residency of more than ten years is the lowest percentage (17 percent) of all of the block groups.
**Community Services and Facilities:** This area is within the City of Charleston. Folly Road is the major north-south roadway and a main commercial district for James Island. It has several CARTA bus stops along the road with the closest at Central Park Road and at Ellis Oak Avenue. Nearby to these neighborhoods is the Publix shopping plaza at the corner of Folly Road and Harborview Road. It has several connected shops, a bank, and restaurants. The Quarterdeck apartments are located behind this complex.

School age children from the neighborhood attend Harbor View Elementary, Fort Johnson Middle, and James Island High School.

**Area 3 neighborhoods**

The portion of the James Island refined study area that is south of Camp Road and extends to George Griffith Boulevard and that is east of Riverland Drive and extends to Fort Johnson Middle School is a diverse area that contains the neighborhoods of Ferguson Village and Riverland Crossing. This area is within block group 20033.

**Population and Housing:** Ferguson Village is the most established of the neighborhoods with homes dating from the late 1940s to the 1990s. The area was first inhabited by freed slaves from the Dill Plantation and their descendants have resided in this area ever since. There are some mobile homes mixed with single-family residences and several lots have multiple homes on them. The neighborhood park has a baseball diamond, basketball courts, and play area.

Riverland Crossing has mostly one-story brick homes constructed in the late 1990s. The neighborhood has an entry sign and sidewalks.

Block group 20033 has a population that is 48 percent minority, the highest of the block groups for James Island and 29 percent of the population is over 65 years in age, also the highest. Mobile homes only comprise 14.5 percent of the housing units with this block group. However, this is the highest rate for the James Island refined study area block groups. The median value of homes is the lowest at $93,700 among the block groups but the owner-occupancy rate is a high 70 percent. Riverland Crossing homes sell for at least twice the median value for this area.

**Community Services and Facilities:** These neighborhoods are within the City of Charleston. These neighborhoods attend Murray-LaSaine Elementary, James Island Middle and James Island High Schools. The First Baptist Church is planning to construct a K-12 school at the corner of Riverland Drive and George Griffith Boulevard.

The closest CARTA stop is a half mile north of Ferguson Village at the Lowcountry Senior Center. The James Island County Park is also a half mile to the north. Shopping is located on Folly Road, one mile to the east, and the James Island Middle School is located on Camp Road halfway between Riverland Drive and Folly Road.
Area 4 neighborhoods

The portion of the James Island refined study area that is south of Central Park Road, east of Riverland Drive, west of Folly Road, and north of the James Island Creek contains a mix of housing types from single-family dwellings scattered on various sized parcels, to multi-unit housing such as The Regatta and the EME apartments, to new construction such as Ellis Creek. Homes in this area range in age from the 1920s through to new construction. This area is within block group 19023.

Population and Housing: The Ellis Creek neighborhood homes are of new construction and are the exception rather than the norm for this area as they are multi-story, large homes with marsh views and docks on James Island Creek. Four homes have been constructed to date with several lots still available.

The Regatta on James Island condominiums and apartments, a gated community with clubhouse and pool, have one and two bedroom units in two- and three-story buildings and were constructed in 2006.

The Emanuel-Morris Brown-Ebenezer (EME) Apartments, founded by the Morris Brown AME Church, are subsidized units in two-story buildings. The presence of the EME Apartments in this block group contributes to the higher minority population (31 percent), lower median household income ($29,468) and higher poverty rate (31 percent).

Due to the variety of owner-occupied homes in this area ranging from condominiums to large-scale new construction, the median value of homes is the highest of the block groups in the study area at $251,600.

Community Services and Facilities: Most of this area is within the City of Charleston but some individual parcels, including Ellis Creek, are within the Town of James Island.

There are several stops for CARTA along Central Park Road. Between Up on the Hill Road and Folly Road are the James Island Cinemas and a U.S. Post Office. The Bethel AME Church is next to the entrance for the EME Apartments as well as a convenience store. There are two grocery stores and other service businesses nearby on Folly Road. These neighborhoods attend Harborview or Murray-LaSaine Elementary, James Island or Fort Johnson Middle, and James Island High School.
Area 5 neighborhoods

The portion of the James Island refined study area that is north of Central Park Road and west of Riverland Drive has several established neighborhoods such as Laurel Park and Marlborough, one new neighborhood, Terrabrook, and scattered single-family dwellings. This area is in block group 19022.

Population and Housing: Single-family dwellings in this area that are not located within an established neighborhood were primarily constructed in the 1920s through the 1960s. As with Ferguson Village, some of these lots have multiple homes and have been in the same family for generations.

Two of the established neighborhoods, Laurel Park and Marlborough, are located north of Central Park Road and generally are comprised of one- and two-story ranch-style homes. The homes in Laurel Park were constructed in the late 1950s through the 1960s and homes in Marlborough in the late 1970s through the 1980s.

Terrabrook is a new neighborhood under development located west of Riverland Drive and north of James Island County Park. The homes are mostly two-story with manicured lawns, sidewalks, and landscaping. Twelve homes have been constructed with at least four lots sold and several more lots available.

In comparison to other block groups in the area, this block group ranks in the middle in every category. Its development pattern is a good representation of the changes that have occurred over the decades on James Island from scattered dwellings to concentrated neighborhoods to new construction infill. This variety in housing has led to diversity in income, poverty levels, length of residency, and owner-occupancy that gives this block group its median statistics.

Community Services and Facilities: These neighborhoods attend Murray-LaSaine Elementary, James Island Middle, and James Island High School. Parcels in this area vary by each lot of whether they are in the City or the Town. Most of Laurel Park is within the Town of James Island whereas Marlborough and Terrabrook are located within city limits of Charleston.

CARTA provides transit services along Central Park Road and Riverland Drive. On Central Park Road near the intersection with Folly Road are the James Island Cinemas and a U.S. Post Office. Murray-LaSaine Elementary is on Riverland Drive just north of its intersection with Central Park Road. The James Island County Park lies just to the south of Terrabrook. Shopping and service businesses are located on Folly Road just north and south of its intersection with Central Park Road.
Neighborhoods outside of the refined study area

Folly Beach, a barrier island south of James Island, has shown interest in the proposed project from the beginning. The only way on or off the island is via Folly Road. The population of the island dramatically swells in the summer with vacationers renting houses and condominiums or coming for a day at the beach at the Folly Beach County Park. Folly Road therefore has heavy seasonal traffic that contributes to the congestion on James Island.

3.3 JOHNS ISLAND

3.3.1 History

When settlement of South Carolina first began, the land was divided into Anglican parishes for governance. Land given to Lord Colleton became St. John's Colleton parish. Large plantations arose with rice being the most common item produced with slave labor. Although public roads such as River Road were constructed on Johns Island in the early 1700s, they were usually sandy and difficult to travel with cargo. Therefore, travel by water in boats or across ferries was the best way, especially for transporting goods to market in Charleston.

Johns Island was ordered evacuated during the Civil War and became a staging area for Union troops surrounding Charleston, just as it had been used by British troops during the Revolutionary War. Fenwick Hall had been used by the British as their Headquarters while on Johns Island, which is how Headquarters Island gained its name, and Fenwick Hall was again used as Headquarters by Union troops during the Civil War.

Rice was not grown as intensively after the war as agriculture production turned toward Sea Island cotton, which was less labor intensive. When cotton failed by the 1920s, agriculture turned toward truck farming crops which could be shipped to the North on the Seaboard Air Line Railroad. The railroad constructed two bridges across the Stono River to the Stono Station along Main Road which contained the depot servicing Johns Island and produce sheds for the farmers to store their crops.

Travel by automobile between Johns Island and the mainland was made easier when a swing bridge was constructed over the Stono River from Main Road in 1921. This was replaced by a concrete and steel swing bridge in 1958 and named after John Limehouse who had a General Merchandise store nearby. (A fixed span bridge was completed in 2003 to replace this bridge.) On the other side of the island, the Maybank Highway bridge was opened as a swing bridge in 1929 for access to James Island (and also replaced by a fixed span in 2004).

3.3.2 Land Use

Johns Island is located south of West Ashley and west of James Island, separated from each by the Stono River. Johns Island is primarily rural in character with scenic roadways and large tracts of agricultural land. However, due to its proximity
to the Charleston mainland, Johns Island has seen growth and development, particularly over the past 20 years, that has changed some of this landscape to higher density residential development and some commercial land uses. Residential developments are scattered throughout the island with concentrations in the northern and northwestern areas. Rural residential properties and undeveloped areas, including farmland and pine plantations, occupy the eastern and southern portions, including the barrier islands of Kiawah and Seabrook that encompass undeveloped land and resort/recreational land uses. Concentrations of commercial land uses are located at the Maybank Highway and River Road intersection and at the Maybank Highway and Main Road intersection and contain a mix of strip shopping centers, restaurants and services.

A portion of Johns Island is located within the city limits of the City of Charleston, with the remainder falling under the jurisdiction of Charleston County. The majority of the Johns Island refined study area is located within the Urban Growth Boundary, the goal of which, as defined by the County, is to manage higher intensity growth within the boundary. Land Use plans for Johns Island are contained in the Charleston County Comprehensive Plan, the City of Charleston Century V City Plan and the Johns Island Community Plan (adopted November 2007).

3.3.3 Population and Housing

Block groups within the Johns Island refined study area include 450190021011, 450190021012, 450190021013, and 450190021021 (Figure 3-4). The demographic characteristics of these block groups, based on the 2000 U.S. Census data, are shown in Table 10. Block groups are abbreviated to the last five digits henceforth.

The block groups of Johns Island vary with respect to population, with 21012 having the highest number of residents at 2,170; 21013 has the lowest population at 1,164. As expected for a rural area located in proximity to a large metropolitan area, most of the block groups grew in population between 1990 and 2000. The overall population of the block groups within the refined study area grew by 40 percent, with block group 21021 having the greatest increase of 889 percent and block group 21013 not growing in population at all. The Johns Island population is projected to nearly double in size between 1990 and 2015 (City of Charleston, 2007). Between 1990 and 1998, 198 new dwelling units were constructed on Johns Island. As presented in the subsequent sections of this document, most of the dwelling units have been constructed since 1998 coinciding with the development of several new residential subdivisions. U.S. Census Bureau data indicates a population of 6,778 in 2000 within the refined study area for Johns Island and projections for 2035 indicate a population of 31,442.

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Population</th>
<th>% Minority</th>
<th>% over 65</th>
<th>% Households w/ children under 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>21011</td>
<td>1,694</td>
<td>37%</td>
<td>9%</td>
<td>37%</td>
</tr>
<tr>
<td>21012</td>
<td>2,170</td>
<td>48%</td>
<td>13%</td>
<td>38%</td>
</tr>
<tr>
<td>21013</td>
<td>1,164</td>
<td>38%</td>
<td>12%</td>
<td>37%</td>
</tr>
<tr>
<td>21021</td>
<td>1,750</td>
<td>51%</td>
<td>9%</td>
<td>35%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census
The percentage of minority populations within the block groups also varies with 21011 having the lowest percentage and 21021 having the highest. Households speaking a language other than English ranged from nine to 11 percent, and residents having a place of birth outside of the U.S. are 2 percent or less of the total households. The percentages of the population over 65 are similar among the block groups, ranging from nine to 13 percent. The percentage of households with school-age children is also similar among the block groups, ranging between 35 and 38 percent.

Approximately 11 percent of the population within the direct impact area on Johns Island has less than a ninth grade education. Approximately 50 percent of the same population is a high school graduate or higher, and approximately 19 percent has a bachelor’s degree or higher.

The majority of the residences within the refined study area on Johns Island are single-family detached structures (approximately 72 percent), with mobile homes comprising approximately 20 percent. Multi-family homes comprise less than 10 percent of the housing units on Johns Island. Seventy-seven to 89 percent of the residences are owner-occupied, and 42 percent to 70 percent of homeowners have lived in their home for more than ten years. Five to nine percent of residences within the refined study area on Johns Island are vacant.

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Median value of owner-occupied homes</th>
<th>Owner-occupied</th>
<th>Renter-occupied</th>
<th>Vacant</th>
<th>Lived in residence over ten years</th>
<th>Household w/ no vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>21011</td>
<td>$74,700</td>
<td>79%</td>
<td>21%</td>
<td>5%</td>
<td>50%</td>
<td>3%</td>
</tr>
<tr>
<td>21012</td>
<td>$68,800</td>
<td>77%</td>
<td>23%</td>
<td>7%</td>
<td>42%</td>
<td>12%</td>
</tr>
<tr>
<td>21013</td>
<td>$79,300</td>
<td>89%</td>
<td>11%</td>
<td>7%</td>
<td>70%</td>
<td>4%</td>
</tr>
<tr>
<td>21021</td>
<td>$85,800</td>
<td>84%</td>
<td>16%</td>
<td>9%</td>
<td>44%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

Housing construction on Johns Island has been steady throughout the refined study area since the 1950s. According to the 2000 U.S. Census, housing existing in the refined study area at the time of the census was constructed in the 1980s. As previously mentioned, many more dwelling units have been constructed since the 2000 U.S. Census, coinciding with the development of several new residential subdivisions.

As seen in Table 11 the median value of owner-occupied homes varies slightly between block groups. Homes in block group 21012 are valued at $68,800; while the median value of owner-occupied homes in 21021 are valued at $85,800. All of the block groups have a high rate of owner occupancy, and those having lived in their residences (owners and renters) over ten years ranges from 70 percent in block group 21013 to 42 percent in block group 21012. The percentage of households with no vehicle varies from three percent to 12 percent.
3.3.4 Community Services and Facilities

Library services are provided by the Charleston County Library System with a local branch, Johns Island Regional Library, located at 3531 Maybank Highway (outside the refined study area). Healthcare services are provided by several clinics run by Roper St. Francis Healthcare and several hospitals located in downtown Charleston and in West Ashley. Emergency services are provided by Charleston County EMS. Fire stations for Johns Island include City of Charleston Fire Department #17 (located within the refined study area), St. John’s Fire Department #1 and City of Charleston Fire Department #17.

Public schools located on Johns Island are part of Charleston County’s District Nine. They include Angel Oak Elementary School, Mt. Zion Elementary School, Haut Gap Middle School and St. John’s High School (Table 12). None are located within the refined study area; however, all except for Mt. Zion Elementary School serve residents within the refined study area on Johns Island.

<table>
<thead>
<tr>
<th>School</th>
<th>Students</th>
<th>Minority Population</th>
<th>Eligible for Free Lunch Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angel Oak Elementary</td>
<td>402</td>
<td>79%</td>
<td>63%</td>
</tr>
<tr>
<td>6134 Chisolm Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mt. Zion Elementary</td>
<td>204</td>
<td>87%</td>
<td>74%</td>
</tr>
<tr>
<td>3464 River Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haut Gap Middle</td>
<td>257</td>
<td>93%</td>
<td>71%</td>
</tr>
<tr>
<td>1861 Bohicket Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. John’s High School</td>
<td>338</td>
<td>89%</td>
<td>57%</td>
</tr>
<tr>
<td>1518 Main Road</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Private schools on Johns Island include: Charleston Collegiate School located at 2024 Academy Drive (preschool-12), Montessori School of Johns Island (preschool – elementary) at 3634 Mary Ann Point Road, and the Capers Preparatory Christian Academy (K-12) at 900 Main Road. Higher education opportunities are not available directly within the refined study area on Johns Island.

Churches in the refined study area include St. Stephens AME, Faith Miracle Tabernacle House of Prayer, Mount Zion Holiness, Johns Island Church of Christ, Johns Island House of Prayer, and Church of God of Prophecy.

Parks on Johns Island include the Johns Island Park and the Angel Oak Park, neither of which is within the refined study area. A public boat landing is located at the John P. Limehouse Bridge on the Stono River. St. John’s Yacht Harbor is located on the north side of the Stono River Bridge (Paul Gelegotis Bridge), directly on the Stono River. While membership is required to utilize the
facility, it is a social community feature located within the refined study area and provides amenities such as a swimming pool, cabanas, a fire pit and an outdoor kitchen, along with numerous boat slips.

Public facilities are shown in Figure 3-5.

### 3.3.5 Access and Mobility

Johns Island is bound by the Stono River and West Ashley to the north and northwest; the Stono River and James Island to the east; Bohicket Creek and Wadmalaw Island to the west; and the barrier islands of Kiawah and Seabrook to the south. There are two travel routes on/off Johns Island, namely Maybank Highway and Main Road. Maybank Highway is a major thoroughfare that crosses Johns Island east-west from the Stono River Bridge to Wadmalaw Island. Main Road carries traffic across the Stono River to/from West Ashley and essentially parallels the Stono River through Johns Island.

There is also a local street network providing access to and from the above-mentioned roadways: River Road, Murraywood Road, Sailfish Road, Cane Slash Road, Pineland Drive, Bluebird Road, Balmoral Road, Headquarters Plantation Drive, and Rushland Landing Road.

RTMA, operating locally as the TriCounty Link Rural Bus System, provides service on Johns Island with a connection to CARTA at the Citadel Mall in West Ashley. Charleston International Airport services this area and is located in North Charleston. The Charleston Executive Airport, offering chartered flights, is located on the southern portion of Johns Island. Both airports are outside of the refined study area of Johns Island.

### 3.3.6 Employment and Income

Based on the 2000 U.S. Census data, the median household income for block groups within the Johns Island refined study area ranges from just under $33,000 in block group 21011, to $53,393 in block group 21013. The percent below poverty level ranges from 1 percent in block group 21013 to 15 percent in block group 21011.

#### Table 13

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Unemployment Rate</th>
<th>Median Household Income</th>
<th>Percent Below Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>21011</td>
<td>2.7%</td>
<td>$32,778</td>
<td>15%</td>
</tr>
<tr>
<td>21012</td>
<td>4.5%</td>
<td>$34,188</td>
<td>13%</td>
</tr>
<tr>
<td>21013</td>
<td>3.9%</td>
<td>$53,393</td>
<td>1%</td>
</tr>
<tr>
<td>21021</td>
<td>1.7%</td>
<td>$45,329</td>
<td>13%</td>
</tr>
<tr>
<td>Johns Island refined study area</td>
<td>3.2%</td>
<td>$41,422</td>
<td>10.5%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>3.6%</td>
<td>$37,082</td>
<td>14.1%</td>
</tr>
<tr>
<td>United States</td>
<td>3.7%</td>
<td>$41,994</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census
3.3.7 Neighborhoods

There are ten neighborhoods within the refined study area of Johns Island and could be affected by the proposed project (Figure 3-6). The neighborhoods include:

- Rushland Plantation
- Headquarters Island area: Stono Watch and Headquarters Plantation
- The Marshes at Rushland Landing
- Fenwick Hall Plantation area: The Preserve at Fenwick Plantation, Twelve Oaks at Fenwick Plantation, The Commons at Fenwick Hall, The Bend at River Road, St. John’s Crossing, The Grove at Fenwick Plantation, and Pamlico Terrace
- The Gardens of Whitney Lake
- Tremont
- Barberry Woods
- The Cottages of Johns Island
- Cane Slash Road/Seven Oaks Plantation area; and
- Shoreline Farms.

There are also several neighborhoods that are not located within the refined study area that have expressed an interest in the proposed project and include, but are not limited to, Duck Pond Estates, Exchange Plantation, Fern Hill, Grimbell Gates, Edenville Farm II, Marshall Creek, Southwick, Shady Acres, Stono Pointe, The Village, Summertrees, Winnsboro Lakes, and the communities of Kiawah Island, Wadmalaw Island, and Seabrook Island. Although these neighborhoods are not discussed in further detail in this document, they will continue to be informed and included during project development.

Neighborhoods located within the Johns Island refined study area

The refined study area on Johns Island can be described as primarily rural with pockets of suburban residential development. A commercial area is located at the intersection of Maybank Highway and River Road, which houses a grocery store, a gas station, a bank, a pharmacy, small restaurants and other retail stores. Just south of the intersection is the post office for Johns Island. This area has been designated within the City of Charleston Century V City Plan as a community gathering place. A TriCounty Link stop is located at this intersection and provides a connection to CARTA in West Ashley.

River Road and Maybank Highway are the major roadways within the refined study area that provide access to each of the neighborhoods. Given the rural character of Johns Island, many homes are not located
within defined neighborhood boundaries, but are scattered throughout the refined study area.

**Rushland Plantation**

The Rushland Plantation neighborhood is located off of River Road, directly to the west of Headquarters Island, within block group 21013. Homes in the neighborhood are primarily single-family, two-story or more residences, sited on large lots, some with marsh views. Lots within the neighborhood have been sold in phases, beginning in the mid-2000s, with many lots still for sale and/or vacant.

**Population and Housing:** The minority population for this block group is approximately 38 percent, which is above the state average of 32.8 percent. Poverty levels for this area are approximately 1 percent, which is below the state average of 14.1 percent. Median home values for this area according to the 2000 U.S. Census are $79,300. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within Rushland and revealed for-sale homes on the market for an average of $853,760, an increase of more than 976 percent over the 2000 U.S. Census data median value for this block group.

**Community Services and Facilities:** Features of Rushland Plantation consist of a signed entrance, some sidewalks and some street lighting. A large clubhouse and pool, as well as a boardwalk, community dock, and open space are part of the amenities within the neighborhood. Based on their outside appearance, the residences are very well maintained. The closest retail/commercial center is located approximately two miles away at the intersection of Maybank Highway and River Road. School-aged children within the neighborhood would attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

**Headquarters Island area**

Headquarters Island is located on the northern side of Johns Island, off of Maybank Highway, directly adjacent to the Stono River. The community has two sections, Stono Watch and Headquarters Plantation, and is located within block group 21012. Stono Watch is a multi-family condominium complex, built in phases in the late 1980s and early 1990s. Headquarters Plantation is comprised of large single-family homes that are two stories or more, many of them on large lots (0.5 acre or more). Construction of these homes began in the mid 1980s, with a surge in construction in the early 2000s. An undeveloped area, The Reserve at Headquarters Island, is located on the
western end of the island.

**Population and Housing:** The minority population for this block group is 48 percent of the total population, above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. The median home value for this area according to the 2000 U.S. Census was $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within the Headquarters Island neighborhoods and revealed for-sale homes on the market for an average of $285,000 in Stono Watch and an average of $932,000 in Headquarters Plantation, an increase of over 300 percent and 1,200 percent, respectively, over the 2000 U.S. Census data median value for this block group.

**Community Services and Facilities:** Features of Stono Watch consist of a signed entrance and sidewalks. All units within Stono Watch have marsh or pond views and all units are very well maintained. The community encompasses social/community features such as a community pool and common areas. Headquarters Plantation has a gated entrance with an entrance sign. There are no sidewalks and speed humps are located throughout the community streets. Some of the homes in Headquarters Plantation have docks with access to the Stono River and/or marsh views. Features of this well-maintained neighborhood include the aforementioned gated entrance, a large pond and common areas. The closest retail/commercial center to both Stono Watch and Headquarters Plantation is located approximately 1.5 miles away at the intersection of Maybank Highway and River Road. School age children within Stono Watch and Headquarters Plantation attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

**The Marshes at Rushland Landing**

The Marshes at Rushland Landing is located off of River Road, directly to the south of Rushland Plantation, within block group 21013. Homes in the neighborhood are single-family, two-story residences, some with marsh views. Lots within the neighborhood were developed in the mid-2000s, with at least one lot still for sale and/or vacant.

**Population and Housing:** The minority population for this block group is approximately 38 percent, which is above the state average of 32.8 percent. Poverty levels for this area are approximately 1 percent, which is below the state average of 14.1 percent. Median home values for this area according to the 2000 U.S. Census are $79,300. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within The Marshes at Rushland Landing and revealed one for-sale home on the market for $539,000, an increase of more than 579 percent over the 2000 U.S. Census data median value for this block group. One vacant lot is currently on the market for $159,000, double the census data median value for this block group.

**Community Services and Facilities:** Features of the Marshes at Rushland Landing consist of a signed entrance and sidewalks. Based on their outside appearance, the residences are very well maintained. The closest retail/commercial center is located approximately one mile away at the intersection of Maybank Highway and River Road. School-aged children within the neighborhood would attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.
Fenwick Hall Plantation area

Located off of River Road, Fenwick Hall Plantation is an 18th Century plantation that still contains the original two-story, brick house that was built c. 1730. Much of the area surrounding the 55-acre property has been developed for residential land use. The Fenwick Hall Plantation area has several neighborhoods: The Preserve at Fenwick Plantation, Twelve Oaks at Fenwick Plantation, The Commons at Fenwick Hall, The Bend at River Road, St. John’s Crossing, The Grove at Fenwick Plantation, and Pamlico Terrace. All are located within block group 21012.

Population and Housing:

The minority population for this block group is 48 percent of the total population, above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. The median home value for this area according to the 2000 U.S. Census was $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within the Fenwick Hall Plantation neighborhoods and revealed for-sale homes on the market for an average of $160,000 to $222,000 an increase of 133 percent to 222 percent over the 2000 U.S. Census data median value for this block group. Specific neighborhood details are as follows:

The Preserve at Fenwick Plantation is a new neighborhood located off of River Road, abutting the northern boundary of the Fenwick Hall Plantation property. The Preserve at Fenwick Plantation is currently under development and is comprised of single-family homes as well as for-sale lots. Some of the homes and lots are sited on marsh front while the others are located on interior lots. Based on outside appearance, the neighborhood is very well maintained.

Twelve Oaks at Fenwick Plantation is a condominium complex built in 2002. The complex is located off of Maybank Highway, northeast of the Maybank Highway/River Road intersection and abuts the eastern boundary of the Fenwick Hall Plantation property. Based on outside appearance, the neighborhood is well maintained.

The Commons at Fenwick Hall is a relatively new residential development, built in phases beginning around 2006. It is located off of River Road and abuts the Fenwick Hall Plantation property to the west and north. The neighborhood is comprised of patio and townhouse homes, with vacant/cleared lots in portions of the development. Based on outside appearance the neighborhood is very well maintained.
The Bend at River Road is a single-family residential development built in the mid 2000s. It is located off of River Road and abuts the western boundary of The Commons at Fenwick Hall. Based on outside appearance, the neighborhood is well maintained.

St. John’s Crossing is new residential development built in phases beginning in 2008. It is located off of River Road directly across from the Fenwick Hall Plantation property. The neighborhood is comprised of single-family homes and based on outside appearance is well maintained.

The Grove at Fenwick Plantation is a condominium complex built in 2005. The complex is located off of River Road, directly across from the Fenwick Hall Plantation property.

Pamlico Terrace is a duplex housing complex built around 2000. The complex is located off of River Road, directly across from the Fenwick Hall Plantation property. This community was developed by the Housing Authority of the City of Charleston. Based on outside appearance, residences appear to be generally maintained.

Community Services and Facilities: The closest retail/commercial center to the Fenwick Hall Plantation neighborhoods is located adjacent to the Fenwick Hall Plantation at the intersection of Maybank Highway and River Road. School-aged children in the communities surrounding Fenwick Hall Plantation attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School. Neighborhood amenities are as follows:

The Preserve at Fenwick Plantation: Features of this neighborhood consist of a signed entrance; however, there are no sidewalks within the neighborhood. Large trees have been preserved providing tree cover throughout the community, and a community dock, walking trails, ponds and a community gathering area are amenities provided in the neighborhood.

Twelve Oaks at Fenwick Plantation: Features of this neighborhood consist of a signed entrance and some sidewalks. Amenities of the complex include a pool and clubhouse.

The Commons at Fenwick Hall: Features of this neighborhood consist of a signed entrance and sidewalks. Community amenities include a pool and clubhouse.

The Bend at River Road: Features of this neighborhood consist of a signed entrance and sidewalks.

St. John’s Crossing: Features of this neighborhood consist of a signed entrance and sidewalks.

The Grove at Fenwick Plantation: Features of this well maintained neighborhood include sidewalks and wooded areas. Amenities of the complex include a pool and clubhouse.

Pamlico Terrace: Features of this neighborhood consist of sidewalks, crosswalks and some street lighting.
**The Gardens of Whitney Lake**

The Gardens of Whitney Lake is a relatively new, high density residential development built in phases which were initiated in 2006. It is located off of Murraywood Road and includes a mix of townhomes, duplexes and condominiums. The Gardens of Whitney Lake are located within block group 21012.

**Population and Housing:** The minority population within this block group is 48 percent which is above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. The median home value for this area according to the 2000 U.S. Census is $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within The Gardens of Whitney Lake. These listings revealed for-sale homes on the market for an average of $171,000, an increase of more than 148 percent over the 2000 U.S. Census data median value for this block group.

**Community Services and Facilities:** Features of The Gardens at Whitney Lake consist of a signed entrance, sidewalks, and street lighting. A 26-acre lake is a focal point of the neighborhood with many of the townhomes overlooking this lake. The neighborhood includes other amenities such as walking paths and open spaces. Based on outside appearance, the neighborhood is very well maintained. The closest retail/commercial center is located approximately 1.5 miles away at the intersection of Maybank Highway and River Road. School-aged children within the neighborhood attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

**Tremont**

Tremont is located off of Maybank Highway and Sailfish Drive within block group 21012. This neighborhood was built in the 1960s and 1970s and consists of single-family homes.

**Population and Housing:** The minority population within this block group is 48 percent which is above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. Median home values for this area according to the 2000 U.S. Census are $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within Tremont and revealed for-sale homes on the market for an average of $237,000, an increase of 245 percent over the 2000 U.S. Census data median value for this block group.
Community Services and Facilities: Amenities of Tremont include a watersports center (Trophy Lakes) and wooded areas. The neighborhood does not have a signed entrance or sidewalks. Based on their outside appearance, most residences are well maintained. The closest retail/commercial center is located approximately 1.0 mile away at the intersection of Maybank Highway and River Road. School-age children in Tremont attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

Barberry Woods

Barberry Woods is located south of the Maybank Highway/River Road intersection, off of Maybank Highway within block group 21012. This neighborhood was built in the mid-2000s and consists of single-family, two-story homes.

Population and Housing: The minority population within this block group is 48 percent which is above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. Median home values for this area according to the 2000 U.S. Census are $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed within Barberry Woods and revealed for-sale homes on the market for an average of $261,000, an increase of 279 percent over the 2000 U.S. Census data median value for this block group.

Community Services and Facilities: Features of Barberry Woods consist of a signed entrance and sidewalks, and common areas are located throughout the neighborhood. Based on their outside appearance, the residences within Barberry Woods are very well maintained. The closest retail/commercial center is located less than 0.5-mile away at the intersection of Maybank Highway and River Road. School-age children in Barberry Woods attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

The Cottages of Johns Island

The Cottages of Johns Island is located off of Maybank Highway, approximately 1,500 feet south of the intersection of Maybank Highway and River Road, within block group 21012. The Cottages of Johns Island is a new residential development of which the first phase is currently being built.

Population and Housing: The minority population within this block group is 48 percent which is above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. Median home values for this area according to the 2000 U.S. Census are $68,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed for The Cottages of Johns Island and revealed for-sale homes on the market for an average of $240,000 an increase of over 248 percent over the 2000 U.S. Census data median value for this block group.
Community Services and Facilities: The closest retail/commercial center is located less than 0.5-mile away at the intersection of Maybank Highway and River Road. School age children in The Cottages of Johns Island will attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

Cane Slash Road/Seven Oaks Plantation area

Located around the south and east quadrants of the Maybank Highway and River Road intersection, the Cane Slash Road/Seven Oaks Plantation area is a developed area located in the 21011 and 21021 block groups. This area, which does not have a well-defined neighborhood boundary, is comprised of a mix of single-family homes and mobile homes built in the 1960s and 1970s, with some homes built as early as the 1940s.

Population and Housing: Approximately 15 percent of the population in block group 21011 is below the poverty level, and approximately 37 percent are minorities, above the state average of 32.8 percent. Approximately 13 percent of the population in block group 21021 is below the poverty level, and approximately 51 percent are minorities, also above the state average. Homes within this area consist of single-story ranch style homes and mobile homes on lots ranging from approximately 0.5-acre on the west side of River Road to more than 20 acres on the east side of River Road. Median home values for this area according to the 2000 U.S. Census were between $74,700 and $85,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed and revealed two for-sale homes on the market for $325,000 and $395,000, an increase of more than 275 percent over the 2000 U.S. Census data median value for these block groups.

Community Services and Facilities: This neighborhood does not have a signed entrance or sidewalks. Based on their outside appearance, some homes are very well maintained while others have had little to no maintenance in recent years. A commercial area located at the intersection of Maybank Highway and River Road is within walking distance. A TriCounty Link stop is located within the commercial area. School aged children in the Cane Slash Road/Seven Oaks Plantation neighborhood attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

Shoreline Farms

Shoreline Farms is an established neighborhood located off of River Road, within block group 21021. Homes within Shoreline Farms encompass large single-family homes located on large lots (one to 2+ acres).
**Population and Housing:** The minority population for this block group is 51 percent, which is above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. Most of the homes were built in the late 1980s and early 1990s. Median home values for this area according to the 2000 U.S. Census are $85,800. However, in order to show a more current picture within the refined study area, real estate listings were reviewed for Shoreline Farms and revealed for-sale homes on the market for an average of $1,287,500, an increase of 1,400 percent over the 2000 U.S. Census data median value for this block group.

**Community Services and Facilities:** Features of this neighborhood include a signed entrance and a community dock. Some homes are adjacent to the Stono River and have private docks with access to the river and/or river and marsh views. Based on their outside appearance, the residences within Shoreline Farms are well maintained. The closest retail/commercial center is located approximately 1.5 miles away at the intersection of Maybank Highway and River Road. School age children within Shoreline Farms attend Angel Oak Elementary School, Haut Gap Middle School and St. John’s High School.

3.4 **WEST ASHLEY**

3.4.1 **History**

The name West Ashley was given to this area due to its location west of the Ashley River. Charles Towne Landing, a part of West Ashley, was the site of the first European settlement in the Carolina province. Originally a part of the St. Andrews Parish, the area was the home of several plantations and served as a gateway for travel and trade to Savannah. It was not until after World War II that the area started to see tremendous growth as a suburban community of Charleston, particularly along U.S. 17 and St. Andrews Boulevard.

West Ashley is also the closest suburban development to the downtown peninsula of the city of Charleston. It became an ideal place to settle down due to the proximity to the downtown area, numerous retail stores and the development of residential and recreation areas. During the 1970s through the 1980s this area saw tremendous growth. Development soared in the 1990s with the construction of I-526 and the Glenn McConnell Parkway.

Retail areas that were established in the 1950s have been experiencing revitalization in recent years. This revitalization has become a focus of the residents within this area to promote high density/mixed-use development, creating an infill scenario, and provide alternative transportation modes with the vision of creating walk-able communities.

3.4.2 **Land Use**

The West Ashley area consists of residential developments with amenities that include golf courses, tennis and swimming facilities coupled with historic and natural recreational sites. West Ashley is not a self-governed entity and, therefore, does not have a separate comprehensive planning document.
This is because the majority of West Ashley is located within the incorporated limits of the City of Charleston. The majority of the information gathered for West Ashley was obtained from the City of Charleston Century V City Plan. Additional planning documents, such as the Greenbelt Comprehensive Plan and the Long Savannah Plan, were also used to provide a solid picture of the land use planning for this section of the project.

The proposed Long Savannah is one of the newest developments for this area. It is a 3,300-acre development that will include 1,831 acres of park located between U.S. 17 and Highway 61. Long Savannah will be a mixed-use development with 6,100 residential units and 700,000 square feet of office and commercial space.

An additional project that would affect the land use within the area is The West Ashley Circle. This traffic circle is part of the Proposed Comprehensive Transportation Plan for Charleston County Roadwise Program. It is located at the intersection of Glenn McConnell Parkway and Bees Ferry Road. Currently, the proposed traffic circle is in the project development stages and is anticipated to reduce delays for the traveling public and would act as major hub in efforts to revitalize this area.

Within the refined study area, West Ashley has primarily residential and commercial land uses and is located within the urban boundary of the City of Charleston. There are no remaining large tracts of land that are still undeveloped. Concentrations of commercial land uses are located along U.S. 17, I-526 and Sam Rittenberg Boulevard (State Route 7). U.S. 17 contains a mix of strip shopping centers, car dealerships and retail stores. The Citadel Mall, one the largest indoor malls in this area, is located adjacent to I-526. Newer specialty type retail stores such as Best Buy and Pet Smart have been established along the out parcels of the mall.

3.4.3 Population and Housing

Block groups within the West Ashley refined study area include 450190027011, 450190027013, 450190027014, 450190028003, and 450190028004 (Figure 3-7). Block groups are abbreviated to the last five digits henceforth. The demographic characteristics of these block groups, based on 2000 U.S. Census data, are shown in Table 14.

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Population</th>
<th>% Minority</th>
<th>% over 65</th>
<th>% Households w/ children under 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>27011</td>
<td>434</td>
<td>71%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>27013</td>
<td>716</td>
<td>43%</td>
<td>7%</td>
<td>15%</td>
</tr>
<tr>
<td>27014</td>
<td>664</td>
<td>47%</td>
<td>10%</td>
<td>35%</td>
</tr>
<tr>
<td>28003</td>
<td>1,560</td>
<td>19%</td>
<td>15%</td>
<td>27%</td>
</tr>
<tr>
<td>28004</td>
<td>2,855</td>
<td>25%</td>
<td>9%</td>
<td>34%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

West Ashley is one of the fastest growing areas within the City of Charleston. Between 1990 and 1998, 2,393 new dwelling units were constructed in West Ashley, which has been identified as the most populated area of the City of Charleston, with the peninsula being the second most populated. However, the growth rate anticipated for West Ashley would not be realized within the refined study area. Between 1990 and 2000, the population for West Ashley within the refined study area
decreased according to the U.S. Census Bureau. The data showed a population of 6,229 in the year 2000 within the refined study area for West Ashley and projections for the year 2035 indicate a population of 5,604 (Regional Transportation Model). This is due to the fact that this area has been developed to its capacity. As shown in Table 14, the block groups of West Ashley vary with respect to population, with 28004 having the highest number of residents at 2,855 and 27011 having the lowest population at 434.

The percentage of minority population within the block groups also varies, with 28003 having the lowest percentage (19%) and 27011 having the highest (71%). Households speaking a language other than English ranged from 5 to 9 percent. Also, residents having a place of birth outside of the U.S. were a little over 2 percent of the total households. The percentages of the population over 65 range from 7 to 25 percent, while the percentage of households with school-age children varies between 15 and 35 percent.

Two percent of the population within the area has less than a ninth grade education. Approximately 55 percent of the same population is a high school graduate or higher, and approximately 31 percent has a bachelor’s degree or higher.

The majority of the residences within the refined study area in West Ashley are single-family detached structures (approximately 57 percent), with mobile homes comprising approximately 5 percent. Multi-family homes comprise less than 38 percent of the housing units. Three to eight percent of residences within the refined study area in West Ashley are vacant. A higher percentage of residents (48%) in 28003 have lived in their residences more than ten years when compared to the 27013 block group (23%).

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Median value of owner-occupied homes</th>
<th>Owner-occupied</th>
<th>Renter-occupied</th>
<th>Vacant</th>
<th>Lived in residence over ten years</th>
<th>Household w/ no vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>27011</td>
<td>$29,167</td>
<td>41%</td>
<td>56%</td>
<td>4%</td>
<td>38%</td>
<td>0%</td>
</tr>
<tr>
<td>27013</td>
<td>$49,750</td>
<td>22%</td>
<td>71%</td>
<td>7%</td>
<td>23%</td>
<td>10%</td>
</tr>
<tr>
<td>27014</td>
<td>$21,736</td>
<td>43%</td>
<td>49%</td>
<td>8%</td>
<td>32%</td>
<td>0%</td>
</tr>
<tr>
<td>28003</td>
<td>$54,185</td>
<td>81%</td>
<td>16%</td>
<td>4%</td>
<td>48%</td>
<td>0%</td>
</tr>
<tr>
<td>28004</td>
<td>$55,917</td>
<td>59%</td>
<td>37%</td>
<td>3%</td>
<td>28%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census

### 3.4.4 Community Services and Facilities

Library services are provided by the Charleston County Library System with a local branch located at 45 Windermere Boulevard. Healthcare services are provided by University Medical Associates, Bon Secours St. Francis Hospital, The Roper Hospital West Ashley Surgery Center and several hospitals in downtown Charleston. Emergency services are provided by the City of Charleston. Fire stations for West Ashley include St. Andrew’s Fire Department-Headquarters, St. Andrew’s Fire Department
Public schools located within West Ashley are part of Charleston County's District One. They include Ashley River Creative Arts Elementary, St. Andrews Math and Science, St. Andrews Middle, Stono Park Elementary, West Ashley Middle School, CE Williams Middle Creative Academy, Drayton Hall Elementary, Springfield Elementary, West Ashley High, and Oakland Elementary which is in the refined study area.

### Table 16
Public Schools in West Ashley

<table>
<thead>
<tr>
<th>School</th>
<th>Students</th>
<th>Minority Population</th>
<th>Eligible for Free Lunch Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashley River Creative Arts</td>
<td>529</td>
<td>29%</td>
<td>14%</td>
</tr>
<tr>
<td>1871 Wallace School Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Andrews Math and Science</td>
<td>731</td>
<td>49%</td>
<td>35%</td>
</tr>
<tr>
<td>30 Chadwick Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Andrews Middle</td>
<td>422</td>
<td>68%</td>
<td>49%</td>
</tr>
<tr>
<td>721 Wappoo Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stono Park Elementary</td>
<td>367</td>
<td>86%</td>
<td>73%</td>
</tr>
<tr>
<td>1699 Garden Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Ashley Middle</td>
<td>477</td>
<td>81%</td>
<td>52%</td>
</tr>
<tr>
<td>1776 Kennerty Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE Williams Middle Creative Academy</td>
<td>697</td>
<td>44%</td>
<td>23%</td>
</tr>
<tr>
<td>640 Butte Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drayton Hall Elementary</td>
<td>639</td>
<td>35%</td>
<td>23%</td>
</tr>
<tr>
<td>3138 Ashley River Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Springfield Elementary</td>
<td>409</td>
<td>44%</td>
<td>36%</td>
</tr>
<tr>
<td>2741 Clover Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland Elementary</td>
<td>494</td>
<td>81%</td>
<td>60%</td>
</tr>
<tr>
<td>2728 Arlington Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orange Grove Elementary</td>
<td>745</td>
<td>62%</td>
<td>37%</td>
</tr>
<tr>
<td>13795 Spruill Ave.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Ashley High</td>
<td>2,017</td>
<td>57%</td>
<td>32%</td>
</tr>
<tr>
<td>4060 West Wildcat Boulevard</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Private schools in West Ashley include: Charleston Seventh-Day Adventist School located at 2234 Plainview Road, Charleston Christian School located at 2518 Savannah Highway, Addlestone Hebrew Academy located at 1639 Raoul Wallenberg Boulevard, Palmetto Academy located at 913 Wappoo Road, Trinity Montessori School located at 1293 Orange Grove Road, Blessed Sacrament School located at 7 Saint Teresa Dive, Ashley River Baptist Kindergarten located at 1101 Savannah Highway, Evangel Christian School located at 2957 Savannah Highway and Charles Town Montessori School located at 56 Leibach Drive. Higher education opportunities are not available directly within the refined study area.

Churches located in the refined study area include Charleston Harbor Bible Church, Faith Tabernacle Church of Zion, and Coastal Community Church.
Recreational facilities for West Ashley include: The Charles Towne Landing State Park; Pierpoint boat ramp located at the end of Cedar Lane; Charleston Tennis Center and the Shadow Moss Golf Club. Area parks include Chadwick Park, West Ashley Greenway (in the refined study area), Stono Park, Randolph Park, West Ashley Bikeway, Balsam Park, Mulberry Pond Park, Forest Park Playground and Orleans Woods Park, Marty Utesy Park, West Ashley Park, St Andrews Parish Parks and Playground and Ponderosa Playground.

Public facilities are shown in Figure 3-8.

### 3.4.5 Access and Mobility

West Ashley is located west of the Ashley River, which separates it from the Charleston peninsula, and north of the Stono River, which separates it from Johns Island. I-526, U.S. 17, Ashley River Road (SC-61), Paul Cantrell Boulevard, St. Andrews Boulevard (SC 171) and Sam Rittenberg Boulevard (SC 7) are the major roadways that interconnect within this area. U.S. 17 runs in a northeastern to southwestern direction and is located along the southwestern border of West Ashley. I-526 travels in a northeastern-southwestern direction through the center of West Ashley.

CARTA services West Ashley with bus routes 30, 31, 32, 302 and 303. CARTA also has a park-and-ride location at the Citadel Mall. Charleston International Airport services this area and is located at the northern end of I-526 in North Charleston.

There is also a local street network providing access to and from the above mentioned roadways. Arlington Drive, Clayton Drive, East Shore Lane and South Shore Drive are the main streets providing access from U.S 17 to the portion of West Ashley within the refined study area.

### 3.4.6 Employment and Income

Based on the 2000 U.S. Census data, West Ashley has an average unemployment rate of three percent. Median household income averaged for the five block groups in the West Ashley refined study area was estimated at $42,151. Table 17 illustrates the employment and income characteristics of communities in West Ashley. The median household income for communities ranges from $21,736 in 27014 to $55,917 in 28004. The percent below poverty level ranges from 3 percent in 28004 to 33 percent in 27014. The percent below poverty level for these same block groups as a whole was estimated at 15 percent. The West Ashley unemployment rate is slightly higher than South Carolina and United States rates. Median income in West Ashley is slightly higher than South Carolina and the United States. The percentage of the population living below the poverty level in West Ashley is higher than that of South Carolina and the United States. Average travel time to work in West Ashley is 30 to 34 minutes. The majority of the work force either drives alone (79 percent) or carpool (13 percent) to work. In reviewing other modes of transportation it was noted that only (one percent) of the work force utilizes public transportation and (three percent) actually walk to work.
There are ten neighborhoods that are within the refined study area for West Ashley and could be affected by the proposed project (Figure 3-9). These neighborhoods include:

- Orleans Estate;
- Geddes Hall;
- Dupont;
- Oakland;
- Air Harbor;
- Sylcope;
- Citadel Woods;
- Stone Creek;
- Battery Haig on the Stono River; and,
- Waterway South.

The portion of the refined study area located within West Ashley can be divided into two sections. The area adjacent to and north of U.S. 17 is predominately commercial and retail, and the area south of U.S. 17 to the Stono River is predominately residential neighborhoods. Remnants of neighborhoods north of U.S. 17 include Orleans Estates, Geddess Hall, and Dupont. Only a handful of homes remain in these neighborhoods.

There are also several neighborhoods that are not located within the refined study area and have expressed an interest in the proposed project. These include Byrnes Downs, Wappoo Heights, Moreland, East Oak Forest, Long Branch, Capri Isle, Parkwood, Drayton on the Ashley, Forest Lakes, Pier Point, Shadowmoss, Hickory Hill, Magnolia Ranch, Parkdale, The Crescent, Ashland Plantation and Windermere. Although these neighborhoods are not discussed in further detail in this document they will continue to be informed and included during project development.

### Table 17

<table>
<thead>
<tr>
<th>Block Group</th>
<th>Unemployment Rate</th>
<th>Median Household Income</th>
<th>Percent Below Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>27011</td>
<td>5%</td>
<td>$29,167</td>
<td>27%</td>
</tr>
<tr>
<td>27013</td>
<td>3%</td>
<td>$49,750</td>
<td>6%</td>
</tr>
<tr>
<td>27014</td>
<td>4%</td>
<td>$21,736</td>
<td>33%</td>
</tr>
<tr>
<td>28003</td>
<td>1%</td>
<td>$54,185</td>
<td>4%</td>
</tr>
<tr>
<td>28004</td>
<td>1%</td>
<td>$55,917</td>
<td>3%</td>
</tr>
<tr>
<td>West Ashley refined study area</td>
<td>3%</td>
<td>$42,151</td>
<td>15%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>3.6%</td>
<td>$37,082</td>
<td>14.1%</td>
</tr>
<tr>
<td>United States</td>
<td>3.7%</td>
<td>$41,994</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000 U.S. Census
North of U.S. 17

This area consists mainly of commercial and retail land uses and encompasses the Citadel Mall which acts as an anchor facility for retail stores. Major retail chain stores are located within the mall and along the out parcels surrounding the mall. Restaurants and fast food establishments are also located within the northern section. There is a U.S. post office and several business parks. This section of West Ashley is considered one of the largest employment centers for this area. This commercial area has also been designated, within the Charleston County Comprehensive Plan, as a community gathering place. CARTA bus routes 30, 31, 32, 302 and 303 service this area; however, there were no visible stops located within the refined study area.

Remnant residential neighborhoods include Orleans Estate, Geddes Hall and Dupont and are grouped together, surrounded by commercial and retail land uses. Orleans Estate was established around 1932, and Geddes Hall and Dupont were established around 1945. The majority of the remaining residential structures have been converted to businesses. However, there are five residential structures, including a small trailer park, still being used as residential properties. These residences are within walking distance of the Piggly Wiggly (grocery store) and other retail and service type businesses.

South of U.S. 17

Neighborhoods to the south of U.S. 17 include Oakland, Air Harbor, Sylcope, Citadel Woods, Stone Creek, Battery Haig on the Stono River and Waterway South and are contiguous to each other. The key factors used in identifying them as separate neighborhoods are signage at the beginning of the subdivision, style of the architecture, infrastructure in place and available parcel data. Arlington Drive is a local neighborhood roadway providing access to these neighborhoods. The refined study area also consists of three churches, four emergency shelters, one public school (Oakland Elementary) and a three-quarters of a mile section of the West Ashley Greenway.

Oakland

Oakland is an older residential neighborhood established around 1955. It is located south of U.S. 17 along Arlington Drive and East Shore Lane within the 28003 and 28004 block groups. The neighborhood is divided into two sections, East and West, and is separated by a natural vegetative buffer running north and south between the two sections. Homes within this area consist of single-family dwellings that are single-story, ranch-style homes on medium size lots.
Population and Housing: The minority population for these block groups is 19 to 25 percent of the total population, which is under the state average of 32.8 percent. Poverty levels for this area are between three to four percent, which are also below the state average of 14.1 percent. Median home values for this area, according to the 2000 U.S. Census, were between $54,185 and $55,917. However, in order to show a more current picture within the refined study area real estate listings showing the anticipated market value of homes within this neighborhood has been reviewed. It can be determined that recent homes sales in this neighborhood have been placed on the market at $235,400 which is an increase of 76 percent over the 2000 U.S. Census data median value for this block group.

Community Services and Facilities: Features of this neighborhood consist of a signed entrance to the subdivision; however there are no sidewalks within the neighborhood. Maintenance to residencies varies; however, the majority of the structures appear to be maintained on a regular basis. The Food Lion shopping plaza is within walking distance along with several other service type businesses. It was noted during a field visit that there was pedestrian traffic heading to and from U.S. 17 from within the neighborhood. School aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.

Air Harbor

Air Harbor was established around 1962. The neighborhood is located south of U.S 17 along Stinson Drive within the 28003 block group. Homes within this area consist of single-family dwellings that are single-story, ranch style homes on medium sized lots.

Population and Housing: The minority population for this block group is 19 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are four percent, which are below the state average of 14.1 percent. Median home value for this area according to the 2000 U.S. Census was $54,185. However, in order to show a more current picture within the refined study area, real estate listings showing the anticipated market value of homes within this neighborhood have been reviewed. It can be determined that recent homes sales in this neighborhood have been placed on the market at an average of $180,000, which is an increase of 69 percent over the 2000 U.S. Census data median value for this block group.
Community Services and Facilities: Features of this neighborhood are very basic, there are no sidewalks or signed entrance to the subdivision. Maintenance of the residencies varies; however, the majority of the structures appear to be maintained on a regular basis. The Piggly Wiggly is the nearest grocery store, located over a mile from the neighborhood. School aged children within this area attend Stono Park Elementary School, West Ashley Middle School and West Ashley High School.

Sylcope

Sylcope is an older residential neighborhood established around 1965. The neighborhood is located south of U.S 17 along Arlington Drive within the 28004 block group. Homes within this area consist of single-family dwellings that are single-story, ranch style homes on medium-sized lots.

Population and Housing: The minority population for this block group is 25 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are three percent, which are below the state average of 14.1 percent. The median home value for this area according to the 2000 U.S. Census was $55,917. Homes for sale were not identified during the field visit or in current real estate listings. Although these are older homes, due to the proximity to Stono River, homes within this neighborhood would probably sell for much higher than the median value for this block group. It can be determined that recent homes sales within this area for similar types of homes have been placed on the market at an average of $160,000 which is an increase of 65 percent over the median value for this block group.

Community Services and Facilities: There are no sidewalks or a signed entrance to the neighborhood. Maintenance of the residencies varies; however, the majority of the structures appear to be maintained on a regular basis. The Food Lion shopping plaza is within walking distance along with several other service businesses. It was noted during a field visit that there was pedestrian traffic heading to and from U.S. 17 from within the neighborhood. School-aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.

Citadel Woods

The Citadel Woods residential neighborhood was established around 1991. The neighborhood is located south of U.S 17 along Piper Drive within the 28003 and 28004 block groups. Homes within this area consist of single-family, two-story dwellings on smaller lots.

Population and Housing: The minority population for these block groups is 19 to 25 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are between three to four percent, which are also below the state average.
of 14.1 percent. The median home values for this area, according to the 2000 U.S. Census, were between $54,185 and $55,917. However, in order to show a more current picture within the refined study area, real estate listings showing the anticipated market value of homes within this neighborhood were reviewed. It can be determined that recent homes sales in this neighborhood have been placed on the market at an average of $206,000, which is an increase of 72 percent over the 2000 U.S. Census data median value for this block group.

Community Services and Facilities: Features of this neighborhood include curb and gutter, sidewalks, landscaped entrance and a Homeowners Association (HOA). Maintenance of the residencies varies; however, the majority of the structures appear to be maintained on a regular basis. Piggly Wiggly, the nearest grocery store, is located over a mile from the neighborhood. School-aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.

Stone Creek

Stone Creek is a residential neighborhood established around 1997. The neighborhood is located south of U.S 17 along Arlington Drive within the 28004 block group. Homes within this area consist of single-family, two-story dwellings on small lots. Some of the homes have docks with access to the Stono River.

Population and Housing: The minority population for this block group is 25 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are three percent, which are below the state average of 14.1 percent. The median home value for this area, according to the 2000 U.S. Census, was $55,917. However, in order to show a more current picture within the refined study area, real estate listings showing the anticipated market value of homes within this neighborhood have been reviewed. It can be determined that recent homes sales in this neighborhood have been placed on the market at an average of $245,000, which is an increase of 77% over the 2000 U.S. Census median value for this block group.

Community Services and Facilities: Features of this neighborhood include curb and gutter, sidewalks, landscaped entrance and an HOA. Maintenance of the residencies varies; however, the majority of the structures appear to be maintained on a regular basis. The Food Lion shopping plaza is located within walking distance of the neighborhood along with several other service type businesses. School-aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.
Battery Haig on the Stono River

Battery Haig on the Stono River is a relatively new residential neighborhood that is still being developed. The neighborhood is located south of U.S 17 along South Shore Drive within the 28004 block group. Homes within this area consist of single-family dwellings that are two-story or more on large lots that back up to the Stono River.

Population and Housing: The minority population for this block group is 25 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are three percent, which are below the state average of 14.1 percent. The median home value for this area, according to the 2000 U.S. Census, was $55,917. However, in order to show a more current picture within the refined study area, real estate listings showing the anticipated market value of homes within this neighborhood have been reviewed. It can be determined that recent home sales in this neighborhood that have been placed on the market are between $300,000 to $800,000, which is an increase of 81 to 93 percent over the 2000 U.S. Census data median value for this block group.

Community Services and Facilities: Features of this neighborhood include a community boat ramp, sidewalks, landscaped entrance and an HOA. The Food Lion shopping plaza is the nearest grocery store, located over a mile from the neighborhood. School-aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.
Waterway South

Waterway South is a residential neighborhood developed around 1986. The neighborhood is located south of U.S 17 along South Shore Drive and River Breeze Drive within the 28004 block group. Homes within this area consist of condominiums with four units per structure.

Population and Housing: The minority population for this block group is 25 percent of the total population within this block group, which is under the state average of 32.8 percent. Poverty levels for this area are three percent, which are below the state average of 14.1 percent. The median home value for this area, according to the 2000 U.S. Census, was $55,917. However, in order to show a more current picture within the refined study area, real estate listings showing the anticipated market value of homes within this neighborhood have been reviewed. It can be determined that recent homes sales in this neighborhood have been placed on the market at an average of $217,000 which is an increase of 74 percent over the 2000 U.S. Census data median value for this block group.

Community Services and Facilities: Features of this neighborhood include a landscaped entrance, tennis courts, pool, a club house and an HOA. The structures appear to be maintained on a regular basis. The Food Lion shopping plaza is the nearest grocery store, located over a mile from the neighborhood. School-aged children within this area attend Oakland Elementary School, West Ashley Middle School and West Ashley High School.
FIGURE 3-2
JAMES ISLAND
COMMUNITY FACILITIES

Legend

Alternative A
Alternative B
Alternative C
Alternative D
Alternative E
Alternative F
Alternative G

Direct Impact Area
Roads
Fire Stations
Health Facilities
Hospitals

Legend

Maybank Hwy
Riverland Dr.
James Island County Park
City of Charleston Municipal Golf Course
Woodland Shores Rd.
Camp Rd.
Central Park Rd.
James Island Connector

Community Impact Assessment
Chapter 3
Existing Conditions
James Island Neighborhoods

EME A
Ellis Creek
Ferguson Village
Laurel Park
Marlborough
Quarterdeck Apartments
Riverland Crossing
Terrabrooke
The Regatta

West Woodland Shores Neighborhoods

Edentree Place
Cloudbreak Court
Island Shores
Stone Edge
Stoneboro Court
Stone Shores

Legend

FIGURE 3-3
JAMES ISLAND NEIGHBORHOODS

Existing Conditions Community Impact Assessment
FIGURE 3-5
JOHNS ISLAND COMMUNITY FACILITIES

Legend

- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
- Alternative G

Direct Impact Area
Post Office
City Parks
Golf Course
Public Library
Public Schools
Hospitals

Maybank Hwy
River Rd.
Murraywood Rd.
FIGURE 3-6
JOHNS ISLAND NEIGHBORHOODS

Direct Impact Area

Alternative A
Barberry Woods
Burden Creek Road
Cane Slash
Exchange Landing Road
Fenwick Area Neighborhoods
Fenwick Hall
Fenwick Area Neighborhoods
Pamlico Terrace
Rushland Plantation
Seven Oaks
Shoreline Farms
St. John’s Crossing
Stono Watch
The Bend At River Road
The Commons At Fenwick
The Cottages at John’s Island
The Grove
The Marshes of Rushland Landing
The Preserve at Fenwick Plantation
Tremont
Twelve Oaks at Fenwick Plantation
Whitney Lake

Legend

0 0.25 0.5 1 Miles

Chapter 3
Existing Conditions
Community Impact Assessment
FIGURE 3-9
WEST ASHLEY NEIGHBORHOODS

Legend

Direct Impact Area
Alternative A
Alternative B
Alternative C
Alternative D
Alternative E
Alternative F
Alternative G

West Ashley Neighborhoods
Air Harbor
Battery Haig on the Stono River
Capri Isles
Citadel Woods
Oakland
SYLCOPE
Stone Creek
Sylvan Shores
Waterway South

Existing Conditions

Community Impact Assessment
4. IMPACTS

The following sections provide an overview of the impacts to the communities located within the refined study area that would result from the Reasonable Alternatives. High priority has been given to avoid and minimize community disruption during the evaluation and selection of the Reasonable Alternatives. Balance between impacts to residential developments and sensitive natural and cultural features were of utmost importance.

Impact descriptions are as follows:

**Direct Impact**: A direct impact to a neighborhood would occur if there are relocations within the neighborhood.

**Proximity Impact**: A proximity impact has no relocations but an alternative is within 200 feet of the boundary of the neighborhood.

**Cohesion**: An impact to neighborhood cohesion would occur if the community structure were disrupted, such as by a physical division of the neighborhood. Impacts to cohesion may affect the use of community services and facilities and social interaction.

**Travel Patterns/Accessibility**: Impacts to travel patterns/accessibility would occur if the proposed project results in changes to neighborhood egress and ingress or increases traffic.

**Social Groups**: Impacts to social groups would occur if the proposed project affects elderly, low-income, or minority groups, for example.

**Relocation**: Relocation impacts would occur if a person had to be displaced from their home, business, or farm as a result of the proposed project.

**Noise**: Noise impacts would occur if noise levels rise above FHWA’s noise abatement criteria. Noise levels may rise in the surrounding area, but may not be considered an impact according to the criteria.

**Visual/Aesthetic**: Visual and/or aesthetic impacts would occur if changes to existing conditions for those elements resulted from the proposed project.

**Land Use**: Changes in land use could occur if the proposed project results in growth-inducing effects or other effects such as changes in population density.
4.1 JAMES ISLAND

Alternatives A through G transect various portions of James Island before terminating at a common point at the James Island Connector. Each Alternative is depicted in Figures 4-1 through 4-7.

4.1.1 Area 1: Cloudbreak Court, Edentree Place, Stono Shores, Stone Edge, Stoneboro Court, and Island Shores

Alternatives C, D, E, F and G run parallel to West Woodland Shores Road entering from the Stono River and crossing Riverland Drive. Alternative C is 1,000 feet to the south, and Alternative F is 1,550 feet to the south. Alternative G is .4 miles to the south, Alternatives D and E are .6 miles to the south, and Alternatives A and B are one mile to the south. Alternative C presents a proximity impact to neighborhoods on the south side of West Woodland Shores Road to the Stono Edge, Stoneboro Court, and Cloudbreak Court neighborhoods.

Community Issues and Attitudes: Residents of West Woodland Shores Road submitted an online petition with 60 names during the May 2009 public comment period opposing Alternatives C and F due to the following reasons:

- Decrease in property values.
- Real estate investment decisions have been made in the past based on the 1995 alignment; new alignments show a disregard for affected properties.
- Noise and quality of life would be impacted; the West Woodland Shores Road area is a quiet environment.
- Destroys the natural environment of the West Woodland Shores Road area.
- The project would bring additional traffic and congestion along Riverland Drive.
- Much less destructive alternatives that use public space are proposed.

Other comments from residents of these neighborhoods received to date included concerns over impacts to quality of life, effects on health from air and noise pollution; impacts to their quiet and peaceful neighborhood including safety and increase in crime, visual aesthetics, property values decreasing, and increase in litter; impacts to the wildlife habitat behind their homes and loss of wetlands; and impacts to traffic congestion and overdevelopment in the surrounding area.

Four community assessment survey responses were received from this area which expressed concern over increasing traffic, noise impacts, and alternatives being too close to their home. Three of the four felt the proposed project would be a detriment to their area.

Travel Patterns and Accessibility: West Woodland Shores Road provides the only access to Riverland Drive for the neighborhoods that line this street. From Riverland Drive travelers may go either north or south to access other routes such as north to Maybank Highway or south to Central Park Road or Camp Road.

Access to and from West Woodland Shores Road would not be impacted. Travel south along Riverland Drive would be interrupted temporarily with detours during construction of an overpass north of Lucky Road for Alternative C and south of Central Park Road for Alternatives D and E. The overpass is intended to maintain accessibility and local connectivity where the Mark Clark
Expressway crosses Riverland Drive. With Alternative F, travel would be interrupted on Riverland Drive with detours for the construction of a four-way intersection on Riverland Drive at Lucky Road. Travel would also be interrupted to the south along Riverland Drive for construction of an intersection for Alternative G. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Cohesion:** The alternatives are not likely to create a physical barrier to neighbors interacting with each other. None of the alternatives would disrupt the neighborhoods by causing isolation or altering or hindering access to community services and facilities.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in these neighborhoods.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for these neighborhoods.

**Visual/Aesthetics Impacts:** Alternative C is the closest alignment to the neighborhoods, 1,000 feet to the south of West Woodland Shores Road. The alignment would be located within a densely wooded area. However, there are several neighborhoods located between West Woodland Shores Road and Alternative C with the closest homes, located on Cloudbreak Court, Constant Drive, Stoneboro Court, Semaht Street, and Stone Edge Drive, that are 110 feet from right of way. Due to the dense tree foliage, residents would not be able to see Alternative C; therefore there would be no visual and aesthetics impacts.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within the neighborhoods of Area 1. While noise levels resulting from the proximity of Alternatives C and F may rise for this area, the level of noise is not considered to be an impact according to the FHWA’s noise abatement criteria.

**Land Use Impacts:** Alternative F could encourage development in the area with the construction of an intersection at Lucky Road and Riverland Drive as there are vacant parcels of land at this intersection.

**Conclusion:** In conclusion, travel patterns would be temporarily affected during construction of Alternatives C through G. Residents expressed through a petition that they are not in favor of constructing Alternatives C or F.

### 4.1.2 Area 2: Colonial Grand at Quarterdeck and Mira Vista

Though none of the alternatives present a direct impact to this area, all present a proximity impact. All of the alternatives have their termini with the James Island Connector. An interchange would be constructed for Alternatives A through E. For Alternatives F and G the existing berm for the James Island Connector would be removed and an intersection would be constructed at-grade. Alternative F would realign Central Park Road at Folly Road and the James Island Connector behind the U.S. Post Office.
**Community Issues and Attitudes:** Comments received from this area to date included concern about declining property values, improving the connection to Folly Road, and concern for impacts to the environment, specifically at Rushland Plantation. One person preferred improvements to mass transit.

One community assessment survey response was received for this area which expressed that the proposed project would be beneficial.

**Travel Patterns and Accessibility:** Entrances to the Quarterdeck Apartments are from Folly Road and Martello Place which accesses either Folly Road or Harborview Road. The James Island Connector is accessible from Folly Road, between Martello Place and Ellis Oak Avenue.

Travel patterns within the neighborhood are not expected to be impacted as all construction would be located on Folly Road at the James Island Connector in this area. Travel outside of the neighborhood on Folly Road may be temporarily disrupted during construction of an interchange or intersection with the James Island Connector. However, it is anticipated that a through route would be maintained during construction. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Folly Road. Access onto the Mark Clark Expressway/James Island Connector would be provided with an interchange or intersection. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary. For all Reasonable Alternatives, travel accessibility would be temporarily affected during construction.

**Cohesion:** The alternatives are would not create a physical barrier to neighbors interacting with each other. None of the alternatives would disrupt the neighborhoods by causing isolation or altering or hindering access to community services and facilities.

**Relocation Impacts:** Two businesses along Folly Road, SpeeDee Oil Change and a Sunoco gas station, would be relocated with Alternatives A through F.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for these neighborhoods.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts for this area according to FHWA’s noise abatement criteria:

- Alternative A - 24 residential
- Alternative B - 24 residential
- Alternative C - 24 residential
- Alternative D - 24 residential
- Alternative E - 24 residential
- Alternative F - 46 residential
- Alternative G - 46 residential

While noise levels resulting from the proximity of the alternatives may rise for other residences and businesses in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.
Visual/Aesthetics Impacts: The Quarterdeck Apartments units are between 135 and 400 feet from the centerline of the existing Connector. Due to the existing presence of the James Island Connector, no unique visual intrusions would be introduced to this area. Most of the construction would take place west of Folly Road with the exception of the removal of the existing berm for the James Island Connector for Alternatives F and G. The removal of the berm may improve the aesthetics in this area.

Land Use Impacts: The connection of the Mark Clark Expressway to the James Island Connector could encourage commercial development or redevelopment along Folly Road in this area.

Conclusion: In conclusion, all of the Reasonable Alternatives would temporarily impact travel accessibility in this area during construction and Alternatives A through F would cause the relocation of two businesses. Noise impacts involve between 24 and 46 residences.

4.1.3 Area 3: Ferguson Village and Riverland Crossing

None of the alternatives present a direct or proximity impact to this area. Alternatives A and B follow the same path as they cross Riverland Drive at Camp Road from the west and turn northeast. Alternatives C through F are to the north of these neighborhoods, with the closest alternatives (D, E and G) approximately 0.4 miles away.

Community Issues and Attitudes: Comments received from residents of Riverland Crossing focused on noise and visual impacts to the neighborhood due to the proximity of Alternatives A and B. Also, concern was expressed because they had purchased their house with the understanding that the route for the Mark Clark Expressway had been set to go through the northern portion of the James Island County Park.

No comments were received specifically from Ferguson Village.

Three community assessment survey responses were received from Riverland Crossing which expressed concern over an increase of beach traffic and impacts to the James Island County Park. Two of the three felt the proposed project would be detrimental and wanted alternate modes of transportation to be studied. One respondent felt that it would be beneficial as it would reduce traffic on Folly Road.

Travel Patterns and Accessibility: Riverland Crossing and Ferguson Village directly access Riverland Drive, a north-south route with the closest east-west route being Camp Road.

Travel patterns within the neighborhoods are not expected to be impacted as all construction would be located on Riverland Drive in this area. Travel outside of the neighborhoods on Riverland Drive may be temporarily disrupted during construction of an overpass for Alternatives A and B over Riverland Drive. However, it is anticipated that a through route would be maintained during construction. Access onto the Mark Clark Expressway would not be available at this location. Overall, vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.
**Cohesion:** The alternatives are would not create a physical barrier to neighbors interacting with each other. None of the alternatives would disrupt the neighborhoods south of Camp Road and east of Riverland Drive.

**Relocation Impacts:** None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups in these neighborhoods.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, and/or handicapped populations have been identified for these neighborhoods. Access to services such as the Lowcountry Senior Center located on Riverland Drive or the CARTA bus stops in this area would not change. No relocations within Ferguson Village or surrounding single-family dwellings would occur.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within the neighborhoods of Area 3. While noise levels resulting from the proximity of Alternatives A and B may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Some residents at the northern end of Riverland Crossing may be able to see Alternatives A and B as these alternatives are 300 feet away, although trees line the edges of the neighborhood. Aesthetically, the trees between the homes of Riverland Crossing and Alternatives A and B would help to shield the interstate from their view.

**Land Use Impacts:** No cumulative impacts in this area are expected for Alternatives A through E due to the absence of an interchange with Riverland Drive. Land use impacts are not anticipated for the neighborhoods as they are bounded to the north of Camp Road by the James Island Creek and to the west of Riverland Drive by the Dill Sanctuary and James Island County Park. This limits the amount of development possible for this area.

**Conclusion:** In conclusion, Alternatives A and B would temporarily impact travel accessibility during construction. Residents expressed concern about noise and visual impacts to the neighborhood, but the proposed project is not anticipated to cause noise or visual impacts.

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**4.1.4 Area 4: The Regatta, EME Apartments and Ellis Creek**

Direct impacts are anticipated for Ellis Creek with Alternatives A, B, D, E and G; proximity impacts are anticipated for The Regatta with Alternatives A, B, D, E and G; and with Alternatives A, B, D, E and G for the EME Apartments. All of the alternatives run through this area on their way to connect with the James Island Connector. Alternatives A, B, D, E and G cross through the southern part of this area, below the EME Apartments. Alternative C comes into this area from the north just west of the intersection of Fleming Road and Central Park Road. It curves across Riley Road 200 feet south of the EME Apartments and continues east to the James Island Connector. Alternative F utilizes Central Park Road as a parkway with a multi-use path and crosswalks. It turns off Central Park Road behind the U.S. Post Office to connect with the James Island Connector at an at-grade intersection.

**Community Issues and Attitudes:** Comments received to date from those living in the Up on the Hill Road area expressed concern over noise, continued access to Central Park Road, and impacts to
the James Island Creek drainage and wetlands. These comments stated a preference for Alternative C or F.

Two comments received from Ellis Creek indicated a concern for the environment, traffic rising on Folly Road, and a desire to not see the proposed project constructed.

Five comments received from those living on Riley Road expressed a desire for improved roads and a solution to traffic problems on nearby roads, an exit onto Riverland Drive, concern over impacts to homeowners, impacts to wetlands, and a desire for mass transit. A couple of comments indicated preference for the No-build option.

A representative from The Regatta suggested a buffer was needed for homes along Central Park Road.

Thirteen comments received from those living along Riverland Drive indicated Alternative A was the best option as it did not impact homes north of the park along Riverland Drive.

Three community assessment survey responses were received from residents of The Regatta. Two felt the proposed project would be beneficial citing relief of traffic congestion and a desire for abandoned houses nearby to be removed. One felt the proposed project would be detrimental because of impacts to marshlands and wildlife. This responder wanted TSM improvements. Three community assessment survey responses were also received from residents along Riverland Drive. One felt the proposed project would be beneficial with Alternative B while another felt Alternatives A and B would be detrimental to the James Island County Park and Dill Sanctuary. The third respondent felt the proposed project would be detrimental and existing roads should be widened.

**Travel Patterns and Accessibility:** Central Park Road is the main access route for neighborhoods and homes in this area to the area’s roadway network. Residents may travel either east to Folly Road, the main north-south route on the island, or west to Riverland Drive, also a north-south route. With Alternative F, access to and travel along Central Park Road would be temporarily interrupted during construction of the parkway. Travel along Central Park Road would be temporarily interrupted during construction of Alternative C near the intersection with Fleming Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Central Park Road with Alternative F.

Residents of the Up on the Hill Road area have expressed concern that access to Central Park Road be continued. It is anticipated that a through route would be maintained for roads such as Riley Road and Up on the Hill Road that connect to Central Park Road during construction of Alternatives A through G.

Access onto the interstate for Alternatives A through E would be at Folly Road. Access to Alternative F for this area would be along Central Park Road. Access to Alternative G for this area would be at Riley Road, Up on the Hill Road, or Central Park Road.

For all of the Alternatives, travel accessibility within the area would be temporarily affected during construction. Overall, vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.
**Cohesion:** The Alternatives may create a physical barrier to neighbors interacting with each other in this area since all of the Alternatives cut through this area. Access to Central Park Road would need to be maintained in order to access community services and facilities.

**Relocation Impacts:** Alternatives A, B, D, E and G would relocate the four houses of the Ellis Creek neighborhood. Alternative C would relocate four homes on the southern side of Central Park Road and 10 homes along Riley Road. Alternative F would relocate the U.S. Post Office on Central Park Road.

**Effects on Social Groups:** There are specific concentrations of minorities in this historically African American area of James Island where families have owned their land, in some cases, for over 100 years. There are also specific concentrations of low-income residents in the EME Apartments. Census data for this block group shows that 31% are minority and 31% are below the poverty level. No specific concentrations of elderly, handicapped, non-driving, or transit dependant populations have been identified in this area.

Residents in this area would continue to have access to mass transit, replacement housing would be found for those that are relocated, and local roadway networks would be maintained so that impacts to these groups would be minimal. None of the Alternatives cause relocations at the EME Apartments.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative C - 52 residences
- Alternative F - 24 residences

While noise levels resulting from the proximity of the alternatives may rise for other residences and businesses in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Alternatives A through G are within 200 feet of the EME Apartments and The Regatta and would create a visual impact for some residents, particularly from second story units. However, there are dense trees that would be between the units and the interstate or parkway so that the aesthetic impact would be minimized.

Alternative F would cause a visual impact for residents living along Central Park Road. However, a planted median would aesthetically enhance the parkway facility.

**Land Use Impacts:** Alternative F could encourage infill or redevelopment of parcels along Central Park Road. No cumulative impacts in this area are expected for Alternatives A through E due to the absence of direct access to this area. Although there would be direct access to Alternative G in this area, current zoning may prohibit commercial development along Riley Road or Up on the Hill Road.
Conclusion: In conclusion, all of the Reasonable Alternatives would temporarily impact travel accessibility during construction. There would be four impacted homes with Alternatives A, B, D, E and G; 14 homes with Alternative C; and two businesses with Alternative F. Alternatives A through G would visually impact an apartment complex and a condominium complex and Alternative F would visually impact residents along Central Park Road. Alternative C would cause noise impacts to 52 residences and Alternative F would cause noise impacts to 24 residences.

4.1.5 Area 5: Laurel Park, Marlborough and Terrabrook

Direct impacts for this area are associated with Alternatives C and F. Proximity impacts to Laurel Park are associated with Alternative F. Alternatives C through G traverse this area to connect with the James Island Connector. Alternatives A and B travel to the south just north of the James Island Creek. Alternative C comes into this area south of Woodland Shores Road and 540 feet north of Murray-LaSaine Elementary School. After crossing Riverland Drive, it curves to the south just west of the intersection of Fleming Road and Central Park Road and continues to the James Island Connector. Alternatives D, E and G enter the area through the James Island County Park and cross Riverland Drive south of Delaney Drive. They then use the same path as Alternatives A and B south of Central Park Road to connect to the James Island Connector. Alternative F comes into the area along Lucky Road at the Murray-LaSaine Elementary School. After an intersection with Riverland Drive, it utilizes Central Park Road approximately 800 feet from its intersection with Riverland Drive. It then turns off of Central Park Road behind the U.S. Post Office to connect with the James Island Connector at an intersection.

Community Issues and Attitudes: Comments received to date from residents in Terrabrook or that live along Riverland Drive are generally not in favor of an interstate as close to their homes as Alternatives C and F would be. Some supported Alternatives A and B because they are well to the south of their homes. Several were concerned that too much development would be brought to James Island resulting in more traffic and pollution. Several suggested just improving roads and providing sidewalks for pedestrians and bicycles.

Comments received from residents along Central Park Road expressed concern that their homes would be too close to Central Park Road if it is widened with Alternative F.

Comments received from residents of Laurel Park and Marlborough were split between supporting the interstate, such as Alternative A, and expressing concern over increased home values. One resident felt that Alternative F was not in line with the original idea of continuing I-526.

Comments received from residents who live north of Central Park Road with access to Riverland Drive were split in how they felt the interstate would affect their quality of life. Some felt that traffic conditions would improve with another connection to Johns Island since so many used Riverland Drive as an alternative access. Others expressed concern over new development, impacts to endangered species, and an increase in noise. Residents in this group also want sidewalks and bicycle lanes and an improvement to existing roads. Some supported Alternatives A, B, or E as having the least impacts to people.

Ten community assessment survey responses were received, eight from Laurel Park and two from Marlborough. Seven of the ten felt the proposed project would be beneficial stating that traffic would decrease resulting in safer conditions and faster access. Two also stated it would be good for
emergency evacuations. Three of the ten felt the proposed project would be detrimental to their quality of life and lead to cut-through traffic through their neighborhood, especially with Alternative F.

**Travel Patterns and Accessibility:** Central Park Road has become a main east-west thoroughfare on James Island, though it was originally intended as a residential street. Folly Road and Riverland Drive are the main north-south routes on the Island.

Terrabrook has access to Riverland Drive via Bradham Road. Marlborough has no access to Central Park Road; instead it can access Maybank Highway, Riverland Drive, or Folly Road through several neighborhood streets. Laurel Park is at the corner of Central Park Road and Folly Road with direct access to either.

For residents with access to Central Park Road, travel patterns would be temporarily interrupted during construction of Alternative F and with Alternative C near its intersection with Fleming Road.

Travel patterns along Folly Road may be temporarily disrupted during construction of the interchange of Alternatives A through E or an intersection with Alternatives F or G at the James Island Connector.

For residents along or traveling on Riverland Drive, travel patterns would be interrupted temporarily with detours during construction of an overpass for the interstate north of Lucky Road for Alternative C and south of Central Park Road for Alternatives D and E. The overpass is planned to maintain accessibility and local connectivity where the Mark Clark Expressway crosses Riverland Drive. For Alternative G, an intersection with Riverland Drive south of Central Park Road would temporarily interrupt traffic. With Alternative F, travel would be temporarily interrupted on Riverland Drive with detours for the construction of a four-way intersection on Riverland Drive near Lucky Road. It is anticipated that a through route would be maintained during construction of any of the Alternatives. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Riverland Drive with Alternatives F and G.

Access onto the interstate for Alternatives A through E would be at Folly Road, at Riverland Drive for Alternative G, and along Central Park Road or Riverland Drive with Alternative F. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Cohesion:** Alternative F may create a barrier to neighbors along Central Park Road interacting with each other as the road would be widened and traffic increased. Laurel Park, Terrabrook and Marlborough would not be disrupted nor their access to community services and facilities.

**Relocation Impacts:** Alternative C would relocate eight homes along Riverland Drive and one home on the northern side of Central Park Road. It would also relocate a business park along Riverland Drive containing six individual businesses. Alternative F would relocate five homes west of Riverland Drive, four homes along the northern side of Central Park Road, and the former Bethel AME Church on Central Park Road. Alternatives A, B, D, E, and G would cause no relocations in this area.
Effects on Social Groups: There are specific concentrations on minorities in this historically African American area of James Island where families have owned their land, in some cases, for over 100 years. Census data for this block group shows that 20% are minority and 12% are below the poverty level which is average for block groups in the refined study area for James Island. No specific concentrations of elderly, handicapped, non-driving, or transit dependant populations have been identified in this area.

Residents in this area would continue to have access to mass transit, replacement housing would be found for those that are relocated, and local roadway networks would be maintained so that impacts to these groups would be minimal.

Noise Impacts: The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A - 12 residences
- Alternative B - 13 residences
- Alternative C - 11 residences
- Alternative D - 13 residences
- Alternative E - 12 residences
- Alternative F - 13 residences
- Alternative G – 12 residences

While noise levels resulting from the proximity of the alternatives may rise for other residences and businesses in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Visual/Aesthetics Impacts Alternative F would cause a visual impact for residents living along Central Park Road. However, a planted median would aesthetically enhance the parkway facility. Other neighborhoods are between 550 and 750 feet away from the closest alternatives and would not be visually impacted.

Large live oak trees line Riverland Drive in this area. Riverland Drive has been designated as a Scenic Highway by SCDOT. The intersection associated with Alternative F at Riverland Drive and Lucky Road may lead to the loss of over two dozen of these trees. This may cause an adverse aesthetic impact for some residents living along Riverland Drive.

Land Use Impacts: Construction of Alternative F could encourage infill development or redevelopment of parcels in this area, particularly along Riverland Drive and Central Park Road.

Conclusion: In conclusion, all alternatives would temporarily impact travel patterns during construction for residents in this area accessing Riverland Drive, Central Park Road, and Folly Road. Alternative C would relocate nine homes in this area. It would also relocate a business park containing six individual businesses. Alternative F would relocate nine homes in this area and a former church. Alternative F would also visually impact residents along Central Park Road. Between 11 and 13 residences would be impacted by noise for each of the alternatives.
4.1.6 Neighborhoods outside of the refined study area

The City of Folly Beach passed a resolution in April 2009 opposing the proposed project in favor of a less invasive alternative to be developed. Almost all of the comments from residents received during public comment periods from residents of Folly Beach have been opposed to completion of the proposed project. Concern was expressed for the destruction of marsh and wetlands, additional development, and worsening congestion. Many residents of James Island have also opposed the proposed project because they feel it will provide a faster route to Folly Beach and therefore will bring more traffic to Folly Road.

4.2 JOHN ISLAND

Alternatives A through G transect various portions of Johns Island. Each Alternative is depicted in Figures 4-8 through 4-14.

4.2.1 Rushland Plantation

Although all of the Reasonable Alternatives pass between Rushland Plantation to the west and Headquarters Island to the east as they cross the Stono River, none of them present a direct or proximity impact to Rushland Plantation. Alternatives B, D and E traverse a portion of Rushland Grove Lane, but lots on this cul-de-sac are still vacant and thus are not considered to be direct or proximity impacts.

Community Issues and Attitudes: Seventeen comments were received from the public involvement meetings including an individual representing the Rushland Plantation Home Owners Association. Of the 17 comments received, 15 were strongly opposed to the proposed project and the remaining two responses were neutral. Resident concerns included the following:

1. Project needs to connect the whole way to Mt. Pleasant to be effective.
2. Would prefer to see mass transit implemented.
3. Additional improvements would be required to accommodate the alternatives, such as on River Road, and it would increase the amount of asphalt and pavement.
4. Existing tree canopy would be destroyed at several locations on River Road.
5. There would be too many intersections on River Road within a 500’ area.
6. Construction would negatively impact existing wetland areas.
7. Noise, pollution and visual impact would negatively impact the wildlife preserve at Rushland Plantation and cause lasting environmental disturbance.
8. The research suggests that the extension will not improve traffic and may increase it in some areas.
9. The extension will have a negative impact on the scenic beauty that visitors seek.
10. Improve exiting roads to ease traffic congestion including the widening of Maybank Highway.
11. Extension will negatively impact the growth of Rushland Plantation and Johns Island.
12. Project will have a negative impact on property values.
Of the comments received, residents were opposed to Alternatives D, E and F and preferred Alternatives A, B and C with the majority of residents preferring Alternatives A and C as having the least impact on the environment.

No community assessment survey responses were received from Rushland Plantation.

**Cohesion:** Because the Reasonable Alternatives abut the eastern edge of the community, there should be no disruption of the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The only access to Rushland Plantation is via Rushland Landing Road to River Road. Alternatives D, E, F and G include an intersection at River Road which could cause temporary delays at the intersection of River Road and Rushland Landing Road during construction. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria within Rushland Plantation:

- Alternative A – 1 Residential
- Alternative B – 3 Residential
- Alternative C – 1 Residential
- Alternative D – 0 Residential

While noise levels resulting from the proximity of the alternatives may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Due to the close proximity of all alternatives to Rushland Plantation there could be aesthetic impacts to the community particularly for residents on the eastern side of Rushland Landing Road.

**Land Use Impacts:** Rushland Plantation began phased construction in 2002 and still has several vacant lots. The community is isolated by the surrounding marshland including a delineated wildlife preserve which already serves to limit future development. Full build-out of the community may be prevented if Alternative B, D or E is implemented as proposed because each of these alternatives crosses vacant lots on Rushland Grove Lane within the community.
Conclusion: None of the Reasonable Alternatives present a direct impact to Rushland Plantation. Alternatives D, E, F and G could cause temporary delays at the intersection of River Road and Rushland Landing Road during construction. Alternatives A, C, F and G would cause noise impacts to one residence and Alternative B would cause noise impacts to three residences.

4.2.2 Headquarters Island Area

Alternatives A, C, D and E would have a proximity impact to Headquarters Island. All of the Reasonable Alternatives cross Palmcrest Drive on the west side of Headquarters Island, an area known as The Reserve at Headquarters Island, however, these alternatives are not considered to be direct or proximity impacts because lots on the street are currently unsold and/or vacant. None of the alternatives would have a direct or proximity impact to Stono Watch.

Community Issues and Attitudes: Twenty-two comments have been received to date from this area. Those opposing the proposed project (11) cited the following reasons in their comments for their decision:

1. The project will not improve congestion and may increase it.
2. Wetlands and natural features will be negatively impacted.
3. The project is not cost effective
4. Quality of life will be negatively impacted.
5. There will be noise, pollution and visual impacts.
6. The project will spur increased development that will ruin the rural character and quality of life.

If the expressway is to be extended, residents indicated preference for Alternatives B and F. Several also stated the project should be constructed in conjunction with the widening of Maybank Highway and Betsy Kerrison Parkway.

Eleven community assessment survey responses were received from this area. Four respondents felt the proposed project would be beneficial to their area because it would relieve traffic congestion, provide a faster route to other areas, and an additional evacuation route. Six respondents felt the proposed project would be detrimental because it would destroy property values, wetlands, and views, create traffic on Calhoun Street, and lead to pollution and noise impacts. One was undecided as to the impact but felt the proposed project should not go through the James Island County Park.

Cohesion: None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only entrance to and from Headquarters Island is via the access road off of Maybank Highway onto Headquarters Plantation Drive. Residents should not experience changes in travel patterns and accessibility due to the implementation of any of the Reasonable Alternatives. With Alternatives A and C, residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.
**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A – 1 Residential
- Alternative B – 0 Residential
- Alternative C – 1 Residential
- Alternative D – 1 Residential
- Alternative E – 1 Residential
- Alternative F – 0 Residential
- Alternative G – 0 Residential

While noise levels resulting from the proximity of the alternatives may rise for other residences and businesses in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Due to the close proximity of all alternatives to Headquarters Plantation there could be aesthetic impacts on the community. The alternatives traverse the western and southern marsh areas of the island, which will cause a visual and aesthetic impact for residents with marsh views and docks in these areas. Residents on the northwestern edge of the island would have visual impacts to their views of the Stono River with all of the alternatives as well.

**Land Use Impacts:** Headquarters Island is largely built out with the exception of a few unsold lots on Palmerest Drive in The Reserve. The community is isolated by the surrounding marshland which already serves to limit future development. Full build-out of the community could be prevented because all of the alternatives cross existing, though vacant, lots within the community to varying degrees thus converting the intended use of these lots from residential to roadway.

**Conclusion:** None of the alternatives should result in the displacement of any residences. Residents may experience delays in travel with Alternatives A and C. Due to the close proximity of all alternatives to Headquarters Plantation there would be visual and aesthetic impacts to the community. It is also likely that there would be noise impacts for some residents on Headquarters Island.

4.2.3 **The Marshes at Rushland Landing**

Alternatives D, E, F and G propose intersections at River Road that extend near or past the Marshes at Rushland’s sole entrance, Rushland Mews. Because there are no structures are located within the proposed project right-of-way or 200-foot buffer, these alternatives do not result in direct or proximity impacts to the Marshes at Rushland neighborhood.

**Community Issues and Attitudes:** Two comments have been received to date from residents of this neighborhood. One comment stated that Alternatives A and C were the least intrusive and one comments was concerned that an intersection with River Road would be less than 500 feet from the
entrance to the neighborhood. Both comments stated the widening of River Road would destroy the tree canopy.

One community assessment survey response was received from The Marshes at Rushland Landing. This respondent felt the proposed project would be detrimental to the rural areas of Johns Island and felt that existing roads should be improved.

**Cohesion:** There should be no disruption of the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The Marshes at Rushland Landing includes one street, Rushland Mews, which is accessed off of River Road. Alternatives D, E, F and G include an intersection at River Road which could cause temporary delays at the intersection of River Road and Rushland Mews during construction. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

**Visual/Aesthetics Impacts:** Visual and aesthetic impacts may occur for some residents, particularly those with docks overlooking marsh views, with Alternatives B, D, E, F and G. The widening of River Road associated with interchanges for these alternatives may lead to the loss of live oak trees. This may cause an adverse aesthetic impact for residents accessing this neighborhood.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within The Marshes at Rushland Landing. While noise levels resulting from the proximity of Alternatives B, D, E, F and G may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Development in the adjacent area could increase due to the enhanced accessibility created by interchanges or intersections with River Road by Alternatives D, E, F or G.

**Conclusion:** Alternatives D, E, F and G could cause temporary delays at the intersection of River Road and Rushland Mews during construction. None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area. Visual and aesthetic impacts for the Marshes at Rushland Landing could occur under Alternatives B, D, E, F and G.
4.2.4 The Preserve at Fenwick

Alternatives A and C cross through the southeastern boundary of the Preserve at Fenwick and would be a proximity impact. Alternatives B, D, E F and G cross to the east of the neighborhood and would have no direct or proximity impacts.

Community Issues and Attitudes: Comments from residents from The Preserve at Fenwick received to date indicated that the preferred route should include exits on the north and south ends of Johns Island to ensure that motorists can reach their destination without traveling through the Maybank Road area.

One community assessment survey response was received for this area and they expressed that the proposed project would be detrimental and lead to uncontrolled growth for Johns Island.

Cohesion: None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only access to and from the Preserve at Fenwick is via General Cornwallis Drive to Maybank Highway. Alternatives A and C include an interchange at Maybank Highway. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within The Preserve at Fenwick. While noise levels resulting from the proximity of the alternatives may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Visual/Aesthetics Impacts: The interchange for Alternatives A and C would require right of way from a portion of the community pond. Also, the widening of Maybank Highway associated with interchanges for these alternatives may lead to the loss of live oak trees that line the road. This may cause an adverse aesthetic impact for residents accessing this neighborhood. Alternatives A, C, D, E, F and G would cause a visual and aesthetic impact to residents whose lots face the marsh and views from the community docks accessing the marsh.

Land Use Impacts: The Preserve at Fenwick is largely isolated between the historic Fenwick Hall Plantation and the adjacent marsh. Additional development in the immediate area is unlikely due to the lack of developable land and should not be impacted by the proposed Reasonable Alternatives.
Conclusion: Alternatives A and C may cause delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway. Alternatives A, C, D, E, F and G would result in visual impacts to those with views toward the marsh. Alternatives A and C would require right of way from the community pond.

4.2.5 Twelve Oaks

The Reasonable Alternatives would not result in direct or proximity impacts to the Twelve Oaks neighborhood.

Community Issues and Attitudes: One comment received to date from the Twelve Oaks neighborhood suggested the inclusion of bicycle and walking routes. No community assessment survey responses were received from Twelve Oaks.

Cohesion: None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only access to and from Twelve Oaks is via Fenwick Hall Allee to Maybank Highway. Alternatives A and C include an interchange at Maybank Highway, residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway and may experience temporary delays in ingress and egress during construction. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within Twelve Oaks. While noise levels resulting from the proximity of the alternatives may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Visual/Aesthetics Impacts: Alternatives A and C would create an interchange at Maybank Highway. The Twelve Oaks complex is a sufficient distance away from the proposed intersection and the existing tree buffer along Maybank Highway should prevent the community from experiencing visual impacts. The widening of Maybank Highway associated with these interchanges may lead to the loss of live oak trees that line the road. This may cause an adverse aesthetic impact for residents accessing this neighborhood.

Land Use Impacts: Vacant parcels exist to the south of the Twelve Oaks complex. Development in the adjacent area could increase due to the enhanced accessibility created by the proposed project with interchanges or intersections with Maybank Highway.
Conclusion: Alternatives A and C include an interchange at Maybank Highway that may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway and to experience temporary delays in ingress and egress during construction. Alternative A and C may also cause aesthetic impacts for residents.

4.2.6 The Commons at Fenwick Plantation

Alternatives B, D, E, F and G pass approximately 800 feet to the west side of The Commons at Fenwick Plantation community; however, Alternatives D and E present proximity impacts to the community due to the widening of River Road associated with interchanges proposed for these alternatives.

Community Issues and Attitudes: Comments received to date from residents of The Commons included that the project would not solve traffic problems; local roads should be improved first; Alternative D would best address traffic problems on the island; and that adding bicycle lanes would help.

Two community assessment survey responses were received from The Commons. One stated the proposed project would bring more traffic and expressed concern for the oak trees lining the roads. The other respondent stated the proposed project would bring safer travel and provide connection to the rest of the area.

Cohesion: None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The community’s only access is via Santa Elena Way. Alternatives D, E, F and G include connections to River Road, which may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road. It is anticipated that a through route would be maintained during construction but residents may experience temporary delays in ingress and egress during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within The Commons. While noise levels resulting from the proximity of Alternatives B, D, E, F and G may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.
Visual/Aesthetics Impacts: Due to the widening of River Road along the front of the community with Alternatives D and E, it is likely that there would be aesthetic and visual impacts, particularly to those residents living at the front of the community near River Road. Large live oak trees line River Road in the area of the Commons at Fenwick Plantation. Alternatives D and E may lead to the loss of some of these trees. This may cause an adverse aesthetic impact for residents. Visual impacts from the mainline of Alternatives B, D, E, F and G may be buffered by the adjacent The Bend at River Road community.

Land Use Impacts: Land use changes are not anticipated for this community. The Commons at Fenwick Plantation community is largely built-out with the exception of a few lots backing to the marsh on St. Paul's Parrish Lane, St. John’s Parrish Way and Widows Court. Lots on St. Paul's Parrish Lane and Widows Court could be built out over time as market conditions continue to improve. Future development of lots on St. John's Parrish Way could be negatively impacted by the widening of River Road for Alternatives D or E.

Conclusion: Alternatives B, D, E, F and G include connections to River Road and Alternatives D and E propose extended intersections or ramps onto River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction. Due to the close proximity of Alternatives D and E, there could be aesthetic impacts to the community.

4.2.7 The Bend at River Road

Alternatives B, D, E, F and G traverse within 500 feet along the western extent of The Bend at River Road. However, only Alternatives D and E present proximity impacts to the community due to the widening of River Road in front of the neighborhood.

Community Issues and Attitudes: No residents identified with The Bend at River Road have provided comments to date. No community assessment survey responses were received from this community.

Cohesion: None of the alternatives would disrupt the neighborhood's access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only street within the community and thus the only access into the community is via Penny Lane. Alternatives D, E, F and G include connections to River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road. It is anticipated that a through route would be maintained during construction and residents may experience temporary delays in ingress and egress during construction. During a field visit in April 2009, it was noted that residents often experience delays in exiting the community under current traffic conditions. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.
Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within The Bend at River Road. While noise levels resulting from the proximity of Alternatives B, D, E, F and G may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Visual/Aesthetics Impacts: Due to the close proximity of Alternatives B, D, E, F and G to The Bend at River Road, there could be visual and aesthetic impacts to the community, particularly to those residents living at the front of the community near River Road with Alternatives D or E. Large live oak trees line River Road in the area of The Bend at River Road. Alternatives B, D, E, F and G may lead to the loss of some of these trees. This may cause an adverse aesthetic impact for residents.

Land Use Impacts: Development of the adjacent areas of this neighborhood could increase due to the enhanced accessibility created by interchanges or intersections with River Road by Alternatives D, E, F or G. The existing phase of The Bend at River Road has been built-out. There is an existing stub street, Jumbi Trace, off of Penny Lane to the west. It is unclear if this stub street was included in order to provide future connectivity for a future phase of the community.

Conclusion: Alternatives D, E, F and G could cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and to experience temporary delays in ingress and egress during construction. Due to the close proximity of Alternatives B, D, E, F and G there could be aesthetic impacts to the community.

4.2.8 St. John’s Crossing

Alternatives B, D, and E parallel St. John’s Crossing before veering to the east to make their way across the Stono River. These alternatives are directly adjacent to the western side of St. John’s Crossing. However, none of the Reasonable Alternatives present a direct or proximity impact to the St. John’s Crossing neighborhood because that portion of the community is undeveloped.

Community Issues and Attitudes: No residents identified with St. John’s Crossing have provided comments to date. No community assessment survey responses were received from this community.

Cohesion: None of the alternatives would disrupt the neighborhood's access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only access into the community is from River Road. Alternatives D, E, F and G include connections to River Road and Alternatives D and E propose widening River Road in front of the entrance to the neighborhood. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road. It is
anticipated that a through route would be maintained during construction and residents may experience temporary delays in ingress and egress during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within St. John’s Crossing. While noise levels resulting from the proximity of Alternatives B, D and E may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Due to the close proximity of Alternatives B, D, E, F and G to St. John’s Crossing, there could be visual and aesthetic impacts to the community. Large live oak trees line River Road in the area of St. John’s Crossing. Alternatives B, D, E, F and G may lead to the loss of some of these trees. This may cause an adverse aesthetic impact for residents.

**Land Use Impacts:** The St. John’s Crossing community is partially built-out. Build-out of future phases to the south of the phase currently under construction could be negatively impacted by the construction of Alternatives B, D and E. Due to enhanced accessibility created with connections from Alternatives D, E, F and G with River Road, development of areas surrounding the neighborhood may occur.

**Conclusion:** Alternatives D, E, F and G could cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction. Due to the close proximity of Alternatives B, D, E, F and G, there could be aesthetic impacts to the community.

4.2.9 **The Grove at Fenwick**

None of the alternatives cross through or adjacent to The Grove at Fenwick and, therefore, present no direct of proximity impacts.

**Community Issues and Attitudes:** No residents identified with The Grove at Fenwick have provided comments to date. No community assessment survey responses were received from this community.

**Cohesion:** None of the alternatives would disrupt the neighborhood's access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The only access to and from The Grove at Fenwick is via River Road. Alternatives D, E, F and G include connections to River Road and Alternatives D and E.
propose extended intersections or ramps onto River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction. It is anticipated that a through route would be maintained during construction and residents may experience temporary delays in ingress and egress during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** No relocation impacts are anticipated as a result of any of the Reasonable Alternatives.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within The Grove at Fenwick. While noise levels resulting from the proximity of Alternatives D and E may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** No aesthetic or visual impacts to the community are anticipated.

**Land Use Impacts:** The Grove at Fenwick is located between Pamlico Terrace and The Cottages of Johns Island. However, vacant parcels exist to the west and east. Development in the adjacent area could increase due to the enhanced accessibility created by Alternatives D, E, F and G.

**Conclusion:** Alternatives D, E, F and G may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may cause temporary delays in ingress and egress during construction.

### 4.2.10 Pamlico Terrace

None of the alternatives cross through or are adjacent to Pamlico Terrace and, therefore, present no direct or proximity impacts.

**Community Issues and Attitudes:** No residents identified with Pamlico Terrace have provided comments to date. No community assessment survey responses were received from this community.

**Cohesion:** None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The only access to and from Pamlico Terrace is via River Road. Alternatives B, D, E, F and G include connections to River Road and Alternatives D and E propose extended intersections or ramps onto River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction. It is anticipated that a through route would be maintained during construction and residents may experience temporary delays in ingress...
and egress during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, and/or handicapped populations have been identified for this neighborhood. The minority population for this block group is 48 percent of the total population, above the state average of 32.8 percent. Poverty levels for this area are 13 percent, near the state average of 14.1 percent. Access to services such as the TriCounty Link (RTMA) stop at the intersection of Maybank Highway and River Road is not expected to change.

**Relocation Impacts:** No relocation impacts are anticipated as a result of any of the Reasonable Alternatives.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within Pamlico Terrace. While noise levels resulting from the proximity of Alternatives D and E may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** No aesthetic and visual impacts are anticipated for this community.

**Land Use Impacts:** Pamlico Terrace is located between River Road and The Grove at Fenwick. However, vacant parcels exist to the east and south. Development in the adjacent area could increase due to the enhanced accessibility created by Alternatives D, E, F and G.

**Conclusion:** Alternatives D, E, F and G may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction.

4.2.11 **The Gardens of Whitney Lake**

Alternatives B, D and E parallel the eastern edge of the Gardens at Whitney Lake before veering to the east to make their way across the Stono River. However, none of the Reasonable Alternatives present a direct impact to The Gardens of Whitney Lake. Alternative B extends approximately 50 feet further to the west and thus qualifies as a proximity impact for the neighborhood.

**Community Issues and Attitudes:** No residents identified with The Gardens of Whitney Lake have provided comments to date. No community assessment survey responses were received from this community.

**Cohesion:** Because the Reasonable Alternatives abut the eastern edge of the community, there should be no disruption of the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The neighborhood’s primary access is provided via Murraywood Road approximately one third of a mile west of the Murraywood Road/River Road...
intersection. Secondary access is provided through the Tremont community to the south along Blackfish Road to Sailfish Road and culminating at Maybank Highway.

Alternatives D, E, F and G include connections to River Road and Alternatives B, D and E include connections to Maybank Highway. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and/or Maybank Highway and may experience temporary delays in ingress and egress during construction. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups in this area.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within The Gardens of Whitney Lake. While noise levels resulting from the proximity of Alternatives B, D and E may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Due to the close proximity ofAlternatives B, D and E, there would be visual and aesthetic impacts for residents at the main entrance and along the eastern side of the community.

**Land Use Impacts:** Portions of The Gardens of Whitney Lake are still being developed. Because the undeveloped land is situated on the west side of the proposed project and furthest from the Reasonable Alternatives, it is likely that development would continue to occur in the community and that build-out would be unaffected by the proposed project. Alternatives D, E, F and G could contribute to additional development in the areas surrounding The Gardens at Whitney Lake due to enhanced accessibility created with interchanges at River Road.

**Conclusion:** Alternatives B, D, E, F and G may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience temporary delays in ingress and egress during construction. Alternatives B, D and E could cause visual and aesthetic impacts.

4.2.12 Tremont

Alternatives B, C and E traverse Tremont to the west and Barberry Woods to the east. Alternatives D and E present proximity impacts to residences along Blackfish Road and Alternative B directly impacts the community.

**Community Issues and Attitudes:** One community assessment survey response was received from a resident identified with Tremont expressing that the proposed project would be beneficial because it would relieve traffic and provide a faster route.
**Cohesion:** None of the alternatives would disrupt the neighborhood's access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The neighborhood’s primary access is provided from Maybank Highway onto Sailfish Road, while secondary access is provided through the Gardens of Whitney Lake community to the north to River Road.

Alternatives D, E, F and G include connections to River Road and Alternatives B, D and E include connections to Maybank Highway. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and/or Maybank Highway and may experience temporary delays in ingress and egress during construction. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** Alternative B would cause the relocation of one single-family home on Blackfish Road at the community’s eastern extent. None of the other alternatives would result in the displacement of any additional residences, businesses, churches, or non-profit groups in this area.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A – 0 Residential
- Alternative B – 1 Residential
- Alternative C – 0 Residential
- Alternative D – 1 Residential
- Alternative E – 1 Residential
- Alternative F – 0 Residential
- Alternative G – 0 Residential

While noise levels resulting from the proximity of Alternatives B, D and E may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Due to the close proximity of Alternatives B, D and E, visual and aesthetic impacts would occur, particularly along the eastern side of the community.

**Land Use Impacts:** The Tremont neighborhood contains a few vacant lots scattered throughout but is largely built-out. The vacant lots do not abut any of the Reasonable Alternatives. Alternatives B, D, E, F and G could contribute to additional development on vacant parcels in the areas surrounding the Tremont community due to enhanced accessibility created by connections with Maybank Highway.

**Conclusion:** Alternatives B, D, E, F and G may cause residents to experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road and may experience
temporary delays in ingress and egress during construction. Alternative B would cause the relocation of one single-family home. Alternatives B, D and E would cause noise, visual and aesthetic impacts.

4.2.13 Barberry Woods

Alternatives B, D and E traverse the western extent of Split Hickory Court in the Barberry Woods neighborhood before crossing Maybank Highway and veering east to connect to River Road. These routes present proximity impacts to the residents of Split Hickory Court. Alternative B has direct impacts on the community and traverses five existing homes on Split Hickory Court.

Community Issues and Attitudes: Comments received to date from residents of Barberry Woods showed that about half of those responding felt that improvements to the existing road network would be more beneficial than the proposed project. Requested improvements included more traffic lights, turn lanes, bicycle and pedestrian lanes and the widening of Maybank Highway. The remaining responses supported the proposed project but preferred an alternate route that had less impact on Barberry Woods such as Alternative A or C. Additional comments included concerns over impacts to quality of life including health from air pollution; impacts to their quiet and peaceful neighborhood including safety of residents.

No community assessment survey responses were received from this community.

Cohesion: None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

Travel Patterns and Accessibility: The only access to and from the Barberry Woods neighborhood is via Hickory Knoll Road to Maybank Highway. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway under Alternatives B, D and E. Temporary, construction related delays could also occur under these alternatives. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: Alternative B would result in the relocation of five existing residences in the Barberry Woods community. None of the remaining alternatives should result in the displacement of any additional residences, businesses, churches, or non-profit groups in this area.

Noise Impacts: The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A – 0 Residential
- Alternative B – 15 Residential
- Alternative C – 0 Residential
- Alternative D – 6 Residential
While noise levels resulting from the proximity of the alternatives may rise for other residences and businesses in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Alternatives B, D and E run along the western edge of the Split Hickory Court cul-de-sacs and would result in visual and aesthetic impacts.

**Land Use Impacts:** The Barberry Woods neighborhood is currently built out. Alternatives B, D, E, F, and G include a connection to Maybank Highway that may stimulate additional development on adjacent, vacant parcels in close proximity to the neighborhood due to enhanced accessibility created with interchanges or intersections to Maybank Highway.

**Conclusion:** Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway under Alternatives B, D and E. Temporary, construction related delays could also occur under these alternatives. Alternative B would result in the relocation of five existing residences. Alternatives B, D and E would also visually impact residents along Central Park Road. Between 6 and 15 residences would also be impacted by noise for each of these alternatives.

4.2.14 The Cottages of Johns Island

None of the Reasonable Alternatives present direct impacts to the Cottages of Johns Island. The neighborhood is located behind a commercial building and has sufficient buffer to prevent proximity impacts to the community.

**Community Issues and Attitudes:** The Cottages of Johns Island was still in the grading phase of construction at the time of the April and June 2009 field visits and thus had no residents.

**Cohesion:** None of the alternatives would disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The only access to and from the Cottages of Johns Island is from Maybank Highway. Alternatives B, D and E include an intersection at Maybank Highway, which would include the widening of Maybank Highway at the entrance to the Cottages of Johns Island. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway under Alternatives B, D and E. Temporary construction related delays could also occur under these alternatives. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.
Effects on Social Groups: Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

Relocation Impacts: None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups within the neighborhood.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within The Cottages of Johns Island. While noise levels resulting from the proximity of Alternatives B, D and E may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Visual/Aesthetics Impacts: This neighborhood is buffered from view of the alternatives by the Barberry Woods neighborhood and commercial development along Maybank Highway.

Land Use Impacts: The community is new and currently under the first phases of construction. The vacant lots do not abut any of the Reasonable Alternatives and should not be affected by the proposed project. These remaining lots could be built upon over time, particularly as market conditions improve. Alternatives B, D, E, F and G could contribute to additional development in the areas surrounding the community due to enhanced accessibility from connections with Maybank Highway.

Conclusion: Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway under Alternatives B, D and E. Temporary construction related delays could also occur under these alternatives.

4.2.15 Cane Slash Road / Seven Oaks Plantation

Alternatives B, D, E have direct impacts to the community. Alternatives F and G present proximity impacts to the community. Alternatives B, D and E have an interchange with Maybank Highway and Alternative B continues south through the Cane Slash area and curving east through the Seven Oaks area. Alternatives D, F and G have an intersection with River Road, south of Maybank Highway.

Community Issues and Attitudes: Residents from the Cane Slash Road/Seven Oaks Plantation area have provided 17 comments to date. Nine comments were generally in favor of the proposed project depending on the proposed route. Eight residents were against the proposed project because they felt it would not solve traffic problems; quality of life would be adversely impacted; Johns Island would be used as a cut through for Kiawah and Seabrook; the tree canopy would be destroyed on River Road; and widening Maybank Highway would be more beneficial.

No community assessment survey responses were received from this community.

Cohesion: Although the majority of residents in the community live toward the intersection of River Road and Maybank Highway, there are some residents that would likely be cut off by
Alternative B and would need to use Zelasko Road or seek other alternative routes to access Maybank Highway, River Road and points east.

**Travel Patterns and Accessibility:** Residents in the community use local roads to travel between Maybank Highway and River Road. Cane Slash Road serves as a collector road paralleling Maybank Highway and also provides connectivity to River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway and River Road with Alternatives B, D, E, F and G. There may be some delays in ingress or egress for local residents during construction. It is anticipated that a through route would be maintained during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of low-income residents may be located within this area. Access to services such as the TriCounty Link stop at the intersection of Maybank Highway and River Road is not expected to be changed, and replacement housing would be found for those that are relocated.

Approximately 15 percent of the population in block group 21011 is below the poverty level, and approximately 37 percent are minorities, above the state average of 32.8 percent. Approximately 13 percent of the population in block group 21021 is below the poverty level, and approximately 51 percent are minorities, also above the state average.

**Relocation Impacts:** Several homes are located within the right of way limits for Alternatives B, D and E, resulting in relocations in this area. Relocations for Alternative B along Maybank Highway include nine residences, five businesses, and one church, the Church of God of Prophecy, which has a minority congregation. Relocations between Maybank Highway and the Stono River for Alternative B include 15 residences, several vacant businesses, and one church, the Johns Island House of Prayer, which has a minority congregation. Relocations for Alternatives D and E along Maybank Highway include ten residences, six businesses, and one church, the Church of God of Prophecy. Relocations for Alternative D along River Road include one residence and several vacant businesses. Widening along Maybank Highway for Alternatives B, D and E would impact the St. Stephens AME Church Cemetery. This church has a minority congregation.

**Noise Impacts:** The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A – 15 Residential
- Alternative B – 10 Residential
- Alternative C – 15 Residential
- Alternative D – 7 Residential
- Alternative E – 8 Residential
- Alternative F – 13 Residential
- Alternative G – 14 Residential

While noise levels resulting from the proximity of the alternatives may rise for this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.
**Visual/Aesthetics Impacts:** Large live oak trees line the streets of the Cane Slash Road/Seven Oaks Plantation communities. Alternatives B, D, E, F and G may lead to the loss of some of these trees and cause an adverse aesthetic impact to residents in this area.

**Land Use Impacts:** The Cane Slash Road/Seven Oaks Plantation community is sparsely populated with the largest number of residents being located along Maybank Road and on the few residential streets near the Maybank Highway/River Road intersection. Development could occur throughout the community due to the amount of available land and due to improved accessibility by Alternatives B, D, E, F and G. The City of Charleston Century V City Plan (2000) for this area includes mixed-use development; particularly at the intersection of Maybank Highway and River Road.

**Conclusion:** Community cohesion would be affected by Alternative B. Alternatives B, D, E, F and G may cause delays in ingress or egress to the community due to an increase in vehicle traffic along Maybank Highway and temporary construction delays. Alternatives B, D and E would result in 16 to 29 relocations, plus two churches. All of the alternatives would result in noise impacts for between 7 and 15 residences. Alternatives B, D, E, F and G would also result in aesthetic impacts to the community.

**4.2.16 Shoreline Farms**

Alternatives A, B, D and E pass north of Shoreline Farms across the Stono River, but none present direct or proximity impacts to the community.

**Community Issues and Attitudes:** Three community assessment survey responses were received from residents of Shoreline Farms. Two stated the proposed project would be detrimental because of impacts to quality of life the environment and increased pollution. One suggested widening existing roads. The third respondent felt the proposed project would be beneficial in alleviating rush hour traffic jams but detrimental because of the impacts to noise, views, and increased traffic near home.

**Cohesion:** None of the alternatives will disrupt the neighborhood’s access to community services and facilities. The alternatives are not likely to create a physical barrier to neighbors interacting with each other.

**Travel Patterns and Accessibility:** The only access to and from Shoreline Farms is via River Road. Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along River Road under Alternatives D, F and G. It is anticipated that a through route would be maintained during construction and residents may experience temporary delays in ingress and egress during construction. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Effects on Social Groups:** Specific concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations have not been identified for this neighborhood.

**Relocation Impacts:** None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups in this area.
**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within Shoreline Farms. While noise levels resulting from the proximity of the alternatives may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Visual/Aesthetics Impacts:** Alternatives A and B traverse the Stono River 980 feet north of Shoreline Farms and Alternatives D and E are 1,800 feet to the north. This could cause visual and aesthetic impacts for residences that line the river or have docks extending to the marsh.

**Land Use Impacts:** Undeveloped land is located to the north and west of the neighborhood. Alternatives D, F and G could spur development of vacant parcels adjacent to Shoreline Farms due to enhanced accessibility created with intersections with River Road to the north.

**Conclusion:** Residents may experience delays in ingress and egress to the community due to an increase in vehicle traffic along Maybank Highway under Alternative D, F and G. Temporary construction related delays could occur under these alternatives. Due to the proximity of Alternatives A, B, D, and E visual and aesthetic impacts could occur.

### 4.3 WEST ASHLEY

Alternatives A through G generally transect the same area of the refined study area within West Ashley from the existing Mark Clark Expressway towards the Stono River and crossing onto Johns Island. Each Alternative is depicted in Figure 4-15.

#### 4.3.1 Oakland

Direct impacts are anticipated for this neighborhood with all of the Reasonable Alternatives. All of the Reasonable Alternatives run through the Oakland neighborhood along a dedicated transportation corridor. The corridor is heavily vegetated and creates a nature buffer dividing the neighborhood into two parts.

**Community Issues and Attitudes:** Five comments have been received to date from Oakland residents. The resident comments expressed that Alternative F would be the first preference and Alternative A would be a second choice. Two felt the project would increase traffic, while one felt it would reduce congestion. One resident expressed concern over noise and environmental impacts.

**Travel Patterns and Accessibility:** The alternatives cross over Clayton Drive and East Shore Lane, which provide connectivity to the east and west sections of the Oakland neighborhood but also provides the most direct route for access to Oakland Elementary School, U.S. 17 and the Food Lion shopping plaza (grocery store). The existing neighborhood roadway network would be maintained and there would be no roads closed or relocated with any of the Reasonable Alternatives. Travel would be interrupted temporarily with detours during construction of the structure. It is anticipated that a through route would be maintained during construction. Overall, vehicular and pedestrian
access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles.

**Cohesion:** The proposed alternative alignments would not create a physical barrier within the Oakland neighborhood. No residents should be isolated from the rest of the community and social interaction/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

**Relocation Impacts:** The Reasonable Alternatives would relocate three residences within the Oakland neighborhood.

**Effects on Social Groups:** Specific areas and/or locations within the Oakland neighborhood have not been identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving or transit-dependant populations.

**Visual/Aesthetics Impacts:** The Reasonable Alternatives would be elevated through this section of the Oakland neighborhood and would be constructed on a bridge type structure to accommodate the vertical alignment of the Reasonable Alternatives. This structure would be within view of the Oakland neighborhood and could create a visual and aesthetic impact to the residences.

**Noise Impacts:** All of the alternatives essentially follow the same alignment within the refined study area. However, due to the location and overall connection with the existing roadway network, the alternatives create different traffic scenarios along the entire alignment. Traffic volumes are key elements in determining noise impacts for each neighborhood. The noise analysis for the proposed project identified following noise impacts according to FHWA’s noise abatement criteria within the Oakland neighborhood:

- Alternative A - 27 residential
- Alternative B - 25 residential
- Alternative C – 29 residential
- Alternative D - 28 residential
- Alternative E - 28 residential
- Alternative F - 5 residential
- Alternative G – 5 residential

While noise levels resulting from the proximity of the alternatives may rise for residences in the remainder of the area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Access to the Reasonable Alternatives would only be provided at the intersections of U.S. 17 and the new facility. The Oakland neighborhood has already been fully developed and therefore, the proposed facility would not provide a catalyst for further development.

**Conclusion:** All of the Reasonable Alternatives would temporarily impact travel accessibility in this area during construction. The alternatives would result in three residential relocations and in noise impacts to between 5 and 29 residences. The alternatives would also cause visual and aesthetic impacts to some residents of the Oakland neighborhood.
4.3.2  **Air Harbor**

There are no direct or proximity impacts for the Air Harbor neighborhood. All of the Reasonable Alternatives follow the same alignment to the west of the Air Harbor neighborhood.

**Community Issues and Attitudes:** Five comments have been received to date from Air Harbor residents. Four comments were in favor of the proposed project being built. One resident was against the proposed project feeling that the bridge would ruin the environment and economy of the area.

Five community assessment survey responses were received from Air Harbor. Two stated the proposed project would be beneficial because it would bring relief to traffic congestion. Three stated it would be detrimental because it would bring more traffic.

**Travel Patterns and Accessibility:** The alternatives are to the west of the neighborhood and would cross over Clayton Drive and East Shore Lane, which provides the neighborhood the most direct route to Oakland Elementary School. There would be no anticipated loss of accessibility for the neighborhood. The existing neighborhood roadway network would be maintained and there would be no roads closed or relocated with any of the Reasonable Alternatives. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Cohesion:** The location of the proposed alternative alignments would not likely create a physical barrier within the Air Harbor neighborhood. No residents should be isolated from the rest of the community and social/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

**Effects on Social Groups:** Specific areas and/or locations within the refined study area have not been identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving or transit-dependant populations.

**Relocation Impacts:** None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

**Visual/Aesthetics Impacts:** Visual and aesthetic impacts are not anticipated for this neighborhood. Visual impacts from the alternatives would be buffered by the adjacent Oakland community.

**Noise Impacts:** The noise analysis for the proposed project did not identify noise impacts within Air Harbor. While noise levels resulting from the proximity of the alternatives may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Air Harbor neighborhood has been fully developed and therefore, the proposed facility would not provide a catalyst for further development and/or cumulative impacts.
Conclusion: There would be no direct impacts to the Air Harbor neighborhood. Alternatives A thru G would provide similar benefits and impacts associated with completion of the project.

4.3.3 Sylcope

There are no direct or proximity impacts for the Sylcope neighborhood. All of the Reasonable Alternatives follow the same alignment to the east of the neighborhood.

Community Issues and Attitudes: One comment form has been received to date from a Sylcope resident. The resident expressed preferences for the original alternatives and stated the project would negatively impact West Ashley neighborhoods. No community assessment survey responses were received from this community.

Travel Patterns and Accessibility: Sylcope residents use Carrillo Street or Arlington Drive to access U.S. 17. There would be no anticipated loss of accessibility for the neighborhood. The existing roadway and overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

Cohesion: The location of the proposed alternative alignments would not likely create a physical barrier in the Sylcope neighborhood. No residents should be isolated from the rest of the community and social interaction/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

Effects on Social Groups: Specific areas and/or locations within the refined study area have not been identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations.

Relocation Impacts: None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

Visual/Aesthetics Impacts: Visual and aesthetic impacts from the alternatives would be buffered by the adjacent commercial district of U.S. 17.

Noise Impacts: The noise analysis for the proposed project did not identify noise impacts within Sylcope. While noise levels resulting from the proximity of the alternatives may rise in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

Land Use Impacts: Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Sylcope neighborhood has been fully developed and therefore, the proposed facility would not provide a catalyst for further development.

Conclusion: There would be no direct impacts to the Air Harbor neighborhood. Alternatives A thru G would provide similar benefits and impacts associated with completion of the project.
4.3.4 Citadel Woods

All of the Reasonable Alternatives would have proximity impacts to the Citadel Woods neighborhood. All of the Reasonable Alternatives cross adjacent to the neighborhood along its western edge.

Community Issues and Attitudes: Five comments have been received to date from Citadel Woods residents. Four comments were in favor of the project being built. One comment requested the West Ashley Greenway be preserved and neighborhood streets should not be widened. Another comment requested that alternative modes of transportation be studied and considered.

One community assessment survey response was received expressing that the proposed project would be detrimental because of noise and quality of life impacts.

Travel Patterns and Accessibility: The alternatives would cross over Clayton Drive and East Shore Lane which provides a direct route to Oakland Elementary School. No roads would be closed or relocated with any of the Reasonable Alternatives. The existing roadway and overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles.

Cohesion: The proposed alternative alignments would not create a physical barrier within the Citadel Woods neighborhood. No residents should be isolated from the rest of the community and social interaction/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

Effects on Social Groups: Specific areas and/or locations within the Citadel Woods have not been identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving or transit-dependant populations.

Relocation Impacts: The Reasonable Alternatives would not displace any residences or other structures within the Citadel Woods neighborhood boundary.

Visual/Aesthetics Impacts: The Reasonable Alternatives would be located adjacent to the Citadel Woods neighborhood. The roadway would be elevated, constructed on a bridge type structure, to accommodate the vertical alignment of the Reasonable Alternatives. This structure would be within the view of the western portion of the Citadel Woods neighborhood and could create a visual and aesthetic impact to some residents.

Noise Impacts: The noise analysis for the proposed project identified the following noise impacts according to FHWA’s noise abatement criteria within the Citadel Woods neighborhood:

- Alternative A - 11 residential
- Alternative B - 10 residential
- Alternative C - 12 residential
- Alternative D - 12 residential
- Alternative E - 12 residential
- Alternative F - 0 residential
- Alternative G - 0 residential
While noise levels resulting from the proximity of the alternatives may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Citadel Woods neighborhood has been fully developed and, therefore, the proposed facility should not provide a catalyst for further development.

**Conclusion:** All of the alternatives would visually impact some of the residents of Citadel Woods. For Alternatives A through E, noise impacts would occur for between 10 and 12 residences.

### 4.3.5 Stone Creek

All of the Reasonable Alternatives would have proximity impacts to the Stone Creek neighborhood. All of the Reasonable Alternatives cross adjacent to the neighborhood along its eastern edge.

**Community Issues and Attitudes:** Twelve comments have been received to date from Stone Creek residents. The majority (10) of comments were against the project. One comment provided concerns in regards to issues such as the distance of the propose roadway to existing residents and visual impacts associated with the elevated structure. Other concerns included impacts to the environment including the wetlands and marshes within this area.

No community assessment survey responses were received from this community.

**Travel Patterns and Accessibility:** The neighborhood uses Arlington Drive to access local services and Oakland Elementary School. The existing neighborhood roadway network would be maintained and there would be no roads closed or relocated with any of the Reasonable Alternatives. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Cohesion:** The location of the proposed alternative alignments would not likely create a physical barrier within the Stone Creek neighborhood. No residents should be isolated from the rest of the community and social interaction/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

**Effects on social Groups:** Specific areas and/or locations within the refined study area have not be identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

**Visual/Aesthetics Impacts:** The Reasonable Alternatives would be elevated through this section of the refined study area and would be constructed on a bridge type structure to accommodate the vertical alignment of the Reasonable Alternatives. This structure would be within view of the eastern
portion of the Stone Creek neighborhood and would create a visual and aesthetic impact to the residences.

**Noise Impacts:** The Stone Creek neighborhood would have the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A - 13 residential
- Alternative B - 12 residential
- Alternative C - 13 residential
- Alternative D - 13 residential
- Alternative E - 13 residential
- Alternative F - 0 residential
- Alternative G - 0 residential

While noise levels resulting from the proximity of the alternatives may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Stone Creek neighborhood has been fully developed and therefore, the proposed facility would not provide a catalyst for further development.

**Conclusion:** All of the alternatives would visually impact some of the residents of Citadel Woods. For Alternatives A through E, noise impacts would occur for 12 to 13 residences.

### 4.3.6 Battery Haig on the Stono River

All of the Reasonable Alternatives would have proximity impacts to the Stone Creek neighborhood. All of the Reasonable Alternatives cross adjacent to the neighborhood along its eastern edge.

**Community Issues and Attitudes:** Two comments have been received to date from residents of Battery Haig. One felt the project would cause noise and visual impacts and the other felt the project was overdue.

One community assessment survey response was received expressing that the proposed project would be detrimental because of noise impacts and that it would block the views.

**Travel Patterns and Accessibility:** The Reasonable Alternatives would cross over Clayton Drive, East Shore Lane and South Shore Drive, which provide a direct route to access Oakland Elementary School, U.S. 17 and the Food Lion shopping plaza (grocery store). The existing neighborhood roadway network would be maintained and there would be no roads closed or relocated with any of the Reasonable Alternatives. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary. Travel would be interrupted temporarily with detours during construction of the structure. It is anticipated that a through route would be maintained during construction.

**Cohesion:** The location of the proposed alternative alignments would not likely create a physical barrier. No residents should be isolated from the rest of the community and social
interaction/networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

**Effects on social Groups:** Specific areas and/or locations within the refined study area have not be identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations.

**Relocation Impacts:** None of the alternatives should result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

**Visual/Aesthetics Impacts:** The proposed alternatives would be elevated through this section of the refined study area and would be constructed on a bridge type structure to accommodate the vertical alignment of the Reasonable Alternatives. This structure would be within view of the Battery Haig neighborhood and would create a visual impact to the residences. Also, marsh views and views across the Stono River would be visually and aesthetically impacted for this neighborhood.

**Noise Impacts:** The Battery Haig neighborhood would have the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A - 6 residential
- Alternative B - 6 residential
- Alternative C - 6 residential
- Alternative D - 6 residential
- Alternative E - 6 residential
- Alternative F - 1 residential
- Alternative G - 1 residential

While noise levels resulting from the proximity of the alternatives may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.

**Land Use Impacts:** Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Battery Haig neighborhood has a few vacant residential lots that could be developed in the near future. Development of these lots could be negatively impacted by the proximity of the proposed facility.

**Conclusion:** Travel would be interrupted temporarily with detours during construction of all of the alternatives. It is anticipated that a through route would be maintained during construction. All of the alternatives would visually impact the residents of Battery Haig. Noise impacts are anticipated to occur for between 1 and 6 residences.

4.3.7 **Waterway South**

All of the Reasonable Alternatives would have proximity impacts to the Waterway South neighborhood. All of the Reasonable Alternatives cross adjacent to the neighborhood along its western edge.

**Community Issues and Attitudes:** Fifteen comments have been received to date from Waterway South residents. Comments against the construction of the proposed project included statements...
that existing roads should be improved; the existing bridges over the Stono River should be used; and alternative transportation options such as busses and/or light rail should be studied and considered as one of the alternatives. Another comment offered the suggestion for the construction of a tunnel to reduce environmental impacts.

Two community assessment survey responses were received expressing that the proposed project would be detrimental to surrounding neighborhoods and would bring noise pollution.

**Travel Patterns and Accessibility:** The alternatives would cross over Clayton Drive, East Shore Lane and South Shore Drive, which provides a direct route to access Oakland Elementary School, U.S. 17 and the Food Lion shopping plaza (grocery store). Travel would be interrupted temporarily with detours during construction of the structure. It is anticipated that a through route would be maintained during construction. The existing neighborhood roadway network would be maintained and there would be no roads closed or relocated with any of the Reasonable Alternatives. Overall vehicular and pedestrian access to community services and facilities would not be altered or hindered, nor would the rerouting of emergency vehicles be necessary.

**Cohesion:** The location of the proposed alternative alignments would not likely create a physical barrier within the Waterway South neighborhood. No residents should be isolated from the rest of the community and social /networking between neighbors would not be affected. Existing access to local shopping, schools and other facilities would be maintained.

**Effects on Social Groups:** Specific areas and/or locations within the refined study area have not be identified as having high concentrations of minority, low-income, elderly, handicapped, non-driving, or transit-dependant populations.

**Relocation Impacts:** None of the alternatives would result in the displacement of any residences, businesses, churches, or non-profit groups within the community.

**Visual/Aesthetics Impacts:** The proposed alternatives would be elevated through this section of the refined study area and would be constructed on a bridge type structure to accommodate the vertical alignment of the Reasonable Alternatives. This structure would be within view of some of the residents of the Waterway South neighborhood and would create a visual impact. Also, marsh views and views across the Stono River would be visually and aesthetically impacted for this neighborhood.

**Noise Impacts:** The Waterway South neighborhood would have the following noise impacts according to FHWA’s noise abatement criteria:

- Alternative A - 1 Residential
- Alternative B - 1 Residential
- Alternative C - 1 Residential
- Alternative D - 1 Residential
- Alternative E - 1 Residential
- Alternative F - 0 Residential
- Alternative G - 1 Residential

While noise levels resulting from the proximity of the alternatives may rise for other residences in this area, the level of noise is not considered to be an impact according to FHWA’s noise abatement criteria.
**Land Use Impacts:** Access to the Reasonable Alternatives would only occur at the intersections of U.S. 17 and the new facility. The Waterway South neighborhood has been fully developed and therefore, the proposed facility would not provide a catalyst for further development and/or cumulative impacts.

**Conclusion:** Travel would be interrupted temporarily with detours during construction of all of the alternatives. It is anticipated that a through route would be maintained during construction. All of the alternatives would visually impact some of the residents of Waterway South. Noise impacts are anticipated to occur for one residence for Alternatives A through E and G.
5. REFERENCES


City of Charleston. 2007. *Johns Island Community Plan*.


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FIGURE 4-1
ALTERNATIVE A
JAMES ISLAND NEIGHBORHOODS

Chapter 4
Impacts

Community Impact Assessment
FIGURE 4-2
ALTERNATIVE B
JAMES ISLAND NEIGHBORHOODS

Legend

James Island Neighborhoods
- EME Apt
- Ellis Creek
- Ferguson Village
- Laurel Park
- Marlborough
- Quarterdeck Apt
- Riverland Crossing
- Terrabrooke
- The Regatta

West Woodland Shores Neighborhoods
- Island Shores
- Stone Edge
- Stoneboro Court
- Stoneboro"

Chapter 4
Impacts

Community Impact Assessment
FIGURE 4-3

ALTERNATIVE C

JAMES ISLAND NEIGHBORHOODS

James Island Neighborhoods
- EME Apt
- Ellis Creek
- Ferguson Village
- Laurel Park
- Marlborough
- Quarterdeck Apt
- Riverland Crossing
- Terrabrooke
- The Regatta

West Woodland Shores Neighborhoods
- Island Shores
- Stone Edge
- Stoneboro Court
- Stono Shores
- Cloudbreak Court
- Edentree Place

Direct Impact Area
Alternative C
Alternative C 200ft Buffer

Legend

Miles

0 0.125 0.25 0.5

Impact Assessment
FIGURE 4-4  
ALTERNATIVE D  
JAMES ISLAND NEIGHBORHOODS  

Legend

James Island Neighborhoods
- EME Apt
- Ellis Creek
- Ferguson Village
- Laurel Park
- Marlborough
- Quaterdeck Apt
- Riverland Crossing
- Terrabrooke
- The Regatta

West Woodland Shores Neighborhoods
- Island Shores
- Stone Edge
- Stoneboro Court
- Stoneboro
- Edentree Place
- Cloudbreak Court

Direct Impact Area
- Alternative D
- Alternative D 200ft Buffer

Chapter 4  
Impacts
Community Impact Assessment
FIGURE 4-5
ALTERNATIVE E
JAMES ISLAND NEIGHBORHOODS
FIGURE 4-6
ALTERNATIVE F
JAMES ISLAND NEIGHBORHOODS

Legend

- EME Apt
- Ellis Creek
- Ferguson Village
- Laurel Park
- Marlborough
- Quarterdeck Apt
- Riverland Crossing
- Terrabrooke
- The Regatta

Direct Impact Area
Alternative F
Alternative F 200ft Buffer

James Island Neighborhoods
- Island Shores
- Stone Edge
- Stoneboro Court
- Terrabrooke
- The Regatta

West Woodland Shores Neighborhoods
- Edentree Place
- Cloudbreak Court
- Island Shores
- Stone Edge
- Stoneboro Court
- Stono Shores

0 0.125 0.25 0.5 Miles

Community Impact Assessment
FIGURE 4-7

ALTERNATIVE G
JAMES ISLAND NEIGHBORHOODS

Legend

James Island Neighborhoods
- EME Apt
- Ellis Creek
- Ferguson Village
- Laurel Park
- Marlborough
- Quarterdeck Apt
- Riverland Crossing
- Terrabrooke
- The Regatta

West Woodland Shores Neighborhoods
- Cloudbreak Court
- Island Shores
- Stone Edge
- Stoneboro Court
- Stono Shores

Direct Impact Area

Alternative G
Alternative G 200ft Buffer

Impacts

Community Impact Assessment

Chapter 4
Impacts
FIGURE 4-9
ALTERNATIVE B
JOHNS ISLAND NEIGHBORHOODS

Legend

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
- Fenwick Hall
- Headquarters Island
- Pamlico Terrace
- Rushland Plantation
- Seven Oaks
- Shoreline Farms
- St. John's Crossing
- Stone Watch
- The Bend At River Road
- The Commons At Fenwick
- The Cottages at John's Island
- The Grove
- The Marshes of Rushland Landing
- The Preserve at Fenwick Plantation
- Twelve Oaks at Fenwick Plantation
- Whitney Lake

Direct Impact Area
Alternative A
Alternative A 200ft Buffer

0 0.125 0.25 0.5 Miles

Chapter 4 Impacts
Community Impact Assessment
Chapter 4
Impacts

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**FIGURE 4-10**

**ALTERNATIVE C**

**JOHNS ISLAND NEIGHBORHOODS**

**Direct Impact Area**

**Alternative C**

**200ft Buffer**

**0 0.25 0.5 0.125 Miles**

**Community Impact Assessment**
FIGURE 4-11
ALTERNATIVE D
JOHNS ISLAND NEIGHBORHOODS

Legend

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
- Fenwick Hall
- Headquarters Island
- Peninsa Terrace
- Rushland Plantation
- Seven Oaks
- Shoreline Farms
- St. John’s Crossing
- Stono Watch
- The Bend At River Road
- The Commons At Fenwick
- The Cottages At John’s Island
- The Grove
- The Marshes Of Rushland Landing
- The Preserve At Fenwick Plantation
- Twelve Oaks At Fenwick Plantation
- Whitney Lake

Direct Impact Area
Alternative D
Alternative D 200ft Buffer

0 0.125 0.25 0.5 Miles

Chapter 4
Impacts

Community Impact Assessment
FIGURE 4-12
ALTERNATIVE E
JOHNS ISLAND NEIGHBORHOODS

Legend

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
- Fenwick Hall
- Headquarters Island
- Pamlico Terrace
- Rushland Plantation
- Seven Oaks
- Shoreline Farms
- St. John’s Crossing
- Stono Watch
- The Bend at River Road
- The Commons at Fenwick
- The Cottages at John’s Island
- The Grove
- The Marshes of Rushland Landing
- The Preserve at Fenwick Plantation
- Tremont
- Twelve Oaks at Fenwick Plantation
- Whitney Lake

Direct Impact Area
Alternative E
Alternative E 200ft Buffer

0 0.125 0.25 0.5 Miles

Chapter 4
Impacts

Community Impact Assessment
Legend

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
  - Fenwick Hall
  - Headquarters Island
  - Headquarters Terrace
  - Rushland Plantation
  - Seven Oaks
  - Shoreline Farms

- St. John’s Crossing
- Stone Watch
- The Bend At River Road
- The Commons At Fenwick
- The Cottages at John’s Island
- The Cottages of Rushland Landing
- The Grove
- The Marshes of Rushland Landing
- The Preserve at Fenwick Plantation
- Tremont
- Twelve Oaks at Fenwick Plantation
- Whitney Lake

Direct Impact Area
- Alternative F
- Alternative F 200ft Buffer

Figure 4-13

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
  - Fenwick Hall
  - Headquarters Island
  - Headquarters Terrace
  - Rushland Plantation
  - Seven Oaks
  - Shoreline Farms

- St. John’s Crossing
- Stone Watch
- The Bend At River Road
- The Commons At Fenwick
- The Cottages at John’s Island
- The Cottages of Rushland Landing
- The Grove
- The Marshes of Rushland Landing
- The Preserve at Fenwick Plantation
- Tremont
- Twelve Oaks at Fenwick Plantation
- Whitney Lake

Direct Impact Area
- Alternative F
- Alternative F 200ft Buffer

Chapter 4 Impacts Community Impact Assessment
FIGURE 4-14
ALTERNATIVE G
JOHNS ISLAND NEIGHBORHOODS

Legend

Johns Island Neighborhoods
- Barberry Woods
- Burden Creek Road
- Cane Slash
- Exchange Landing Road
- Fenwick Area Neighborhoods
- Fenwick Hall
- Headquarters Island
- Pamlico Terrace
- Rushland Plantation
- Seven Oaks
- Shoreline Farms
- St. John’s Crossing
- Stono Watch
- The Bend At River Road
- The Commons At Fenwick
- The Cottages at John’s Island
- The Grove
- The Marshes Of Rushland Landing
- The Preserve at Fenwick Plantation
- The Commons At Fenwick
- Twelve Oaks At Fenwick Plantation
- Whitney Lake

Direct Impact Area
Alternative F
Alternative G
Alternative G 200ft Buffer

Chapter 4 Impacts
Community Impact Assessment
FIGURE 4-15
ALL ALTERNATIVES
WEST ASHLEY NEIGHBORHOODS

Alternatives:
- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
- Alternative G

Legend:
- Study Area
- West Ashley Neighborhoods
  - Air Harbor
  - Battery Haig on the Stono River
  - Capri Isles
  - Citadel Woods
  - Oakland
  - SYLCOPE
  - Stone Creek
  - Sylvan Shores
  - Waterway South

Legend:
- 0
- 0.125
- 0.25
- 0.5
- Miles

Impacts
Community Impact Assessment
Chapter 4
Impacts