



Town of Ridgeland Comprehensive Plan



**A Comprehensive Land Use Plan
Town of Ridgeland, SC 2017**

Prepared by:



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1 Introduction

The comprehensive plan is a holistic exploration of the complex web of factors that influence the growth and development of places, recognition of the dominant trends, and definition of the community values that guide policy related to land use and capital improvement. South Carolina State Law requires that plans be evaluated every five years and updated every ten years to insure that communities are informed by the emerging factors that influence the health, safety and welfare of their citizens. The Comprehensive Plan is the legal foundation for zoning and land development regulations whereas these tools are crafted according to analysis developed therein. Under the enabling legislation, the plan must include the following plan elements:

- Population
 - Analysis of past, present, and future trends in population, including demographic analysis to understand the characteristics of age, race, and household composition that influence the provision of community services
- Economic Development
 - Exploration of an area's industry, employment, wealth, and factors that influence economic productivity
- Natural Resources
 - Inventory of the dominant environmental characteristics that may provide opportunities or constraints to growth, provide resources for sustainable habitation, or those that raise concerns for environmental health and safety
- Cultural and Historical Resources
 - Documentation of the key sites, buildings, and institutions that serve to distinguish community character and enrich quality of life
- Community Facilities Element
 - Inventories essential services related to community welfare including water, sewer, emergency services, and educational facilities
- Housing Element
 - The number, age, value, occupancy, and typology of existing housing stock, trends in construction, affordability, and community housing needs
- Land Use Element
 - Examines existing and future land use and directs growth according to analysis from other elements
- Transportation Element
 - A broad consideration of the many modes of travel, existing infrastructure, roadway performance, and future needs for transportation improvements
- Priority Investment
 - Predicts sources of revenue and expenditure on key capital projects for a ten year period.



The development of the Ridgeland Comprehensive Plan was guided input from the community. It took a variety of forms, including a survey, the questions for and results of which are included as Appendix B, a focus group of economic development stakeholders, formal and informal discussions with Town staff

and citizens, site visits and an ongoing familiarity with Ridgeland. That process led to the following conclusions and guiding principles.

Key Trends

The draft of the 2007 comprehensive plan accompanied a period of rapid growth for the Lowcountry region, with many jurisdictions planning to accommodate rapid commercial and residential development. The Town of Ridgeland grew rapidly during this period with annexations and the establishment of development agreements for expansive tracts east of I-95 for future commercial, industrial, and residential uses. However, with the crash of the housing market in 2009, this growth ceased or reversed in many cases for Lowcountry communities. As of 2017, many indicators of community health and vitality have regained stability as will be demonstrated throughout this document using the best available data on housing population, income, employment, among a variety of other metrics. Comparison between Ridgeland and other communities in the region emphasizes the interconnected nature of commerce, transportation, and natural systems as they function to support a regional system.

Diversified Economy

The Town of Ridgeland offers locational advantages for a variety of industry with connections to regional transportation infrastructure such as the interstate and other regional arterials, CSX railroad, and the expanding Ridgeland Airport. The success of the Cypress Ridge Industrial Park continues to expand employment opportunities for residents, and development of green and renewable energy industries illuminates emerging opportunities for sustainable future economic growth. International trade through the Port of Savannah and the expected development of the Jasper Ocean Terminal by 2030 offer significant potential for logistics and distribution which will be heavily dependent on regional transportation infrastructure. Preparing a regional workforce with the skills and training needed to support these industries is a key component of this equation, and institutions in Ridgeland and others across the region are evolving to meet these demands.

Community Character

With a rich historical and architectural context, the Town of Ridgeland has an important responsibility as well as a unique opportunity to preserve this authenticity, while leveraging these resources to stimulate investment and enhance quality of life for residents. The Town has placed a special emphasis on enriching civic spaces with award winning parks projects, streetscape enhancements, and the development of a broad range of cultural and recreational opportunities for residents and visitors alike. Partnerships with community based cultural organizations have proven fruitful, and will remain critical in the future for sustaining and building upon these achievements. Downtown Ridgeland remains the center of commerce and activity, and recent investments such as the downtown farmers market will serve to further activate this space, supporting downtown merchants while providing new opportunities for residents to recreate and interact.

Land Use and Development

The SmartCode, adopted in 2010, establishes a land use framework by which the historical core provides the reference point from which new growth should proceed, connecting physically and aesthetically to this logical center. As development escalates in the future, the code will require amendment, consistent with the recommendations of the comprehensive plan, to insure that necessary protections and incentives are appropriately tailored to serve the spirit and intent of planning objectives. As will be recommended throughout this document, distinct planning processes undertaken for specific character

areas, such as the downtown or commercial corridors, will uncover additional opportunities to preserve and enhance community character.

Community Services and Infrastructure

A primary consideration in prioritizing infill and a compact, walkable built environment is the reduced necessity for infrastructure expansion to support new development. With limited growth on the urban fringe, the Town can prioritize operational efficiencies and maintenance of existing systems, such as those underway to improve Town wastewater treatment, connecting existing sidewalk networks, and expanding existing facilities. Stormwater has been a significant concern in the recent past with severe precipitation events causing flooding in residential and commercial areas. Adoption of enhanced stormwater design guidelines, as well the development of regional drainage studies are potential interventions that will serve to enhance public safety and environmental quality. As the Town looks toward the future, development east of I-95 is primed with water and sewer services, but recreation and emergency services remain a key consideration to support future development of planned development districts.

2 Historical and Cultural Resources

2.1 Historical Background

As early as 1825 the Ridgeland area showed up on maps of “Beaufort District,” which included present-day Jasper and Hampton counties, as well as Beaufort. During the era before the War Between the States, in fact, the district seat was located near Ridgeland in Jasper County—first in Coosawhatchie and then in Gillisonville.

Both before and after the War the area surrounding what is now Ridgeland was the location of many large and prosperous plantations. One of them, Honey Hill, was the site of a Civil War battle. In the early part of the 20th century a number of these plantations were purchased by wealthy northerners for recreation and as investments.

In the eighteenth and early-nineteenth centuries settlement was slower than in coastal areas because of the lack of transportation, but a network of roads gradually grew, centered on Grahamville. The Charleston and Savannah Railway was begun in the 1850s to connect the two cities; it was completed in 1860, bypassing Grahamville (at the request of the residents). The railroad placed a depot nearby in the hamlet of Gopher Hill, which became Ridgeland. This development foretold the significance of transportation on the economic well-being of Ridgeland that continues to this day and is expected to continue long into the future.

The railroad provided not only the economic foundation for the Town but also its physical form, with the railroad and the depot at the center and commercial buildings, some of which are still there, built along Green and Railway Streets to serve arriving and departing passengers. Stores and other enterprises extended along Main Street in the vicinity of the train station.

When Jasper County was created in 1912 as a separate jurisdiction, Ridgeland was the County seat. The Town continued to grow, but at a slow rate.

2.2 Survey of Historic Resources

In 1995, Jasper County, in cooperation with the Lowcountry Council of Governments, contracted with Brockington and Associates to undertake a comprehensive survey of the historic resources in Jasper County under a grant from the South Carolina Department of Archives and History. The survey report, completed in 1996, contains a compendium of above-ground historical resources in the County including buildings, sites, objects, districts, and structures of historical or architectural significance. Historical research and fieldwork provided additional documentation to serve as an archival record of the County’s resources as well as to allow Jasper County to set priorities for the protection and use of its historic resources as it plans for future development.

2.2.1 Surveyed Sites.

The survey project for Jasper County was part of the Statewide Survey of Historic Places being carried out by the State Historic Preservation Office (SHPO). The purpose of this statewide survey is to identify resources that are eligible for the National Register of Historic Places (NRHP), and to provide information to the SHPO as it reviews projects requiring OCRM permits or those receiving federal funding to ensure that the State’s historic resources are protected from adverse impacts. The information developed

Historical and Cultural Resources

through the Jasper County survey gives the SHPO a basis for these reviews. In addition, properties eligible for the NRHP may qualify for federal and state historic preservation grants and tax incentives that are administered by the SHPO.

National Register of Historic Places Sites

Jasper County Courthouse

Russell Street, Ridgeland. Built in 1915, this courthouse is a Georgian Revival style structure designed by architect W.A. Edwards.

Church of the Holy Trinity

Junction CR 13 and CR 29, Grahamville. In 1829, William Heyward donated land at the “crossroads” in the village of Grahamville for the construction of an Episcopal chapel. By 1855, the congregation had outgrown the small frame chapel built in 1830. James Bolan, planter of Bolan Hall Plantation, was a major contributor toward the construction of a larger building, which is still standing.



Honey Hill Battlefield

On November 30th, 1864 Union Troops led by Major General John P. Hatch encountered confederate forces under the command of Colonel Charles J. Colcock. The site is owned by the Town and a master plan to develop trails and interpretative facilities was completed in 2015 for 75 acres. The site is distinguished by intact earthworks built by Confederate forces.

Old House Plantation and Thomas Heyward Jr. Tomb-

Lying just outside the Town limits on SC-462, the tomb of Thomas Heyward Jr., signatory to the Declaration of Independence and the Articles of the Confederation, is a remarkable historical resource for the Town. The family cemetery and tomb remain the best preserved features of the location, in addition to a spectacular oak avenue. Unfortunately, only a few traces of Heyward’s birthplace, Old House, remain in pieces of foundation.

Historical and Cultural Resources

During the survey, other properties, which appeared to be constructed before 1945 and which appeared to have retained their historical integrity and condition, were identified. Of a total of 350 sites identified in Jasper County, 186 were in the Ridgeland USGS Quadrangle (which includes most of what is now designated as the planning area outside the present municipal boundary); most are actually within the Town.

Other Historically Significant Sites

Euhaw Baptist Church-

This church was established on Edisto Island around 1686, and is one of the oldest Baptist organizations in the Southeast. Euhaw splintered from the First Baptist church in 1745, relocating to Grahamville. The 1751 sanctuary burned in 1857, and again in 1904 with a replacement built in 1906.



Centralized Graded School

The Centralized Graded School, located adjacent to Turpin Park was constructed in 1928 and once housed the Jasper County Health Department but is currently vacant. The building is 11,700 square feet and sits on a shaded 1.35 acre lot. In 2015 the Town secured the services of an engineering firm to produce cost estimates for needed repairs and improvements. The building is in relatively good condition considering its age, and the firm estimated a cost of \$825,000 for structural repairs and upfits. Considering the central location and historical charm of facility, adaptive reuses such as meeting, office, gallery and recreational spaces are easy to imagine. However, as time progresses, the costs associated with this type of project are likely to increase.



Morris Center for Lowcountry Heritage

Housed in a renovated 1930's Sinclair service station, the Morris Center serves to educate and entertain visitors with exhibits and events celebrating Lowcountry history. The Center is currently expanding to include a café and a commercial kitchen to encourage the development of local artisans.



Craftsman Homes

The historic value of craftsman bungalows has been recognized for at least two decades, especially in the Southwestern United States. However, given the relative “youth” of these structures compared to others in the Lowcountry and nearby Savannah, their significance and the need to preserve and highlight them and their immediate surroundings is a new and growing priority in Ridgeland. As Brockington and Associates observed in the 1995 survey:

“Houses in the town reflect this quiet and steady growth, as modest bungalows from the 1920s and 1930s prevail. The area west of US 17, the “Coastal Highway,” gives the best evidence of these houses, particularly along Green Street. A strong presence of Craftsman style homes, also popular in the early twentieth century, is also clear, particularly at the corner of Russell Street and First Avenue. Another variation on the Craftsman style, which drew upon Japanese influences, can be see across US 17 on East Main Street,...”

Historical and Cultural Resources



The resource presented by the stock of architecturally significant homes should be considered as the Town revises zoning and building regulations not only in terms of preservation, but also to encourage future development that honors and enhances community character.

2.3 Cultural Resources

2.3.1 Festivals and Events

Gopher Hill Festival

Referring to the original name of the Town of Ridgeland, the Gopher Hill festival was organized in 1972 to deliver family friendly fun and entertainment in the month of October. Events at this festival include pageants, auctions, live music, a fun run, and a parade.



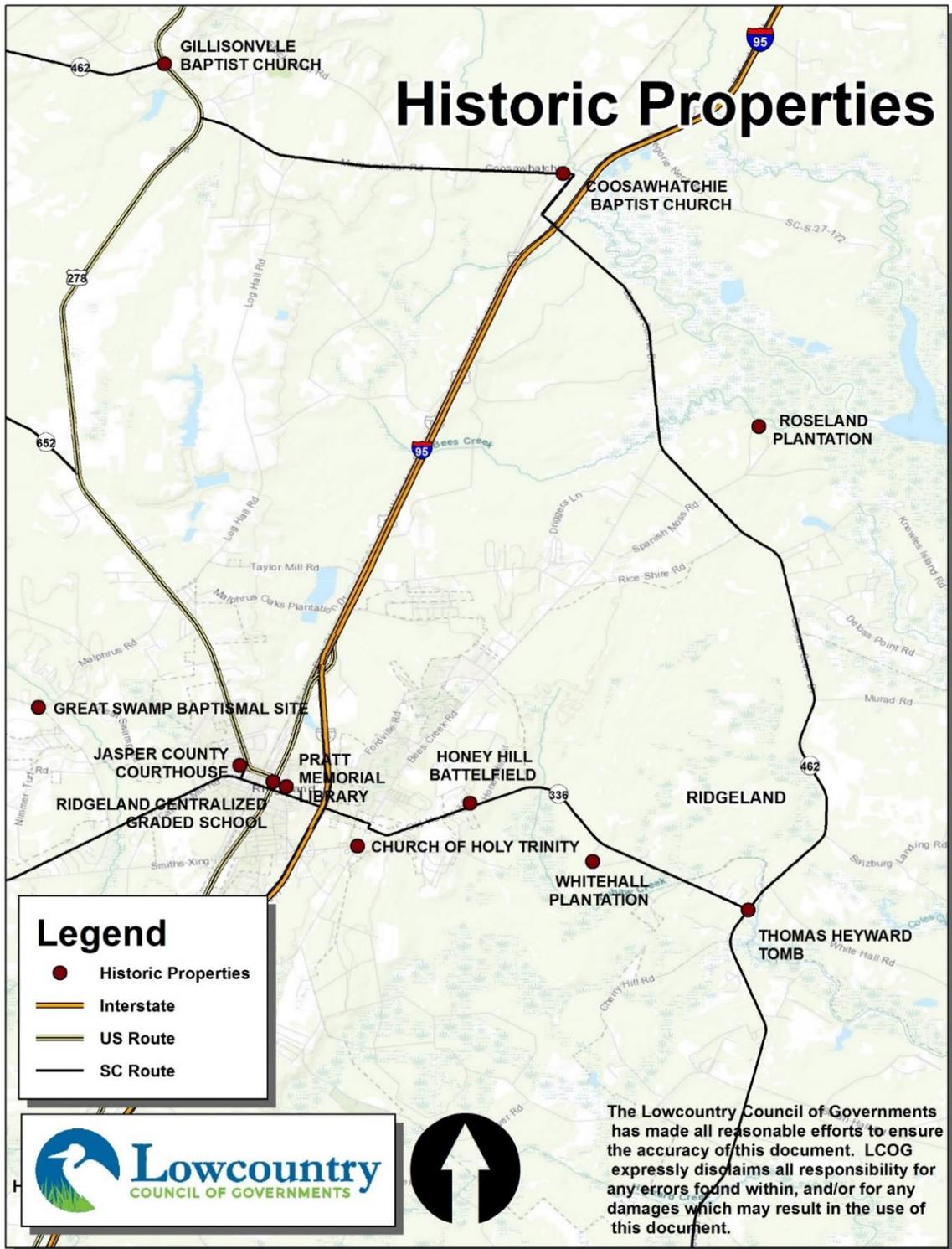
2.3.2 Public Art

The Town maintains a robust portfolio of public art which references the historical and ecological context of the Town, while serving to beautify the landscape and enhance overall sense of place. The Town has made very good use of art that can also serve a purpose and function. As Ridgeland seeks to develop its public art and streetscapes, opportunities exist in partnering with local businesses for the use of exterior walls for murals. Furthermore, local community groups, including K-12 arts programs, could partner for the design and execution of these murals in a collaborative process that would serve to bolster community spirit and cooperation.

Historical and Cultural Resources



Figure 2-1: Historic Properties



2.4 Historic and Cultural Resources Goals and Objectives

Historical and Cultural Resources

Historic Resources	Key Stakeholders	Timeframe
Goal: Preserve and enhance the Town's Cultural and Historic Resources		
Objective: Ensure Town plans, ordinances, and capital programs provide protections for historically significant structures and areas.		
Complete and maintain inventory of all historically significant structures within the town. Ensure that these structures are designated by ordinance.	Planning, Morris Center, Planning Commission, Town Council	Short
Complete and maintain an inventory of the craftsman style homes that can guide the designation of a historic overlay district	Planning, Neighborhood Assoc.	Mid
Provide additional incentives through the zoning ordinance to encourage compatible new development and adaptive re-use of existing structures (for instance, houses as offices and design studios, spaces above stores as loft apartments).	Planning, Planning Commission, Town Council	Ongoing
Plan for the preservation or adaptive re-use of historically significant structures and landmarks.	Planning, Planning Commission, Town Council	Mid
Seek grant awards and funding to improve and expand bicycle and pedestrian facilities that link historic and cultural resources with existing and planned residential and community developments.	Planning	Ongoing
Goal: Increase public awareness of Ridgeland's historical and cultural resources		
Objective: Utilize a variety of methods and media to promote the culture and history of the Town.		
Display the work of local artists, including school arts programs at civic locations such as Town Hall	Planning, School District	Short
Maintain and update an events calendar to inform visitors of festivals, market days, and special programs.	Planning	Short
Promote the town's historical resources by designing self-guided walking and cycling tours for the Town website	Planning	Mid
Commit to an ongoing community education and communication program so that the advantages and benefits of preserving Ridgeland's historic resources are clearly understand by residents, business owners, builders, developers and visitors.	Planning	Ongoing
Objective: Partner with community groups dedicated to historical preservation and cultural development		
Continue to support and promote the Morris Center and the Visitors Center. Collaborate in planning processes.	Planning, Morris Center, Chamber of Commerce	Ongoing

Historical and Cultural Resources

Consider the formation of bungalow restoration interest group that can provide best practices and guidance to interested parties.	Planning	Short
Consider the formation of a public art committee or interest group to guide future locations.	Planning	Short
Coordinate with local businesses for the dedication of wall space for murals celebrating the life and history of the Town	Planning, Chamber of Commerce,	Short

3 Natural Resources

3.1 Introduction

The Town of Ridgeland is fortunate with a rich and varied natural resource base which presents a wide range of opportunities for residents and visitors in outdoor recreation and education. This complex and dynamic environment also presents challenges and responsibilities for the Town not only in terms of ecological stewardship, but to insure that development incorporates considerations of long term safety and stability. The analysis presented in this element is a critical component of crafting future land use designations to insure the health, safety, and welfare of town residents.

3.2 Planning for Environmental Stewardship

In 2007 the Jasper County Soil and Water Conservation District, in partnership with the NRCS, Sea Grant Consortium, and SCDNR, released the Jasper County Natural Resources Conservation Plan. The plan is a comprehensive inventory of natural resources in the County, along with goals and strategies to help insure the longevity and quality of these resources. The Plan is divided into the following eight sections with a small sample of recommendations provided here for each.

Streams, Rivers, and Watersheds

- Develop minimum buffer requirements along riparian zones
- Develop and maintain an up-to-date stormwater management plan that addresses flood prevention and water quality

Wetlands and Hydric Soils

- Ensure that existing floodplains are maintained in a state where their essential natural functions can be performed
- Charge an additional mitigation fee for the loss or conversion of wetlands to contribute directly to the protection, restoration, and management of other wetlands in the County by use of a County Conservation Bank

Critical Ecosystems, Habitats, and Associated Flora and Fauna

- Develop a countywide wildlife corridor plan through information gathering and mapping
- Reduce threat of fragmentation through the development of urban growth boundaries and various zoning ordinances

Traditional Land Management Practices

- Promote forestry and agricultural conservation best management practices for farms, forests, and plantations
- Charge an impact fee for development of prime farmlands and redistribute those funds to protect other prime farmlands in the County

Archaeological, Historic, and Cultural Resources

- Create historic overlay districts around significant properties for more stringent density and buffer requirements

Urban Growth Management

- Develop urban growth boundaries around existing municipalities and their services as a quality growth management tool

Natural Resource Economics

- Expand and diversify wildland recreation opportunities in Jasper County to increase tourist attraction, gain larger local interest and participation, and stimulate the economy

Environmental Education

- Promote the Blue Heron Learning Center as the Jasper County natural resources education information center to serve the County

While the plan was developed at the County level, many of these principles can be applied to a variety of scales. The Town of Ridgeland, especially through land use controls and regulations, can make a significant impact toward preserving environmental quality in the region. Considering the broad community support for the plan’s development, and the substantial expertise of the state and federal partners involved, the focus and recommendations of the natural resources element are aligned with the Natural Resource Conservation Plan.

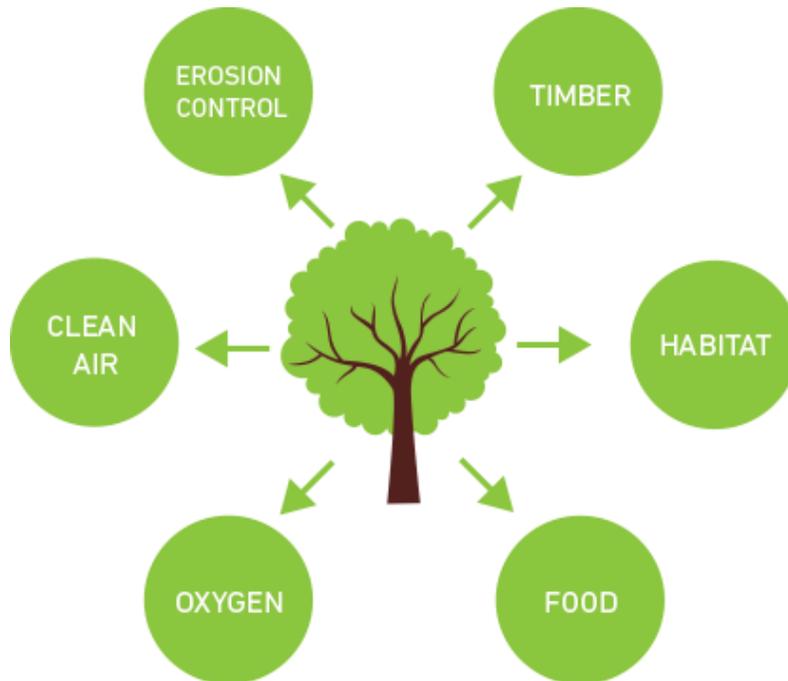
3.3 Existing Conditions

3.3.1 Land Cover

3.3.1.1 Forested Land

Forested land plays a critical role both economically and ecologically in the Lowcountry providing a variety of ecosystem services that support our quality of life. The Town of Ridgeland is rich in forested areas, with many large tracts in an undisturbed state. The Town has land use regulations that serve to protect wildlands, and these may be revised and enhanced as warranted.

Figure 3-1: Forest Services



Source: treeslandcarbon.com.au

Figure 3-2: USGS Land Cover

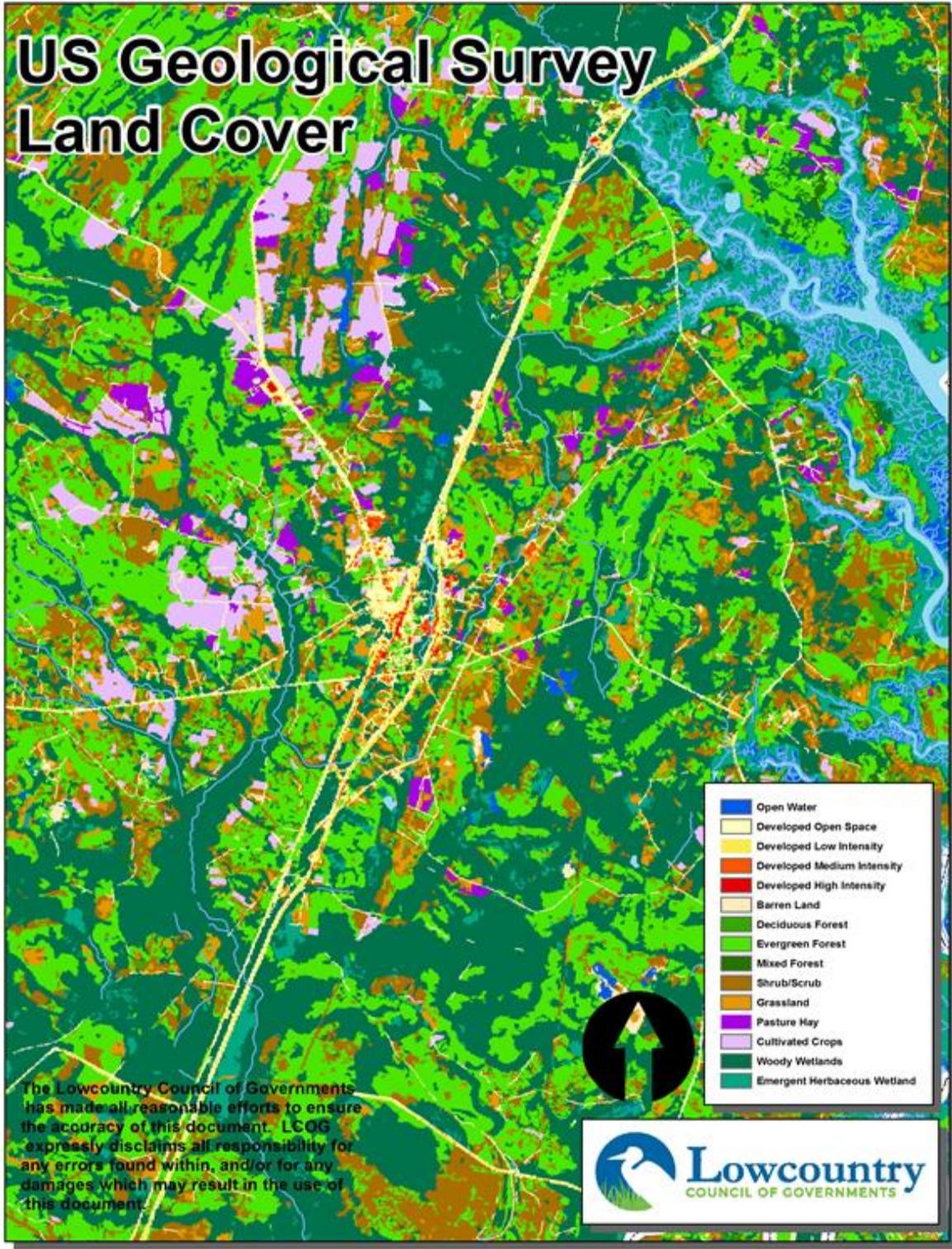
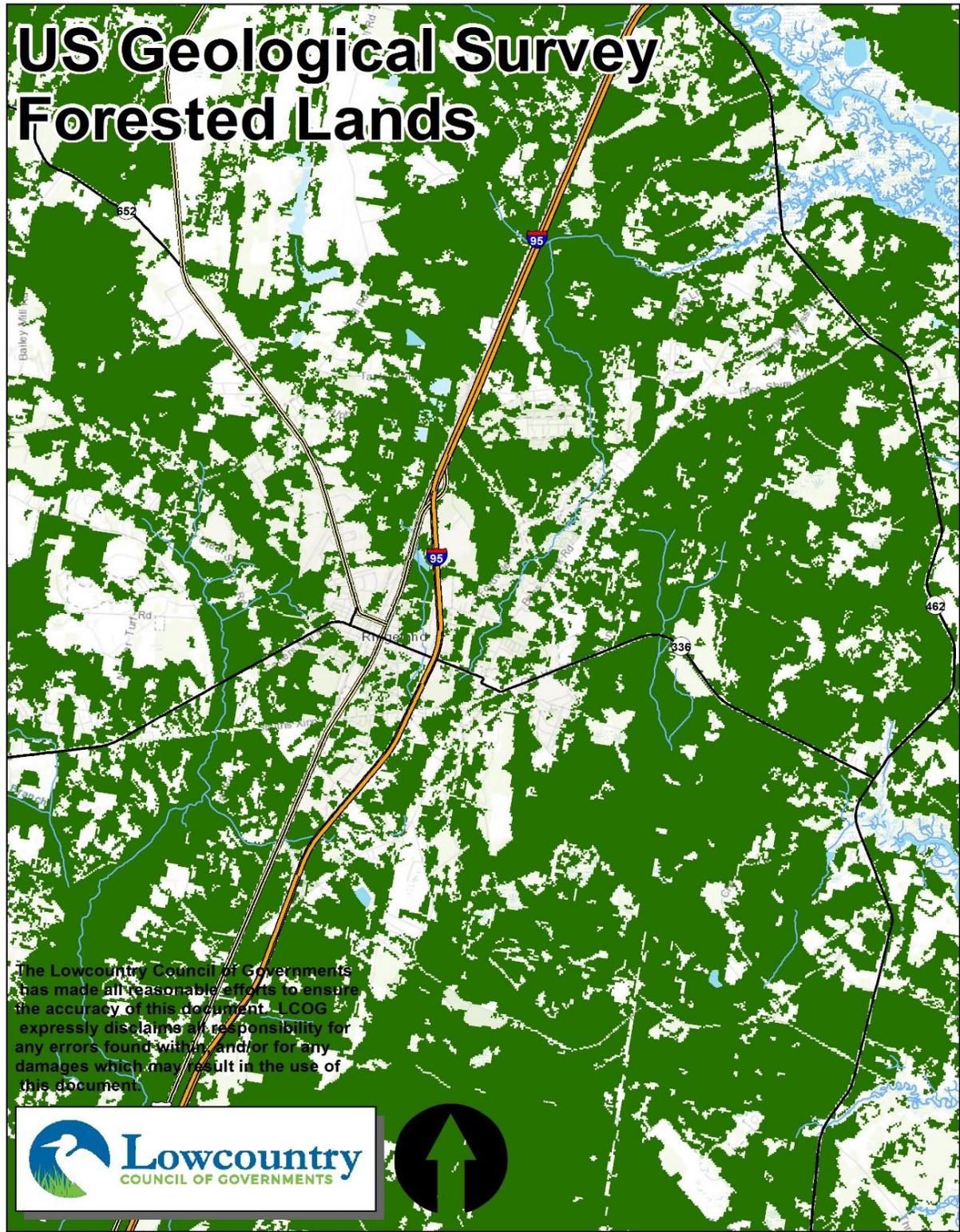


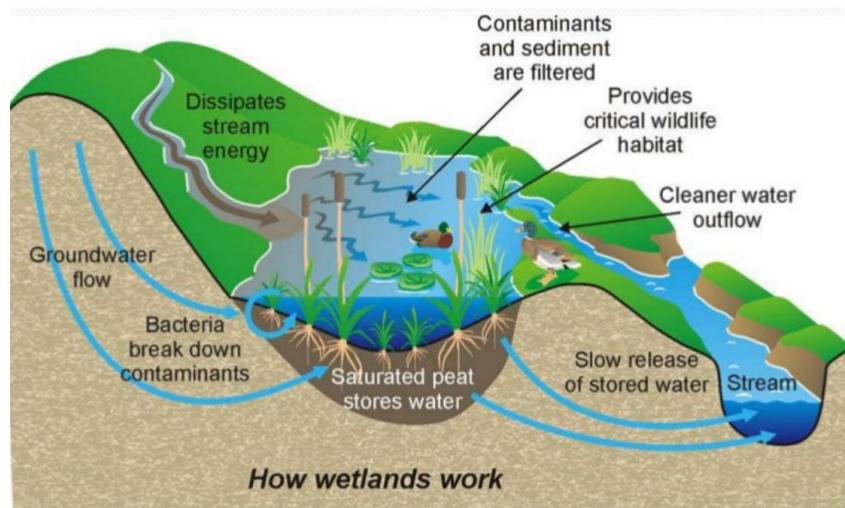
Figure 3-3: Forested Lands



3.3.1.2 Wetlands and Riparian Areas

Like forested lands, wetlands play an integral role in ecosystem health and by allowing them to function as nature intended, we receive a host of benefits including enhanced water quality, flood control, and critical habitat for countless species.

Figure 3-4: Wetland Functions



<http://www.environmenttobago.net>

In designating future land uses, the presence of these features must be taken into account as the density and intensity of land use, such as the amount of impervious surface may have an impact on ecosystem function. Furthermore, development in floodplains leaves property vulnerable to flood impacts which affect not only structures, but the potential uses of the land itself. In updating and revising land use regulations, the town has the opportunity to consider a variety of measures such as:

- Requiring vegetated buffers around wetlands and riparian areas
- Limiting floodplain development and/or imposing additional base flood elevations on structures
- Limiting the removal of vegetation from wetlands

3.3.1.2.1 Natural Hazard Mitigation

To become eligible for some categories of FEMA funding, governments are required to complete a Hazard Mitigation Plan, an audit of a communities' vulnerability to natural hazards in terms of their frequency, severity, and the potential impacts to property and critical facilities. The Town of Ridgeland is supported by Jasper County Emergency Management as planning is undertaken at the regional scale. The Town shall consider potential hazard impacts as identified in decisions regarding future land use in addition to land development regulations relating to stormwater, flood zones, and riparian areas. As the recent Tropical Storm Hermine demonstrated, the proximity of the Town to flood hazard areas, and extreme precipitation during tropical cyclones creates vulnerability to flood events. Anticipating future impacts which may intensify due to climate change should play a part in this strategy, in addition to accounting for historical hazard areas.

Figure 3-5: FEMA Floodplains

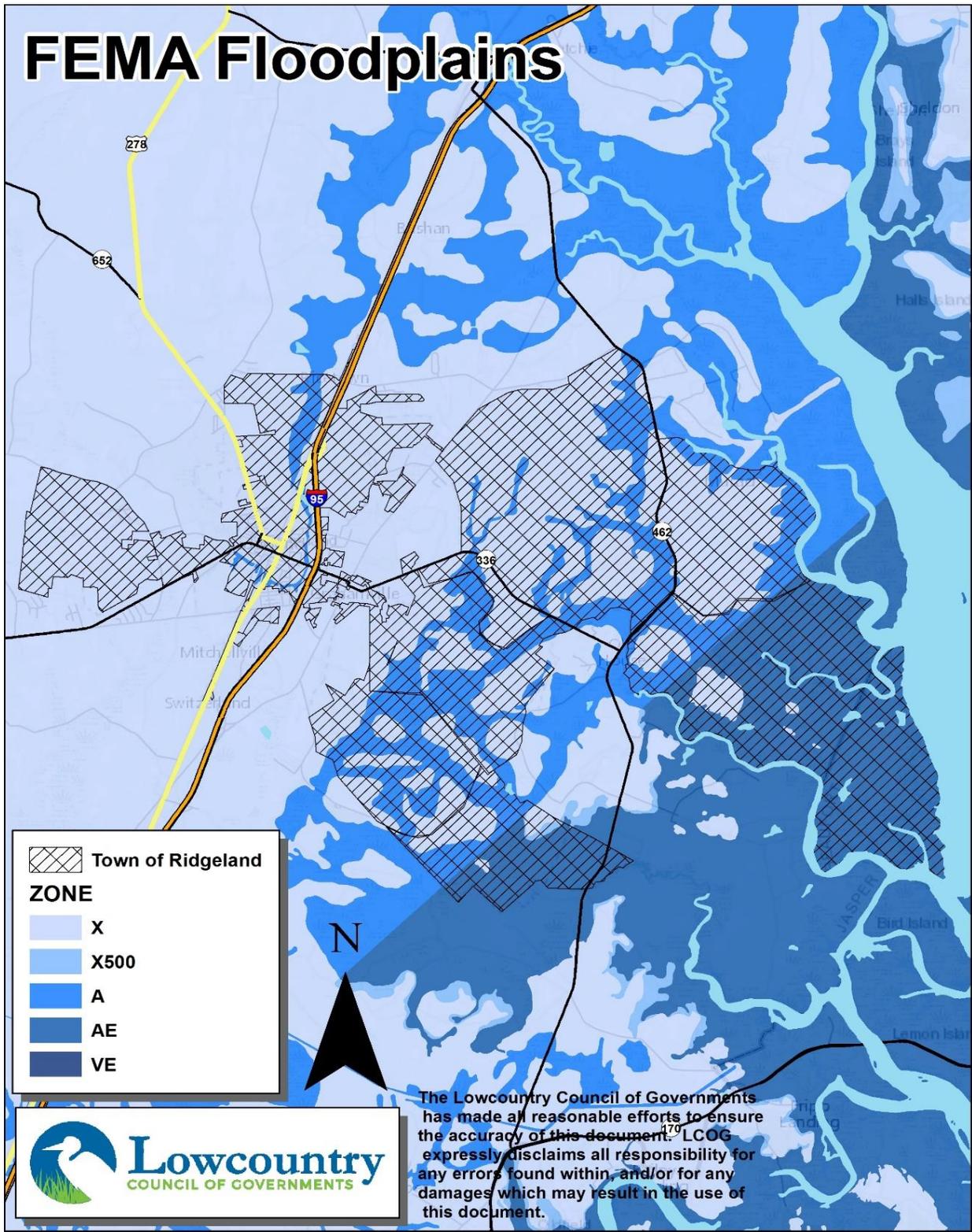
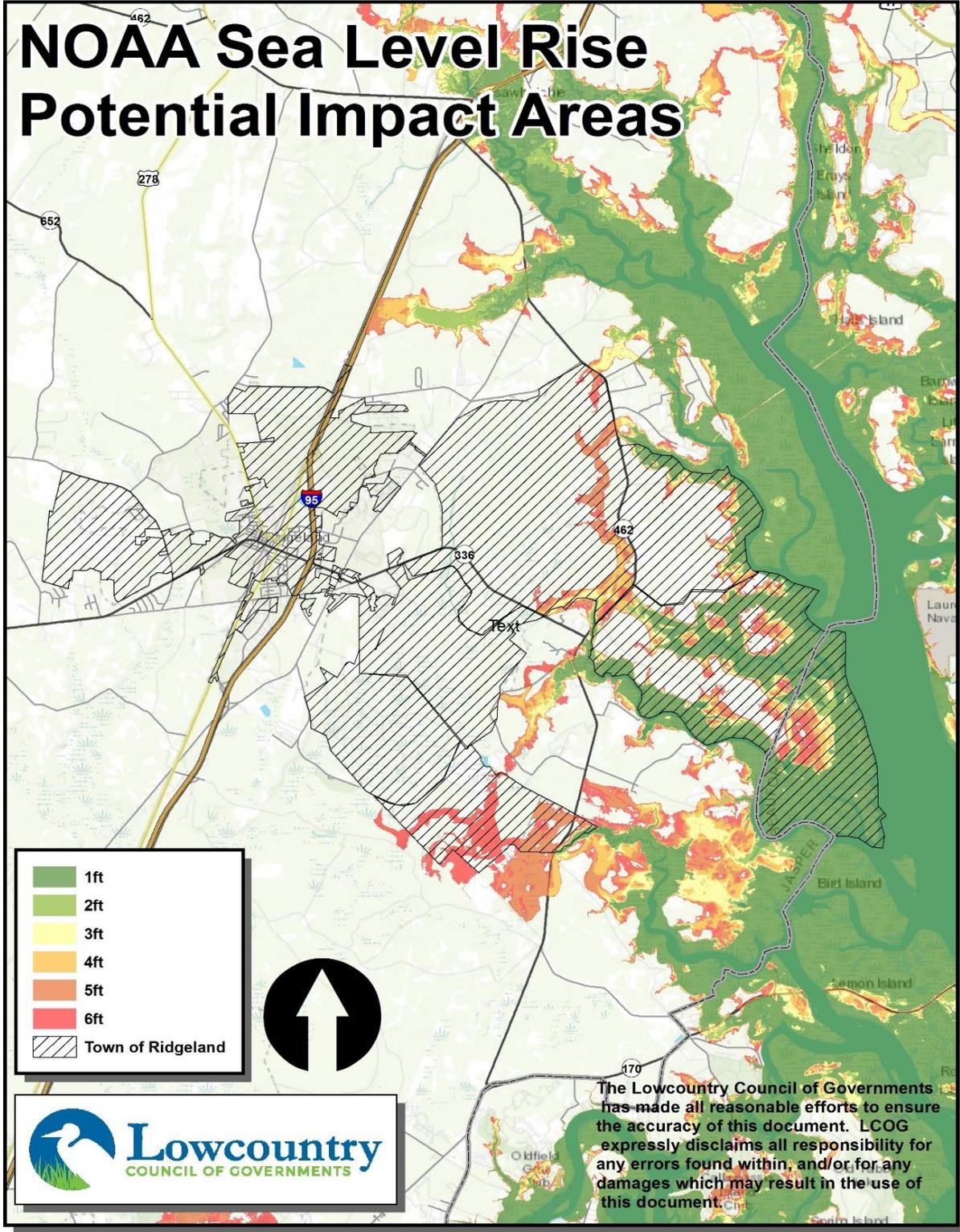


Figure 3-6: NOAA Sea Level Rise



3.3.1.3 Agricultural Lands

As can be noted by referring to the land cover map, there is not an abundance of land within the Town limits committed to agricultural uses. The Nimmer Turf Farm is one of the only agricultural operations of note, although there are several farms which lie just outside the Town limits on US 278. The Town may consider a delineation of lands considered to be optimal for growing conditions in the deliberation over future land use, and take efforts to limit development of these areas. However, according to the existing smart code, lands outside and around the town boundary are by in large designated for restricted development.

3.3.1.3.1 Healthy Food Systems

Recently, land use planning has become more influenced by the economic and public health considerations of food systems, or the processes by which food is produced and marketed. The Town has actively contributed to opportunities for marketing of local produce by the installation of a farmers market in the heart of the downtown. Furthermore, the Morris Center has recently began renovations on their facility to install a commercial kitchen where local artisans can make value added products in a kitchen that meets South Carolina Department of Health and Environmental Control (SCDHEC) health and safety standards.

3.3.2 Water Quality and Quantity

As discussed previously, land cover and the services provided by natural systems are highly influential on water quality, and the stewardship required of land use planners at the local level influences environmental quality at the regional level. When land is developed and replaced with impervious surfaces such as pavement and rooftops, the opportunity for water to infiltrate into the ground naturally is reduced, creating the potential for stormwater runoff. Town Code places limits on the amount of impervious surface allowable in development, but review of these regulations in regard to impacts from recent flood events is warranted.

3.3.2.1 Stormwater Design

Regulations on impervious surface are one aspect of controlling the impact of stormwater from developed areas on their surroundings. For more detailed technical guidance on the types and design of infrastructure required to mitigate stormwater impacts, Jasper County, as part of an EPA 319 planning grant in 2011, developed a Stormwater Management Design Manual to guide developers on the appropriate facilities to include in compliance with Land Development Regulations. This manual should serve as a future resource for the Town, and could be adopted in part or in full to insure that appropriate measures are taken in development to protect surrounding properties.

3.3.2.2 Regional Drainage

Recent instances of property damage from flooding have demonstrated the need to establish the characteristics of drainage in the Region, inventory existing facilities and their performance, and determine ownership and accountability for future improvements. Jasper County is currently in application for grant funding to conduct a regional drainage study that will cover some portions of the Town south of Smiths Crossing Road and in the vicinity of Captain Bill's Creek which have experienced recent flooding. However, areas north including those around Augusta Avenue and Exit 22 fall outside the scope for this project, and should be considered for future study.

3.3.2.3 Stormwater Pollution

SCDHEC is the agency responsible for monitoring surface water quality throughout the state, as they follow EPA guidelines for safe and acceptable levels of contamination. While DHEC permits point source

discharges of pollutants, such as waste water from industrial operations, non-point sources, caused by stormwater picking up contaminants from the surface, are more difficult to control.

Nonpoint Source Pollution

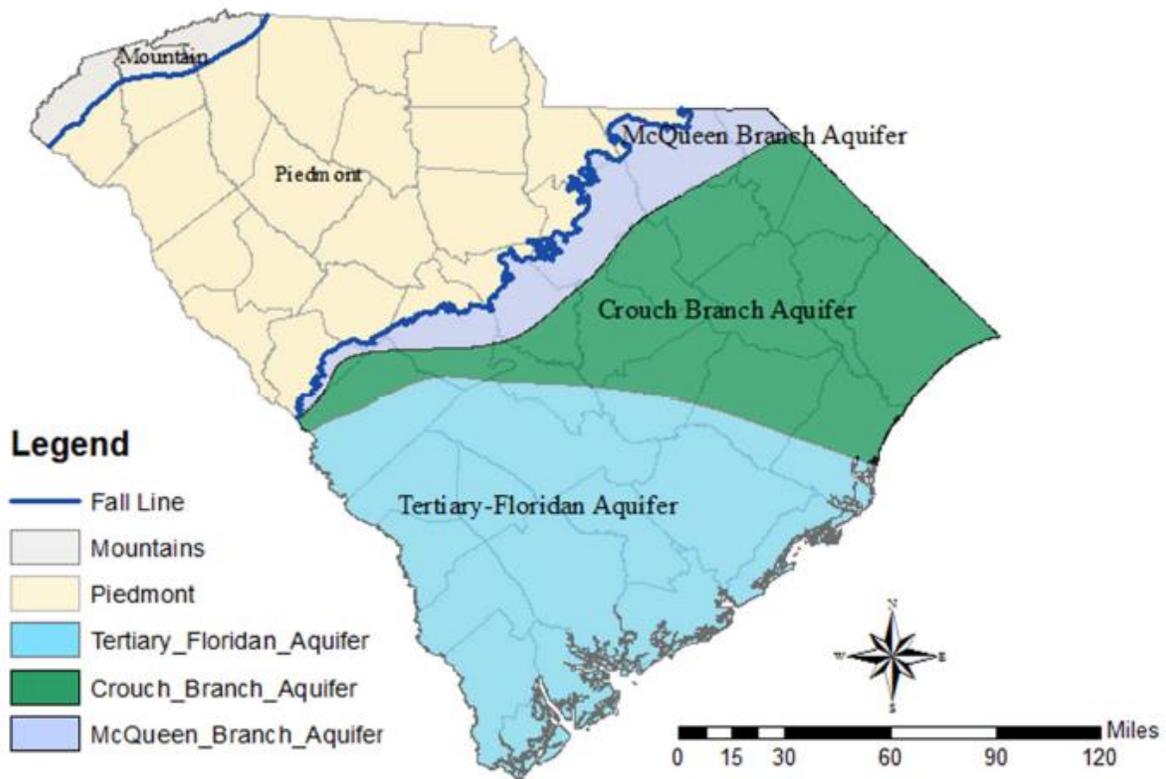
- Sediment- Construction, land disturbance, agriculture, forestry
- Bacteria- Septic systems, pet waste, livestock
- Nutrients- Fertilizer, yard waste

The Jasper County Soil and Water Conservation District is one entity that engages in education and promotion around best practices in land management. Supported by the USDA Natural Resources Conservation Service, this community based effort interfaces with land managers to provide technical assistance and funding to support implementation of practices to reduce water and soil quality impacts.

3.3.2.4 Drinking Water

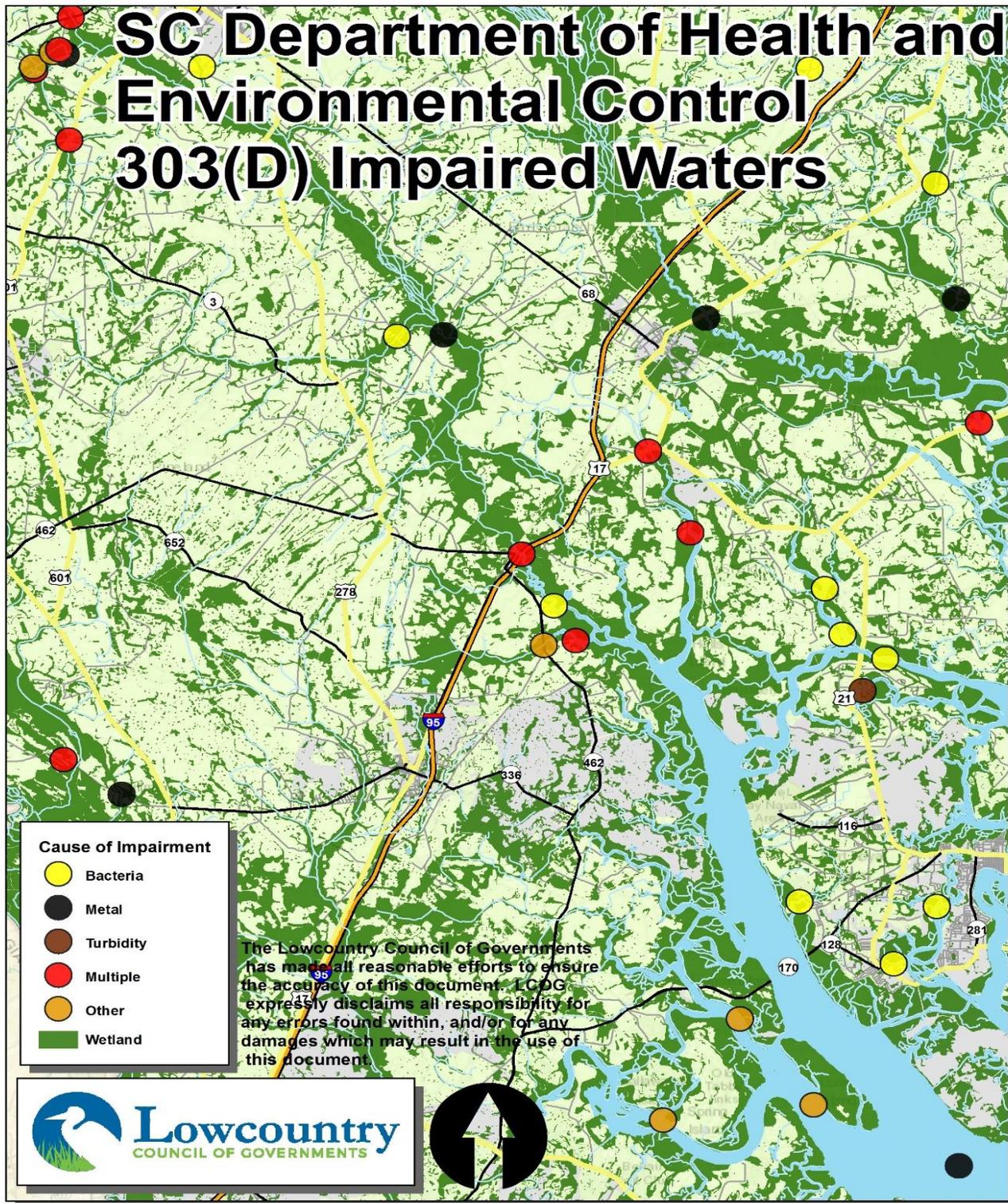
The Town of Ridgeland’s drinking water utility relies on groundwater from the Floridan Aquifer, which stretches across Mississippi, Alabama, Georgia, South Carolina, and Florida and also provides drinking water for many other Lowcountry communities. According to the most recent SCDHEC Groundwater Management Study for the Lowcountry Region, withdrawals from the Floridan Aquifer have dramatically escalated in the Region since the late nineties. This demand has led to deteriorating quality through saltwater intrusion in some locations, particularly at Hilton Head Island and Savannah. However, withdrawals in Jasper County are only at roughly 25% of permitted capacity overall.

Figure 3-7: Floridan Aquifer



Source:SCDHEC

Figure 3-8: 303 (D) Impaired Waters



3.4 Wildland Recreation and Tourism

There is a strong economic case to be made for the preservation of environmental quality, as well preserved and accessible environments provide a variety of opportunities for outdoor recreation and tourism. The Town is well poised to capture a range of different activities with ample acreages of undisturbed wilderness.

3.4.1 Water Access

The primary access to the Coosawatchie River is at Salzburg Landing, a boat ramp located at the end of Salzburg Road off of Coosaw Scenic Drive/ SC-462. While the boat Landing is located on private property, it is open to the public through an agreement between the Town and the landowner, by which the Town maintains the road and the boat ramp. This area presents a variety of opportunities for birdwatching, paddling, and fishing in addition to motor boats.

While the scenery at this site is among the best in the Lowcountry, it may be a hidden treasure for many with no signage directing motorists from SC-462. The site itself could be served with amenities such as tables and seating, waste receptacles, and washrooms.



3.4.1.1 Blueways

Blueways and paddling trails require relatively little capital investment, and might be considered by the Town as a way to leverage existing natural assets. From the perspective of tourism development, paddlers, kayak, and canoe enthusiasts are generally regarded as excellent tourists, light in ecological impacts, requiring little in physical infrastructure and regulation, and having higher than average disposable incomes.

In the development of a paddling trail at this location, there may be opportunities for regional coordination and collaboration with Beaufort County as the site is adjacent to a trail proposed in the Northern Beaufort County Greenway and Blueway Master Plan of 2002, and close to a trail marketed by the website Beaufort Blueways. <http://www.beaufortblueways.info/>

Figure 3-9: Salzburg Landing



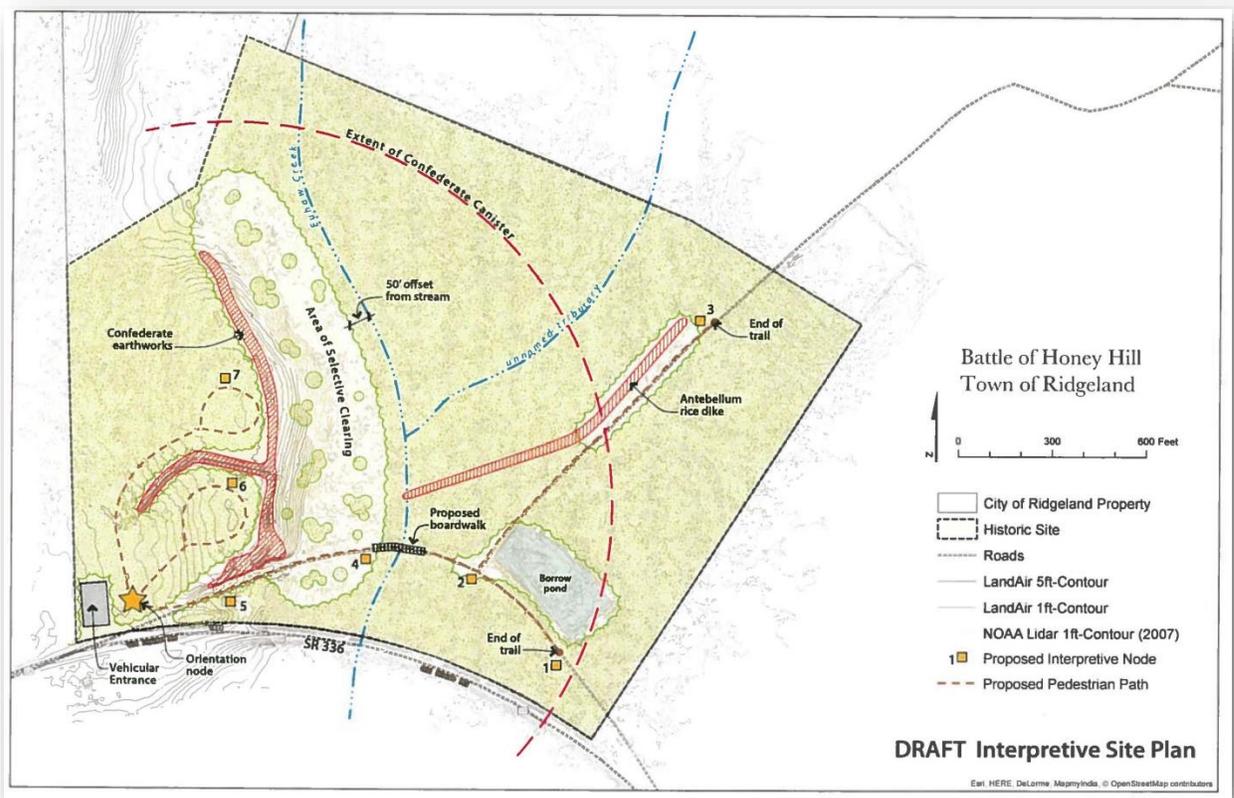
3.4.2 Recreational Trails

While the Lowcountry as a whole has not developed an abundance of recreational trails for general public access, the Town of Ridgeland has demonstrated the value of these recreational and scenic opportunities by supporting the development of the Blue Heron Nature Center and the trails and boardwalks at the location.



The Town has remarkable opportunities at other sites to add to its inventory of outdoor recreation centers, particularly in the Honey Hill Battle Site. Honey Hill, which is owned by the Town, was the site of one of the largest Civil War battles in the South Carolina history, and the area still contains intact earthworks from the era. The Town has conducted a master plan for future use of the site, including historical and interpretive facilities as well as trails to enhance access to this wonderfully scenic location.

Figure 3-10: Honey Hill Preliminary Site Plan



3.6 Natural Resources Goals and Objectives

Natural Resource Goals/ Objectives/Strategies	Major Stakeholders	Timeframe
Goal: Maintain and enhance environmental health and ecosystem function		
Objective: Ensure that Town Codes, Ordinances, and plans adequately mitigate impacts to water quality and water quantity		
Minimize non-point source pollution through the reduction of impervious surfaces	Planning, Planning Commission, Town Council	Ongoing
Develop minimum buffer requirements for wetlands	Planning, Planning Commission, Town Council	Short
Develop and maintain an up-to-date stormwater management plan that addresses flood prevention and water quality.	Planning, Planning Commission, Town Council	Long
Adopt the Jasper County Storm Water Design Manual	Planning, Planning Commission, Town Council	Short
Develop minimum buffer requirements along riparian zones	Planning, Planning Commission, Town Council	Short
Ensure that existing floodplains are maintained in a state where their essential natural functions can be performed.	Planning	Short
Coordinate with state, and federal agencies in making water quality decisions and developing water quality programs;	Planning, SCDHEC, SCDOT	Ongoing
Objective: Promote land management practices that reduce ecological impacts		
Promote forestry and agricultural conservation best management practices for farms, forests, and plantations	Soil and Water Conservation District, NRCS, Forestry Commission	Ongoing
Goal: Leverage the Town's natural resources to stimulate recreational and tourism opportunities		
Objective: Evaluate, provide, and promote activities, facilities, and educational opportunities to enhance stewardship, recreation, and tourism		
Encourage the development of an Eat Smart Move More group in Jasper County	Planning, SCDHEC	Short
Continue to promote the Blue Heron Learning Center as the regional natural resources education information center and recreational destination.	Planning, Soil and Water Conservation District, Lowcountry and Sea Islands Tourism Commission	Ongoing
Create an urban greenspace plan to provide urban parks, greenways, and usable natural areas for the public.	Planning	Mid

Natural Resources

Develop recreational and interpretive facilities at the Honey Hill battle site that honor and preserve this unique resource.	Planning, SCPRT, LCOG, LCOG	Long
Promote and enhance the Town's Coosawatchie River access at Salzburg Landing to a wide spectrum of potential users including anglers, birders, and both motorized and non-motorized boating.	Planning, Lowcountry and Sea Islands Tourism Commission	Ongoing
Goal: Promote and preserve regional food systems to promote public health, economic development, and tourism		
Objective: Provide and promote facilities for agricultural producers to market products while enhancing community access to healthy food		
Support and promote the development of a commercial kitchen at the Morris Center	Planning	Ongoing
Develop and promote the downtown farmers market	Planning	Ongoing
Promote Ridgeland as a destination for locally owned and sourced dining opportunities.	Planning, Lowcountry and Sea Islands Tourism Commission	Mid

4 Population Growth

With the three most rapidly growing metropolitan areas on the U.S. Atlantic Coast being in South Carolina, the pace of population growth in the Lowcountry has led that of the state, with Hilton Head, and Charleston metro areas being two of the three rapidly growing areas for the last three years. Of the state's 4.9 million people, the Hilton Head Island-Bluffton-Beaufort Statistical Area, which includes Jasper County and the Town of Ridgeland, comprises an estimated 211,614 inhabitants.

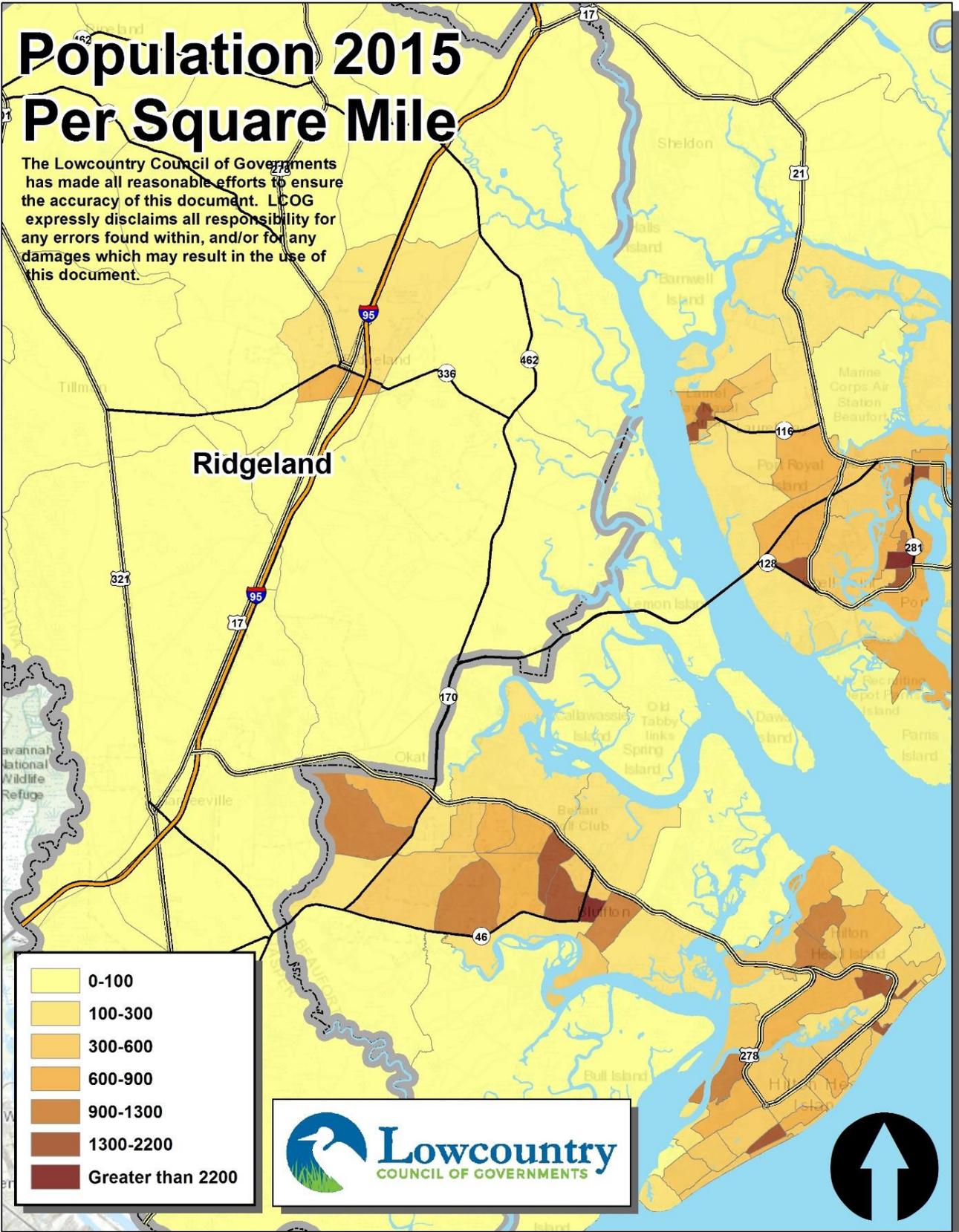
The number of people living in Ridgeland increased roughly 60 percent between 2000 and 2010 (See Table 4-1). A portion of this increase should be accounted for by annexation undertaken by the town, in addition to natural increase and in-migration. However, while the state, county, and Lowcountry populations have increased since then, the number of people living in Ridgeland has remained nearly unchanged between 2010 and 2017 (See Table 4-1).

Table 4-1: Population Growth: Ridgeland and Jasper County

	Census 2000	Census 2010	2017 Estimates	Percent Change 2000-2010	Average Annual Percent Change 2000-2010	Percent Change 2010-2017	Average Annual Percent Change 2010-2017
Jasper County	20,678	24,777	28,458	19.82%	1.98%	14.86%	2.97%
Hardeeville city	1,793	2,952	5,967	64.64%	6.46%	102.13%	20.43%
Ridgeland town	2,518	4,036	4,067	60.29%	6.03%	0.77%	0.15%
Lowcountry Total	201,265	246,992	272,515	22.72%	2.27%	10.33%	2.07%

Source: U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2017 American Community Survey Estimates Program

Figure 4-1: Population Density



4.1 Forecasting Population

Given the significant fluctuations in the population growth rate for the Town over previous decades, it becomes difficult to choose a reliable standard to base future growth, particularly as municipal boundaries are subject to change, thus altering the statistical area. County level forecasts, such as those provided by SCDOT in Table 4-2, will be more reliable in this instance as a more stable and predictable statistical area. These estimates are conservative by some standards, with local projections of population utilizing recent development agreements as the guidepost for anticipated growth. It is true that future major developments, such as the Jasper Ocean Terminal will cause a surge in regional population, but at this distance, it is difficult to quantitatively assess with certainty.

Table 4-2: Lowcountry Population By County

	Population			
	2000	2010	2030	2040
Jasper County	20,678	24,777	28,800	32,600
Beaufort County	120,937	162,233	215,300	238,000
Hampton County	21,386	21,090	20,700	20,800
Colleton County	38,264	38,892	39,500	44,200
Total	201,265	246,992	304,300	335,600

Source: SCDOT, U.S. Bureau of the Census, Department of Health and Environmental Control, Office of Research and Statistics

4.2 Income and Poverty

As the population grew between 2000 and 2010, the economic conditions of the population improved as well, both absolutely and in comparison to the rest of Jasper County. Ridgeland residents have higher incomes than previously and a smaller portion of the population was living below the poverty level than in 1990. The increase in income and decline in poverty rates was a result of improved employment conditions in the Town, the County, and the region. However, although the 2015 median income is at the highest level it has been in the last fifteen years, the poverty level is also at its highest as demonstrated in Table 4-3.

Table 4-3: Ridgeland and Jasper County Income and Poverty Levels

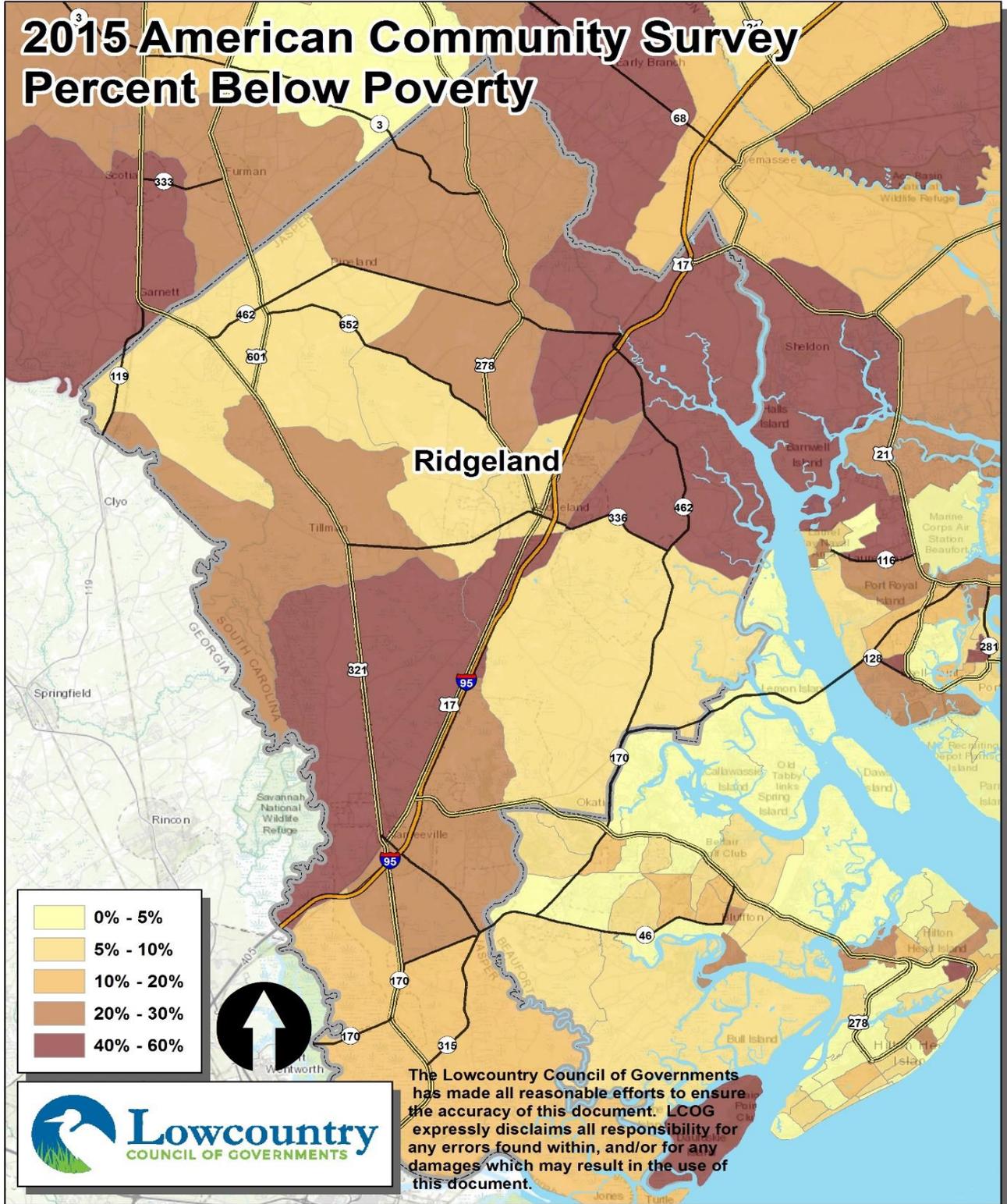
Area	Median Household Income				Percent Change 1990-2000	Percent Change 2000-2010	Percent Change 2010-2015
	1990	2000	2010	2015			
Ridgeland	\$16,029	\$27,679	\$32,083	\$35,405	72.7%	84.6%	10.3%
Hardeeville	\$18,466	\$28,977	\$33,088	\$41,440	56.9%	14.2%	25.2%
Jasper County	\$18,071	\$30,727	\$37,393	\$37,141	70.0%	21.7%	-0.7%
South Carolina	\$26,256	\$37,082	\$43,939	\$45,483	41.2%	18.5%	3.5%
	Percent of Individuals Below Poverty Level						
	1990	2000	2010	2015			
Ridgeland	21.50%	20.00%	18.90%	22.80%	-7.0%	-5.5%	20.6%
Hardeeville	28.40%	27.70%	32.60%	24.20%	-2.5%	17.7%	-25.8%
Jasper County	25.30%	20.70%	21.50%	23.50%	-18.2%	3.9%	9.3%
South Carolina	15.40%	14.10%	16.40%	17.90%	-8.4%	16.3%	9.1%

Source: US Census, American Community Survey

4.3 Age Groups

Like the rest of the Lowcountry, the state of South Carolina, and the United States, Census data showed the percentage of Ridgeland’s older population increased between 2000 and 2015. As Table 4-4 illustrates, the population aged 65 and over increased significantly; the population aged 45 to 64 (a number of whom would be classified as “Baby-Boomers”) also increased. Young children and school-age children also increased as a percentage of the population. However, Ridgeland showed a significant decrease in the young working age labor force of 20-44 compared to 2000 and only a slight increase since 2010. This group generally makes up much of the labor force and has the largest rate of new household formation.

Figure 4-2: Percent Below Poverty 2015

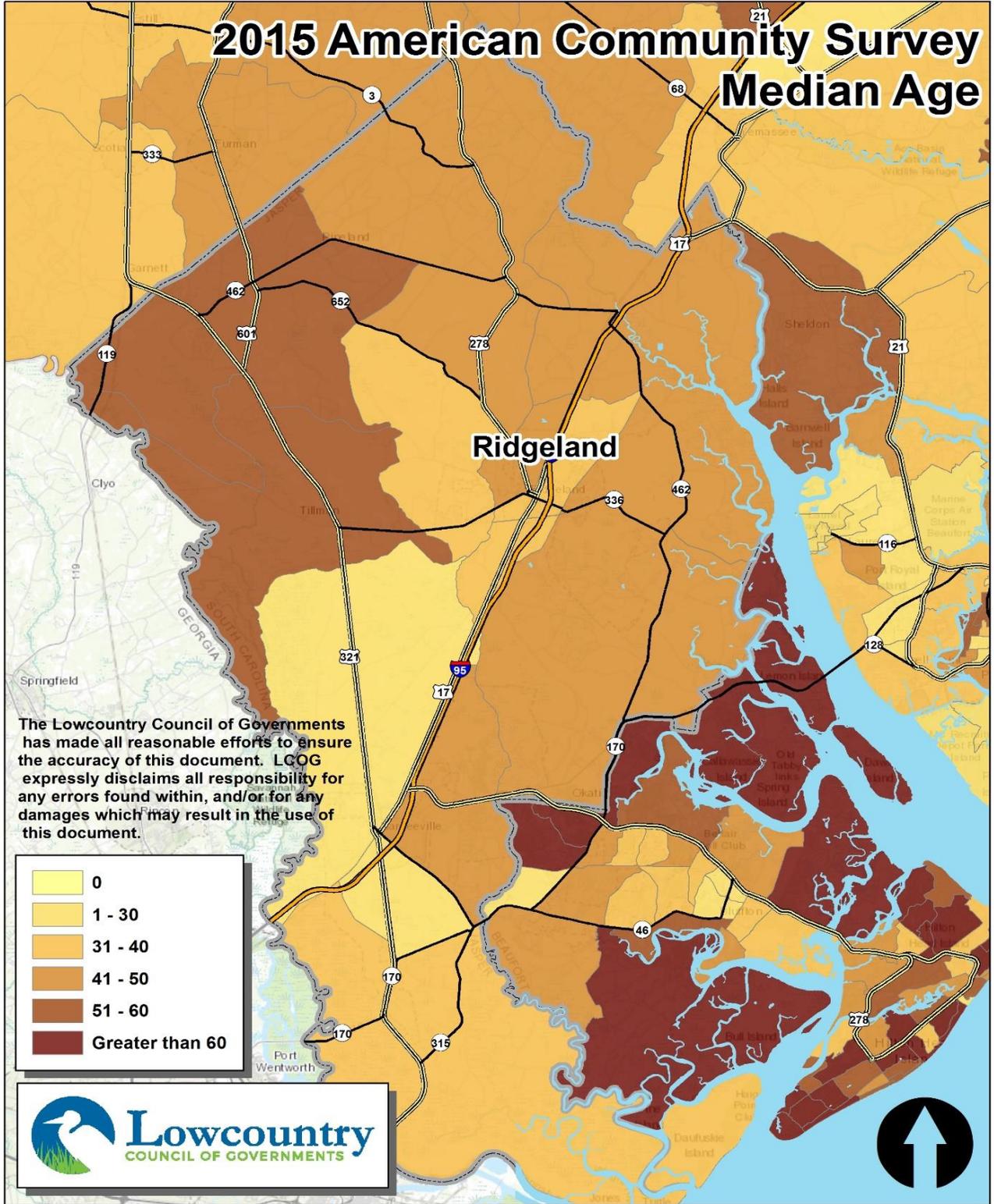


Age Group Composition: Percent of Population									
	Under 5 years old			5-19 years old			20-24 years		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	5.9%	7.3%	7.7%	12.4%	14.9%	16.2%	13.2%	11.8%	5.6%
Hardeeville	9.3%	8.6%	6.2%	24.1%	20.7%	16.7%	9.0%	12.0%	14.3%
Jasper County	7.2%	7.5%	6.4%	22.4%	20.2%	18.9%	7.4%	7.9%	8.7%
Lowcountry Total	6.8%	6.8%	9.0%	21.4%	18.3%	26.5%	7.4%	6.9%	10.5%
South Carolina	6.6%	6.5%	6.1%	21.7%	19.9%	19.3%	7.0%	7.2%	7.3%
	25 - 44 years			45 - 64 years			65 years +		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	44.5%	37.3%	38.9%	15.8%	20.3%	20.0%	8.2%	8.5%	11.7%
Hardeeville	30.3%	28.9%	22.6%	16.4%	22.0%	24.1%	10.9%	7.8%	16.0%
Jasper County	30.7%	27.9%	25.8%	21.2%	25.3%	26.0%	11.0%	11.1%	14.2%
Lowcountry Total	27.8%	23.9%	34.3%	22.5%	25.9%	37.8%	14.2%	17.8%	31.4%
South Carolina	29.6%	25.8%	25.4%	23.0%	27.0%	26.6%	12.1%	13.6%	15.2%

Table 4-4: Age Composition 2000-2015

Source: US Census, American Community Survey

Figure 4-3: Median Age 2015



4.4 Ethnicity

In the years between 2000 and 2010, there was a notable increase in the Hispanic population in Ridgeland and Jasper County with the largest growth rates within the four-county Lowcountry region. Given the difficulties of obtaining truly accurate data about the total Hispanic population in communities throughout the U.S, it is likely that even these comparatively high numbers still reflect undercounting. From 2010 to 2015, Ridgeland and Jasper County’s Hispanic population growth slowed to a rate of 27.1% and 2.7%, respectively, while the White population is estimated to surpass the Black population, contrary to historical demographic trends.

Significant demographic changes may impact planning and land use administration in terms of differences in communication, needs for facilities and services, and perceptions and expectations relating to governance. In order to provide the highest level of service possible to all residents, the Town should evaluate communication strategies to insure that they are reaching the widest possible audience.

Table 4-5: Ridgeland Ethnicity 2000-2015

	Total Population	Total Black	Total White	Total Hispanic
2000	2,518	1,238	1,124	192
2010	4,132	1,608	1,744	764
2015 Estimate	4,030	1,759	1,783	971
Percent Change 2000-2010	64.10%	29.90%	55.20%	297.90%
Percent Change 2010-2015	-2.46%	9.39%	22.30%	27.10%

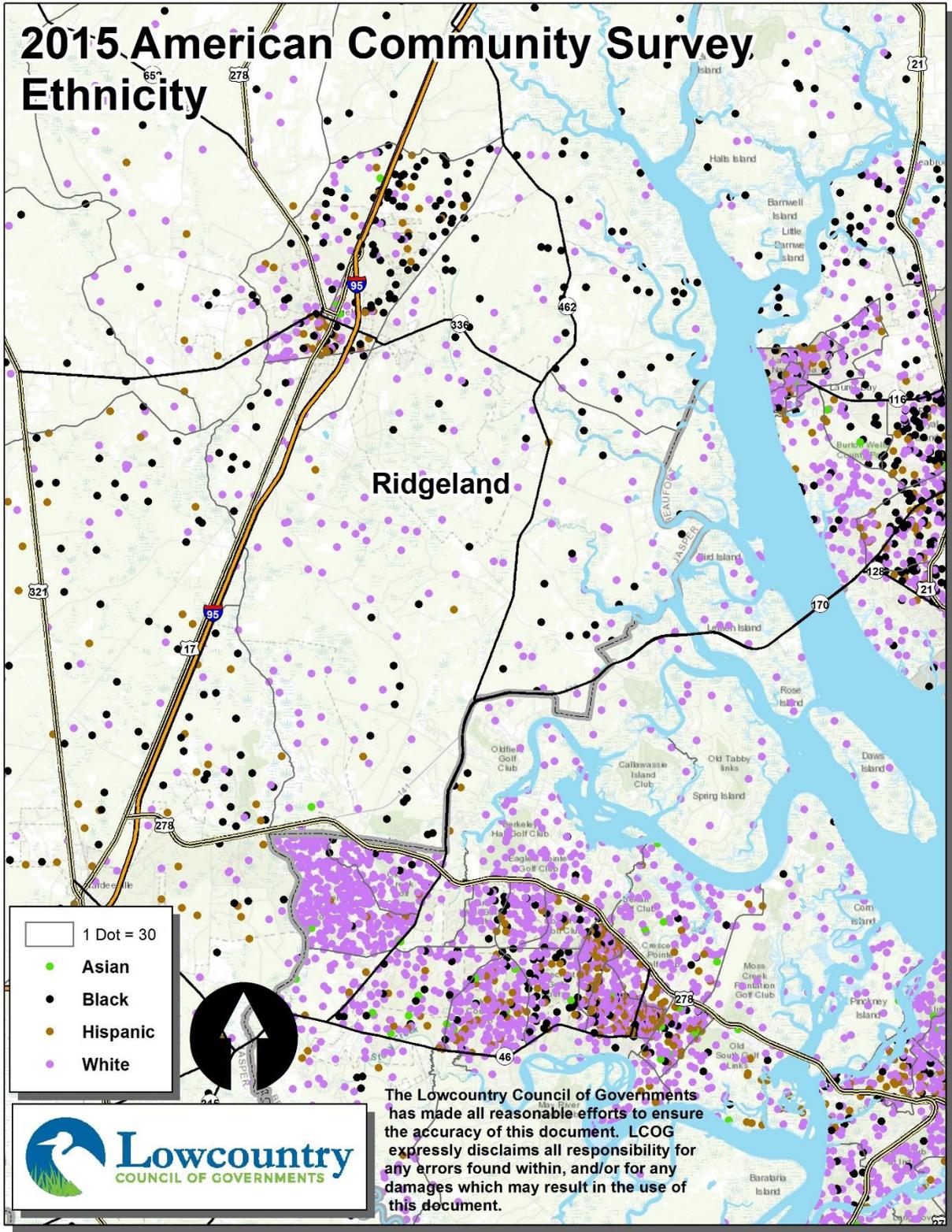
Source: US. Census and ACS

Table 4-6: Jasper County Ethnicity 2000-2015

	Total Population	Total Black	Total White	Total Hispanic
2000	20,678	10,895	8,766	1,190
2010	24,777	11,406	10,658	3,615
2015 Estimate	26,549	11,672	13,009	3,713
Percent Change 2000-2010	19.80%	4.70%	21.60%	203.80%
Percent Change 2010-2015	7.20%	2.30%	22.10%	2.70%

Source: US. Census and ACS

Figure 4-4: Ethnicity



4.5 Educational Attainment

Over the previous decades, Ridgeland has made noteworthy progress in the proportion of the population completing high school, although there is still opportunity to come closer in line with State and regional statistics. Ridgeland and Jasper County consistently fall below the Lowcountry and the State in attainment at the post-secondary level. While some incremental increases in attainment have been made in the region, the comparative lack of residents with advanced skills and training does present challenges to industrial development.

Table 4-7: Educational Attainment 2000-2015

Educational Attainment for Population Over 25 Years Old									
	Less than 9th Grade			Some High School			High School Graduate		
	Percent of Adult Population			Percent of Adult Population			Percent of Adult Population		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	14.6%	4.6%	5.9%	25.7%	25.3%	18.5%	34.1%	37.4%	33.4%
Hardeeville	19.8%	8.7%	4.1%	24.7%	23.9%	11.3%	32.9%	43.6%	22.6%
Jasper County	12.4%	8.9%	6.3%	22.5%	16.2%	14.9%	35.9%	39.6%	39.6%
Lowcountry Total	6.9%	5.1%	3.8%	13.2%	9.5%	7.9%	29.2%	29.5%	28.3%
South Carolina	8.3%	5.9%	4.9%	15.4%	11.1%	9.5%	30.0%	31.2%	29.8%
	Associate Degree			Bachelor Degree			Graduate Degree		
	Percent of Adult Population			Percent of Adult Population			Percent of Adult Population		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	1.4%	4.4%	6.2%	6.5%	5.5%	9.2%	2.0%	1.9%	4.8%
Hardeeville	2.3%	1.9%	8.3%	2.7%	5.9%	22.2%	2.3%	4.6%	10.7%
Jasper County	3.7%	4.8%	6.1%	6.2%	6.7%	10.3%	2.6%	2.7%	4.7%
Lowcountry Total	6.0%	6.9%	8.2%	15.8%	18.1%	18.5%	8.4%	10.5%	12.1%
South Carolina	6.7%	8.3%	8.9%	13.5%	15.5%	16.5%	6.9%	8.4%	9.3%

Source: US Census, American Community Survey

4.6 Population Goals and Objectives

Population	Key Stakeholders	Timeframe
Goal: Provide governance and services that account for the changing needs of the population		
Objective: Ensure complete and accurate data is used to inform future policy and programming		
Coordinate with the Census Bureau and residents to insure accurate counting in the 2020 census	Planning	Short
Coordinate with LCOG on updating building permit data	Planning	Ongoing
Objective: Design public spaces to serve a diverse population		
Prepare a Gap assessment of recreational facilities to assess opportunities to serve a wider range of needs for a changing population	Planning	Mid
Insure that transportation networks account for different modes, ages, and abilities	Planning	Short
Objective: Ensure Town communications are effective and broad reaching		
Utilize a variety of formats to conduct messaging	Planning	Short
Account for language differences in Town messaging and customer service	Planning	Mid

5 Housing

5.1 Introduction

Housing is one of the most important needs of a town. There must be an adequate supply of housing at all price ranges in order to accommodate individuals who work in the area. Moreover, businesses will be attracted to areas that have adequate housing for their population of workers. The Town has the responsibility to ensure that housing is structurally sound, safe, and complies with all zoning, overlay, and applicable codes and helps to implement the recommendations of this Plan. With housing making up the majority of land use in the Town, maintaining the quality and character of construction will serve also to preserve the unique features that distinguish Ridgeland as a community.

This element contains many of the standard metrics by which the health of housing markets are judged, as well as maps that allow these measurements to be placed in their proper context.

5.2 Inventory and Analysis

5.2.1 Housing Units

Table 5-1: Housing Units 1990-2015

Year	Housing Units	Percent Change
1990	467	27.8%
2000	597	
2010	1,124	20.3%
2015*	1,352	

Source: US Census, American Community Survey

Viewing table 5-1 we see the near doubling of Ridgeland's housing stock between 2000 and 2010. This is likely connected to annexations and the expansion of the Town's footprint, in addition to organic population and market growth.

Table 5-2: Units by Structure Type 2000-2015

Housing Units	2000	2000 Percent Totals	2010	2010 Percent Totals	2015	2015 Percent Totals
1-unit, detached	343	56.7%	963	78.0%	767	56.7%
1-unit, attached	21	3.5%	0	0.0%	18	1.3%
2 units	15	2.5%	22	1.8%	35	2.6%
3 or 4 units	38	6.3%	30	2.4%	87	6.4%
5 to 9 units	69	11.4%	63	5.1%	123	9.1%
10 to 19 units	51	8.4%	4	0.3%	17	1.3%
20 or more units	28	4.6%	4	0.3%	35	2.6%

Mobile Home	36	6.0%	149	12.1%	270	20.0%
Boat, RV, Van, etc.	4	0.7%	0	0.0%	0	0.0%
Total	605	100.0%	1,235	100.0%	1,352	100.0%

Source: US Census, American Community Survey

When viewing table 5-2 one discernable trend is the decline in single family detached dwellings and the concurrent rise in mobile homes. Manufactured housing is a dominant industry and major source of affordable housing in South Carolina. However, many local governments opt to limit the development of this type of housing due to concerns over the quality of construction. The Town does not allow the development of mobile home parks, despite the rise in this type of unit statistically. Again, areas of annexation outside of the historical core may have driven this trend.

Table 5-3: Age of Housing Stock

Year Structure Built	Number of Units	Percent Total
Built 2014 or later:	0	0.0%
Built 2010 to 2013:	5	0.4%
Built 2000 to 2009:	331	24.5%
Built 1990 to 1999:	249	18.4%
Built 1980 to 1989:	313	23.2%
Built 1970 to 1979:	128	9.5%
Built 1960 to 1969:	79	5.8%
Built 1950 to 1959:	141	10.4%
Built 1940 to 1949:	21	1.6%
Built 1939 or earlier:	85	6.3%
Total	1,352	100.0%

Source: ACS

The age housing stock bears on a number of considerations when it comes to cost, quality, and opportunities for historical preservation. Older homes may appeal to right consumer in terms architectural style, but they may present challenges to those with limited resources in terms of upkeep and energy efficiency. The Town has a unique resource in the concentration of homes in the architecturally significant craftsman style, and these units serve as a template for the character the Town wishes to cultivate. There is a wide distribution in the age of the Town’s housing, which should serve the diverse interests of the potential pool of consumers. There are fewer units built in the last decade, but recent development indicates that this trend is weakening somewhat.

Figure 5-1: Median Year of Construction 2015

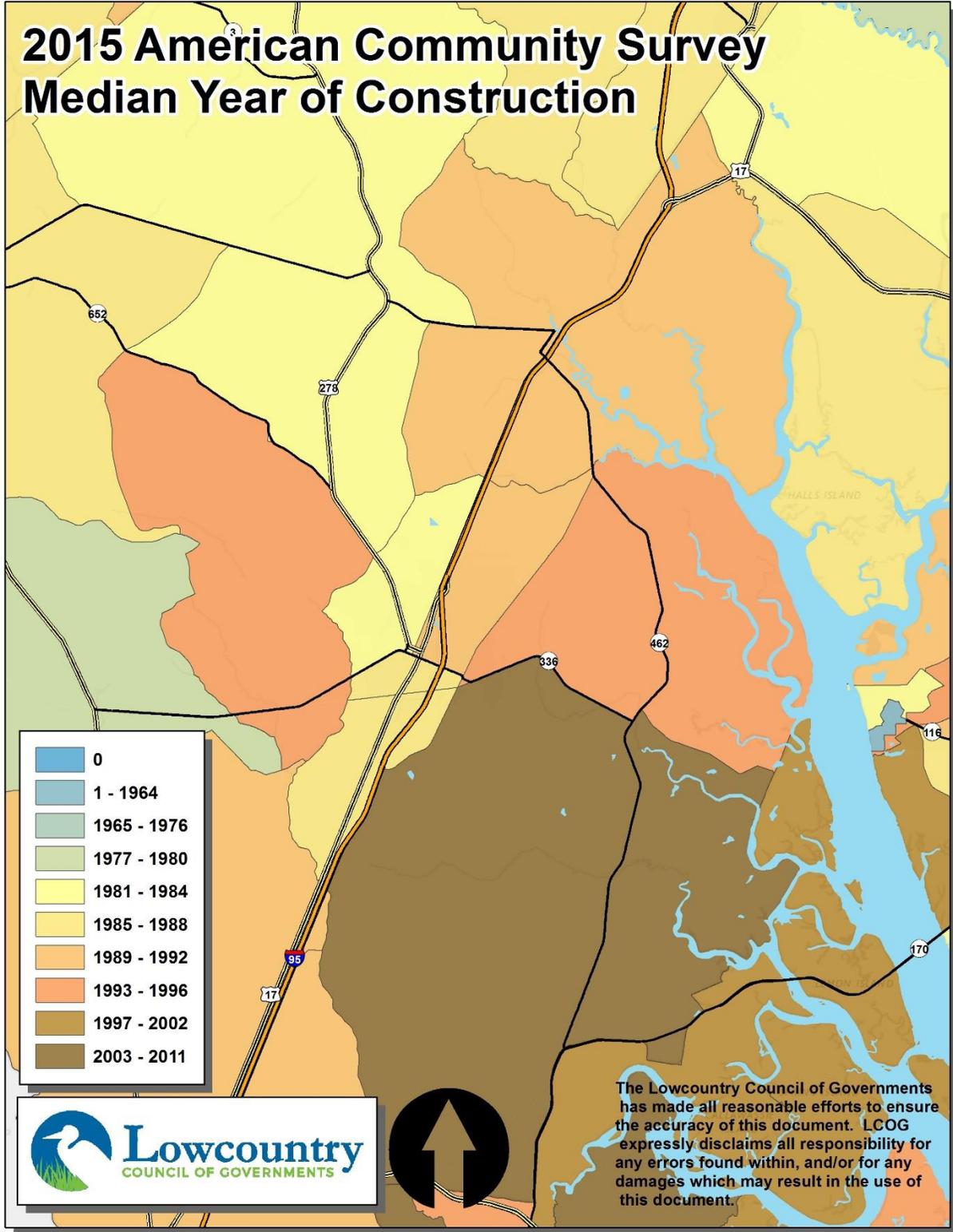


Table 5-4: Ridgeland Housing Tenure

	1990	2000	2010	2015
Occupied	92.1%	86.6%	81.8%	92.3%
Vacant	6.4%	13.4%	18.2%	7.7%
Owner Occupied	56.1%	45.5%	46.6%	58.8%
Renter Occupied	44.0%	54.5%	53.4%	41.2%

Source: Census, ACS

Housing tenure is considered by many to be a sign of market health and neighborhood stability. The Federal government has traditionally subsidized home ownership as a critical component of wealth generation, whereas owners can accrue equity and leverage home value for additional investment. As of 2015, we generally see declining vacancy and a rise in home ownership, two trends which the Town will wish to build on.

Table 5-5: Jasper County Housing Tenure

	1990	2000	2010	2015
Occupied	87.3%	88.8%	88.8%	84.8%
Vacant	12.7%	11.2%	11.2%	15.2%
Owner Occupied	68.1%	69.1%	69.1%	59.9%
Renter Occupied	19.2%	19.8%	19.8%	24.8%

Source: Census, ACS

Jasper County has traditionally had more robust rates of home ownership compared to Ridgeland, but recent statistics indicate that may be eroding.

Table 5-6: Ridgeland Housing Values

	1990	Percent Change 1990-2000	2000	Percent Change 2000-2010	2010	Percent Change 2010-2015	2015
Median Value Owner Occupied Units	\$42,500	94.4%	\$82,600	85.7%	\$153,400	-26.1%	\$113,300
Median Gross Rent	298	52.3%	454	65.4%	751	-2.4%	733

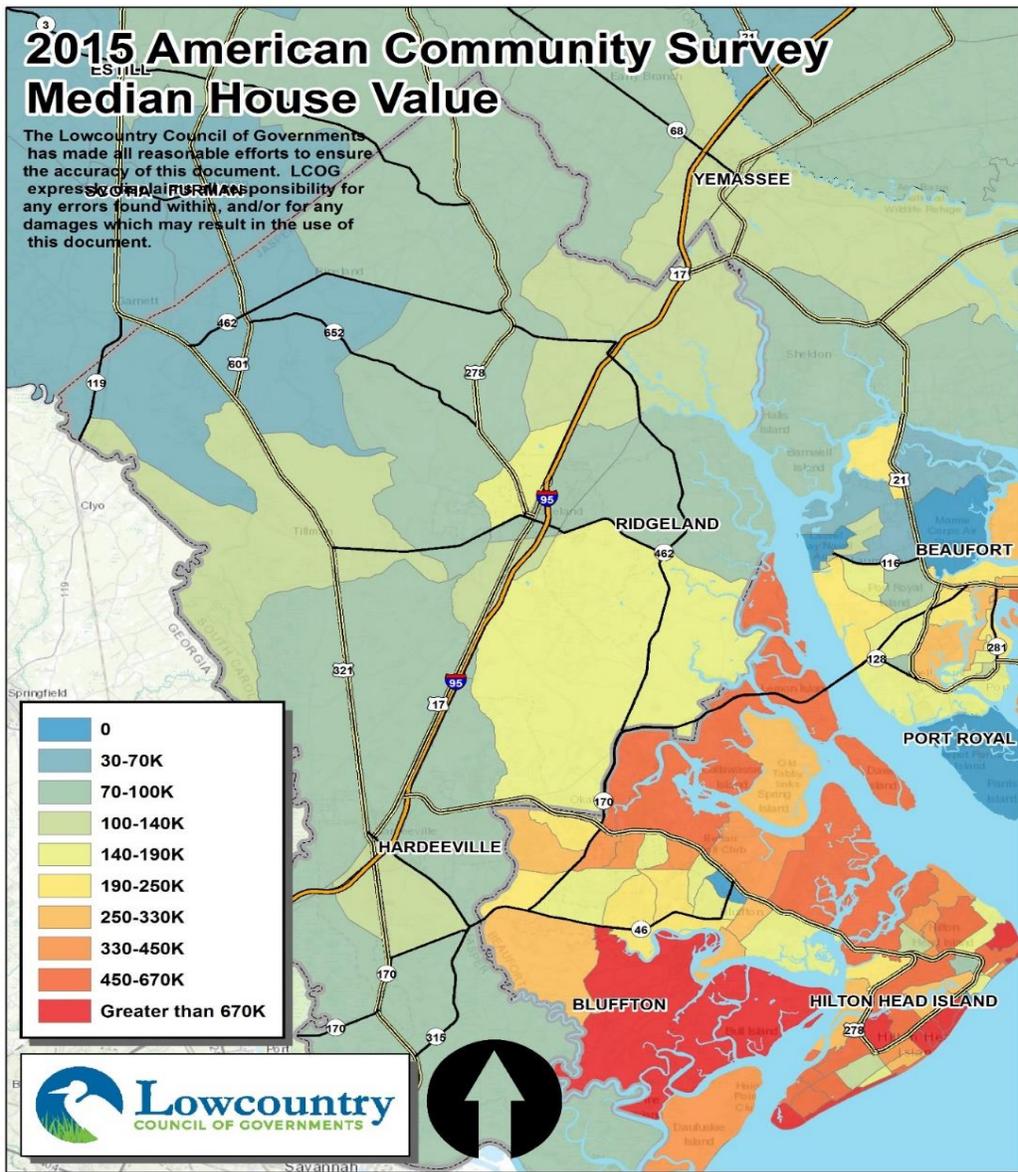
Source: Census and ACS

Table 5-7: Jasper County Housing Values

	1990	Percent Change 1990-2000	2000	Percent Change 2000-2010	2010	Percent Change 2010-2015	2015
Median Value Owner Occupied Units	\$44,400	46.2%	\$64,900	82.9%	\$118,700	-16.3%	\$99,300
Median Gross Rent	\$265	86.0%	\$493	66.7%	\$822	-4.6%	\$784

Source: Census and ACS

Figure 5-2: Median House Value



Comparing historical housing values of Ridgeland and Jasper County, it is worth noting the proportional shifts in values for both statistical areas between time periods. It is expected that housing in Ridgeland would be valued higher compared to the County as a whole, due to the proximity of urban services. For both statistical areas, house values demonstrate a steep decline for 2015 following decades-long growth. It is possible that this decline in prices is a remnant of the of the housing market crash of 2008 which affected home prices nationwide. However, considering the regional demand for housing in the southern Lowcountry, and development gaining momentum in the Town and surrounding areas of Jasper County, the potential exists to see growing home values in future years. Many stakeholders in a recent housing study for the regional HOME consortium indicated that with the crisis in affordable housing in the Beaufort County, nearby communities such as Ridgeland are filling the demand with existing stock. This trend will increase the likelihood of new residential development in Ridgeland, which should be directed toward intended growth areas such as existing PDD's as well as incorporated as infill that will support the vitality of the community core, and reduce the need for expanded infrastructure.

5.3 Housing Affordability

Housing is considered affordable when the total cost (including utilities, taxes, insurance, and rent or mortgage payments) is no more than 30 percent of the household's monthly gross income.

The U.S. Department of Housing and Urban Development (HUD) has the following guidelines for affordable housing:

Affordable housing is housing that is available for rental or purchase to low or moderate income families at thirty percent of their income. Very low-income families are defined as those earning fifty percent or less of the area median income (AMI) while low-income families are classified as those earning from fifty percent to eighty percent of the AMI.

The following table shows the income limits to qualify for affordable housing programs in Jasper County.

Table 5-8: HUD Income Limits

<i>Jasper County, SC HUD Metro FMR Area</i>								
Category of Adjusted Family Income	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Very Low Income								
Approximately 50% of the median income for the area, adjusted for household size	\$17,200	\$19,650	\$22,100	\$24,550	\$26,550	\$28,500	\$30,450	\$32,450
Low Income								
Approximately 80% of the median income for the area, adjusted for household size	\$27,500	\$31,450	\$35,350	\$39,300	\$42,450	\$45,600	\$48,750	\$51,900
Moderate								
Established by adding \$5,500 to the low-income limit for each household size	\$33,000	\$36,950	\$40,850	\$44,800	\$47,950	\$51,100	\$54,250	\$57,400
Adjusted Median Income**	\$34,400	\$39,300	\$44,200	\$49,100	\$53,100	\$57,000	\$60,900	\$64,900

Source: USDA Rural Development

Table 5-9: Ridgeland Renter Costs

Rent as Percent of Income	2000 Percent Totals	2010 Percent Totals	2015 Percent Totals
Less than 10.0 percent	10.8%	1.5%	9.3%
10 to 14 percent	11.9%	1.5%	2.7%
15 to 19 percent	15.9%	15.7%	15.2%
20 to 24 percent	8.5%	17.4%	3.9%
25 to 29 percent	6.4%	8.7%	15.6%
30 to 34 percent	5.8%	7.0%	7.4%
35 to 39 percent	5.8%	1.7%	17.1%
40 to 49 percent	7.1%	5.5%	5.6%
50 percent or more	16.6%	22.1%	11.5%
Not computed	11.2%	18.9%	11.7%

Source: US Census, ACS

Table 5-10: Ridgeland Homeowner Costs

Rent as Percentage of Income	2000	2010	2015
Less than 20 percent	68.7%	66.0%	35.8%
20 to 24 percent	10.3%	7.3%	11.7%
25 to 29 percent	5.1%	10.8%	7.4%
30 to 34 percent	4.1%	8.3%	2.0%
35 percent or more	10.8%	7.6%	43.1%

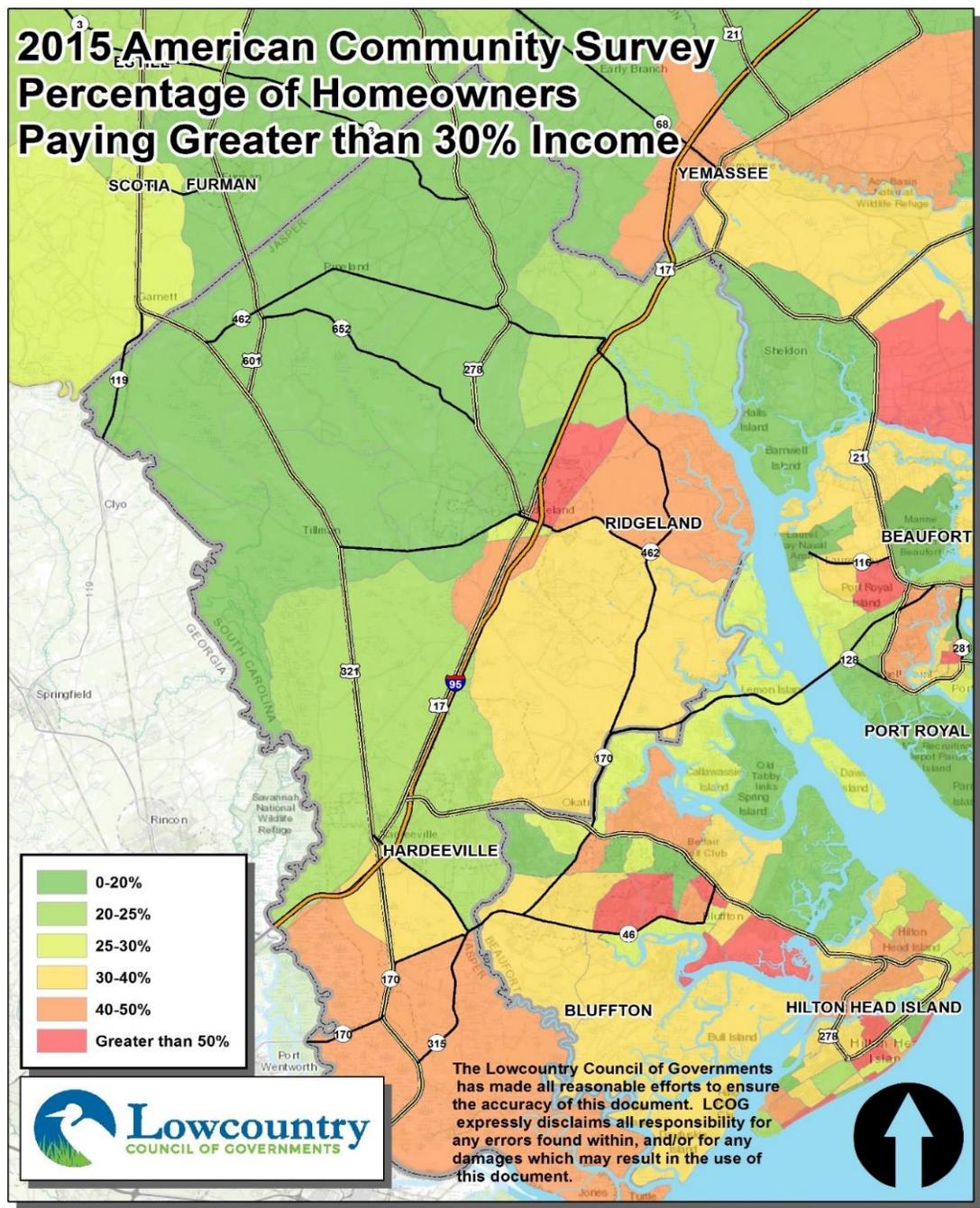
Source: U.S Census, ACS

Of households that rent accommodations, affordability has become an increasing concern over time. For the years 2010 and 2015, approximately half of all renters in the Town spend greater than 30% of their income. For owners, these numbers have increased significantly between 2010 and 2015. For households that spend a larger proportion of income on housing, other needs may go unfunded such as healthcare and nutrition. For this reason among others, affordable housing is imperative for community health.

Many factors can contribute to housing affordability: the housing finance system, employment and wages, land and construction costs, provision of water and sewer services and regulatory requirements. Many of these factors are dependent on regional, state, and national levels; however, it is important for the Town of Ridgeland to develop affordable housing strategies.

The Town of Ridgeland provides incentives for the development of affordable housing by expedited permitting for projects containing affordable units, flexibility on density, and the reduction of parking requirements for developments nearby transit stops. These incentives should be examined by Town staff for their utility, and it may be determined that additional incentives or amendments to base zoning are necessary to bring more affordable housing to the market.

Figure 5-3: percentage of Homeowners Paying Greater than 30% Income



5.4 Housing Goals and Objectives

Housing	Key Stakeholders	Timeframe
Goal: Ensure all Ridgeland residents have access to safe, affordable housing		
Objectives: Minimize impediments to affordable housing in Town ordinances and codes		
Incorporate flexibility into development regulations to promote variations in the type and price of housing stock built in the Town	Planning, Planning Commission, Town Council	Short
Consider the revision of density standards to attract housing development, while maintaining clear guidance on form and architecture.	Planning, Planning Commission, Town Council	Short
Objective: Partner with regional organizations for the development of affordable housing and the rehabilitation of existing stock		
Continue to partner with Habitat for Humanity on neighborhood development	Planning, Habitat for Humanity	Long
Obtain grants and other assistance through the HOME Consortium to facilitate increased homeownership and housing rehabilitation	Planning, LCOG	Mid
Objective: Develop code enforcement capacity to bring existing housing stock into compliance with both visual and life safety standards.		
Consider the development of a rental housing ordinance to ensure the health and safety of residents	Planning, Planning Commission, Town Council	Mid
Identify resources to build administrative capacity for enhanced enforcement	Planning	Short
Goal: Direct development toward areas of intended growth		
Objective: Promote the Planned Development Districts for future housing development		
Attend regional conferences and workshops related to housing development	Planning	Short
Develop print and web based promotional materials targeted toward real estate developers	Planning, Chamber	Short
Objective: Insure that Town facilities and infrastructure are prepared to serve areas with high growth potential.		
Assess the capacity of emergency services, parks and recreation, east of I-95	Planning, Emergency Services, Public Works	Short
Goal: Encourage development that preserves and enhances community character		
Objectives: Ensure that town ordinances preserve the Town's historical character.		
Clarify and tailor architectural guidelines to better serve the spirit and intent of the 2010 Smart Code	Planning, Planning Commission, Town Council	Short

Utilize the survey of craftsman/bungalow homes to inform the development of an overlay district.	Planning, Planning Commission, Town Council	Mid
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6 Economy

6.1 Introduction

A balanced and growing economy is one that is dynamic, diverse, and sustainable. Diversity in the local economy allows for a wider range of employment and career opportunities for employees and entrepreneurs and also ensures the attraction and retention of qualified and educated workers. An economy that is diverse will attract a wider array of business prospects. A community with diversity in business opportunities, a trained and educated work force, and a dynamic economy is one that is one that functions successfully even during economic downturns.

Local and regional economies have the opportunity to adopt and implement a variety of strategies economic development such as attracting industrial operations, encouraging workforce development, drawing tourism, and boosting small business development.

Ridgeland is extremely fortunate in terms of its location. In fact, it has transportation and other advantages that many communities throughout the United States would envy. As a result it already attractive to a some industries and businesses, but has the potential to appeal to many more. It has two (and the use of a third) interchanges on Interstate 95, which has Annual Average Daily Traffic (AADT) volumes of more than 40,000 vehicles in this section.

Ridgeland is served by CSX mainline freight trains, and is approximately a half hour from the Port of Savannah, one of the fastest growing and busiest ports in the US, and which has developed a surrounding major distribution and logistics centers infrastructure as a result. It is also less than a half hour from Savannah-Hilton Head International Airport, whose volume of both passenger and freight traffic has recently been growing. These trends are all expected to increase, especially in South Carolina—in Jasper County—with the development of the Jasper Ocean Terminal, a maritime facility that is a joint project of the South Carolina and Georgia Ports Authorities, for the purpose of handling the huge Super Panamax container ships currently coming on line.

Taken together, all of these locational advantages will lead to further economic development within and around the Town. Ridgeland's economy has already made progress in becoming more diversified with the small but growing manufacturing companies

6.2 Economic Indicators

There are a variety of metrics by which economic growth can be accounted for, and it is imperative that actions taken at the local level to encourage growth are supported by analysis of these relevant statistics.

6.2.1 Commercial Development

Table 6-1: Commercial Development Permits

	2010	2011	2012	2013	2014	2015
Jasper County						
Commercial Number	18	15	10	12	13	6
Commercial Value	\$4,817,926	\$8,326,570	\$7,095,010	\$12,342,897	\$4,614,012	\$10,644,538

Source: Jasper County

Commercial development is an indicator of general economic health in terms of government revenue and potential employment. Referring to the table showing permits of commercial development in Jasper County, the value shows a steady increase from 2010-2015.

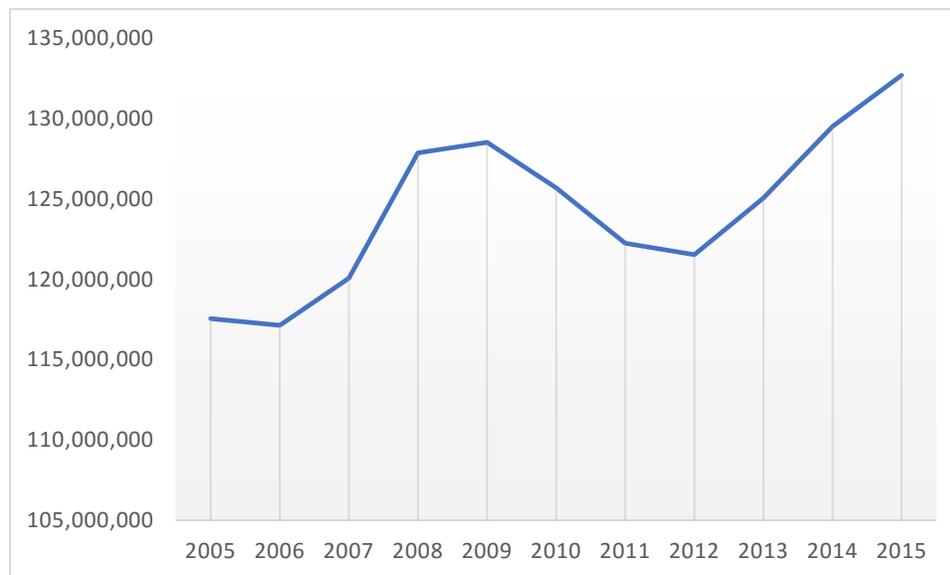
6.2.2 Revenue

Table 6-2: Jasper County Net Taxable Sales

2012	2013	2014	2015
\$315,631,588	\$344,211,313	\$371,800,806	\$370,359,636

Source: SC Department of Revenue

Figure 6-1: Jasper County Total Assessed Property Value



Source: SC Department of Revenue

Indicators of wealth creation and commercial activity such as taxable sales and total assessed value offer a glimpse into the economic strength of a region. These data are not available from the SC Department of Revenue at the municipal level, but the steady increase in total assessed property, and net taxable sales in Jasper County should be viewed positively for the Town. Wage growth and per capita income are other metrics that will provide insight into how these gains are shared across the region.

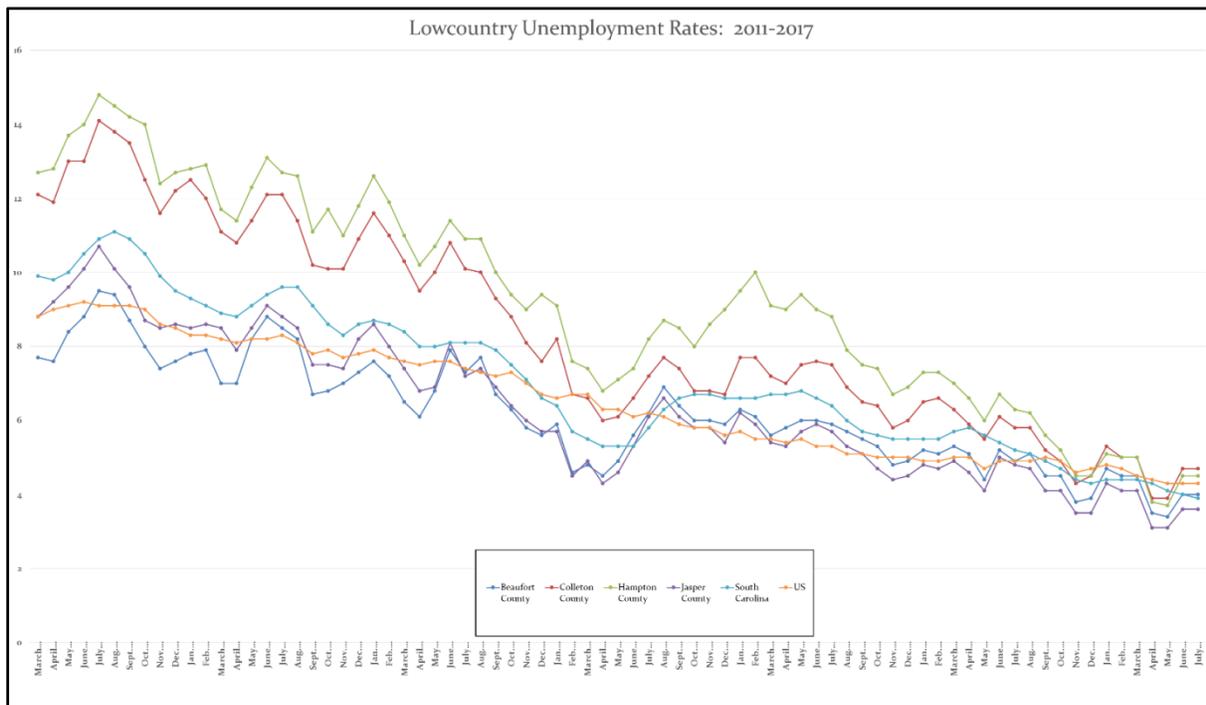
6.3 Employment and Wages

Table 6-3: Employment and Wages

		2012	2013	2014	2015	Percent Change 2012-2015
Beaufort County	Number of Jobs (annual average)	47,959	48,502	50,642	52,559	9.6%
	Wage (average annual)	\$31,334	\$32,256	\$33,164	\$34,344	9.6%
Jasper County	Number of Jobs (annual average)	5,534	5,694	6,339	6,791	22.7%
	Wage (average annual)	\$33,284	\$33,887	\$35,325	\$36,796	10.6%
South Carolina	Wage (average annual)	\$38,663	\$39,120	\$40,165	\$41,335	6.9%

Source: Bureau of Labor Statistics

Figure 6-2: Lowcountry Unemployment Rate 2011-2017



Source: South Carolina Department of Employment and Workforce

Judging table 6.3, Jasper County demonstrated significant growth in both employment and wages between 2012 and 2015. Referring to chart 6.2, the steady decline in the unemployment rates indicate favorable conditions for workers in a more competitive labor market. Traditional centers of industry in the Lowcountry have recently reported on the lack of available labor, signifying an abundance of opportunity for Lowcountry workers.

6.4 Labor Force

6.4.1 Commuting

While the Town seeks to maximize economic opportunities within its limits, it is clear in commuting data that Ridgeland is highly integrated in the regional economy with the majority of workers commuting to locations throughout the Lowcountry and beyond.

Table 6-4: Commuting Data 2015

	Mean Commuting	Employed Civilians	Worked in Place of Residence	Worked Outside Place of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Jasper County (Includes Municipalities)	28.4	11,707			5,750	935
Hardeeville	24.8	1,951	131*	1,590*	983	258
Ridgeland	25.1	1,710	167*	1,327*	681	126

Source: 2015 ACS, *2014 Census On the Map

Table 6-5: Commuting Destinations

Commuting Destinations	Count	Share
Hilton Head Island	207	13.9%
Ridgeland	167	11.2%
Beaufort	88	5.9%
Bluffton	71	4.8%
Hardeeville	52	3.5%
North Charleston	47	3.1%
Savannah	34	2.3%
Columbia	30	2.0%
Charleston	20	1.3%
Burton	17	1.1%
All Other Locations	761	50.9%

Source: 2014 Census On the Map

6.4.2 Educational Attainment

A workforce educated and trained for both existing and prospective jobs will be a major marketing advantage in attracting new businesses and institutions. In the four counties of this region educational attainment levels have increased over the past decade and new initiatives are in place or under way in local secondary and post-secondary educational institutions to ensure that the Lowcountry is able to train, nurture and retain a labor force relevant to economic diversification in the twenty-first century.

Referring to table 6.6, incremental gains have been made for the Town in the percentage of its population obtaining post-secondary degrees, but it remains behind the State and Lowcountry in this regard. Opportunities to receive education and training continue to grow in the Lowcountry, with many institutions located only a short distance away from Ridgeland in Beaufort County.

Beaufort-Jasper Academy of Career Excellence

Located along the Beaufort/Jasper line, the programs offered there prepare students in the two counties for careers in Automotive/Electronic Technologies, Information Technology, Health and Human Services, Pre-Engineering, Tourism and Recreation, Culinary Arts, and Golf Course Technology

Technical College of the Lowcountry

TCL offers continuing educational programs geared towards those already in the work force or those that have been out of school for some time. Currently the Lowcountry has geared much of its continuing education towards the health sector. Other continuing education courses available in the region are: Building Construction, Computer Training, Culinary Arts, Insurance, Massage Therapy, Occupational Upgrade, Real Estate – Appraisal and Continuing Ed., English/Spanish as a Second Language.

Lowcountry Workforce Investment Area (LWIA)

The WIA department at LCOG is also involved in the training of prospective job seekers and the area's youth. WIA staff work with the area's educational institutions to help direct those looking for work force education and training and to determine current and future employment trends. Not only does the WIA provide job specific training for prospective employees but it also provides workshops and programs pertaining to work ethics and appearance in order to increase the likelihood of an employee performing to the level expected by employers.

Table 6-6: Educational Attainment 2000-2015

Educational Attainment for Population Over 25 Years Old									
	Less than 9th Grade			Some High School			High School Graduate		
	Percent of Adult Population			Percent of Adult Population			Percent of Adult Population		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	14.6%	4.6%	5.9%	25.7%	25.3%	18.5%	34.1%	37.4%	33.4%
Hardeeville	19.8%	8.7%	4.1%	24.7%	23.9%	11.3%	32.9%	43.6%	22.6%
Jasper County	12.4%	8.9%	6.3%	22.5%	16.2%	14.9%	35.9%	39.6%	39.6%
Lowcountry Total	6.9%	5.1%	3.8%	13.2%	9.5%	7.9%	29.2%	29.5%	28.3%
South Carolina	8.3%	5.9%	4.9%	15.4%	11.1%	9.5%	30.0%	31.2%	29.8%
	Associate Degree			Bachelor Degree			Graduate Degree		
	Percent of Adult Population			Percent of Adult Population			Percent of Adult Population		
	2000	2010	2015	2000	2010	2015	2000	2010	2015
Ridgeland	1.4%	4.4%	6.2%	6.5%	5.5%	9.2%	2.0%	1.9%	4.8%
Hardeeville	2.3%	1.9%	8.3%	2.7%	5.9%	22.2%	2.3%	4.6%	10.7%
Jasper County	3.7%	4.8%	6.1%	6.2%	6.7%	10.3%	2.6%	2.7%	4.7%
Lowcountry Total	6.0%	6.9%	8.2%	15.8%	18.1%	18.5%	8.4%	10.5%	12.1%
South Carolina	6.7%	8.3%	8.9%	13.5%	15.5%	16.5%	6.9%	8.4%	9.3%

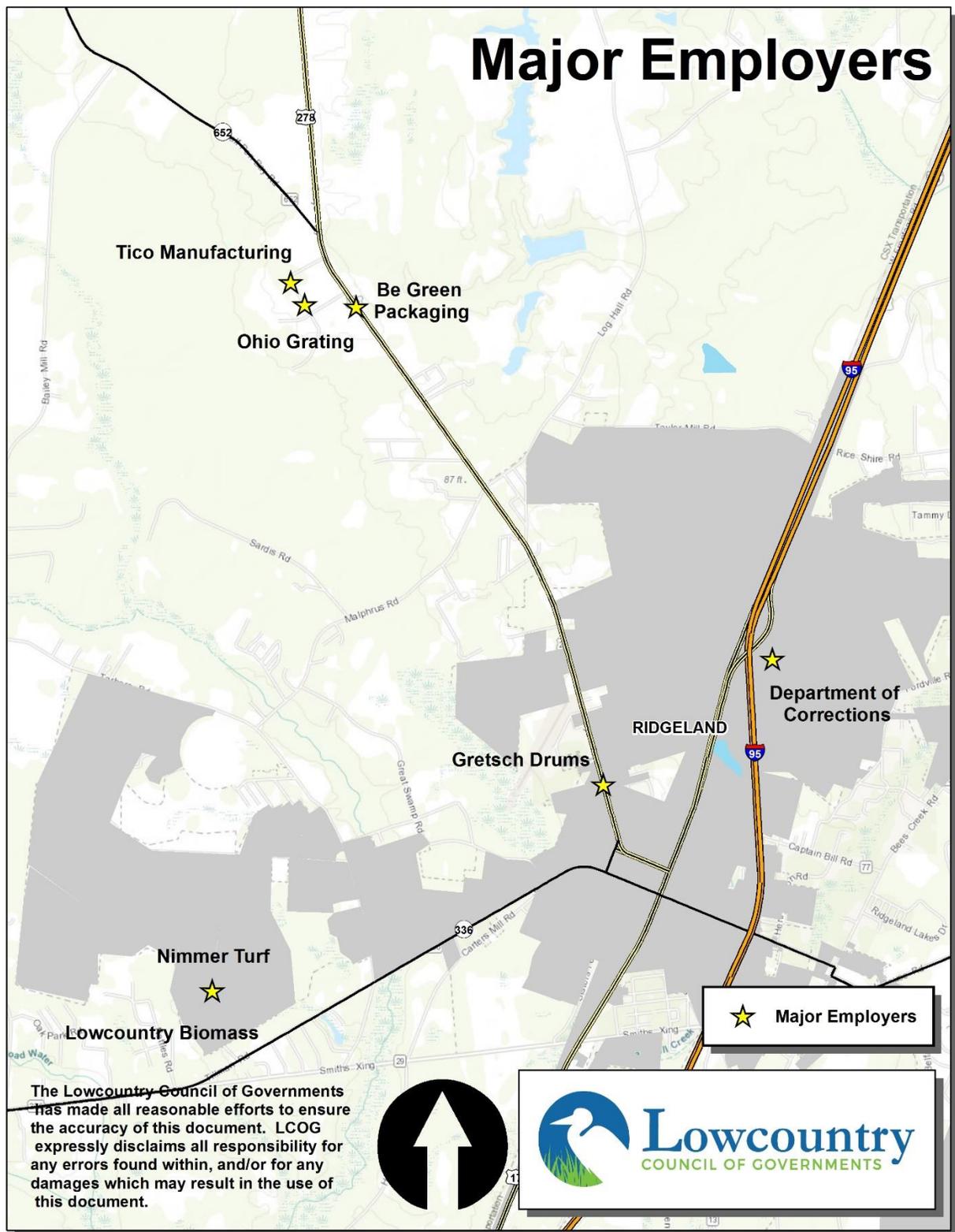
Source: US Census, ACS

6.5 Industrial/Commercial Development

6.5.1 Existing Industry

The Town of Ridgeland benefits from several industrial locations both within and nearby the Town limits. The Cypress Ridge Industrial park is located on US-278 just outside of Town, served by Town water and sewer and the location of Tico Manufacturing, Be Green Packaging, and Ohio Grating. In the town limits there is Gretsch Drums, a world renowned manufacturer of high quality percussion instruments, Nimmer Turf Farm, and Daniel Defense, a firearms manufacturer.

Figure 6-3: Major Employers

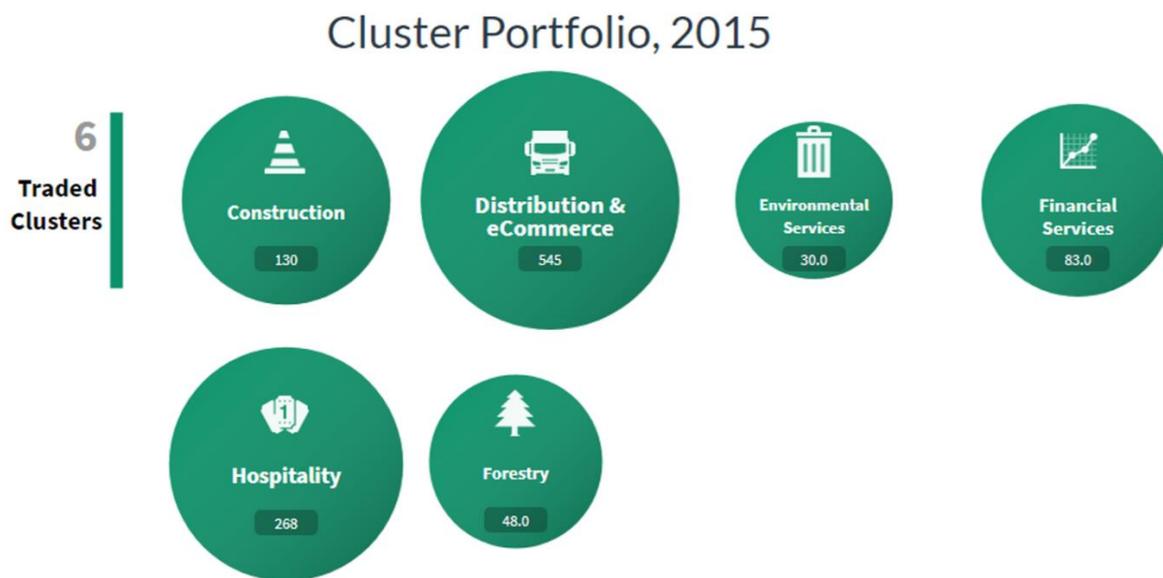


6.5.2 Industrial Clusters

An industrial cluster is a grouping of similar firms within a geographic that share common markets, technology, worker skills, and supply chains. Highly visible industry clusters in the United States such as silicon valley in California, the research triangle in North Carolina, and financial services in New York City. The advantage of viewing economic development through the cluster framework allows the crafting of policy and programs that target linkages between businesses and economies of scale.

The following graphic is a product of the U.S Cluster Mapping website, a collaboration between the Department of Commerce and Harvard Business School. The tool is a valuable resource for assessing the performance and structure of an economy according to a variety of metrics including jobs gains and losses, wages, investment, and innovation. The following clusters are those for Jasper County which constitute goods and services that are exported outside the region, and demonstrate concentrated employment. It is worth noting that large numbers of employees for an industry cluster does not necessarily indicate a high performing industry. For example, referring to the chart 6.7 which shows the top three and bottom three traded clusters for Jasper County by net job growth, hospitality and tourism has demonstrated significant net job losses, despite an expectation of increases given the national performance of that industry.

Figure 6-4: Jasper County Traded Clusters



Source: US Cluster Mapping

Table 6-7: Net job growth for Jasper County Traded Clusters 1998-2015

Cluster Name	1998 Employment	2015 Employment	Change	Expected Change
Distribution and Electronic Commerce	70	545	475	16
Business Services	20	233	213	12
Construction Products and Services	10	130	120	0
Insurance Services	60	0	-60	-2
Medical Devices	175	0	-175	-6
Hospitality and Tourism	589	268	-321	96

Source: US Cluster Mapping

6.5.3 Development Planning

6.5.3.1 Economic Diversification

The concept of economic diversification centers on encouraging a greater variety of industry, as opposed to concentration, which would allow for greater security in times of economic stress and the deepening of skills and training in the labor pool. In 2004 the LCOG in conjunction with the Department of Defense and the four Lowcountry counties conducted an analysis of regional assets and industry and identified target clusters that would leverage existing regional advantages in transportation and workforce.

2004 Diversification Plan Clusters

- Logistics/Distribution centers (emerging industry)
- Health Care/Medical
- Construction
- Wholesale Trade
- Manufacturing

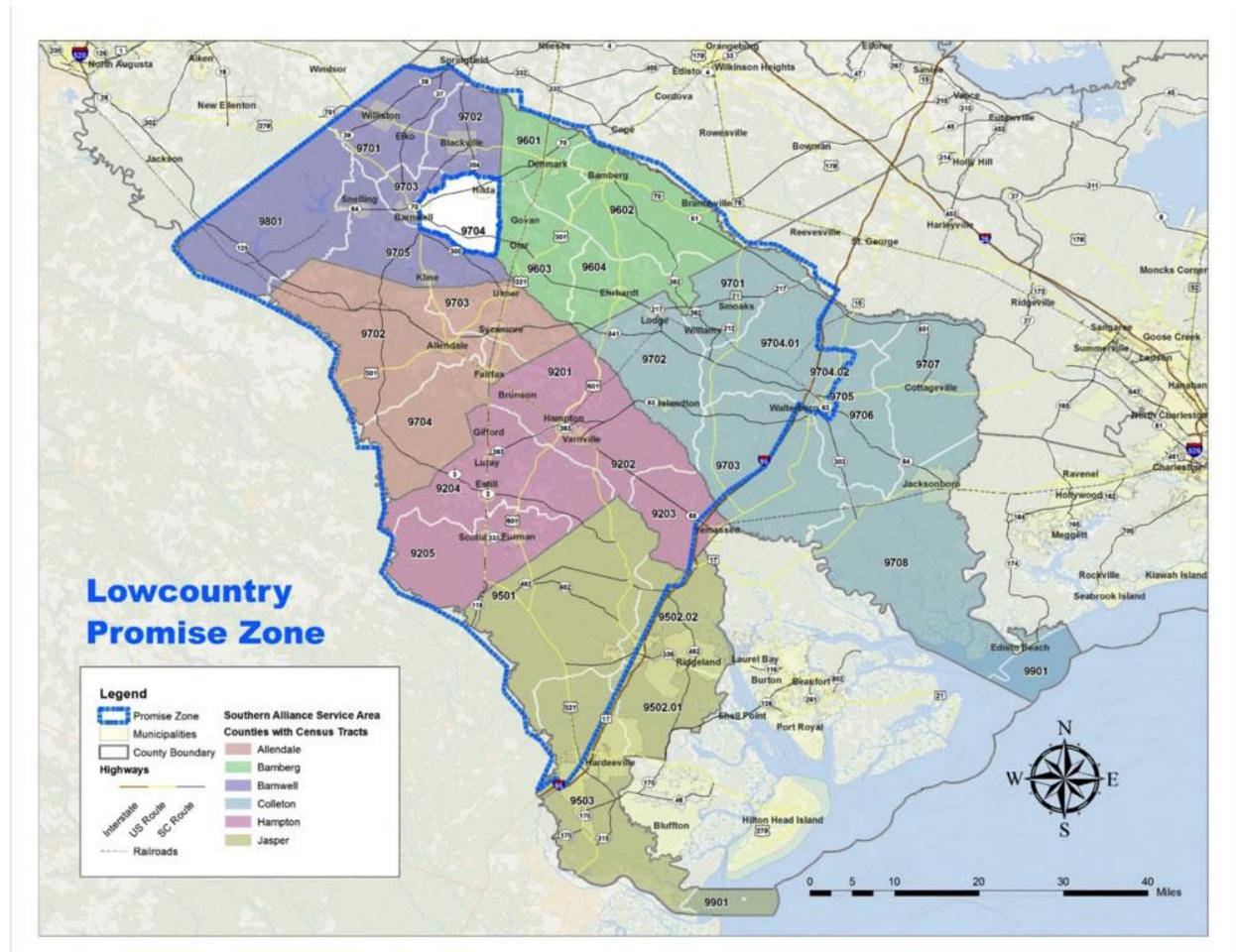
6.5.3.2 SC Promise Zone

In 2015 portions of the Lowcountry, including parts of Jasper County and Ridgeland were declared a new Federal Promise Zone, a designation that gives priority to distressed regions in applying for certain categories of federal funding. The organization leading promise zone related planning is the Southern Carolina Alliance, which crafted a strategic plan through a broad public involvement process to identify regional priorities for economic development. Among strategies for improved infrastructure, education, and services, the plan proposes the development of sites to attract or incubate specific industry clusters.

2015 Promise Zone Target Industries

- Aeronautics
- Automotive
- Logistics
- High-Tech

Figure 6-5: Lowcountry Promise Zone



6.5.3.3 Regional Development Organizations

Southern Carolina Regional Development Alliance

Since 1996 the SCRDA has marketed industrial Development properties for a six county region including Allendale, Bamberg, Barnwell, Colleton, Hampton, and Jasper counties. The alliance also serves as a liaison to state and local government and utilities. One member of the Town of Ridgeland Council serves on the board of directors.

Lowcountry Council of Governments

The LCOG was established in 1971 to serve as platform for regional cooperation among local governments and serves Beaufort, Jasper, Colleton, and Hampton counties in addition to their municipalities. The LCOG operates in a variety of capacities to serve the region including Aging Services, Planning and Transportation, Community and Economic Development, and Workforce Development. The Town has worked cooperatively with LCOG on a broad spectrum of projects, including recently with the Community and Economic Development Department on funding water and sewer service upgrades through the Community Development Block Grant, a program of the Federal Housing and Urban Development (HUD) Department.

Lowcountry and Resort Islands Tourism Commission

Funded in part by the South Carolina Department of Parks Recreation and Tourism, Accommodations Tax, and private contributions the commission serves Beaufort, Colleton, Hampton, and Jasper Counties with marketing and promotion for local events and attractions.

6.6 Industrial Development Sites

The availability of sites suitable for development is a critical factor in recruiting potential industry. Furthermore, aspects of the sites including the size, availability of utilities, links to transportation networks, and presence of environmental impediments all bear on the suitability for various types of industry.

6.6.1 Cypress Ridge Industrial Park

Cypress Ridge is a 256 acre industrial park located on US-278 minutes outside the Town. A new spec building was recently constructed on site offering perspective tenants 40,000 square feet expandable up to 98,000.



Source: southerncarolina.org

6.6.2 Moultrie Tract

The Moultrie tract is a roughly 670 acre planned development district located off exit 22 on I-95. Approximately 180 acres of the tract are designated for industrial uses in the development plan. The site is served by utilities and has a direct connection to I-95 north for truck freight. Currently, a portion of the site is under development for use as a solar farm.



6.6.3 Firefly Tract

Another attractive location with convenient access to I-95 is the Firefly industrial site located off exit 21 in the Town of Ridgeland. The parcel is 13.51 acres with 4000 feet of frontage on I-95, making it an ideal site for businesses seeking to capture a highly visible location. The site is zoned under the exit 21 special district zoning, which supports light industrial and a variety of commercial uses.



6.7 Emerging Opportunities

6.7.1 Jasper Ocean Terminal

With the ports at Charleston and Savannah rapidly reaching capacity, and with limited capability to accommodate the next generation of container ships, the Jasper Ocean Terminal is a bi-state project between Georgia and South Carolina to capture future demand for international shipping. Located in southern Jasper County at the mouth of the Savannah River, the project holds tremendous economic potential for Jasper County as well as the Lowcountry as a whole in terms of the types of businesses, including manufacturing, distribution, and logistics, that will be attracted to the location. The Town of Ridgeland is well positioned to take advantage of its proximity to the site will development opportunities at I-95 interchanges 21 and 22.

6.7.2 Green Industry

The Town of Ridgeland is increasingly becoming a destination for renewable energy production WITH the recent development of three large-scale solar farms. As the technology to produce solar power has become less expensive and more widespread and efficient, this industry sector is on course to disrupt traditional methods of power generation, and could be an area of future growth for the Lowcountry. Solar farms themselves do not produce significant employment on site, but the manufacture of panels and affiliated products as well as installation is a high growth industry that could be encouraged to locate here.

Be Green Packaging, located at the Cypress Ridge Industrial Park is an industry leader in the production of packaging material made from plant fibers and serves as broad spectrum of major commercial clients including Google, Samsung, and Wholefoods Markets. With consumers becoming increasingly conscious of the environmental impact of their spending, and local ordinances banning single use plastic bags being considered all over the Lowcountry, the production of alternatives has a bright outlook.

The Town of Ridgeland can leverage this existing climate of innovation to attract resource conscious firms for whom the environmental footprint of production is connected to branding. These industries have high growth potential and make good neighbors in a region that should seek to balance economic opportunity with environmental quality. Ridgeland can incorporate eco-consciousness into branding and promotional materials, Town operations, and special events.

6.7.3 Food Systems Development

The development of food systems, or the processes by which food is grown, processed, distributed, marketed, consumed, and disposed of, is an emerging focus for local economic development that has received a lot of attention in the South Carolina, with our favorable growing seasons and strong agricultural tradition. The modern industrialized production of food has served to increase food supplies and reduce costs for consumers, but has impacted quality, freshness, environmental health, and has limited the ability of smaller producers to reach markets.

Consumer preference for local products is increasing, and the Ridgeland is prepared to craft opportunities for producers and entrepreneurs. For example, the Town is currently constructing a farmers market location in the downtown which will bring many benefits such as attracting activity in the commercial core, providing healthy produce for consumers, as well as marketing for local producers. The Morris Center is currently developing a commercial kitchen, where local businesses can produce value added products in a licensed facility. The strength of this emerging foods culture will benefit local

restaurants who will have greater options for sourcing ingredients, and will continue capture consumers who prioritize a fresh food and authentic culinary experience.

6.8 Economic Goals and Objectives

Economy	Key Stakeholders	Timeframe
Goal: Attract and retain diverse industries and employment opportunities		
Objective: Attract Industries with high potential for future growth		
Promote Ridgeland as an emerging cluster for renewable energy businesses	Planning, SCA	Ongoing
Promote renewable energy sources at town facilities	Planning, Public Works	Short
Objective: Support regional efforts to develop workforce and industrial locations		
Continue participation in the Southern Carolina Alliance	Town Council	Ongoing
Promote opportunities for workforce development through the SC works Program	Planning, LCOG	Short
Coordinate with regional transportation planning bodies to facilitate freight traffic	Planning, LCOG, Jasper County	Ongoing
Goal: Leverage natural and cultural assets to generate investment		
Objective: Continue to develop local food culture and markets		
Continue to provide capital planning for facilities at the Downtown Farmers Market	Planning, Town Council	Ongoing
Ensure the Town Code promotes an optimal mix of businesses in the historic core	Planning, Planning Commission, Town Council	Ongoing
Consider the formation of an Eat Smart Move More Group for Jasper County	Planning, SCDHEC, Beaufort Jasper Comprehensive Health Services	Short
Assist in marketing and recruitment for the Downtown Farmer's Market, including programming of arts and entertainment	Planning, Clemson Extension, Jasper County	Ongoing
Promote Ridgeland as a location on the SC Barbecue Trail and a top regional destination for southern culinary traditions	Planning, Chamber of Commerce	Short
Assist in marketing and recruitment for the commercial kitchen incubator at the Morris Center	Planning, Chamber of Commerce, Morris Center	Short
Objective: Develop marketing for historical and cultural activities		

Use the town website to direct both visitors and residents to historical resource and special events	Planning	Ongoing
Continue to coordinate with regional tourism organizations.	Planning, Lowcountry Tourism Institute, Lowcountry Tourism Commission	Ongoing
Ensure the town wayfinding signage directs visitors to key activity centers.	Planning	Short
Objective: Expand opportunities for outdoor recreation in and around the Town		
Develop and market existing assets such as the Honey Hill Battle Site and the Salzburg Landing	Planning	Mid
Explore the development and promotion of light impact recreational opportunities which require relatively small upfront costs for participants as well as planners.	Planning, Lowcountry Tourism Institute	Short

7 Transportation

7.1 Introduction

Throughout its history, the Town of Ridgeland has been shaped by its location on key regional transportation networks, beginning with the completion of the Charleston and Savannah Railway in 1860. In the second quarter of the 20th century, the US-17 propelled commercial development in the Town, as businesses emerged to serve coastal tourism. While railroads and US routes remain vitally important, Interstate 95 has become the most critical piece of infrastructure serving the efficient movement of people and goods throughout the Lowcountry and beyond. With its three exits on I-95, and the ongoing improvements to the Ridgeland Airport, the Town is well poised to leverage these logistical advantages. Growth opportunities present challenges as well to insure that future development takes into account the impacts on all categories of road users, and that existing infrastructure is adequately designed to accommodate demand.

The Town is fortunate as well to have a well-developed street grid and walkable built environment which has become largely extinct in communities that have become primarily focused on developing regional corridors. This traditional street design is an essential component of the Town's character, and presents a tremendous opportunity to build on existing strengths.

7.2 Network Performance

7.2.1 Traffic Counts

Each year SCDOT traffic counts are presented in the form of Average Annual Daily Traffic (AADT), or the average amount of cars that travel the major roads on any given day. These numbers are best viewed over multiple years to judge long term trends in traffic patterns. It is critical to note that these counts will be subject to seasonal fluctuations, particularly in the spring and summer months as driven by coastal tourism.

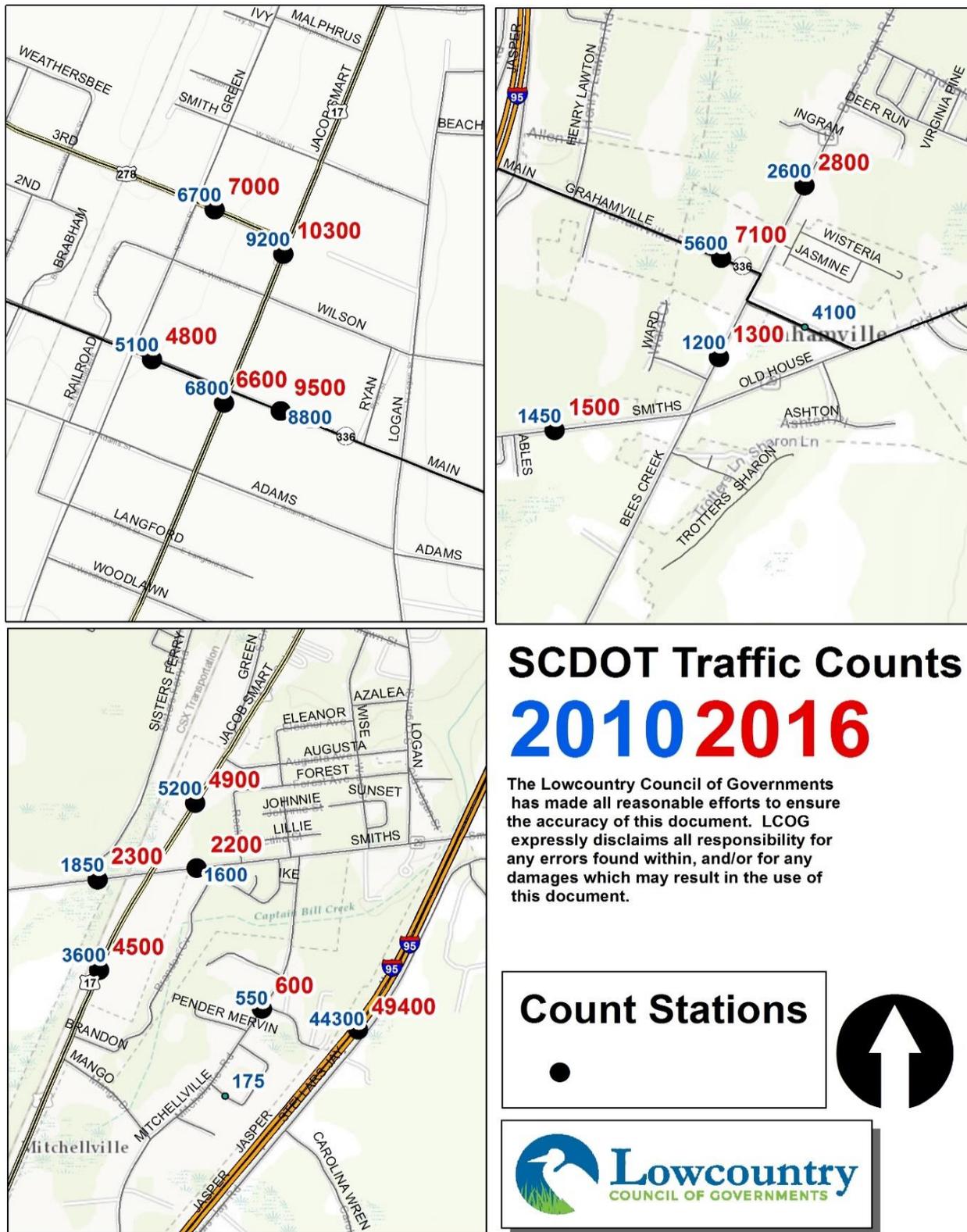
Looking at the counts at key points in the road network, one will note substantial increases on key arterials throughout the Town including US-17, SC-336, US-278, and I-95. Some of these increases may be accounted for by motorists navigating around bridge construction on SC-462.

7.2.2 Volume to Capacity

The LCOG along with regional partners assist in the development of the Lowcountry Regional Model, a travel demand model that allows users to account for and predict roadway performance. A key indicator in the Lowcountry model is volume to capacity (V/C). The V/C ratio displays the flow of traffic as a ratio of existing volume over the intended capacity of the road. Roads with a volume to capacity ratio of one or above are considered congested. Congestion mitigation is a key aspect of transportation planning, and this variable is essential in programming future road improvements.

The Lowcountry Model allows for projections of future traffic demand, which takes into account likely population and employment growth at the local level. These projections allow planners to predict what future improvements may be needed, as opposed to responding only to existing conditions.

Figure 7-1: SCDOT Traffic Counts 2010/2016



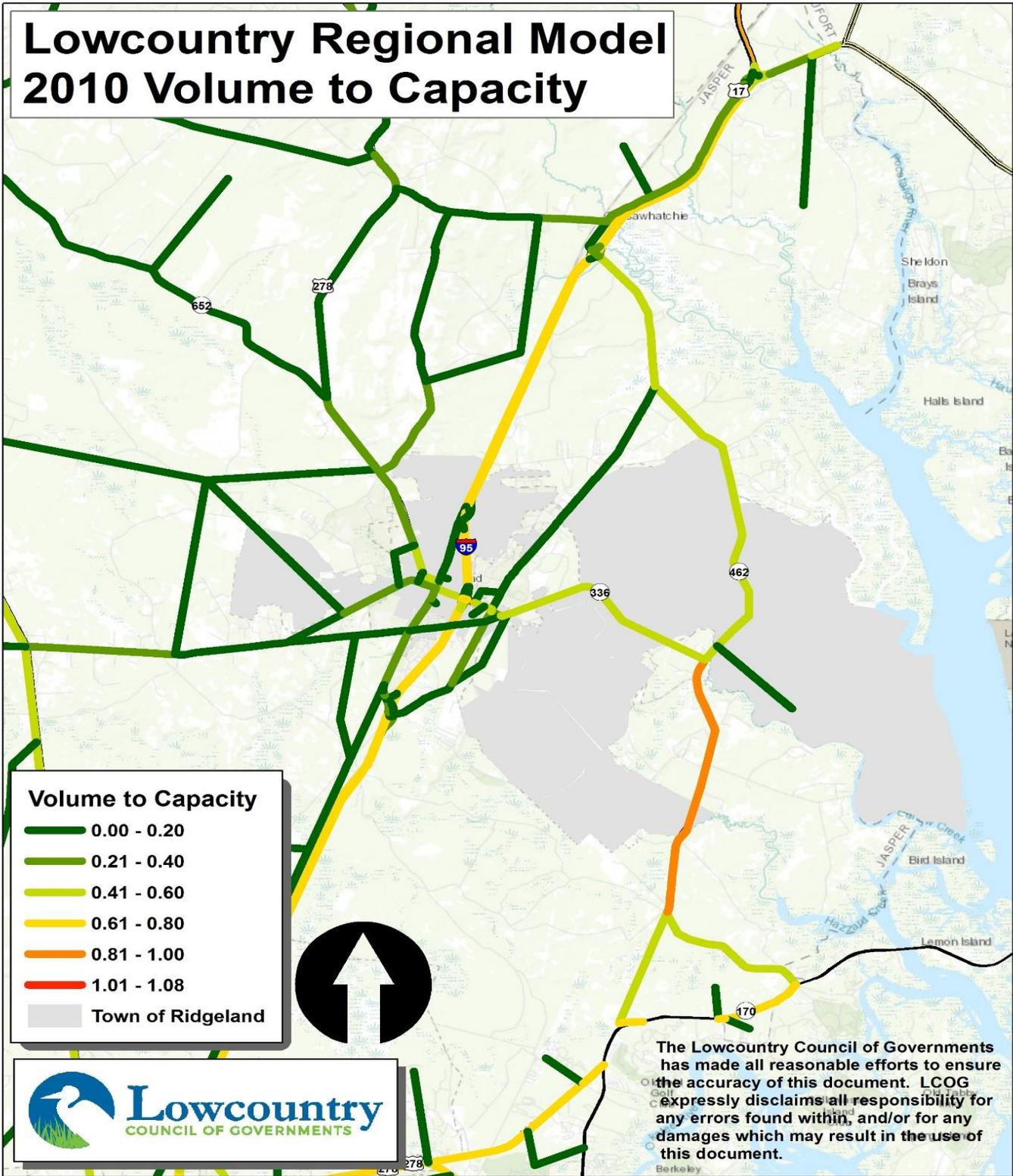
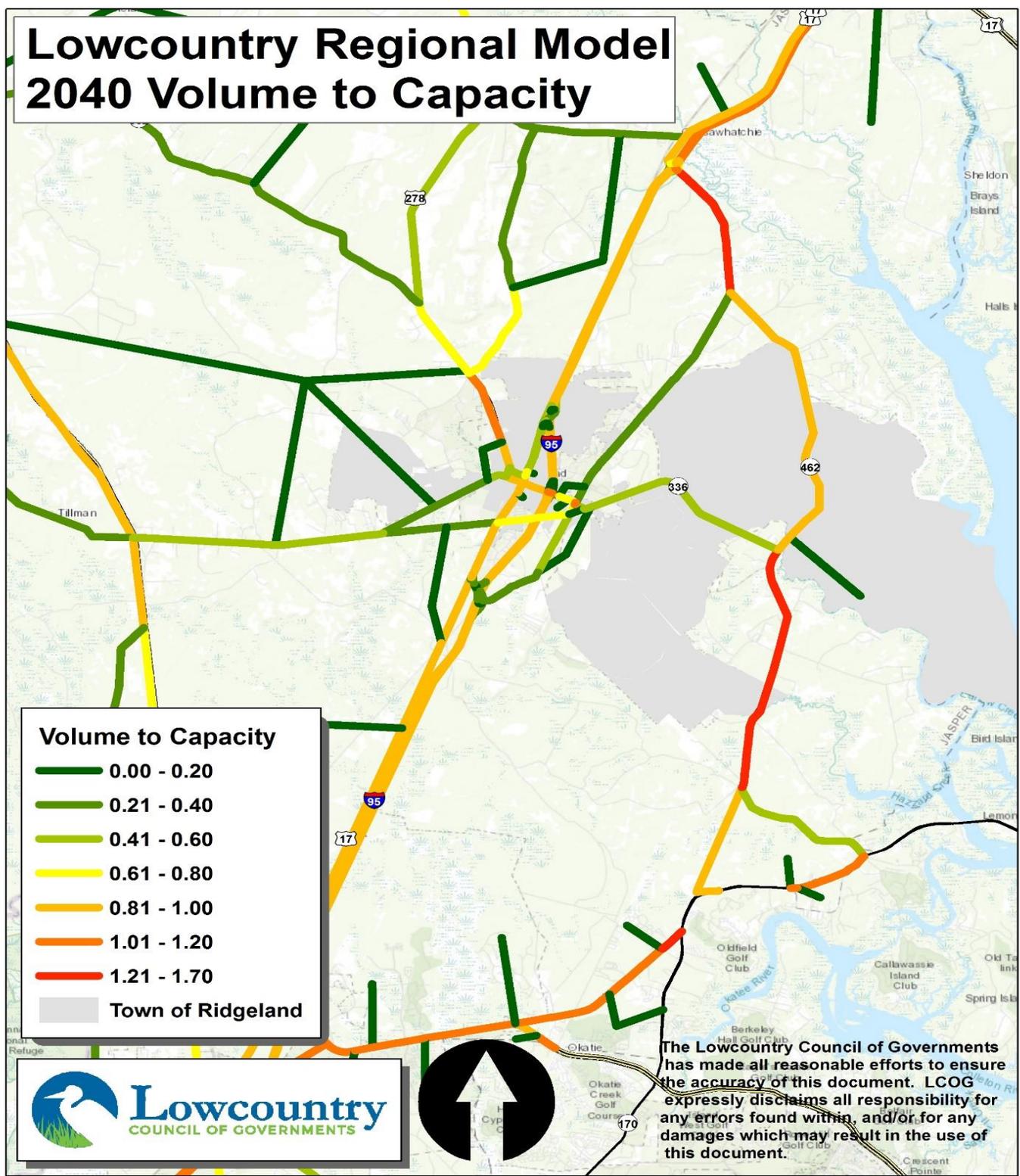


Figure 7-2: Lowcountry Regional Model Volume to Capacity 2010

Figure 7-3: Lowcountry Regional Model Volume to Capacity 2040



Referring to the preceding volume to capacity maps, the Lowcountry regional Model does not indicate that traffic congestion is an immediate concern for the Town. However, one segment of SC-462 does appear to be at, or approaching capacity south of SC 336. Projected to 2040, SC 462 becomes increasingly congested, along with segments of US-278 and SC-336. Issues of future congestion may present challenges to development in the Town, as these three are key arterials for commuting and regional freight traffic. SC-462 is an important parallel to US-278 through Beaufort and Jasper County, and future improvements along the 278 corridor through Hardeeville may alleviate congestion on SC-462. US-278 through the Town of Ridgeland is fundamentally important as it serves a variety of key destinations including schools, industry, and the airport. With funding for capacity improvements such as additional lanes becoming increasing scarce, creative solutions to ensure existing roadways operate at maximum efficiency are required.

7.2.3 Safety

Along with efficient movement of traffic, safety is for all roadway users is a key factor that drives transportation planning. With new rulemaking for performance driven planning from federal authorities, and the State's current status as number one in the nation for traffic fatalities, concerns over traffic safety are at the forefront of programming future road improvements. Fortunately, many of the types of road improvements that enhance safety also enhance operational efficiency so there are opportunities for multi-variable benefits when determining safety projects.

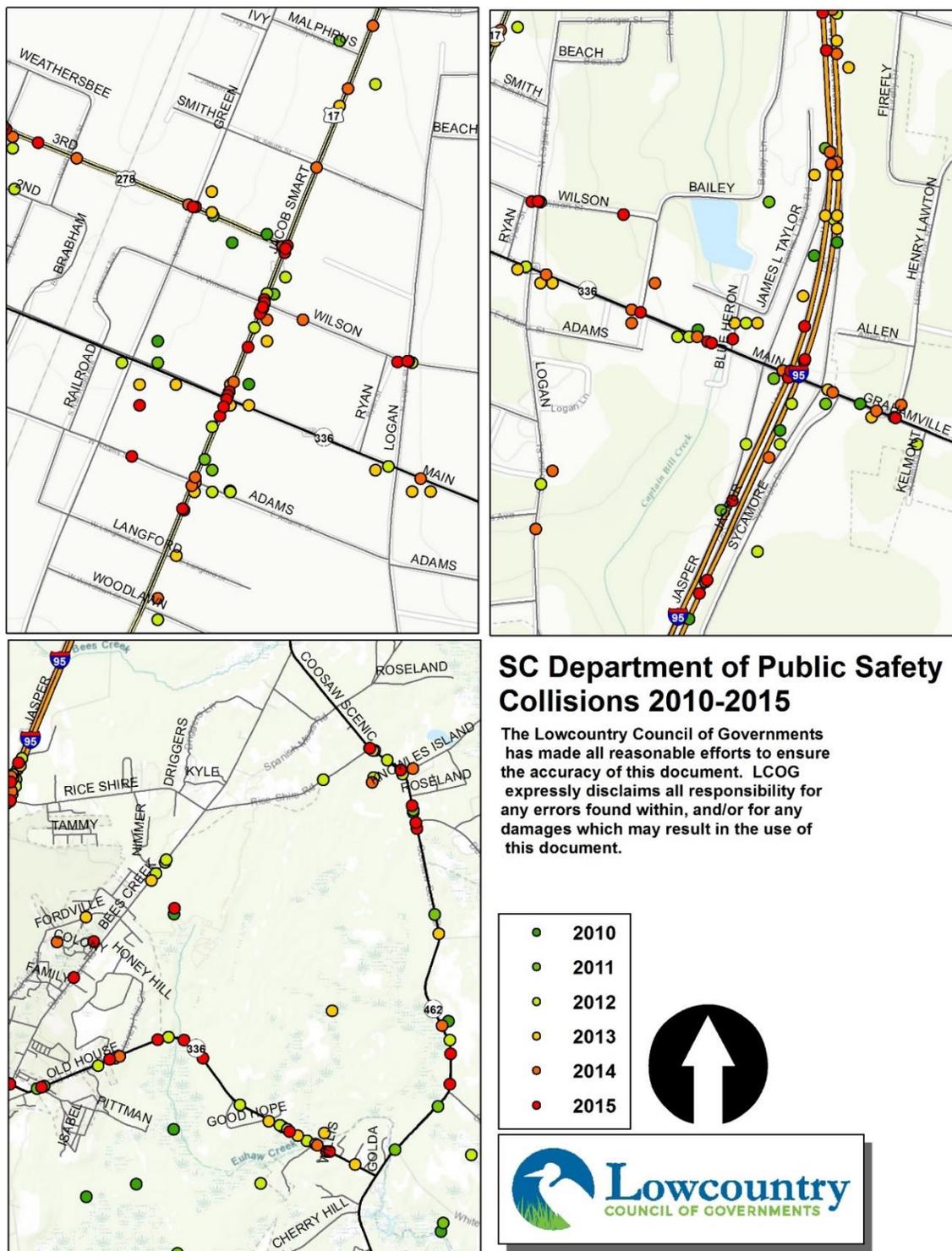
The South Carolina Department of Public Safety provides data on the location of collisions which are mapped by LCOG to identify problem areas. The following map demonstrates collisions over a five year period in and around the Town. From the map it can be noted that the intersection of US-17 and SC-336 demonstrates a moderate cluster of collisions, and it ranks 4th highest for total collisions for intersections throughout the LCOG rural planning area (excluding Beaufort, HHI, Bluffton, Hardeeville, Port Royal). However, according to the SCDOT data below, it fares better than others in terms of crash rate and severity.

Table 7-1: Collisions 2010-2015

County	Street Name	Route Number	Intersecting Route	Crash Rate	Crash Severity	AADT	Total Crashes	Total Injuries	Total Fatalities
Colleton	Bells/N Jeffries	15	SC 64	1.71	2.745	24350	76	23	0
Colleton	Robertson and Wichman	17	SC 64	1.374	2.572	15550	39	17	0
Colleton	Robertson and Bells	64	SC 64 BUS	1.036	1.527	20100	38	9	0
Jasper	East Main/N Jacob Smart Blvd	17	SC 336	1.226	1.746	14750	33	7	0
Colleton	Bells/Walmart	64	S- 717	3.638	5.384	3766	25	6	0
Jasper	Smiths Crossing/278	17	S- 29	1.692	2.659	6800	21	6	0
Colleton	North Jeffries/Dandridge	15	S- 216	1.123	1.764	10250	21	6	0
Colleton	Charleston Hwy/ Ace Basin Pkwy	17	SC 64	0.884	1.591	12400	20	8	0
Colleton	Sniders Hwy	63	S- 600	1.118	1.942	9310	19	7	0
Colleton	Bells/Forest Circle	64	S- 204	0.88	1.622	11825	19	8	0
Jasper	17/Yemassee Rd.	17	S- 276	1.096	1.461	9000	18	3	0
Colleton	Jeffries/Mighty Cougar	15	S- 754	0.913	1.522	10800	18	6	0
Colleton	Jeffries/Augusta	15	SC 61	1.941	3.311	4800	17	6	0
Colleton	Jeffries/Industrial	15	S- 459	1.259	3.554	7400	17	10	1
Beaufort	Sea Island Pkwy/ Dr. Martin Luther King	21	S- 45	0.714	1.134	13050	17	5	0

Source: SC Department of Public Safety

Figure 7-4: SC Department of Public Safety Collisions 2010-2015



7.3 Bicycle and Pedestrian Networks

The development of a safe and equitable multimodal transportation network depends on considering the needs of all users of the roadway. Furthermore, when considering the needs of cyclists and pedestrians, age, skills, and abilities must also be taken into account. There is a growing recognition in the field of town planning of the role that land use and transportation play in public health. Taking this factor into account, the provision of infrastructure for active transportation is considered by many to be a public health imperative in tackling chronic conditions such as heart disease and diabetes, in addition to a basic requirement for providing for those who are unable to rely on an automobile for their daily travel.

7.3.1 Pedestrian Infrastructure

The Town has a robust network of sidewalks which connect pedestrians to the vast majority of key residential and activity centers. Strategic growth of this network is a priority for the town, with active SCDOT projects for the provision of sidewalks in the area of US-17 north. One growth area identified in this planning process is the addition of safe pedestrian crossings at high volume intersections, in addition to the maintenance and enhancement of existing crossings. Potential candidates for additions and improvements include the intersection of Main Street and Jacob Smart Boulevard and the intersection of Main Street and Logan Street.

Figure 7-5: Sidewalk Network



7.3.2 Bicycle Infrastructure

One area of growth for the Town is in the provision of infrastructure for cyclists, whereas no streets in the Town limits contain bike lanes or paths designated for their use. This is a missed opportunity for the provision of recreational activities, with cycling ranking as the number 3 outdoor recreational activity in the United States. Retrofitting existing streets to incorporate bicycle infrastructure can be a challenge,

but a current advantage the Town has in this regard is ample right-of-way on key arterials. However, there is an opportunity cost that must be considered as other amenities such as on street parking or sidewalk width may be sacrificed to accommodate cyclists.

The discussion of bicycle facilities is closely tied to the skill level of the user, with greater protection needed for children or more casual recreationalists. Starting with the most advanced users, roadway improvements that integrate cyclists with motorists within the lane are lower cost measures that can be achieved without significant reengineering of the roadway.

Shared Lane Markings (Sharrows)- Pavement markings on travel lanes to indicate shared space for both bicycles and motor vehicles. These improve motorist awareness of the presence of cyclists, and give cyclists clear instructions on the space in which they should operate.

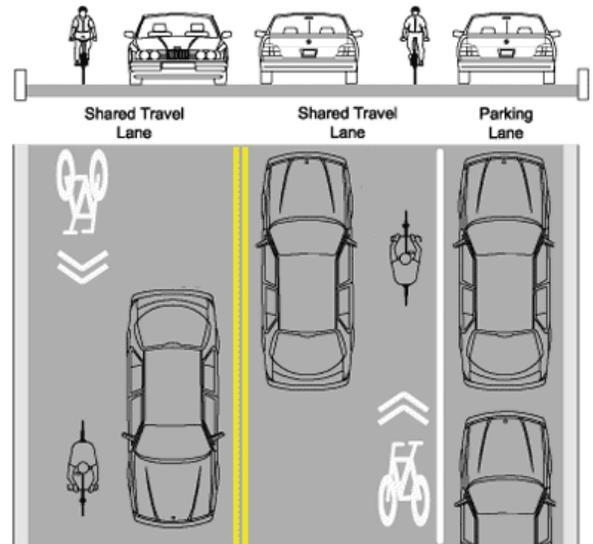
Bicycle Boulevard- Bicycle boulevards are existing streets with low traffic speed and volumes which are designated as bicycle routes. Bicycles are given priority on the road through pavement markings and signage as well as traffic calming measures to manage vehicle traffic.

Wide Outside Lane-Typically a 14' width for the outside lane provides extra space for cyclists.

Paved Shoulder- A four to five ft. paved strip outside the typical travel lane with separating stripe.



Striped Bike Lane-Exclusive use area for cyclists which is adjacent to the outside travel lane. Typically four to five ft. in width, extra protection can be provided by adding



a striped buffer between the bike and travel lane.

Multi Use Path- The most protected from traffic and therefore the most accessible to users of all skill levels. The path can either be adjacent to and set back from the road (side-path), or located in open space (greenway). The path accommodates traffic in both directions with room for passing for cyclists and other non-motorized users.



7.4 Freight Transportation

Ensuring the efficient movement of freight is a key consideration as the Town plans to grow and diversify its economic base. As discussed previously, the Town is well positioned in terms of its location to capture industries that rely on logistical advantages. In addition to enhancing these transportation network connections to facilitate freight movement, the responsibility remains also to ensure that freight movement does not negatively impact network performance in terms of safety and congestion.

7.4.1 Truck Freight

Truck freight is the dominant mode nationwide and currently carries roughly eighty percent of the overall tonnage and value of all shipments in South Carolina.

Cypress Ridge

The primary freight generator in the Ridgeland area is the Cypress Ridge Industrial park located on US-278. The concern exists that truck traffic coming through Town southbound from US-278, is presenting safety concerns on US-17 as it proceeds to exit 21. Town staff may consider coordinating with these firms to identify alternative routes for trucks that move them toward Exit 22.

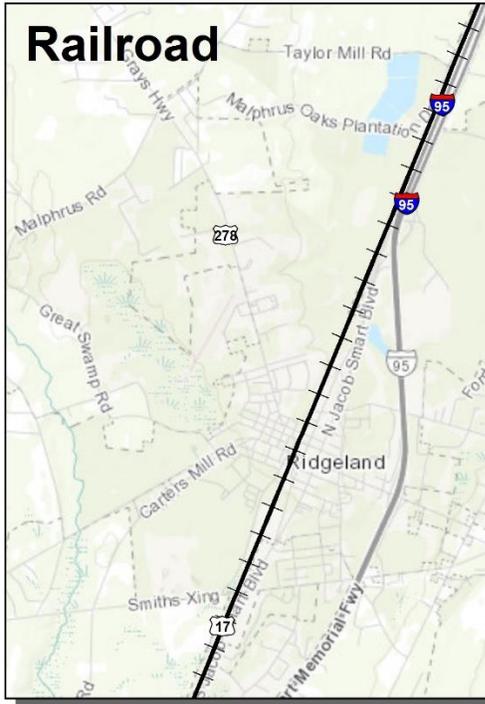
Exit 22

Exit 22 presents a significant opportunity for future industrial development with the presence of large tracts of developable land designated for industrial use. However, one existing impediment is that the on-ramp from US-17 south to I-95 only accommodates north bound traffic. Taking this factor into account, trucks departing an industrial development at the Moultrie Tract would be required to make a u-turn to enter I-95 south bound. The Lowcountry Council of Governments Planning Department is planning to solicit an engineering study to examine potential operational improvements to interchanges throughout the Lowcountry, and potential solutions related to the turning movements at Exit-22 will be explored.

7.4.2 Rail Freight

Rail access has been a definitive aspect of the Town since its inception, and presently the Town is closely connected to this infrastructure. Railroads present an opportunity and a challenge in land use planning to ensure that nearby uses are compatible and/or adequately buffered. The railroad currently does not connect to any industrially zoned parcels.

Figure 7-6: Railroad Infrastructure



7.4.3 Aviation

In 2017, construction began on enhancements to the Ridgeland Airport, expanding the runway from 2692 to 4200 feet and realigning so that aircraft approach and descent does not conflict with nearby critical facilities. A new 6000 sq ft. terminal building is being constructed. Ridgeland is likely to benefit from the expansion of this facility as it facilitates industry with executive travel and shipping.

Figure 7-7: Ridgeland Airport

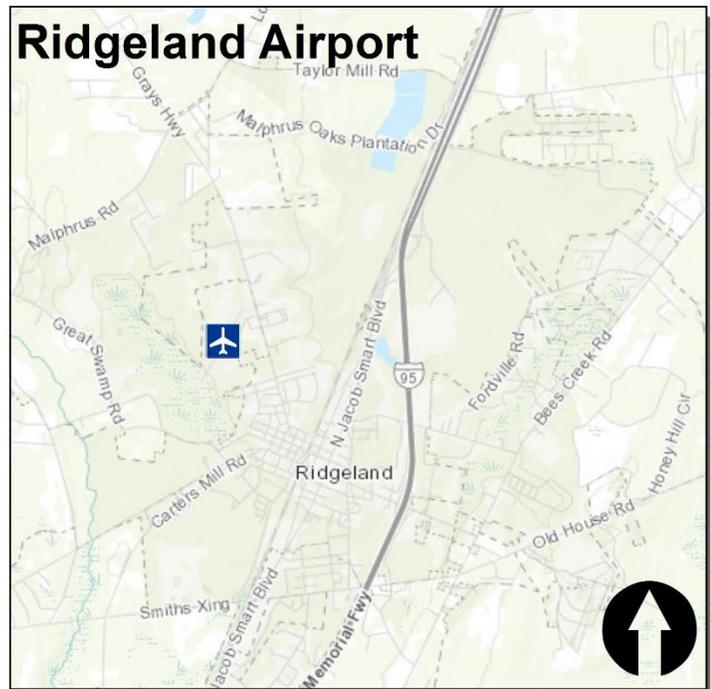
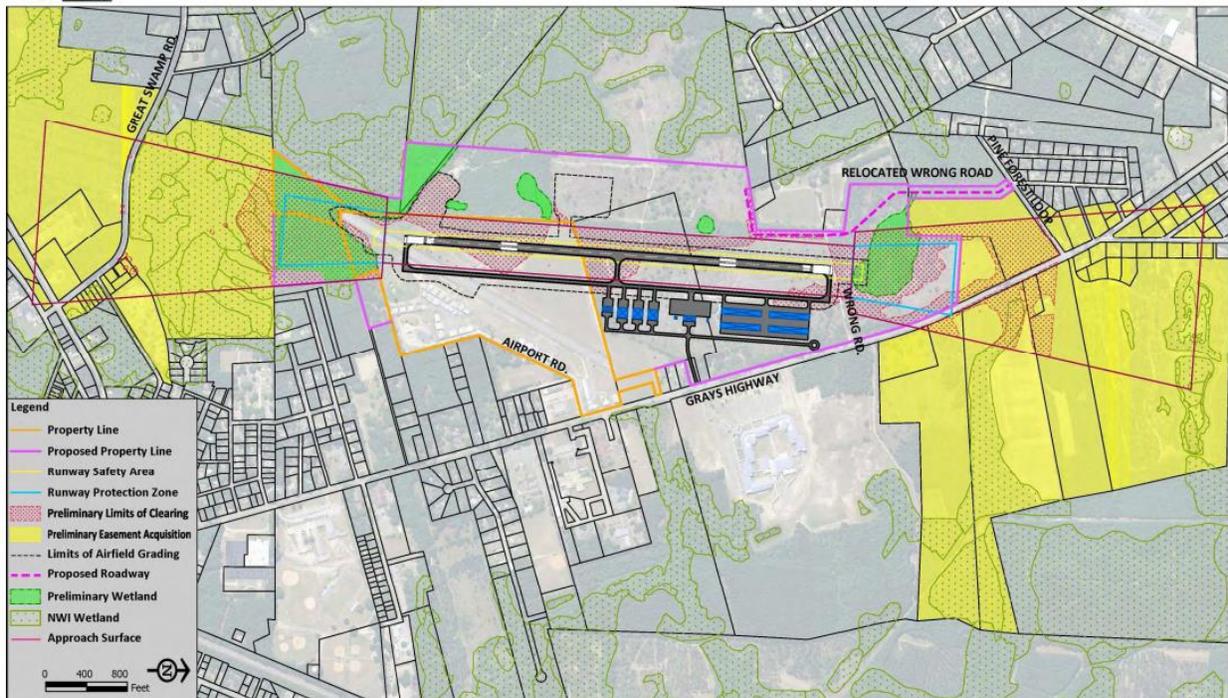


Figure 7-8: Ridgeland Airport Expansion



7.5 Public Transportation

The provision of public transportation in a primarily rural region presents many challenges in terms of the large distances required to serve a widely dispersed population. Taking this factor into account, public transportation in the Lowcountry has primarily served as a lifeline for essential human services and links to employment.

7.5.1 Lowcountry Regional Transportation Authority

The State designated public transportation provider for the Region is the Lowcountry Regional Transportation Authority which operates the Palmetto Breeze service. Ridgeland is served by one commuter route which runs between Allendale County and Hilton Head Island. Palmetto Breeze is currently assessing opportunities to expand public transit to better serve communities of the Region; Ridgeland will be one of those areas.



Figure 7-9: Palmetto Breeze Routes



7.5.2 Transit Ready Development

One way that communities can support the success of transit services, besides acting in a role of advocacy, is to encourage development at densities sufficient to support transit ridership. Furthermore, development regulations should give special attention to the design of streets, to insure that they meet the needs of transit vehicles, including school buses, so that appropriate turning radii are included throughout new developments.

Table 7-2: Transit Propensity

Transit Propensity	Household Density (households/acre)	Employment Density (jobs/acre)
Low	0-3	0-4
Medium	3-10	4-20
High	More than 10	More than 20

7.5.3 Jasper County Council on Aging (COA)

The Council on Aging operates senior centers throughout Jasper County, including one in the Town of Ridgeland located at 444 Wise Street. The center is open five days a week providing meals in a group setting as well as activities. The COA offers transportation to the center as well as in home services for those who can't travel.

7.6 Funding Transportation Improvements

7.6.1 State and Federal Funding

SCDOT manages various federally funded programs for road improvements statewide, and prioritizes improvements in the following areas:

- Safety
- Pavement Management
- Bridge Replacement
- Interstates
- Freight and Multimodal Transportation

Projects are competitive on a statewide basis according to a variety of factors including traffic volume, safety data, and existing conditions. With the recent passage of a gas tax increase, SCDOT will see a significant increase in revenue in the coming decade which will be primarily directed towards the rehabilitation of existing infrastructure as opposed to funding capacity increases or operational retrofitting.

7.6.2 Councils of Governments

In addition to contracting with SCDOT for regional transportation planning services, COG regions are provided each year with funds, or guideshare, for capital improvements on the State highway system. Recent guideshare projects programmed through the LCOG include the widening of SC -17 In Jasper

County and the widening of SC-68 in Hampton County. These projects were made possible to some extent by the receipt of an advance on yearly guideshare funds. Taking this into account, the LCOG region will not begin receiving regular guideshare payments again until 2023.

7.6.3 County Transportation Funds

Each county receives yearly funding from the State based on population, geographical area, and State road mileage. Decisions for the allocation of these “C Funds” is guided by the County Transportation Committee, and it is required that at least 25% is allocated toward projects on the State system. For the FY 2017-2018 Jasper County was apportioned \$920,000 dollars in C-Funds.

In addition to the recurring C-Funds, Jasper County recently passed an additional one percent sales tax which is expected to contribute an additional 3 million dollars per year to transportation projects in the County.

7.6.4 Local Funding

As State and federal support of local government has varied over the years, innovative solutions for funding infrastructure have emerged to provide the necessary instruments. Like public utilities, many local governments levy fees and requirements on development to help alleviate impacts to the transportation network. When assessing a major development, jurisdictions may require the completion of a traffic impact study, which would help determine what additional infrastructure is needed to manage congestion and safely incorporate new traffic. Development can be required to pay a traffic impact fee, which can be used to defray the costs of road improvements.

7.6.5 Funding for Active Transportation

The Town is currently taking advantage of State and federal programs for funding pedestrian infrastructure, such as the Transportation Alternatives Program (TAP). Other opportunities through the State include the Recreational Trails Program through SC Parks Recreation and Tourism, and the Eat Smart Move More Program through SC Department of Health and Environmental Control. Furthermore, new development in the town can be required or incentivized to provide new infrastructure through ordinance. Previous versions of the Town code included these provisions by offering density bonuses to those developments that provided connections to the sidewalk network.

7.7 Transportation Goals and Objectives

Transportation	Key Stakeholders	Timeframe
Goal: Make freight movement in the Town safe and efficient		
Objective: Explore best practices for freight planning in coordination with regional government and private industry		
Coordinate with the LCOG and SCA on freight planning and capital improvements. This includes participating in the upcoming I-95 interchange improvements assessment LCOG will be undertaking in 2018.	Planning, SCA, LCOG, Jasper County	Ongoing
Solicit input from industrial park tenants on potential road improvements or alternate truck routes	Planning, Tico, Be Green,	Short
Monitor freight traffic to and from Cypress Ridge and begin both short-range and long-range planning to accommodate increases.	Planning, LCOG, SCDOT	Short

Transportation

Goal: Ensure that transportation improvements are included in Capital Planning		
Objective: Explore and develop alternative funding mechanisms for transportation improvements		
Require new developments that will significantly increase density and intensity of land use to provide traffic impact studies	Planning	Short
Incentivize the provision of transportation facilities in new development by reducing parking requirements	Planning	Short
Establish and implement of traffic impact fees to fund transportation projects required to accommodate new development	Planning	Short
Consider the requirement for new developments to provide sidewalks on public ROW	Planning	Short
Utilize the Transportation Alternatives Program to secure funding for bicycle and pedestrian improvements	Planning	Ongoing
Goal: Ensure that transportation networks provide adequate facilities for all categories of road users		
Objective: Incorporate road performance measures into land use planning and capital programming		
Coordinate with regional transportation planning agencies for updated congestion, safety, and condition data	Planning, LCOG	Ongoing
Monitor ongoing and future SCDOT capital programming to identify potential economies of scale, intergovernmental coordination	Planning, LCOG, SCDOT	Short
Objective: Improve connectivity of bicycle and pedestrian infrastructure		
Identify gaps in existing sidewalk network and prioritize future investment	Planning	Ongoing
Ensure that existing facilities are functioning as designed	Planning, SCDOT	Short
Examine opportunities for the installation of crosswalks at key intersections	Planning, SCDOT	Ongoing
Explore opportunities for the provision of bicycle infrastructure which can serve both long and short distance riders	Planning, LCOG	Short
Objective: Ensure that public transportation is considered in policy and practice		
Coordinate with regional transportation providers on future service opportunities in the Town.	Planning, Palmetto Breeze, LCOG, Department of Commerce, Council on Aging	Mid
Ensure that future development in the Town is transit ready with appropriate accommodation for transit vehicles.	Planning	Short

8 Community Facilities

8.1 Introduction

The community facilities element of the comprehensive plan addresses the current infrastructure and community programs that are essential to the health and growth of the Town of Ridgeland. A comprehensive analysis of these elements is a critical component in the development of priorities for future investment. As part of the new Comprehensive Plan for the Town of Ridgeland, the following areas will be evaluated:

- Water and sewer supply and treatment
- Storm Water Drainage
- Solid waste collection and disposal
- Police, fire, and emergency medical services
- Government facilities
- Educational facilities and libraries
- Public Space and recreational Facilities

8.2 Water and Sewer Supply and Treatment

8.2.1 Drinking Water

The Town of Ridgeland owns and operates the municipal drinking water system supplied by two wells. The large well pumps approximately 1,250 gallons per minute and the small well pumps about 7,000 gallons per minute. There are five water tanks located throughout Ridgeland's water system. The number of water taps has increased in the area, due to the increase in development, to approximately 1,400 to 1,500 taps. The Town uses approximately 700,000 gallons of water per day.

8.2.2 Sewer

The Town's Wastewater Treatment Plant is located on Preacher Street and fifteen pump stations are located within the Town. The plant has permitted capacity to treat up to 800,000 gallons per day (gpd) of effluent (liquid waste). The Town is currently using about 625,000 gpd, which is close to capacity. The Town is currently working with engineers on an expansion of this plant in order to treat the increased sewer flows that the area will see with its increased growth. DHEC requires that the plant initiate plans to expand because it is only allowed to reach an eighty percent capacity level. The Town will charge developers capacity fees to pay for the increased capital requirements to build new sewer treatment capacity.

Figure 8.1: Water and Sewer Lines

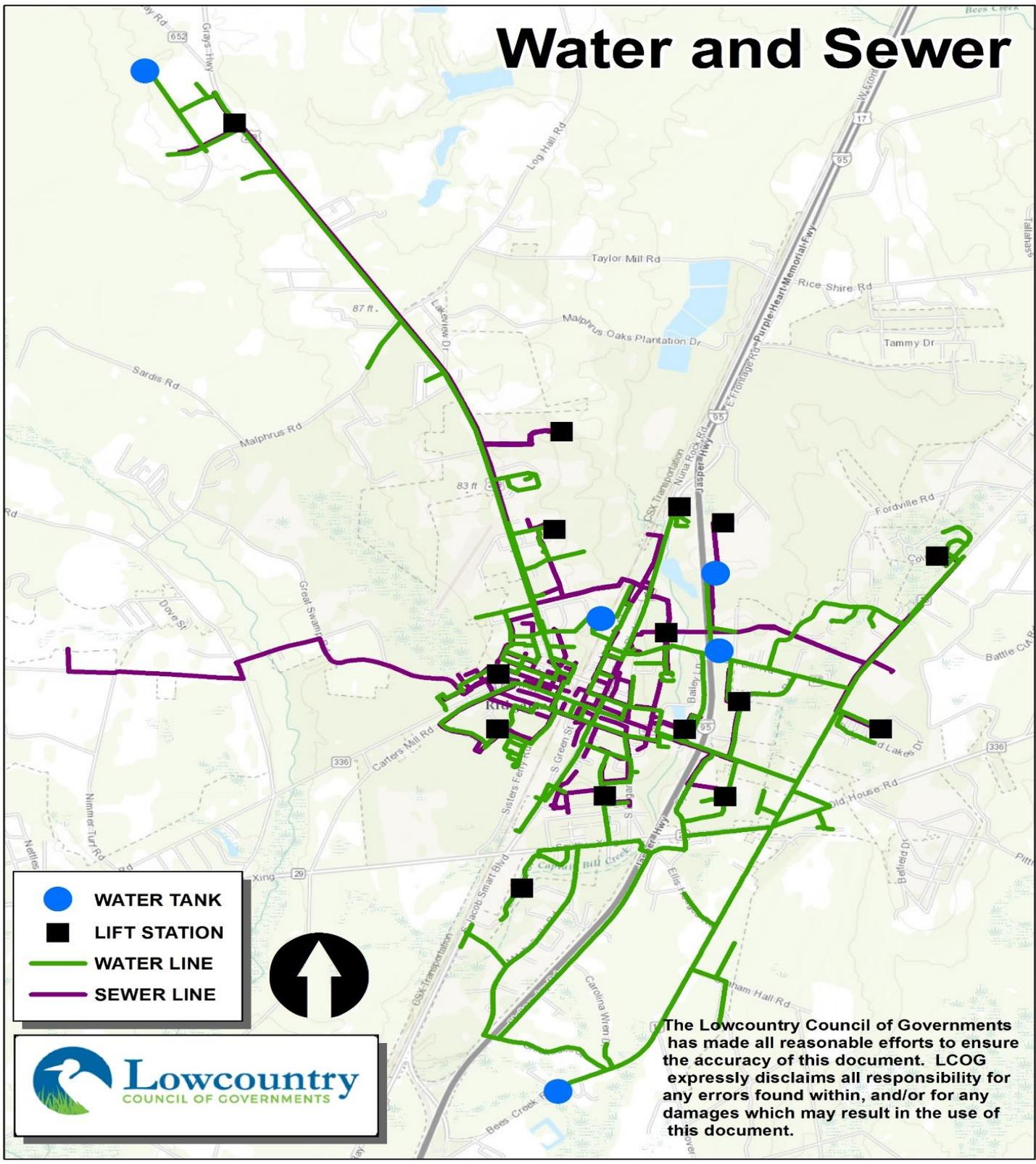


Figure 8-1: Water and Sewer Infrastructure

8.2.3 Stormwater

Currently all storm water systems for the Town are operated by SCDOT. Recently concerns over stormwater have grown for the Town, as many low lying areas have become subject to repeated flooding following storm events. Furthermore, stormwater runoff has caused challenges for the sewer system; infiltration into sanitary sewer lines causes the treatment plant to be unable to handle its rated capacity of sanitary sewerage at this time. Taking this factor into account, the Town is beginning an assessment of sewer lines to identify points of infiltration and schedule repairs.

In the longer term, planning is needed to assess drainage issues on a regional scale, and direct resources towards reducing the vulnerability of the Town to flood impacts. The Town has codes which limit the amount of impervious surface of developed properties which is fundamentally important to reducing the volume of stormwater by allowing water to seep naturally into the soil. These codes may be revisited as the concern over stormwater will continue, if not escalate in the future. Jasper County adopted a stormwater design manual as part of efforts to reduce non-point source pollution, and the Town should consider adopting this manual, or incorporating these standards into development code.

8.3 Solid Waste

The Town of Ridgeland offers curbside trash collection and recycling, and as of 2017 it has opened solicitations to secure a new service provider. The new terms of service would include 52 days a year for the collection of yard waste. Ridgeland residents may utilize any of six Jasper County convenience centers for the disposal of bulk waste and recycling. There is a county convenience center located in Ridgeland that is entirely paved with concrete pads for bins and equipment, and is fenced and landscaped. Sites are open from 7 a.m. to 7 p.m., seven days a week. The sites accept household solid waste for disposal as well as aluminum, plastic, glass, newspaper, cardboard, scrap metal, yard waste, batteries, used oil, anti-freeze, hydraulic fluids, and tires for recycling.

8.4 Emergency Services

8.4.1 Police

The Ridgeland Police Department is located at 11323 N. Jacob Smart Boulevard, and operates with a staff of thirteen including four command and seven traffic enforcement/patrol officers. With current level of staffing, this provides the Town with one traffic and one patrol officer on duty at all times.

In 2016, the department moved from its previous location at Town Hall to the newly renovated former SCE&G building. The move presented a significant upgrade in facilities for the department as it expanded from 1900 sq. ft. of space to roughly 5700 sq. ft. with dedicated conference, training, and evidence storage facilities. The renovation was completed with funding from civil asset forfeiture.

8.4.2 Fire

The Ridgeland Fire Department is located in the downtown at 49 S. Railroad Ave. The Department is comprised of eleven paid staff including two administrators, a captain and chief, three shift lieutenants, three senior firefighters, and three drivers. The service area for the department includes the Town limits plus five miles beyond. The Department currently operates with five trucks, with water capacity ranging from 500 to 2000 gallons.

The department is looking toward the future in terms of needed and growth and capital improvements, one being the expansion of the current headquarters, constructed in 1980, to comply with modern building standards and requirements. The Town broke ground in 2017 on the additions to the existing

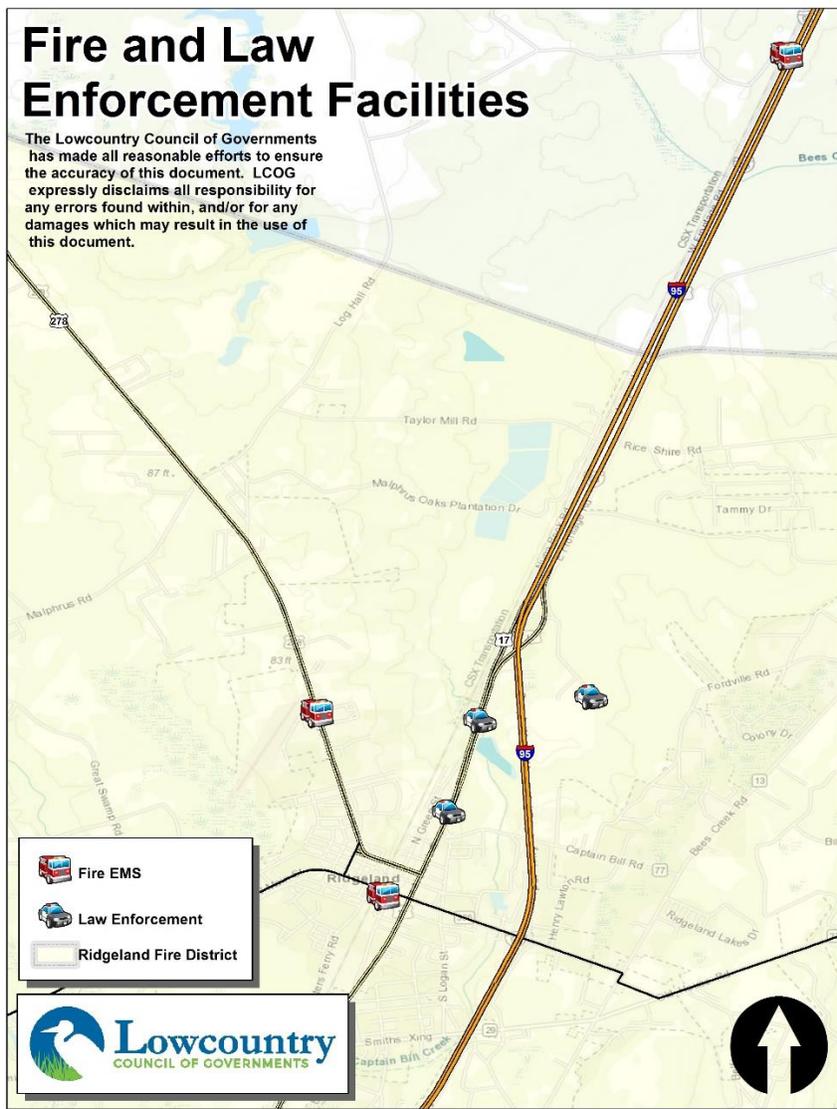
facility on Railroad Avenue, as well as renovations to the existing structure. Construction is expected to be complete by the middle of 2018.

In addition to upgraded facilities, the department is targeting additional capital improvements in the replacement of life safety equipment and trucks that are reaching the end of their lifespan. For example, two of the 5 trucks operated by the department were manufactured in 1986 and 1987.

8.4.3 Emergency Medical Services

Jasper County EMS serves the Town of Ridgeland with first response services. The County EMS has one station located at 1509 Gray's Highway that serves the northern part of the county which includes the Town of Ridgeland.

Figure 8-2: Fire and Law Enforcement Facilities



8.5 Educational Facilities

8.5.1 K-12

8.5.1.1 Jasper County School District

Jasper County is served by a single school district with schools located in both Hardeeville and Ridgeland and approximately 2,800 students. The district faces many challenges as it falls below the State according to many standard metrics of educational achievement. A continuing record of substandard performance assessments by the State and Federal government have led to organizational and administrative changes with a new superintendent in 2016, with all district principles reporting directly. All financial offices now report to the CFO, and a new Chief Academic Officer oversees performance goals.

School performance is a complex function of social, institutional, and economic factors, characterized by incremental change, and can be viewed as an indicator as well as a predictor of overall community health. Part of the district's challenges can be attributed to a vast majority, 83%, of students falling below the poverty rate. Segregation of schools in the district is evident whereas African Americans make up 43% of the population of Jasper County, they comprise 60% of district enrollment with Hispanic at 26% and white at 13% of enrollment. By contrast, at the nearby Thomas Heyward Academy, students of color comprise less than 12% of enrollment. In a holistic approach to community development, educational institutions cannot be viewed as isolated from economic development, public engagement and commitment, and public health.

8.5.1.1.1 Ridgeland Elementary

Ridgeland Elementary is collocated with the Ridgeland Hardeeville High School at 250 Jaguar Trail, right off of US-278 North. The facility opened in the fall of 2007 and has an enrollment of over 900 students in Pre-K through 5th grade.

8.5.1.1.2 Hardeeville Ridgeland Middle School

Located at 150 Hurricane Alley in Hardeeville, the middle school serves grades 6-8 for both municipalities with an enrollment of approximately 580. The school has adopted the "Leader in Me" framework, based on the "7 Habits of Highly Effective People" by Stephen Covey, emphasizing self-empowerment, personal responsibility, and empathy among other qualities. The school has four academies including convergent media, creative arts, sports and fitness, and STEM. In 2015 each 6th grader was provided with a laptop, and the following year, each 7th grader. Students have the opportunity to begin receiving high school credits for courses in math, English, Spanish, and multimedia.

8.5.1.1.3 Ridgeland Hardeeville High School

Collocated with Ridgeland Elementary, the Ridgeland Hardeeville High School serves approximately 700 students in grades 9-12. The high school continues to strengthen instructional opportunities with the addition of new advanced placement courses, dual credits with the Technical College of the Lowcountry, and Work Keys Certifications among many others. Each student is designated with two advisors to monitor academic progress and career goals. Teachers at the high school are provided with significant opportunities for professional development including The Business Summit, AVID Summer Institute, Literacy Workshops, Data Analysis, STAR Reading and Math, Formative Assessment, Teaching Students of Poverty, and CERRA Mentor Training among others.

8.5.1.1.4 Beaufort Jasper Academy of Career Excellence

Created in 1976, the Beaufort Jasper Academy for Career Excellence (ACE) serves Beaufort and Jasper County high school students with career oriented training in programs such as Automotive Technology, Construction, Culinary Arts, Welding, and Cosmetology in addition to a number of other trades. The future of the school is uncertain as Beaufort County has determined that it will be more effective for its students if the School District provides such programs within its own high schools. Awaiting those changes, the Beaufort County School Board voted to extend their contract with the school until 2019, at which point the operation of the facility will again be subject to review.

8.5.1.2 Thomas Heyward Academy

Named for the signatory to the declaration of independence, Thomas Heyward Academy is a private K-12 institution located at 1727 Malphrus Road in the Town of Ridgeland, and maintains an enrollment of approximately 300 students. In addition to a comprehensive program of academics, visual and performing arts, athletics, and community service are all emphasized to provide a holistic framework for character development. With high standards for achievement, in 2017 the school reported that 100% percent of graduating seniors had received college admission.

8.5.1.3 Polaris Tech

Polaris Tech is a new college and career-focused technical charter school which will serve approximately 200-400 middle and high school students in a new 35,000 square ft. facility at the former Ridgeland Hospital site near the Jasper County Airport. The school was approved by the South Carolina Public Charter School District in 2017, and the school expects to open in 2018. It will have six focus areas: aerospace, information technology, business management, health sciences, mechatronics and logistics.



8.5.2 Post Secondary Education

8.5.2.1 Technical College of the Lowcountry

With a variety of options for Associates Degrees, diplomas, and certificates, the Technical College of the Lowcountry provides programs for candidates seeking training for employment, continuing education,

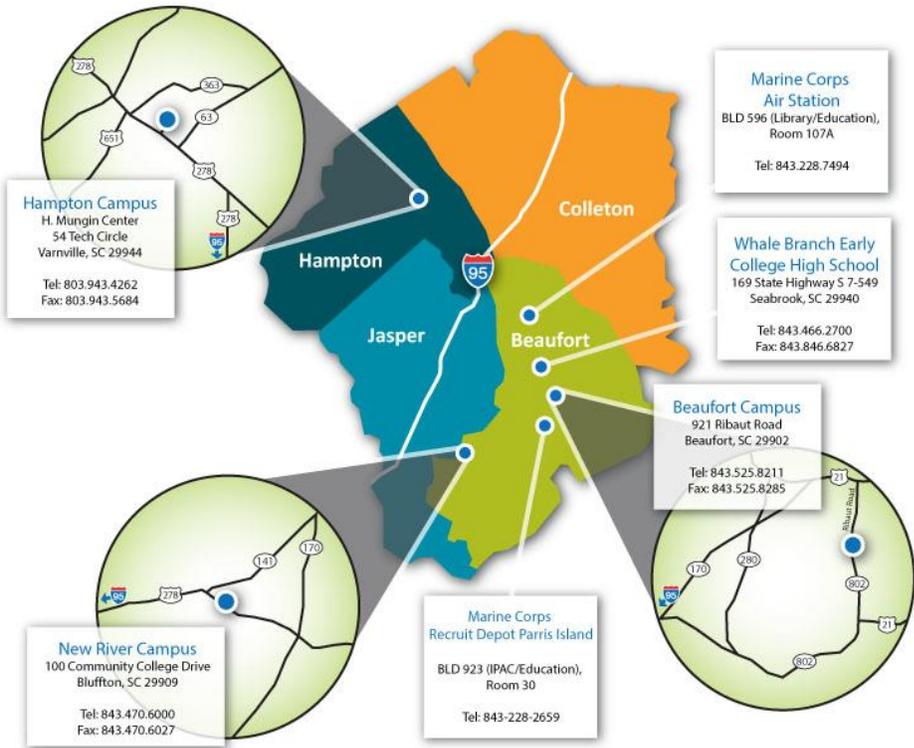
Community Facilities

or those pursuing general studies to apply later at a four year institution. For the fall 2016 semester TCL's enrollment stood at 2,232 with an average age of 27. The region is served by three main campus in Beaufort, Bluffton, and Varnville providing convenient access to residents across the Lowcountry. Academics at TCL is divided into eight pathways including:

- **Arts and Humanities**
- **Building and Industrial Technology**
- **Business**
- **Computers and Electronics**
- **Education**
- **Health Sciences**
- **Public and Professional Services**
- **Science and Mathematics**

TCL has partnered successfully with local school districts, including Jasper County to offer dual credit for high school students. This program allows high school students to earn college credit tuition free, and offers a glimpse into collegiate level academics.

Figure 8-3: TCL Campuses



8.5.2.2 University of South Carolina at Beaufort

With campuses located in Bluffton, Beaufort, and one coming to Hilton Head in 2018, USCB offers a variety of opportunities for Lowcountry residents pursuing a four year degree while retaining the

comforts of home and intimate, small campus atmosphere. USCB is divided into three schools: Humanities and Social Sciences, Science and Mathematics, and the professions. Ten academic departments include:

- Business Administration
- Education
- English, Theater, and Liberal Studies
- Hospitality Management
- Fine Arts
- Humanities
- Mathematics and Computational Science
- Natural Sciences
- Nursing and Health Professions
- Social Sciences

In 2016 the University reached its enrollment goal of 2000 students, and was named the fifth fastest growing public undergraduate university in the US. The new campus coming to Hilton Head in 2018, promises even greater opportunities for growth with the establishment of cutting edge facilities dedicated to hospitality and tourism.

8.5.3 Cultural and Learning Centers

8.5.3.1 *Pratt Memorial Library*

Part of the Allendale, Hampton, Jasper Regional Library System, Pratt Memorial Library is located at 451 Wilson Street adjacent to Turpin Park. The library is open Monday through Friday and features content and programming for all ages and abilities. The Pratt Library is distinguished for its collection of rare books and documents relating to Lowcountry history. Originally funded by the Works Progress Administration in 1941, AHJ operates a mobile library, or Bookmobile, which is housed at the Pratt Memorial Library.



8.5.3.2 Morris Center For Lowcountry Heritage

Located in a fully restored 1930's Sinclair gas station, the Morris Center for Lowcountry Heritage is a museum and learning facility containing exhibits based on Lowcountry history, particularly that which relates to historic battles in the Civil and Revolutionary wars and the contribution of Lowcountry veterans to foreign conflicts. The Morris Center develops programs for school groups included self-guided tours and lessons based on The Honey Hill Battle, Lowcountry Culinary Traditions, Mitchellville and the Reconstruction, and the history of transportation in the Lowcountry. Opportunities for adult learning at the center include yoga classes, craft workshops, culinary programs, as well as historical lecturers.

8.6 Public Health

8.6.1 Hospitals and Acute Care

8.6.1.1 Coastal Carolina Hospital

Located right off Exit 8 in Hardeeville, Coastal Carolina Hospital is a 35 bed general medical and surgical hospital offering acute care. In addition to an emergency room, the hospital offers OBGYN, a stroke center, MRI, and ICU.

8.6.1.2 Hampton Regional Medical Center

Located 30 minutes away in the Town of Varnville, Hampton Medical Center is a 32 bed inpatient facility and an affiliate of Roper St. Francis Healthcare in Charleston. The hospital features an emergency room and houses a range of health professionals specializing in internal medicine, cardiology, orthopedics, general surgery, ophthalmology, podiatry and neurology.

8.6.1.3 Beaufort Memorial Hospital

Beaufort Memorial Hospital is a 197 bed acute care facility located in the City of Beaufort, roughly 40 minutes drive from the Town of Ridgeland. The largest medical center between Savannah and Charleston, the facility offers a broad spectrum of services including imaging, mental health, joint replacement and physical therapy, memory care, and a cancer center.

8.6.2 Reduced Cost Health Service

8.6.2.1 Volunteers in Medicine

In 2016 Bluffton Jasper Volunteers in Medicine opened a new clinic to serve the uninsured. The volunteer medical group identified that a large portion of patients visiting the Bluffton facility were from Jasper County and Ridgeland, and faced transportation difficulties. The clinic has been made possible with funding from Palmetto Electric Trust and the Lions Club. The clinic is open Monday through Wednesday and offers general medicine and Ophthalmology.

8.6.2.2 Beaufort Jasper Hampton Comprehensive Health Services

BJHCHS was established in 1969 with help from the federal government to address an emerging health crisis in the Lowcountry related to sanitary conditions and the lack of health care providers. Since its inception the health provider has expanded services across the Lowcountry, offering discounted services to income qualifying patients. Located at 1520 Grays Highway, the clinic in Ridgeland offers pediatric and primary care in addition to OBGYN services.

8.7 Parks and Recreation

Even without dedicated staff for parks facilities and improvements, the Town of Ridgeland maintains an impressive portfolio of recreational facilities and high quality public spaces. With opportunities to expand on existing facilities, and establish new amenities on Town owned greenfields, Ridgeland is well poised to enhance its position as a regional destination for outdoor recreation.

8.7.1 Existing Facilities

Ralph M Tuten Park

Winner of the Municipal Association of South Carolina's Economic Development Award in 2010, Ralph M. Tuten Park is a small linear park nestled among dining establishments on Main Street near Exit 21. Developed over an informal and unmaintained drainage area, the park provides an attractive hardscape with an abundance of landscaping defining the boundary. The park has two water features with sculptural elements that celebrate the wildlife of the Lowcountry.

While a highly appealing park aesthetically, practically it is worth considering the addition of elements to draw more people in and activate the space. With a few minor adjustments, such as a shade structure, additional seating, a small play sculpture, or tourism information it is not difficult to imagine greater utilization from travelers and diners.



Harold Turpin Park

Harold Turpin Park is the largest and principle outdoor recreation center for the Town, located behind the Jasper County School District building and the Pratt Memorial Library. The park features tennis courts, picnic area, splash pad, and a large playground with a wooden fort play structure. Similar to Tuten Park, artistic touches have been added throughout, especially to functional elements such as benches and gates. The park space is well programmed and there is opportunity to expand with new

Community Facilities

elements to serve additional groups of users. For example, with the assistance of a grant from SCPRT, the park will soon feature two new rock climbing walls for children.



Volunteer Park and Kleckley Field

Located just off US-278 behind the Ridgeland School District Annex is Volunteer Park which is owned by Jasper County, but some youth programs are maintained in part by contribution from the Town of Ridgeland. The park is home to five baseball fields, which also serve as soccer fields as needed.

8.7.1.1 Other Parks and Public Spaces

While less formal than either Tuten or Turpin Park, Ridgeland maintains a variety of spaces that provide areas for rest or recreation and enhance community character. Examples of these spaces include the small pedestrian plazas that distinguish the intersection of Main Street and North Jacob Smart Boulevard, Langford Square and the iconic town clock.

Community Facilities



Not far away is Ridge Point Square, located at the corner of Main and Railroad Ave, which features mature plantings, a gazebo, and a brick lined pedestrian path. Across the street is Gopher Tortoise Square, which features a sculpture honoring the namesake of Gopher Hill.



Veterans Memorial Park was unveiled by the Town on Veterans Day in 2011 with five black granite monuments, one for each branch of service, as well as benches honoring special commendations such as the recipients of the Purple Heart. The park is located at the intersection of Russell St and 3rd Avenue across from City Hall.



8.7.2 Youth Programs

Baseball/Softball

The Town assists in the programming of baseball at Volunteer Park in coordination with Jasper County. Programs are offered for a variety of age and skill levels.

Beaufort County YMCA

The YMCA of Beaufort County (now officially called the Beaufort Jasper YMCA) offers programs for Jasper County K-5 children during the summers, including camps at schools in Hardeeville and Ridgeland. The YMCA also offers a summer learning program for K-8 youth at these sites, and preliminary evaluation of these programs has indicated enhanced educational outcomes for participants. With the future expansion of YMCA services in Jasper County to include all segments of the population, the Town should partner in planning services and facilities.

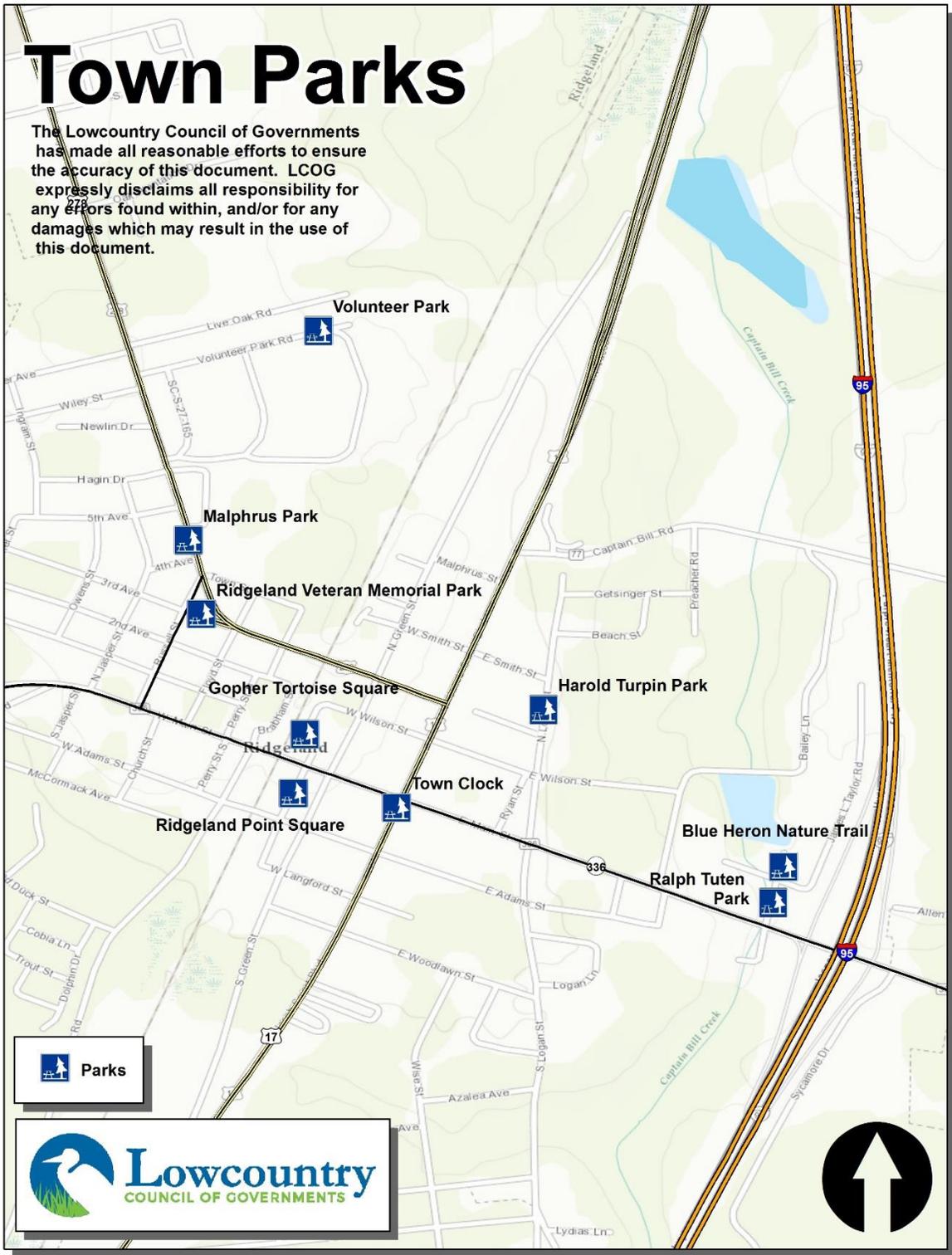
Golf

The First Tee Program arrived in fall 2017 to Turpin Park, where kids receive an introduction to golf in addition to life skills mentorship around 9 core principles: respect, courtesy, responsibility, honesty, sportsmanship, confidence, judgment, perseverance, and integrity. The First Tee is a national organization with a chapter based on Hilton Head Island.

Figure 8-4: Parks

Town Parks

The Lowcountry Council of Governments has made all reasonable efforts to ensure the accuracy of this document. LCOG expressly disclaims all responsibility for any errors found within, and/or for any damages which may result in the use of this document.



8.7.3 Future Opportunities for Parks and Recreation

Honey Hill Battle Site

As discussed in the cultural and historical resources component, Honey Hill is the subject of a master plan, prepared in 2015 by New South Associates, which includes the development of trails and interpretive elements. This presents an opportunity to expand the inventory of walking and biking opportunities in the Town, particularly in the areas southeast of I-95 which are mostly unconnected to recreational facilities.

Salzburg Landing

As the only public water access for the Town of Ridgeland, and a spectacular scenic location, Salzburg Landing presents an outstanding opportunity for residents and visitors alike. The Town should consider what additional amenities could maximize the Town's existing investment at the site, including wayfinding signage and sanitary facilities. At a minimum, the Town should elevate the existence of this resource in the minds of the public, through information provided on the Town website and other media.

Planning for Parks and Recreation

While a full analysis of the factors that should influence the development of recreational facilities is beyond the scope of this document, it should be noted that a broad inventory of existing facilities is one component. However, a more robust inventory could include regional sites, which serve Ridgeland residents, and the specific amenities included at each facility. Demographics and Data on recreational needs and can be surveyed at the local level, as well as national trends in recreation which can be compared over time, and across age groups.

8.8 Community Facilities Goals and Objectives

Community Facilities	Key Stakeholders	Timeframe
Goal: Ensure that Town services meet and exceed the expectations of current and future residents		
Objective: Develop water and sewer capacity through capital investment		
Enhance the capacity of wastewater treatment	Planning, Public Works	Ongoing
Review the performance of existing underground lines to minimize infiltration of stormwater	Planning, Public Works	Ongoing
Objective: Coordinate with emergency services to ensure timely responses within the Town		
Coordinate with emergency personnel in the development review process	Planning, EMS, Fire, Police	Ongoing
Explore the provision of fire, police, and EMS sub stations in future growth areas	Planning, EMS, Fire, Police	Long
Objective: Integrate land use goals with the requirements of public services to ensure wise investment		
Continue to promote a compact urban form based on existing concentration of settlement	Planning	Ongoing

Community Facilities

Revise the SmartCode to explore opportunities to encourage development on existing infrastructure	Planning	Short
Objective: Ensure that all residents have access to outdoor and indoor recreation		
Conduct a parks and recreation master plan based on an inventory of existing facilities	Planning	Long
Continue to develop opportunities for recreational enhancements east of I-95, particularly Honey Hill and Salzburg Landing	Planning	Mid
Work with organizations such as the YMCA to ensure that the Town's needs are met.	Planning	Short
Goal: Promote wise use and sustainability at Civic locations		
Objective: Increase energy and resource efficiency in Town operations		
Conduct an audit of energy and resource use by the Town to identify sustainability and cost saving measures	Planning, USCB,TCL	Mid
Identify opportunities for rain/grey water collection and recycling in irrigation	Planning	Short
Explore the use of native and/or tolerant species for landscaping to reduce the need for excessive inputs	Planning, Clemson Extension	Mid
Goal: Increase the Town's resilience to natural hazards		
Objective: Ensure that community facilities planning incorporates the threat of natural hazards		
Identify the vulnerability of community facilities to natural hazards to inform capital programming	Planning, Jasper County EMD, LCOG	Short
Coordinate with Jasper County on hazard mitigation planning and grant applications	Planning, Jasper County EMD, LCOG	Ongoing
Coordinate with Jasper County on regional drainage studies to establish vulnerabilities in existing stormwater infrastructure	Planning, Jasper County	Short

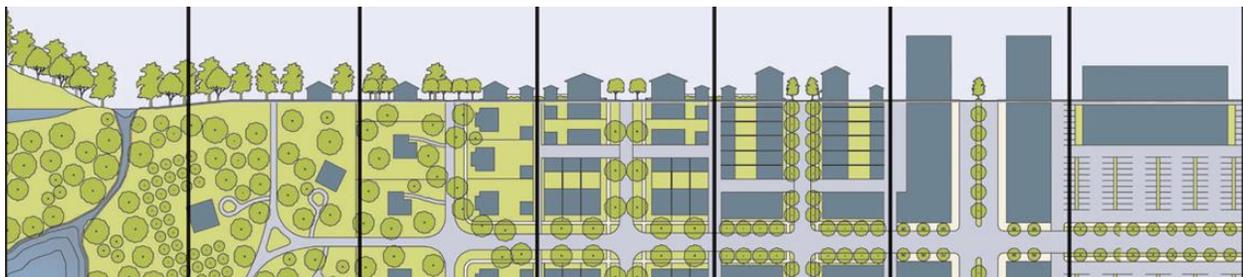
9 Land Use

9.1 Introduction

This chapter outlines a basic framework for a balanced and orderly pattern of development for the Town of Ridgeland. The concepts included in this chapter are designed specifically to guide future development in ways that make more efficient use of existing and planned public facilities and services, while preserving and extending the distinctive character of the Town. The framework is not intended to be a detailed blueprint for future development, but rather is intended as a guide for making development decisions, both public and private. The recommendations included in this chapter should be used as the basis for future detailed development strategies and regulations in the Town.

9.2 Development Framework

In 2011 the Town adopted the SmartCode based on the transect, a concept that compares urban development to the successive natural regions found in ecological studies. This framework provides the Town with a template for orderly and efficient growth that prioritizes development around existing infrastructure and density, while setting limits on outward expansion. This concept is guided by Pre-WW2 town planning emphasizing compact, walkable, mixed-uses, which have become gradually replaced by automobile centered landscapes highly consumptive of land, infrastructure, and energy.



The number and description of growth sections are adjusted to suit each particular context, and the Town of Ridgeland operates with five sectors.

Reserved Open Sector

This consists of environmentally sensitive lands such as floodplains and that should be protected from development and preserved as open space.

Restricted Growth Sector

This land has value as open space, but has already been subject to development.

Controlled Growth Sector

These are locations that can support mixed use by virtue or proximity to an existing thoroughfare.

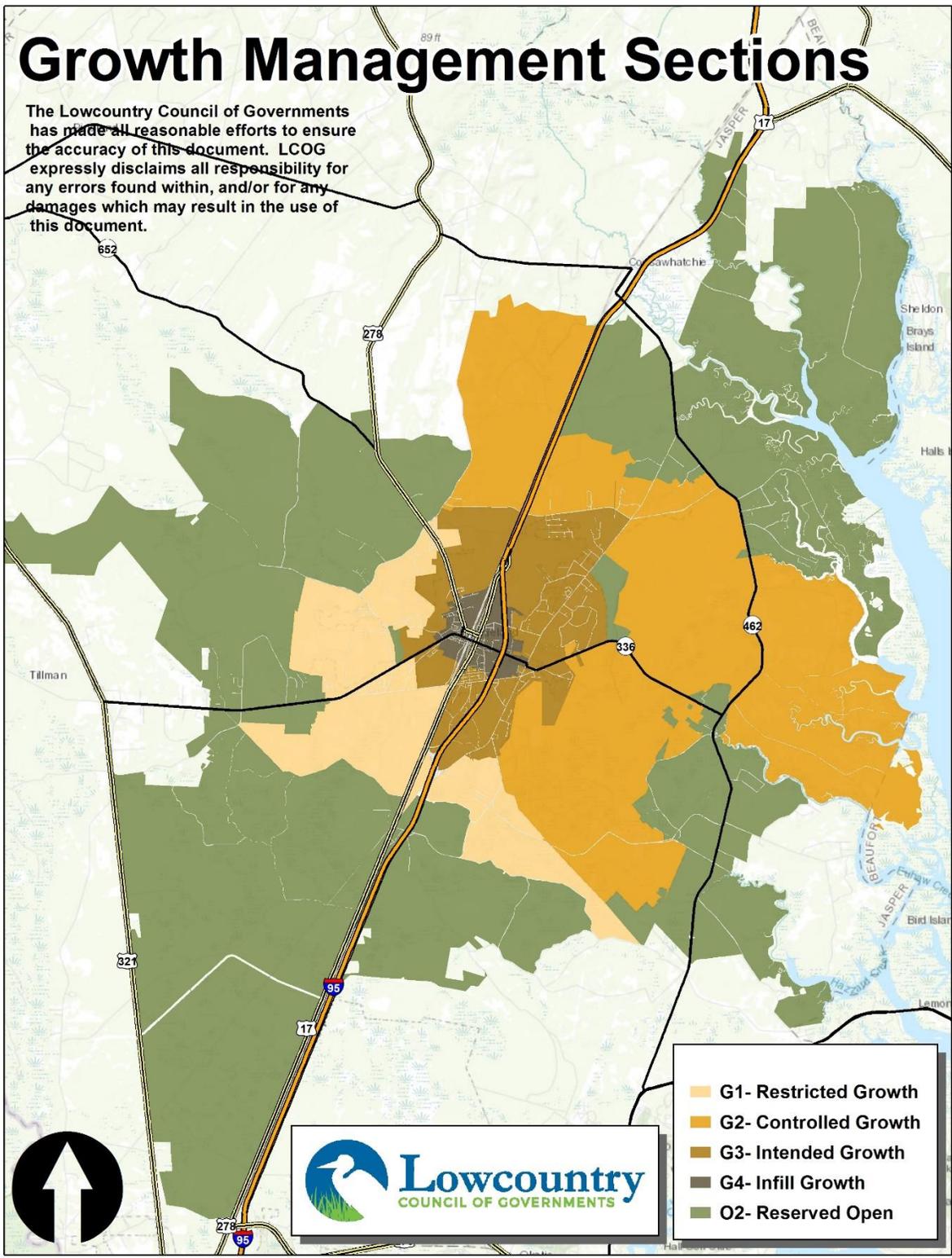
Intended Growth Sector

These locations can support substantial mixed use development by proximity to a regional thoroughfare.

Infill Growth Sector

These are developed areas that support adaptive reuse and infill to enhance the existing character.

Figure 9-1: Growth Management Sections



For each sector designation, land use districts matching the intent are accorded proportionally. Land use districts for the town include the T1 natural zone, T 2 rural zone, T 2.5 Rural Crossroads, T 3 Neighborhood General, T 4 Neighborhood Core, T 5 Town Center/Main Street, and the Special Districts.

T 1 Natural Zone- Lands unsuitable for development to remain in a wilderness condition

T 2 Rural Zone- Sparsely settled lands in an open or cultivated state.

T 2.5 Rural Crossroads- Rural gathering place, mixed use, located around intersections of regional thoroughfares

T 3 Neighborhood General-Medium density residential adjacent to neighborhood core, contains some mixed uses

T 4 Neighborhood Core- Low intensity mixed use district in the form of successional residential fabric

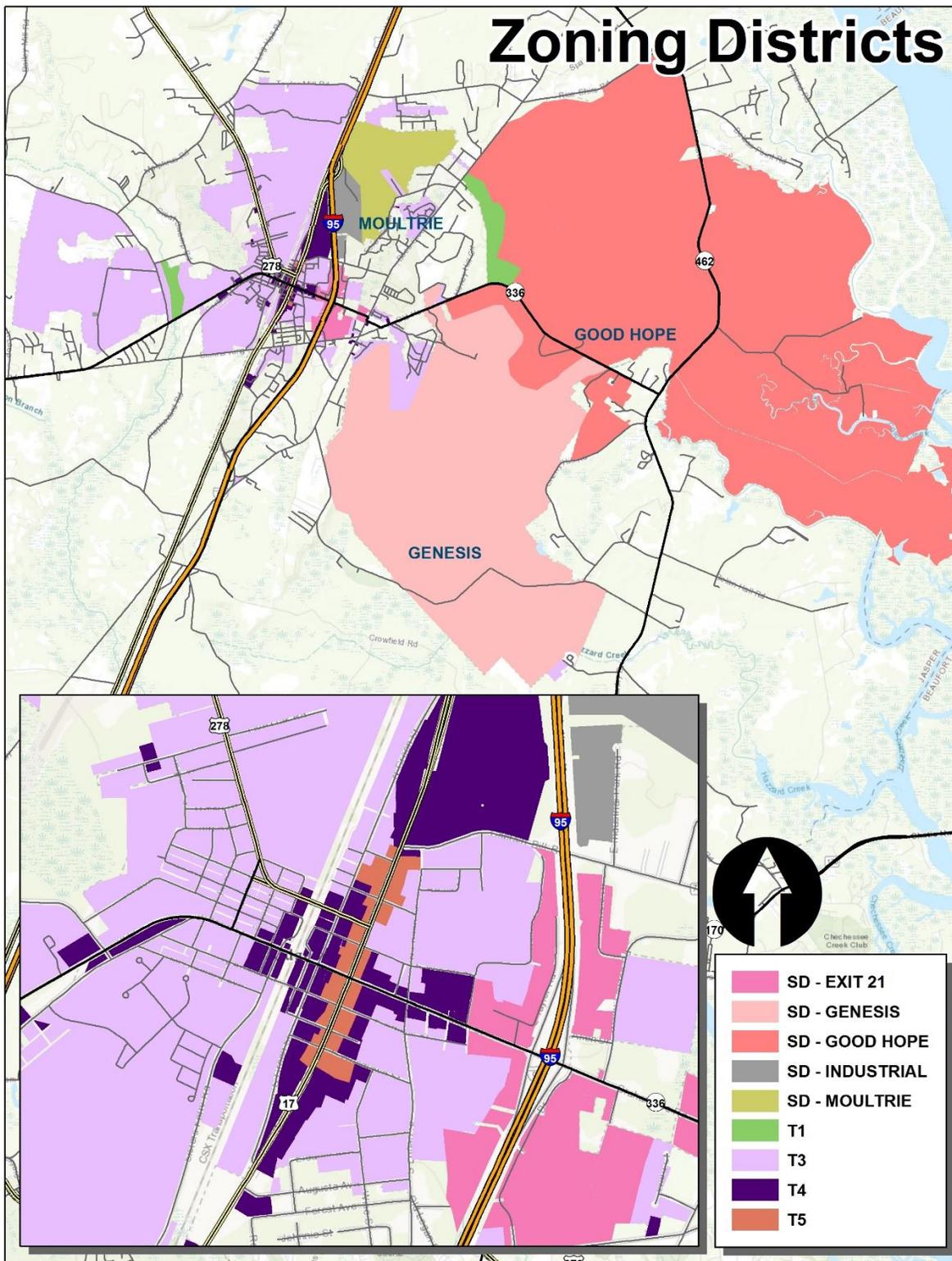
T 5 Town Center-higher density, mixed use buildings that accommodate retail, row houses, offices, and apartments

Special District Exit 21- Focused on highway oriented retail and services

Special District Industrial- Provides for a range of commercial building types including heavy industrial

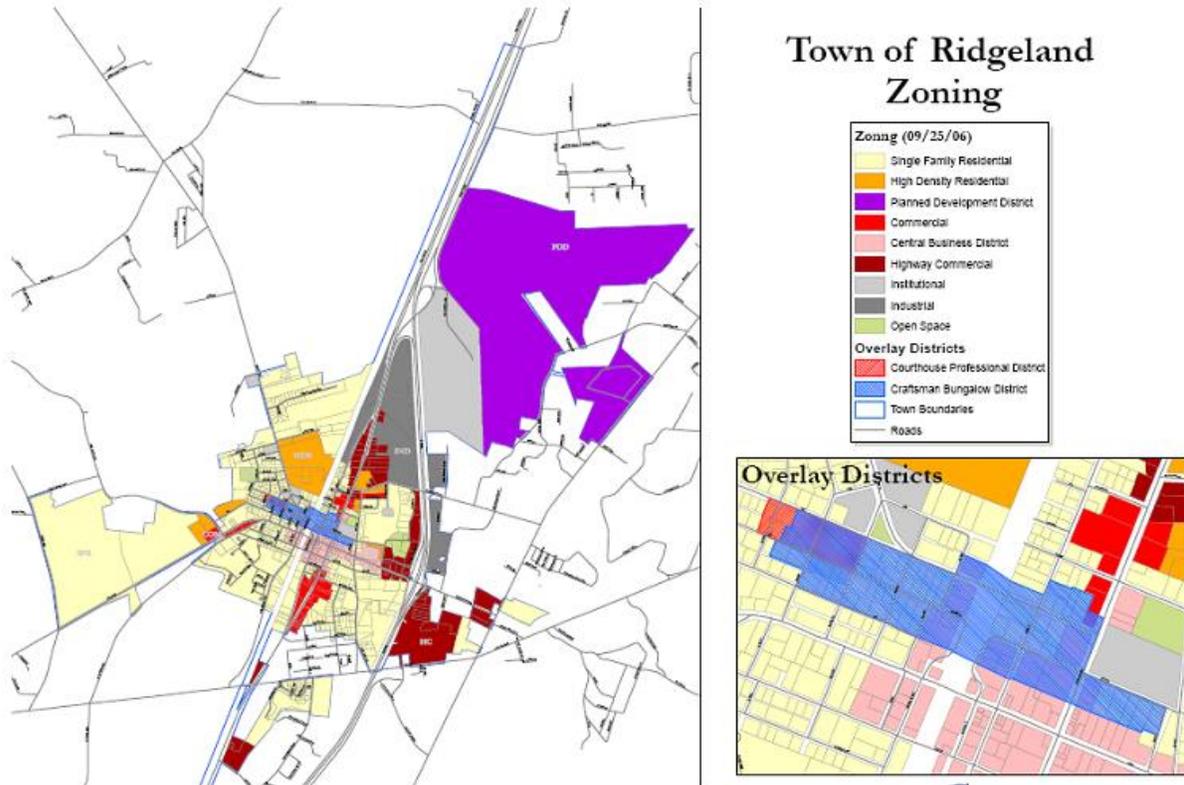
Special District Planned Development District- Planned Development Districts are zoning tools that provide flexibility for developers and planners in creating special standards for a large tract of land that may have unique features or environmental considerations that can be addressed through creative site planning. Often times PDD's include enhanced requirements for the provision of open space, recreational facilities, and other amenities while providing flexibility on density. By law PDD's must include a mixed use component. The Town of Ridgeland contains three PDD's: Genesis, Good Hope, and Moultrie.

Figure 9-2: Zoning Districts



When compared to the previous zoning code of 2006, the eastward expansion of the Town boundary through annexation and the development of the Good Hope and Genesis PDD's is plainly observable.

Figure 9-3: 2006 Zoning



9.3 Future Development Opportunities

The goal of this section is to highlight opportunities within the current development context to adapt to evolving conditions, and to better serve the spirit and intent of the growth management framework.

- Provide for areas to accommodate market demands for new development projected for the Town, including residential, commercial and industrial activities.
- Ensure that new development is connected to existing development and to other new development by means of both roads and bicycle and pedestrian facilities.
- Make more efficient use of existing and planned public facilities and services.
- Preserve the unique character of the Town and extend the traditional street patterns and the scale, quality and design of the existing community into new development within present and future municipal planning boundaries.

9.3.1 Downtown

Downtown Ridgeland plays an essential role in the defining the Town's history and character, and distinguishing Ridgeland from post-WW2 towns that evolved around the automobile, instead of the comfort and needs of residents. Captured in this existing fabric are the elements that commonly define good urban design, with prominent examples of compact, walkable, mixed use development. Buildings define the streetscape in proper proportion. Civic, commercial uses, and public spaces are incorporated

throughout, and serve to activate the street with pedestrians at most times of day. For these and many other reasons, the downtown should be preserved and enhanced as the logical center from which development should proceed.

Key Concepts for Downtown Preservation and Revitalization

Land Use Mix

Ensuring the appropriate mix of land uses for the downtown is important to enhance the vitality of a bustling community center. If the downtown becomes dominated by one type of use, those which serve an extremely limited clientele, or those which open at limited times, the character of the area may suffer, and impact existing uses. Taking this factor into account, the Town may consider additional land use controls which limit clustering of certain types of businesses, or those which insure that downtown uses contribute to the daily vitality of the area. The creation and maintenance of public spaces in the downtown serves an attractor which can be strengthened with additional facilities and programming in the future.

Redevelopment and Adaptive Re-use

While the Town has a limited pallet of incentives for the redevelopment and re-use of downtown properties, this topic is worth considering further in an effort to stimulate interest from a development perspective. Density bonuses, flexible parking requirements, and waiver of fees are some of the tools used to incentivize development in a focus area. These incentives must also be broadcast and marketed to the development community, as opposed to hidden in code. Density limitations mandated by existing code should be reviewed to insure that they are not prohibitive of financially feasible redevelopment in the core.

Connectivity

The traditional street grid which serves as the basis for the downtown is a historic standard for town planning as it is walkable, navigable, and it serves to calm and distribute traffic. The Town can continue to enhance the connectivity of the downtown through additions to bicycle and pedestrian infrastructure, especially that which serves to link the area with nearby destinations such as Turpin Park and the Pratt Library. Wayfinding signage is a key component of connectivity, and it should be used to highlight all of these walkable destinations.

Design Guidelines

Design guidelines for signage, awnings, and facades are a crucial component or preserving historic integrity and adding value to commercial properties.

Coordinated Planning

There is significant benefit to undertaking planning for a special focus area such as a downtown in a coordinated fashion, that consider a broad range of the different factors that influence the success of urban spaces, and involve the participation of a wide spectrum of different stakeholders. The Town should consider the development of a downtown masterplan, involving specialists in urban design and downtown development. Many of these planning processes also involve the creation of downtown

business or interest groups, which carry forward plan recommendations and guide future implementation.

9.3.2 Corridor Planning

The major transportation corridors that serve the Town of Ridgeland are a logical location for future development given the ability to accommodate traffic impacts, and the locational advantages for land uses wishing to capture the visibility highway frontage offers. However, without careful planning, these areas can become un hospitable places dominated by visual clutter, automobile congestion, and devoid of pedestrians. Key corridors for the Town to examine for comprehensive planning treatment are I-95, US-278, and US-17.

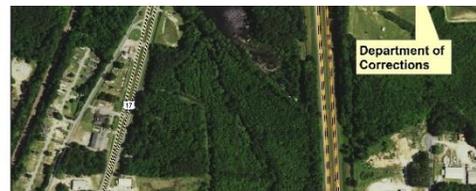
Figure 9-4: US 278/ Greys Highway

US 278/ Grays Highway

Taking into account the existing land use patterns along US-278 north of town center, such as the High School, The Jasper County School District Annex, Gretsch Drums, and various other office and civic uses, this corridor has the potential for complimentary mixed use development to expand the range of services in the area, and to maximize the potential for redevelopment of existing greyfield sites such as the former hospital.

US -17 North/Exit 22

The intersection of key regional arterials, this area also functions as an important gateway into the Town. Existing land uses include highway oriented commercial, civic functions, and light industry. The presence of the railroad along US 17 will likely limit the location of residential uses, but should not present an impediment to highway oriented commercial activity. As a gateway to Ridgeland, the visual character of this area should be enhanced as existing blighted properties along the corridor serve as a disincentive to development.



US-17 South/Greys Highway South

On the southern end of the Town of Ridgeland, Greys Highway serves primarily commercial uses. As is the case at Exit 22, development will be somewhat limited by the presence of the railroad. This area presents a significant opportunity for commercial development and redevelopment serving a regional base, with limited prospects in the area of Exit 18 due to the presence of larger land holdings with conservation easements. The interface between Town and County zoning in this gateway area presents a key opportunity for interjurisdictional collaborative planning.

Exit 21/I-95

As guided by the development of a special district for the Town SmartCode, the intersection of Main Street (SC-336) and I-95 features some of the greatest density of commercial uses, particularly dining and lodging. The Town has taken significant measures to connect the area logically and visually to the Town center, with sidewalk paving and planting, Tuten Park, and the recent addition of wayfinding signage. With the presence of these elements, travelers departing I-95 are more likely to explore the full range of experiences Ridgeland offers, whether a visit to a museum, shopping at the farmers market, or relaxing in a park.

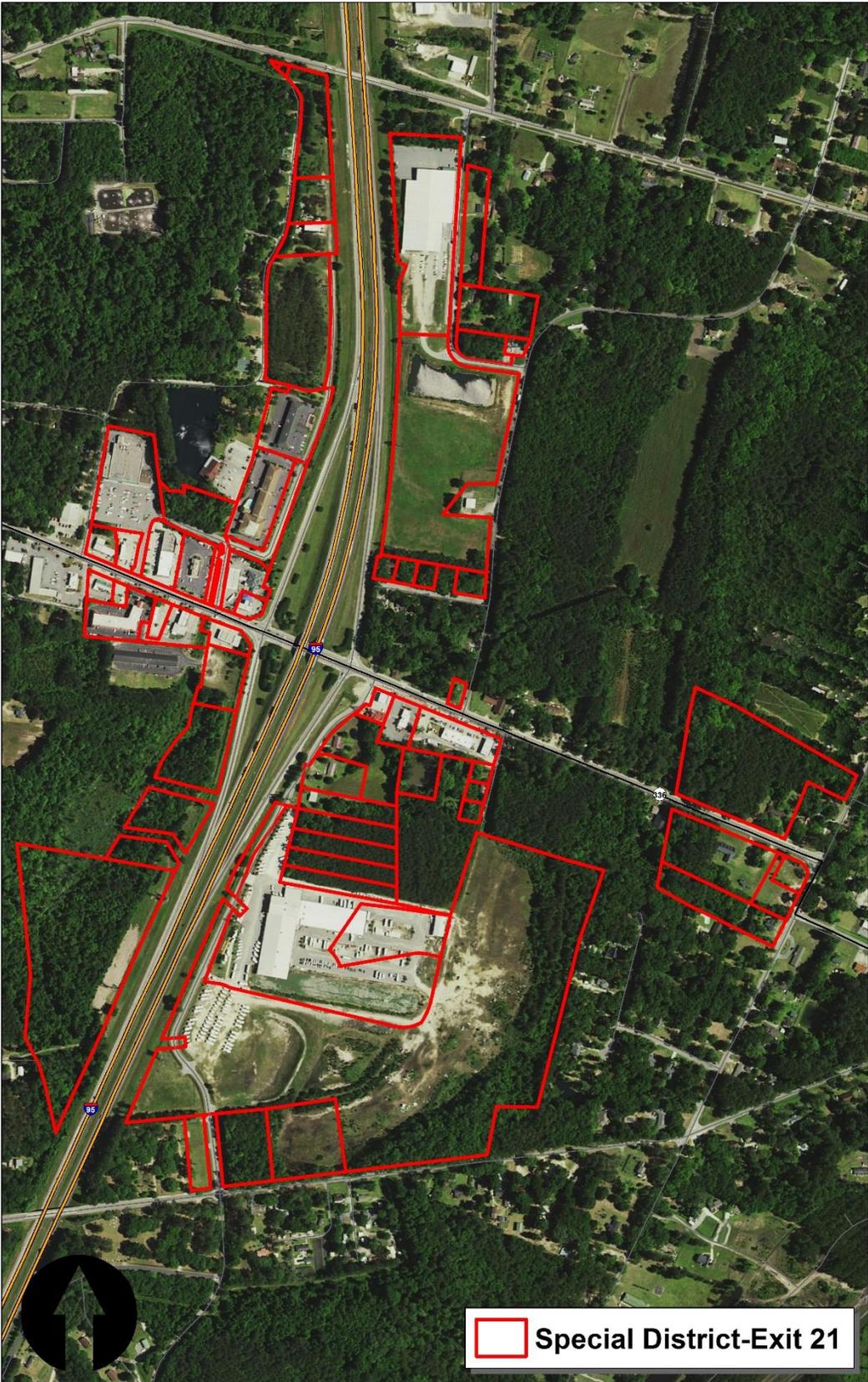
Figure 9-5: US-17/Exit 22



Figure 9-6: US-17 South



Figure 9-7: Exit 21



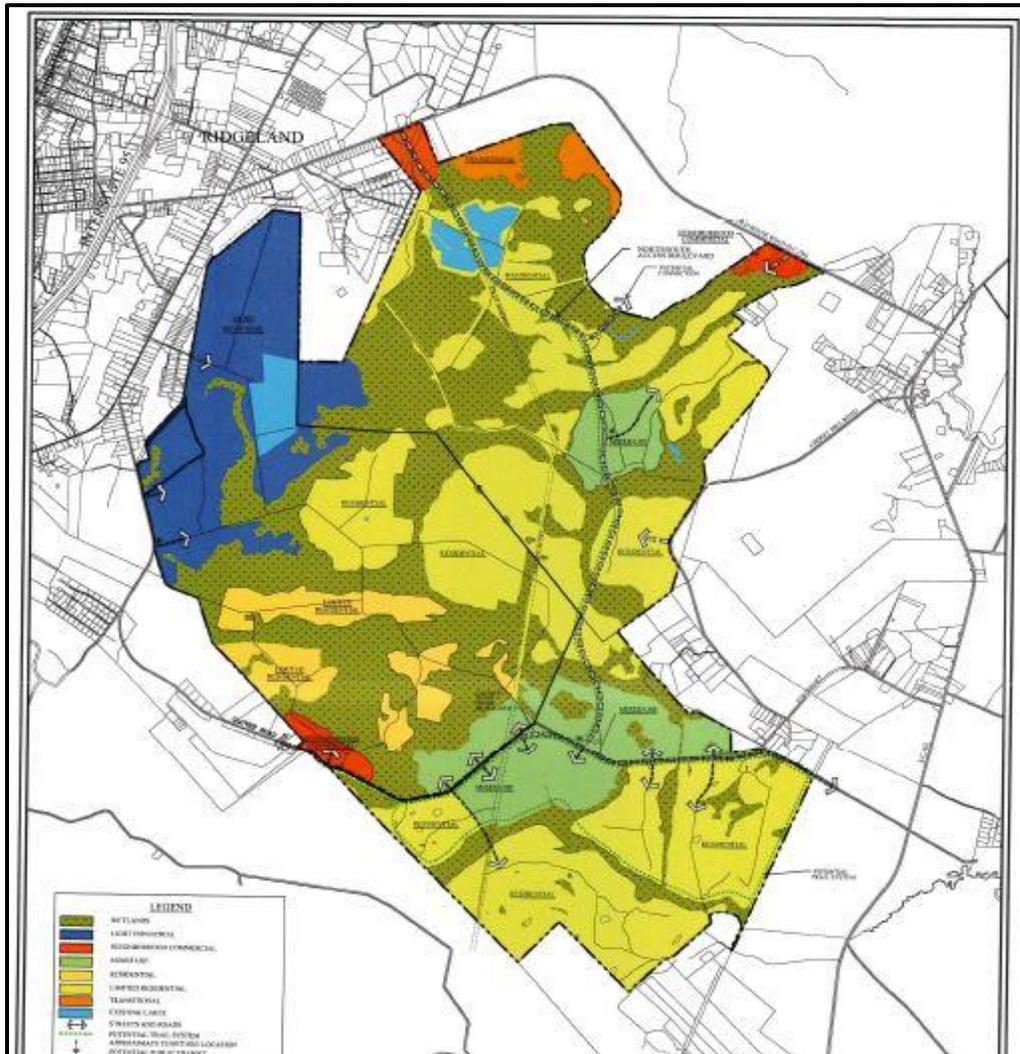
9.3.3 Planned Development Districts

Planned Development Districts (PDD) are authorized by State law to “allow flexibility in development that will result in improved design, character, and quality of new mixed use developments and preserve natural and scenic features of open spaces....encourage innovative site planning for residential, commercial, institutional, and industrial developments within planned development districts”. The development of a PDD includes a master planning document that functions as a standalone ordinance, and must be amended by the same process as a standard zoning ordinance.

Genesis PDD

The Genesis Landing Tract is bounded by SC-336, Old Charleston, Glover Road, and Cherry Hill Road. The tract is split into four parcels totaling 7107 acres, of which 2570 is wetland. The development agreement dates back to 2008, and the PDD covers what is expected to be a 30 year buildout of up to 18,000 residential units and the potential for up to 16 million square feet of light industrial space. The development agreement allows for these totals to be adapted to market conditions. Recent development of a 90 acre solar farm has accounted for some buildout of the site.

Figure 9-8: Genesis Landing Tract

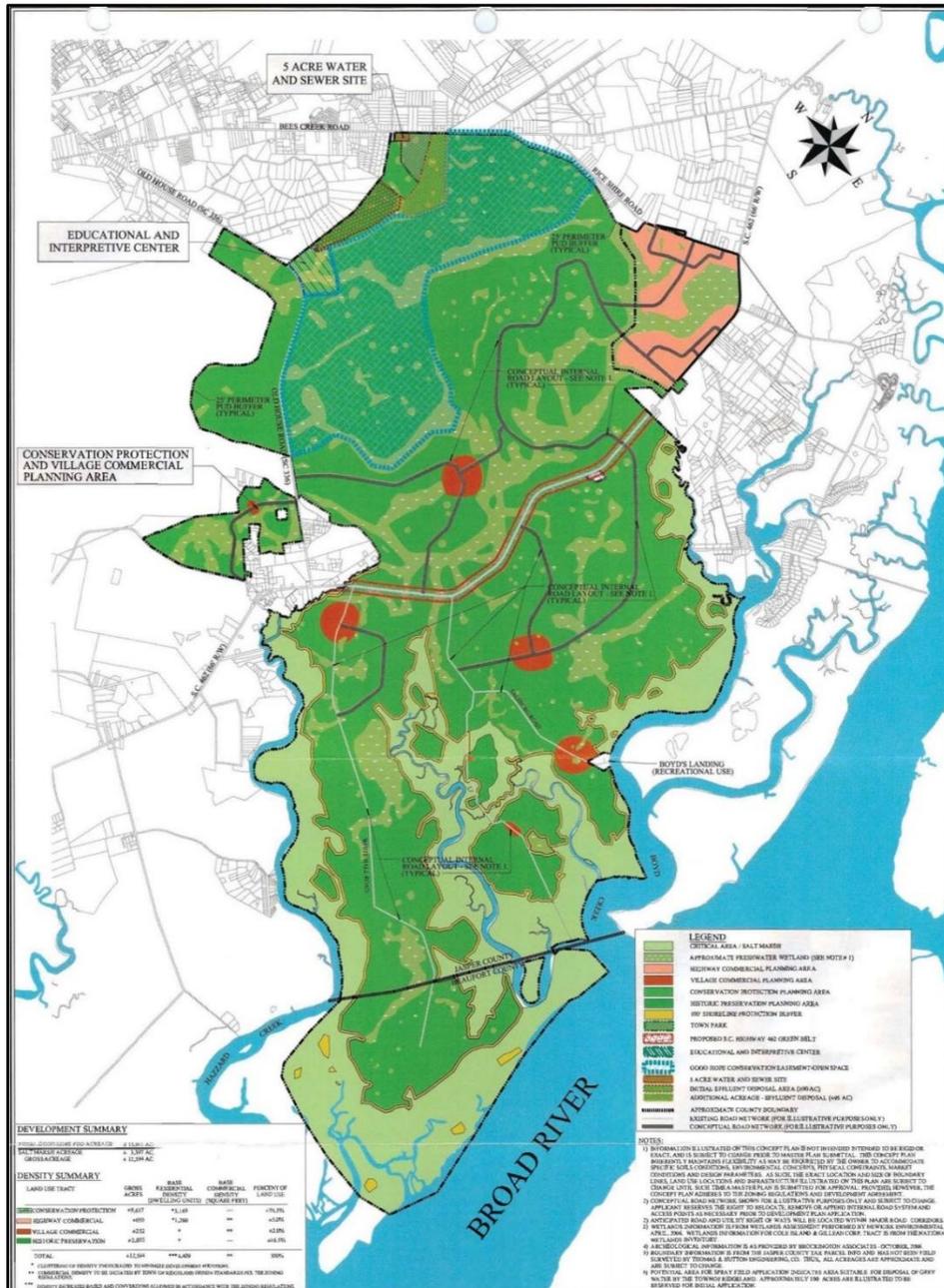


Priority Investment

Good Hope PDD

Bounded by Hazard Creek, Boyd Creek, and the Broad River, the Good Hope Tract consists of almost 16,000 acres, with approximately 4,000 acres of salt marsh. This PDD and development agreement were created in 2009, with an expected 30 year buildout. Overarching goals of the PDD include the preservation of 50% of the site as open space, historic preservation and interpretation, and low density residential with accompanying neighborhood commercial development. The PDD includes the creation of a “green belt” 250 ft. on either side of SC-462 to restrict development and placement of billboard type signage.

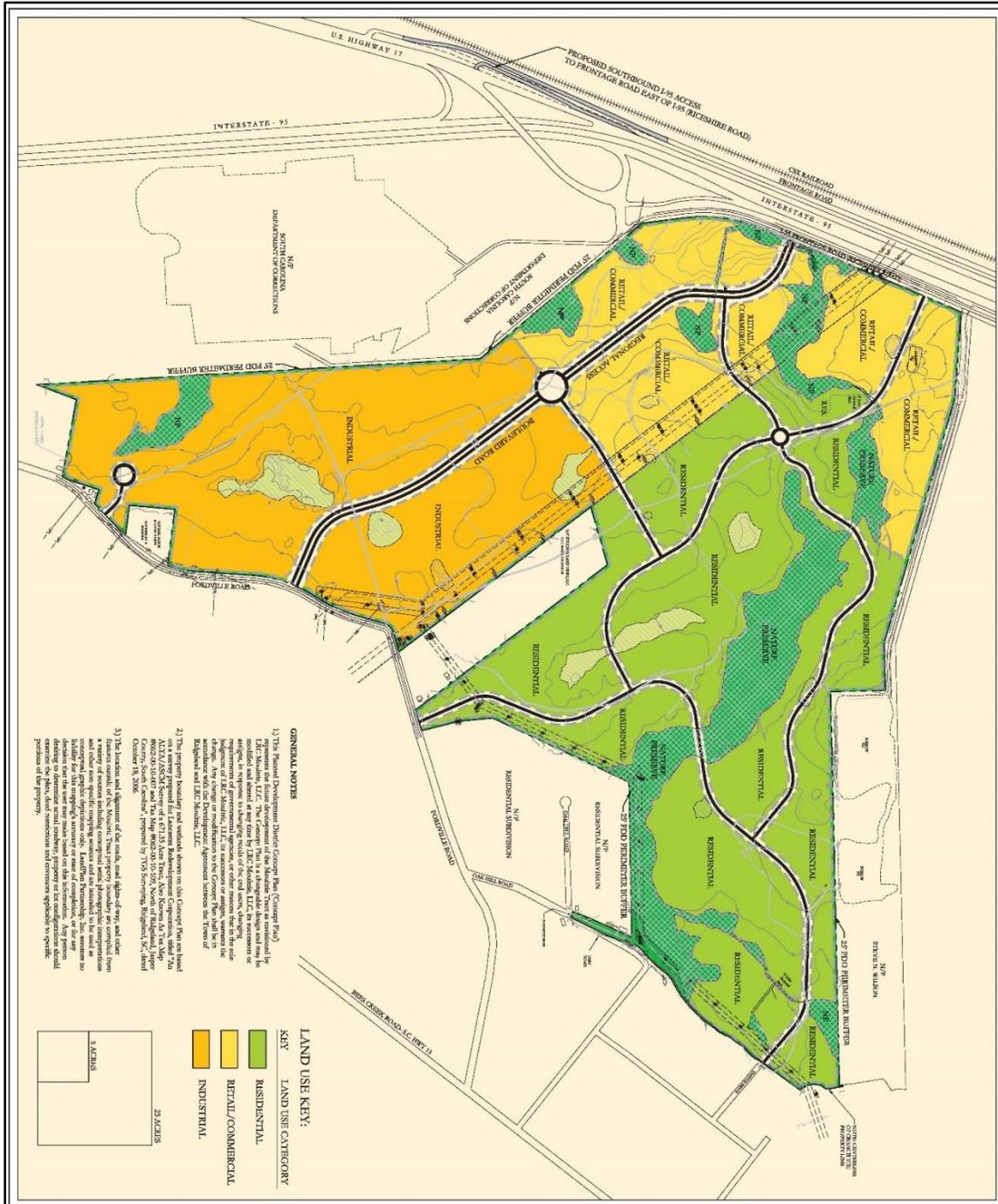
Figure 9-9: Good Hope Tract



Moultrie Tract

The Moultrie Tract PDD and development agreement of 2008 applies to 670 acres on Riceshire Road, east of I-95 at exit 22. The tract will incorporate a variety of land uses, including industrial, retail/commercial/office, residential, as well as recreational and conservation uses. Recent development at the site includes a solar farm.

Figure 9-10: Moultrie Tract



9.4 Land Use Goals and Objectives

Land Use	Key Stakeholders	Timeframe
Goal: Promote logical and efficient development that complements and enhances Town character		
Objective: Continue to promote the historical downtown as the key destination and activity center for the town		
Develop a downtown master plan to create a cohesive vision and identify future investment opportunities	Planning	Mid
Ensure that Town codes encourage an optimal mix of business, entertainment, and civic uses in the downtown	Planning	Short
Examine zoning regulations in the downtown to insure that redevelopment is feasible from a market perspective	Planning, Development Community	Short
Insure that available zoning incentives for redevelopment are broadcast to the target audience	Planning	Short
Objective: Continue to encourage appropriate development of commercial corridors		
Undertake targeted planning efforts to enhance character and commercial development along key arterials and gateways	Planning, Jasper County, LCOG	Mid
Insure that that zoning districts are appropriately crafted and applied to capture a broader range of commercial opportunities	Planning	Short
Continue to expand opportunities for multi-modal transportation along arterials	Planning, LCOG	Ongoing
Objective: Control growth along key rural and scenic thoroughfares		
Encourage clustered mixed use development through Planned Development Districts	Planning	Ongoing
Market PDD's to potential developers	Planning	Short
Consider broader application of the T 2.5 Rural Crossroads Zone	Planning	Short
Objective: Preserve and enhance the character of residential districts		
Delineate historic residential areas and plan for their preservation	Planning	Short
Utilize effective transitions between lower and higher intensity uses	Planning	Ongoing
Review buffer requirements and lighting standards as needed for neighborhood protection	Planning	Ongoing
Work with regional organizations to identify funding for neighborhood stabilization	Planning	Short
Enhance code enforcement capacity	Planning	Short

10 Priority Investment

The South Carolina Priority Investment Act of 2007 amended the Comprehensive Planning Enabling Act of 1994 to require two additional elements in the comprehensive planning process: The Priority Investment Element and the Transportation Element. The Priority Investment Element requires that local governments assemble a list of projected revenues and capital projects for the next ten years, as informed by the key insights developed in the comprehensive planning process. As such, capital improvements are programmed according to land use goals, projected population increases, and inventories and analyses of existing facilities. Furthermore, future capital expenditures must be coordinated with relevant adjacent jurisdictions and agencies that may have authority over, or otherwise be impacted by any potential project. Coordination requires written notification of future projects and the opportunity to provide comment. Coordination of this nature reduces the potential for land use conflicts and duplication of services and highlights opportunities for partnership and economies of scale.

10.1 Projected Revenues

Revenue for the Town of Ridgeland comes from a variety of sources, including taxes, licenses, fees, and grants. Projected revenues for the Town are based on historical funding levels and reflect a conservative approach in anticipating future growth.

10.2 Capital Projects

As informed by the analysis presented in the comprehensive plan and recommendations of departmental staff, the Capital Improvements Plan (CIP) table on the following page outlines a list of the priority capital projects the Town of Ridgeland plans to undertake each year from FY 2018-19 to FY 2017-18. The CIP will be regularly updated as conditions and needs change and as projects are implemented.

As of this time, the largest planned project is waste water treatment plant upgrade and expansion, the \$7.7 million cost of which is being financed by:

- \$1M SC RIA Grant
- \$4.4M USDA Loan
- \$2.3M USDA Grant

All other Water/Sewer capital outlays are generated by Fees. The Building capital outlay of \$370,000 is a loan to the General Fund, and all other General Fund capital outlays are generated by property taxes and/or business license fees.



Town of Ridgeland 10-Year Capital Improvement Plan (CIP)

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Vehicle Capital Outlay	\$ 60,000	\$ 115,000	\$ 60,600	\$ 61,206	\$ 116,150	\$ 61,818	\$ 62,436	\$ 117,310	\$ 63,060	\$ 63,700
Misc. Equipment Capital Outlay	\$ 35,653	\$ 36,190	\$ 36,730	\$ 37,280	\$ 37,840	\$ 38,400	\$ 38,990	\$ 39,570	\$ 40,160	\$ 40,762
Buildings Capital Outlay	\$ 370,000	\$ 25,000	\$ 25,500	\$ 26,010	\$ 146,530	\$ 27,060	\$ 27,600	\$ 28,150	\$ 28,700	\$ 29,000
Park/Sidewalk Improvements	\$ 25,000	\$ 25,375	\$ 25,760	\$ 26,150	\$ 26,540	\$ 26,940	\$ 27,350	\$ 27,760	\$ 28,180	\$ 28,600
Water/Sewer Utility Capital Outlay	\$ 7,700,000	\$ 300,000	\$ 350,000	\$ 175,000	\$ 177,630	\$ 180,290	\$ 183,000	\$ 185,740	\$ 188,530	\$ 191,360
Total Capital Outlay (Planned):	\$ 8,190,653	\$ 501,565	\$ 498,590	\$ 325,646	\$ 504,690	\$ 334,508	\$ 339,376	\$ 398,530	\$ 348,630	\$ 353,422

Appendix A: 2007 Goals and Objectives

11 Appendix A: 2007 Goals and Objectives

Historic and Cultural Resources

Historic Resources	Ongoing	Complete	Partial	Not Complete	Notes
Amend the zoning ordinance with specific provisions to avoid impacts to all historically significant sites and structures. The updated historic inventory should be utilized to direct development.			X		Protection for historic structures are present in the smart code, while a robust inventory of structures is a mid-term goal of Town planners.
Amend the zoning ordinance to control demolition of historic structures and to limit demolition to only those buildings whose structural integrity has been compromised to be in a condition beyond viable repairs.		X			For structures identified as historic in the municipal code, the zoning administrator must approve these demolitions.
Provide additional incentives through the zoning ordinance to encourage compatible new development and adaptive re-use of existing structures (for instance, houses as offices and design studios, spaces above stores as loft apartments).		X			Historic properties undergoing renovation or modification are not subject to enhanced parking and drainage standards.
Commit to an ongoing community education and communication program so that the advantages and benefits of preserving Ridgeland’s historic resources are clearly understand by residents, business owners, builders, developers and visitors.				X	Opportunities exist for developing a comprehensive inventory of historic resources and communication of the benefits of preservation. The Town has expanded outreach to local businesses, particularly in the historical core, to communicate the benefits of placemaking improvements.
Seek grant awards and funding to improve and expand bicycle and pedestrian facilities that link historic and cultural resources with existing and planned residential and community developments.	X				The Town has a pending SCDOT Transportation Alternatives Program project to install sidewalks along US-17 N/Jacob Smart Blvd. Future opportunities exist to expand regional bicycle and pedestrian facilities, particularly east of I-95, in addition to filling gaps in the existing network around the Town center.

Appendix A: 2007 Goals and Objectives

Natural Resources

Natural Resource Objectives	Ongoing	Complete	Partial	Not Complete	Notes
Implement a combination of regulations and incentives to ensure that development adequately mitigates impacts to water quality and water quantity;	X				Impervious surface is controlled in land development which contributes to greater groundwater infiltration. Review of the code beginning in 2018, will examine best practices for protection of wetlands and riparian areas. Large PDD's in the vicinity of the Coosawatchie River limit the amount of developable acres, protecting large expanses of environmentally sensitive land. The town may consider adopting the Jasper County Stormwater Design manual to offer additional guidance for developers seeking low impact designs.
Encourage low impact development techniques to minimize non-point source pollution and impervious surfaces ;	X				
Update current zoning ordinance and other development regulations to reflect the goal of protection and conservation of wetlands;	x				
Develop minimum buffer requirements for wetlands;	X				
Develop minimum buffer requirements along riparian zones;	X				
Coordinate with state, and federal agencies in making water quality decisions and developing water quality programs;	x				The town coordinates closely with SCDHEC in the development and permitting process. The town supports the Jasper County Soil and Water Conservation District, a USDA natural resource management program, with facilities at the Blue Heron Nature Center.
Develop and maintain an up-to-date stormwater management plan that addresses flood prevention and water quality.				x	The development of a full Stormwater Management Plan is a long term goal of the town, as resources can be identified. The adoption of the Jasper County Stormwater Design manual is a short term action which can guide new development toward best practices.
Charge an additional mitigation fee for the loss or conversion of wetlands to contribute directly to the protection, restoration, and management of other wetlands in the Town;			x		Potential restoration of wetlands, or the prohibition of removing vegetation should be approached in coordination through natural Resources Management Agencies such as the USDA Natural Resources Conservation Service.
Ensure that existing floodplains are maintained in a state where their essential natural functions can be performed.	X				Many floodplains and riparian areas are protected from development either by zoning or by development agreement. The town should explore additional protections through the revision of the Smart Code in 2018.
Encourage private landowners to use conservation easements, purchase of development rights, and other conservation related incentives;			x		There has been extensive use of conservation easements preserving large acreages in and around the Town. PDD's also preserve environmentally sensitive lands from development.
Restore, maintain, manage, and enhance critical landscapes by encouraging landowner partnerships with Federal and State private lands management agencies;	X				The Town supports the Jasper County Soil and Water Conservation District, a USDA natural resource management program, with facilities at the Blue Heron Nature Center. This location is preserved as a community amenity where the Town has developed recreational trails and wetland boardwalks.

Appendix A: 2007 Goals and Objectives

Natural Resources

Natural Resource Objectives	Ongoing	Complete	Partial	Not Complete	Notes
Promote forestry and agricultural conservation best management practices for farms, forests, and plantations;	X				The town's continuing support of the Jasper County Soil and Water Conservation District facilitates their land management education.
Establish rural programs such as voluntary agricultural districts, land conservation districts, and rural residential districts;		X			The smart code establishes rural districts and growth management sections.
Charge an impact fee for development of prime farmlands and redistribute those funds to protect other prime farmlands in the Town.				X	Delineation of prime farmland within the town limits will provide direction to efforts to provide necessary protections. The town will coordinate with the conservation district on issues related to critical lands.
Develop a specific management plan for archaeological, historic, and cultural resources;			X		The town has managed the preservation of the Honey Hill battle site by its ownership and coordination of archeological surveys. Continuing delineation, protection, and utilization of this and other historic sites will continue and be strengthened by partnerships with community based advocates.
Evaluate, provide, and promote activities, facilities, and educational opportunities to enhance cultural stewardship and tourism opportunities	X				The town actively supports community efforts to enhance cultural and tourism facilities with examples at the Blue Heron Nature Center and the Morris Center.
Create historic overlay districts around significant properties for more stringent density and buffer requirements.			X		Smart Code offers protections and incentives for development of historic properties. Additional protections will be considered as historical areas are identified for their unique characteristics.
Protect land permanently through a variety of protective land conservation mechanisms such as easements, purchase of development rights, transfer of development rights, fee simple land acquisitions, and other tools	X				The town is the owner of the Honey Hill battle site through fee simple acquisition. PDD's include a variety of protections for critical lands.
Create an urban greenspace plan to provide urban parks, greenways, and usable natural areas for the public.				X	A consolidated plan and strategy for the provision of recreational facilities is an identified mid-term goal of the Town. The town's coordination with regional partners in planning and tourism such as the LCOG and the Lowcountry Tourism Institute will facilitate future plan development.
Expand and diversify wildland recreation opportunities in undeveloped areas of Ridgeland to increase tourist attraction, gain larger local interest and participation, and stimulate the economy;	X				River access point and boat landing for the Town. Improvements can be made in this location in terms of facilities, and opportunities exist to make the public more broadly aware of this resource. The Honey Hill battle site presents opportunities not only for
Continue to promote the Blue Heron Learning Center as the Regional natural resources education information center to serve the area.	X				Opportunities exist to increase the public's awareness of this resource including signage from main street, and the addition of more detailed information on the Town's website.

Appendix A: 2007 Goals and Objectives

Housing

Housing	Ongoing	Complete	Partial	Not Complete	Notes
Recognize the importance of upkeep and beautification of housing for the Town of Ridgeland through the tools of zoning, building codes, and design regulations		X			In addition to the protections and guidance provided in the 2010 Smart Code, the Town adopted the International Property Maintenance Code in 2015. The Smart Code will be subject to revision in 2017/2018.
Review, control, and enforce current ordinances	X				
Update the Design Guidelines and amend the Zoning Ordinance	X				
Encourage preservation of old neighborhoods as in the Bungalow Overlay District in the Zoning Ordinance			X		Review of existing properties with historical or architectural significance will facilitate the revision of the current ordinance and the consideration of additional protections. The abundance of architecturally significant properties is a unique and vulnerable resource which should be leveraged to encourage investment and tourism, as is evident in similarly positioned communities across the U.S.
Utilize local historic organizations as facilitators	X				The Town's ongoing coordination with historical and cultural organizations, such as the Morris Center, provides the community perspective and expertise needed for future planning around historical resources.
Ensure that all residents of the Town of Ridgeland have the opportunity to obtain affordable and high quality housing	X				The zoning ordinance developed by the LCOG, and the subsequent 2010 Smart Code provide incentives for developers of affordable housing, including expedited permitting, density bonuses, and the reduction of parking requirements. The 2010 Smart Code provides for a range of housing types and limits typical restrictions on affordable housing development. As the code is revised, the Town can revisit regulations such as density or lot width which bear on affordability goals.
Affordable housing areas should be scattered rather than concentrated in a specific area of the Town	X				
Incorporate flexibility into development regulations to promote variations in the types of housing stock built in the Town of Ridgeland	X				
Maintain regulations that are open for new kinds of development	X				
Update Zoning Ordinance and Design Guidelines to encourage and enable creative forms of new development and rehabilitation to the older housing stock.	X				

Appendix A: 2007 Goals and Objectives

Housing

Housing	Ongoing	Complete	Partial	Not Complete	Notes
Work with a proposed Regional Housing Authority to create new strategies			X		The Town has coordinated effectively with regional housing organizations such as Habitat for Humanity, delivering attractive and affordable neighborhoods. Examples of successful public private partnerships for affordable housing in the region should be examined for their applicability in Ridgeland.
Develop and expand public/private partnerships to create affordable housing			X		
Obtain grants and other assistance through the HOME Consortium to facilitate increased homeownership				X	
Develop infrastructure for low income/undeveloped areas	X				The Town in the process of assessing and upgrading sanitary sewer capacity through the Community Development Block Grant Program. Additional pedestrian infrastructure is current programmed through competitive SCDOT funding.
Encourage those citizens in the Town of Ridgeland to maintain homeownership as with it comes various incentives to the community and the resident as a whole.				X	The Town may consider linking citizens to financing opportunities and educational material through its website.
Educate citizens on incentives of homeownership				X	
Focus on cooperative relations among government, developers, and homeowners	X				Staff work hard to provide clear guidance on Town standards, while working closely and creatively with stakeholders to help deliver results that meet the spirit and intent of regulating documents.
Encourage collaborative approaches among government, developers, and new homeowners					
Encourage development in areas of annexation	X				The Town is well positioned with infrastructure to serve new development in areas with high growth potential. The town may consider broader marketing of PDD's to the development community.
Protect the physical safety and visual standards of the community by creating only new housing that will enhance the unique character, culture, and natural resources of the area.	X				The 2010 Smart Code provides specific guidance on architectural treatments, as well as life-safety considerations.
Review, Control, and Enforce current ordinances	X				The 2010 Smart Code will undergo review and amendment in 2018 considering the comprehensive planning process recommendations and updated land use goals.

Appendix A: 2007 Goals and Objectives

Economy

Economy	Ongoing	Complete	Partial	Not Complete	Notes
Support a Regional Economic Development Alliance that is now in the formation stages and of which Ridgeland is already a participant.		X			The Southern Carolina Alliance, the regional economic development association, includes membership from the Ridgeland Town Council.
Maintain policies necessary to attract the identified candidate businesses to Ridgeland. This includes the designation and servicing of land for distribution centers and other specific industrial purposes at I-95 interchanges		X			Ridgeland provides the land use designations necessary to attract investment, including logistics and industry, with expansive parcels to accommodate large facilities. One prime example is the Moultrie Tract PDD located at exit 22, which has recently incorporated a solar installation. Interchange and related highway improvements to enable increased freight movement and future development at this and the other I-95 interchanges will be developed by LCOG consultants this year.
Establishment of a Film Commission to work with the state Film Office to promote the area. Their work would include obtaining discounts for food, lodging and other services from local businesses;				X	The potential for the Town to market itself to the film industry could take place as part of a broader effort to publicize the Town's quality of life across the State and Region. Potential partners in the development of a comprehensive marketing strategy include the Lowcountry Tourism Institute, The Morris Center, and the The Lowcountry and Resort Islands Tourism Comission among others.
Making unused public buildings and spaces available to production companies at no charge.				X	The Town should consider an inventory and planning process for underutilized civic buildings.
Providing police protection at reduced or no charge				X	No arrangements exist at present due to personnel costs.
The Town should develop cooperative working relationships with Hardeeville and Jasper County and also with the other counties and municipalities in the Lowcountry to stress Regional economic development, in which everyone benefits.	X				The Town engages with regional partners through the LCOG, SCA, Lowcountry Tourism Institute, and Chamber of Commerce.

Appendix A: 2007 Goals and Objectives

Transportation

Transportation	Ongoing	Complete	Partial	Not Complete	Notes
Plan highway and other improvement projects that will improve the flow of freight into, out of and within Ridgeland.	X				Exit 22 has been examined through an LCOG interchange study, identifying potential improvements to turning radii and acceleration and deceleration lanes. This study will be updated to include greater detail on engineering alternatives and costs. A long term consideration at exit 22 will be improvements that allow traffic to enter I-95 southbound. Truck traffic through the town approaching Exit 21 generates congestion and safety concerns along corridors and at key intersections. Exploration of intersection improvements that better accommodate this traffic, or alternative routes to direct traffic away from activity centers are options to balance the needs of industry with those of other users of the road network.
Encourage the development of a specialized truck service center at an I95 intersection as an economic development opportunity and to make a statement about the Town's "freight-friendliness."				X	Current development of a major truck service center at Exit 38 will mean that a second such facility will not be needed in the area in the foreseeable future.
Coordinate freight transportation planning efforts with Economic Development planning in Jasper County, the Lowcountry and in the Savannah area to ensure that future internal and externally-generated demands for transportation networks and facilities are identified and taken into account.	X				LCOG transportation planning for the four county region incorporates a sophisticated analysis of both internal and external demand through the Lowcountry Travel Demand Model. LCOG coordinates with the Savannah MPO on regional transportation planning and freight modeling, as well as the entities responsible for planning the Jasper Ocean Terminal. As a member of LCOG, and by working actively with LCOG in comprehensive planning, the Town is incorporating this analysis into the development of future land use decisions and capital improvements.

Appendix A: 2007 Goals and Objectives

Community Facilities

Community Facilities	Ongoing	Complete	Partial	Not Complete	Notes
Maintain Community's Unique Character	X				Throughout the development process, code enforcement, and strategic investment in public spaces, the staff have a variety of tools and strategies that enhance and protect Town character.
Provide development guidelines sensitive to the natural environment and community's objectives.	X				The Smart Code of 2010 offers many tools designed to safeguard critical lands as well as community character. This Code will be updated and amended to incorporate additional protections identified in the comprehensive planning process.
Maintain new growth that is at a balanced level and compliments the Town.	X				
Sewer/Septic and Water Concerns					
New developments should be encouraged, through the use of incentives such as low tie-in fees to use the sewer system instead of septic tanks.	X				While incentives are not utilized, new development is required to utilize existing sewer.
Develop a long term plan which prioritizes a sewer expansion plan for new growth areas		X			The Town is currently undergoing capital improvement programming targeted at waste water service and capacity. The Town is well positioned with infrastructure to serve new development in areas with high growth potential.
Open Space/Natural Resource Conservation					
Determine the carrying capacity of the Town's natural resources and any man-made facilities			X		The programming of capital improvements through the priority investment element takes into consideration future land use, population growth, as well as existing and future capacity of infrastructure.
Maintain current conservation standards and encourage the creation of more public green spaces.	X				The Smart Code, alongside robust plans for the PDD districts apply a range of requirements for public space and the protection of critical lands. The town is looking at expanding recreational opportunities east of I-95 that will better serve residents and areas of likely future growth.
Capital Improvements					
Develop an inventory of public facilities and capacity with a map indicating the location of the facilities and the areas the Town is willing to serve in the future.	X				This action will be part of the comprehensive plan development.
Complete a five-to-ten year projection of future service demands and maintenance needs with a list of priority projects.					The Priority Investment Element of the 2017 comprehensive plan will incorporate the best data available to develop a CIP plan. The Town has taken advantage of CDBG and other competitive grant funds to finance ongoing improvements to transportation and water infrastructure.
Develop a capital improvements budget, listing the time, location and financial arrangements for different projects. Based on the recommendations of the consultants, the Town should prioritize projects and research grants and other sources of funding.					
Develop a plan for having all electric utility lines underground; this may include renegotiating electric and cable franchise agreements.				X	The Town includes undergrounding of utilities lines as a long term goal for planning along priority corridors, if not town wide.
Maintain new development taxes and fees to ensure the maintenance and development of community facilities is feasible.	X				Town staff are in the process of reevaluating fee structures to insure that resources are available to maintain and enhance levels of service.

Appendix A: 2007 Goals and Objectives

Land Use

Land use	Ongoing	Complete	Partial	Not Complete	Notes
Enforce the Town's updated development regulations, especially the Zoning Ordinance and Design Guidelines, to implement the recommendations of this new Comprehensive Plan.	X				Following the adoption of the 2007 Comprehensive Plan, the Town made significant efforts to capture the recommendations of the plan in the 2010 Smart Code update. The town will continue the revision of the code according to needs outlined in the current comprehensive plan update.
Utilize the performance standards of the zoning ordinance to promote the appropriate distribution, scale and pattern of land uses throughout the Town and its planning are.	X				Growth management sections alongside the zoning districts developed in the Smart Code of 2010 create a rational and orderly framework for future development in the town. As the standards outlined in the code are increasingly tested in a strengthening real estate market, the Town has planned for future revisions of the code to capture evolving priorities and to simplify administration.
Evaluate all development proposals for compliance with these updated regulations.	X				
Designate and implement Corridor Overlay Districts to protect the capacity and aesthetics of high visibility, critical highway corridors.			X		While overlay districts have not been adopted in the Smart Code of 2010, zoning districts have been tailored to capture the forms and aesthetics of various activity centers including Exit 21 and the Town's central business district.
The Planning Commission should develop and prioritize a list of corridors for designation and embark upon their planning.			X		
Design standards for Corridor Overlay Districts should be in addition to any underlying district standards applicable to a property and should be coordinated, where applicable, with Jasper County.			X		The Town has recently coordinated with the County to consider extending town standards to any parcel adjacent to the Town boundary. This action will improve coordination between the Town and the County on land use in gateway corridors. Future planning along gateway corridors should be undertaken collaboratively with County staff to insure that these areas develop according to a unified vision and strategy.
Designate annexed areas that will be the sites of major development as special study areas and prepare Planned Development District or Community Village plans to guide and direct new development that meets the criteria set forth in this Comprehensive Plan, the Zoning Ordinance and Design Guidelines.		X			Master plans for each PDD district provide a clear vision for conservation and development.

Appendix A: 2007 Goals and Objectives

Implementation

Implementation	Ongoing	Complete	Partial	Not Complete	Notes
Update the County's Zoning Ordinance to reflect the recommendations in the Comprehensive Plan.	X				The zoning ordinance was updated to reflect the recommendations of the 2007 comprehensive plan. Following this update, the Smart Code of 2010 will be revised to incorporate the updated recommendations.
Prepare a 5-year Capital Improvements Program (CIP).	X				The Town is currently undergoing capital improvement programming targeted at wastewater service and capacity. The priority investment component of the comprehensive plan will serve to summarize these and other capital improvements as identified by the Town.
Develop and implement an impact review and permit tracking system for new development.		X			New permitting software was purchased in 2017 which provides the Town with enhanced administrative capacity.
Enhance working relationships with local, state and federal agencies, surrounding counties, municipalities, and special interest groups.	X				The Town regularly interfaces with state agencies during the development process to ensure the health, safety, and welfare of the community. The Town communicates regularly with the County to coordinate on land use matters. Working closely with community partners on the development of recreational and cultural resources will continue and expand in the future.

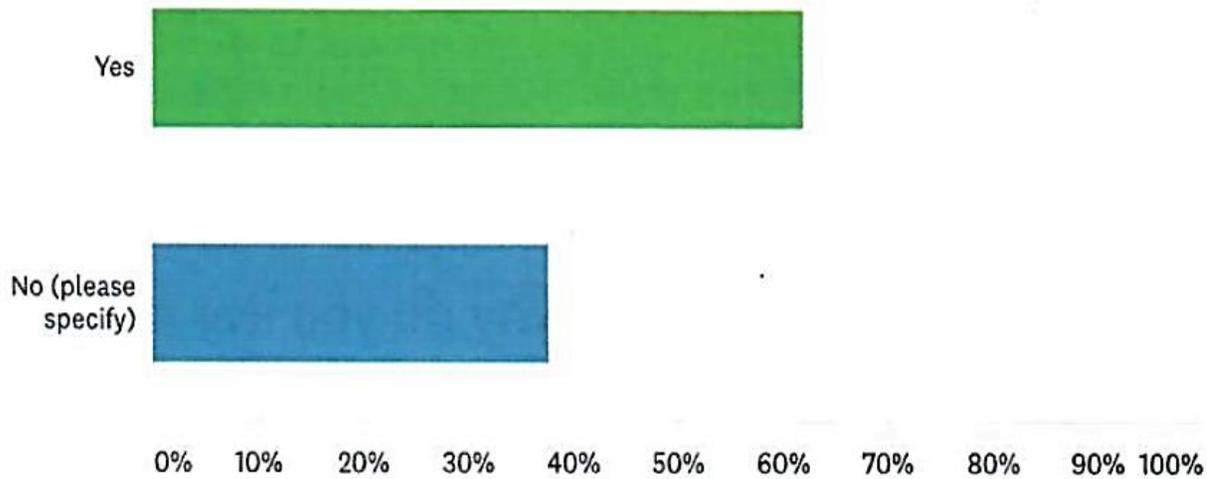
Appendix B: Survey Questions and Results

12 Appendix B: Survey Questions and Results

Q1

Do you live in the Town of Ridgeland?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ Yes
- ▼ No (please specify)

Total Respondents: 37

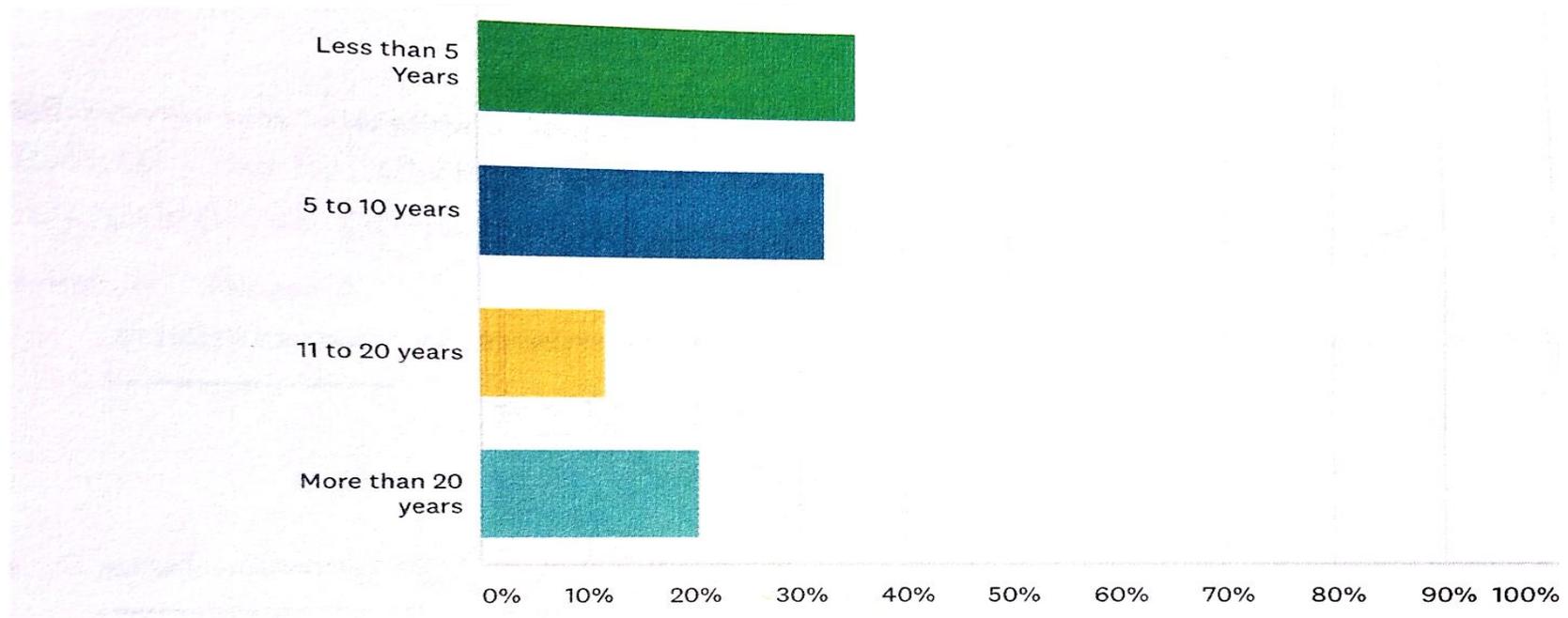
RESPONSES

	62.16%
Responses	37.84%

Q2

How long have you lived in the Town of Ridgeland?

Answered: 34 Skipped: 3



ANSWER CHOICES	RESPONSES
Less than 5 Years	35.29%
5 to 10 years	32.35%
11 to 20 years	11.76%
More than 20 years	20.59%

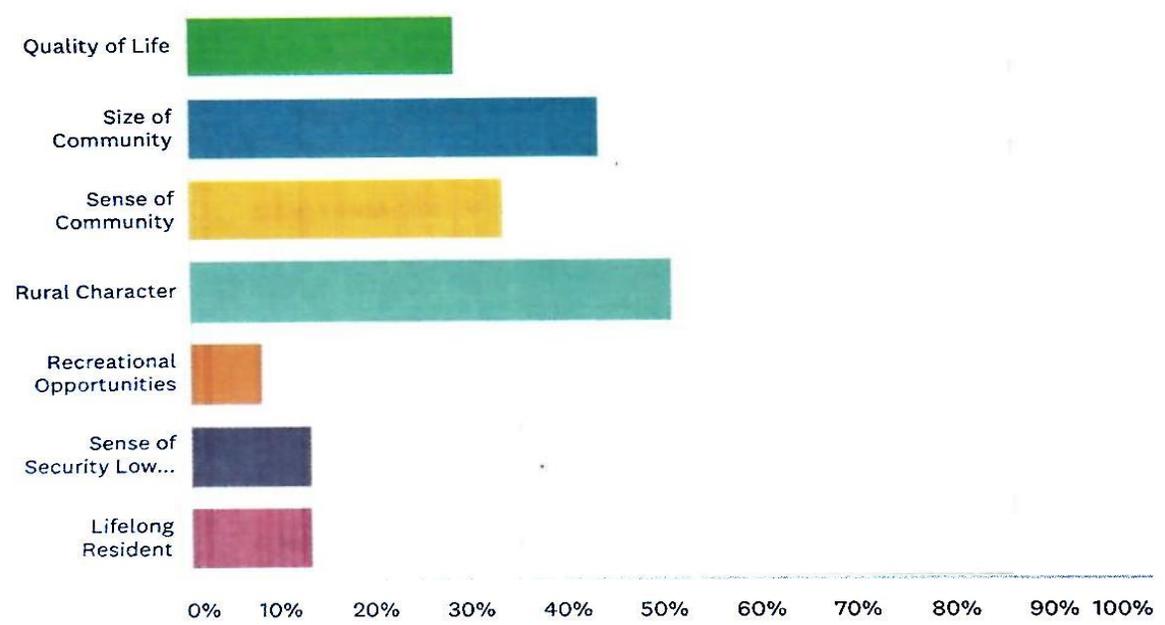
Appendix B: Survey Questions and Results

Q3

CA

Why do you live in the Town of Ridgeland? Select all that apply.

Answered: 34 Skipped: 3



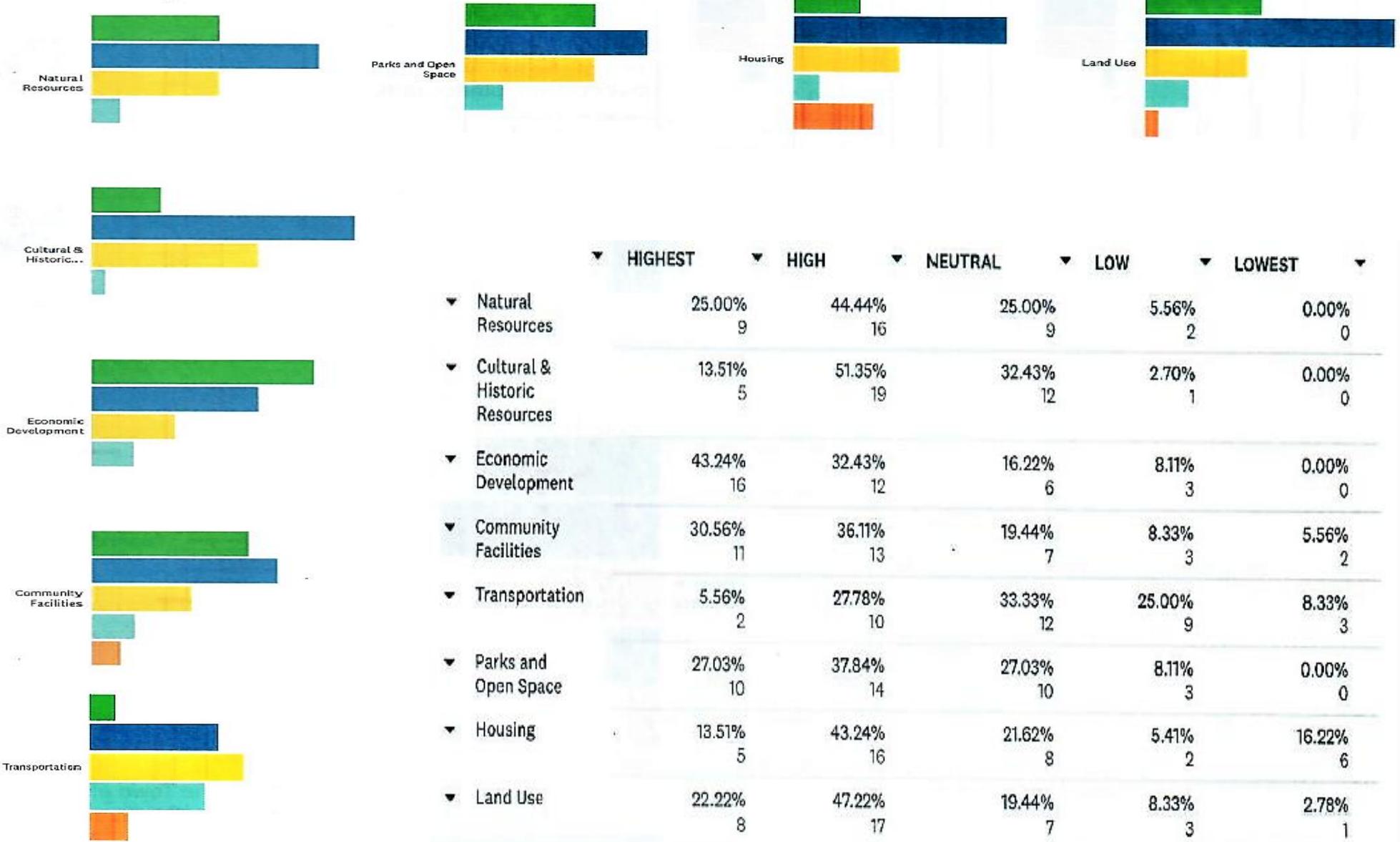
ANSWER CHOICES	RESPONSES
Quality of Life	32.35%
Size of Community	50.00%
Sense of Community	38.24%
Rural Character	58.82%
Recreational Opportunities	8.82%
Sense of Security Low Crime Rate	14.71%
Lifelong Resident	14.71%
Total Respondents: 34	

Appendix B: Survey Questions and Results

Q4

Each of the following topics will be addressed in the Comprehensive Plan. In your opinion, please rank the topics in order of priority.

Answered: 37 Skipped: 0

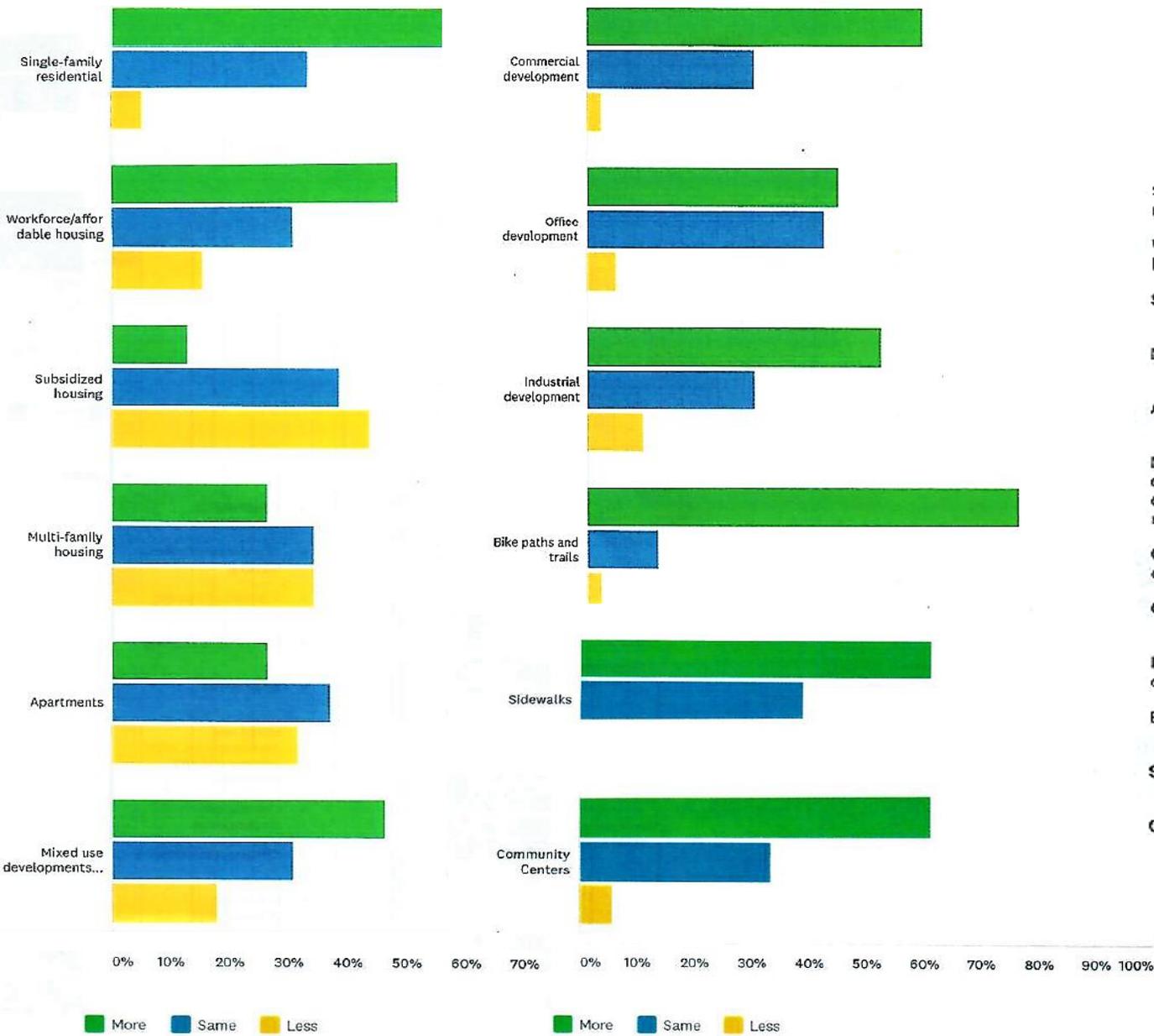


Appendix B: Survey Questions and Results

Q5

Customiz

Does the Town of Ridgeland need more, less, or the same amount of following?

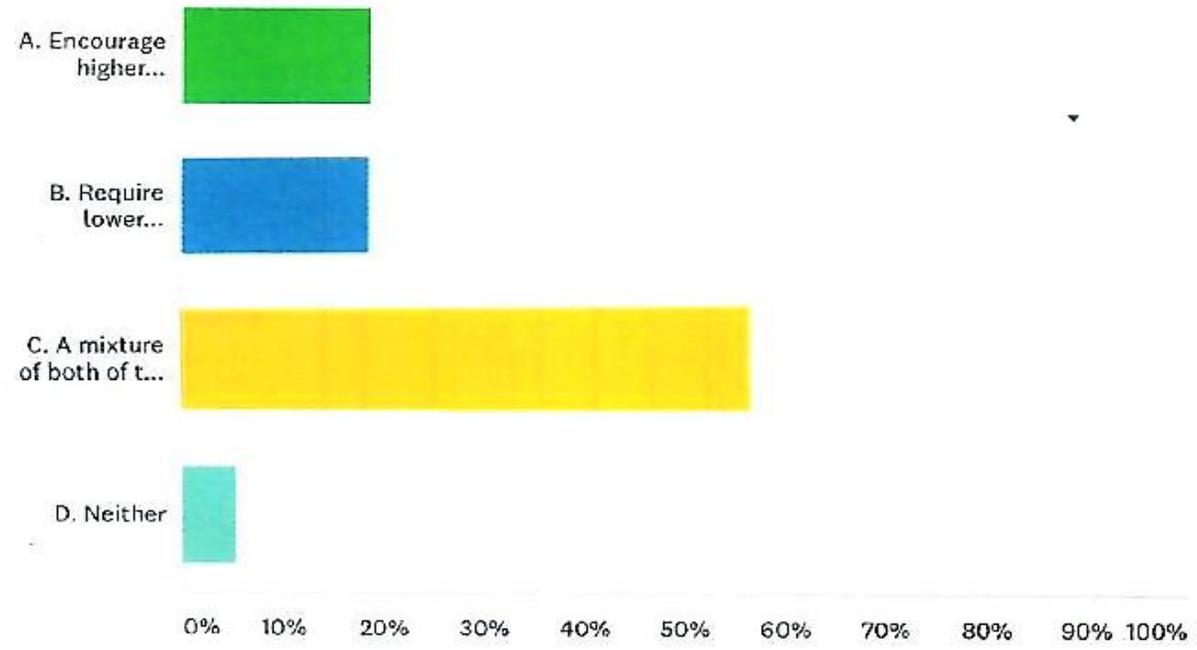


	MORE	SAME	LESS
Single-family residential	59.46% 22	35.14% 13	5.41% 2
Workforce/affordable housing	51.35% 19	32.43% 12	16.22% 6
Subsidized housing	13.51% 5	40.54% 15	45.95% 17
Multi-family housing	27.78% 10	36.11% 13	36.11% 13
Apartments	27.78% 10	38.89% 14	33.33% 12
Mixed use developments, with commercial and residential	48.65% 18	32.43% 12	18.92% 7
Commercial development	64.86% 24	32.43% 12	2.70% 1
Office development	48.57% 17	45.71% 16	5.71% 2
Industrial development	56.76% 21	32.43% 12	10.81% 4
Bike paths and trails	83.33% 30	13.89% 5	2.78% 1
Sidewalks	61.11% 22	38.89% 14	0.00% 0
Community Centers	61.11% 22	33.33% 12	5.56% 2

Appendix B: Survey Questions and Results

Q6 Customiz
Which manner of growth do you think would work best in the Town of Ridgeland?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ A. Encourage higher densities, infill development, and re-development in currently developed areas in order to focus growth away from natural areas. 1
- ▼ B. Require lower densities, resulting in larger yards and more space for each individual home 1
- ▼ C. A mixture of both of the above 5
- ▼ D. Neither 5

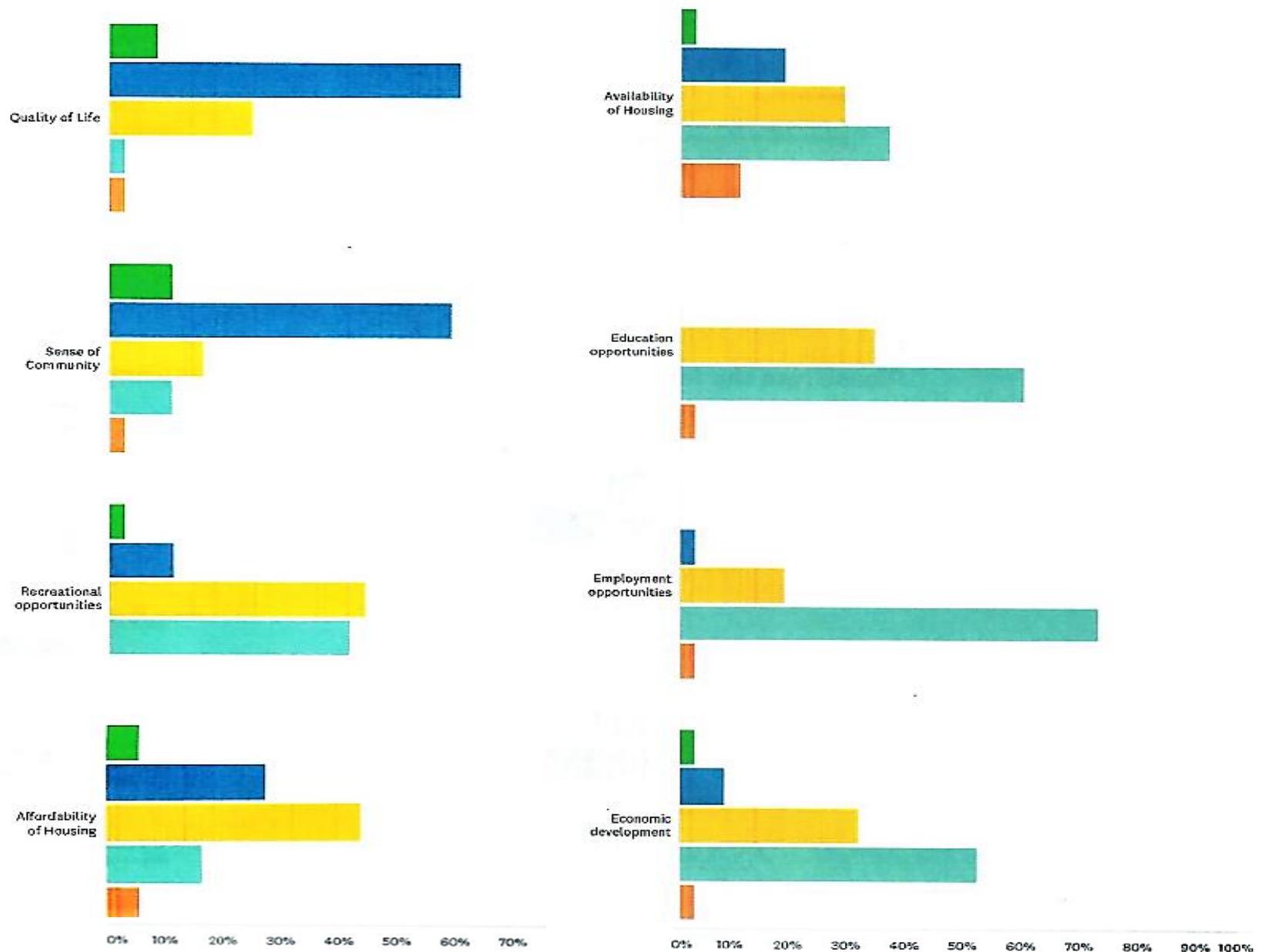
TOTAL

Appendix B: Survey Questions and Results

Q7

Please rate the following within the Town of Ridgeland.

Answered: 37 Skipped: 0



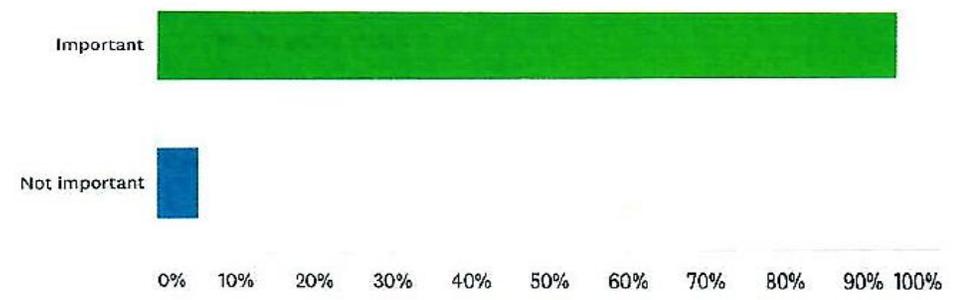
Appendix B: Survey Questions and Results

Q8

[Customiz](#)

How important to you are community aesthetics in the Town of Ridg

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ Important
- ▼ Not important

RESPONSES

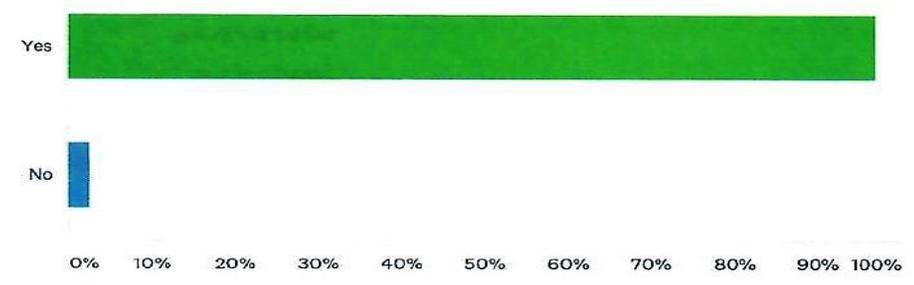
94.59%
5.41%

Q9

[Customiz](#)

Should the town pursue initiatives that encourage the rehabilitation removal of older, dilapidated properties?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ Yes
- ▼ No

RESPONSES

97.30%
2.70%

Appendix B: Survey Questions and Results

Q10

What is the best thing about the town of Ridgeland?

Answered: 34 Skipped: 3

RESPONSES (34)

TEXT ANALYSIS

MY CATEGORIES (0)

Categorize as...

Filter by Category

Search responses

Showing 34 responses

small community

2/28/2018 1:46 PM

View respondent's answers

Cate

Public Safety efforts

2/24/2018 1:50 AM

View respondent's answers

Cate

Friendly people and the way the history of the town is protected.

2/21/2018 11:28 AM

View respondent's answers

Cate

it is not bluffton

2/20/2018 7:02 AM

View respondent's answers

Cate

It is a quiet place to live.

2/18/2018 12:34 PM

View respondent's answers

Cate

The rural feel

Appendix B: Survey Questions and Results

Q11

What would you most like to change in the Town of Ridgeland?

Answered: 34 Skipped: 3

RESPONSES (34)

TEXT ANALYSIS

MY CATEGORIES (0)

Showing 34 responses

- | | | | | |
|--------------------------|---|--|---|----------------------|
| <input type="checkbox"/> | better shopping | | View respondent's answers | Cate |
| | 2/28/2018 1:46 PM | | | |
| <input type="checkbox"/> | More options to dine with shops. We need more economic monies | | View respondent's answers | Cate |
| | 2/24/2018 1:50 AM | | | |
| <input type="checkbox"/> | More restaurants, more events. | | View respondent's answers | Cate |
| | 2/21/2018 11:28 AM | | | |
| <input type="checkbox"/> | stop putting fluoride in the water | | View respondent's answers | Cate |
| | 2/20/2018 7:02 AM | | | |
| <input type="checkbox"/> | I would like to see more restaurants, hotels, entertainments such as a Movie Theater, Bowling Alley etc. I don't think Ridgeland should have to go to Beaufort, Bluffton or Savannah for entertainment. | | View respondent's answers | Cate |
| | 2/18/2018 12:34 PM | | | |

Appendix B: Survey Questions and Results

Q12

Do you have any other comments, questions, or concerns?

Answered: 26 Skipped: 11

RESPONSES (26)

TEXT ANALYSIS

MY CATEGORIES (0)

Categorize as...

Filter by Category

Search responses

Showing 26 responses

court system needs to be revamped

2/28/2018 1:46 PM


[View respondent's answers](#)

[Cate](#)

We need to develop the unused land for development

2/24/2018 1:50 AM

[View respondent's answers](#)

[Cate](#)

n/a

2/21/2018 11:28 AM

[View respondent's answers](#)

[Cate](#)

would like to see Amtrak stop here again

2/20/2018 7:02 AM

[View respondent's answers](#)

[Cate](#)

No

2/18/2018 12:34 PM

[View respondent's answers](#)

[Cate](#)

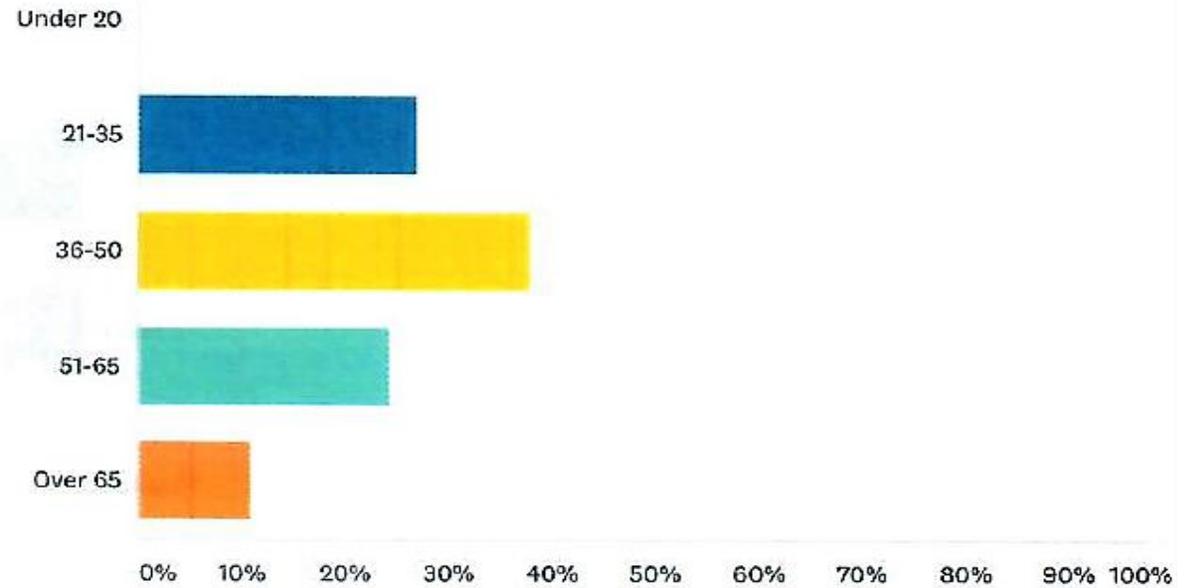
No

Appendix B: Survey Questions and Results

Q13

Please identify your age group.

Answered: 37 Skipped: 0



ANSWER CHOICES

- Under 20
- 21-35
- 36-50
- 51-65
- Over 65

RESPONSES

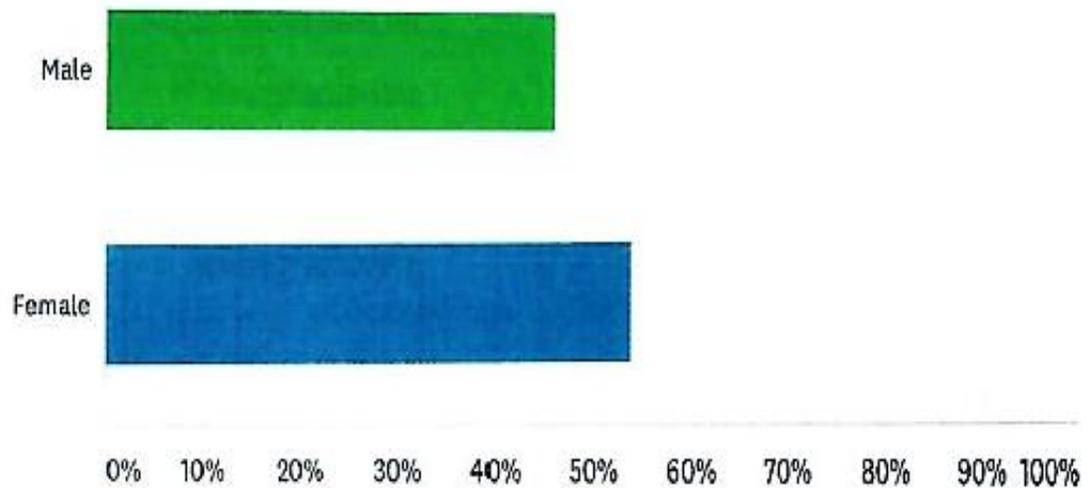
- 0.00%
- 27.03%
- 37.84%
- 24.32%
- 10.81%

Appendix B: Survey Questions and Results

Q14

What is your gender?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ Male
- ▼ Female

RESPONSES

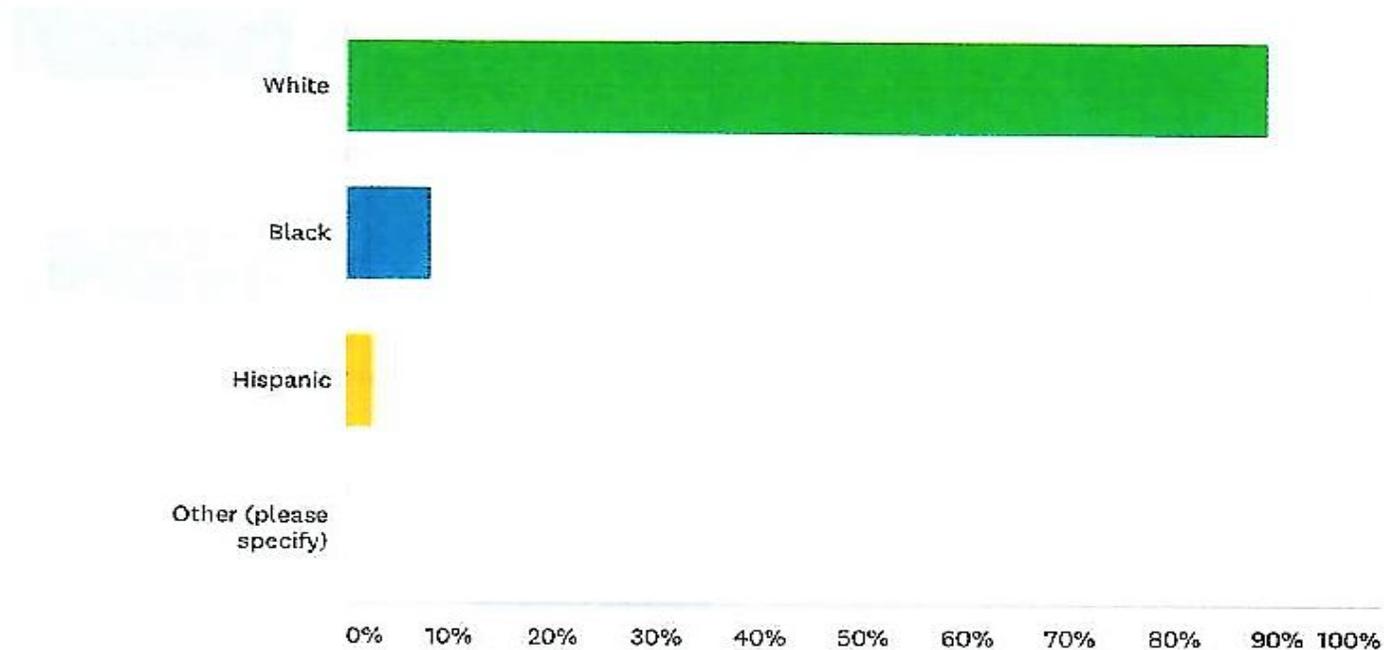
- 45.95%
- 54.05%

Appendix B: Survey Questions and Results

Q15

What is your race/ethnicity?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ White
- ▼ Black
- ▼ Hispanic
- ▼ Other (please specify)

RESPONSES

89.19%

8.11%

2.70%

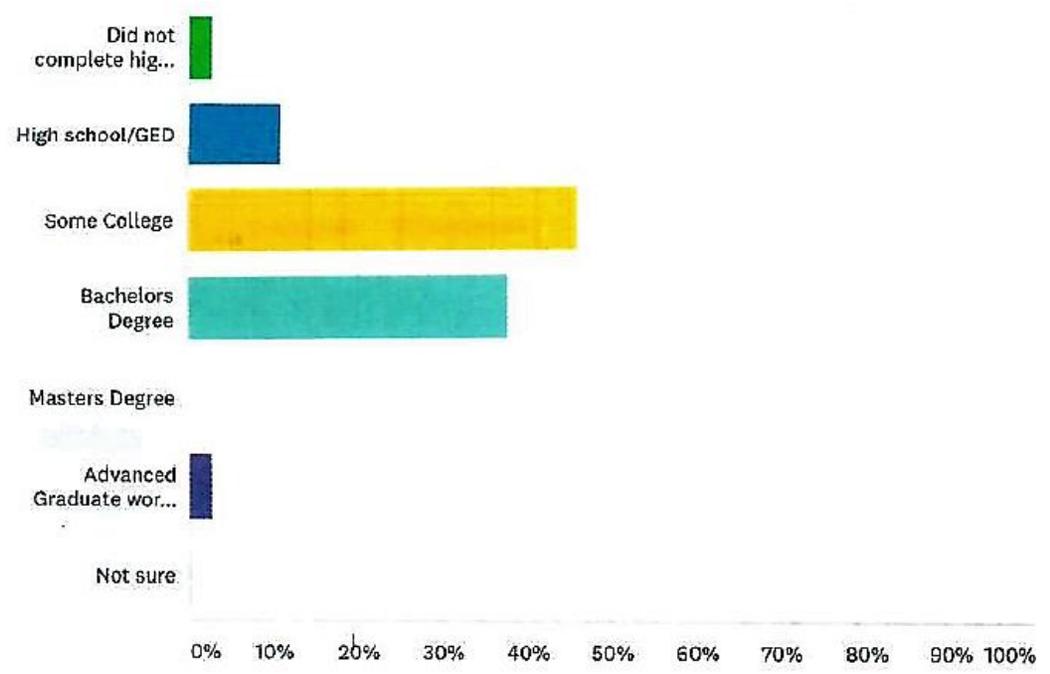
Responses 0.00%

Appendix B: Survey Questions and Results

Q16

What is your highest level of Education?

Answered: 37 Skipped: 0



ANSWER CHOICES

- ▼ Did not complete high school
- ▼ High school/GED
- ▼ Some College
- ▼ Bachelors Degree
- ▼ Masters Degree
- ▼ Advanced Graduate work or Ph.D
- ▼ Not sure

RESPONSES

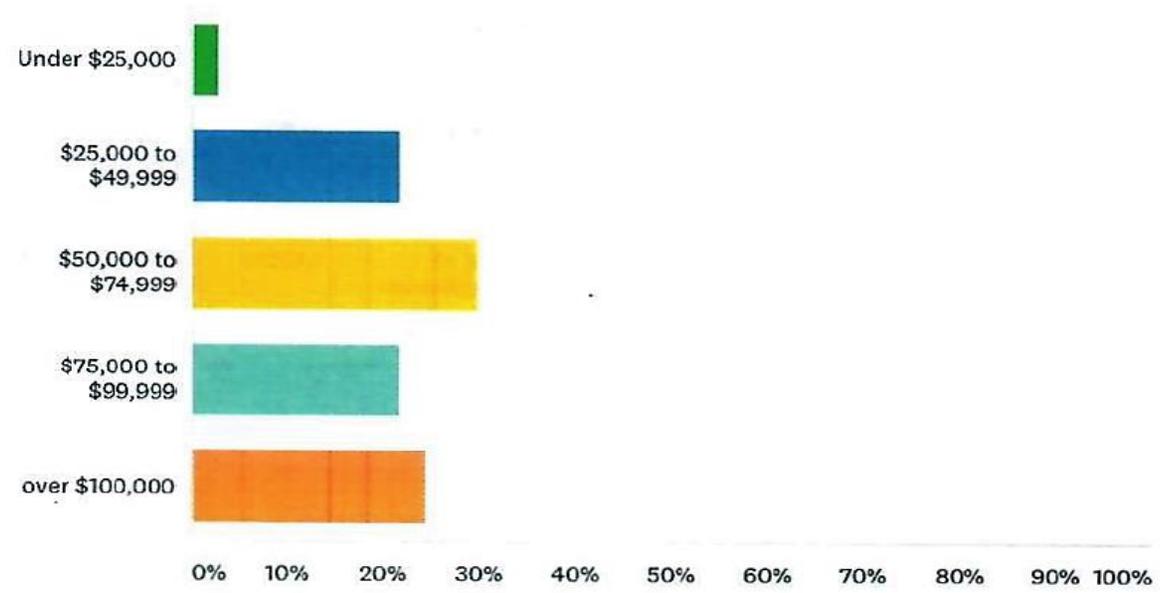
- 2.70%
- 10.81%
- 45.95%
- 37.84%
- 0.00%
- 2.70%
- 0.00%

Appendix B: Survey Questions and Results

Q17

What is your household income (approximately)?

Answered: 37 Skipped: 0



ANSWER CHOICES

- Under \$25,000
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- over \$100,000

RESPONSES

- 2.70%
- 21.62%
- 29.73%
- 21.62%
- 24.32%

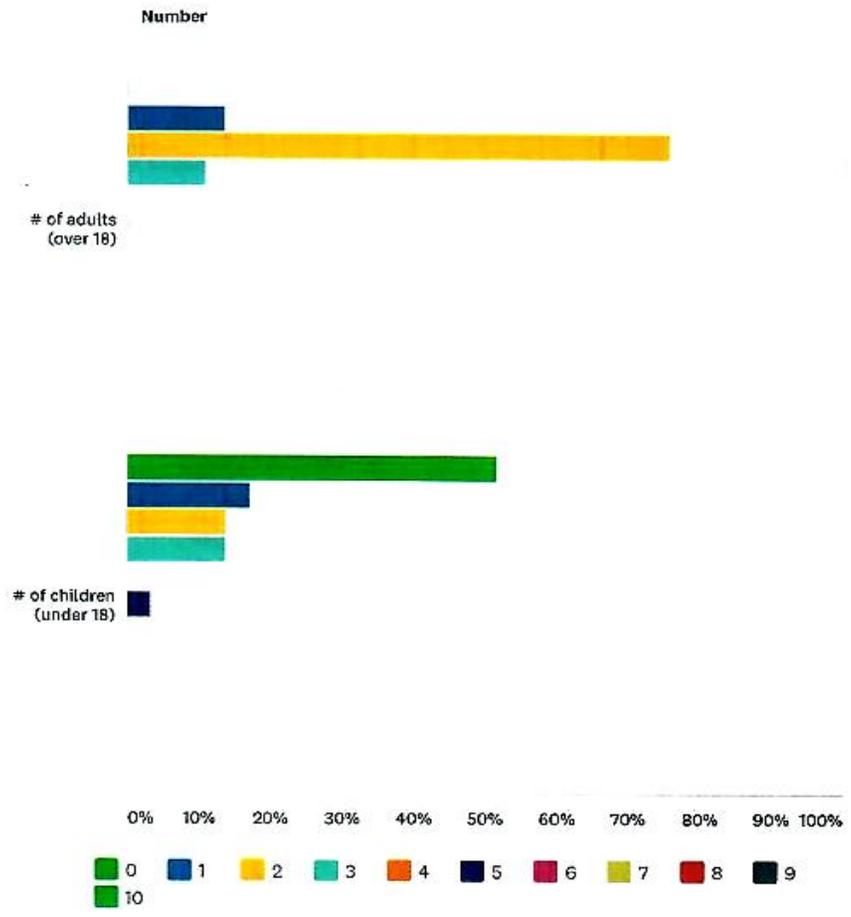
Appendix B: Survey Questions and Results

Q18

Customiz

How many people live in your household?

Answered: 37 Skipped: 0



Number	0	1	2	3	4	5	6	7	8	9	10
# of adults (over 18)	0.00% 0	13.51% 5	75.68% 28	10.81% 4	0.00% 0						
# of children (under 18)	51.72% 15	17.24% 5	13.79% 4	13.79% 4	0.00% 0	3.45% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0