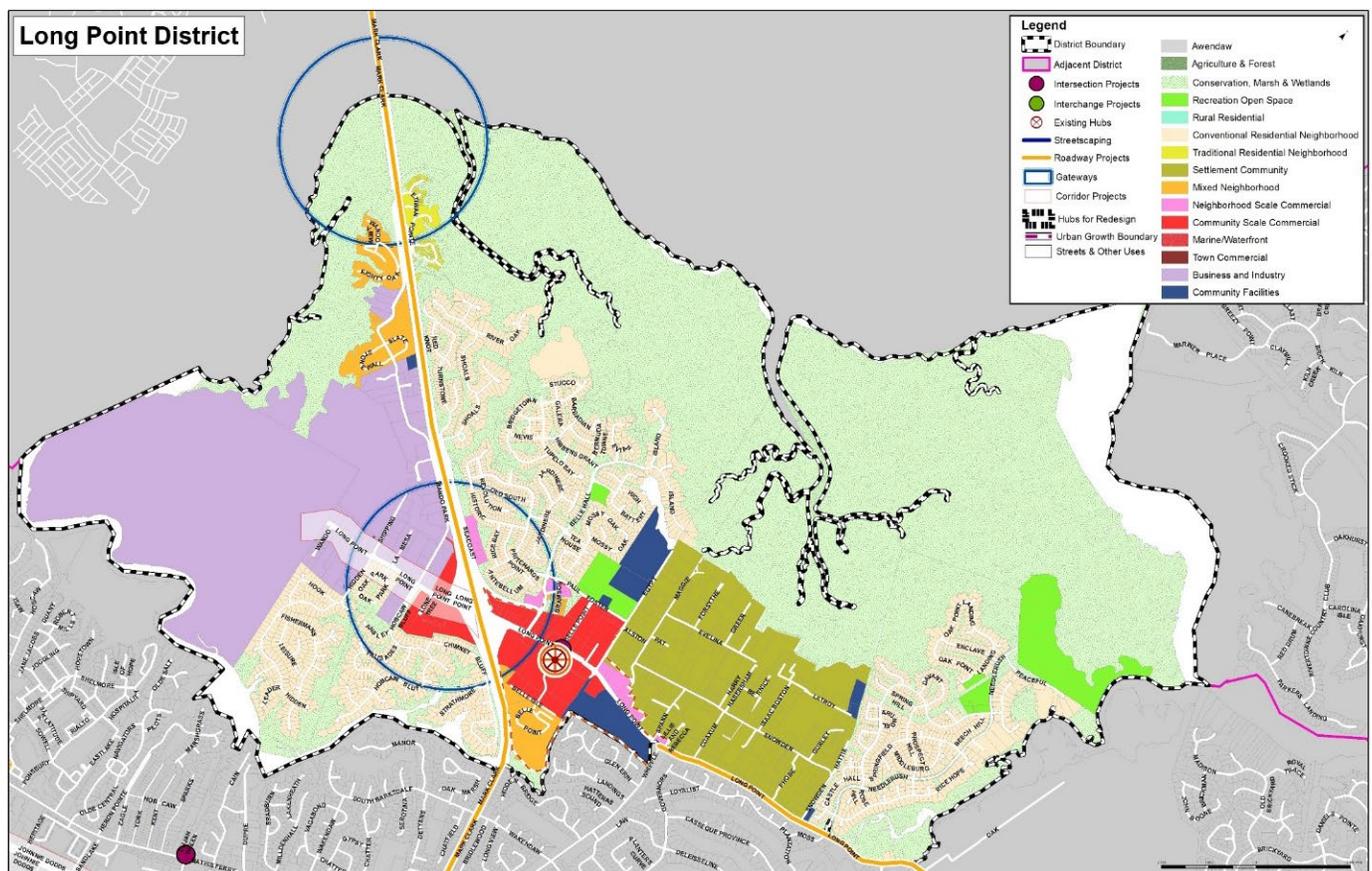


District Plans

For discussion of issues at the district level, the planning area has been divided into 8 sub areas based upon geographic proximity and traffic patterns. Community character and issues are felt most keenly at this local level. These districts were created to best address the local needs of the individual parts of town.

The district plans illustrate recommended future land use, transportation features, landmarks and areas of interest or concepts important to that district. The recommendations are derived directly from the public input gathered in the first two public open houses and through the continued work of the Plan Forum to address these topics.



❖ Long Point District

The Long Point District surrounds Long Point Road from the Wando Port to Boone Hall Creek. Clearly, the effect of the Port and its traffic weighs heavily in this district, with recommendations for roadway connections and improvements, but the potential for economic development uses nearby could prove a benefit. Protection for the Snowden community is another objective within this District, as is the designation of the Belle Hall Commercial area as a redevelopment area.

Recommendations

1. Focus on recruiting State Ports Authority-related industries to locate near the Port to provide employment and private investment to support the tax base of the town, pursuant to recommendations of a Special Area Plan
2. Future mixed-use redevelopment of lands within the Belle Hall area should be designed to create a neighborhood hub for this area that could provide a gathering place for local residents.
3. Protect the integrity of the Snowden neighborhood by working closely with Charleston County and local residents to determine the best methods to meet the neighborhood’s needs including limiting rezonings, supporting residents’ traditional businesses, and considering creation of an historic district.
4. Create connections between subdivisions and within the business-industrial area near the Port.
5. Work closely with the SPA and SCDOT to accommodate and mitigate effects of port truck traffic.
6. Refine ED zoning to better meet the needs of business prospects for areas by the Port.

DRAFT COMPREHENSIVE PLAN REFERENCE P. 125 (P. 5-31)

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