AGENDA
Regular Planning Commission Meeting
Tuesday, November 3, 2026 at 6:00PM
Municipal Court - 519 N Goose Creek Boulevard, Bldg. D

COMMISSIONERS: CHAIRPERSON JUDIE EDWARDS, VICE CHAIRPERSON HEATHER BYRD, LISA BURDICK, GENA GLAZE, ANTHONY JENKINS, JOSH LILLY, NICK MATTHEWS

IN ACCORDANCE WITH THE FREEDOM OF INFORMATION ACT, THE ELECTRONIC AND PRINT MEDIA WERE DULY NOTIFIED, ALONG WITH A HARD COPY POSTED AT CITY HALL. SHOULD YOU HAVE QUESTIONS OR COMMENTS, PLEASE CONTACT PLANNING AT (843)797-6220.

I. CALL TO ORDER & ROLL CALL

II. PUBLIC MEETING: APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

a. PLANNING COMMISSION MEETING OCTOBER 6, 2026

IV. REPORTS OF OFFICERS

a. DEVELOPMENT IMPACT FEE STUDY UPDATE (DISCUSSION ITEM ONLY)

V. NEW BUSINESS

a. ZONING TEXT AMENDMENT - TO AMEND TITLE XV: LAND USAGE, CHAPTER 151: THE UNIFIED DEVELOPMENT ORDINANCE OF THE CITY OF GOOSE CREEK, SOUTH CAROLINA, SECTION 5.2 TREE CORRIDOR, SECTION 5.5 SITE LANDSCAPING, SECTION 5.6 ACCESS AND PARKING, AND SECTION 6.2 OPEN SPACE

b. A RESOLUTION BY THE CITY OF GOOSE CREEK PLANNING COMMISSION RECOMMENDING THE CITY OF GOOSE CREEK CITY COUNCIL TO APPROVE THE ADOPTION OF THE FIVE-YEAR REVIEW OF THE CITY OF GOOSE CREEK COMPREHENSIVE PLAN, IN ACCORDANCE WITH THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994, S.C. CODE OF LAWS ANN. § 6-29-510, *et seq*

VI. MISCELLANEOUS

a. PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)

b. 2027 CALENDAR (INFORMATIONAL PURPOSES ONLY)

VII. GENERAL PUBLIC COMMENTS

VIII. CLOSING REMARKS & ADJOURNMENT

Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: LILI ORTIZ-LUDLUM

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☐ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title
PLANNING COMMISSION MEETING OCTOBER 6, 2026
Background Summary
Financial Impact
Impact if denied
Impact if approved

Department Head: _____ *Signature & Date*

City Administrator: _____ *Signature & Date*

MINUTES
CITY OF GOOSE CREEK
PLANNING COMMISSION
TUESDAY, OCTOBER 6, 2026, 6:00 PM
MARGUERITE H. BROWN MUNICIPAL CENTER

I. CALL TO ORDER

Action: Chairperson Edwards called the meeting to order at 6:00 p.m.

Present: Judie Edwards; Heather Byrd; Lisa Burdick; Gena Glaze; Josh Lilly; Nick Matthews

Absent: Anthony Jenkins

Staff Present: Kendra Wise, Planning and Zoning Director; John Farrell, Planner II

II. PUBLIC MEETING: APPROVAL OF AGENDA

Motion: A motion was made to approve the agenda as written. **Moved by** Commissioner Burdick; **Seconded by** Commissioner Glaze.

Discussion: None.

Vote: All voted in favor. The motion carried (6-0).

III. APPROVAL OF MINUTES

a. PLANNING COMMISSION MEETING AUGUST 4, 2026

Motion: A motion was made to approve the minutes as provided. **Moved by** Commissioner Glaze; **Seconded by** Commissioner Burdick.

Discussion: None.

Vote: All voted in favor. The motion carried (6-0).

IV. NEW BUSINESS

a. STREET NAME APPROVAL - ENCLAVE AT LINDY CREEK

- CUSTOMS WAY
- DE SAUSSURE LANE
- OSPREY WATCH COURT
- OLDE OAK PASS
- MAGNOLIA REGURE WAY
- CORDES LANE

Motion: A motion was made to approve the street names for Enclave at Lindy Creek. **Moved by** Commissioner Burdick; **Seconded by** Commissioner Glaze.

Discussion: None.

Vote: Commissioner Edwards; Commissioner Burdick; Commissioner Glaze; Commissioner Lilly and Commissioner Matthews voted in favor. Commissioner Byrd opposed. Motion carried (5-1).

b. STREET NAME APPROVAL - ESSENCE AT BELLHAVEN GROVE (MYERS LANDING)

- AMITY LANE
- ESSENCE WAY
- BELLHAVEN GROVE BLVD
- IVORY OAK WALK
- CANNA CREST LANE
- MAPLE GROVE WAY
- CAPE JASMINE CIRCLE
- OAKMERE LANE
- CASSENA HOLLY LANE
- WISTERIA VINE WAY
- CYPRESS HAVEN WAY
- DAHOON WALK LANE

Director Wise stated there was an error in one of the names listed. She stated Ivory Oak Walk should be Ivory Oak Way.

Motion: A motion was made to approve the street names for Essence at Bellhaven Grove, Myers Landing. **Moved by** Commissioner Byrd; **Seconded by** Commissioner Glaze.

Amended Motion: Commissioner Matthews amended the motion to change the name to Ivory Oak Way.

Discussion: Director Wise stated the subdivision will also include an extension of Sweet Cherry Lane from the existing Shell Pointe neighborhood that has been previously approved.

Amended Motion Vote: All in favor. The motion carried (6-0).

V. MISCELLANEOUS

a. PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)

- FINAL SUBDIVISION PLAT OF A PORTION OF CARNES CROSSROADS WEST TRACT TO CREATE LEDBEDER STREET, TRACT W2-D, TRACT W2-E, OPEN SPACE W2-1, OPEN SPACE W2-2, OPEN SPACE W2-3, and WEST TRACT RESIDUAL
- RECOMBINATION PLAT OF TMS# 235-00-00-038 & TMS# 235-00-00-088
- FINAL SUBDIVISION PLAT OF TRACT Q TO CREATE PHASE 21 OF CARNES CROSSROADS
- SUBDIVISION PLAT OF TRACT "A1" TO CREATE TRACT "A1" RESIDUAL AND TRACT "A3" from TMS# 243-00-00-049
- FINAL SUBDIVISION PLAT OF CARNES CROSSROADS TRACT 17B-1 TO CREATE PHASE 17B LOT 17-218 THRU 17-249
- FINAL SUBDIVISION PLAT OF CARNES CROSSROADS TRACT N TO CREATE PHASE AA4

VI. GENERAL PUBLIC COMMENTS

No public comments were made.

VII. CLOSING REMARKS & ADJOURNMENT

Director Wise thanked everyone who attended training through the BCDCOG. She stated she will send additional training opportunities for those still needing to fulfill their requirements. Director Wise

stated there will not be a holiday party this year; however, there will be an invitation to attend the opening of the new Assembly building on January 7, 2027, at 5:30pm.

Motion: A motion was made to adjourn. **Moved by** Commissioner Byrd; **Seconded by** Commissioner Burdick.

Discussion: None.

Vote: All voted in favor. The motion carried (6-0).

Chairperson Edwards adjourned the meeting at approximately 6:08 p.m.

_____ Date: _____

Judie Edwards, Chair

Request for Planning Commission Agenda Item

To: CITY OF GOOSE CREEK PLANNING COMMISSION

From: KENDRA WISE, PLANNING AND ZONING DIRECTOR

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☐ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title
DEVELOPMENT IMPACT FEE STUDY UPDATE (DISCUSSION ITEM ONLY)
Background Summary
Tyler Howanyk, Chief Financial Officer, will present information related to the City's Development Impact Study Update. This agenda item is for discussion only and will be brought back for action during the December meeting of the Planning Commission.
Financial Impact
Impact if denied
Impact if approved

Department Head: _____ *Signature & Date*

City Administrator: _____ *Signature & Date*

THE CITY OF
GOOSE CREEK
BERKELEY CO. EST. 1961 SO. CAROLINA

ADMINISTRATIVE DRAFT

DEVELOPMENT IMPACT FEE STUDY UPDATE

SEPTEMBER 17, 2026

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Executive Summary

This report summarizes an analysis of development impact fees needed to support future development in Goose Creek, South Carolina through 2035 (over the next ten years). It is the City's intent that the costs representing future development's share of public facilities and capital improvements be imposed on that development in the form of a development impact fee, also known as a public facilities fee. The public facilities and improvements included in this analysis are divided into the fee categories listed below:

- General Government Facilities
- Park Facilities

Background and Study Objectives

The primary policy objective of a development impact fee program is to ensure that new development pays the capital costs associated with growth. Although growth also imposes operating costs, there is not a similar system to generate revenue from new development for services. The primary purpose of this study is to calculate and present fees that will enable the City to expand its inventory of public facilities, as new development creates increases in service demands.

Willdan understands that the City of Goose Creek's ("City") Development Impact Fees were implemented in 1988. Since the fees have not been adjusted since implementation they are exempt from the conditions set forth in the *South Carolina Development Impact Fee Act of 1999*, Title 6 Article 9 of the South Carolina Code of Laws. The City is concerned that the current, grandfathered fees are not keeping up with the capital needs associated with recent growth.

At present, the City seeks to consider and recommend modifications to the existing impact fee structure, as well as create a Capital Improvement Plan (CIP) and draft an impact fee ordinance that complies with South Carolina statute. In South Carolina, impact fees may be used for: design and engineering; right-of-way acquisition; construction; land purchase; utility relocation; and project financing. Impact fees may not be used for: maintenance, administrative costs, operating costs, or existing deficiencies.

All development impact fee-funded capital projects should be programmed through the City's five-year Capital Improvement Plan (CIP). Using a CIP can help the City identify and direct its fee revenue to public facilities projects that will accommodate future growth. The City of Goose Creek does not currently maintain a CIP. As such, this study also includes the preparation of a proposed CIP for the purpose of informing the updated Development Impact Fee schedule. By programming fee revenues to specific capital projects, the City can help ensure a reasonable relationship between new development and the use of fee revenues as required by the South Carolina Development Impact Fee Act of 1999.

Facility Standards and Costs

This study uses two approaches to calculate facilities standards and allocate the costs of planned facilities to accommodate growth in compliance with the *Development Impact Fee Act* requirements.

The **system plan** approach is based on a master facilities plan in situations where the needed facilities serve both existing and new development. This approach allocates existing and planned facilities across existing and new development to determine new development's fair share of facility needs. This approach is used when it is not possible to differentiate the benefits of new facilities between new and existing development. Often the system plan is based on increasing

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facility standards, so the City must find non-impact fee revenue sources to fund existing development's fair share of planned facilities. This method is used to calculate the general government facilities fees.

The **planned facilities** approach allocates costs based on the ratio of planned facilities that serve new development to the increase in demand associated with new development. This approach is appropriate when specific planned facilities that only benefit new development can be identified, or when the specific share of facilities benefiting new development can be identified. Examples include street improvements to avoid deficient levels of service or a sewer trunk line extension to a previously undeveloped area. This approach is used for the park facility fees.

Administrative Requirements

Table E.1 identifies the administrative reporting requirements, and the relevant government code sections. Further detail regarding fee adjustments and updates is included in the Program Implementation, and Inflationary Adjustments sections of this report.

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Table 1.1: Administrative Requirements

SC Gov't Code	Requirement
SECTION 6-1-940. Amount of impact fee.	A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose unless the number of service units increases or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must: (1) include an explanation of the calculation of the impact fee, including an explanation of the factors considered pursuant to this article; (2) specify the system improvements for which the impact fee is intended to be used; (3) inform the developer that he may pay a project's proportionate share of system improvement costs by payment of impact fees according to the fee schedule as full and complete payment of the developer's proportionate share of system improvements costs; (4) inform the fee payor that: (a) he may negotiate and contract for facilities or services with the governmental entity in lieu of the development impact fee as defined in Section 6-1-1050; (b) he has the right of appeal, as provided in Section 6-1-1030; (c) the impact fee must be paid no earlier than the time of issuance of the building permit or issuance of a development permit if no building permit is required.

Source: https://www.scstatehouse.gov/code/t06c001.php

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Table 1.1: Administrative Requirements, Continued

SC Gov't Code	Requirement
SECTION 6-1-960. **Recommended capital improvements plan; notice; contents of plan.**	(A) The local planning commission shall recommend to the governmental entity a capital improvements plan which may be adopted by the governmental entity by ordinance. The recommendations of the commission are not binding on the governmental entity, which may amend or alter the plan. After reasonable public notice, a public hearing must be held before final action to adopt the ordinance approving the capital improvements plan. The notice must be published not less than thirty days before the time of the hearing in at least one newspaper of general circulation in the county. The notice must advise the public of the time and place of the hearing, that a copy of the capital improvements plan is available for public inspection in the offices of the governmental entity, and that members of the public will be given an opportunity to be heard. (B) The capital improvements plan must contain: (1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage; (2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards; (3) a description of the land use assumptions; (4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate; (5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration; (6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria; (7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years; (8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and (9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan. (C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

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Use of Fee Revenues

Impact fee revenue must be spent on new facilities or expansion of current facilities to serve new development. Facilities can be generally defined as capital acquisition items with a useful life greater than five years. Impact fee revenue can be spent on capital facilities to serve new development, including but not limited to: land acquisition, construction of buildings, the acquisition of vehicles or equipment, information technology, software licenses and equipment. In South Carolina impact fees may not be used for: maintenance, administrative costs, operating costs, or existing deficiencies.

Development Impact Fee Schedule Summary

Table E.2 summarizes the development impact fees that meet the City's identified needs and comply with the requirements of the *South Carolina Development Impact Fee Act*.

Table E.2: Maximum Justified Development Impact Fee Schedule

Land Use	General Government	Parks[1]	Total	Current	Change
Residential - per Dwelling Unit					
Single Family	$ 3,534	$ 773	$ 4,307	$ 3,253	32%
Multifamily	2,604	569	3,173	1,952	63%
Nonresidential - per 1,000 Square Feet					
Commercial	$ 873	-	$ 873	$ 590	48%
Office	951	-	951	448	112%
Industrial	285	-	285	265	8%

Sources: Tables 3.6 and 4.8.

Required Non-Fee Funding

Impact fees may only fund the share of public facilities related to new development in the City of Goose Creek. They may not be used to fund the share of facility needs generated by existing development or by development outside of the City. As shown in **Table E.3**, approximately $34.3 million in funding will be needed to undertake the City's proposed Capital Improvement Plan to accommodate existing and future development, of which approximately $16.6 million will be funded by Development Impact Fees.

Non-fee funding is required to fully implement the proposed Capital Improvement Plan to fund improvements to the City's facilities and equipment that would serve both existing and new development. The City can use any other funding source such as new general fund revenues, existing or new taxes, special assessments, and grants other than impact fees to fund existing development's share of the planned facilities.

The following report provides the detailed methodology and calculations supporting the proposed impact fee values.

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Table E.3: Non-Impact Fee Funding Required

Fee Category	Total Project Cost	Development Fee Revenue	Additional Funding Required
General Government	$ 46,511,294	$ 14,137,462	$ 32,373,832
Parks	4,423,844	2,484,514	1,939,330
Total	$ 50,935,138	$ 16,621,976	$ 34,313,162

Sources: Tables 3.5 and 4.7.

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1. Introduction

This report presents an analysis of the need for public facilities to accommodate new development in the City of Goose. This chapter provides background for the study and explains the study approach under the following sections:

- Public Facilities Financing in South Carolina;
- Study Objectives;
- City of Goose Creek City Impact Fee Program;
- Fee Program Maintenance;
- Study Methodology; and
- Organization of the Report.

Public Facilities Financing in South Carolina

The changing fiscal landscape in South Carolina since the Development Impact Fee Ordinance was passed in 1988 has steadily undercut the financial capacity of local governments to fund infrastructure. Several dominant trends facing the City of Goose Creek stand out:

- Rapid growth and development in the Charleston, SC region
- Continued construction costs escalation (nationally and globally)
- Local resistance to increased property taxes
- Local expectation that growth shares in the cost of growth
- Declining popular support for bond measures to finance infrastructure for the next generation of residents and businesses; and
- Steep reductions in federal and state assistance.

Faced with these trends, cities and counties in South Carolina are increasingly adopting a policy of "growth pays its own way." This policy shifts the burden of funding infrastructure expansion from existing ratepayers and taxpayers onto new development. This funding shift has been accomplished primarily through the imposition of assessments, special taxes, and development impact fees also known as public facilities fees. Assessments and special taxes require the approval of property owners and are appropriate when the funded facilities are directly related to the developing property. Development impact fees, on the other hand, are an appropriate funding source for facilities that benefit all development jurisdiction-wide. Development impact fees need only a majority vote of the legislative body for adoption.

Study Objectives

The primary purpose of this study is to update the City's impact fees based on the most current available facility plans and growth projections. The proposed fees will enable the City to expand its inventory of public facilities as new development leads to increases in service demands. Accordingly, public facilities fee programs are structured to ensure that new development pays the capital costs associated with growth.

The City of Goose Creek 2021 Comprehensive Plan states in the Community Facilities Goals and Strategies that "Goose Creek will continue to provide high levels of service provision through

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needed improvements and expansion in order to meet the needs of the growing community."[1] The fees calculated in this report support this goal by providing a funding source from new development to pay for development's fair share of needed facilities.

The City of Goose Creek is forecast to experience moderate growth through this study's planning horizon of 2035 (a net increase of 14,971 residents and 3,077 jobs). This growth will create an increase in demand for public services and the City facilities required to deliver them. Given the revenue challenges described above, Goose Creek City has decided to continue to use a development impact fee program to ensure that new development funds the share of facility costs associated with growth. This study makes use of the most current available growth forecasts and facility plans to update the City's existing fee program to ensure that the City's fee program is representative of the facility needs resulting from new development.

Goose Creek City Impact Fee Program

Goose Creek City currently charges impact fees to fund the expansion of general government facilities and park facilities to serve new development. This study provides the documentation needed for a comprehensive update of the City's impact fee program.

Fee Program Maintenance

Once a fee program has been adopted it must be properly maintained to ensure that the revenue collected adequately funds the facilities needed by new development. To avoid collecting inadequate revenue, the inventories of existing facilities and costs for planned facilities must be updated periodically for inflation, and the fees recalculated to reflect the higher costs. The use of established indices for each facility included in the inventories (land, buildings, and equipment), such as the Engineering News-Record, is necessary to accurately adjust the impact fees. For a list of recommended indices, see Chapter 6.

While fee updates using inflation indices are appropriate for annual or periodic updates to ensure that fee revenues keep up with increases in the costs of public facilities, it is recommended to conduct more extensive updates of the fee documentation and calculation (such as this study) when significant new data on growth forecasts and/or facility plans become available. For further detail on fee program implementation, see Chapter 6.

Study Methodology

Development impact fees are calculated to fund the cost of facilities required to accommodate growth. The six steps followed in this development impact fee study include:

1. **Estimate existing development and future growth:** Identify a base year for existing development and a growth forecast that reflects increased demand for public facilities;
2. **Identify facility standards:** Determine the facility standards used to plan for new and expanded facilities;
3. **Determine facilities required to serve new development:** Estimate the total amount of planned facilities, and identify the share required to accommodate new development;

[1] City of Goose Creek Comprehensive Plan, Adopted May 11, 2021, page 133.

4. **Determine the cost of facilities required to serve new development:** Estimate the total amount and the share of the cost of planned facilities required to accommodate new development;
5. **Calculate fee schedule:** Allocate facilities costs per unit of new development to calculate the development impact fee schedule; and
6. **Identify alternative funding requirements:** Determine if any non-fee funding is required to complete projects.

The key public policy issue in development impact fee studies is the identification of facility standards (step #2, above). Facility standards document a reasonable relationship between new development and the need for new facilities. Standards ensure that new development does not fund deficiencies associated with existing development.

Types of Facility Standards

There are three separate components of facility standards:

- *Demand standards* determine the amount of facilities required to accommodate growth, for example, park acres per thousand residents, square feet of library space per capita, or gallons of water per day. Demand standards may also reflect a level of service such as the vehicle volume-to-capacity (V/C) ratio used in traffic planning.
- *Design standards* determine how a facility should be designed to meet expected demand, for example, park improvement requirements and technology infrastructure for City office space. Design standards are typically not explicitly evaluated as part of an impact fee analysis but can have a significant impact on the cost of facilities. Our approach incorporates the cost of planned facilities built to satisfy the City's facility design standards.
- *Cost standards* are an alternate method for determining the amount of facilities required to accommodate growth based on facility costs per unit of demand. *Cost standards* are useful when demand standards were not explicitly developed for the facility planning process. *Cost standards* also enable different types of facilities to be analyzed based on a single measure (cost or value), and are useful when different facilities are funded by a single fee program. Examples include facility costs per capita, cost per vehicle trip, or cost per gallon of water per day.

New Development Facility Needs and Costs

To determine how to allocate costs and generate revenue to fund the proposed capital improvements to support new development requires a two-step process: (1) identify total facility needs, and (2) allocate to new development its "fair share" of those needs.

There are three common methods for determining new development's fair share of planned facilities costs: the **system plan method**, the **planned facilities method,** and the **existing inventory method**. Often the method selected depends on the degree to which the community has engaged in comprehensive facility master planning to identify facility needs.

The formula used by each approach and the advantages and disadvantages of each method is summarized below:

System Plan Method

This method calculates the fee based on: the value of existing facilities plus the cost of planned facilities, divided by demand from existing plus new development:

$$\frac{\text{Value of Existing Facilities + Cost of Planned Facilities}}{\text{Existing + New Development Demand}} = \$/\text{unit of demand}$$

This method is useful when planned facilities need to be analyzed as part of a system that benefits both existing and new development. It is difficult, for example, to allocate a new fire station solely to new development when that station will operate as part of an integrated system of fire stations that together achieve the desired level of service.

The system plan method ensures that new development does not pay for existing deficiencies. Often facility standards based on identified facilities needed to serve the City through the planning horizon can be higher than existing facility standards. This method enables the calculation of the existing deficiency required to bring existing development up to the implied facility standard. The local agency must secure non-fee funding for that portion of planned facilities required to correct the deficiency to ensure that new development receives the level of service funded by the impact fee. This method is used to calculate the general government facilities fees.

Existing Inventory Method

The existing inventory method allocates costs based on the ratio of existing facilities to demand from existing development as follows:

$$\frac{\text{Current Value of Existing Facilities}}{\text{Existing Development Demand}} = \$/\text{unit of demand}$$

Under this method, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method results in no facility deficiencies attributable to existing development. This method is often used when a long-range plan for new facilities is not available. Only the initial facilities to be funded with fees are identified in the fee study. Future facilities to serve growth are identified through an annual capital improvement plan and budget process, possibly after completion of a new facility master plan. This method was not used to calculate in this report.

Planned Facilities Method

The planned facilities method allocates costs based on the ratio of planned facility costs to demand from new development as follows:

$$\frac{\text{Cost of Planned Facilities}}{\text{New Development Demand}} = \$/\text{unit of demand}$$

This method is appropriate when planned facilities will entirely serve new development, or when a fair share allocation of planned facilities to new development can be estimated. An example of the former is a wastewater trunk line extension to a previously undeveloped area. An example of the latter is a portion of a roadway that has been identified as necessary to mitigate the impact from new development through traffic modeling analysis. Under this method new development will fund the expansion of facilities at the standards used in the applicable planning documents. This approach is used for the park facilities fees in this report.

Organization of the report

The determination of a public facilities fee begins with the selection of a planning horizon and development of growth projections for population and employment. These projections are used throughout the analysis of different facility categories, and are summarized in Chapter 2.

Chapters 3 through 4 identify facility standards and planned facilities, allocate the cost of planned facilities between new development and other development, and identify the appropriate development impact fee for each of the following major facility categories:

- General Government Facilities
- Park Facilities

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General Government includes administration, information technology, public works, fire, and police. The report provides detailed calculations for each individual line item for review purposes.

Chapter 5 provides the consolidated draft Capital Improvement Plan (including a funding and phasing schedule).

Chapter 6 summarizes the procedures that the City must follow when implementing a development impact fee program. Impact fee program adoption procedures are found in *South Carolina Government Code* Article 9, Sections 6-1-910 through 6-1-2010.

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2. Growth Forecasts and Unit Costs

Growth projections are used as indicators of demand to determine facility needs and allocate those needs between existing and new development. This chapter explains the source for the growth projections used in this study based on a 2025 base year and a planning horizon of 2035.

Estimates of existing development and projections of future growth are critical assumptions used throughout this report. These estimates are used as follows:

- The estimate of existing development in 2025 is used as an indicator of existing facility demand and to determine existing facility standards.
- The estimate of total development at the 2035 planning horizon is used as an indicator of future demand to determine total facilities needed to accommodate growth and remedy existing facility deficiencies, if any.
- Estimates of growth from 2025 through 2035 are used to (1) allocate facility costs between new development and existing development, and (2) estimate total fee revenues.

The demand for public facilities is based on the service population, dwelling units or nonresidential development creating the need for the facilities. The service population for law enforcement facilities, fire facilities, and road maintenance equipment facilities includes residents and workers. The service population for parks includes only residents.

Land Use Types

To ensure a reasonable relationship between each fee and the type of development paying the fee, growth projections distinguish between different land use types. The land use types that impact fees have been calculated for are defined below.

- **Single family:** Detached and attached one-unit dwellings.
- **Multifamily:** All attached multifamily dwellings including duplexes and condominiums.
- **Commercial:** All commercial, retail, educational, and hotel/motel development.
- **Office:** All general, professional, and medical office development.
- **Industrial:** All manufacturing and warehouse development.

Some developments may include more than one land use type, such as a mixed-use development with both multifamily and commercial uses. In those cases, the facilities fee would be calculated separately for each land use type.

The City has the discretion to determine which land use type best reflects a development project's characteristics for purposes of imposing an impact fee and may adjust fees for special or unique uses to reflect the impact characteristics of the use.

Existing and Future Development

Table 2.1 shows the estimated number of residents, dwelling units, employees, and building square feet in Goose Creek City, both in 2025 and in 2035. The base year estimates of residents

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and dwelling units are based data from the U.S Census Bureau's Quick Facts application.[2] The projection for residents in 2035 comes from the City's Comprehensive Plan.

Base year employees were estimated based on data from the US Census Bureau's OnTheMap application. The projection of future jobs was calculated by maintain the ratio of residents to jobs through the planning horizon.

Table 2.1: Population and Employment Estimates and Projections

	2025	2035	Increase
Residents[1]	50,352	65,323	14,971
Employment[2]	10,348	13,425	3,077

[1] Current estimate of residents from US Census Bureau Quick Facts, 2025. Projected residents in 2035 identified in Comprehensive Plan, page 13.
[2] Current estimates of total jobs from the US Census' OnTheMap. Excludes local government (public administration) jobs. Projection based on maintaining ratio of residents to jobs as development occurs.

Sources: The City of Goose Creek Comprehensive Plan, Adopted May 11, 2021; U.S. Census Bureau Quick Facts (census.gov/quickfacts/fact/table/goosecreekcitysouthcarolina/PST045224); OnTheMap Application, http://onthemap.ces.census.gov; Table 2.2, Willdan

Occupant Densities

All fees in this report are calculated based on dwelling units or building square feet or hotel rooms. Occupant density assumptions ensure a reasonable relationship between the size of a development project, the increase in service population associated with the project, and the amount of the fee.

Occupant densities (residents per dwelling unit or workers per building square foot or hotel room) are the most appropriate characteristics to use for most impact fees. The fee imposed should be based on the land use type that most closely represents the probable occupant density of the development.

The average occupant density factors used in this report are shown in **Table 2.2**. The residential occupant density factors for both the various types of dwelling units were calculated using the most recently available data from US Census' American Community Survey specific to Goose Creek City. The occupant densities resulting from dividing the population by the corresponding dwelling unit type are shown in Table 2.2.

The nonresidential occupancy factors are derived from data from the Institute of Traffic Engineers Trip Generation Manual, 12th Edition.

[2] https://www.census.gov/quickfacts/fact/table/goosecreekcitysouthcarolina/PST045224

Table 2.2: Occupancy Density Assumptions

Residential Dwelling Units		
Single Family	2.62	Residents per dwelling unit
Multifamily	1.93	Residents per dwelling unit
Nonresidential		
Commercial	2.09	Employees per 1,000 square feet
Office	2.28	Employees per 1,000 square feet
Industrial	0.68	Employees per 1,000 square feet

Sources: U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, Tables B25024 and B25033; ITE Trip Generation Manual, 12th Edition; Willdan Financial Services.

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3. General Government Facilities

The purpose of the fee is to ensure that new development funds its fair share of general government facilities. A fee schedule is presented based on the planned facilities standard of general government facilities in the Goose Creek City to ensure that new development provides adequate funding to meet its needs.

Service Population

General government facilities serve both residents and businesses throughout the City and include Administration, Public Works, Police and Fire Departments. Therefore, demand for services and associated facilities are based on the City's service population including residents and workers.

Table 3.1 shows the existing and future projected service population for general government facilities. While specific data is not available to estimate the actual ratio of demand per resident to demand by businesses (per worker) for this service, it is reasonable to assume that demand for these services is less for one employee compared to one resident, because nonresidential buildings are typically occupied less intensively than dwelling units. The 0.31-weighting factor for workers is based on a 40-hour workweek divided by the total number of non-work hours in a week (128) and reflects the degree to which nonresidential development yields a lesser demand for general government facilities.

Table 3.1: General Government Facilities Service Population

	A Persons	*B* Weighting Factor	*A x B = C* Service Population
Residents			
Existing (2025)	50,352	1.00	50,352
New Development	14,971	1.00	14,971
Total (2035)	65,323		65,323
Workers			
Existing (2025)	10,348	0.31	3,208
New Development	3,077	0.31	954
Total (2035)	13,425		4,162
Combined Residents and Weighted Workers			
Existing (2025)			53,560
New Development			15,925
Total (2035)			69,485

[1] Workers are weighted at 0.31 of residents based on a 40 hour work week out of a possible 128 non-work hours in a week (40/128 = 0.31)

Sources: Table 2.1; Willdan Financial Services.

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Facility Inventories and Standards

This section describes the City's general government facilities inventory and facility standards.

Existing Inventory

This study uses the system standard methodology to calculate fees for all government facilities. The inventory is only comprised of land, buildings and vehicles valued over $100,000. The total value of the inventory is summarized in **Table 3.2.** The value of buildings was identified in the City's insured property schedule. The assumption for land value per acre is based on the weighted average cost per acre for land sales in Goose Creek since 2023, as reported by CoStar.

Table 3.2: General Government Land, Buildings & Equipment Inventory

	Quantity	Units	Unit Cost	Replacement Cost
Land (acres)				
General Government	4.67	acres	$210,500	$ 983,803
Police	8.33	acres	210,500	1,752,697
Fire	16.14	acres	210,500	3,397,470
Subtotal - Land	29.14			$ 6,133,970
Buildings (square feet)				
City Administration Bldg	9,551	sq. ft.	$ 316	$ 3,013,700
Police	19,490	sq. ft.	329	6,412,600
Municipal Court	5,988	sq. ft.	328	1,964,900
Department of Public Works	18,636	sq. ft.	234	4,355,800
Gas Pumps and Canopy Public Works Pumphouse	1,120	sq. ft.	311	348,800
Vehicle Shed 1	6,400	sq. ft.	66	424,100
Vehicle Shed 2	5,600	sq. ft.	66	371,100
Vehicle Shed 3	1,500	sq. ft.	60	89,630
Fire Station Headquarters	27,670	sq. ft.	451	12,469,000
Fire Station 2	6,862	sq. ft.	319	2,187,900
Fire Station 3	8,730	sq. ft.	572	4,995,500
Subtotal - Buildings	111,547			$ 36,633,030
Vehicles	15	Vehicles	$296,600	$ 4,448,409
Total Value - Existing Facilities				$ 47,215,409

Sources: City of Goose Creek South Carolina Municipal Insurance and Risk Financing Fund Property Schedule, as of 11/5/25; CoStar; Willdan Financial Services.

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Planned Facilities

Table 3.3 summarizes the planned facilities within the general government facilities fee category. More detailed cost estimates and descriptions of these projects can be found in Chapter 5 of this report. The total cost of planned facilities is $46.5 million.

Table 3.3: Planned Facilities

Project No.	Description	Project Cost (2026)
1	Fire Station Building IV[1]	$ 8,323,120
2	Joint Police/Fire Training Facility, Phase 1 and 2	16,221,500
3	City Hall Expansion[2]	2,300,000
4	Police Station (Proposed HQ Expansion)[3]	4,479,174
5	Public Works Expansion	12,000,000
6	Court Architectural and Design Costs	800,000
7	Land Acquisition for Public Works Expansion	385,000
8	10 Sanitation Vehicles	2,002,500
Total		$ 46,511,294

[1] Remaining project cost as of 12/31/25.
[2] Represents a portion of the Assembly project associated with expanding the existing city council chambers to add offices and workspace for 13 employees.
[3] Project costs adjusted based on change in ENR's Construction Cost Index from 2018 to March 2026.

Sources: City of Goose Creek; ENR.com; Willdan Financial Services.

Cost Allocation

Table 3.4 illustrates the calculation of the system standard. This standard represents new development's projected per capita investment in general government facilities at the planning horizon, once the planned facilities are built and once expected development has occurred. This value is calculated by dividing cost of existing and planned facilities by the service population at the planning horizon. The value per capita is multiplied by the worker weighting factor of 0.31 to determine the value per worker.

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Table 3.4: General Government Facilities System Standard

Value of Existing Facilities	$	47,215,409
Value of Planned Facilities		46,511,294
Total System Value (2035)	$	93,726,704
Future Service Population (2035)		69,485
Cost per Capita	$	1,349
Cost Allocation per Resident	$	1,349
Cost Allocation per Worker[1]		418

[1] Based on a weighting factor of 0.31.

Sources: Tables 3.1, 3.2 and 3.3.

Projected Fee Revenue

Table 3.5 provides a summary of the total anticipated fee revenue to be generated by future growth to fund general government facilities. An adjustment has been made to account for lower fee revenue that will be generated by the Carnes development project, which is obligated to pay impact fees at a lower rate per an existing development agreement. After accounting for existing fund balances, and the Carnes fee projection adjustment, $25.1 million in non-fee funding will need to be identified to fund fully fund the planned facilities.

Table 3.5: Projected Fee Revenue

Cost per Capita	$	1,349
Growth in Service Population (2025 to 2035)		15,925
Projected Fee Revenue	$	21,482,825
Carnes Adjustment[1]		(7,345,363)
Net Fee Revenue	$	14,137,462
Net Cost of Planned Facilities	$	46,511,294
Less Projected Fee Revenue		14,137,462
Less Existing Fund Balance		7,299,480
Non-Fee Revenue To Be Identified	$	25,074,352

[1] Assumes remaining 2,509 units at Carnes development will pay current fee of $607 per single family unit.

Sources: Tables 3.1, 3.3 and 3.4.

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Fee Schedule

Table 3.6 shows the maximum justified general government facilities fee schedule. The cost per capita is converted to a fee per unit of new development based on dwelling unit and employment densities (persons per dwelling unit or employees per 1,000 square feet of nonresidential building space) from Table 2.2.

Table 3.6: Maximum Justified General Government Facilities Fee Schedule

	A	*B*	*C = A x B*	*D = C / 1,000*
Land Use	**Cost Per Capita**	**Density**	**Base Fee[1]**	**Fee per Sq. Ft.**
Residential Dwelling Unit				
Single Family	$ 1,349	2.62	$ 3,534	
Multifamily	1,349	1.93	2,604	
Nonresidential - per 1,000 Sq. Ft.				
Commercial	$ 418	2.09	$ 873	$ 0.87
Office	418	2.28	951	0.95
Industrial	418	0.68	285	0.29

[1] Fee per dwelling unit or per 1,000 square feet of nonresidential building space.

Sources: Tables 2.2 and 3.4.

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4. Park Facilities

The purpose of this fee is to generate revenue to fund the park facilities needed to serve new development. The impact fee is based on funding future park development to serve the City's new residential population.

Service Population

Facility standards for parks are typically expressed as a ratio of park acres per 1,000 residents. As residents are considered to be the primary users of parks in the Goose Creek City, demand for parks and associated facilities is based on the City's residential population, rather than a combined resident-worker service population. **Table 4.1** provides estimates of the City's current resident population and a projection for the year 2035.

Table 4.1: Service Population

	Residents
Existing (2025)	50,352
New Development	14,971
Total (2035)	65,323

Source: Table 2.1.

Facility Inventories and Standards

This section describes the City's park facility inventory, facility standards, and park facility costs.

Existing Inventory

Table 4.2 summarizes the City's existing parkland inventory. Land is divided into developed and undeveloped acreage categories. **Table 4.3** contains an inventory of City-owned park assets. The replacement cost of the City's existing park assets was identified in the City's insured property schedule.

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Table 4.2: Parkland Inventory

Name	Developed Acres	Undeveloped Acres	Total
Casey Center 1	8.00	-	8.00
Foxborough Lot	-	1.00	1.00
Etling Park	2.00	-	2.00
Fairfax Park	1.00	-	1.00
Oak Creek Park	4.00	-	4.00
Ryan Creek	1.00	-	1.00
Dennis Park	-	4.00	4.00
Felkel Field	19.00	-	19.00
Dogwood Park	16.00	-	16.00
Forest Lawn	1.00	-	1.00
Goose Creek Community Center	7.00	-	7.00
McCants Park	10.00	14.75	24.75
Foster Creek Park	21.00	-	21.00
Lake Greenview	8.00	-	8.00
St. James Park	3.00	-	3.00
St. James III	3.00	-	3.00
Crowfield Pool/Tennis courts	5.00	-	5.00
Camelot Park	2.00	-	2.00
Total	111.00	19.75	130.75

Source: City of Goose Creek.

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Table 4.3: Parks & Recreation Facilities Asset Inventory

	Quantity	Units	Unit Cost	Total Replacement Cost
Goose Creek Recreation Center	32,404	Sq. Ft.	$ 321	$ 10,406,900
Goose Creek Activity Center	31,844	Sq. Ft.	469	14,939,200
Bryant Pavilion Felkel Field	2,700	Sq. Ft.	123	331,900
Maintenance Complex	5,427	Sq. Ft.	73	393,600
New Concession Stand	1,631	Sq. Ft.	115	187,500
Felkel Field Bldg 3	1,200	Sq. Ft.	97	116,900
Dennis Park Bldg 1 Concession Stand	360	Sq. Ft.	216	77,803
Dennis Park Bldg 2	240	Sq. Ft.	191	45,816
Dennis Park Bldg 3	240	Sq. Ft.	208	49,813
Pavillion Dogwood Park	408	Sq. Ft.	70	28,488
Concession Stand At 224 Foster Creek Rd	1,040	Sq. Ft.	145	151,300
Office Canteen And Restrooms Central Creek Park	1,920	Sq. Ft.	397	762,500
Casey Pavilion At Central Creek Park	7,440	Sq. Ft.	75	560,200
Picnic Shelters At Central Creek Park	n/a			65,073
Covered Stage At Central Creek Park	720	Sq. Ft.	88	63,255
Splash Pad At Central Creek Park	n/a			512,300
Maintenance Building at John McCants Veterans Park	4,024	Sq. Ft.	44	176,458
John McCants Veterans Park Playground Structure And Surface	n/a			350,120
John McCants Veterans Memorial Plaza Flag Poles	1,978	Sq. Ft.	51	100,500
Restroom Building With Pavilion At John Mccants Memorial Park	1,750	Sq. Ft.	101	176,800
Picnic Shelters At John McCants Memorial Park	2,400	Sq. Ft.	40	96,000
The Collective	1,212	Sq. Ft.	808	978,846
Joseph S Daning Amphitheater	n/a			3,038,500
Pool	3,533	Sq. Ft.	126	445,900
Poolhouse	1,584	Sq. Ft.	316	501,200
Total				$ 34,556,872
Total Developed Park Acres				111.00
Park Asset Cost per Acre (Rounded)				$ 311,300

Sources: City of Goose Creek South Carolina Municipal Insurance and Risk Financing Fund Property Schedule, as of 11/5/25.; Table 4.2, Willdan Financial Services.

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Facility Standards

Park facility standards establish a reasonable relationship between new development and the need for expanded parkland and park facilities. The most common measure in calculating new development's demand for parks is the ratio of park acres per resident. In general, facility standards may be based on using a City's existing inventory of parkland and park facilities, or an adopted policy standard contained in a master facility plan or general plan.

Table 4.4 shows the calculation of the existing parkland standard based existing parkland inventory from Table 4.2. The total park land and improved parkland are divided by the existing service population to determine the existing standard of developed parkland per 1,000 residents for each type of land, respectively.

Table 4.4: Existing Facility Standards

	Park Land	Improved Parks
Developed Park Acreage	130.75	111.00
Existing Service Population (2025)	50,352	50,352
Existing Standard (Acres per 1,000 Residents)	2.60	2.20

Sources: Tables 4.1 and 4.2.

Planned Facilities

Table 4.5 displays the City's planned park facilities. These facilities represent a standard in terms of park acres per 1,000 new residents that is lower than the existing facility standards from Table 4.4. Accordingly, new development can fully fund the identified facilities. Note that the table also includes a negative fund balance. This represents the cost of parks that the City built before development occurred. It is appropriate to fund this cost with future impact fee revenues because it is funding the facilities needed to serve that development.

Table 4.5: Planned Facilities

CIP No.		
9	Expansion of Parking at the Recreation Complex	$ 1,803,150
10	BMX Track - Land Acquisition & Construction	1,750,000
	Negative Fund Balance	870,694
	Total	$ 4,423,844

Source: City of Goose Creek.

Cost Allocation

Table 4.6 shows the cost per capita of providing new park facilities at the planned facilities standard. The total cost of planned facilities is divided by the projected increase in residents to determine the cost per resident that drives the fee calculation.

Table 4.6: Park Facilities Cost per Capita

Cost of Planned Facilities	$	4,423,844
Growth in Service Population (2025 to 2035)		14,971
Cost Allocation per Resident	$	295

Sources: Tables 4.1 and 4.4.

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Use of Fee Revenue

The City plans to use park facilities fee revenue to construct improvements to add to the system of park and recreation facilities that serves new development. The City may only use impact fee revenue to provide facilities and intensify usage of existing facilities needed to serve new development. Table 4.5 displays a list of planned facilities to be funded with the park impact fee revenue. **Table 4.7** displays an estimate of future fee revenue through 2035. An adjustment has been made to account for lower fee revenue that will be generated by the Carnes development project, which is obligated to pay impact fees at a lower rate per an existing development agreement. After accounting for the Carnes fee projection adjustment, $1.9 million in non-fee funding will need to be identified to fund fully fund the planned facilities.

Table 4.7: Projected Fee Revenue

Projected Fee Revenue	$ 4,423,844
Carnes Adjustment[1]	(1,939,330)
Net Fee Revenue	$ 2,484,514
Net Cost of Planned Facilities	4,423,844
Non-Fee Revenue To Be Identified	$ 1,939,330

[1] Assumes remaining 2,509 units at Carnes development will not be subject to fees.

Sources: Tables 4.1, 4.5 and 4.6.

Parks Facilities Impact Fee Schedule

Table 4.8 shows the maximum justified park facilities impact fee schedule. The City can charge any fee up to this amount. The cost per capita is converted to a fee per unit of new development based on the average number of residents per dwelling unit, as shown in Table 2.2

Table 4.8: Maximum Justified Park Facilities Fee Schedule

	A	*B*	*C = A x B*
Land Use	**Cost Per Resident**	**Density**	**Total Fee**
Single Family	$ 295	2.62	$ 773
Multifamily	295	1.93	569

Sources: Tables 2.2 and 4.6.

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5. Capital Improvement Plan

The following section provides a summary of the proposed capital improvements by major City department and a draft funding schedule to provide a framework for policy deliberations regarding the timing and source of funding for each project.

For those projects that are intended to serve existing and new development funding, non-fee funding may be required to implement the proposed Capital Improvement Plan.

Impact fees may only fund the share of public facilities related to new development in the City of Goose Creek. They may not be used to fund the share of facility needs generated by existing development or by development outside of the City. As shown in **Table 5.1**, approximately $48.1 million in funding will be needed to expand the City's facilities as identified through this study's planning horizon.

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Table 5.1: City of Goose Creek Consolidated Capital Improvement Plan Summary

	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ 400,000	$ 800,000
Land Acquisition	385,000	300,000	-	-	-	-	-	-	-	685,000
Construction	9,473,120	7,153,400	6,250,500	4,690,087	4,489,837	2,250,250	7,871,750	6,200,250	200,250	48,579,444
Total	**$ 9,858,120**	**$ 7,453,400**	**$ 6,250,500**	**$ 4,690,087**	**$ 4,489,837**	**$ 2,250,250**	**$ 7,871,750**	**$ 6,600,250**	**$ 600,250**	**$ 50,064,444**

Revised: 09/17/26

Table 5.2: Fire Station Building IV

CIP No. 1 **Fire Station Building IV** **General Government Facilities**

Project Description: This project will construct a 7,500 square foot Fire Station IV to accommodate new development.

Square Feet: 11,286 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity to provide fire protection services for new development.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	8,323,120	-	-	-	-	-	-	-	-	8,323,120
Total	$ 8,323,120	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,323,120

Funding Sources: Development Impact Fees, General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.3: Joint Training Facility

CIP No. 2 **Joint Police/Fire Training Facility, Phase 1 and 2** **General Government Facilities**

Project Description: This project entails the construction of the first two phases of a joint training facility, including site preparation, a burn building, confined space prop, haz-mat props, car fire prop, train car prop, comfort stations and K-9 training area.

Square Feet: 139,600 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity for police and fire department staff training.

Associated Master Plan: Goose Creek Public Safety Training Complex Design Report

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	-	-	-	-	-	-	-	-	-	-
Materials & Equipment	-	4,000,000	4,400,000	2,050,000	2,050,000	2,050,000	1,671,500	-	-	16,221,500
Total	$ -	$ 4,000,000	$ 4,400,000	$ 2,050,000	$ 2,050,000	$ 2,050,000	$ 1,671,500	$ -	$ -	$ 16,221,500

Funding Sources: Development Impact Fees, City of Goose Creek General Fund Revenues.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.4: City Hall Expansion

CIP No. 3 **City Hall Expansion** **General Government Facilities**

Project Description: This project will construct an addition to the City of Goose Creek's existing City Hall building to accommodate existing and new development.

Square Feet: 3,000 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity to provide general public works administrative services to accommodate existing and new development.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	1,150,000	1,150,000	-	-	-	-	-	-	-	2,300,000
Total	$ 1,150,000	$ 1,150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,300,000

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.5: Police HQ Expansion

CIP No. 4 **Police Station (Proposed HQ Expansion)** **General Government Facilities**

Project Description: This project will construct an addition to the City's Police Headquarters

Square Feet: 4,000 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity to provide public safety services

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	2,239,587	2,239,587	-	-	-	-	4,479,174
Total	$ -	$ -	$ -	$ 2,239,587	$ 2,239,587	$ -	$ -	$ -	$ -	$ 4,479,174

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.6: Public Works Expansion

CIP No. 5 **Public Works Expansion** **General Government Facilities**

Project Description: This project will construct an addition to the City of Goose Creek's existing Public Works building to accommodate expanded city service for existing and new development.

Square Feet: 11,000 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity to provide public works services

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	6,000,000	6,000,000	-	12,000,000
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,000,000	$ 6,000,000	$ -	$ 12,000,000

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.7: Court Architectural and Design Costs

CIP No. 6 **Court Architectural and Design Costs** **General Government Facilities**

Project Description: This project will fund the design costs associated with re-configuring the court to allow for public adminsitration uses.

Square Feet: 10,000 **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase capacity to provide administrative services.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	-	$ -	$ 400,000	$ 400,000	$ 800,000
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ 400,000	$ 800,000

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.8: Public Works Land Acquisition

CIP No. 7 **Land Acquisition for Public Works Expansion** **General Government Facilities**

Project Description: Acquire vacant land next to public works yard for future facility expansion.

Square Feet: N/A **Acres:** 2.6 **Cost/Acre:** $ 148,077

Project Strategic Goal: Provide space to expand facilities.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	385,000	-	-	-	-	-	-	-	-	385,000
Construction	-	-	-	-	-	-	-	-	-	-
Total	$ 385,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 385,000

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Shar 46%

Revised: 09/17/26

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Table 5.9: Acquire Sanitation Vehicles

CIP No. 8 **10 Sanitation Vehicles** **General Government Facilities**

Project Description: Acquire 10 new sanitation vehciles to serve new homes. One vehicle is needed per 500 new homes.

Square Feet: N/A **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Provide stanitation services to new development.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	-	200,250	400,500	400,500	200,250	200,250	200,250	200,250	200,250	2,002,500
Total	$ -	$ 200,250	$ 400,500	$ 400,500	$ 200,250	$ 200,250	$ 200,250	$ 200,250	$ 200,250	$ 2,002,500

Funding Sources: Development Impact Fees, City of Goose Creek General Fund.

Eligible Impact Fee Share: 46%

Revised: 09/17/26

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Table 5.10: Parking Expansion at the Recreation Complex

CIP No. 9 **Expansion of Parking at the Recreation Complex** **Parks and Recreation Facilities**

Project Description: This project entails the expansion of the parking lot at the City's recreation complex. The enhanced parking will provide additional capacity to accommodate increased service demands from new development.

Square Feet: N/A **Acres:** N/A **Cost/Acre:** N/A

Project Strategic Goal: Increase the City of Goose Creek's Parks and Recreation Department facilities and programs to serve new residents.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	-	-	-	-	-	-	-	-	-
Construction	-	1,803,150	-	-	-	-	-	-	-	1,803,150
Total	$ -	$ 1,803,150	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,803,150

Funding Sources: Development Impact Fees.

Eligible Impact Fee Share: 100%

Revised: 09/17/26

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Table 5.11: BMX Track - Land Acquisition and Construction

CIP No. 10 **BMX Track - Land Acquisition & Construction** **Parks and Recreation Facilities**

Project Description: This project entails the acquisition of land and the construction of a BMX pump track.

Square Feet: N/A **Acres:** 2.0 **Cost/Acre:** $ 150,000

Project Strategic Goal: Increase the City of Goose Creek's Parks and Recreation Department facilities and programs to serve new residents.

Associated Master Plan: None **Location:** City of Goose Creek

Capital Cost Schedule	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	FY31-32	FY33-34	FY34-35	Total
A & E	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Land Acquisition	-	300,000	-	-	-	-	-	-	-	300,000
Construction	-	-	1,450,000	-	-	-	-	-	-	1,450,000
Total	$ -	$ 300,000	$ 1,450,000	$ 1,750,000	$ -	$ -	$ -	$ -	$ -	$ 1,750,000

Funding Sources: Development Impact Fees.

Eligible Impact Fee Share: 100%

Revised: 09/17/26

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6. Implementation

Impact Fee Program Adoption Process

Impact fee program adoption procedures are detailed in the S*outh Carolina Government Code* Section 6-1-910 to Section 6-1-201066016. Adoption of an impact fee program requires the City Council to follow certain procedures including holding a public hearing. Data, such as an impact fee report, must be made available at least 10 days prior to the public hearing. The City's legal counsel should be consulted for any other procedural requirements as well as advice regarding adoption of an enabling ordinance and/or a resolution. After adoption there is a mandatory 60-day waiting period before the fees go into effect.

Inflation Adjustment

The City can keep its impact fee program up to date by periodically adjusting the fees for inflation. Such adjustments should be completed regularly to ensure that new development will fully fund its share of needed facilities. We recommend that ***Engineering News Record's Construction Cost Index (ENR CCI)*** be used for adjusting fees for inflation.

The recommended index can be found for local jurisdictions (state, region), and for the nation. It is recommended that the national indices be used to adjust for inflation, as the national indices are not subject to frequent dramatic fluctuations that the localized indices are subject to.

While fee updates using inflation indices are appropriate for periodic updates to ensure that fee revenues keep up with increases in the costs of public facilities, the City will also need to conduct more extensive updates of the fee documentation and calculation (such as this study) when significant new data on growth forecasts and/or facility plans become available.

Reporting Requirements

Section 6-1-930 (C) identifies annual reporting requirements: "A governmental entity shall prepare and publish an annual report describing the amount of all impact fees collected, appropriated, or spent during the preceding year by category of public facility and service area."

Programming Revenues and Projects with the CIP

The City must adopt a Capital Improvement Program (CIP) to plan for future infrastructure needs. The CIP identifies costs and phasing for specific capital projects. The use of the CIP in this manner documents a reasonable relationship between new development and the use of those revenues. The CIP must include:

(1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage;

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;

(3) a description of the land use assumptions;

(4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit

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to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate;

(5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration;

(6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;

(8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and

(9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

The City may decide to alter the scope of the planned projects or to substitute new projects as long as those new projects continue to represent an expansion of the City's facilities. If the total cost of facilities varies from the total cost used as a basis for the fees, the City should consider revising the fees accordingly.

Reimbursements

For some facility categories, particularly park facilities, developers occasionally dedicate parkland and construct facilities in lieu of paying the development impact fee. If a developer builds parkland that exceeds the development's share of needed facilities, that developer should be reimbursed for the amount of facilities created above and beyond that development's impact. However, we recommend that the City' reimburse the difference based on a) the costs identified in the most recent CIP, and b) at the time that the City would be building the improvement had the development not occurred. By following these guidelines, the City will not be unfairly burdened with unanticipated costs.

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RESOLUTION NO. _____

A RESOLUTION DIRECTING THE CITY OF GOOSE CREEK PLANNING COMMISSION TO REVIEW THE CITY'S DEVELOPMENT IMPACT FEE STUDY UPDATE AND PROPOSED CAPITAL IMPROVEMENTS PLAN AND TO MAKE RECOMMENDATIONS REGARDING DEVELOPMENT IMPACT FEES PURSUANT TO THE SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT

WHEREAS, the City of Goose Creek, South Carolina (the "City"), acting through City Council as its governing body (the "City Council") is a municipal corporation organized and existing under the laws of the State of South Carolina; and

WHEREAS, the South Carolina Development Impact Fee Act, S.C. Code Ann. §§ 6-1-910 et seq. (the "Act"), authorizes qualifying governmental entities to impose development impact fees ("Impact Fees") to fund the proportionate share of system improvement costs attributable to new development; and

WHEREAS, the City Council, at the recommendation of the Goose Creek Planning (the "Planning Commission") previously enacted Ordinance No. 2023-18 dated July 11, 2023 implementing an program for Impact Fees imposed under the Act (the "Impact Fee Program"), which imposed such fees for general government, police, fire protection, public works, and parks/recreation facilities and equipment; and

WHEREAS, since the implementation of the Impact Fee Ordinance, ongoing growth and development within the corporate limits of the City have placed increased demands upon existing Public Facilities (as defined in the Act), resulting in capacity constraints and evidencing the need for the construction and expansion of additional Public Facilities; and

WHEREAS, the City has determined that it is necessary to review and update its Impact Fees in response to the anticipated growth and development; and

WHEREAS, to initiate such review and update, Council, by this Resolution, intends to direct the City's Planning Commission (the "Planning Commission") to conduct updated studies (expressly including a Capital Improvements Plan (as such term is defined in the Act) and recommend an updated Impact Fee ordinance, including a new schedule of Impact Fees for municipal facilities and equipment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Goose Creek, South Carolina, as follows:

Section 1. Pursuant to Section 6-1-950 of the Act, City Council hereby directs the Planning Commission to review and consider the Impact Fee Program, including the existing Capital Improvements Plan, growth projections, land use assumptions, public facility needs, service units, cost allocations, proposed development impact fees, and related supporting information.

Section 2. In carrying out this direction, the Planning Commission is authorized to utilize and consider the studies, analyses, data, professional reports, and other materials prepared by or on behalf of the City, including any preliminary or initial study materials prepared by the City's consultants, and to request such additional information or analysis as the Planning Commission determines appropriate.

Section 3. The City Administrator or her designee shall act as liaison with any consultant or City personnel who may have been tasked to date, or who may be tasked in the future, to assist in the performance of requirements incident to the updated impact fee study and recommendation of whether to revise or update the Impact Fee Program, including, but not limited to, the performance of any required review, analysis, and study, the generation of any required plans and reports, and the structuring of the proposed ordinance.

Section 4. Following its review, the Planning Commission shall develop and make recommendations to City Council concerning the Capital Improvements Plan and development impact fees by service unit, including any recommendations concerning the proposed development impact fee ordinance, in accordance with the applicable provisions of the Act.

Section 5. The Planning Commission is requested to complete its review and transmit its recommendations to City Council within 60 days following adoption of this Resolution, or within such additional time as City Council may authorize.

Section 6. The City Manager and all other appropriate officials and employees of the City are hereby authorized to execute, deliver, and receive any other agreements and documents, and perform such tasks, as may be required by the City or Planning Commission in order to carry out, give effect to, and consummate the study and recommend an impact fee ordinance, as authorized by this Resolution.

Section 7. This Resolution shall take effect upon its adoption and Council shall cause a copy of this Resolution to be delivered to the Planning Commission.

DONE AND RESOLVED, this 13 day of October, 2026.

CITY OF GOOSE CREEK, SOUTH CAROLINA

_____
Mayor Gregory S. Habib

Attest: _____
Kelly J. Lovette, MMC, City Clerk

_____ Mayor Pro Tem Jerry Tekac	_____ Councilmember Debra Green-Fletcher
_____ Councilmember Christopher Harmon	_____ Councilmember Gayla S.L. McSwain
_____ Councilmember Corey McClary	_____ Councilmember Melissa Enos-Sims

Request for Planning Commission Agenda Item

To: CITY OF GOOSE CREEK PLANNING COMMISSION

From: KENDRA WISE, PLANNING AND ZONING DIRECTOR

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☐ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title

ZONING TEXT AMENDMENT - TO AMEND TITLE XV: LAND USAGE, CHAPTER 151: THE UNIFIED DEVELOPMENT ORDINANCE OF THE CITY OF GOOSE CREEK, SOUTH CAROLINA, SECTION 5.2 TREE CORRIDOR, SECTION 5.5 SITE LANDSCAPING, SECTION 5.6 ACCESS AND PARKING, AND SECTION 6.2 OPEN SPACE

Background Summary

Amendments to Chapter 151: Unified Development Ordinance (Adopted June 9, 2026) are part of the process for continual review and improvements.

Financial Impact

Impact if denied

Impact if approved

Department Head: _____ *Signature & Date*

City Administrator: _____ *Signature & Date*

5.2 Tree Corridor

(A) Intent. New residential subdivisions shall preserve a portion of a site area dedicated to the preservation and/or establishment of natural woodland areas. These areas shall be delineated on the required site plan or final plat.

(B) Applicability. Tree corridor determination.

(1) All new residential subdivisions in the RSF and RM zoning district, 10~~25~~ acres or greater, are required to have dedicated tree corridor areas.

(C) Calculating Requirements. A 50-foot-wide tree area shall be required around the entire perimeter of the project site and shall be delineated on the required site plan or final plat. Each acre of designated tree area must be planted or maintained at the following rate; areas less than one acre will be required a pro-rated amount:

Minimum Number of Trees	***Minimum Size***
6 Large Maturing Trees	2-inch caliper
3 Understory Trees	1.5-inch caliper

(1) Species composition. Native trees must be used. No single tree species shall constitute more than 40 percent of the total requirement.

(2) Qualifying areas. Open, common space areas and required property line buffers may not be included in the required corridor.

5.5 Site Landscaping

Landscape requirements are broken down in the following categories		
A	**Property Line Buffer**	Landscaping along property lines
B	**Street Buffer**	Landscaping along street rights-of-way between parking and pedestrian areas
C	**Parking Lot**	Landscaping in and around vehicular use areas
D	**Building Impact**	Landscaping used to enhance the site
E	**Screening**	Landscaping around utility use, outdoor storage, and loading areas

(A) Property Line Buffer. A landscaped area between two land uses designed to mitigate potential negative effects, foster greenspace health, and promote community appearance. All new development shall comply, unless between individual single-family lots. Zoning Administrator has the authority to amend the buffer requirements for a specific site, including the discretion to require additional buffering, including depth of buffer, density and number of trees, and/or the requirement for a structural screen.

(1) Structural Elements in Buffers. Structural screening elements, such as fences, privacy walls, berms or other elements approved by the Zoning Administrator, may also be required, depending on adjacent existing land uses.

(a) When required, structural elements in the buffer shall be at least six (6) feet in height, although such height may be less at specific points if required to preserve significant landforms or other aesthetically desirable features.

(b) Fences such as wood picket, rail, stockade, and masonry walls may be used.

~~**(1)**~~**(2) Buffer Requirements.** Buffers shall be provided in accordance with the table and specifications listed below.

(a) Buffer 1

(1) A buffer 15 feet deep that shall consist of at least four canopy trees, eight understory trees, and 30 shrubs per 100 feet of buffer yard width; or

(2) A buffer 20 feet deep that shall consist of at least four canopy trees, six understory trees, and 20 shrubs per 100 feet of buffer yard width; or

(3) A buffer 30 feet deep wide that shall consist of at least four canopy trees, six understory trees, and 15 shrubs per 100 feet of buffer yard width.

(b) Buffer 2

(1) A buffer 30 feet deep that shall consist of at least five canopy trees, seven understory trees, and 20 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(2) A buffer 40 feet deep that shall consist of at least four canopy trees, five understory trees, and 20 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(3) A buffer 50 feet deep that shall consist of at least four canopy trees, four understory trees, and ten shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required.

(c) Buffer 3

(1) A buffer 50 feet deep that shall consist of at least five canopy trees, seven understory trees, and 20 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(2) A buffer 60 feet deep that shall consist of at least five canopy trees, five understory trees, and 15 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(3) A buffer 75 feet deep that shall consist of at least four canopy trees, four understory trees, and ten shrubs per 100 feet of buffer yard width.

(d) Buffer 4

(1) A buffer 75 feet deep that shall consist of at least ten canopy trees, 18 understory trees, and 60 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(2) A buffer 100 feet deep that shall consist of at least ten canopy trees, 15 understory trees, and 60 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(3) A buffer 125 feet deep that shall consist of at least eight canopy trees, ten understory trees, and 30 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(4) A buffer 150 feet deep that shall consist of at least eight canopy trees, eight understory trees, and 20 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required.

(e) Buffer 5

(1) A buffer 100 feet deep that shall consist of at least 12 canopy trees, 18 understory trees, and 60 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(2) A buffer 125 feet deep that shall consist of at least ten canopy trees, 15 understory trees, and 40 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required; or

(3) A buffer 150 feet deep that shall consist of at least ten canopy trees, 15 understory trees, and 30 shrubs per 100 feet of buffer yard width. In addition, a structural element shall be required.

Proposed Land Use	Adjacent Land Use							
	Conservation Open Space	**Residential Single Family**	**Residential Mixed Use**	**Village Node**	**General Commercial**	**Employment Campus**	**Light Industrial**	**Heavy Industrial**
Conservation Open Space	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Residential Single Family	Buffer 1	N/A	N/A	Buffer 1	Buffer 2	Buffer 3	Buffer 4	Buffer 5
Residential Mixed Use	Buffer 1	N/A	N/A	Buffer 1	Buffer 2	Buffer 2	Buffer 4	Buffer 5
Village Node	Buffer 2	Buffer 1	Buffer 1	N/A	N/A	Buffer 2	Buffer 4	Buffer 5
General Commercial	Buffer 2	Buffer 2	Buffer 2	Buffer 1	N/A	Buffer 1	Buffer 2	Buffer 3
Employment Campus	Buffer 3	Buffer 3	Buffer 2	Buffer 2	Buffer 1	N/A	Buffer 2	Buffer 2
Light Industrial	Buffer 4	Buffer 4	Buffer 4	Buffer 4	Buffer 2	Buffer 2	N/A	N/A
Heavy Industrial	Buffer 5	Buffer 5	Buffer 5	Buffer 5	Buffer 3	Buffer 2	N/A	N/A

WIDTH REDUCTION - FENCE OR WALL				
Fence or Wall Materials	**Zoning District**	**Minimum Fence or Wall Height**	**buffer yard Width Reduction Allowed (As a Percentage of the Required Width)**	**Minimum Width of Buffer Yard After Reduction**
Wood	Any district	8 feet	25	15 feet
Brick or Stone, or Stucco	Any district	4 feet	25	15 feet
	Any district	6 feet	50	10 feet
NOTES: *Fence or wall height shall be measured from the side of the fence facing away from the property being screened.				

(3) Reductions in Property Line Buffer Yard.

(a) Reduction in Width (Property Line Buffer Yard). The required width of a buffer yard may be reduced in accordance with this subsection, provided only one width reduction is allowed along any length of a buffer yard.

(1) Fence or Masonry Wall. The width of a buffer yard may be reduced if a fence or wall that complies with the corresponding height and materials requirements, and all fence and wall standards, is located in the buffer yard along the length of the buffer yard**. When this element is required, this reduction shall not apply.**

(2) Berm. The width of a buffer yard may be reduced by 25 percent if a berm having a height of at least four feet is provided.

(b) Reduction in Plantings (Property Line Buffer Yard). The required plantings in a buffer yard may be reduced along any length of the buffer yard where a fence or wall is included in accordance with this section, provided, only one reduction for shrubs is allowed along any length of a buffer yard:

(1) Wooden fence or brick, stone, or stucco wall: 50 percent reduction in the number of required shrubs.

(2) Brick, stone, or stucco wall having a height of at least six feet: 75 percent reduction in the number of required shrubs, and up to 50 percent of required trees in the transitional buffer yard may be understory trees.

(4) Location (Property Line Buffer Yard). Buffer yards shall be located on the site of the proposed development, between the property line and any vehicular use areas, buildings, storage, service areas, or other areas of activity on the property and extend along the entire property line of the abutting use.

(a) Vegetative screening and fencing in a buffer yard shall not be located inside a utility or drainage easement unless:

(1) The easement is an overhead easement; **or**

(2) All of the following are met:

(3) The easement holder has consented to, and the Zoning Administrator has approved the location of the vegetative screening and fencing in the easement;

(4) The vegetative screening and fencing are maintained in accordance with the terms of consent and any applicable maintenance provisions;

(5) Trees planted within 15 feet of an overhead power line shall be understory trees; and

(6) In those portions of the buffer yard where understory trees are provided in lieu of canopy trees, either the number of required trees per 100 linear feet shall be multiplied by two, or a wood fence or masonry wall that meets the height and materials standards, shall be provided.

(5) Development within Property Line Buffer Yard. Development within a buffer yard shall not reduce the general separation of land uses or interfere with the required plantings and shall be limited to the following:

(a) Fences and walls.

(b) Retaining walls.

(c) Sidewalks, trails, and bike paths, provided they intersect the transitional buffer yard at a 90-degree angle.

(d) Driveways and parking lot aisles necessary to comply with Cross Access Between Adjoining Developments.

(e) Stormwater areas that incorporate Low Impact Development (LID) practices using plant material to manage stormwater.

(6) Planting and Materials Standards (Property Line Buffer Yard). Trees, shrubs, fences and walls, and berms required by this subsection shall comply with General Landscaping Standards, unless otherwise specified.

(a) Trees, shrubs, fences and walls, and berms shall be arranged in a manner that provides the maximum possible visual separation between adjacent land uses, including the massing of shrubs in rows or groups as needed to achieve the maximum screening effect.

(b) Trees shall be canopying trees, except when placed within 15 feet of an overhead powerline, where they shall be understory trees.

(c) Up to 50 percent of required trees where a brick, stone, or stucco wall having a height of at least six feet is included may be small- maturing trees.

(d) At least 50 percent of required trees shall be evergreen species in unreduced buffers.

(e) Shrubs shall be evergreen species expected to reach a height of six (6) feet or greater within five (5) years of planting.

(f) Shrubs shall be a minimum of three feet in height when planted.

(B) Street Buffer. A street buffer yard is a landscaped area abutting and parallel to a recorded public street right-of-way designed to provide pleasing views along travel ways, reduce runoff, provide canopy, and preserve natural vegetative cover. All new development shall comply, unless only a change in land use, with no new parking surface area, and/or in a zoning district that has a minimum front yard setback of zero (0) feet.

(1) Location (Street Buffers). Street buffer yards shall be located on the site of the proposed development wherever it abuts an existing or proposed street right-of-way.

(2) Minimum Depth (Street Buffer).

(a) If the minimum front yard setback is greater than ten (10) feet, the minimum depth of the street buffer shall be ten (10) feet.

(3) Minimum Area (Street Buffer). A street buffer shall have a minimum area of ten (10) feet times the linear feet of the site of the proposed development that abuts an existing or proposed street right-of-way.

(a) Notwithstanding any other provision in this Ordinance, a street buffer shall not have a width of less than five (5) feet as measured from the recorded public street right-of-way abutting the site of the proposed development.

(4) Minimum Plantings (Street Buffer). A street buffer shall comply with the following landscaping standards:

(a) A street buffer shall contain at least one canopy tree for every 40 linear feet of street buffer or fraction thereof, excluding portions of the street buffer where driveways are located and areas necessary to avoid intrusion into sight areas.

(b) A street buffer shall contain a minimum of one canopy tree.

(c) At least 60 percent of the street buffer area not used for canopy trees or for pedestrian or vehicular access shall be covered in shrubs, ground cover, understory trees, or turf, and all other portions of the street buffer shall be mulched. A minimum of 75 percent of the area designated on the landscaping plan for grass or ground cover shall be covered by established grass or ground cover within one calendar year from the time of planting.

(d) Within 20 feet of an overhead power line, understory trees spaced between 20 and 30 feet apart on center, unless otherwise necessary to avoid intrusion into sight areas, shall be substituted for required canopy trees.

(5) Development Within Street Buffer. Development in a street buffer shall be limited to the following:

(a) Fences and walls.

(b) Retaining walls.

(c) Flagpoles, lamps or address posts, mailboxes, and similar features.

(d) Sidewalks, trails, and bike paths.

(e) Driveways or parking lot aisles having a width of 35 feet or less, provided the centerline of the driveway or parking lot aisle forms a 90-degree angle with the boundary between the site and the right-of-way.

(f) Stormwater areas treated as site amenities in accordance with review of the Zoning Administrator

(6) Parking Lot (Street Buffer). Parking lots adjacent to a right-of-way shall comply with the standards below. The standards below shall not apply where a parking lot is located behind a building from the street right-of-way:

(a) The street buffer shall be screened along the length of the street, excluding portions of the street buffer where driveways or sight areas are located, that is between two and one-half (2 ½) and three (3) feet in height and that consists of:

(1) Evergreen shrubs that measure at least two (2) feet in height at the time of planting and reach a mature height of or may be maintained at a height of two-and-one-half (2 ½) to three (3) feet within one year of planting; or

(2) A wall composed of brick, stone, or stucco, which may be combined with decorative metal, such as wrought iron, if the wall achieves opacity at an average height of between two and one-half (2 ½) and three (3) feet.

(b) Where a street buffer includes a brick, stone, or stucco wall in accordance with (6)(a)(2) above:

(1) The minimum width of the street buffer is reduced by 50 percent, provided the street protected yard shall not at any point be less than five feet in width;

(2) The required number of shrubs is reduced by two-thirds (2/3), if all required shrubs are planted between the wall and the right-of-way; and

(3) Up to forty percent of required shrubs may be deciduous shrubs having a maximum height of three feet.

(c) A street buffer located between a parking structure and a street right-of-way shall comply with the standards in Street Buffers as modified by the following standard:

(1) The minimum width of the street buffer shall be 10 feet.

(C) Parking Lot Landscaping. The standards for landscaping in and around parking lots apply to any new or expanded vehicular surface area (parking lot) whether principal or accessory use and any existing vehicular surface area that is used to satisfy the off-street parking requirements for a new building, or the expansion of an existing building.

(1) Interior Planting Areas (Parking Lot). A vehicular surface area, other than a parking structure, shall include interior planting areas that comply with the standards in this subsection.

(a) In an off-street surface parking area, no more than seven (7) consecutive spaces shall be in a row without a parking island containing one canopy tree and two shrubs or two canopy trees and shall extend the full length of the adjacent parking space and shall be no less than nine (9) feet in width.

(b) Tree islands shall be placed along the perimeter of the parking area at each end of the aisles that shall be the full length of the adjacent parking space and shall be no less than nine (9) feet in width.

(c) Where vehicles overhang a foundation planning strip, the width of the planting strip shall be at least six feet.

(d) For vehicular surface areas containing 200 or more parking spaces, the required pedestrian passageway shall have landscaping on each side, not less than five (5) feet wide consisting of one (1) understory tree and two (2) shrubs every seven (7) parking spaces.

(2) Minimum Planting (Parking Lot).

(a) A minimum of 60 percent of a planting area shall contain living plants, trees, shrubs, groundcover or turf, and all other portions of the planting area shall be mulched. A minimum of 75 percent of the area designated on the landscaping plan for grass or ground cover shall be covered by established grass or ground cover within one calendar year from the time of planting.

(b) Understory trees shall be substituted for canopy trees within 15 feet of overhead power lines;

(c) Canopy trees shall be spaced a minimum of 40 feet apart, or, if planted groups, a minimum of 25 feet apart;

(d) Understory trees shall be spaced a minimum of 30 feet apart, or, if planted in groups, a minimum of 15 feet apart.

(e) Trees shall not be planted within ten feet of a tree located in the public right-of-way.

(f) Planting areas shall be protected from vehicle damage by the installation of curbing, wheel stops, or other comparable methods. The placement of plant material shall allow for a minimum two-and-one- half foot bumper overhang from the face of curbing, wheel stops, or other comparable devices. This standard shall not be construed to prohibit the use of planting areas as stormwater management devices.

(D) Building Impact Landscaping. Building impact is landscaping that is not required for parking lot landscaping, buffer yard landscaping, or street buffer landscaping, that is designed to soften the visual impact of building foundations and provide for the even dispersal of trees across a development site. A change in land use, agricultural uses, and development with alternative compliance (e.g., no front yard setback, no parking areas) are exempt.

(1) Where building foundations are visible from the public street, pedestrian walkways, or from adjacent uses, foundation landscaping is required. Landscaping of this area shall complement the building elevations, connect the building to the site and increase continuity.

(2) Planters may be required as a design element to soften the building exterior and enhance the streetscape appearance.

(3) Shrubs maturing to a two-foot minimum shall be planted at five feet on center maximum for the length of the building facing the public right-of-way. To soften and screen a blank building facade, shrubs maturing to a minimum of four feet in height shall be planted eight feet on center (maximum), and small maturing trees shall be planted within 15 feet of the building facade.

(4) No shrub smaller than those in three-gallon containers shall be planted. Understory trees shall be no smaller than six feet in height at the time of planting. Canopy trees must be at minimum two- and one-half calipers and eight feet to ten feet in height at time of planting.

(5) A two (2)-inch to four (4)-inch layer of approved mulching materials shall be used only in connection with plant materials and shall not stand alone as ground cover.

(6) Arcades across a building's front facade accompanied by tree planting may be used in lieu of shrub plantings and satisfy the requirements for foundation plantings.

(7) Lawn areas within 50 feet of a building or adjacent to public roadways require sodding. Other lawn areas may require sodding depending upon slopes, impact on public views, pedestrian traffic, time of year, as well as other considerations.

(8) Individual lots of record in the Residential Single-Family (RSF) zoning district shall have a minimum of one understory tree located on the parcel.

(E) Service Screening. The following shall be screened from view in accordance with the standards in this subsection:

(1) Loading areas, large waste receptacles (such as dumpsters, grease storage, and cardboard recycling containers) and trash collection areas.

(a) Screening of loading areas, large waste receptacles, and trash collection areas must be accomplished and maintained with an opaque wall of masonry or composite material approved by the Zoning Administrator. Vinyl or exterior cinder block shall not be permitted.

(1) The height shall be sufficient to conceal areas, but in no instance less than seven (7) feet.

(2) Large waste receptacles and trash collection areas must include e~~E~~nclosure~~s~~ doors that shall latch and may utilize metal or composite material ~~with latching doors~~.

~~1.~~(3) Evergreen shrubs shall be used as required landscaping on the exterior.

~~(a)~~(b) Dumpsters shall be located along alleys or internal circulation roads that can be easily accessed by sanitation vehicles but that are not easily visible from public view. Dumpsters shall be located to the rear, and not near the public face of structures.

~~(b)~~(c) Any existing trash dumpster, grease storage receptacle, or cardboard refuse container that is not properly screened by April 30, 2029, must come into compliance prior to the license renewal of the business.

(2) Display areas.

(a) Screening shall be accomplished with a closed fence, made of wood, a masonry wall**,** opaque metal, or composite material approved by the Zoning Administrator, with the finished side facing away from the area to be screened.

(b) A minimum of 60 percent of any shrubs used for screening shall be evergreen species. Shrubs shall be a minimum of 18 inches tall when planted and expected to reach a mature height and width sufficient to provide the required screening within three years of planting.

(3) Stormwater retention or detention ponds.

(a) Landscape Requirements.

(1) Evergreen shrubs that are expected to reach four (4) feet in height within three (3) years of planting, at a maximum spacing of five (5) feet on center. Trees, at least 50 percent of which are an evergreen species, at a maximum spacing of 25 feet on center; or

(2) Native plantings placed at an average of two (2) foot intervals around the water's edge are permitted when site constraints do not allow for standards above.

(b) **Fence Standards.** If a fence is required, the material shall be approved by the Zoning Administrator.

5.6 Access & Parking

(A) Intent. The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas.

(B) Applicability. Any new off-street vehicle parking area provided shall be developed in accordance with the regulations of this section and the development standards of the applicable district of this Ordinance.

(1) New Development. All new developments shall provide off-street parking and loading areas in accordance with the standards of this Section.

(2) Existing Development. Any change in use of the existing development shall be accompanied by the provision of any additional off-street parking and loading spaces required for the change in use.

~~**(C) Traffic Impact Analysis.** Requirements pertaining to Traffic Impact Analysis ("TIA") are incorporated in reference and found in the City of Goose Creek Land Development Regulations.~~

~~(D)~~**(C) Access & Circulation.** All new developments shall be served by a system of sidewalks, paths, roadways, accessways, and other facilities designed to provide for multiple travel modes (vehicular, bicycle, and pedestrian), as appropriate to the development's size, character, and relationship to surrounding development and development patterns and existing and planned community transportation systems. Vehicular, bicycle, and pedestrian access and circulation systems shall be coordinated and integrated so as to provide transportation choices within and to and from the proposed development, as appropriate.

(1) Cross Access.

(a) An internal vehicular circulation system in new nonresidential and mixed-use development shall be designed and constructed to provide vehicular cross-access between any parking lots within the development and any parking lots on adjoining parcels containing nonresidential or mixed-use development, and to the boundary of adjoining vacant land if it is zoned for commercial uses. The cross-access shall consist of a driveway or drive aisle that is at least 24 feet

wide or two one-way driveways or aisles that are each at least 14 feet wide.

(b) An internal pedestrian circulation system in new multifamily, nonresidential, or mixed-use development shall be designed to allow for pedestrian walkway cross access between the development's buildings and parking areas and those on adjoining lots containing multifamily, nonresidential, or mixed-use development, and to vacant lands.

(c) Easements allowing cross-access to and from lands served by a vehicular and pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners pertaining to the vehicular cross-access, shall be recorded with the Register of Deeds.

(d) The Zoning Administrator may waive or modify the requirement for vehicular and pedestrian cross-access on determining that such cross–access is not allowed or undesirable due to the presence of topographic conditions, natural features, or vehicular safety factors.

(2) Sidewalks Required.

(a) In all districts, sidewalks, a minimum of five (5) feet in width, that comply with ADA Standards are required on both sides of all streets.

(b) Where a new development fronts an existing street with insufficient right- of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated public easement running parallel and adjacent to the public street.

(c) The Zoning Administrator may waive or modify the requirement for sidewalks on determining that such sidewalks are infeasible due to the presence of topographic conditions or natural features.

(3) Bicycle Facilities. New development or redevelopment shall include bicycle parking. Bicycle parking shall be placed within 100 feet of, and clearly visible from, the main entrance to the use served. Bike lanes, bike paths, or other bicycle facilities sufficient to allow safe and efficient bicycle access and circulation within the development shall be required when adjacent to planned or existing bicycle corridors.

(a) Retail, service, office, civic, institutional, mixed, and public uses shall provide two spaces per 4,000 square feet of gross floor area. No more than 8 individual spaces shall be required for any principal use.

(4) Off-Street Parking. Any new off-street vehicle parking area provided shall be developed in accordance with the regulations of this section and the development standards of the applicable district of this Ordinance.

(a) The number and width of curb cuts shall be the minimum needed to provide reasonable access to the site. Curb cuts shall meet the

standards of the Berkeley County, South Carolina Department of Transportation, and the City of Goose Creek.

(b) Off-street parking areas shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale, or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(c) Off-street parking areas and all off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles.

(d) Surface parking shall not be located in the front yard setback, nor between buildings and right-of-way, except in industrial districts. Surface parking on corner parcels shall not be allowed to be placed on the outside of corner lots.

(1) Where surface parking is adjacent to a public right-of-way, or part of a common development, a seat wall between the height of two and a half (2.5) feet to three (3) feet, with landscaping, shall be integrated with the architecture of the building.

(e) All off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material.

(f) The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open joint pavers, and reinforced grass/gravel/shell grids may be approved for off-street parking and loading areas, provided such surfacing is subject to an on-going maintenance program and shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts.

(g) All shopping cart return areas shall be primarily constructed of brick or concrete. Metal may be used as a secondary material. There shall be minimum one return area accessible in each drive aisle. The return area shall be landscaped appropriately.

(5) Except for off-street parking areas serving single-family detached or two-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

(6) An entrance or exit to an off-street parking area shall not be located within 25 feet of a single-family residential district.

(7) Parking lots shall comply with applicable landscaping requirements.

(8) All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

(9) All off-street parking and loading areas shall be completed prior to the issuance of a certificate of occupancy for the development they serve. In the case of phased development, off-street parking and loading areas may only be provided for the phase being developed.

(10) Vehicular surface areas containing 200 or more parking spaces shall be configured in accordance with the following standards:

(a) **Primary Drive Aisle.** Primary drive aisles within vehicular surface areas shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary facades of structures being served by the drive. The primary drive aisle(s) shall comply with the following standards:

(1) Have a minimum cross section width between curbs to serve two travel lanes.

(2) Include a sidewalk or curb-delineated pedestrian passageway, at least five (5) feet wide, along the front façade of a building when the drive aisle is aligned parallel to that building façade.

(3) Provide street trees along both sides of the primary drive aisle with a maximum spacing of 40 feet on-center. Understory trees may be used adjacent to the building façade within 40 feet of building entrances.

(b) **Pedestrian Pathways.** The vehicular surface area shall provide fully separated, improved pedestrian pathways that:

(1) Are provided, at a minimum, every six (6) parallel parking rows (every three (3) double-row parking bays) or every 200 feet, whichever is the lesser dimension.

(2) Are enhanced with planted landscaping strips.

(3) Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the vehicular surface area (parking lot).

(4) Are paved with asphalt, cement, or other comparable material.

(5) Are of contrasting color or materials when crossing drive aisles.

(6) Are in compliance with applicable state and federal requirements while at a minimum are at least five (5) feet wide when located within planting strips, and ten (10) feet wide when crossing drive aisles.

(7) Connect to all existing or planned adjacent transit and pedestrian facilities.

(8) Provide safe and efficient pedestrian access to the use they serve.

~~(E)~~(D) **Minimum-Maximum Off-Street Spaces.** The maximum number of off-street parking spaces shall not exceed 200 percent of the minimum number of off-street parking spaces required for that use. All spaces over 150 percent of the minimum shall be pervious pavers or similarly approved design. If there is no requirement for a minimum number of off-street parking spaces for the use, the maximum number of off-street parking spaces shall be reviewed as alternative compliance by the Zoning Administrator. The Zoning Administrator shall apply the minimum-maximum off-street parking space requirement specified for the listed use that is deemed most like the proposed use.

Parking Table

USE TYPE	MINIMUM NUMBER OF PARKING SPACES
Agricultural	
Plant Agricultural	No minimum
Community Garden	No minimum
Indoor Food Production	No minimum
Civic, Institutional & Public	
Cemetery	No minimum
College/University	1 for every 2 faculty/FTE plus 1/500 sf classroom and research space
Community Center	3/1,000 sf
Government Office	3/1,000 sf
Hospital	1/300 sf
Library/Museum/Cultural Facility	3/1,000 sf
Medical or Dental Clinic	1/300 sf
Membership Organization Facility	1/500 sf
Nursing Care Facility	1 for every 6 beds
Parking Lot	No minimum
Parks & Open Space	No minimum

Park & Ride	No minimum
Public Safety Facility	In accordance with an approved alternative parking plan
Religious Institutions	1 for every 5 seats
School, Business or Trade	1 for every 3 persons
School, Pre-K - High	1 for every 6 students (design capacity) under 10th grade; 1 for every 2 students 10th grade and above
Social Service Facility	3/1,000 sf
Utilities, Major	1/500 sf office facilities
Utilities, Minor	1/500 sf office facilities
Wireless Communication	No minimum
Wireless Communication (Small Cell)	No minimum
Wireless Communication (Stealth)	No minimum

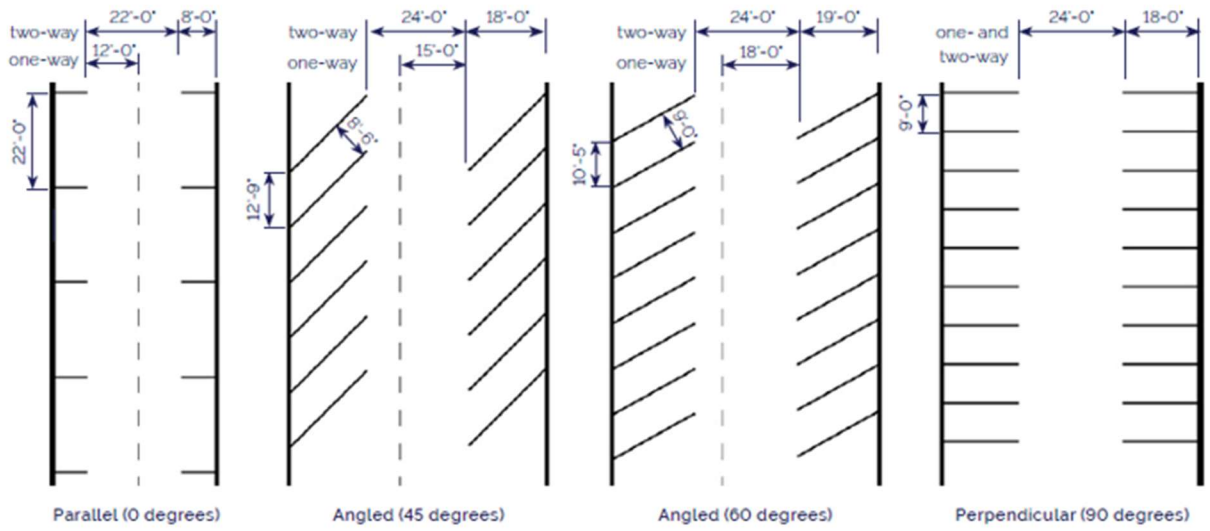
Industrial, Manufacturing, Processing	
Industrial, Artisan	2/1,000 sf
Industrial, Heavy	1.5/1,000 sf
Industrial, Light	1.5/1,000 sf
Research/Laboratory Facility	2/1,000 sf
Warehouse/Distribution	1.5/1,000 sf
Refuse Processing/Recycling Facility	2/1,000 sf
Residential & Group Living	
Continuing Care Retirement	1 for every 4 residents
Cottage Neighborhood	1.5/du
Dwelling, Accessory	N/A
Dwelling, 1 Unit, detached	2/du
Dwelling, 1 Unit, attached	2/du
Dwelling, 2 Unit	2/du
Dwelling, 3-4 Units	2/du
Dwelling, 5-8 Units	2/du
Dwelling, Mixed Use	In accordance with an approved alternative parking plan
Dwelling, Townhouse	2/du
Group Residence	1 for every 4 residents
Residential Care Facility	1 for every 4 residents
Retail, Service & Office	
Adult Business	1/300 sf
Animal Care	3/1,000 sf
Banquet Hall	5/1,000 sf
Beer/Wine/Liquor Sales	3/1,000 sf
Day Care Center	1/500 sf

Drinking Establishment	8/1,000 sf
Retail, Service & Office	
Drive-Through Facility	No minimum
Entertainment Facility, Indoor	5/1,000 sf
Entertainment Facility, Outdoor	In accordance with an approved alternative parking plan
Funeral Services	1/250 sf assembly area
Gas Station/Convenience Store	3.5/1,000 sf
Home Occupation	No minimum
Hotel	1 for each guest room plus 1/300 sf of restaurant space or meeting area
Non-Depository Credit Institution	3/1,000 sf
Pawn Shop	3.5/1,000 sf
Performing Arts Center	1 for every 5 seats at max. capacity
Personal Care & Services	3/1,000 sf or 1 per barber/salon chair
Private Club/Lodge	5/1,000 sf
Professional Offices	1/500 sf
Restaurant	8/1,000 sf seating area
Retail & Service, General	3.5/1,000 sf
Retail & Service, Intermediate	3/1,000 sf
Retail & Service, Heavy	2/1,000 sf
Self-Storage Facility	1/per employee, plus 1/5,000 gross floor area
Staple Food Store	In accordance with an approved alternative parking plan
Tattoo/Piercing	3/1,000 sf
Tobacco/Hookah/Vaping	3.5/1,000 sf
Vehicle Sales or Rental	4/1,000 sf plus 3 for each bay
Vehicle Rental, Truck	2/1,000 sf
Vehicle Service, Major	4/1,000 sf
Vehicle Service, Minor	4/1,000 sf

Vehicle Service, Commercial	2/1,000 sf

~~(F)~~(E) **Minimum Space-Aisle Standards.**

Space Angle	Space Width	Parking Row Depth	Curb Width	Drive Aisle Width: One-Way	Drive Aisle Width: Two-Way
Parallel (0')	8'	8'	22'	12'	22'
45'	8'-6"	18'	12'-9"	15'	24'
60'	9'	19'	10'-5"	18'	24'
Perpendicular (90')	9'	18'	9'	24'	24'



(1) Right-of-way. Except for off-street parking areas serving single-family detached or two-family dwellings, parking spaces and access aisles shall be set back a minimum of ten feet from the street right-of-way.

~~(G)~~(F) **Parking Alternatives.** The Zoning Administrator is authorized to consider an alternative parking plan that proposes alternatives to providing the off-street parking spaces, in accordance with the following standards.

(1) Parking Demand Study. An alternative parking plan that includes a parking demand study demonstrating how the number of parking spaces is adequate for the proposed development, or functional needs, and is in substantial compliance with the intent and purpose of parking standards. If the Zoning

Administrator determines that the number of spaces is not adequate or exceeds the maximum, the Board of Zoning Appeals may consider a variance to the requirements, based on established criteria for a variance.

(2) Mixed-Use Development. A development containing more than one use shall provide parking spaces in an amount equal to the total of the standards for all individual uses. An applicant for a development containing more than one use may submit an alternative parking plan that proposes a reduction in the minimum number of required off-street parking spaces for the development based on a comprehensive analysis of parking demand for each use by time of day.

(3) Existing Conditions Reduction. Where a property does not have the area available to provide off-street parking spaces because of existing conditions that were lawful at the time of establishment (e.g. an existing building covers the entire parcel), the following uses shall only be required to provide as many off-street parking spaces as will physically fit upon the property:

(a) Any nonresidential use that has a minimum parking requirement of three or fewer parking spaces for each 1,000 square feet of gross floor area or a retail sales use.

(4) Off-Site Parking. An alternative parking plan may be proposed to meet 10 percent of the minimum number of off-street parking spaces required for a use with public off-site parking —in accordance with the following standards.

(a) The zoning district classification of the off-site parking shall be one that allows the use and is designed to all applicable buffer and landscaping standards.

(b) Off-site parking spaces shall be located within 400 feet of the primary pedestrian entrances to the uses served by the parking. Distance shall be measured by the actual distance of the pedestrian walkway from the shared parking area to the primary pedestrian entrance(s), not a straight-line, point-to-point distance.

(c) Off-site parking spaces shall not be separated from the use they serve by an arterial street unless safe pedestrian access across the street is provided by appropriate traffic controls (e.g., signalized crosswalk), or a grade-separated pedestrian walkway.

(d) Adequate, safe, and well-lit pedestrian access shall be provided between the off-site parking area and the primary pedestrian entrances to the use served by the off-site parking.

(5) On-Street Parking. If on street parking is available, an alternative parking plan may propose to provide 10 percent or four (4) spaces, whichever is less, of the minimum number of off-street parking spaces required through on-street parking along streets that are adjacent to the development.

~~(H)~~(G) **Vehicle Stacking.** In addition to meeting the off-street parking standards, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility, shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces, nor impede pedestrian movements in a stacking plan. If applicable, requirements of SCDOT and/or Berkeley County may be considered.

~~(I)~~(H) **Loading-Fire Lane.** Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. The off-street loading berth shall be arranged so that vehicles shall maneuver for loading and unloading entirely within the property lines of the site, without obstructing or interfering with any public right- of-way or any parking space or parking lot aisle. All requirements of Fire Code shall be required.

~~(J)~~(I) **Disabled.** Every off-street vehicle parking area and parking garage available to the public shall have parking spaces reserved for the use of physically disabled persons as required by the latest federal ADA Accessibility Guidelines.

~~(K)~~(J) **Electric Vehicle Charging Stations (EVCSs)**

~~(1) An electric vehicle charging station shall mean a public or private parking space located together with a battery charging station which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle.~~

~~(2) If the primary use of the parcel is the retail electric charging of vehicles, then the use shall be considered a motor fuel station for zoning purposes. Installation shall be located in zoning districts which permit motor fuel stations.~~

~~(3)~~(1) All new or reconstructed parking structures or lots shall be required to install EVCSs according to below when one of the following conditions is met:

(a) The development includes a new off-street parking facility with more than 200 spaces; or

(b) The parking capacity of an existing building, site, or parking facility is increased to a total of 200 ~~with 20~~ or more spaces~~. is increased by 30 percent or more; or~~

~~**(c)** The new or existing off-street parking facility is for a mixed-use or commercial land use.~~

~~(4) General Station Requirements~~

~~**(a)** **Size**. A standard size parking space shall be used for an electric vehicle charging station where such a station is required or planned.~~

~~**(b)** **Equipment Standards and Protection.** Where provided, parking for electric vehicle charging purposes shall meet the following standards:~~

~~(1) EV charging stations shall not be permissible inside structures in commercial and residential districts.~~

~~(2) Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of 24 inches clear from the face of curb.~~

~~(3) All EV charging station parking areas are required to be a minimum to ten (10) feet from noncharging station parking areas and structures.~~

~~(4) Charging station outlets and connector devices shall be no less than 36 inches or no higher than 48 inches from the top of surface where mounted and shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.~~

~~(5) When the electric vehicle parking space is perpendicular or at an angle to curb face and charging equipment, adequate equipment protection, such as wheel stops, or concrete-filled steel bollards shall be used.~~

~~(6) Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment by the owner or operator.~~

~~(c) **Informational Signage.** Electric vehicle charging stations, other than in residential use, shall have posted directional signage allowing only charging electric vehicles to park in such spaces. For the purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment. Signage for parking of electric vehicles shall include:~~

~~(1) Information on the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.~~

~~(2)~~(1)~~As appropriate, directional signs to effectively guide motorists to the charging station space(s).~~

6.12 Open Space Standards

(A) Intent. Open space set-asides serve numerous purposes, including preserving natural resources, ensuring resident access to open areas and active recreation, reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits. These areas shall be delineated on the required site plan or final plat.

(B) Exemptions. The following are exempt from open space requirements.

(1) Projects located in the following zoning districts: Village Node, General Commercial, Light Industrial, Heavy Industrial.

(2) Properties with historic landmark designations.

(3) Residential developments of five or less units or lots.

(C) Open Space Typologies

(1) Recreational open space. Open space may include active or passive recreation such as outdoor swimming pools, playgrounds, sport courts, dog parks, community gardens, parks, pavilions, courtyards, seating areas, outdoor dining areas, plazas or upper-level facilities such as shared or common balconies, rooftop decks or rooftop gardens.

(2) Natural open space. Up to 50% of the required open space may include naturally-occurring resources such as open water, streams, riparian areas, wetlands, forested areas, tree canopy preservation areas, aquatic buffers/floodplains and designated steep slope areas. In order to qualify, natural open space areas must also provide pedestrian access on a path that must meet the following:

(a) In addition to the path, at least two other amenities must be provided such as one seating/bench per 50 feet of path, two picnic tables per 100 feet of path, viewing platforms, or other amenities as approved by the Zoning Administrator;

(b) The average slope of the path shall be less than 15 percent;

(c) At least 20 percent of the path provided is incorporated within the naturally-occurring resource;

(d) Paths must measure at least 80% of the longest distance (length or width) of the open space or 500 feet, whichever is less.

(e) Paths must be a minimum of six (6) feet in width.

(3) Public amenities. Land set aside for public use including greenways, sidewalks, streetscape and hardscape areas that allow for public gathering such as sidewalk cafe areas, areas containing public art, and similar urban amenities that measure at least 14 feet wide may be counted in their entirety.

(4) Stormwater control measures. Above ground land used for stormwater management (provided such land is not separately fenced) that is developed using stormwater

green infrastructure design methods and integrated into the pedestrian experience (e.g. rain gardens, bioswales, green roofs or similar features).

(D) Areas not included in open space calculations.

(1) Stormwater control areas. Dry and wet detention basins, constructed wetlands, or similar structures that have no pedestrian access.

(a) Paths must completely encircle stormwater control areas and connect to the developments internal pedestrian circulation system in at least two places.

(b) In addition to the pedestrian access, at least one other amenity must be provided such as one seating/bench per 50 feet of path, two picnic tables per 100 feet of path, viewing platforms, or other amenities as approved by the Zoning Administrator.

(2) Property Line Buffers.

(3) Tree Corridor areas.

(4) Required Setbacks.

(5) General Landscaping requirements.

(E) Residential Standards. Open space shall be based on the following:

(1) Quantity. The amount of required open space shall be based on the total parcel area, except that for subdivisions road rights-of-way shall be subtracted.

DEVELOPMENT TYPE	PERCENT OPEN SPACE	
	Less than 1 acre	1 acre or more
Subdivisions (6+ lots)	15%*	
Multifamily Residential	10%	15%

***See Permitted Reductions below**

(2) Minimum dimension. The minimum dimension of any open space shall measure at least 10 feet in all directions, except that rooftop or balcony open spaces shall have a minimum dimension of seven feet in all directions.

(3) Minimum area. The minimum size of individual areas designated as open spaces shall not be less than 400 square feet.

(4) Subdivisions. In residential subdivisions, open spaces shall have at least one side along street frontage that measures an average of at least 40 feet wide for a minimum depth of 20 feet. As an alternative, a path or trail measuring a minimum of 12 feet in width may be used to connect the street frontage to a designated open space. In this alternative of a path to open space, the required open space is increased to 120 percent of the required open space and must provide pedestrian access that shall be identified and recorded as such on the subdivision plat.

(5) Cohesion. At least 40 percent of the required open space must be located in one contiguous area and shall be internally and centrally located within the development.

(a) Open space should adjoin any neighboring areas of open space, tree preservation areas, or other protected areas and non-protected natural areas;

(b) Natural open space shall not be included for more than 50% of cohesive open space.

(F) Permitted reductions of required open space. As an incentive for design alternatives providing other public benefits, the open space requirements may be reduced according to the options below.

(1) Open space requirements may be reduced by five percent when meeting all of the following design elements:

(a) Cohesion. At least 70 percent of the required open space is contiguous.

(b) Slope. All required open space shall have an average slope of less than 15 percent with at least 50 percent of the open space maintaining an average slope that is five percent or less.

(c) Shape. The shape of the open space shall be rectangular with the longest dimension less than 160 percent of the shortest dimension, unless the average width is greater than 40 feet.

(d) Seating. Seating shall be provided for the open space. For every 250 square feet of required open space, one linear foot of seating shall be provided. Seating shall provide a mix of seating types, such as conventional seating with armrests and backs as well as informal seating (i.e. steps, edges of raised planters, boulders, etc.).

(G) Employment Campus Zoning District. A minimum of 15% of the project area shall provide open space. Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens, community gardens, green roofs, gazebos, and similar structures shall be integrated. Formal plantings and gardens shall have at least one direct access to a building or to a street, bikeway, or walkway accessible to the development's occupants and users. In review, Staff shall give consideration to the needs for open space in conjunction with the programed space.

(1) Courtyard. A proposed courtyard shall be a park space on which proposed residential lots front and are oriented toward.

(a) The courtyard shall include walkways that meet or exceed standards for local roads.

(b) The courtyard shall be at least twenty-five (25) feet wide.

(2) Plazas. A proposed plaza shall be a park space on which proposed commercial storefronts or office units front and are oriented toward. The plaza shall typically include street furniture and articulated public spaces, including but not limited to some combination of benches, water features, gazebos, stages, planter boxes, and galleries.

(a) The plaza shall be at least forty (40) feet wide and no larger than one-half (½) acre in size.

(b) Plazas shall be designed to prevent regular vehicle traffic but shall accommodate aerial fire trucks.

(c) A plaza shall have at least one direct access to a principal building, or to a street, bikeway, or walkway accessible to the public or the development's occupants and users.

(H) Prohibitions. In no case shall open space contain any of the following:

(1) Streets, driveways, or parking areas

(2) Above-ground utility cabinets larger than two square feet

(3) Fenced stormwater ponds

(4) Structures, other than recreation community facilities such as outdoor pools, playgrounds, and open air gazebos and pavilions

(5) Hazardous or toxic waste or materials as defined by state or federal regulations (except if covered by a City-approved mitigation plan)

(6) Natural gas transmission line rights-of-way

(7) Interior parking lot planting islands

~~**(A)**~~**(I) Ownership, Management, and Maintenance.** All open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities. Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

~~**(B)**~~**(J)** All plats of property including new open space shall include a dedication statement signed by the property owner containing the following language: "BY THE RECORDING OF THIS PLAT, I HEREBY DEDICATE ALL LANDS DEPICTED OR INTENDED AS OPEN SPACE TO REMAIN FREE OF DEVELOPMENT THAT WOULD VIOLATE ITS PURPOSE. ALL PROPERTY REFERRED TO AS A FORM OF COMMON COMMUNITY SPACE AND THE LIKE IS CONSIDERED OPEN SPACE. NOTHING IN THIS DEDICATION SHALL BE CONSTRUED TO IMPLY AN ACCEPTANCE BY THE CITY OF GOOSE CREEK OR BERKELEY COUNTY."

Request for Planning Commission Agenda Item

To: CITY OF GOOSE CREEK PLANNING COMMISSION

From: KENDRA WISE, PLANNING AND ZONING DIRECTOR

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☑ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title

A RESOLUTION BY THE CITY OF GOOSE CREEK PLANNING COMMISSION RECOMMENDING THE CITY OF GOOSE CREEK CITY COUNCIL TO APPROVE THE ADOPTION OF THE FIVE-YEAR REVIEW OF THE CITY OF GOOSE CREEK COMPREHENSIVE PLAN, IN ACCORDANCE WITH THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994, S.C. CODE OF LAWS ANN. § 6-29-510, *et seq*

Background Summary

The draft of the 5-year review of the City of Goose Creek Comprehensive Plan is ready for consideration for adoption. The plan is a culmination of work with consultants at the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), City staff, Planning Commission, City Council, and the public that began in October of 2025. Since this plan is the required 5-year review, this document is not a complete rewrite, but rather an update that builds upon the vision, goals, objectives, and actions outlined in the 2020 plan. In addition, demographic, socioeconomic, and other data have also been updated. The Planning Commission must adopt a resolution recommending approval to Council prior to the plan being considered for adoption by Council.

Financial Impact

Impact if denied

Impact if approved

Department Head: City Administrator:

_____	_____
Signature & Date	*Signature & Date*

A RESOLUTION BY THE CITY OF GOOSE CREEK PLANNING COMMISSION RECOMMENDING THE CITY OF GOOSE CREEK CITY COUNCIL TO APPROVE THE ADOPTION OF THE FIVE-YEAR REVIEW OF THE CITY OF GOOSE CREEK COMPREHENSIVE PLAN, IN ACCORDANCE WITH THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994, S.C. CODE OF LAWS ANN. § 6-29-510, *et seq*

WHEREAS, the Planning Commission, composed of members of the public, guided the creation of the Comprehensive Plan in 2020-21; and

WHEREAS, the City has undertaken the public process of the required five-year review and update of the Comprehensive Plan in 2025-2026 for the City's future growth; and

WHEREAS, multiple opportunities for public input were provided; and

WHEREAS, the City of Goose Creek Comprehensive Plan Five-Year Review contains an overview of the review process; an updated description of current conditions; revisions to the future land uses; an expansion of the vision, goals and objectives reflecting the changes in the last five years; the integration of the resiliency and hazard mitigation element to the other nine required comprehensive planning elements per Act 163 of 2020; and updated implementation strategies and time frames; and

WHEREAS, South Carolina Code Ann.§ 6-29-520 requires that a recommendation of the plan or any element, amendment, extension, or addition must be by resolution of the Planning Commission, carried by the affirmative votes of at least a majority of the entire membership;

WHEREAS, this process is in in accordance with the South Carolina Comprehensive Planning Act of 1994 and meets all requirements of South Carolina Code Ann.§ 6-29-510, 520, 530, and 540.

NOW, THEREFORE, BE IT RESOLVED by the City of Goose Creek Planning Commission, in a meeting duly assembled, that the City of Goose Creek Comprehensive Plan Five-Year Review is hereby recommended for approval and adoption by the City of Goose Creek City Council.

Done this ____day of _____, 2026.

CITY OF GOOSE CREEK, SOUTH CAROLINA

_____
Judie Edwards, Chairperson, Planning Commission

ATTEST: _____
Kendra Wise, Planning and Zoning Director



GOOSE CREEK COMP 2026 PLAN

5-YEAR REVIEW

November 2026 Planning Commission Draft


SKJ
MARKET
BRAZILIAN STYLE
Greetings from
Goose Creek
RESERVED PARKING
VAN ACCESSIBLE

ACKNOWLEDGMENTS

City Council

Gregory Habib, Mayor
Jerry Tekac, Mayor Pro-Tem
Melissa Enos-Sims
Debra Green-Fletcher
Christopher Harmon
Corey McClary
Gayla McSwain

Planning Commission

Judie Edwards, Chairperson
Heather Byrd, Vice Chairperson
Lisa Burdick
Stephen “Nick” Matthews
Gena Glaze
Anthony Jenkins
Josh Lilly

City of Goose Creek

Natalie Zeigler, City Administrator
K. Brian Cook, Assistant City Administrator
Kendra Wise, Planning Director
Nathan Ryan, GIS Coordinator
John Farrell, Planner II
Emma Hall, Planner II
Brenda Moneer, Planning Specialist

Residents of the City of Goose Creek

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS
PLANNING, PARTNERSHIP & PROSPERITY

This plan was prepared for the City of Goose Creek with the assistance of the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)

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Reserved for Adoption Ordinance

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INTRODUCTION

BACKGROUND

Fifty years ago, the City of Goose Creek was one of the fastest growing communities in the nation, attracting families, businesses, and investments that helped shape the community seen today. Since then, the City has continued to grow and is now the eighth most populous municipality in South Carolina and a major bedroom community within the Charleston-North Charleston Metropolitan Statistical Area (MSA)[1]. The City has worked hard to balance the community's continued growth and development with the preservation of its high quality of life that has been cultivated over the years.

As the MSA continues to experience a population and development boom, the City of Goose Creek is at a crossroads: does it remain a bedroom community or can it take advantage of the region's ongoing transformation to evolve itself as an emerging Live, Work, Play community.

Recent efforts by the City – such as the over $22 million in investments to its park's facilities, the upcoming joint Public Safety Training Complex, and the over $81,000 spent on murals and other public art – showcase the City's investments into the future of the community. The City's focus on enhancing existing municipal infrastructure, services, and functions will continue to help build resiliency and position the City for long-term success.

1 Charleston-North Charleston MSA includes Berkeley, Charleston, and Dorchester Counties and will be referred to as the BCD Region or simply the Region throughout the plan.

PURPOSE OF A COMP PLAN

"A comprehensive plan serves as a "roadmap" for a municipality during a long-term period, usually 10 to 20 years. It outlines a vision, and then describes the steps to take in order to fulfill it."

- Goose Creek 2020 Comprehensive Plan

A comprehensive plan, or simply comp plan, should include the following components: a vision statement, a list of goals and objectives, an inventory of ten existing condition elements, a needs assessment, and an implementation plan. A comp plan can be a highly influential resource for a community, providing local leaders with guidance on future decision-making related to transportation, public services, affordable housing, natural resources, capital improvements, economic development, and zoning and land use. It also serves as an advisory document for local governments to help shape policies and regulations that work to implement the vision of the community.

Some common examples of implementation tools used by municipalities to achieve their vision include zoning ordinances, subdivision and land development regulations, design guidelines, impact fees, capital improvement planning, investments through the annual budget, grants, or other funding sources, developer agreements, conservation efforts, and changes in internal policies and procedures.

5-Year Review

As the City of Goose Creek continues to grow and evolve, continuously updating the City's comprehensive plan is vital for ensuring that ongoing and future planning efforts continue to meet the wants and needs of the community. This five-year review provides the City with the opportunity to monitor its progress towards achieving the vision established in the 2020 Comp Plan. It will also update the existing condition elements to reflect the recent changes throughout the community, build on the identified implementation goals, strategies, and actions, and re-examine the City's future priorities for the next five to ten years.

This plan serves as the five-year review of the City's ten-year comprehensive plan update adopted May 2021 and amended November 2023. It was developed in conformance with the 1994 State Comprehensive Planning Act (S.C. Code §6-29-310 - §6-29-380).

2020 Vision Statement

Goose Creek is a close-knit community that seeks to achieve a balance between continued growth, new development, and the preservation of quality of life. The City will promote smart growth principles by implementing the following guidelines:

- *Create and enforce guidelines and principles that promote high-quality development and redevelopment throughout the City;*
- *Provide planned infrastructure improvements to adequately support future population and employment growth;*
- *Maintain a balance between creating new greenspace and conserving open space when new development and redevelopment occurs;*
- *Promote reinvestment in existing residential neighborhoods in order to provide more diverse housing options for a growing and changing population;*
- *Attract new businesses and industries that meet the needs of the population and spur economic development; and*
- *Maintain the exceptional level of safety and security of its residents.*

PLANNING PROCESS

2026 Project Timeline

March

- Joint Kick-Off Meeting with Planning Commission & City Council

May

- Spring Open House

June-July

- Review 2020 Plan
- Create Updated Goals, Strategies, & Action Matrix

August

- Data Collection & Analysis
- City Department Interviews

September

- Fall Open House

October

- Final Draft Review
- City Council Workshop

November-December

- Final Adoption Process with Planning Commission & City Council

The City of Goose Creek contracted with the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) in October 2025 to facilitate the five-year review of its 2020 Comprehensive Plan. The project officially kicked off in March 2026 with a joint kick-off meeting with Planning Commission and City Council to inform them of the project scope, schedule, and process.

Public engagement with Goose Creek residents and collaboration between City Staff, Planning Commission, and City Council were essential for conducting an effective comprehensive planning process.

Public Engagement

There were two primary public engagement events held in the Spring and Fall as part of the scoped planning process. These events were walkthrough style open houses with numerous interactive stations and information boards. Topics discussed at these events included housing affordability, retail potential, traffic congestion, resiliency & hazard mitigation, smart growth principles, and future priorities.

In addition, the City's Planning Department also set up a table focused on the five-year review at numerous community events throughout the Fall, including at the Backyard Resiliency Workshop in Summerville, the Button Hall Parking Day event, and at the City's annual Fall Festival. A small online survey was also used at these events to better capture public input.

PUBLIC ENGAGEMENT EVENTS

The Spring Open House was held on May 18th from 5pm to 7pm at the Goose Creek Fire Station HQ. Approximately 15-20 people attended the event.

The Fall Open House was held on September 14th from 5pm to 7pm at the Goose Creek Community Center. Approximately 20 people attended the event.

Other Public Engagement Events

The Backyard Resiliency Workshop was held on September 12th at the Rollins Edwards Community Center in Downtown Summerville from 10am to 12pm. Over 90 people attended the event.

The Button Hall Parking Day Event was held on September 18th from 5pm to 8pm. The event closed portions of Button Hall Road and demonstrated what certain traffic improvements could look like along that corridor. Approximately 500 people attended the event.

Goose Creek's Annual Fall Festival was held on October 3rd & 4th at the Daning Amphitheater. More than 4,000 people attended the event despite rainy/cloudy weather conditions.

Overall, there were 21 total online survey participants in addition to more in person participants at each event table.





WHICH OF THE IDENTIFIED GUIDELINES DO YOU THINK SHOULD BE THE PRIORITY FOR THE NEXT 5 TO 10 YEARS?

	Top Priority	Still Relevant	Neutral/No Opinion	Not Relevant
1. Create and enforce guidelines and principles that promote high-quality development and redevelopment throughout the City.				
2. Provide planned infrastructure improvements to adequately support future population and employment growth.				
3. Maintain a balance between creating new greenspace and conserving open space when new development and redevelopment occurs.				
4. Promote reinvestment in existing residential neighborhoods in order to provide more diverse housing options to a growing and changing population.				
5. Attract new businesses and industries that meet the needs of the population and spur economic developments.				
6. Maintain the exceptional level of safety and security of its residents.				

RECENT ACCOMPLISHMENTS

CITY OF GOOSE CREEK | **COMPREHENSIVE PLAN: 5 YEAR REVIEW**

PLANNING & CAPITAL IMPROVEMENT PROJECTS*

PROJECT, PLAN, OR STUDY	TIME FRAME	PROJECT AREA
2020 Comprehensive Plan	Adopted 2021	Citywide
Connectivity Plan	Completed 2021	Citywide
Micromobility Report (as Addendum to Connectivity Plan)	Completed 2023	Citywide
2023 Strategic Plan	Completed 2023	Citywide
2026 Strategic Plan	Completed 2026	Citywide
In-Core Flood Exposure Reports	Completed 2025 & 2026	Citywide
Heat Mapping Study	Completed 2026	Citywide
Camelot Sewer Project	Under Construction 2026	S. Goose Creek Blvd
Development Impact Fee Study	Ongoing	Citywide
Joint Public Safety Training Complex	Started in 2025, Tentative Opening in 2030	Central Village
Fire Station IV	Started in 2019, Tentative Opening in early 2027	Carnes Crossroads
SS4A: St James Corridor Safe Streets & Crossings	Ongoing, Grant Awarded 2025	St James Ave
SS4A: Button Hall Demonstration Project	Ongoing, Grant Awarded 2026	Button Hall Rd
Goose Creek Public Arts Fund	Established 2023	Citywide
Zoning Ordinance Rewrite	Adopted 2023	Citywide
Design & Regulations Manual	Adopted 2026	Citywide
Unified Development Ordinance	Adopted 2026	Citywide
Needs Assessment to Expand Public Works & Police Dept's	Planned for 2027	N/A
St James Avenue Shared-Use Path (3.28 miles)	Planned	From N Main St to Old Mount Holly Rd
Old Mount Holly Road Shared-Use Path (1.56 miles)	Planned alongside County Road Widening Project	From N Goose Creek Blvd to St James Ave

**Note:* *The table above does not include projects related to Parks & Recreation.*

FUTURE PRIORITIES

Which of the following topics should the City of Goose Creek prioritize in the future? Choose up to 5 topics.



Establish a "Downtown" Commercial Center, Reduce Traffic Congestion, and Expand Parks & Recreation had the most responses. The top 3 priorities identified by the in-person public participants slightly differed from the top 3 priorities identified from the online public survey (results on next page).

- *Results from the Recent Accomplishments Board used at the Fall Open House, Backyard Resiliency Workshop, Button Hall Parking Day, and the Fall Festival.*

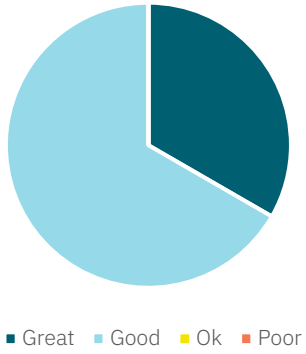
FALL ONLINE SURVEY RESULTS

A brief online survey was created to help capture public input at the various Fall public engagement events. The survey was open from September 12th to October 4th and had 21 total participants.

RESIDENTS DESCRIBING GOOSE CREEK



GOOSE CREEK QUALITY OF LIFE



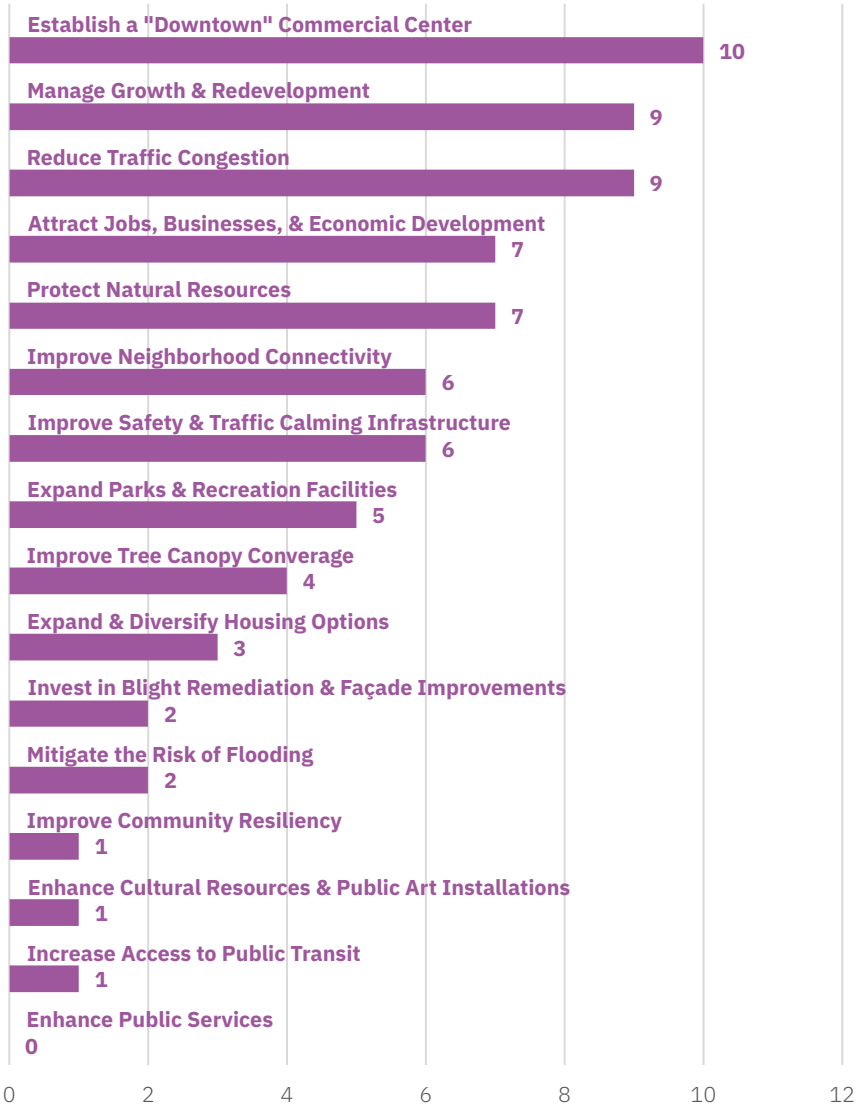
Quality of Life Comments:

"The city cares about it's residents and providing experiences for all"

"Good, lacks history and really good restaurants that surrounding areas like Summerville has. Would be nice if there was a downtown area to walk around/shop"

"Adding more commercial places, shopping, sit down restaurants, incentivizing creative activity space"

TOPICS THE CITY SHOULD PRIORITIZE IN THE NEXT 5-10 YEARS



RECENT PLANNING EFFORTS & ACCOMPLISHMENTS

The City of Goose Creek has been highly active in implementing different planning initiatives and projects at the local level that work to enhance the community. Its growing portfolio of accomplishments and success stories have led to the City becoming a leader and key stakeholder in the region for local planning and collaboration efforts.

The following is a list of projects, plans, studies, ordinances, and other planning-related efforts that the City has completed since the 2020 Plan. This list does not include the previous planning efforts identified in the 2020 Plan; however, the City still remains an active participant and/or stakeholder in those efforts.



Municipal Association of South Carolina's (MASC) 2023, 2024, and 2025 Municipal Achievement Award in the Communications Category

2021

- 10-Year Comprehensive Plan Update
- Connectivity Master Plan

2023

- Resiliency Element Amendment to the 2020 Comp Plan
- Strategic Plan 2023 Update
- Goose Creek Public Art Fund
- Micromobility Report (Appendix to Connectivity Plan)

2024

- Repealed and Replaced Chapter 151: Zoning Ordinance and passed Chapter 153: Land Development Regulations
- Amended City Comprehensive Plan

2025

- In-Core Project Report: Understanding Flood Scenarios: Roadmap to Resilience for Goose Creek, SC
- Heat Mapping Study

2026

- Unified Development Ordinance
- Design & Regulations Manual
- 2026-2030 Strategic Plan
- In-Core Project Report: Flood Exposure and Building Damage Under Current Conditions in Goose Creek, SC: A Decision-Support Analysis Using IN-CORE

Ongoing

- Development Impact Fee Study

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GOOSE CREEK TODAY

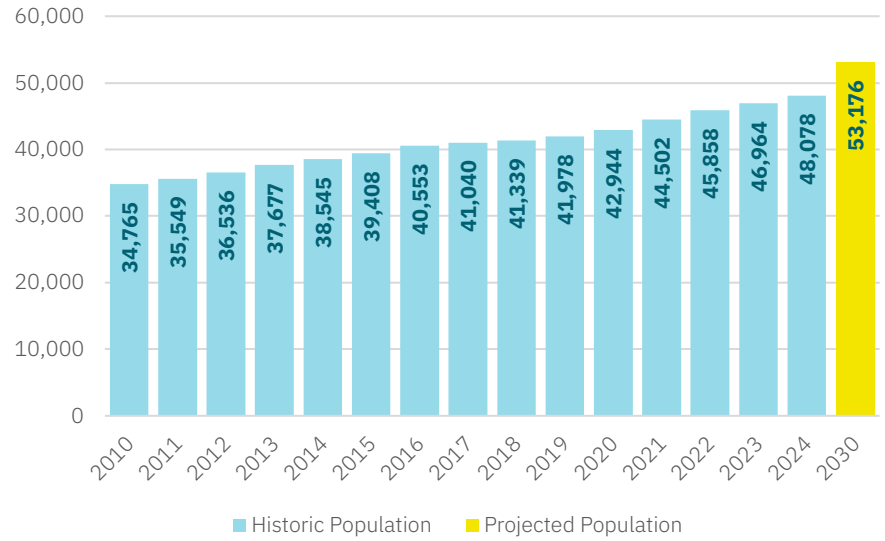


POPULATION

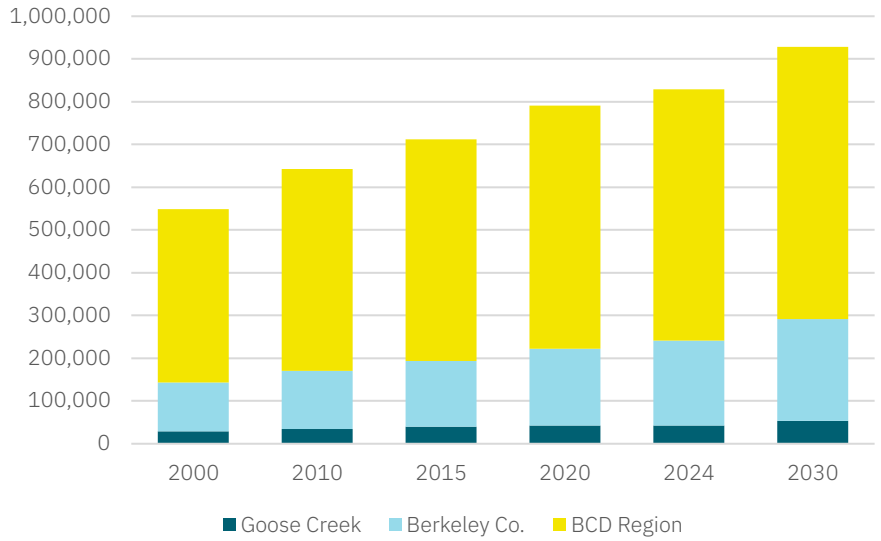
The City of Goose Creek remains the most populous municipality in Berkeley County, South Carolina with a population of just over 48,000 in 2024. The City's total population has steadily increased over the years, growing by 19% between 2010 and 2018 and another 16% between 2018 and 2024 for a total change of 38% between 2010 and 2024. The City is expected to continue growing at a similar pace over the next few years. By 2030, the City's projected population will be approximately 53,200, an 11% increase since 2024.

Goose Creek has consistently accounted for about 19-20% of Berkeley County's total population and about 5-6% of the BCD Region's total population. As the City continues to grow, it will need to either continue annexing and developing land, promote redevelopment and infill development, increase density within established neighborhoods, or a combination thereof.

Historic & Projected Population Change



Share of County & Regional Population



Unless otherwise stated, all data presented throughout this plan is from the US Census, American Community Survey (ACS) 5-Year Estimates. All 2030 projections are from Esri's Business Analyst Community Profile Report.

Age Distribution

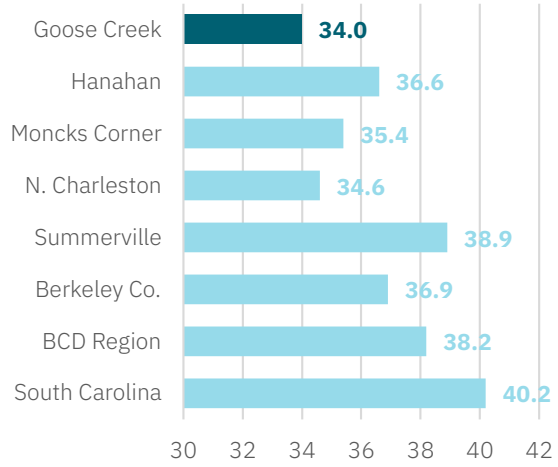
The age distribution of residents is an important metric to monitor over time so that the City can ensure its providing the necessary services and amenities needed to support residents of all ages.

Goose Creek's population continues to age which is reflected by the nearly five-year increase in the City's median age between 2010 (29.4 years) and 2024 (34.0 years). This trend is expected to continue through 2030, when the City's median age is projected to increase by an additional two years to 36 years. Comparatively, the City's median age in 2024 remains lower than other adjacent municipalities, Berkeley County, and the BCD Region.

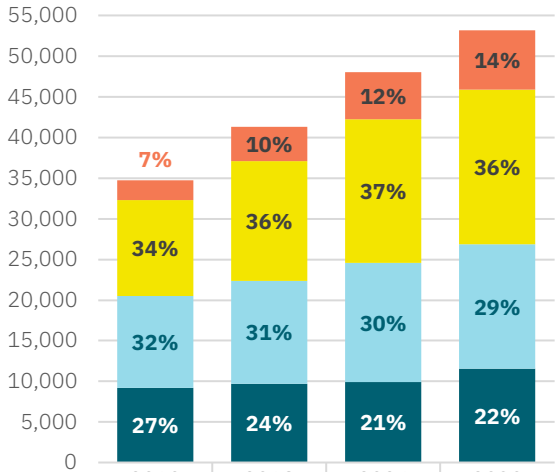
Although adults ages 35 to 64 remain the largest age group in 2024, the population of seniors ages 65 & over experienced the largest percent increase (+141%) between 2010 and 2024. Population projections reveal that this trend is likely to continue with seniors accounting for an estimated 14% of the City's total population by 2030.

While the City continues to be a primarily family-oriented community, the number of kids under 18 only slightly increased (+8%) between 2010 and 2024, resulting in a six-point decline in the age groups share of the City's total population.

2024 Median Age Comparison



Change in Age Distribution by Age Groups



	2010	2018	2024	2030
Seniors (65 & Over)	2,434	4,203	5,855	7,285
Adults (35-64)	11,810	14,740	17,648	18,984
Young Adults (18-34)	11,290	12,681	14,637	15,368
Kids (Under 18)	9,231	9,715	9,938	11,539
Median Age	**29.4**	**32.0**	**34.0**	**36.0**

Building a Livable, All-Ages Community

The City of Goose Creek has prioritized creating a Live, Work, Play community by focusing on improving the City's public services, recreation facilities, and cultural resources. While many of these improvements are geared toward children, families, and adults, the City must adapt to its changing demographics and build a Live, Work, Play community for residents of all ages.

Building an "all-ages" community emphasizes the need for a broad range of services and amenities, allowing residents to transition in our community throughout all stages of their life. This includes different needs and levels of service relating to:

- Employment
- Education & Child Care
- Health Care & Social Services
- Transportation Options
- Recreation Facilities & Programs
- Active & Passive Parks, Public Spaces, & Community Centers
- Housing Options

The recent development of active 55+ adult communities across the City has expanded housing options for many older residents.

Race & Ethnicity

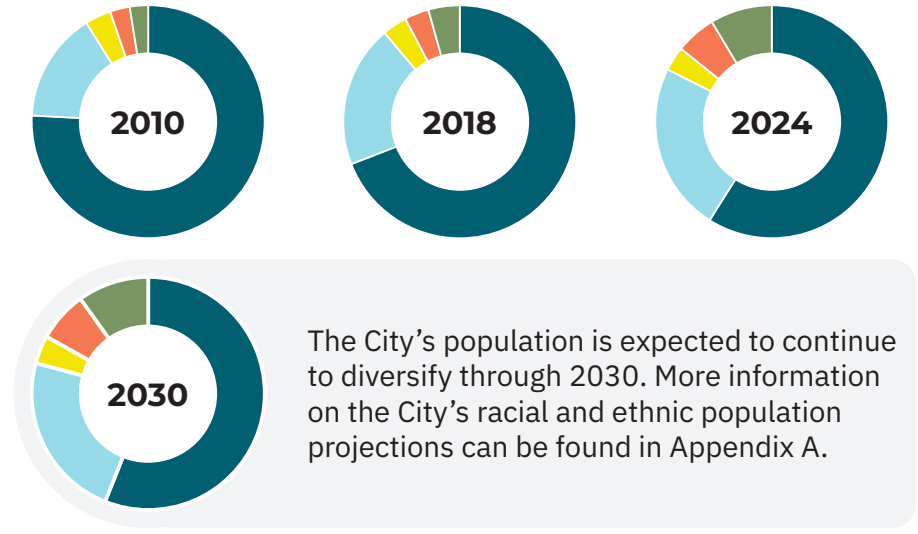
Racial Composition

The City's population continues to diversify as minority groups increase at higher rates compared to non-minority groups. Goose Creek residents identifying as White continue to account for a majority of the City's population; however, its total share of the population has declined from 76% in 2010 to 59% in 2024. The number of people identifying as Black, Other, and Two or More have each over doubled in size between 2010 and 2024, increasing by 113%, 183%, and 366% respectively. A table showing change in diversity in greater detail can be found in Appendix A.

Ethnic Background

The share of the City's population that identifies as Hispanic or Latino (of any race) has increased from approximately 6% in 2010 to 8% in 2018 and 11% in 2024. Similar to trends in racial composition, the share of Goose Creek residents identifying as Hispanic or Latino (of any race) is projected to increase to 12% by 2030.

Change in Racial Composition



The City's population is expected to continue to diversify through 2030. More information on the City's racial and ethnic population projections can be found in Appendix A.

Language Spoken

Considering the increase in the Hispanic or Latino population, it is important to identify potential language barriers within the community. In 2024, nearly 6,000 residents (ages 5 and over), or 13%, speak a language other than English at home, a majority of which speak Spanish. In addition, approximately 4% of residents (ages 5 and over) reported speaking English less than "very well".

Additional resources will be needed to accommodate this growing demographic and bridge the gap between language barriers.

Education

School Enrollment

In 2024, there were just over 10,600 people enrolled in different levels of school, including nursery school/preschool, elementary, middle, and high school, and college or graduate school. Approximately 7,700 were in Kindergarten to 12th grade.

A majority of students (83%) were enrolled in public school with 17% of students being enrolled in private school.

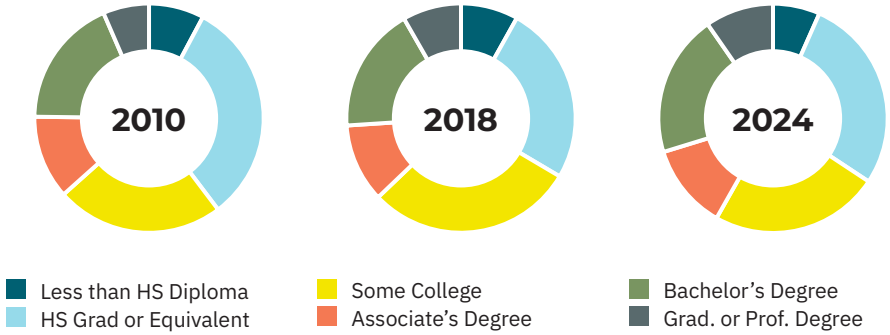


Stratford High School Entrance

Educational Attainment

Goose Creek's population is becoming more educated as the educational attainment of residents continues to increase. Nearly 30% of residents ages 25 and older had attained a Bachelors degree or higher in 2024, compared to about 25% in 2010. Still, in 2024, just over 2000 residents, or about 7% of the City's population (ages 25+), still remain within at least a high school diploma or GED.

Change in Educational Attainment



Households & Families

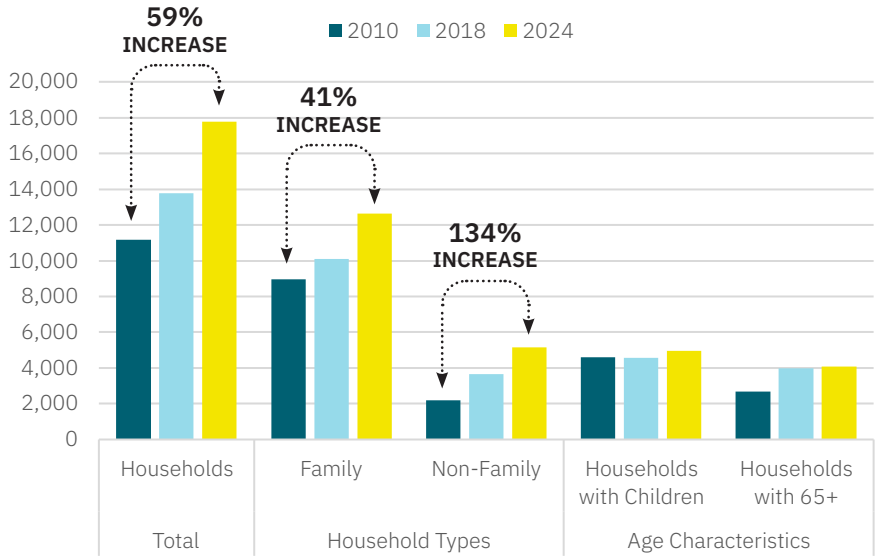
The total number of households within the City of Goose Creek increased by 59% between 2010 and 2024, a majority of which occurred between 2018 and 2024. Family type households, which consists of married couples with or without kids, single parents with kids as well as multi-generational households, continue to account for a majority of households in Goose Creek. However, the number of non-family type households, which includes unrelated roommates and people living alone, has more than doubled between 2010 and 2024.

The number of households with children under 18 increased by about 8% between 2010 and 2024 whereas households with adults aged 65 and over increased by 53%. These trends likely contributed to the City's increase in median age.

The average household size decreased quite significantly from 2.89 in 2010 to 2.57 in 2024. Similarly, the average family size decreased from 3.21 in 2010 to 2.99 in 2024. These trends are expected to continue through 2030 as the City's population continues to age. This is consistent with regional trends which show an increase in older householders (retirees and/or empty nesters), non-family type households (ex. unrelated roommates), and families with no or fewer children.

The decline in household and family sizes can have widespread impacts to local school enrollment numbers, future housing needs (i.e., the need for nursing homes and/or age-restricted communities), income and affordability trends, and land use patterns.

Change in Households



Income & Poverty

Income

Household income is a commonly used measurement that assesses the combined income/earnings of all individuals ages 16 and over in each household. This includes workers that receive hourly wages, an annual salary, commission, fixed income sources, such as social security, pensions, disability, and/or retirement savings, private investments, etc.

The median household income (MHI) in Goose Creek increased by 46% from about $60,300 in 2010 to $88,200 in 2024. Most of that growth occurred between 2019 and 2023 which was mostly during the COVID-19 pandemic. The MHI is expected to continue to increase surpassing $101,000 by 2030.

Goose Creek's MHI in 2024 remains higher than Berkeley County, the BCD Region, and the State, which were about $84,400, $85,300, and $69,300, respectively.

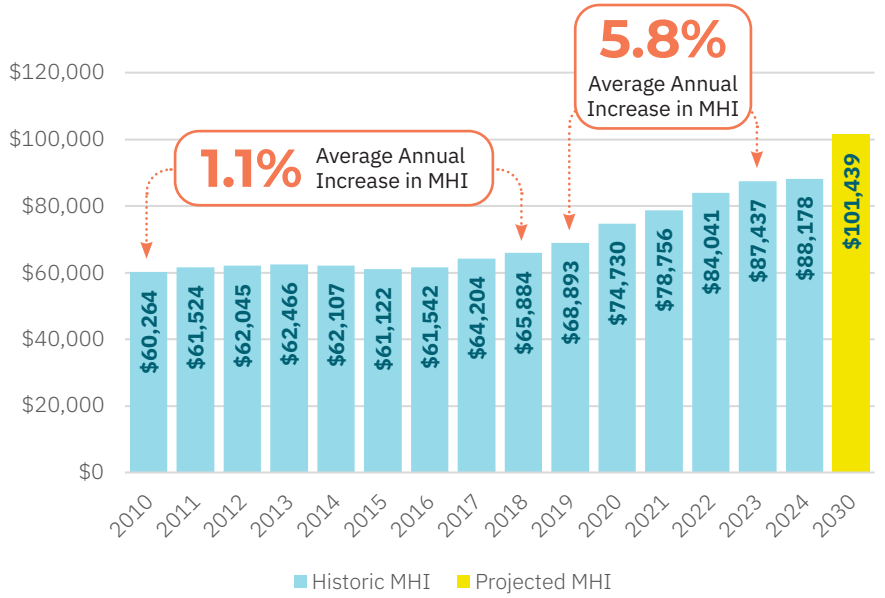
The 17-point increase in households making $100k to $200k was likely a major contributing factor to the City's recent increase in MHI. This shift, alongside the decline in households making Under $25k, $25 to $50k, and $50k to $75k, indicates a growing economy and a more financially resilient community.

Poverty

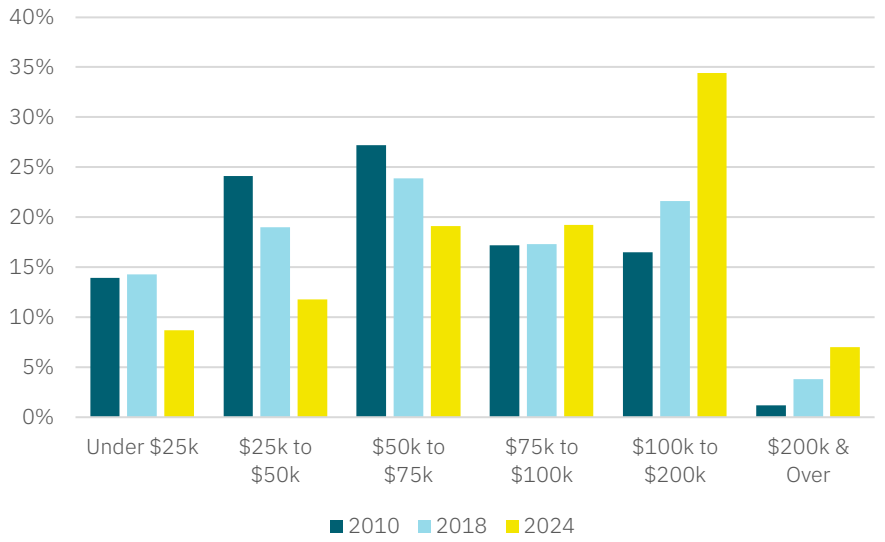
In 2024, nearly 3,000 residents, or approximately 7% of the City's population, were considered living below poverty level. Of those residents, about 26% of them were children under the age of 18 and about 15% of them were seniors ages 65 and over.

Approximately 8% of the City's total children under the age of 18 were living below the poverty level in 2024. Similarly, approximately 8% of the City's total seniors ages 65 and over were living below the poverty level. A smaller percentage of both children and seniors in Goose Creek were living below the poverty level comapred to other adjacent municipalities. This comparison is included later in Appendix A of this plan.

Historic & Projected Change in Median Household Income (MHI)



Change in Household Income by Income Brackets



LAND USE

Goose Creek's urban landscape is often characterized by its suburban style development patterns consisting primarily of low density, single-family residential neighborhoods paired with auto-dependent commercial areas. This pattern reflects the City's history as a major bedroom community within the region.

Understanding the interconnectedness of land uses and other community elements is essential for maintaining a sustainable balance between continued growth and development and the preservation of community character and quality of life. Robust land use, zoning, and design regulations will be crucial for the City moving forward as it works to transition from a predominantly suburban residential community toward a Live, Work, Play community.

Many of the City's recent major developments have converted large, undeveloped properties into residential neighborhoods. Most of these subdivisions have continued following the traditional suburban style development pattern being mostly single-family homes, though some have incorporated multi-family, commercial, institutional, and/or recreational uses, particularly along major roadways. Given Goose Creek's location, this growth strategy could become tenuous in the future as there are limited opportunities for continuously annexing and developing large, vacant properties. Instead, the City should prioritize smart growth principles, such as encouraging infill development in existing neighborhoods, incentivizing the redevelopment of underutilized properties, increasing density where appropriate, and prioritizing the annexation of "donut hole" properties.



The Hamlets neighborhood in Crowfield Plantation

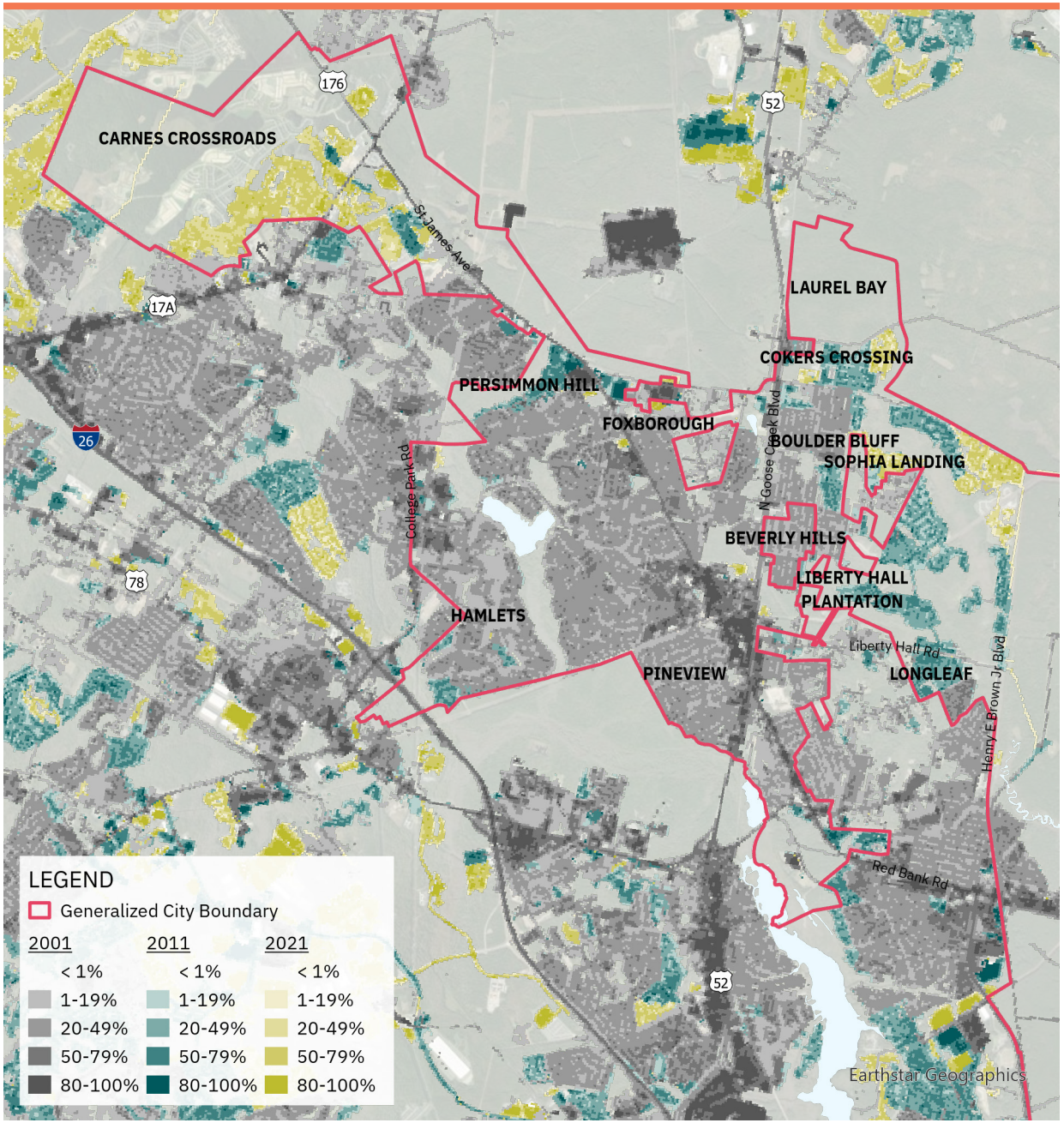
Development Patterns

Comparing the impervious surface coverage in the Goose Creek area over time can help identify potential development trends and patterns. The City can then use this information to better understand, anticipate, and plan for future growth by improving infrastructure, expanding public services, investing in community facilities, and mitigating the risk from hazards. Changes in impervious surface coverage typically has a direct correlation to changes in tree canopy coverage (discussed later in the Natural Resources Element of this plan) and can often affect land temperatures (discussed later in the Resiliency Element of this plan).

Most development in the Goose Creek area over the past 20 years was from the construction of large-scale master planned communities, like Liberty Hall Plantation, Brickhope Plantation, Persimmon Hill, and Carnes Crossroads. Many of these communities were developed in close proximity to existing amenities and public services and infrastructure, like major roadways and utility lines.

Prioritizing the infill or redevelopment of underutilized properties would help reduce the large-scale conversion of permeable land cover, such as wetlands and forestlands, to impervious surfaces. The City should focus on the infill areas in close proximity to existing amenities, public services, and infrastructure as it reaches build out capacity.

IMPERVIOUS SURFACE COVERAGE

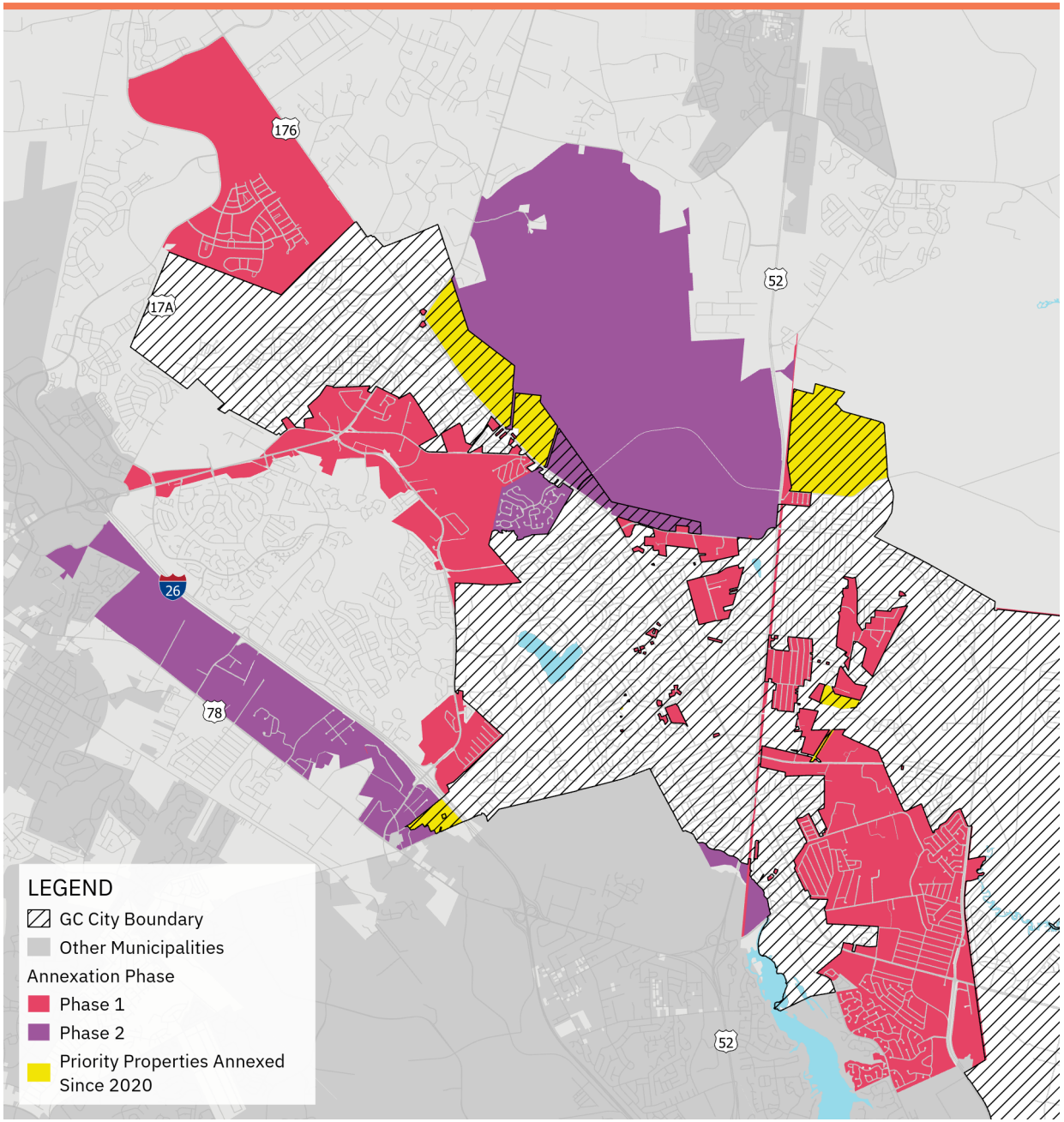


Annexation Plan

Between 2020 and 2026, the City has annexed just over 1,000 acres of land, including parts of the Century Aluminum campus and the Laurel Bay development. In addition, the City has focused on annexation of smaller "donut hole" properties, which remain a top priority for annexation in the future. The City has also implemented a policy requiring new out of City water customers to agree to annex into the City when contiguous.

City Council recognizes the importance of growing the municipal boundaries. Thus, annexation was a key component identified in the City's 2026-2030 Strategic Plan. The City's Annexation Plan will be updated in 2027 to reflect the recent municipal boundary changes since its last update in 2023.

PRIORITY ANNEXATION AREAS



Redevelopment of Village Nodes

The 2020 Comp Plan identified six "Village Nodes" as priority redevelopment areas. The Liberty Hall Village Node was removed from the following list as it was deemed no longer feasible given the recent development that has occurred. The descriptions below were rolled over from the 2020 Plan as they are still applicable.

Carnes Crossroads (already in development)

(No description included)

Civic Village Node

(No description included)

Central Village Node

The Central Village Node is located where many identify as the traditional center of Goose Creek. The concept plan originally identified in the 2020 Comp Plan shows a long-term framework for redevelopment. Fully developed, this village node will have living options, offices, shops and restaurants, and green space in a walkable setting. The street network builds upon the existing network and attempts to create a pedestrian activated network of streets designed to bring a downtown experience and atmosphere.

Neighborhood Village Node

The 27-acre Neighborhood Village Node is near the intersection of US-52/Goose Creek Boulevard and US-176/St. James Avenue. It is also adjacent to two local, neighborhood serving roads (Marilyn Street and Carolina Avenue). While largely vacant, there are some low-density commercial buildings and mobile home parks currently in the area. This area was chosen as a village node because it is largely vacant, and its proximity to the Central Village Node and an existing residential neighborhood. These factors make it an ideal place to locate a walkable, neighborhood-scale, mixed-use center that can serve many needs. The concept plan originally identified in the 2020 Comp Plan shows a mid-term framework for redevelopment.

Red Bank Road Corridor

The intent of the Red Bank Road Corridor is to help re-imagine and redevelop the area into a pedestrian-oriented, neighborhood-scale, mixed-use corridor that is compatible with the surrounding residential neighborhoods and that establishes a distinct sense of place reflective of its rich history. Recent City investments in public art has served as a catalyst for private investments and economic development as well as community pride in the area. In addition, the City's 2021 Connectivity Plan identifies numerous micromoblity projects to better connect this area to the remainder of the City.

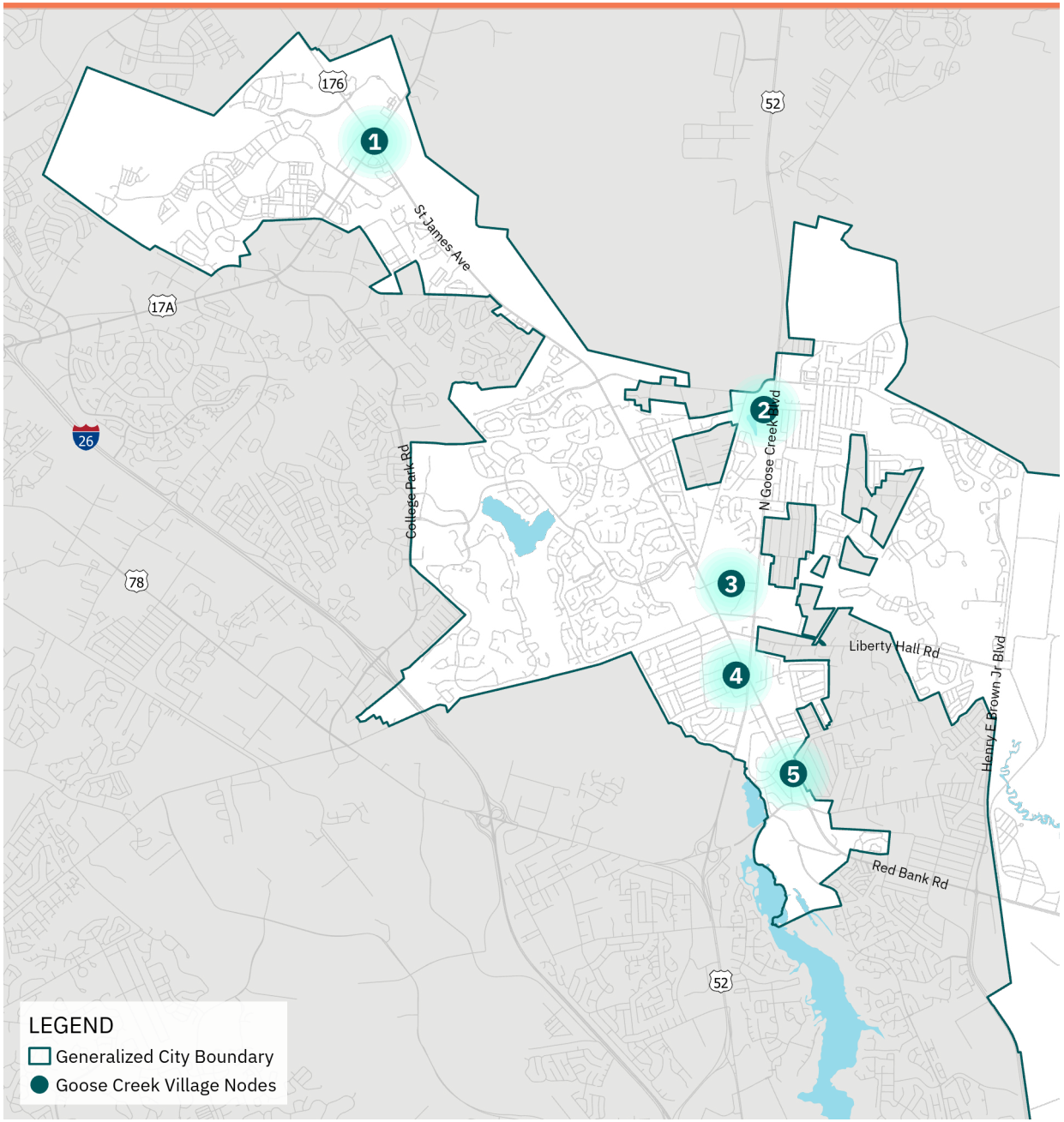
Redeveloping the section of Red Bank Road from US 52/Goose Creek Boulevard to Snake Road is the current priority for the City. Ideally, its success would provide a roadmap and encourage future redevelopment along the rest of the corridor to the Naval Weapons Station, and encourage the annexation of those properties into the City.

Many of the commercial zoned parcels along the corridor have narrow lot depths and abut existing single-family residential neighborhoods, which makes the compatibility of the use and type of commercial redevelopment within the surrounding residential areas a crucial component. Ideally these uses will serve the nearby residens and provide a pedestrian-friendly experience through building design and details.

Village Nodes:

1. Carnes Crossroads
2. Civic Village Node
3. Central Village Node
4. Neighborhood Village Node
5. Red Bank Road Corridor

VILLAGE NODES



Existing Land Uses

The existing land use types identified within the City of Goose Creek are described below. These descriptions were rolled over from the 2020 Plan. Parcels annexed into the City since 2020 are shown without an existing land use designation.

Residential - Single-Family

Single-family homes are built on a single parcel. This classification remains the most common land use type in the City.

Residential - Multi-Family

Multi-family homes consist of more than one housing unit per structure, such as duplexes, triplexes, condos, townhouses, and apartments. These parcels are concentrated along the commercial corridor area between US-52/Goose Creek Boulevard and US-176/St. James Avenue, as well as in the Carnes Crossroads annexation area.

Residential - Manufactured or Mobile Homes

Manufactured or mobile homes include parcels with a single manufactured or mobile home unit or those within a larger residential park. The County's tax assessment data indicates that there are 55 parcels, including mobile home parks, classified as this use type. These units are interspersed throughout the central part of the City. One of the larger mobile home developments is located just west of the Naval Weapons Station and another is located off US-176/St. James Avenue near Carnes Crossroads.

Commercial/Office

Commercial land is used for the provision and purchase of goods and services. This category includes all commercial, retail, warehouse, office and other sales and service-type uses. Commercial uses in Goose Creek are primarily concentrated along US-52/Goose Creek Boulevard, and US-176/St. James Avenue/Red Bank Road.

Industrial

Industrial land uses accommodate manufacturing and other facilities that convert raw materials into finished products, including construction, mining, distribution of goods, stockpiling of raw materials and repair and maintenance of heavy machinery. There are currently five industrial sites in Goose Creek, occupying 107 acres, or 1% of land area in the City (minus the NWS lands) along the western boundary toward I-26.

Religious

The religious land use category includes religious institutions and related facilities.

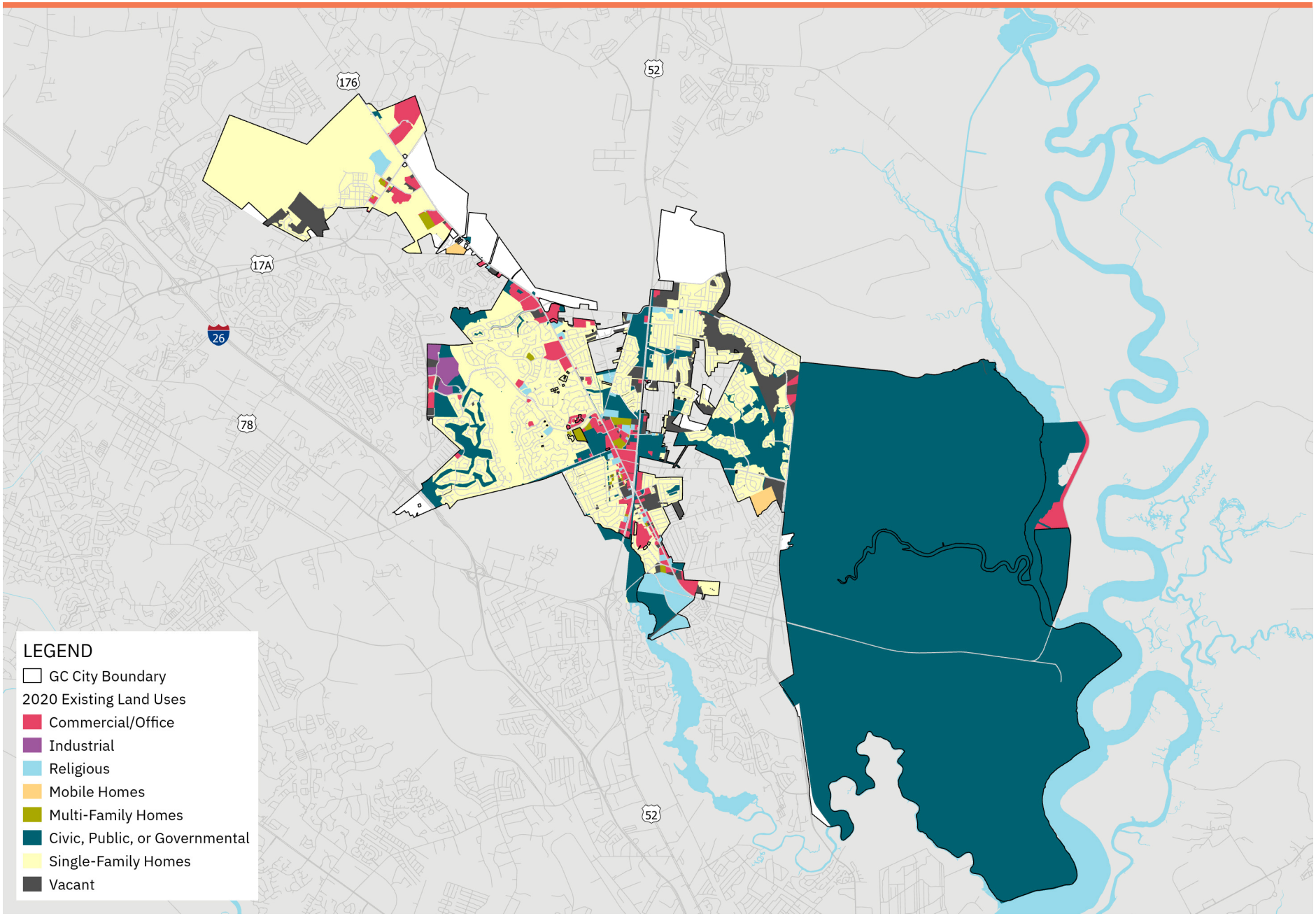
Civic, Public, or Governmental

This land use category encompasses uses such as schools, utilities, police and fire services, military, and government-owned or operated departmental buildings (water, sewer, etc.). The Naval Weapons Station continues to occupy the majority of land within this category as well as accounting for over half of the City's total land area.

Vacant

Vacant land is considered undeveloped and unused but not necessarily restricted from future development. These parcels are located throughout the City's upper and central land areas, but some of the largest parcels are located just west of the Naval Weapons Station Charleston's northern extent and in the Carnes Crossroads development area.

2020 EXISTING LAND USES



Zoning Updates

The City of Goose Creek repealed and replaced Chapter 151: Zoning Ordinance and added Chapter 153: Land Development Regulations in February 2024 which included an updated zoning map, zoning districts, district regulations, land development and subdivision standards, and other policies and procedures. According to Chapter 151 of the City's Code of Ordinances...

> *"The purpose and intent of this Ordinance is to guide development in accordance with the City's comprehensive plan and existing and future needs of the City in order to protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare."*

Listed below are the 11 zoning districts and two overlay districts established in Chapter 151. The district boundaries are identified on the City's official Zoning Map.

	Zoning District	Acres	% of Total
	Conservation (C)	694	3%
	Residential Single-Family (RSF)	964	4%
	Residential Mixed (RM)	1,075	4%
	Village Node (VN)	326	1%
	General Commercial (GC)	1,022	4%
	Employment Campus (EC)	0	0%
	Light Industrial (LI)	178	1%
	Heavy Industrial (HI)	18	<1%
	Planned Development (PD)	6,700	25%
	Flexible Review District (FRD)	14	<1%
	Naval Support Activity Charleston (NSAC)	15,324	58%
	Total	26,316	100%

Note: The Employment Campus District was established as part of the 2024 Zoning Ordinance update. As of October 2026, no properties have requested to be rezoned to this zoning.

PROJECT SPOTLIGHT

2024 ZONING ORDINANCE UPDATE - VILLAGE NODES

Zoning is one of the most common regulatory tools used to implement the vision, goals, and strategies of a comprehensive plan. As part of the 2024 Zoning Ordinance update, the City established the Village Node District, Central Creek District Overlay, and Red Bank District Overlay as a tool to implement the vision and encourage the redevelopment of the Village Nodes identified in the 2020 Comprehensive Plan. Three of the six Village Nodes are now within one or more of these districts.

Village Node District

The purpose of the Village Node District is to provide lands that accommodate a broad range of pedestrian-oriented commercial development in an urban, mixed-use context. The district is intended to accommodate a wide range of residential, civic, and commercial development. Flexibility from conventional use and bulk requirements is provided to promote urban-density and mixed uses within a pedestrian oriented streetscape. Allowed uses include mixed-use, offices, personal services, retail sales and services, and restaurants.

Red Bank District Overlay

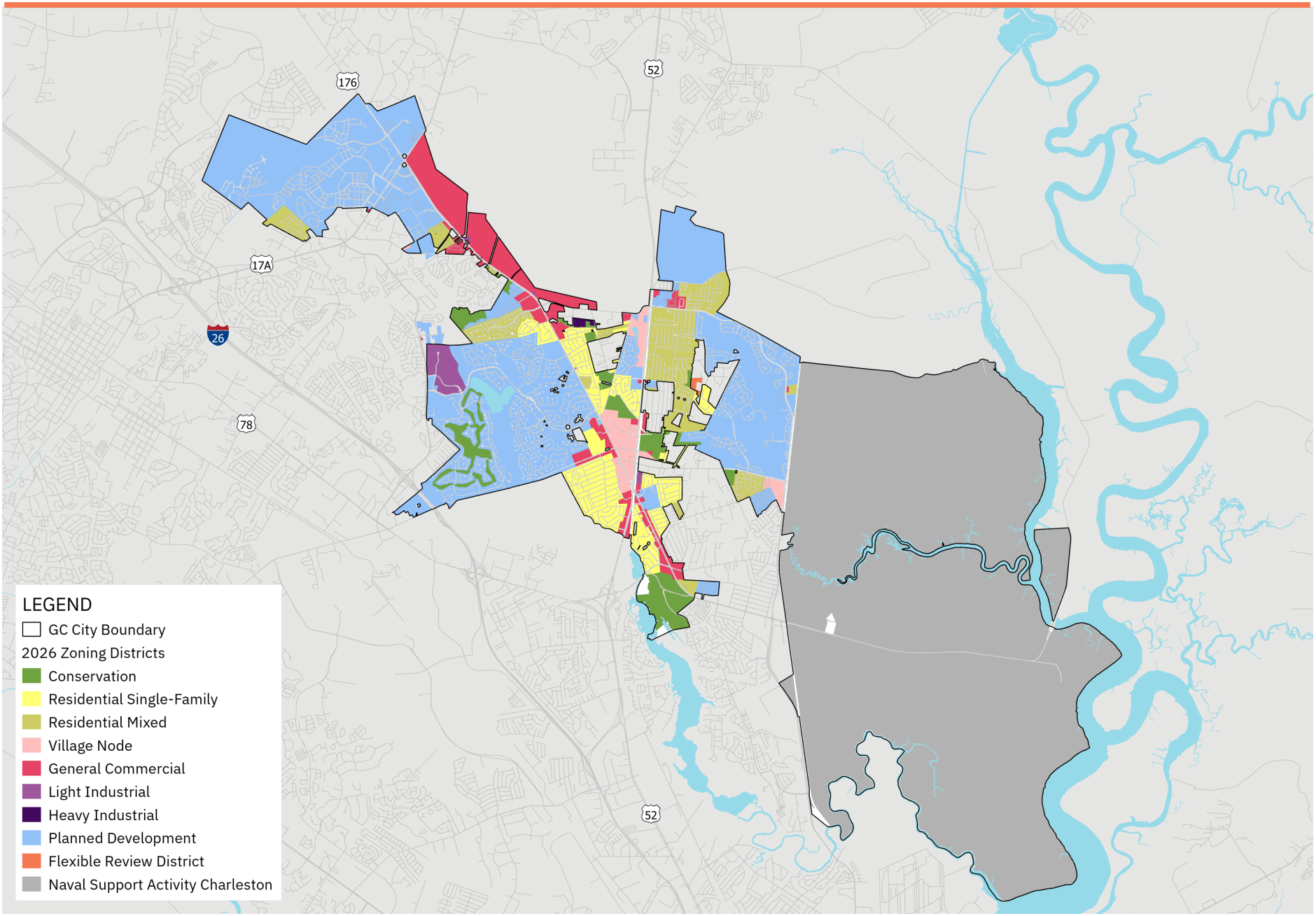
The purpose of the Red Bank District Overlay is to support the transition of the Red Bank Corridor into a pedestrian-oriented, mixed-use, pro-arts/artisan, boutique manufacturing corridor that is compatible with surrounding residential development.

Central Creek District Overlay

The purpose of the Central Creek District Overlay is intended to encourage a mixture of residential, commercial, and institutional land uses in a walkable setting. New and redevelopments in the overlay should support the transition of the area into a mixed-use area with an emphasis on creating a pedestrian-friendly town center.

In June 2026, the City consolidated the Zoning Ordinance and Land Development Regulations into Chapter 151: Unified Development Ordinance. To view this document, please visit the Planning Department page on the City's website.

2026 ZONING DISTRICTS



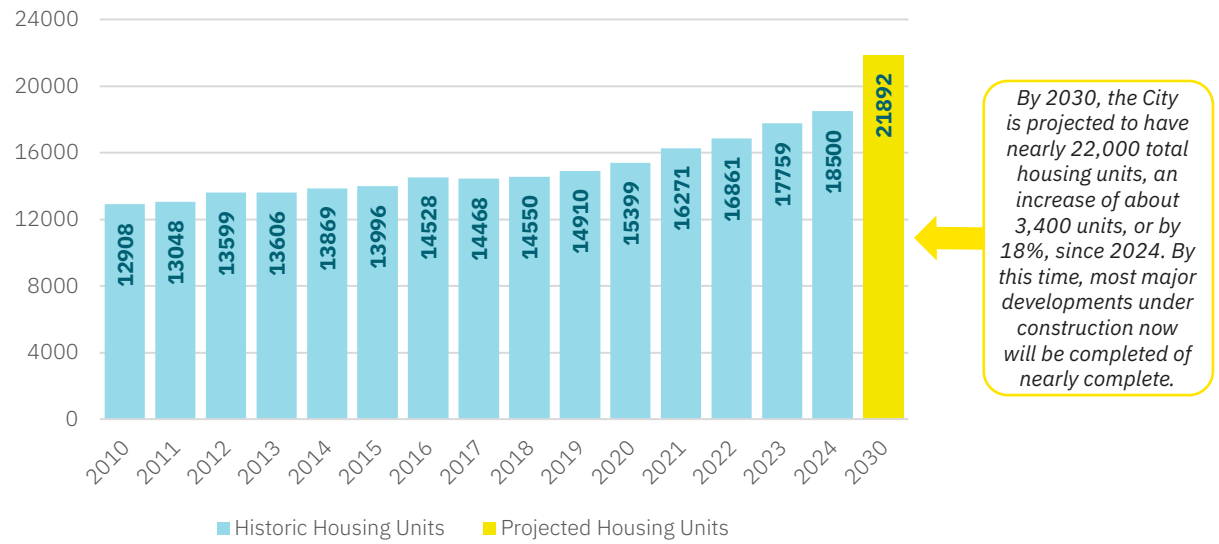
HOUSING

The City of Goose Creek continues to provide more affordable and family-oriented housing options to a wider range of people and households. The City's continued focus toward improving quality of life and providing the necessary needs and services for residents has made Goose Creek a highly desirable place to live. In turn, the desirability drives up demand and the need for more housing. Given the City's limited annexation potential for large, undeveloped properties, infill development and redevelopment projects will be crucial for the City's continued growth and for supporting the rising demand for affordable housing.

Housing Stock

The City's housing stock increased by 43% from nearly 13,000 units in 2010 to 18,500 units in 2024. Much of this growth occurred between 2018 and 2024 which averaged an annual increase of 4.5% (27% total change) compared to 1.4% (13% total change) between 2010 and 2018. The 2008 housing recession likely contributed to the slower annual growth rate followed by the recent housing boom with the construction of numerous large-scale planned developments around the City, including Brickhope Plantation, Carnes Crossroads, Coker's Crossing, and Sophia Landing.

Historic & Projected Housing Unit Change

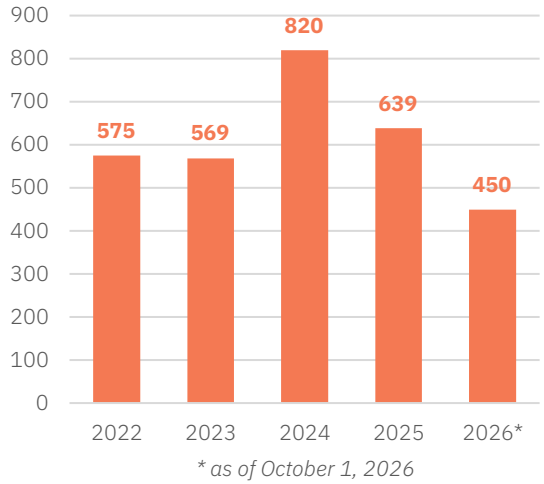


By 2030, the City is projected to have nearly 22,000 total housing units, an increase of about 3,400 units, or by 18%, since 2024. By this time, most major developments under construction now will be completed of nearly complete.

New Construction Trends

Between 2022 and 2025, the City of Goose Creek issued over 2,600 residential building permits for new single-family unit construction, including single-family detached and attached homes.[1] As the City continues to encourage smaller infill development and redevelopment projects as opposed to major master planned communities, it is expected that the number of residential building permits for new construction will decline over the years.

Residential Building Permits for Newly Constructed Units



** as of October 1, 2026*

1 Goose Creek 2026-2030 Strategic Plan

Units in Structure

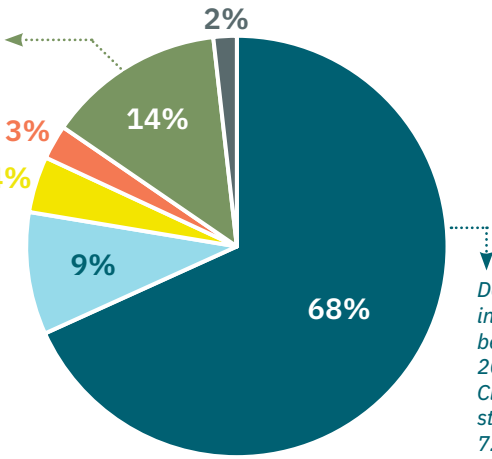
The number of units in a structure is a metric commonly used to show the distribution between different housing units types, such as single-family and multi-family units.

In 2024, single-family detached (SFD) homes continued to account for a majority of Goose Creek's housing units, which is reflective of the City's history as a bedroom community and its predominantly suburban-style development patterns. However, with the growing concern over housing affordability across the region, the number of housing units that are typically considered more affordable, such as single-family attached homes and multi-family apartment or condo units, have increased at a higher rate than SFD homes.

The ongoing diversification of the City's housing stock is supported by the City's commitment to addressing the gap in missing middle housing. This can help strengthen the local housing market and build a more affordable and resilient community.

2024 Units in Structure (Unit Types)

Multi-Family Unit Structures with 10 or more units increased by 216% between 2010 and 2024, a majority of which occurred between 2018 and 2024.



Despite a 59% increase in SFD homes between 2010 and 2024, its share of the City's total housing stock decreased from 72% in 2010 to 68% by 2024.

Single-Family Detached · Single-Family Attached · Multi-Family (2-4 Units) · Multi-Family (5-9 Units) · Multi-Family (10+ Units) · Mobile Home

Missing Middle Housing

Missing Middle Housing is an ongoing planning initiative with nationwide appeal that focuses on incorporating low-to-medium density housing types within communities while preserving the character and scale of the neighborhood.

Over time, the words "density" and "multi-family" have gained a negative connotation. This movement works to break down that stigma and encourage quality, mixed density development that meets the practical needs of the community while maintaining the integrity of the neighborhood.

In suburban communities, like Goose Creek, there is often a clear divide between single-family and multi-family neighborhoods. The historic practice of single-use or Euclidean-type development patterns over the past fifty years has contributed to ongoing concerns over housing inequality and affordability. Increasing the range of housing options within the City allows for a broader group of people to invest in the community through homeownership.

A Missing Middle Housing Scan and Barriers to Missing Middle Housing study was completed in 2024 and focused on identifying missing middle housing barriers and opportunities along the Lowcountry Rapid Transit (LCRT) corridor. Although the study focused on areas along the LCRT corridor, many of the policies and recommendations can be retrofitted for Goose Creek. The full study can be read at https://charlestonmissingmiddle.com/.

"Missing Middle Housing can be defined as house-scale buildings with multiple units in walkable neighborhoods. They are compatible in form and scale with typical single-family homes, and are an effective strategy for "gentle infill" within existing residential neighborhoods."

- A Missing Middle Housing Scan: Analysis + Definitions of Barriers to Missing Middle Housing, 2024

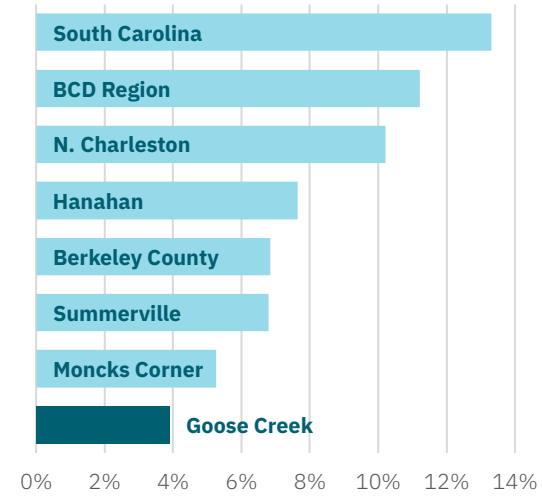
Occupancy & Tenure

Housing occupancy and tenure is often used to provide insight on the demand, health, and affordability of the local housing stock. The housing market is primarily driven by supply and demand. Therefore, highly desirable communities, like Goose Creek, would typically see lower home vacancy rates as more people want to move into the community. Maintaining healthy home vacancy and homeownership rates are important for building housing resiliency.

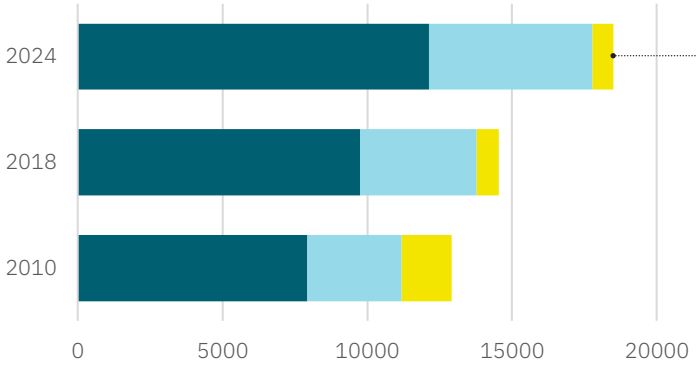
In 2024, approximately 4% of Goose Creek's total housing stock were reported vacant while the remaining 96% were occupied. This is a significant decrease compared to 2010 when 13% of homes were reported vacant. A healthy home vacancy rate typically ranges from 5-8% which allows for enough vacancies for normal household turnover and supports household mobility as housing needs change overtime. The City's vacancy rate was among the lowest in the region in 2024.

Homeowners continue to account for a majority of occupied housing units. However, the overall share of owner-occupied units experienced a slight decrease from 71% in 2010 to 68% in 2024. This is in line with other larger municipalities across the region as large, multi-family unit rental complexes have become more common as demand for additional housing continues.

Vacancy Rate Comparison



Change in Occupancy & Tenure



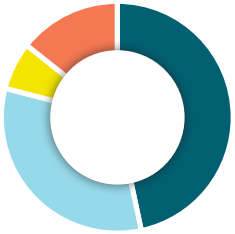
	2010	2018	2024
Owner-Occupied	7932	9756	12124
Renter-Occupied	3246	4014	5656
Vacant Units	1730	780	720



Vacant Units by Unit Type

Of the City's vacant units, 56% were single-family homes - including single-family attached and detached units as well as manufactured and mobile homes - and 44% were multi-family unit homes.

Single-Family Units Multi-Family Units



Vacancy Status

A majority of vacant units were either for rent (or rented but not occupied) or for sale (or sold but not occupied). Only a small portion of units were used for seasonal, recreation, or occasional use, which is expected given the City's distance to the beach and other destinations.

For Rent or Rented but Not Occupied
For Sale or Sold but Not Occupied
For Seasonal, Recreational,m, or Occupational Use
Other Vacant

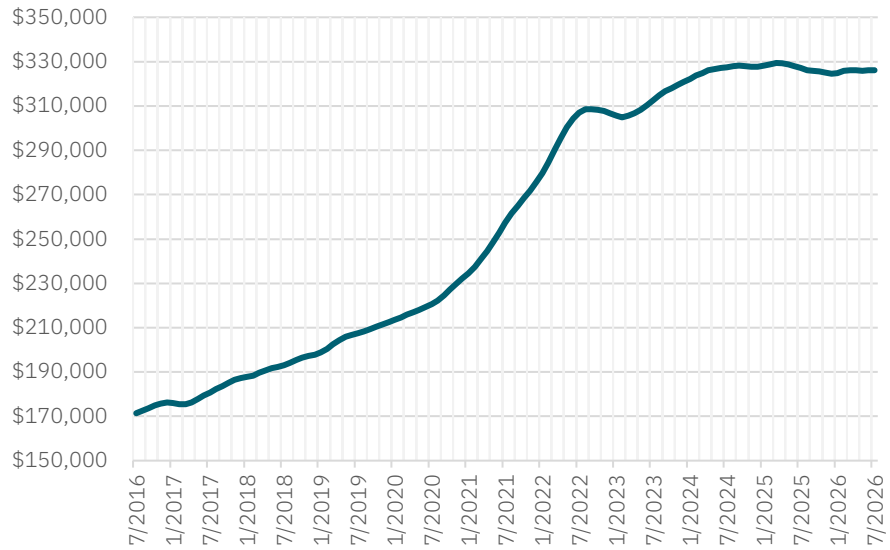
Recent Market Shifts

Goose Creek's housing market for both homeowners and renters has experienced notable shifts in recent years. According to Zillow's Home Value Index (ZHVI), the average home value for a single-family home in the Goose Creek area nearly doubled from $171,000 in July 2018 to $326,000 in July 2026, an increase of about $155,000, or by 90%. Zillow's Observed Rent Index (ZORI) reveals similar trends for the cost of rental units in the Goose Creek area. Over the same July 2018 to July 2026 time period, the average rent price increased by about $850, or by 84%. Monthly changes in the City's ZORI were much more volatile than the ZHVI. This is likely due to rental units being more susceptible to short-term changes in the housing market compared to home values.

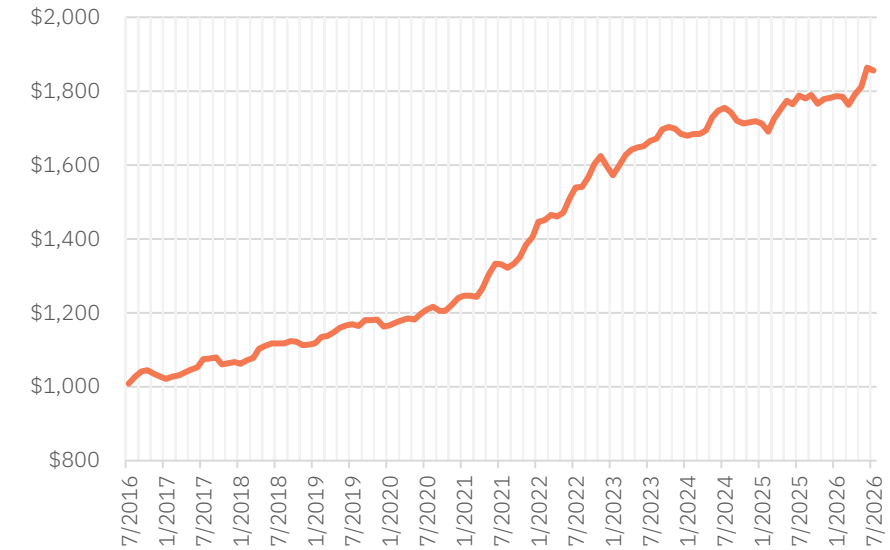
Both home values and rent prices spiked during the peak COVID months of July 2020 through July 2022. However, home values experienced a much higher percent change compared to rent prices. Over half of the total $155,000 increase in home value between July 2018 and July 2026 occurred during the peak COVID months. During this two year period alone, average home values increased by over $86,000, or by 39%. Meanwhile, the average rent price increased by about $330, or by 27%.

Between July 2022 and July 2026, Goose Creek's ZHVI has increased at a much slower rate - increasing by 6% over the four years compared to the peak COVID months and even the years prior. Rent prices, however, did not experience the same slow down, increasing by an additional 21% between July 2022 and July 2026.

Change in Zillow's Home Value Index (ZHVI)



Change in Zillow's Observed Rent Index (ZORI)



Housing Affordability

Goose Creek's relative housing affordability compared to other municipalities in the region has long been a strength for the City. While this continues to hold true, the region's ongoing lack of housing supply while demand continues to rise influences the local housing market, resulting in growing housing affordability concerns among Goose Creek residents.

Housing affordability is typically influenced by two factors: costs and income. Common housing expenses include mortgage/rent, taxes, utilities, insurance, and HOA fees. It is widely accepted that housing is considered "affordable" when a household's monthly housing costs do not exceed 30% of its combined monthly income. Households that spend more than 30% of their income on housing are considered "cost burdened," as a disproportionate share of their income is devoted to housing expenses. Cost-burdened households may face additional financial challenges because the income spent on housing is less available for other necessities, such as food, transportation, education, child care, health care, and building wealth or equity.

In 2024, approximately 4,600 households, were considered cost burdened, an increase of about 1,100 households since 2010. Despite this numerical increase, the share of cost burdened households continues to decline from 31% of the City's total households in 2010 to 29% in 2018, and 26% in 2024. This is an encouraging trend as it suggests that a greater share of households are living in affordable housing situations, increasing the financial and housing resiliency of the community.

Housing tenure is a key factor when measuring affordability, as the gap between income levels and cost of living can vary significantly between homeowners and renters. Of the total cost burdened households in 2024, 48% were homeowners while 52% were renters – a considerable shift compared to 2010 when 65% of cost burdened households were homeowners. This was likely due to the number of cost burdened renters doubling between 2010 and 2024.

Change in Housing Affordability by Tenure

	2010		2018		2024		Change (2010-2024)	
Occupied Housing Units								
Total Occupied	11,178		13,770		17,780		6,602	59%
Owner-Occupied	7,932	71%	9,756	71%	12,124	68%	4,192	53%
Renter-Occupied	3,246	29%	4,014	29%	5,656	32%	2,410	74%
Cost Burdened Households								
Combined Households	3,473	31%	4,052	29%	4,612	26%	1,139	33%
Homeowners	2,260	65%	2,110	52%	2,200	48%	-60	-3%
Renters	1,213	35%	1,942	48%	2,412	52%	1,199	99%

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TRANSPORTATION

The City of Goose Creek relies on its transportation network to connect residents to jobs, services, and destinations both within and outside the City. The City's historic role as a bedroom community helped shape the local transportation network as major roadways and development patterns were designed with the commuter in mind. The primary corridors serving Goose Creek are US 52, US 176, and US 17A, which link the City to surrounding communities, employment centers, healthcare facilities, and other essential services. As Goose Creek and the region continue to grow, how people travel to, from, and within the City will become increasingly important to resident mobility, accessibility, and quality of life.

The City's transportation network is comprised mostly of streets and roadways. Other modes of transportation, such as public transit, walking and biking are currently not as prevalent as driving. However, a key component of the City's vision for a Live, Work, Play community is creating more pedestrian-oriented developments and increasing connectivity between existing neighborhoods. As different areas of the City start to redevelop, alternative modes of transportation will hopefully increase in the future.

Commuter Trends

Commuters continue to play a pivotal role in the local transportation network, impacting how the network functions, travel patterns, and infrastructure needs. As concerns over increased traffic congestion continues to grow, commuter trends will likely be at the center of discussion as municipalities, counties, and state agencies continue to work to address these concerns.

Commuter Flow

Commuter flow refers to the movement of people between where they live and work. This is used to better understand the community's current role within the larger regional market. It can also provide insight into the direction and travel patterns of workers traveling within, into, and out of a community. There are three types of commuters:

Inflow Commuters

People who work in Goose Creek but live elsewhere. High commuter inflow may indicate that a community functions as a regional employment center and are often associated with large employers, such as commercial or industrial parks and medical, educational, or institutional facilities.

Internal Commuters

People who both live and work in Goose Creek. Higher internal commuting can reflect a stronger relationship between local housing, employment, and transportation opportunities within the community. This may indicate a more self-sustaining and resilient community.

Outflow Commuters

People who live in Goose Creek but work elsewhere. Common in communities where residential development exceeds local employment opportunities. High commuter outflow may indicate that a community primarily functions as a bedroom community within a larger regional market.

In 2023, Goose Creek had nearly 10,000 daily inflow commuters, which was about half of the City's approximately 19,300 daily outflow commuters. The number of outflow commuters grew by 47% between 2010 and 2023, outpacing the 33% increase in inflow commuters and 34% increase in internal commuters.

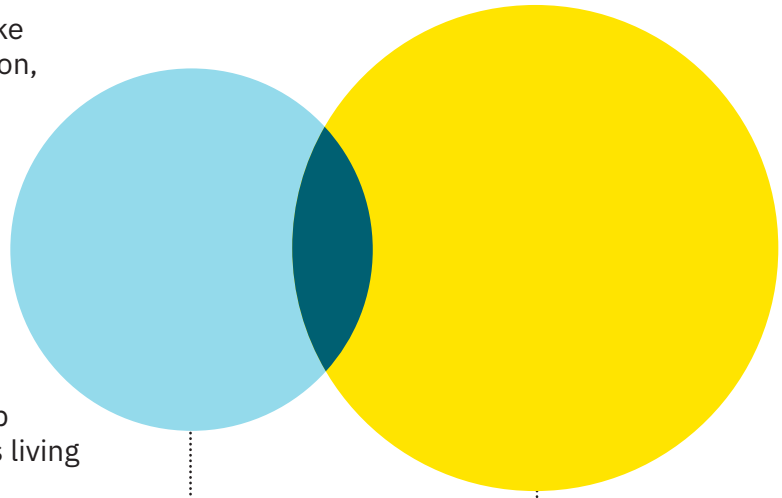
Change in Commuter Flow

	2010	2018	2023	% Change (2010-2023)
Inflow	7,488	8,614	9,932	33%
Internal	1,122	1,302	1,498	34%
Outflow	13,186	16,931	19,349	47%

Data Source: Census OntheMap Tool

2023 Commuter Origins, & Destinations

Neighboring communities, like Summerville, North Charleston, and Moncks Corner were among the top "origins" of commuters working in the City of Goose Creek in 2023. Conversely, major employment centers in the region, like North Charleston, Downtown Charleston, and Mt. Pleasant were among the top "destinations" of commuters living within Goose Creek.



Data Source: Census OntheMap Tool

Top Origins of Commuters by County Census Division (CCD)	
Goose Creek – Hanahan CCD	***33%***
Summerville CCD	15%
North Charleston CCD	8%
Moncks Corner CCD	7%
West Ashley CCD	4%
Mt. Pleasant CCD	3%
All Other Areas	*31%*

Top Destinations of Commuters by County Census Division (CCD)	
North Charleston CCD	28%
Goose Creek – Hanahan CCD	***16%***
Charleston Central CCD	8%
Mt. Pleasant CCD	6%
Summerville CCD	6%
West Ashley CCD	6%
All Other Areas	*30%*

Why Retaining Resident Workers Matters:

Increasing the number of residents who live and work in Goose Creek has been identified as a City priority. When more residents work close to home, the community benefits from:

- Stronger local businesses, with more people in the City during the day to support shops and restaurants;
- Less congestion, with fewer long trips on regional corridors like US 52 and US 17A;
- Cleaner air, since fewer vehicle miles traveled means fewer emissions; and
- Greater economic competitiveness, as a local workforce makes the City more attractive to employers.

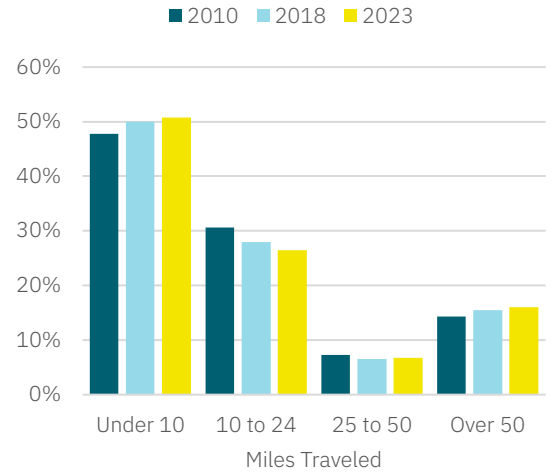
The City's recent and ongoing efforts to encourage pedestrian-oriented, mixed-use development will not only help retain commuters but also help reduce retail leakage.

Distance & Direction

The distance that Goose Creek residents travel to work has remained fairly consistent over time. Approximately 80% of working residents were employed within 25 miles of home in 2010, 2018, and 2023. The largest share of commuters travel less than 10 miles to work, which rose slightly from 41% in 2010 to 43% in 2023.

The direction of travel has also remained largely consistent over the years. Nearly two-thirds of working residents (64%) commuted south, southeast, or southwest in 2023 towards places like North Charleston and Charleston which are home to some of the region's major employment centers. Four of the six top commuter destinations are either south, southeast, or southwest of the City.

Change in Distance Traveled

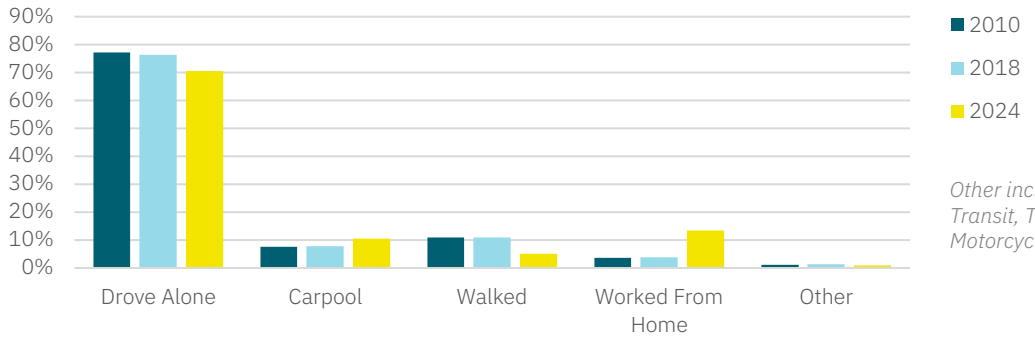


Means of Transportation

Goose Creek remains an auto-oriented community with over 80% of residents commuting by either driving alone or carpooling to work. This is consistent with the broader BCD Region, where about 81% of commuters either drive alone or carpool to work in 2024. The City's share of commuters driving alone has declined over time, from 77% in 2010 to 76% in 2018 and 70% in 2024. This decline may be associated with the rise in remote work: home workers increasing from about 4% in 2010 to over 13% in 2024. Carpooling has also become more prevalent, slightly increasing from about 8% of commuters in 2010 to about 11% in 2024.

Walking plays a larger role in Goose Creek than in the surrounding region. The share of commuters walking to work was about 5% in 2024, a six-point decline from 11% in 2010. Nearly 90% of residents who walk to work live in group quarters, most likely military housing at the Naval Weapons Station. The share of Goose Creek commuters that walk to work remains well above Berkeley County (2%) and the BCD Region (2%).

Change in Means of Transportation of Commuters



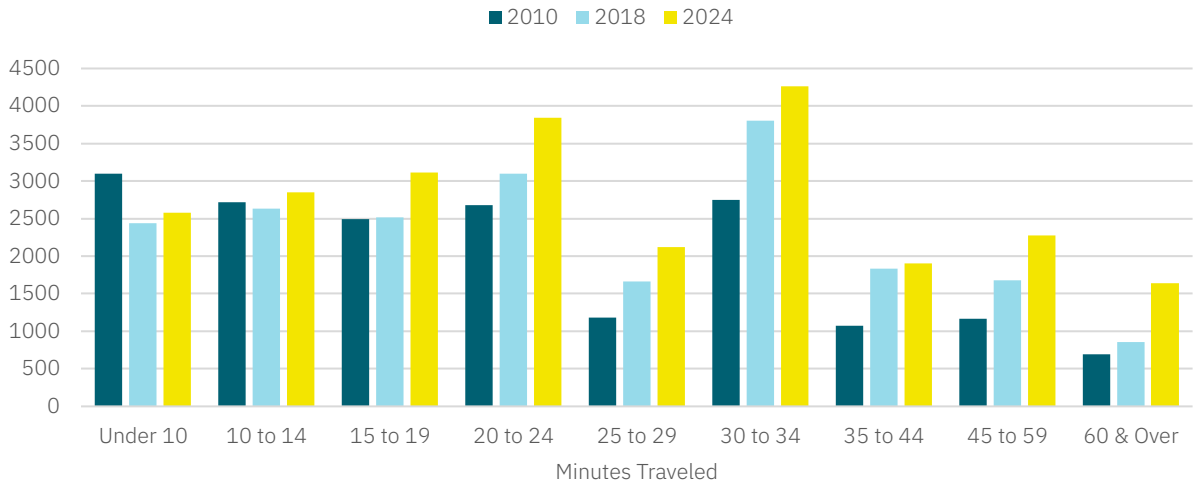
Other includes Biking, Public Transit, Taxi or Ridesharing, Motorcycle, etc.

Travel Time

On average, Goose Creek commuters are spending more time traveling to work. The share of commuters traveling 30 minutes or more rose from 32% in 2010 to 41% in 2024, while the mean travel time increased from 22.6 minutes in 2010 to 26.7 minutes in 2024. Because commute distances have remained stable, this increase is likely driven by growing congestion on major corridors.

Goose Creek's mean travel time in 2023 remains shorter than Berkeley County's (29.7 minutes) and the BCD Region's (27.7 minutes), but it will likely continue to rise as traffic grows on major commuter corridors such as I-26, US 52, US 78, and US 176.

Change in Travel Time

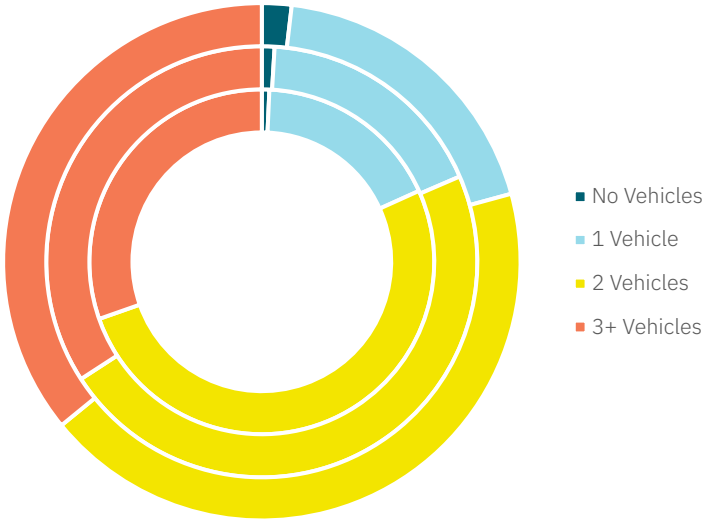


Vehicle Availability

While most Goose Creek workers live in households with two or more vehicles (79% in 2024), the share of workers without access to a vehicle has more than doubled, from less than 1% in 2010 to 2% in 2024. Although small, this group relies on alternative means of transportation such as walking, bicycling, transit, and rides from others to reach jobs and services, emphasizing the importance of safe pedestrian connections and reliable transit service.

Renter households are considerably more likely to be without a vehicle (5%) than owner households (2%). The share of households with only one vehicle grew from 29% in 2010 to 32% in 2024, while two-vehicle households declined from 48% to 42% during the same time period.

Change in Household Vehicle Availability



2010 (Inside), 2018 (Middle), 2024 (Outside)

Roadways

Goose Creek's roadway network is structured around several state highways that connect the City to the broader region. Roadways are categorized by functional classification, which describes the role each road plays in the network and is influenced by two primary factors: mobility and accessibility.

The process of classifying roadways is done by the Federal Highway Administration (FHWA) in close collaboration with state and local government agencies, like SCDOT and MPO's, such as the BCDCOG. FHWA is currently in the process of updating the nation's functional classification system. This update would likely include any necessary reclassification of roadways in the Goose Creek area.

In Goose Creek, Goose Creek Blvd (US 52), St James Ave (US 176), US 17A, Red Bank Rd, and Liberty Hall Rd serve as principal arterials, while Crowfield Blvd functions as a minor arterial. Arterials carry higher volumes of traffic over longer distances and connect the City to regional destinations. Red Bank Road is part of the National Strategic Highway Network (STRAHNET) due to its direct connection to the Naval Weapons Station and must be classified as principal arterial, regardless of mobility and accessibility factors.

Collectors, such as Old Mt Holly Rd, Myers Rd, Henry E Brown Jr Blvd, Howe Hall Rd, and Bushy Park Rd gather traffic from neighborhoods and connect it to the arterial network. Local roads provide direct access to homes and businesses.

FHWA Functional Classifications

Interstate

Interstate highways are the highest classification of roadways serving high-speed and high-volume regional traffic. This facility provides the highest level of mobility with access to adjacent land uses limited to grade-separated interchanges. Facilities typically provide connectivity between urban areas.

- Ex. Interstate 26

Arterials

Facilities provide a high degree of mobility in both urban and rural areas, and also provide access to abutting land uses. Typically links cities, towns, rural centers and other major destinations that are capable of generating travel over relatively long distances.

- Ex. US 52/Goose Creek Blvd, US 176/St James Ave, US 17A/N Main St, Crowfield Blvd, Liberty Hall Rd, Red Bank Rd, & College Park Rd

Collectors

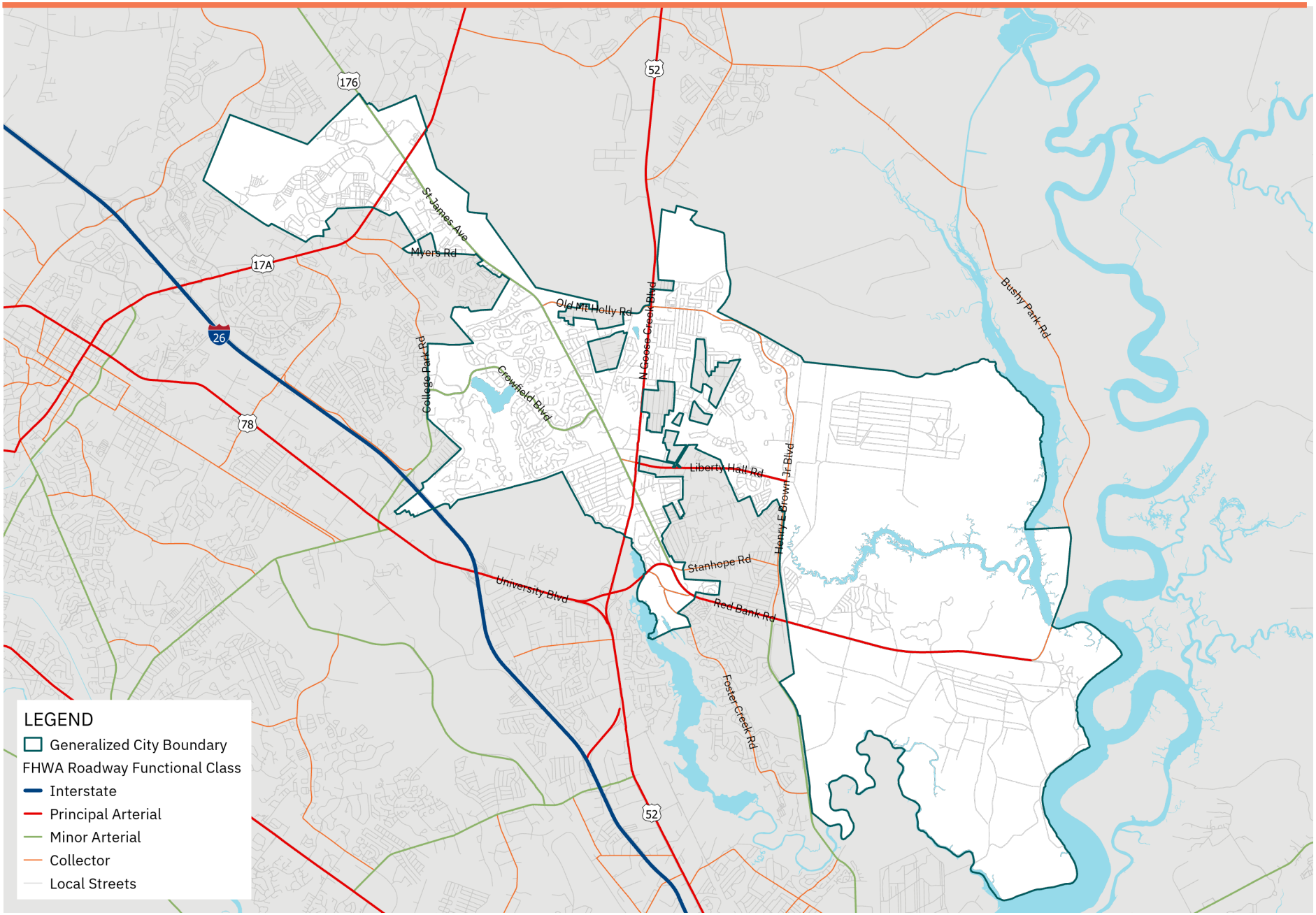
System typically gathers traffic from local streets and channels it to higher order arterial network. Facilities usually balance access to land use with mobility needs. Collectors usually provide connection between neighborhoods, from neighborhoods to minor business clusters and also provide supplemental connections between major traffic generators and regional job concentrations.

- Ex. Henry E Brown Jr Blvd, Montague Plantation Rd, Myers Rd, Old Mount Holly Rd, & Foster Creek Rd

Local Roads

Typically small residential and commercial streets that connect to other local streets and feed into the larger collector system. Local streets serve short trips at lower travel speeds, and also support alternative travel modes such as pedestrians and bicyclists. They have substantial land access to residential areas, businesses and other local uses. Local roads usually make up the majority of roads in the system.

FHWA FUNCTIONAL CLASSIFICATIONS



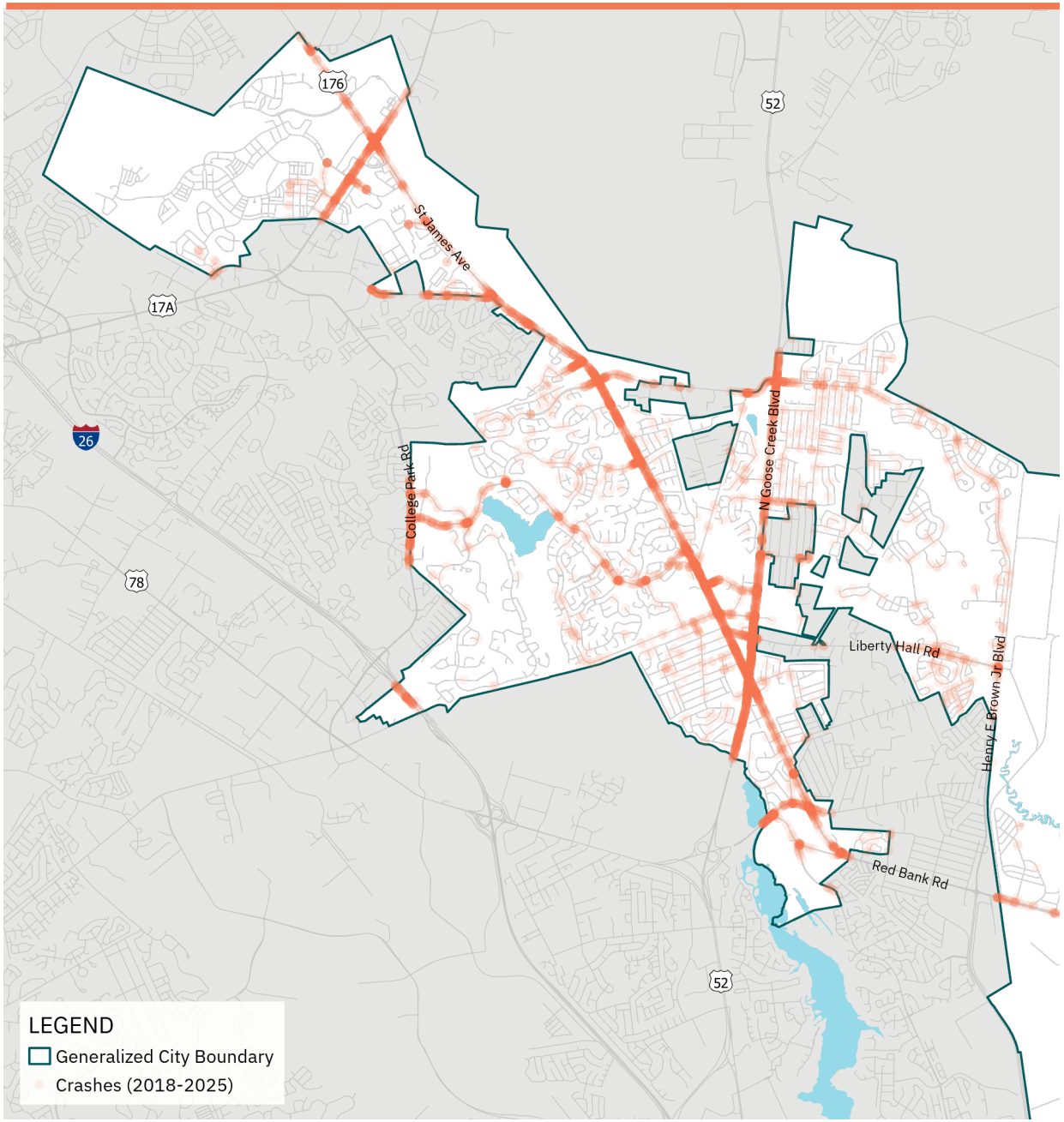
Crash History

Between 2000 and 2025, there were just over 9,000 crashes reported by SCDOT within the City of Goose Creek, including 18 fatal crashes and 105 crashes that resulted in serious injury.

Crashes are concentrated along the City's major corridors: St James Ave (US 176) and Goose Creek Blvd (US 52) together account for 45% of all crashes and nearly half of all fatal and serious-injury crashes.

Although pedestrian crashes are rare, they are far more likely to be severe: 41% of pedestrian crashes resulted in a death or serious injury, compared to about 1% of all crashes. Fatal and serious-injury crashes also occur disproportionately at night (55%, compared to 28% of all crashes), and failure to yield right-of-way is the most common cause of these crashes. These patterns point to the need for safer and potentially more designated pedestrian crossings, improved lighting, and intersection safety improvements along the City's busiest corridors.

CRASH HISTORY

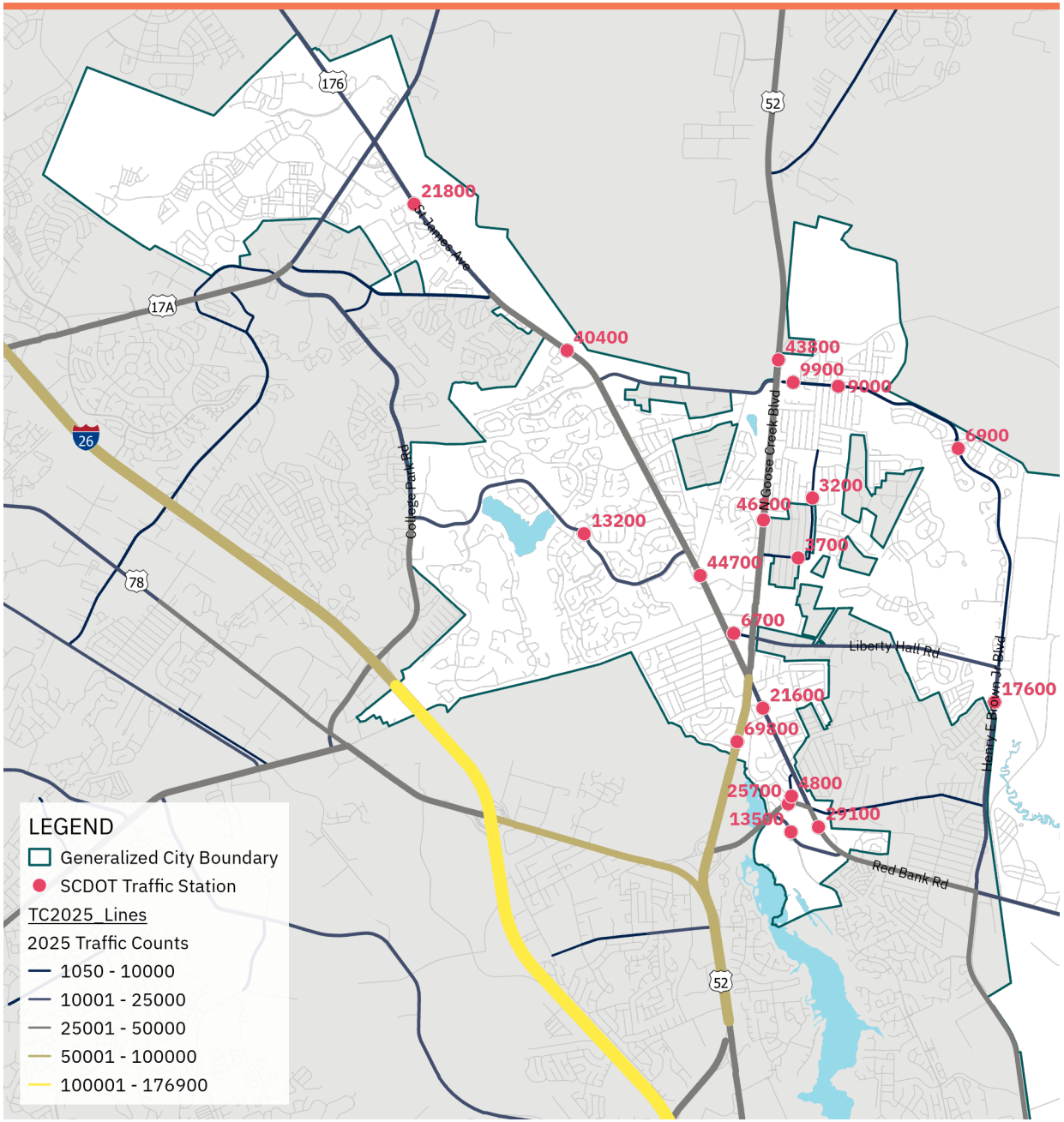


Traffic Counts

Traffic volumes on Goose Creek's major corridors have grown substantially in recent years. Goose Creek Blvd (US 52) expectedly carries the highest volumes in the City, ranging from about 43,800 vehicles per day in the northern part of the City to 69,800 near the Charleston County line. Traffic counts along this corridor grew by roughly 31% since 2018. St James Ave (US 176) saw similar growth, with daily traffic increasing about 20% and as much as 36% on the segment between Myers Rd and Old Mt Holly Rd. This growth on the City's primary corridors is consistent with the longer commute times residents are experiencing and the declining level of service projected for these roads.

Growth has been uneven on other corridors. Volumes on Crowfield Blvd declined slightly and Liberty Hall Rd declined by about 14%, while Red Bank Rd varied by segment, with two segments seeing slight declines and a third increasing by 22%.

DAILY TRAFFIC COUNTS



Level of Service

Level of Service (LOS) is a qualitative measure used to describe roadway congestion and can be used to assess the overall performance of the roadway network. It is expressed as a rating from "A" (free-flowing traffic) to "F" (severe congestion). The LOS ratings are based on each roadway's volume-to-capacity (V/C) ratio, which compares the volume of traffic a roadway carries to the volume it was designed to handle. A V/C ratio above 1.0 means a roadway is carrying more traffic than its capacity, resulting in a F rating.

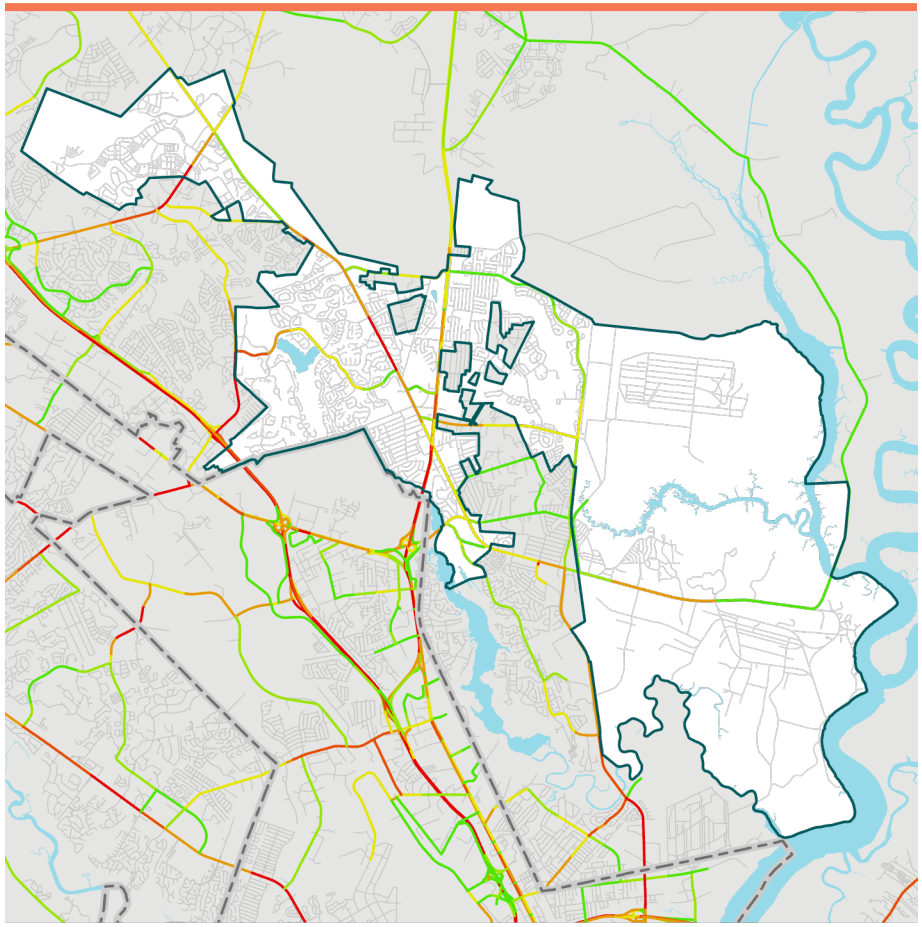
Congestion within Goose Creek is projected to worsen significantly by 2045 as population and employment continue to grow across the region. The following roadways are projected to see the most significant decreases in level of service between 2025 and 2045:

- St. James Ave (US 176)
- Goose Creek Blvd (US 52)
- US 17A
- Henry E. Brown Jr. Blvd
- College Park Rd
- Red Bank Rd

Many of these corridors connect residents to regional employment centers and serve the City's village nodes, so worsening congestion could further increase commute times and limit access to local businesses. Addressing these conditions will require a combination of roadway improvements, better street connectivity, and transportation options that reduce reliance on these corridors. The BCDCOG's 2045 Long-Range Transportation Plan (LRTP) identifies several different projects that help address the increase in traffic congestion in and around the Goose Creek area. They are outlined in the Planned Transportation Projects section at the end of this element.

LOS A (≤ 0.30)	Unrestricted maneuverability and operating speeds
LOS B (0.31-0.50)	Reduced maneuverability and operating speeds
LOS C (0.51-0.70)	Restricted maneuverability and operating speeds closer to the speed limit
LOS D (0.71-0.90)	Severely restricted maneuverability and unstable, low operating speeds
LOS E (0.91-1.00)	Operating conditions at or near the capacity level
LOS F (> 1.00)	Breakdown conditions characterized by stop and go travel

2025 LEVEL OF SERVICE



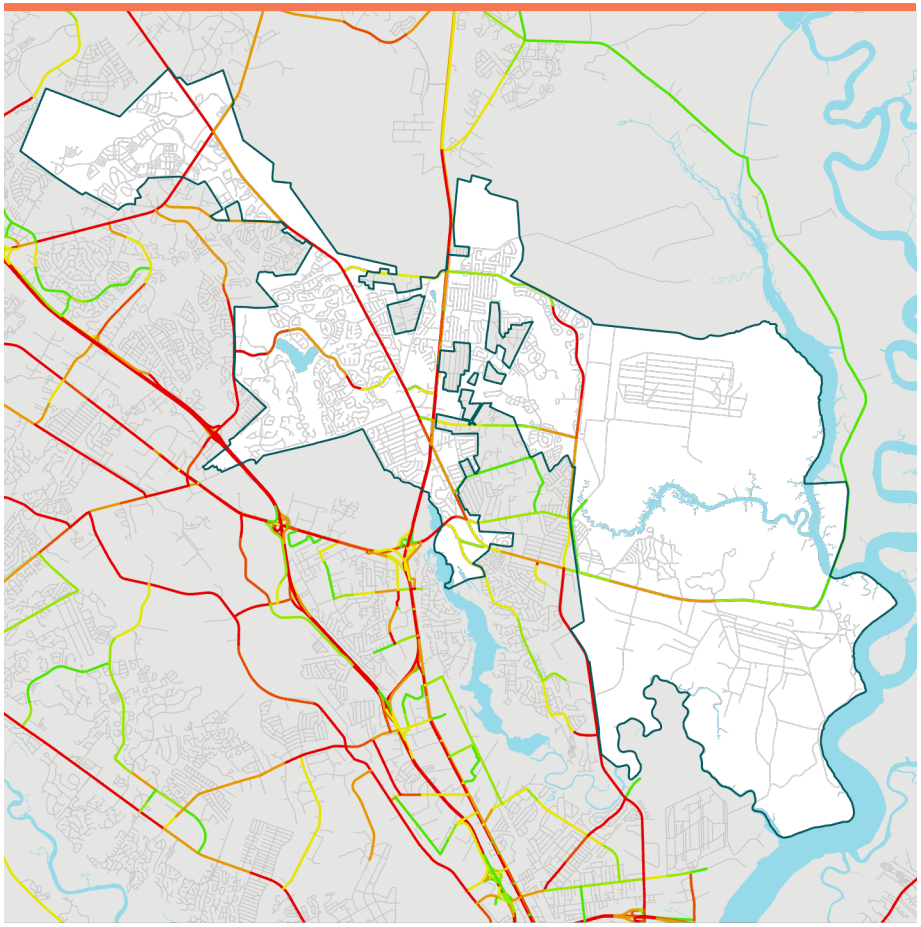
LEGEND

Generalized City Boundary

2025 Level of Service Rating

- 0.00 - 0.30 (A)
- 0.31 - 0.50 (B)
- 0.51 - 0.70 (C)
- 0.71 - 0.90 (D)
- 0.91 - 1.00 (E)
- 1.01 - 1.53 (F)

2045 LEVEL OF SERVICE



LEGEND

Generalized City Boundary

2045 Level of Service Rating

- 0.00 - 0.30 (A)
- 0.31 - 0.50 (B)
- 0.51 - 0.70 (C)
- 0.71 - 0.90 (D)
- 0.91 - 1.00 (E)
- 1.01 - 1.95 (F)

Transit Routes

Public transit services continue to be a key component in the City's transportation system and will potentially have a larger role in local commuting patterns in the future following the completion of the Lowcountry Rapid Transit (LCRT) in 2031. An efficient public transit system relies on a well-connected network of other transportation infrastructure, such as roads, sidewalks, and bike lanes to provide that "last mile" journey to a person's final destination. The City's recent efforts to improve pedestrian connections, safety, and accessibility help support the local transit system.

TriCounty Link (TCL), which is the region's rural transit system, remains the primary public transit service provider for the City, operating both commuter express and deviated fixed route services. TCL operates two express transit service routes in the Goose Creek area - CS1 and CS3 - and two deviated fixed service routes - B102 and D305. CS1 and B102 both serve the City's only park-and-ride, at US 52 and Button Hall Ave. Riders wanting to continue their journey on CARTA, the urban transit provider, can transfer at the Rivers Avenue park-and-ride in North Charleston.

TCL recently completed the TriCounty Link Transit Study in 2026 to evaluate the existing system, identify service gaps, and recommend service enhancements. The study's short-term plan (2028) would keep CS1 on US 52 with trips every 30 to 60 minutes, all serving Creekside Center Mall. It would replace B102 with a mircotransit service zone covering western Berkeley County and shorten D305 to run between Summerville and Moncks Corner via US 17A only.

The long-term plan (2035) would expand CS1 to all-day service seven days a week. It would also add a proposed new Route CS3 between Cane Bay and Rivers Avenue along US 176/St. James Avenue, running hourly seven days a week and connecting to LCRT, and microtransit zones would serve eastern Goose Creek and the Goose Creek/Strawberry area. Both long-term routes would shift from flag stops to designated bus stops along US 176 and US 52.



LowCountry Rapid Transit

The LowCountry Rapid Transit (LCRT) is the region's forthcoming bus rapid transit system that will connect commuters from Exchange Park/Fairgrounds in Ladson to the Downtown Charleston Medical District. The 21-mile bus rapid transit system will operate primarily in dedicated lanes along the US 78 and Rivers Avenue (US 52) corridor with 23 planned stops along the route. Construction is expected to begin in 2027.

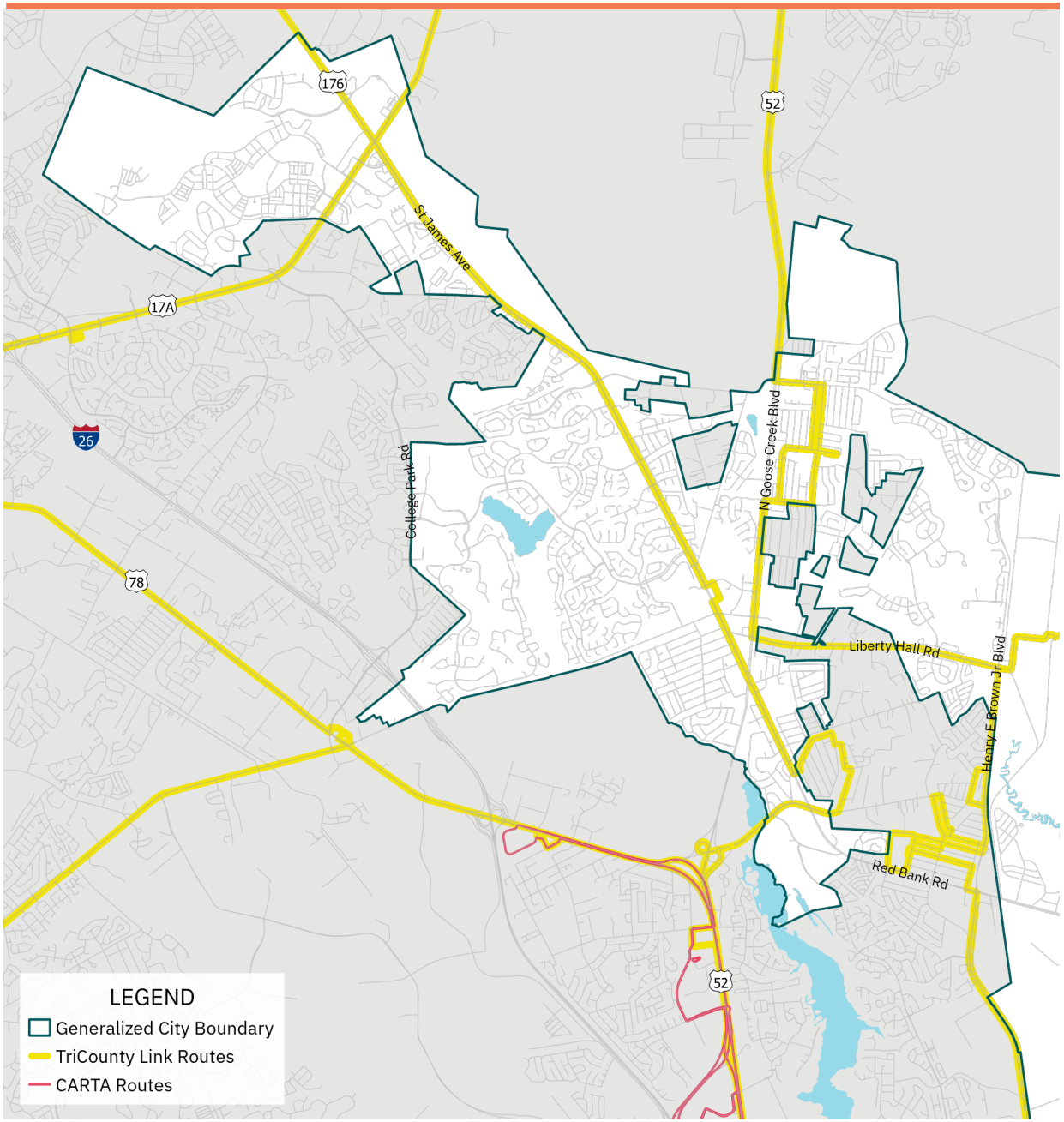
The closest LCRT stops to Goose Creek will be at the Rivers-Melnick and University-Medical Plaza-BUC Club intersections.

Visit lowcountryrapidtransit.com to learn more about the project.

The following TCL routes operate within the Goose Creek area:

- CS1 is an express transit service route that primarily operates along US 52 between Moncks Corner, Goose Creek, and North Charleston.
- CS3 provides express transit connections between Moncks Corner and Summerville via US 17A although does not have a dedicated stop within the Carnes Crossroads area of Goose Creek.
- B102 is a loop route that provides connections between Moncks Corner, Goose Creek, Hanahan, and North Charleston.
- D305 operates along the US 17A corridor from Moncks Corner to Summerville, passing through the Carnes Crossroads area in Goose Creek.

PUBLIC TRANSIT ROUTES



Micromobility

Micromobility refers to travel by active transportation (walking and bicycling) and other personal mobility devices such as e-bikes, e-scooters, and wheelchairs. These modes give residents who cannot drive or choose not to drive a way to reach daily destinations. They also provide the "last mile" connection that makes public transit more viable. Sidewalks the most common type of micromobility infrastructure, but also include shared use paths, on-street and off-street bike facilities, and crosswalks.

In addition to the City's sidewalk inventory, Goose Creek has an extensive micromobility network, including the Goose Creek shared use trail system, the Crowfield Plantation path network, the Pineview Hills path, Wannamaker North Trail, Etling Park, and limited on-street bicycle facilities. Most of the City's existing shared-use paths are also too narrow to comfortably serve people walking and biking at the same time.

A safe micromobility network depends on sidewalks, shared-use paths, bike lanes, and crossings that connect to one another and to the places people want to go. The City has made micromobility a planning priority through its 2021 Connectivity Master Plan and the 2023 Micromobility Report addendum.



Button Hall Parking Day, 2026

PROJECT SPOTLIGHT

BUTTON HALL DEMONSTRATION PROJECT

In 2023, the City of Goose Creek received a Safe Streets and Roads for All (SS4A) planning and demonstration grant, providing $64,000 in federal funds toward a temporary demonstration of what an enhanced Button Hall Road could look like, with pedestrian amenities, traffic calming, and place making improvements. The traffic study and public feedback will inform future plans to make permanent improvements to the corridor. The Button Hall Parking Day event was held on September 18, 2026 and was a part of the three week long demonstration.

PROJECT SPOTLIGHT

ST JAMES CORRIDOR SAFE STREETS & CROSSINGS

In 2024, the City of Goose Creek received another Safe Streets and Roads for All (SS4A) implementation grant of $6 million, with $1.5 million in local match, for the St. James Corridor Safe Streets and Crossings project. The project will construct a 3.28-mile shared-use path from Old Mount Holly Road to North Main Street, the Connectivity Master Plan's second-ranked priority corridor. The grant application was supported by the findings of the City's 2023 Micromobility Report.

2021 Connectivity Plan

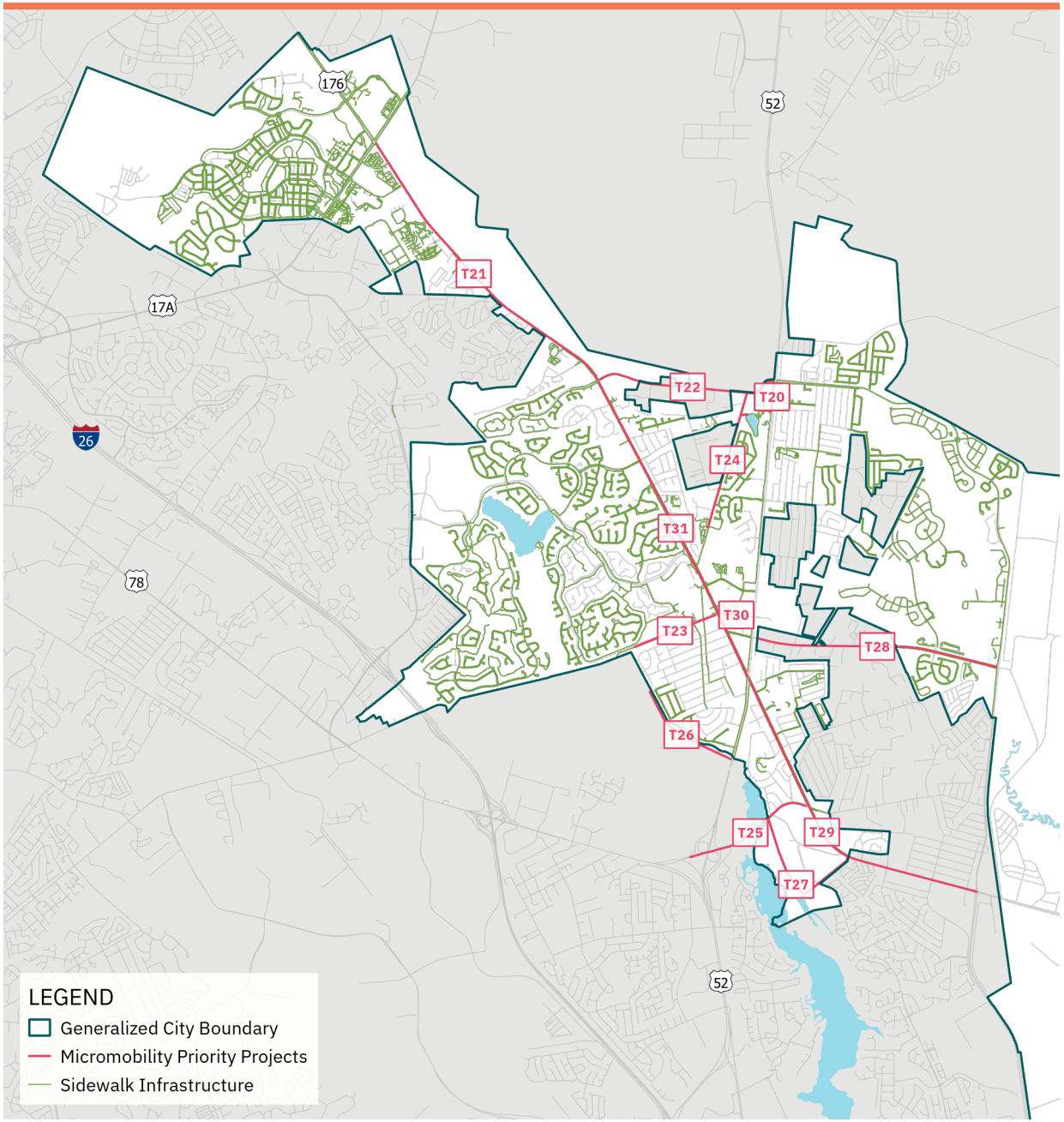
The City of Goose Creek adopted a Connectivity Plan in 2021 followed by a Micromobility Report as an addendum in 2023. The 2021 Connectivity Plan established the long-range vision for the City's walking and biking network, building on the regional Walk+Bike BCD active transportation plan and the City's Hiker-Biker Trail Master Plan.

The Connectivity Plan recommended approximately 18 miles of shared-use paths, 5 miles of complete streets with expanded sidewalks, streetscape improvements, and pedestrian lighting, and nearly 4 miles of neighborhood greenways on low-traffic roadways, along with signage along existing natural surface trails.

Micromobility Priority Projects

Label	Priority Project
T20	Hiker-Biker Trail Extension #1
T21	St James Ave Shared-Use Path
T22	Old Mount Holly Road Shared-Use Path
T23	Pineview Trail
T24	Hiker-Biker Trail Extension #2
T25	Hiker-Biker Trail Extension #3
T26	Wannamaker County Park Connector
T27	Foster Creek Elementary & Foster Creek Park Shared-Use Path Connector
T28	Liberty Hall Road Shared-Use Path
T29	Red Bank Road Complete Street
T30	Button Hall Road Shared-Use Path
T31	St James Ave Complete Street

MICROMOBILITY INFRASTRUCTURE

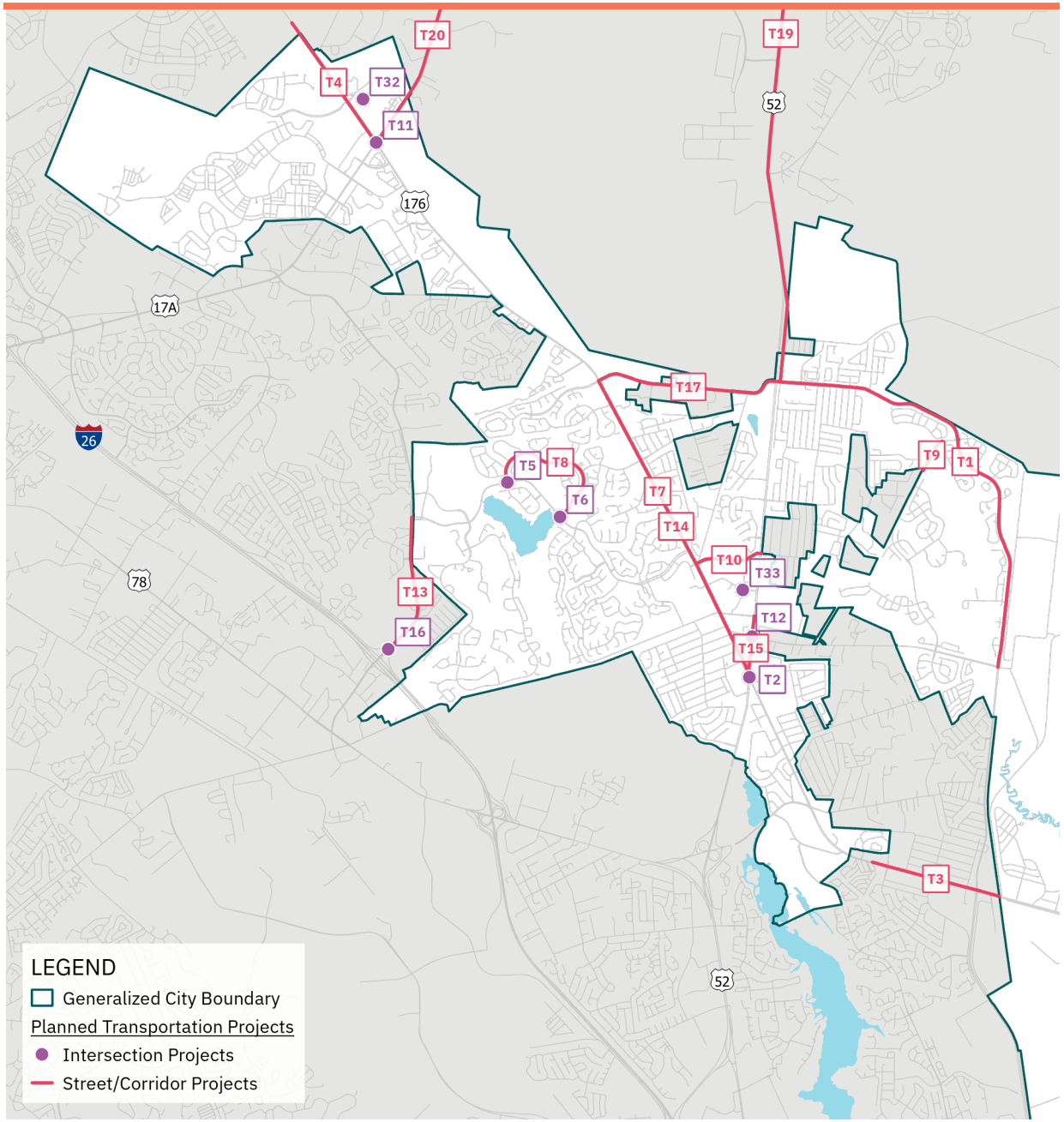


Planned Transportation Projects

The 2045 Long-Range Transportation Plan (LRTP) is a long-range planning document developed by the BCDCOG. It identifies several different transportation improvement projects that help address the increase in traffic congestion in and around the Goose Creek area as well as projects that could be eligible for state and federal transportation funding. The LRTP includes intersection improvements at US 52 and Liberty Hall Rd and at US 17A and US 176 as well as access management along US 52 and St James Ave and capacity improvements on Red Bank Rd and College Park Rd.

In addition, several projects in and around Goose Creek are funded in the CHATS 2024–2033 Transportation Improvement Program (TIP). These include the St. James Corridor Safe Streets & Crossings project, a 3.28-mile shared-use path with new and improved crossings funded through a $6 million federal Safe Streets and Roads for All grant; capacity improvements on Old Mt Holly Rd between US 176 and US 52; safety improvements on Red Bank Rd; signal re-timing along US 52 and US 176; and a corridor study of US 52 between Goose Creek and Moncks Corner.

PLANNED TRANSPORTATION PROJECTS



Planned Transportation Projects

Label	Project Description
T1	Henry E. Brown, Jr. Boulevard Phase II Roadway Widening
T2	US-176/St. James Avenue at US-52/Goose Creek Boulevard Intersection Improvements
T3	Red Bank Road Corridor Improvements
T4	US-176/St. James Avenue Phase 1 Roadway Widening
T5	Crowfield Boulevard at Loganberry Circle Intersection Improvements
T6	Crowfield Boulevard at Centennial Boulevard Intersection Improvements
T7	Conduct study along US-176/St. James Avenue to improve pedestrian safety
T8	Proposed Traffic Calming Measures
T9	Adler Drive Extension from Liberty Hall Plantation to Brickhope Plantation
T10	New roadway with sidewalk connecting Hollywood Drive to US-176/St. James Avenue at Old Moncks Corner Road
T11	US-17A at US-176/St. James Avenue Intersection Improvements
T12	US-52/Goose Creek Boulevard at Liberty Hall Road Intersection Improvements
T13	College Park Road from Crowfield Boulevard to I-26
T14	US-176/St. James Avenue from Mount Holly Road to US-52/Goose Creek Boulevard
T15	US-52/Goose Creek Boulevard from Button Hall Avenue to Red Bank Road
T16	College Park Road at Treeland Drive Intersection Improvements
T17	Old Mount Holly Road from US-176/St. James Avenue to US-52/Goose Creek Boulevard
T18	US-52 from Montague Plantation Road to Oakley Road
T19	US-17A from US-176/St. James Avenue to E. Main Street
T32	Add Park & Ride location to CS1 at Roper hospital
T33	Add Park & Ride location to CS1 at proposed Central Village Node

Freight

The safe and efficient movement of freight supports the economic vitality of the City and the region. While the regional freight network includes port, air, roadway, rail, and intermodal facilities, freight movement within Goose Creek is accommodated primarily by road and rail.

Highway Freight

I-26, just west of the City, carries most of the region's truck freight. The City connects to I-26 at Exit 199 (US 17A), Exit 203 (College Park Rd), and Exit 205 (US 78). Within the City, US 52/Goose Creek Boulevard and US-17A are designated as part of the South Carolina Statewide Freight Network, providing access to freight-dependent land uses and connectivity to the National Highway Freight Network. Red Bank Road is part of the National Strategic Highway Network (STRAHNET) due to its direct connection to the Naval Weapons Station. Freight generators in and around the City, including military, manufacturing, industrial, and warehouse/distribution uses, rely on the local corridors to access the broader regional network.

2025 Truck Volume

Corridor	Station	2025 AADT	Trucks/Day	Truck %	Tractor-Trailer %
Red Bank Road	08-0232	29,900	5,636	18.8%	1.9%
US 52/Goose Creek Blvd	08-0119	46,800	1,890	4.0%	1.2%
US 17A	08-0101	42,500	1,662	3.9%	1.0%
College Park Road	08-0282	38,600	1,239	3.2%	0.4%
US 176/St James Avenue	08-0136	44,700	1,095	2.4%	0.4%

Trucks make up a relatively small share of traffic on most of Goose Creek's major corridors. In 2025, trucks accounted for about 4% of daily traffic on Goose Creek Blvd (US 52) and US 17A, or roughly 1,700 to 1,900 trucks per day, and closer to 2–3% on St. James Avenue (US 176) and College Park Road. Red Bank Road carries significantly more freight. Although it carries less total traffic than the other corridors, trucks make up nearly one-fifth of its daily volume, about 5,600 trucks per day, more than any other major corridors in Goose Creek. This likely reflects the Naval Weapons Station and the industrial uses along the corridor.

Rail

Two CSX rail lines run through Goose Creek. The western line runs parallel to US 52 and carries both freight and Amtrak passenger trains, although there is no passenger station in the City. The eastern line runs along the NWS and carries freight only.

Together, the two lines cross City streets at nine at-grade crossings, including Red Bank Road and Liberty Hall Road on both lines. These crossings can delay drivers and emergency responders and create safety risks for people driving, walking, and bicycling.

Future Conditions

Continued investment at the Port of Charleston is expected to increase freight volumes on both the highway and rail networks serving the City. The South Carolina Ports Authority and partner agencies have invested in harbor deepening, new terminal capacity, inland port development, and near-dock intermodal rail service in North Charleston. Intermodal rail accounts for a growing share of port container movement, and the City should anticipate increased rail traffic on the CSX lines running through Goose Creek, along with the resulting effects on delay and safety at at-grade crossings.

ECONOMICS

The City of Goose Creek continues to work towards expanding its economic base through strategic business recruitment and workforce development. One of the City's strongest economic assets is its expanding labor force which continues to play a pivotal role in the regional economy. Being a primarily residential community, much of the City's economy relies on service-based businesses that residents and commuters need on a daily basis, such as grocery stores, gas stations, restaurants, and personal service establishments.

Part of the City's long-term vision is to become a Live, Work, Play community. A key component of that vision is increasing workforce retention, which is having residents both live and work within the community. This also requires diversification of industries to accommodate workers of all ages, incomes, skill sets, and education levels. While this transformation will be a major challenge for the City, having residents both live and work in the City will decrease congestion, increase local tax revenues, and enables the Live, Work, Play vision to come to fruition.

Labor Force

Goose Creek's labor force continues to be one of its strongest economic assets. In 2024, approximately 74% of people ages 16 and over were participating in the labor force. This includes those either actively employed, actively seeking employment, or enlisted in the armed forces. The recent shift in working-aged adults directly influences the local labor force, increasing the participation rate and subsequently the City's tax base.

Nearly one-fifth of the City's participating labor force was enlisted in the armed forces. This is substantially higher than most municipalities in the region given that the Naval Weapons Station is located within the City limits.

Change in Labor Force

Labor Force Status	2010		2018		2024	
Total Population 16+	26431		32470		39488	
In Labor Force	19948	75.5%	22820	70.3%	29308	74.2%
Civilian Labor Force	16479	82.6%	19484	85.4%	24570	83.8%
Employed	15286	92.8%	18458	94.7%	23905	97.3%
Unemployed	1193	7.2%	1026	5.3%	665	2.7%
Armed Forces	3469	21.1%	3336	17.1%	4738	19.3%
Not in Labor Force	6483	24.5%	9650	29.7%	10180	25.8%

Participation Rate = Labor Force/Population 16+

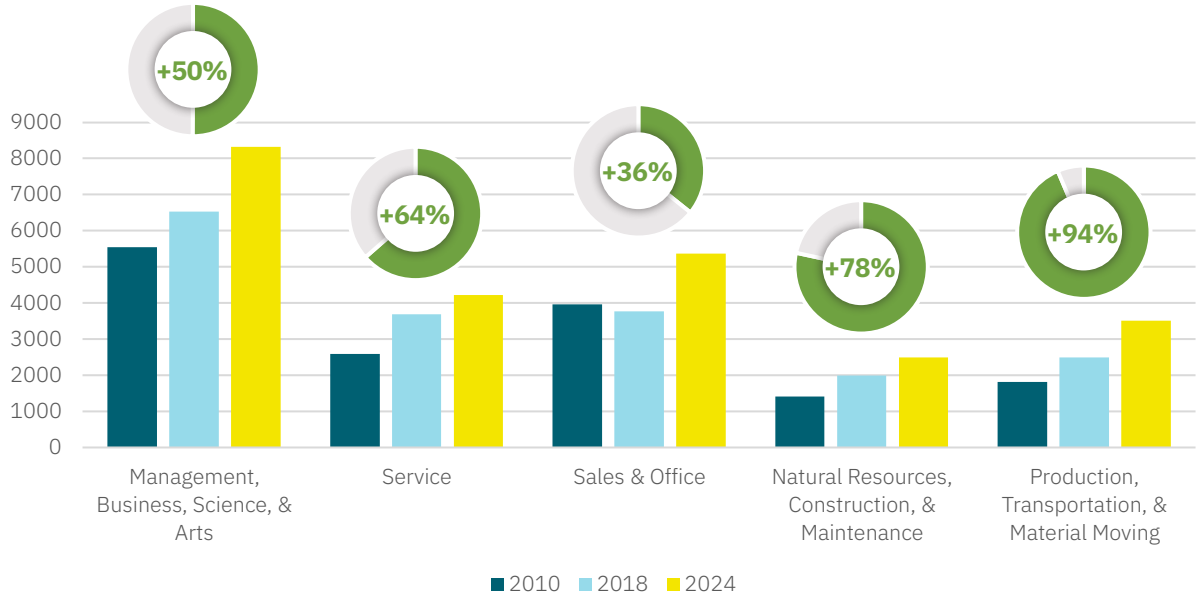
Unemployment Rate = Unemployed/Labor Force

Occupation of Workers

The distribution of occupations of the labor force is an important economic characteristic to consider as the City works to increase workforce retention. Occupations are typically defined by the types of duties, tasks, and/or responsibilities that people of the labor force perform. This can provide insight into the skill set of the labor force, allowing the City to strategically target industries and businesses that require those types of skills.

In 2024, Management, Business, Science, & Art occupations remain the largest occupational class in Goose Creek. Production, Transportation, & Material Moving occupations nearly doubled from about 1,800 workers in 2010 to 3,500 workers in 2024, a 94% increase - the largest percentage increase. Given the recent and ongoing development of higher-intensity commercial, industrial, warehousing, and logistic centers along the I-26 and US 52 corridors, blue collar type jobs are likely to continue increasing at a higher rate than other white collar and service type jobs.

Change in Occupations of Employed Civilians



Earnings by Occupation

Different occupations are naturally compensated differently based on a number of factors such as education, experience, labor intensity, job demand, benefits, etc. In 2018, Management, Business, Science, & Art occupations and Natural Resources, Construction, & Maintenance occupations had similar median annual earnings. However, by 2024, the median annual earnings of Management, Business, Science, & Art occupations increased by 14% while the median annual earnings of Natural Resources, Construction, & Maintenance occupations experienced less than a one percent increase. The median annual earnings of Service occupations and Production, Transportation, & Material Moving occupations experienced the largest percentage increase between 2018 and 2024 at 24% and 25% respectively.

Change in Median Annual Earnings by Occupational Class

	2018	2024	% Change
Civilian Employed Population 16+	$38,587	$45,993	19.2%
Management, Business, Science, & Arts	$55,227	$62,717	13.6%
Service	$22,067	$27,450	24.4%
Sales & Office	$30,569	$34,034	11.3%
Natural Resources, Construction, & Maintenance	$54,707	$54,884	0.3%
Production, Transportation, & Material Moving	$33,047	$41,401	25.3%

Economic Industries of Businesses

In 2025, the City of Goose Creek had an estimated 838 total businesses within the City. Those businesses employed roughly 8,500 total employees. Some of the top economic industries of businesses within Goose Creek include Retail Trade, Health Care & Social Assistance, Accommodations & Food Services, and Other Services.

While Goose Creek's economy is centered around providing goods, services, and amenities to residents and commuters, the City's economy is well-diversified across the industries that provide for those needs. This is important for increasing the retention of workers and improving the community's economic resilience.

Recent Economic Investments

Since 2020, there has been nearly $2 billion in economic investments announced in the surrounding Goose Creek area[1]. This includes the $500 million and $1.3 billion data center expansion projects announced by Google in 2021 and 2024 respectively at the Mount Holly Commerce Park along US 52. Other notable economic investments in the Goose Creek area include the $60 million expansion of Century Aluminum SC, creating 100 jobs; Hydera, LLC's new $15 million container depot, creating 15 jobs; ZEB Metals new metal recycle facility, creating 28 jobs; and the renovation of an existing manufacturing facility by Newport News Shipbuilding, creating 250 jobs.

Over $1.5 million in grants from SC Coordinating Council for Economic Development (CCED) were awarded to select projects.

1 *Project Wins reported by SC Dept of Commerce*

Goose Creek 2025 Business Summary

NAICS Industries	Businesses	
Agriculture, Forestry, Fishing & Hunting	1	0.1%
Mining	0	0.0%
Utilities	2	0.2%
Construction	54	6.4%
Manufacturing	16	1.9%
Wholesale Trade	6	0.7%
Retail Trade	120	14.3%
Transportation & Warehousing	13	1.6%
Information	14	1.7%
Finance & Insurance	44	5.3%
Real Estate, Rental & Leasing	40	4.8%
Professional, Scientific & Tech Services	75	8.9%
Management of Companies & Enterprises	0	0.0%
Administrative, Support & Waste Management Services	30	3.6%
Educational Services	23	2.7%
Health Care & Social Assistance	116	13.8%
Arts, Entertainment & Recreation	18	2.1%
Accommodation & Food Services	86	10.3%
Accommodation	2	0.2%
Food Services & Drinking Places	84	10.0%
Other Services (except Public Administration)	135	16.1%
Public Administration	14	1.7%
Unclassified Establishments	31	3.7%
Total	**838**	**100.0%**

Data Source: Esri's Business Analyst Business Summary Report, 2025

Shift Share Analysis

A shift share analysis is an economic tool used to measure the performance and competitiveness of employers within an industry using changes in employment. Based on the analysis, the City of Goose Creek has a competitive advantage in the Retail Trade, Finance & Insurance, Professional, Scientific, & Technical Services, Health Care & Social Assistance, and Accommodations & Food Services industries. The City's Manufacturing industry experienced the largest negative local shift which is reflective of national trends.

Goose Creek Employment Shift Share Analysis

	Employees in City			Shift Share		
	2010	2023	Change	National Share	Industry Mix	Local Shift
Agriculture, Forestry, Fishing, & Hunting	0	1	1	0	0	1
Mining, Quarrying, & Oil/Gas Extraction	2	0	-2	0	-1	-2
Utilities	2	51	49	0	0	49
Construction	345	564	219	65	84	70
Manufacturing	1,359	653	-706	258	-101	-862
Wholesale Trade	103	143	40	20	-8	28
Retail Trade	1,374	1,958	584	260	-146	470
Transportation & Warehousing	48	271	223	9	20	194
Information	592	52	-540	112	-52	-600
Finance & Insurance	165	817	652	31	-2	622
Real Estate, Rental, & Leasing	187	185	-2	35	13	-51
Prof., Sci., & Tech. Services	429	1,036	607	81	104	422
Mgmt. of Companies & Enterprises	4	5	1	1	1	0
Admin., Support, & Waste Mgmt. Services	418	253	-165	79	30	-274
Educational Services	1,119	1,167	48	212	14	-178
Health Care & Social Assistance	282	1,267	985	53	33	898
Arts, Entertainment, & Recreation	107	63	-44	20	12	-76
Accommodation & Food Services	736	1,575	839	139	50	649
Other Services (except Public Admin.)	704	899	195	133	-82	143
Public Administration	634	470	-164	120	-117	-167
Total Employees	8,610	11,430	2,820	1,632	-148	1,336

Data Source: US Census OnTheMap Tool, Work Area Profile Analysis

National Growth Share:

National Share = Overall National Growth x 2010 Employees in City

Measures the portion of economic growth that can be attributed to overall growth in the national economy.

Industry Mix Effect:

Industry Mix = (National Industry Growth – Overall National Growth) x 2010 Employees in City

Measures the portion of growth attributable to the performance of a specific industry at the national level.

Competitive Share or Local Shift:

Local Shift = (2023 Employees in City – 2010 Employees in City) – (National Share + Industry Mix)

Measures the portion of growth attributable to the local area's performance and competitiveness.

- A **positive local shift** indicates that the local industry is outperforming national industry growth trends, suggesting the community has a competitive advantage in that industry, such as skilled workforce, infrastructure, market access, pro-business climate, etc.
- A **negative local shift** indicates that the local industry is either growing at a slower pace than national trends or in some cases declining while the industry is growing nationally.

Location Quotient

A location quotient (LQ) is an analysis that compares an industry's share of employment between different geographic areas to identify any specialization or concentration of industries within the local economy. Location quotient is commonly shown as a decimal, with an LQ of 1.00 indicating the local economy has a similar concentration compared to the larger geography, whether that be the region or state. An LQ above or below 1.00 indicates a higher or lower concentration, respectively.

Goose Creek's Finance & Insurance and Other Services industries have particularly high LQ's compared to both the BCD Region and the state. Given Goose Creek is a primarily residential community, it is expected that most industries have low concentration of businesses.

Industries with a positive Local Shift (from the Shift Share Analysis) and a high LQ could be considered Goose Creek's core economic industries. They include the Retail Trade, Finance & Insurance, Accommodation & Food Services, and Other Services industries.

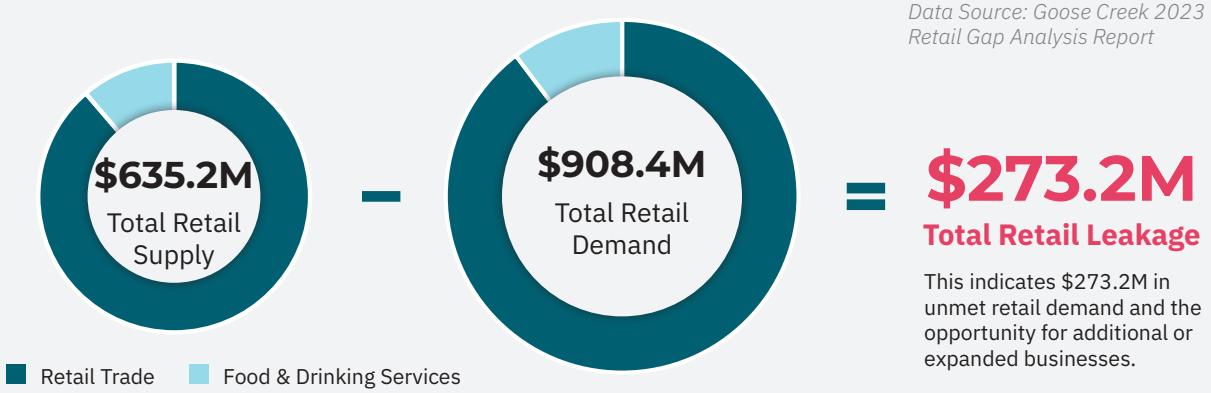
Goose Creek 2023 Business Location Quotient

	Goose Creek	BCD Region	South Carolina	BCD - LQ	SC - LQ
Agriculture, Forestry, Fishing, & Hunting	0.0%	0.1%	0.5%	0.08	0.02
Mining, Quarrying, & Oil/Gas Extraction	0.0%	0.1%	0.1%	0.00	0.00
Utilities	0.4%	0.8%	0.8%	0.53	0.59
Construction	4.9%	5.6%	5.1%	0.88	0.96
Manufacturing	5.7%	8.2%	12.0%	0.69	0.48
Wholesale Trade	1.3%	3.3%	3.8%	0.38	0.33
Retail Trade	17.1%	11.5%	11.9%	1.48	1.44
Transportation & Warehousing	2.4%	4.3%	3.8%	0.55	0.63
Information	0.5%	2.3%	1.5%	0.20	0.31
Finance & Insurance	7.1%	2.9%	3.7%	2.46	1.92
Real Estate, Rental, & Leasing	1.6%	2.1%	1.6%	0.76	1.03
Prof., Sci., & Tech. Services	9.1%	8.9%	5.9%	1.01	1.53
Mgmt. of Companies & Enterprises	0.0%	0.8%	1.1%	0.05	0.04
Admin., Support, & Waste Mgmt. Services	2.2%	7.5%	7.2%	0.30	0.31
Educational Services	10.2%	7.6%	8.1%	1.35	1.26
Health Care & Social Assistance	11.1%	13.2%	13.6%	0.84	0.82
Arts, Entertainment, & Recreation	0.6%	1.9%	1.7%	0.29	0.33
Accommodation & Food Services	13.8%	11.8%	10.7%	1.17	1.29
Other Services (except Public Admin.)	7.9%	2.9%	2.7%	2.75	2.87
Public Administration	4.1%	4.0%	4.5%	1.02	0.92

Retail Gap Analysis

A retail gap analysis is an economic tool used to provide insight into a community's retail market conditions and potential. This can help identify potential opportunities within Goose Creek for business recruitment and expansion, and can inform local economic development, land use, and community investment decisions.

Data Source: Goose Creek 2023 Retail Gap Analysis Report



Retail Supply:

The estimated retail sales to consumers by businesses within the City of Goose Creek. Sales to other businesses are excluded.

Retail Demand:

The estimated consumer spending by residents at retail establishments within and beyond the City of Goose Creek.

Retail Gap:

The difference between retail supply and demand.

- **Retail Surplus**: A positive retail gap indicates local businesses are capturing sales beyond the spending generated by residents. This may reflect spending by visitors, commuters, or customers from surrounding communities.
- **Retail Leakage**: A negative retail gap indicates Goose Creek residents are spending money at businesses located outside of the City.

Retail Establishment Types	Supply	Demand	Retail Gap
Motor Vehicle & Parts Dealers	$108,941,085	$215,078,954	$(106,137,869)
Furniture & Home Furnishings Stores	$8,838,403	$15,700,037	$(6,861,634)
Appliances & Electronics Stores	$43,548,194	$12,345,901	$31,202,293
Building Material, Garden Equipment & Supplies Retailers	$44,163,264	$57,949,052	$(13,785,788)
Food & Beverage Stores	$104,053,651	$111,950,582	$(7,896,931)
Health & Personal Care Retailers	$32,675,403	$47,919,434	$(15,244,031)
Gasoline Stations	$55,984,080	$67,061,542	$(11,077,462)
Clothing, Shoes, Jewelry, & Clothing Accessories Retailers	$20,483,299	$32,945,335	$(12,462,036)
Sporting Goods, Hobby, Book, & Music Retailers	$2,658,305	$10,851,845	$(8,193,540)
General Merchandise Stores	$104,341,765	$96,804,699	$7,537,066
Other Miscellaneous Retailers	$10,227,104	$15,585,397	$(5,358,293)
Non-store Retailers	$27,683,206	$130,629,322	$(102,946,116)
Food Services & Drinking Places	$71,609,030	$93,615,760	$(22,006,730)
Total	$635,206,790	$908,437,860	$(273,231,070)

Most retail establishment types in Goose Creek experience a retail leakage. This is expected as Goose Creek remains a predominantly residential community with most commercial businesses being tailored towards the everyday needs of residents and commuters, like gas stations, grocery stores, restaurants, home centers, and personal service establishments.

This analysis shows that the demand for more businesses is there. The City should prioritize recruiting businesses and retail establishments that help close the gap, reducing the amount of retail leakage to other communities, like Summerville and North Charleston.

Retail Opportunity for Redeveloping the Village Nodes

The 2023 Retail Gap Analysis Report reveals immense potential for the City to attract businesses and diversify its economy.

Retail establishment types ideal for the Central Creek Village Node include full service restaurants, drinking places, traveler accommodations, clothing and clothing accessory stores, health practitioner offices, personal service establishments, and family-oriented entertainment venues.

A key component when redeveloping the Village Nodes is incorporating mixed-use development patterns to cultivate a live, work, play area. The recent changes to the City's zoning regulations, including reducing parking requirements, requiring multi-family apartment buildings to have commercial space, and requiring public art installations are important first steps in achieving the desired vision for the Village Node areas.



Example Boutique Hotel: The Pinch, Downtown Charleston

(Photo Source: Booking.com)



Example Boutique Retail Shops & Outdoor Mall: Freshfield Village, Kiawah Island

(Photo Source: Freshfields Village)

COMMUNITY FACILITIES

Community facilities, which typically includes local government facilities, public safety facilities, educational facilities, civic/ community centers, parks & recreation facilities, and public utility infrastructure, have become major assets for the City of Goose Creek, contributing to the City's high quality of life, family-friendly atmosphere, and growing sense of place.

Much of the City's recent progress towards improving quality of life has been around the development of the City's Municipal/Recreation Complex into a multi-use activity center for residents and visitors. The addition of the Goose Creek Activity Center in 2018 and the Joseph S. Daning Amphitheater in 2024 have transformed this area into a major community activity center.

Community facilities will play a key role in the future as the City looks to transition into a Live, Work, Play community. The City recognizes the importance of these facilities and how the quality of services can influence all aspects of the City, including economic development, quality of life, the perception of the community, and even migration patterns. Many of the goals, strategies, and initiatives identified in the City's 2026-2030 Strategic Plan were centered around improving community facilities.

Marguerite H. Brown Municipal Complex

Most local government functions and services are centralized at the Marguerite H. Brown Municipal Complex, located along N Goose Creek Boulevard. The municipal complex includes City Hall, the City's Municipal Court, Police Department, Joseph S. Daning Amphitheater (2024), and The Assembly and Pond Pavilion (2027).



Marguerite H. Brown Municipal Complex & Michael J Heitzler Recreation Complex

The Assembly, located adjacent to City Hall, will open in 2027. This new community facility will provide a versatile gathering and rental space, designed for weddings, celebrations, business meetings, and community events. The Assembly will also serve as the future Goose Creek City Council Chamber for City Council, Planning Commission, and any other board/commission meetings.

A new courthouse has also been proposed adjacent to the current municipal complex. This project is being evaluated as part of the City's 2027 Development Impact Fee Study.

Public Safety

Law Enforcement

The Goose Creek Police Department is part of the Marguerite H. Brown Municipal Complex. According to the City's 2026-2030 Strategic Plan, the department consists of 99 sworn officers, 40 full-time civilian employees, and 7 K-9s. The department is divided into three divisions: Field Services, Support Services, and Administrative Services.

The department continues to work in close collaboration with South Carolina Law Enforcement Division (SLED), the FBI, and other state and federal law enforcement agencies. In addition, the department maintains mutual aid agreements with other police departments in the region, including Berkeley County Sheriff's Office, the City of Hanahan Police Department, and the Town of Moncks Corner Police Department.

Fire Protection

The Goose Creek Fire Department relocated its headquarters to the Button Hall Station, located at 201 Button Hall Avenue, in 2017. The other two City stations are the Crowfield Station (Station II) located at 950 Crowfield Boulevard and Mount Holly Station (Station III) located at 535 Old Mount Holly Road. A fourth fire station (Station IV) in Carnes Crossroads is currently under construction and is scheduled to begin services in early 2027. The fire department employed 73 full-time suppression personnel and 7 administrative personnel in 2025. The department currently maintains an ISO Class 2 rating.

The Goose Creek Rural Volunteer Fire Department operates two fire stations in the greater Goose Creek area. They provide additional fire protection services to the community through mutual aid agreements with the City and surrounding jurisdictions. The Naval Weapons Station area within Goose Creek is protected by Federal firefighters from two stations and two engine companies. Staffing for each of these facilities varies.

PROJECT SPOTLIGHT

JOINT PUBLIC SAFETY TRAINING COMPLEX

The City of Goose Creek is actively advancing Phase I of a comprehensive Public Safety Training Complex to enhance the readiness, coordination, and effectiveness of its police, fire, and emergency response personnel. This initial phase focuses on establishing core law enforcement and firefighter training components that support immediate operational needs while laying the groundwork for future expansion into a multidisciplinary, joint-use facility. Designed to provide modern, scenario based training environments, the complex will strengthen public safety capabilities and support a growing community. As part of its strategic approach, the City is actively pursuing more cost effective design and implementation options that maintain the original intent and functionality of the project, ensuring responsible use of resources without compromising training quality or long-term impact.

Educational Facilities

The Goose Creek area is served by 18 public schools operated by the Berkeley County School District (BCSD). This includes one primary school, nine elementary schools, six middle schools, and three high schools. In addition, there are two private schools and one charter school within the Goose Creek area - Northwood Academy, Metro North, and the Mevers School of Excellence, respectively.

There are no higher educational facilities located within the Goose Creek area. Charleston Southern University, located just south of the City along University Boulevard, is the closest higher educational facility. Trident Technical College, now with three campuses across the region, also provides continuing educational opportunities for residents in a variety of fields.

Libraries

The Goose Creek Library opened at its current Old Moncks Corner Road location in 1991. It is the only library within the City of Goose Creek and remains the largest branch within the Berkeley County Library System (BCLS). In addition to its more traditional services, the library offers a wide range of programs to residents and the community.

For more information on the services and programs offered at the Goose Creek Library, visit https://berkeleylibrarysc.org//.

Public School Ratings & Enrollment, 2024-25 School Year

School Name	Grades Served	Annual State Report Card Grade	Student Enrollment
Boulder Bluff Elementary School	PK-5	Average	659
Bowen's Corner Elementary School	PK-5	Good	766
Cane Bay Elementary School	PK-4	Good	1,161
College Park Elementary School	PK-5	Good	750
Devon Forest Elementary School	PK-5	Average	925
Goose Creek Elementary School	PK-5	Average	923
Marrington Elementary School	PK-5	Excellent	449
Mount Holly Elementary School	PK-5	Good	548
Westview Primary School	PK-2	Not Available	688
Westview Elementary School	3-5	Good	504
Cane Bay Middle School	5-8	Average	1,464
College Park Middle School	6-8	Average	666
Howe Hall Arts Infused Middle (AIMS)	6-8	Excellent	418
Marrington Middle School of the Arts	6-8	Good	432
Sedgefield Middle School	6-8	Below Average	950
Westview Middle School	6-8	Good	840
Cane Bay High School	9-12	Good	2,414
Goose Creek High School	9-12	Average	1,973
Stratford High School	9-12	Average	2,605

Note: The attendance zones of these schools are not limited to Goose Creek City limits; thus enrollment numbers may include students that live in surrounding municipalities and/or unincorporated Berkeley County.

Municipal Facilities:

1. Marguerite H. Brown Municipal Complex, which includes City Hall, City Police HQ, & the Municipal Court
2. Public Works Building

Public Safety Facilities:

3. Fire Station #1
4. Fire Station #2
5. Fire Station #3
6. Fire Station #4
7. Berkeley County South District Police HQ

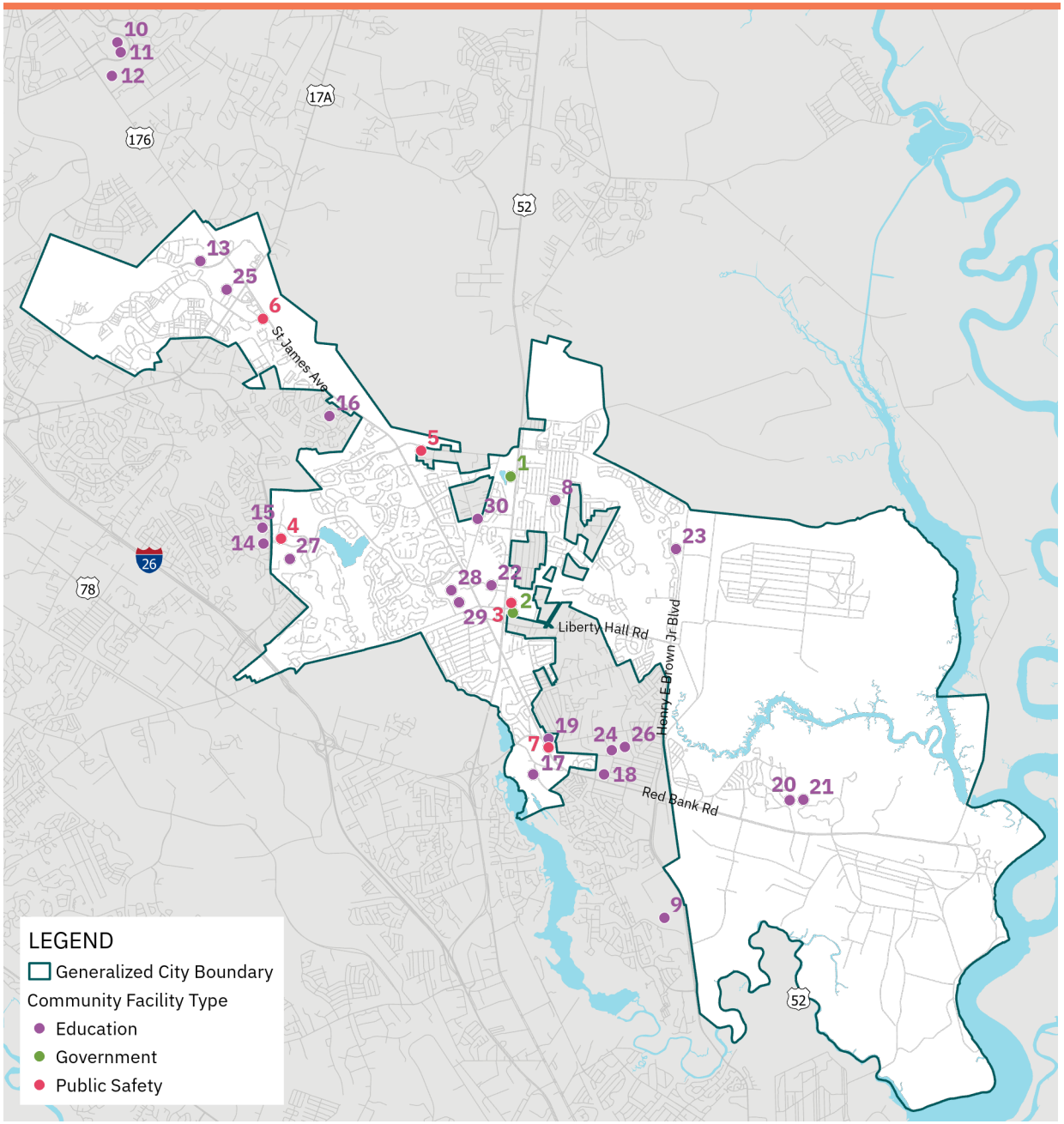
Educational Facilities:

8. Boulder Bluff Elementary School
9. Bowen's Corner Elementary School
10. Cane Bay Elementary School
11. Cane Bay Middle School
12. Cane Bay High School
13. Carolyn Lewis K8 School
14. College Park Elementary School
15. College Park Middle School
16. Devon Forest Elementary School
17. Goose Creek Elementary School
18. Goose Creek High School
19. Howe Hall Arts Infused Middle School (AIMS)
20. Marrington Elementary School
21. Marrington Middle School of the Arts
22. Metro North School
23. Mevers School of Excellence
24. Mount Holly Elementary School
25. Northwoods Academy
26. Sedgefield Middle School
27. Stratford High School
28. Westview Primary School
29. Westview Elementary & Middle School

Libraries

30. Goose Creek Berkeley County Library

COMMUNITY FACILITIES





City Event at Boulder Bluff Park



Goose Creek Recreation Department's 2025 Youth Lacrosse Clinic

Parks & Recreation Facilities

Goose Creek's high-quality parks and recreation services and facilities are key factors in the City's high quality of life and family-friendly atmosphere. The Goose Creek Recreation Department maintains a wide range of parks and recreation facilities, including both indoor and outdoor facilities that provide various active and passive recreation services. Some of these facilities include Central Creek Park, Graffiti Park, John McCants Veterans Park, Etling Park, The Creek Collective, and the Goose Creek Activity Center. Overall, the Recreation Department currently maintains:

- Eight Neighborhood Parks
- Three Community Parks
- Two Regional Parks
- A Community Pool
- Four indoor Community/Activity/Senior Centers
- Over 30 miles of multi-use Hiker-Biker Trails

The department also offers numerous programs throughout the year, providing residents of all ages and abilities the opportunity to participate in sports, the arts, special events, aquatics, and various other activities. In 2025, just over 3,300 people participated in athletic programs, about 220 people participated in senior programs, and nearly 2,800 people participated in other programs and classes, such as karate, martial arts, dance/cheer, piano, and cooking.

The Recreation Department had 35 full-time employees, 59 part-time employees, and 12 temporary/seasonal staff for Summer Programming in 2025. The department is divided up into ten divisions: Athletics, Gymnastics, Rentals, Special Events, Fitness, Aquatics, Facility Programs, Community Programs, Therapeutics & Central Creek Park, Arts & Entertainment, and Park & Facility Maintenance. The administrative offices for the department are housed in the Goose Creek Community Center.



Goose Creek Activity Center

Michael J Heitzler Recreation Complex

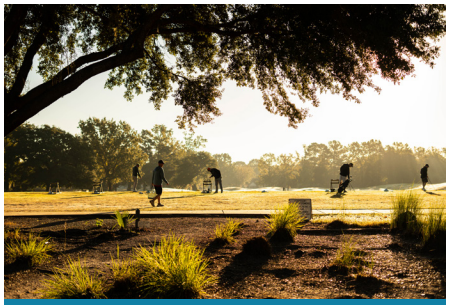
The Michael J Heitzler Recreation Complex is located directly adjacent to the Marguerite H. Brown Municipal Complex and consists of the Goose Creek Community Center and Goose Creek Activity Center.

- The **Goose Creek Community Center** opened in 2005 and includes two full-size gymnasiums, a fitness center, cardio-deck, walking track, climbing wall, preschool classroom, multi-purpose classroom, and the administrative offices of the City's Recreation Department.
- The **Goose Creek Activity Center** is a 35,000-square-foot facility that opened in 2018. It is home to most of the City's youth programs and community education programs. Some of the classes offered at the Activity Center include gymnastics, dance, martial arts, karate, yoga, piano, and art.

The City is working on expanding parking capacity at the recreation complex to accommodate the growing crowds during community events, particularly those held at the Daning Amphitheater.



Women's 2025 Golf Clinic at Crowfield Golf Club



2025 Mayor's Cup at Crowfield Golf Club

Golf Courses

There are currently two golf courses within the City: Crowfield Golf Club and Redbank Golf Course.

- The **Crowfield Golf Club** is a City-owned public golf course that offers an 18-hole golf course, a driving range, a putting green, and a clubhouse with a bar and grill to Goose Creek residents.
- Located on the Naval Weapons Station, the **Redbank Golf Course** offers an 18-hole golf course to active duty and retired personnel that can access the base.

Recreation Commission & District

The Goose Creek Recreation Commission (GCRC) was established to oversee recreational services and facilities for residents of the Goose Creek area. Today, the City of Goose Creek Recreation Department manages recreational programs, parks, and facilities.

The GCRC continues to provide oversight regarding the appropriate use of Recreation District tax revenue and equitable access to recreational services. The City collects this tax revenue from residents within the Recreation District, including Berkeley County residents living outside City limits, who receive the same recreation program rate as City residents. The GCRC also retains ownership of Dogwood Park and Foster Creek Park, while the City is responsible for operating and maintaining these facilities under a long-term agreement.

Ongoing & Future Parks Planning

Continued population growth is creating greater demand for accessible, high-quality recreational services. The Goose Creek Recreation Department maintains a Parks & Facilities 5-Year Capital Improvement Plan (CIP) which outlines existing conditions of the City's current park facilities and future improvements needed to maintain high quality services and facilities. The CIP prioritizes protection of existing infrastructure, improvements to community recreation assets, and expansion of destination recreation opportunities while maintaining balanced investment across athletic complexes, community parks, neighborhood parks, and recreation facilities.



Grand Opening of The Creek Collective, 2025



Plain White T's Concert at the Joseph S. Daning Amphitheater, 2026

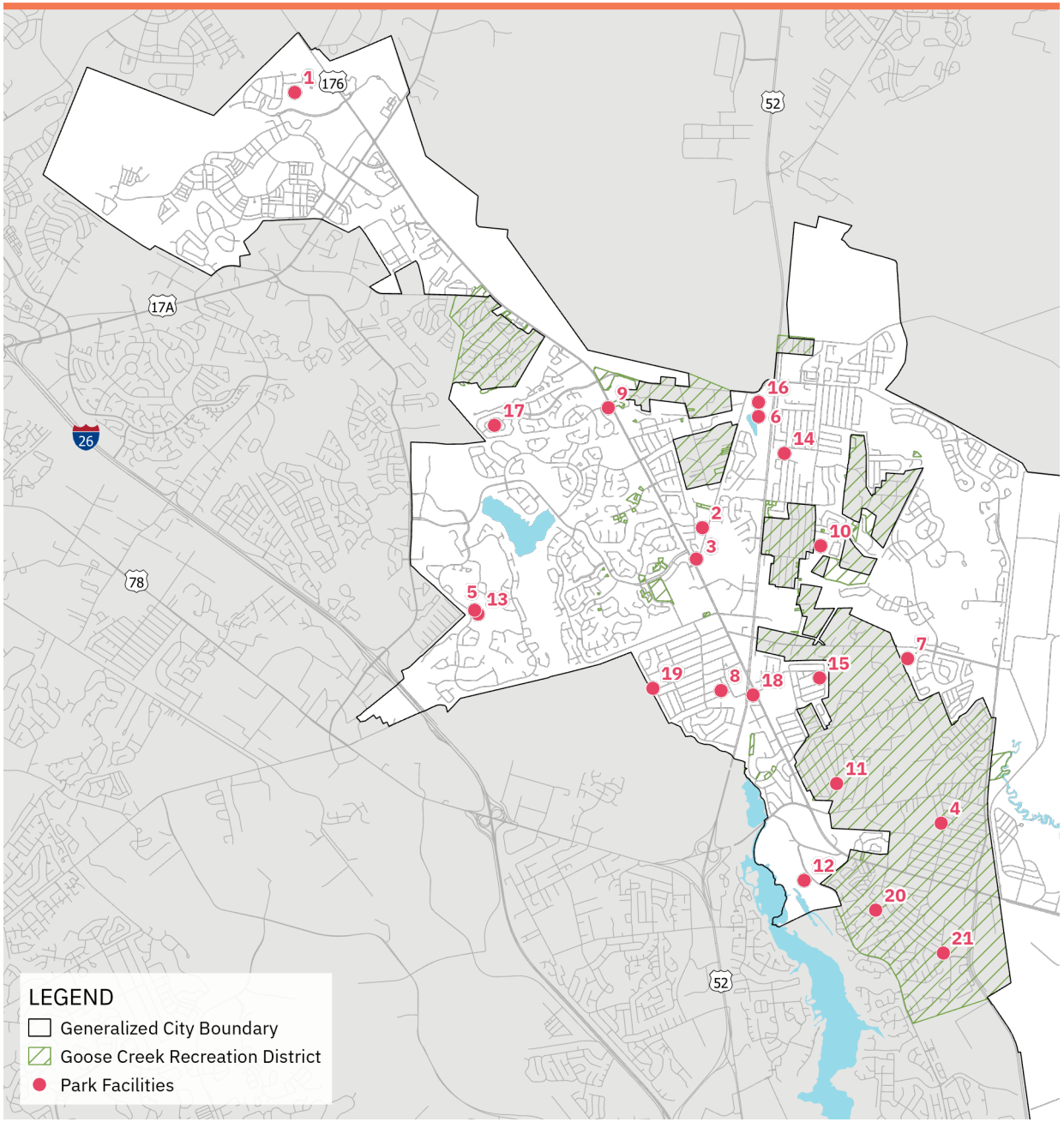
Parks & Recreation Capital Improvement Projects

2021	• Graffiti Park • John McCants Veterans Park
2022	• Central Creek Park
2023	
2024	• Joseph S. Daning Amphitheater at the Municipal Complex
2025	• The Creek Collective • Crowfield Golf Club Restaurant & Pavilion
2026	• Food Forest at John McCants Veterans Park • Resurfacing half of Crowfield Tennis Courts • Dogwood Park - Restroom & Concession Stand Renovations • Felkel Field - Restroom & Concession Stand Renovations
2027	• BMX Track at Foster Creek Park • Additional Parking at Recreation Complex • Pond Pavilion at City Pond • The Assembly at the Municipal Complex • Dogwood Park Improvements - Basketball Court, Playground, & Skatepark • Resurfacing remaining half of Crowfield Tennis Courts • Creekside Park • Felkel Field Parking Lot Resurfacing

Parks & Recreation Facilities:

1. Carolyn Lewis Fields
2. Central Creek Park
3. The Creek Collective
4. Creekside Park
5. Crowfield Tennis Courts
6. Joseph S Daning Amphitheater & The Assembly
7. Dogwood Park
8. Etling Park
9. Fairfax Park
10. Felkel Field Sports Complex
11. Forest Lawn Park
12. Foster Creek Park
13. Goose Creek-Crowfield Pool
14. John McCants Veterans Park
15. Lake Greenview Park
16. Michael J Heitzler Recreation Complex
17. Oak Creek Park
18. Red Bank Graffiti Park
19. Ryan Creek Park
20. St James III Park
21. St James Park

PARKS & RECREATION FACILITIES



Utilities & Public Works

Utility services typically includes water distribution, wastewater collection and treatment, solid waste management, gas and electric, and broadband. There are numerous utility providers - both public and private - that serve Goose Creek residents, including the City's Public Works Department, Berkeley County Water and Sanitation (BCWS), Charleston Water Systems (CWS), Berkeley Electric Cooperative, and Dominion Energy.

The Goose Creek Public Works Department is comprised of four divisions: Water, Sanitation, Maintenance, and Garage. The department employs a total of 62 employees across the four divisions.

Water Distribution

A majority of Goose Creek residents are served by the Goose Creek Public Works Water Division for their water supply. In 2025, the City's annual water consumption was 1272.85 mgd compared to 978.48 mgd in 2021.

The Water Division maintains roughly 180 miles of water lines, over 2600 valves, over 1100 hydrants, and three elevated water storage tanks with a total storage capacity of three million gallons. Two additional elevated storage tanks are located within the unincorporated Greater Goose Creek area.

In 2026, the City's water system was expanded in the Red Bank/ NAD/Snake Road area. This nearly $2 million SCIIP[1] project added approximately 1.5-miles of water distribution lines to provide water services and encourage development in the area.

Wastewater Collection

Berkeley County Water and Sanitation (BCWS) provide wastewater (sewer) collection services directly to Goose Creek residents. The City falls within BCWS's Lower Berkeley Sewer District, one of three total sewer districts within the BCWS system. The Lower Berkeley Wastewater Treatment Plant is located within the City off Red Bank Road on the Naval Weapons Station. BCWS also maintains 30 pump stations within the Goose Creek area as part of the wastewater collection system with an additional 15 pump stations being privately maintained by individuals, HOAs, commercial and/or industrial parks and facilities, religious institutions, and residential subdivisions.

Solid Waste Management

The Goose Creek Public Works Sanitation Division is responsible for the collection of solid waste, including household garbage, yard debris, metal goods, owner generated construction materials, and used household furnishings from residents within the City.

Berkeley County opened a state-of-the-art recycling facility adjacent to the county landfill in 2019 that automatically separates recyclable material from garbage. Any solid waste not recycled is taken to the landfill located just north of the City along US 52.

Electric

Dominion Energy and Berkeley Electric Cooperative continue to be the primary electric providers for residences and businesses in the City.

1 South Carolina Infrastructure Investment Program (SCIIP)

CULTURAL RESOURCES

Over the years, the City of Goose Creek has prioritized resources, projects, programs, and initiatives that work to strengthen its sense of place, enhance quality of life for residents, and expand its cultural footprint in the region. Recent investments in citywide branding, community events, public art installations, and historic resources has led to a surge in community pride and a stronger local identity. As a result, the City has cultivated a highly desired, family-oriented community culture centered around its high quality facilities, community events, and cultural resources.

Citywide Branding

In 2017, the City of Goose Creek embarked on a citywide branding campaign to build on the City's sense of place and help foster community pride and local identity. This effort included creating a City logo, establishing a hashtag, constructing gateway signs, advertising using billboards and other signage, streetlight banners, vehicle wrapping, and redesigning the City website.

District Branding

In addition to the City's overall branding, select districts across the City each have a distinct set of branding to help create a unique sense of place and cohesiveness. These areas include the Central Creek and Red Bank Overlay Districts as well as Carnes Crossroads. Each of these areas have a unique banner to hang on streetlights within that district.



Gateway Sign along College Park Road



Red Bank District Billboard along Red Bank Road

Community Events

The City of Goose Creek hosts several community events throughout the year. These events have become a cornerstone in the City's community culture, attracting thousands of residents and visitors, fostering a strong sense of civic pride, and enhancing the quality of life of residents. Some of the annual events held by the City each year include the Goose Creek Fall Festival, Fabulous Fourth in the Creek Festival, the Spring Concert Series, Halloween Carnival, and the Christmas in the Creek Holiday Parade and Lakeside Lighting Display.

Other community events, such as the Central Creek Farmers Market and Creekapalooza, are hosted by the Goose Creek Recreation Department, as well as by local organization.

2025 Special Events

Event	Location	Estimated Participation
BBQ & Brews	Carnes Crossroads	2,000
Easter Egg Hunt	Carolyn Lewis Fields	3,000
Youth Fishing Rodeo	City Hall Pond	200
Fabulous Fourth in the Creek	Daning Amphitheater	7,000
Fall Sports Opening Day	Daning Amphitheater	1,500
Fall Festival	Daning Amphitheater	7,000
Veterans Day Ceremony	John McCants Veterans Park	150
Christmas Tree Lighting	City Hall/Daning Amphitheater	Canceled due to weather
Christmas in the Creek Parade	St. James Avenue	8,000

Data Source: 2026-2030 Strategic Plan









Photos:
Top Left: 2025 BBQ and Brews
Top Right: 2025 Fabulous Fourth in the Creek
Bottom Left: Art in the Park, Jan 2025
Bottom Right: 2025 Hot Pursuit 5k



Community & Cultural Art

Public art has become an integral part of the community, contributing to the City's sense of place and local identity. Over the years, the City has invested money and resources to promote and encourage the creation and installation of original works of art throughout the community. The creation of the Goose Creek Public Arts Fund in 2023 was a pivotal initiative for expanding the City's community and cultural art collection.

Cultural Arts Commission

The Goose Creek Cultural Arts Commission was formed in 2016 to help identify, present, and sustain cultural arts initiatives that enrich the lives of Goose Creek residents and visitors. The seven member commission plays an integral role in the City's ongoing development into a *Live, Work, Play, Create* community.

Adopt-A-Goose

The City of Goose Creek launched the "Adopt-A-Goose" program in 2023 in partnership with the Cultural Arts & Recreation Commission. The program gives local businesses and organizations that opportunity to display their own goose statue - promoting their business or organization and generating foot traffic to support economic development.

INITIATIVE SPOTLIGHT

GOOSE CREEK PUBLIC ART FUND

In 2023, Goose Creek City Council adopted Chapter 154: Public Art of Private Property, which established the Goose Creek Public Art Fund. The goals of this initiative is to:

- Promote cultural heritage and artistic expression in the City
- Enhance the City's character and identity
- Contribute to economic development and tourism
- Add warmth, dignity, beauty, and accessibility to public spaces
- Expand the experience and participation of citizens with the community and visual arts

Since its creation in 2023, the Goose Creek Public Art Fund has collected about $157,000 in contributions and has facilitated the creation of dozens of new public art installations across the City, including murals, sculptures, statues, and fountains.

Community & Art Facilities

The Creek Collective and Red Bank Graffiti Park are two community park facilities that provide cultural and artistic amenities to residents. The Creek Collective, which opened in 2025, is an arts and events space that features rotating exhibits, creative classes, local artwork, and private celebrations in a renovated former chapel building.

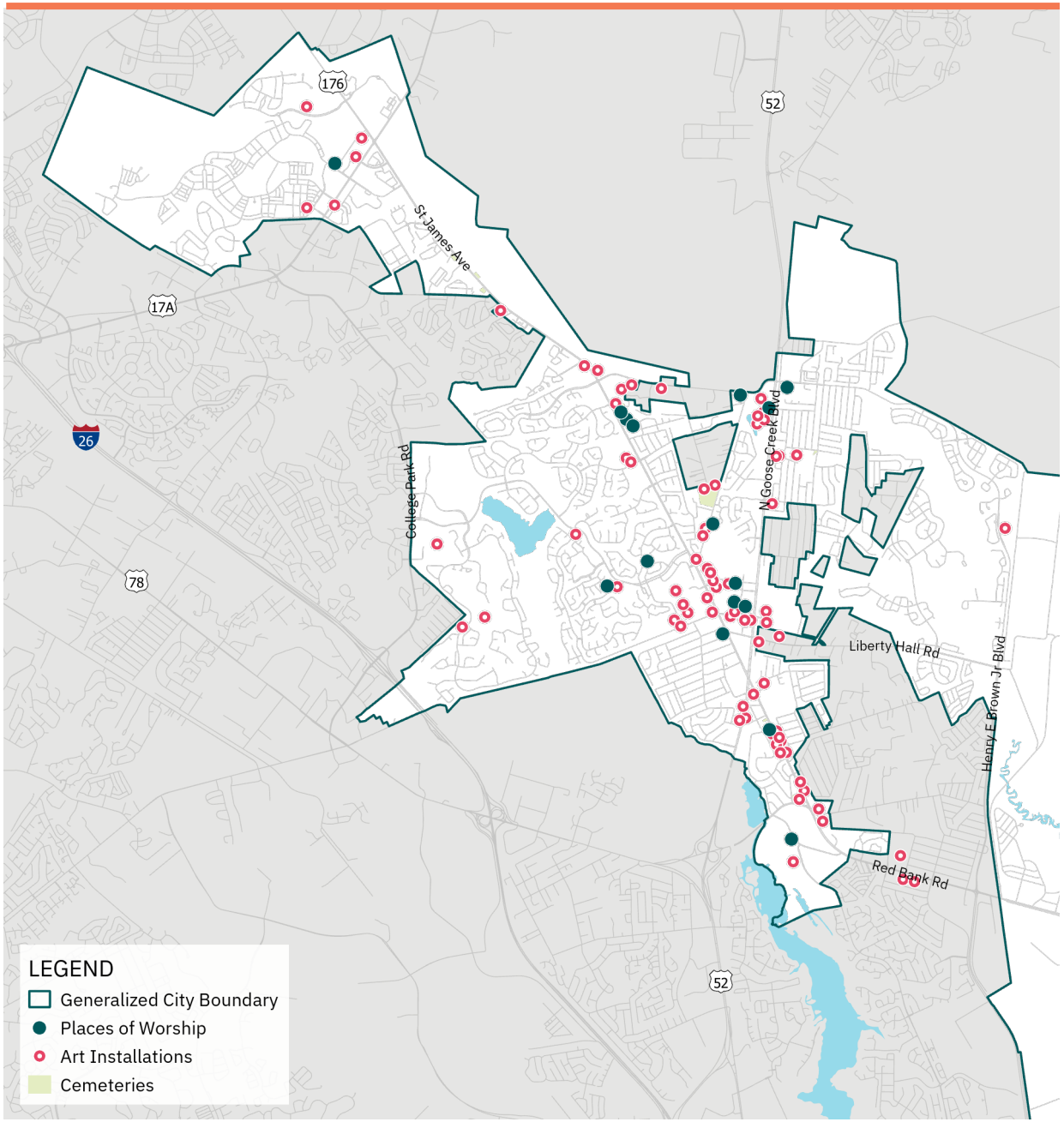
Graffiti Park, located along Red Bank Road, is an outdoor community art space where artists and visitors can express their creativity through an ever-changing display of graffiti and murals. In 2021, the wall at Graffiti Park was expanded to allow for more art to be displayed at a time.

The Joseph S. Daning Amphitheater, located adjacent to City Hall, is an 800-set outdoor performance venue bringing people together through live music, cultural performances, movies, and community events.

Places of Worship

Places of worship were some of the first community gathering spaces in Goose Creek. Some congregations, like St. James Goose Creek Church (c. 1713), have been serving Goose Creek residents for generations and have become an integral part of the City's history and culture. Over 30 places of worship were identified in the Goose Creek area.

COMMUNITY, CULTURAL, & ARTS RESOURCES



Historic Resources

While much of the City's quality of life is driven by the development of community facilities, preserving nearby historic, cultural, and natural resources is just as important. These resources played a pivotal role in the founding and formation of the City and should be maintained for future generations to experience.

The SC Department of Archives and History (SCDAH) surveyed 668 total properties throughout Berkeley County as part of the 1989 Berkeley County Historical and Architectural Inventory. The inventory identified 10 properties within the Goose Creek area with historical significance. Most of these properties remain ineligible for being listed on the National Register of Historic Places. St. James Goose Creek Church and Cemetery is the only property currently listed on the National Register as well as on the National Historic Landmarks.

The inventory also identified approximately 187 archaeological sites in the Goose Creek area, the locations of which are protected and not publicly published.

Surveyed Historic Properties

Label	Site Name	Date/Period	Designation/ Eligibility Status
1	Dallas Van Buren Carn Barn	1900	Not Eligible
2	Brown House	1900	Not Eligible
3	Crowfield Plantation Ruins	c. 1730	Not Eligible
4	Mount Holly Post Office / Linder House	1915	Not Eligible
5	Unnamed House	1915	Not Eligible
6	Casey Church	1920	Not Eligible
7	Red Bank Plantation Cemetery	19th Century	Not Eligible
8	Cottage Plantation Prioleau Cemetery	18th Century	Not Eligible
9	Cottage Plantation Slave Dwelling Ruins	18th Century	Not Eligible
10	St. James Goose Creek Church and Cemetery	1713	National Historic Landmark

Historic Markers

While many of the areas historic resources were lost over the years to development, the City and other local groups and organizations have worked to honor the local history through other means of recognition, such as the Historical Marker Database (HMdb).

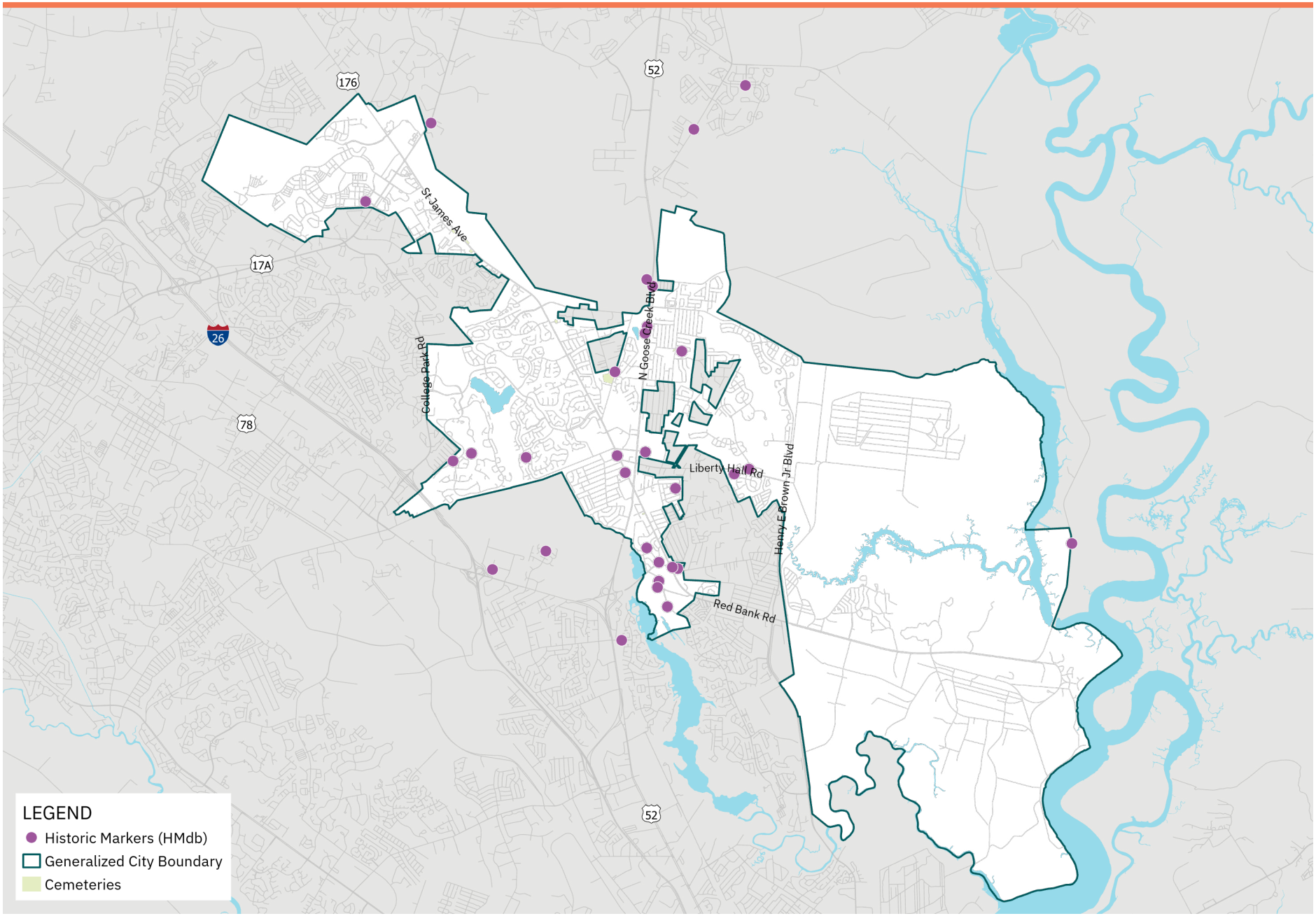


As of 2026, the Goose Creek area had 31 historic markers, most of which highlight topics such as the Colonial Era, Native American history, African American history, among others. Some of the historical markers in the area include Button Hall (at the City's Public Works Department), Crowfield Plantation (on Hamlet Circle), Eighteen Mile House Tavern (along St. James Ave/US 176), Goose Creek (St. James Ave-Farm Rd intersection), St. James, Goose Creek (at St. James Goose Creek Church), and The Yamasee War at Goose Creek, 1715 (at Foster Creek Park).



St James Goose Creek Church

HISTORIC RESOURCES & MARKERS



NATURAL RESOURCES

Goose Creek's landscape and natural resources will continue to shape how the community will grow in the future. Natural resources, like rivers, streams, wetlands, and forest areas play a vital role in the resiliency of the community, providing essential environmental functions such as stormwater management, temperature control, habitats for wildlife, and water/air filtration. These resources also provide societal benefits like increasing property value, contributing to the City's character and sense of place, and providing recreational opportunities for residents and visitors.



Hydrology

Watersheds and the natural features within that area are essential for their role in stormwater management and water quality. A watershed is an area of land that channels surface water runoff into a common outflow point, such as a river, lake, or the ocean. The City of Goose Creek lies almost entirely within the Cooper River Watershed with small portions of the Carnes Crossroads area being in the Ashley River Watershed and Cypress Swamp Watershed. The Cooper River is one of the largest hydrological features in the region and is the common outflow point for all surface water runoff in the Goose Creek area.

In a watershed as large as the Cooper River Watershed, its often the smaller tributaries within the area that collect and channel a majority of the surface water runoff to the Cooper River. Some of those smaller tributaries in the Goose Creek area include the Back River, Goose Creek, Foster Creek, and McChune Branch.

It is important to evaluate watersheds as interconnected systems, as surface water collects across a landscape and flows downstream toward the common outflow point. The activities, land cover, natural features, and other conditions in one part of a watershed can influence water quality, drainage patterns, and flood risk in other areas, making a comprehensive, watershed-wide approach essential to effective stormwater management and the protection of the built and natural environments.

Floodplains

Floodplains are a critical natural feature within a watershed. They can be defined as flat or gentle-sloped areas of low-lying land typically adjacent to a water body, such as a river, stream, lake, or ocean, that becomes temporarily inundated during a flood event.

Floodplain areas are commonly referred to as being in the 100-year floodplain (an area of land that has a 1% chance of being flooded in a given year) or 500-year floodplain (an area of land that has a 0.2% of being flooded in a given year). However, several factors can impact the chance of a flood to occur such as soil saturation, size of the watershed, duration of rainfall, storm intensity, slopes/topography, and land cover.

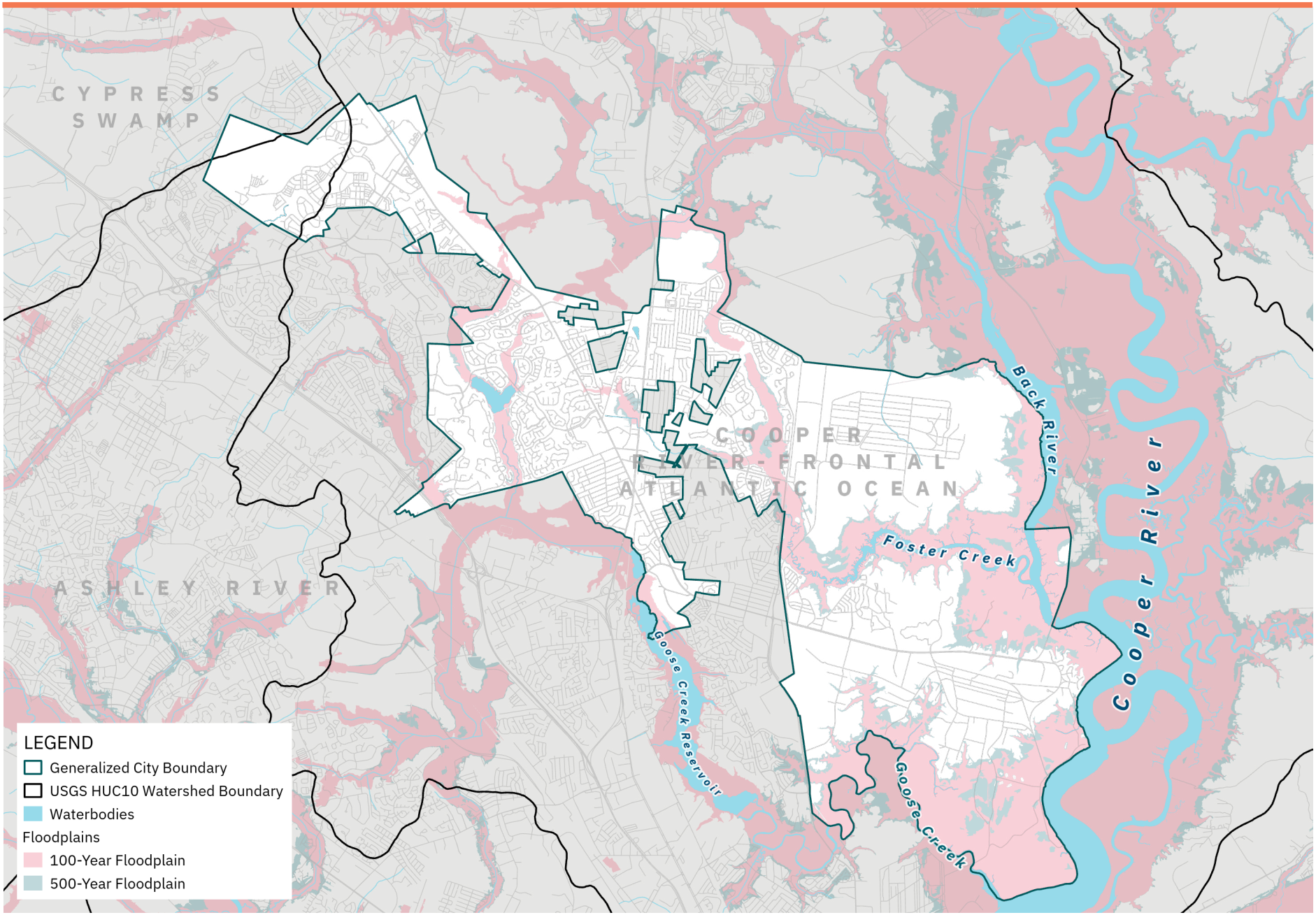
FEMA's Flood Insurance Rate Map (FIRM) uses the 100-year and 500-year floodplains to classify different areas into Flood Zones based on the level of risk and vulnerability which are then used for insurance purposes. The Resiliency Element will discuss stormwater management and flood mitigation in more detail.

Wetlands

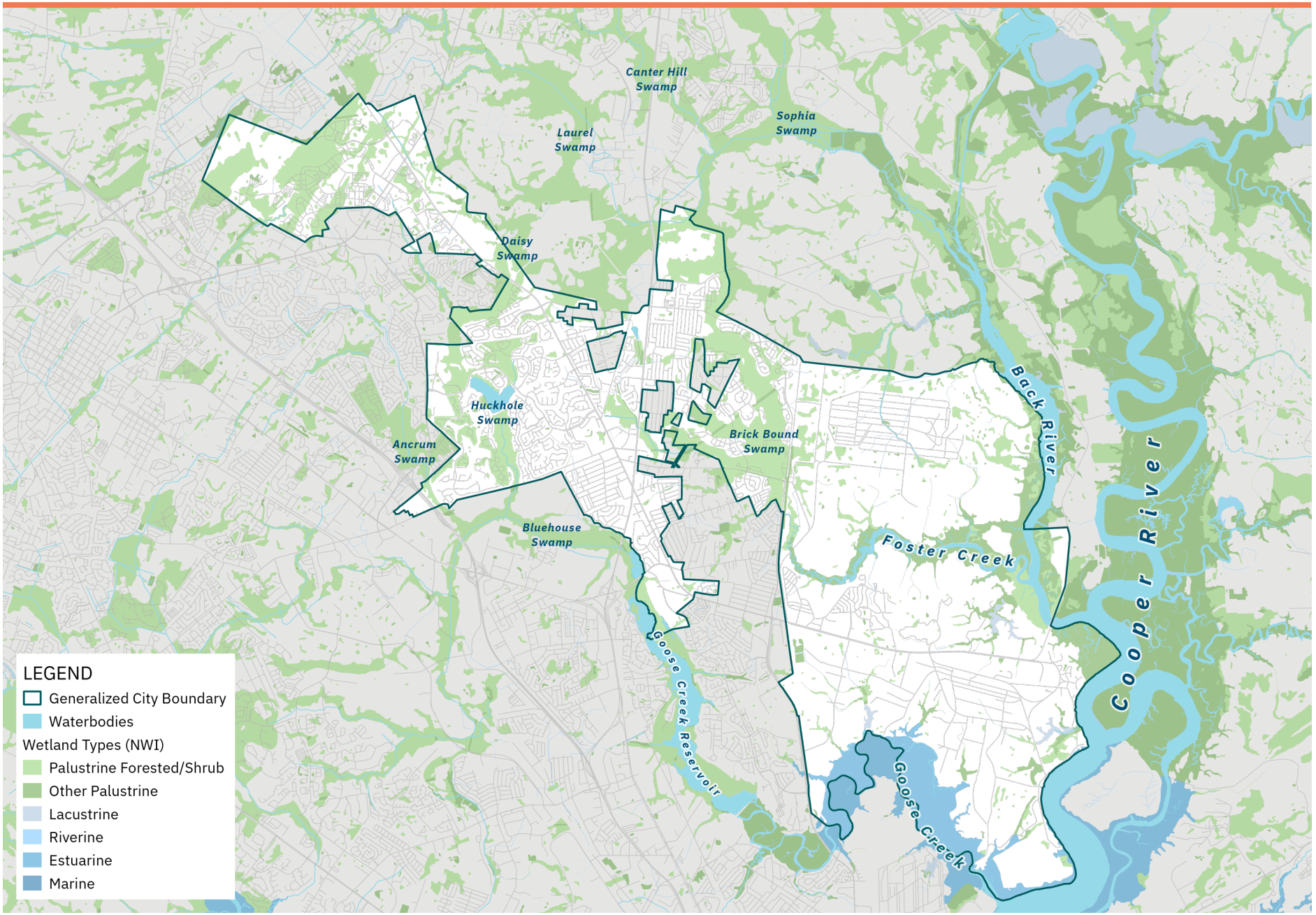
A wetland is an area of land where water collects and stays at or just below the surface for long periods of time. This near constant presence of water creates a unique environment, influencing the biological, physical, chemical, and ecological characteristics of the area. They are typically highly productive natural features with dense vegetation, diverse wildlife, and rich soils. In addition, they often act as a transition zone between dry land and water like rivers, streams, lakes, or the ocean and serve as critical "green" or natural infrastructure for stormwater runoff for the surrounding area.

Wetlands have played a pivotal role in the formation of Goose Creek's landscape. Many of the City's larger subdivisions, like Brickhope Plantation, Liberty Hall Plantation, and Laural Bay, were developed around large wetland areas. The National Wetlands Inventory (NWI) maps and classifies wetlands based on several factors, including types of vegetation, salinity levels, presence of water, etc. Some of the large wetland areas in the Goose Creek area include Brick Bound Swamp, Bluehouse Swamp, Huckhole Swamp, Sophia Swamp, Laurel Swamp, and Canter Hill Swamp.

HYDROLOGICAL FEATURES & FLOODPLAINS



WETLAND TYPES BY NATIONAL WETLAND INVENTORY (NWI)

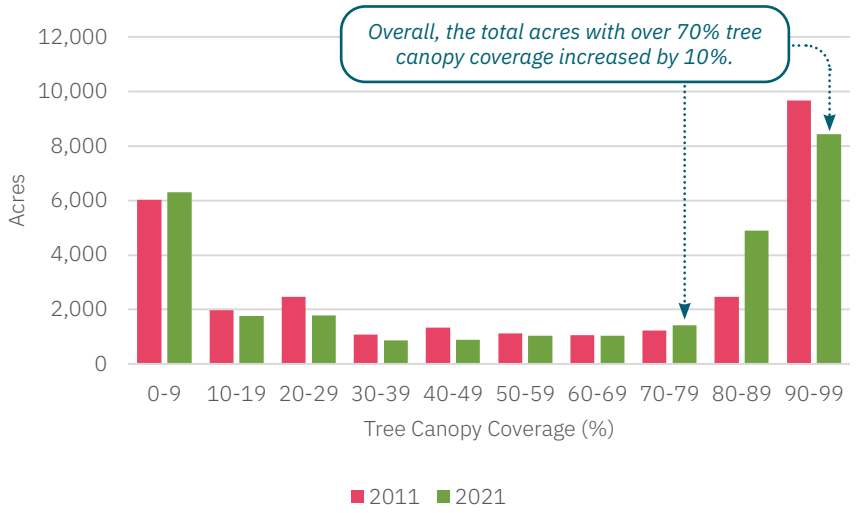




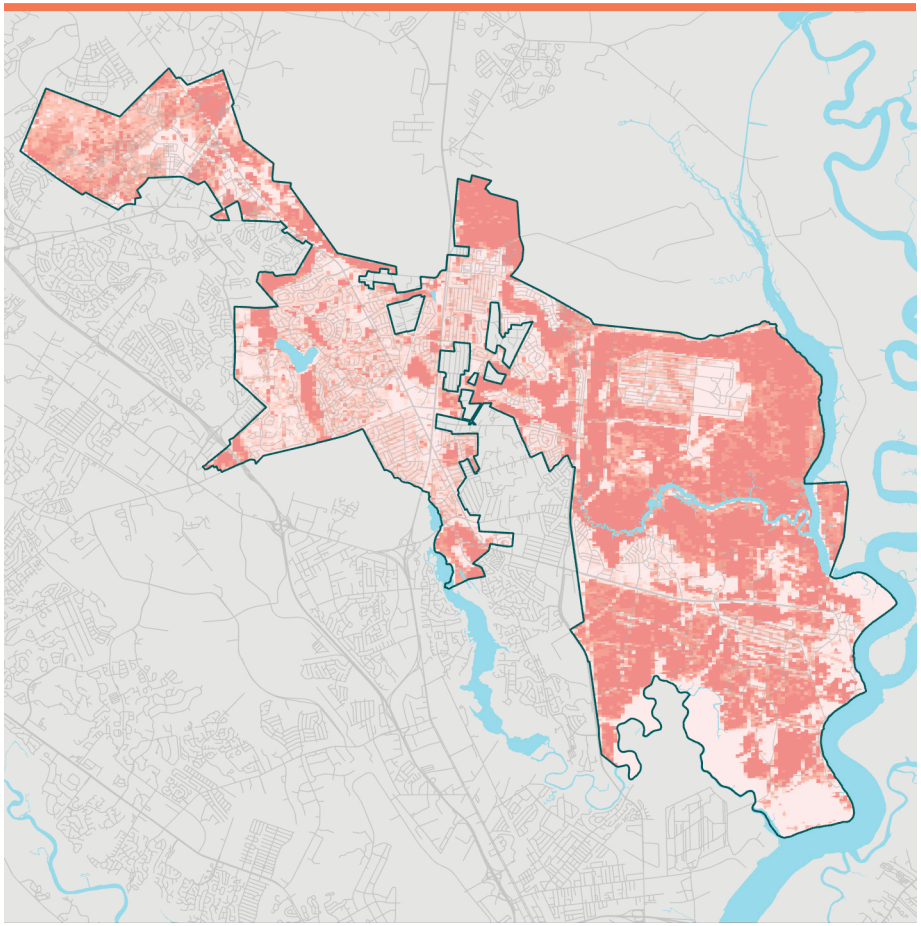
Tree Canopy Coverage

Trees and forested areas remain an integral part of Goose Creek's landscape. The ongoing growth and development across the region has had major impacts to the natural landscape as most of these developments have converted forested land into urban development. The areas within Goose Creek that experienced the largest decrease in tree canopy coverage between 2011 and 2021 often correlated with increases in impervious surface coverage. Areas around major developments like Carnes Crossroads, Brickhope Plantation, and Coker's Crossing experienced significant decreases in tree canopy coverage across large areas of land.

Change in Tree Canopy Coverage



2011 TREE CANOPY COVERAGE



LEGEND

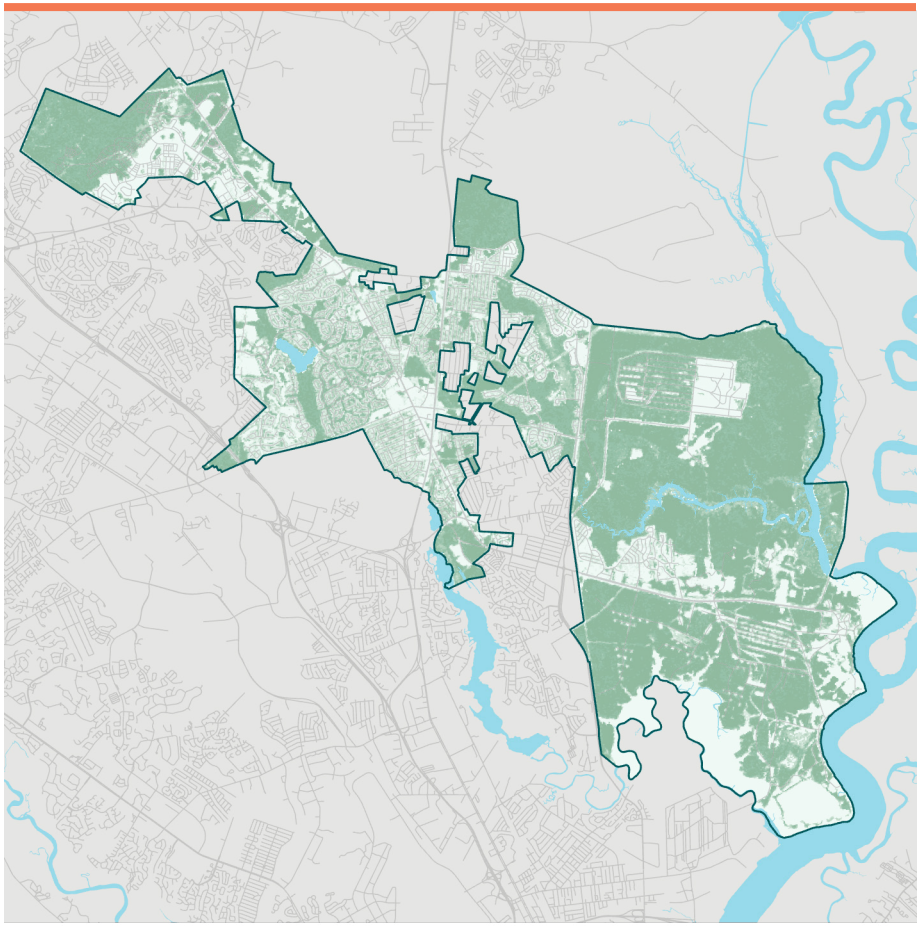
Generalized City Boundary

National Land Cover Database (NLCD)

2011 Tree Canopy Coverage (%)

0 - 10
11 - 20
21 - 30
31 - 40
41 - 50
51 - 60
61 - 70
71 - 80
81 - 90
91 - 99

2021 TREE CANOPY COVERAGE



LEGEND

Generalized City Boundary

National Land Cover Database (NLCD)

2021 Tree Canopy Coverage (%)

0 - 9
10 - 19
20 - 29
30 - 39
40 - 49
50 - 59
60 - 69
70 - 79
80 - 89
90 - 99

Landscaping & Tree Fund Projects

Since the 2020 Comprehensive Plan, more than 1.2 million dollars have been contributed into the Goose Creek Landscape and Tree Fund as mitigation fees generated from development projects. These funds have been designated for a variety of recent and upcoming City projects including the Food Forest at John McCants Veterans Park and the City's Canopy & Right-of-Way Planting Project.

Food Forest at John McCants Veterans Park

The Food Forest at John McCants Veterans Park project transformed approximately 21,000 square feet of public land into an accessible, productive, educational landscape that supports food production, environmental stewardship, public health, and community connection. The City successfully leveraged a nearly $60,000 grant from the South Carolina Forestry Commission with approximately $15,000 matching fund contribution from the City along with an additional commitment of about $73,000 by the City for hardscaping, sealing, and accessibility improvements, which brought the known direct investment to more than $147,000.

Over 600 trees, shrubs, herbs, flowers, and edible plants were incorporated into a shared public landscape designed to provide food, pollinator habitat, shade, biodiversity, and educational opportunities. This investment demonstrates how the City's long-term commitment to the Landscaping and Tree Fund created the capacity to match grant funding, expand the original project scope, and ensure that the Food Forest would be accessible and welcoming to the broader community. This project created a space that can become a catalyst for long-term education and environmental stewardship and a place that has already welcomed more than 250 volunteers since inception in addition to countless residents.

Canopy & Right-of-Way Planting Project

The City of Goose Creek approved another major treescaping initiative - the Canopy & Right-of-Way Planting Project - which is exclusively supported through contributions to the Landscaping and Tree Fund. This project will expand the City's ongoing efforts to enhance the tree canopy and improve landscaping within public right-of-ways. Many of the locations for this project have been chosen by data generated through Furman's Heat Mapping project. Overall, the City intends to plant approximately 300 new trees, 750 new shrubs, and 2,400 new perennials.



What is a Food Forest?

A ***food forest*** is a sustainable, community-driven garden designed to mimic a natural forest ecosystem, but instead of wild plants, it's filled with edible ones! Think of it as a self-sustaining edible landscape with layers of fruits, vegetables, and pollinator-friendly plants that work together to support both people and the planet.

Unlike a traditional garden, a food forest is designed to regenerate naturally, require less maintenance over time, and grow more productive each year. It's not just a garden, it's a living, growing food system.

RESILIENCY & HAZARD MITIGATION

"Resilience is the ability of communities, economies, and ecosystems to anticipate, absorb, recover, and thrive when presented with environmental change and natural hazards"

- South Carolina Office of Resiliency (SCOR)

Community resiliency and hazard mitigation have become increasingly more important in the Lowcountry as urban sprawl continues to convert natural areas into urban landscapes. Goose Creek's location is just off the coast enough to avoid certain coastal hazards like tidal flooding and storm surge but inland enough to be more susceptible to a different set of hazards, like thunderstorms, wildfires and tornadoes. The impacts of these and other natural hazards have the potential to cause widespread physical, economic, financial, societal, and environmental damage to a community. Maintaining a balance between growth and conservation is essential for sustainable living and building a community that is able to withstand the impacts of hazardous events.

Existing Plans & Regulations

Goose Creek's Code of Ordinances includes several regulatory measures that work to mitigate the potential impacts of natural hazards, like flooding and wildfires, as well as Tree Protection regulations.

Stormwater Management Ordinance

Goose Creek's Stormwater Management Ordinance was first adopted in 2007 and last amended in 2018. It aims to manage stormwater runoff and its associated impacts through a Stormwater Management Plan (SWMP). The City entered into a partnership with Berkeley County in 2018 for them to oversee the City's SWMP, transferring stormwater management activities and program oversight responsibilities to the county.

Unified Development Ordinance

The City's UDO consolidates various policies and regulations into a single ordinance. It includes language intended to provide additional considerations when developing within or near Special Flood Hazard Areas and other flood-prone areas. The ordinance also includes Development Standards related to Tree Replacement & Mitigation, Tree Corridors, Tree Protection, Open Space Standards.

Berkeley County Hazard Mitigation Plan

The Berkeley County Hazard Mitigation Plan (BCHMP) is the primary policy document for implementing resiliency-related projects, policies, and programs throughout Berkeley County, including the City of Goose Creek. The BCHMP identified the different hazards and disasters that can occur in Berkeley County, such as hurricanes, earthquakes, and tornadoes. It also assesses the relative risks and provides proposed strategies to improve resiliency and hazard mitigation county-wide. Projects and programs at the individual jurisdictional level were also included in the plan. These projects and programs form the 'Mitigation Action Plans' which can be used by each jurisdiction for implementation as resources become available. The BCHMP can be viewed on the County's website.

Social Vulnerability

FEMA defines social vulnerability as the susceptibility of social groups to the adverse impacts of natural hazards, including disproportionate death, injury, loss, or disruption of livelihood.

The CDC's Social Vulnerability Index (SVI) takes into consideration four themes using different demographic and socioeconomic statistics. The four themes include:

- Socioeconomic Status (Theme A)
- Household Characteristics (Theme B)
- Racial & Ethnic Minority Status (Theme C)
- Housing Type/Transportation (Theme D)

After combining the four themes, the overall SVI is shown as a percentile ranking compared to across the state. A high percentile ranking indicates that area has a high share of socially vulnerable populations.

Many of the older neighborhoods in Goose Creek, such as those along Red Bank Road and Myers Road, fall within the highest vulnerability percentile. Fortunately, most of these neighborhoods are not within FEMA's Special Flood Hazard Area (SFHA) which are among the most vulnerable locations within the Goose Creek area.

Hazard Probability & Impacts

Natural hazards have the potential to cause widespread physical, economic, financial, societal, and environmental impacts to a community. The Goose Creek area is vulnerable to numerous natural hazards, though not all have the same probability of occurring. According to the BCHMP, the hazards with the highest probability of occurring include flooding, hurricanes, and earthquakes.

Regardless of the hazard, many of the potential impacts to a community are fairly similar. Damage to property and infrastructure, such as homes, vehicles, utility poles/lines/pipes, roadways, and bridges, is possible during nearly all hazard events. Other potential impacts can include damage to the natural environment and ecosystem, disruption of supply chains and the economy, delayed emergency response, and even physical or health-related injury to residents.



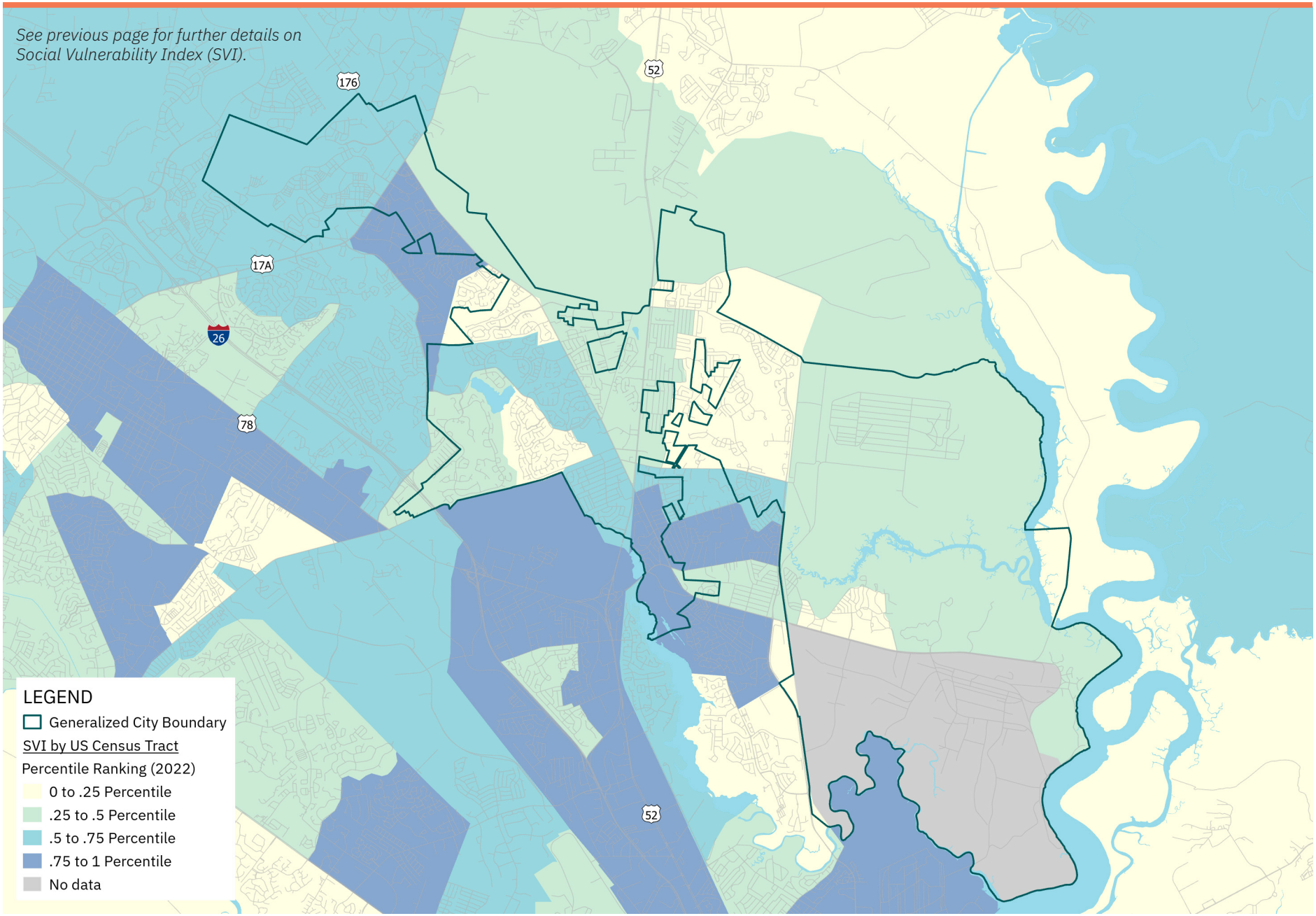
Probability of Hazard Occurrences

Hazards	Goose Creek
Flood	High
Hurricane/Tropical Storm	High
Tornado	Moderate
Winter Storm	Low
Thunderstorm	Moderate
Hail	Moderate
Wildfire	Somewhat
Drought	Low
Earthquake	High
Dam Failure	Moderate
Hazardous Material Release	Moderate

Source: Berkeley County Hazard Mitigation Plan

SOCIAL VULNERABILITY INDEX BY CENSUS TRACTS

See previous page for further details on Social Vulnerability Index (SVI).



Flooding

Flooding can be both a naturally occurring process and a manmade hazard. There are three common factors that can influence the impact and severity of a flood event:

- Flood source: heavy rainfall, high tides, or storm surge;
- Surrounding environmental and weather conditions: topography, rainfall intensity and duration, ground saturation levels, soil characteristics, and land cover; and
- Type and capacity of stormwater infrastructure:

<u>Green Infrastructure:</u>

- Naturally occurring wetlands & natural areas
- Engineered rain gardens, bioretention ponds, & bioswales

<u>Gray Infrastructure:</u>

- Engineered storm drains, culverts, & concrete channels

The Goose Creek area, like much of the Lowcountry, is typically characterized by its low-lying, often wet, land with numerous small streams or channels meandering across the landscape. This causes poor surface drainage conditions which limits the capacity to collect, store, and channel stormwater runoff, thus increasing the areas vulnerability to flooding. Additionally, the continued conversion of natural areas to urban development throughout the Cooper River Watershed, including areas beyond Goose Creek, contributes to an increased risk of flooding for City residents.

Rain Garden Demonstration

A Rain Garden Demonstration Project will establish rain gardens at select City-owned locations using plantings designed to capture and absorb stormwater runoff while also providing attractive landscaped areas and an educational opportunity for the public. The plan will incorporate a variety of plantings appropriate for differing site and sunlight conditions. This project is funded in part by a grant through the South Carolina Native Plant Society and the remaining funding through the Landscaping and Tree Fund.

PROJECT SPOTLIGHT

IN-CORE FLOOD EXPOSURE REPORTS:

Two flood exposure reports for the City of Goose Creek were released:

- Understanding Flood Scenarios: Roadmap to Resilience (2025)
- Flood Exposure & Building Damage Under Current Conditions: A Decision-Support Analysis Using IN-CORE (2026)

The 2026 report identified areas and buildings most susceptible to flooding and some of the potential risk factors of those areas. Just under a third of the City's total land area falls within a SFHA. Most of these areas coincide with existing environmentally sensitive areas, such as the wetlands around Goose Creek or the floodplains around Back River and Foster Creek.

The report also identified that only a limited number of buildings within the City (<1%) fall within the current SFHA's have the potential to experience moderate flood damage in the event of a flood. As a result, the report recommends focusing on drainage improvements, site-level adaptations, hazard mitigation measures, and land use screening rather than pursuing widespread pre-disaster buyouts at this time.

> *"Effective resilience planning requires more than identifying flood-prone areas on a map; it demands understanding how hazard conditions intersect with the built environment and community systems."*
>
> - Excerpt from the 2026 In-Core Flood Exposure Report on Flood Hazard and Risk Assessment

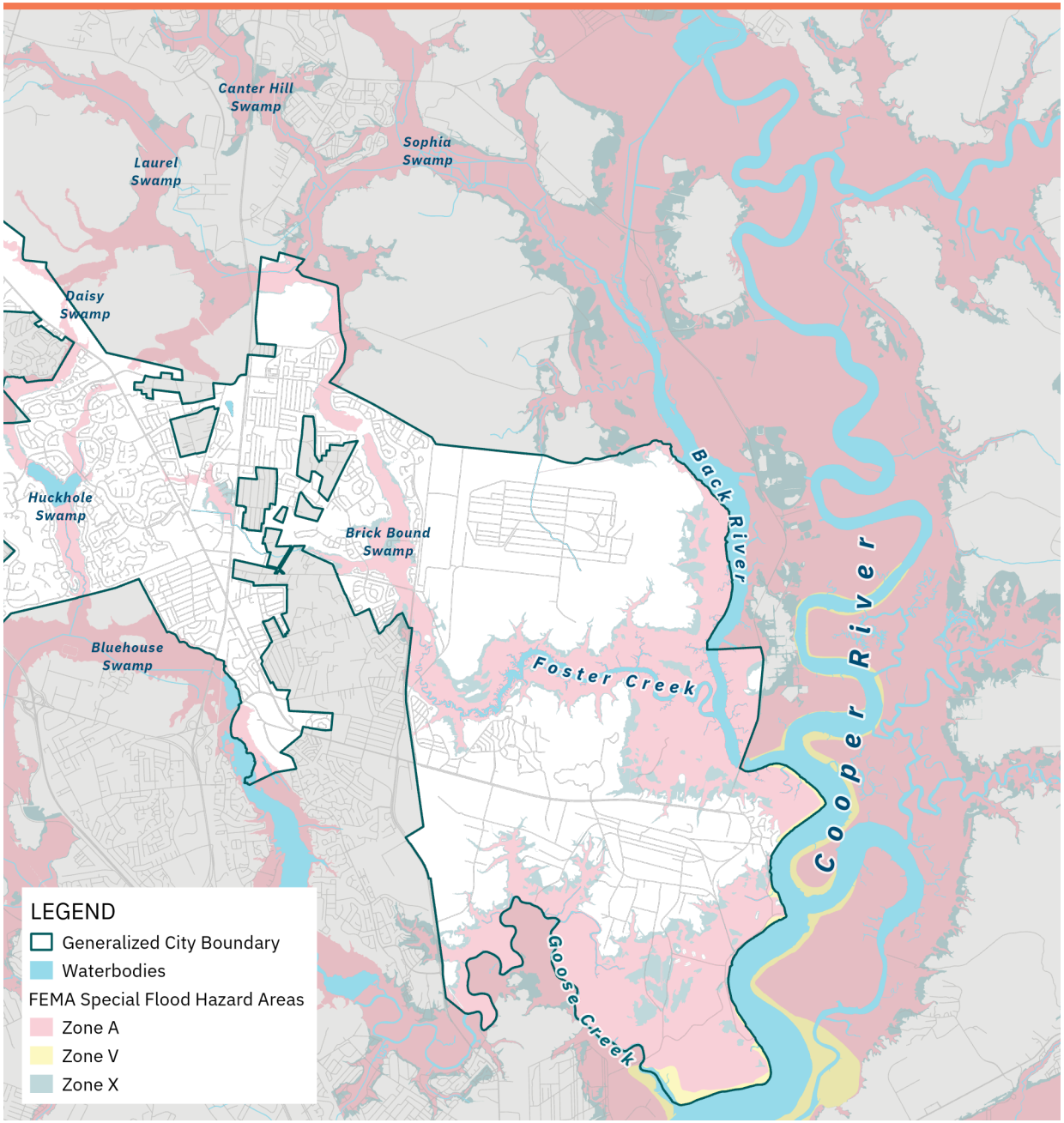
The data compiled by In-Core was made possible through funding of $100,000 by the Geos Institute as part of the broader Southeast Navigator Network Demonstration Project. This grant was at no cost to the City.

Special Flood Hazard Areas

As part of the National Flood Insurance Program, FEMA designates and maps certain (potential) high risk areas as Special Flood Hazard Areas (SFHA). For the most part, SFHA Zones A and V include those areas that fall within the 100-year floodplain. Property owners that are located within SFHA Zones A or V are required by federal law to purchase flood insurance. Purchasing flood insurance is optional (but highly recommended) for property owners located within SFHA Zone X.

According to the In-Core Report, approximately 31% of the City's total land area falls within the SFHAs, a majority of which is in the Naval Weapons Station.

FEMA SPECIAL FLOOD HAZARD AREAS

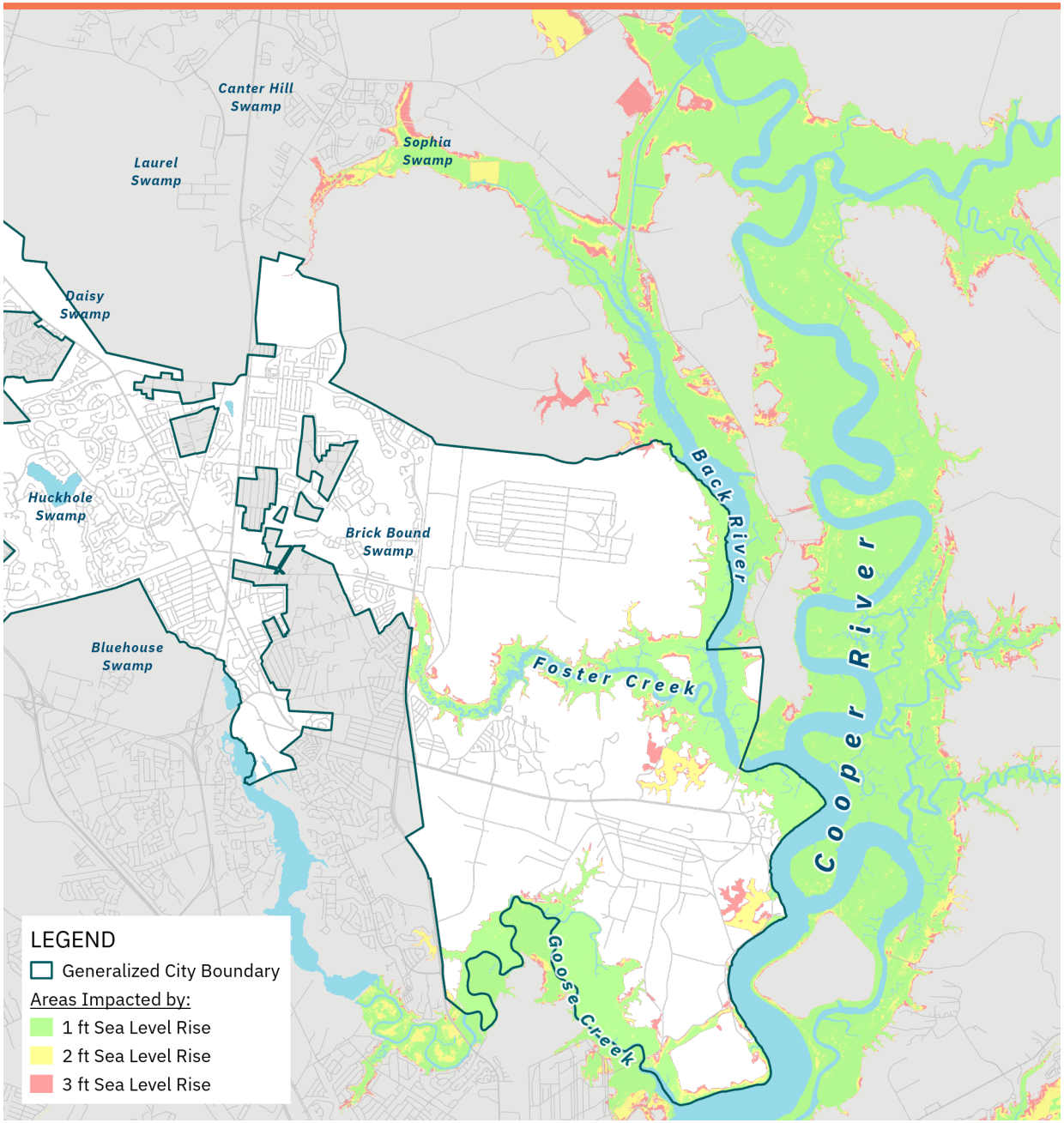


Sea Level Rise

Sea level rise (SLR) is measured and recorded as an average surface level of a water body in reference to a specific point of elevation - known as the mean sea level (MSL). Unlike flooding, sea level rise is expected to be a more permanent increase in water levels. The areas most affected by a one-foot, two-foot, and three-foot sea level rise scenario are along the Cooper River, Back River, Goose Creek, and Foster Creek. Similar to flooding, most of these areas coincide with existing environmentally sensitive areas, thus existing rules and regulations to reduce the potential impacts of sea level rise are already in place.

Most areas within the City that would be impacted by 1-ft, 2-ft, or 3-ft sea level rise are within the Naval Weapons Station.

AREAS IMPACTED BY SEA LEVEL RISE



Climate

Goose Creek's climate is generally considered to be temperate to subtropical with temperatures typically ranging from about 40˚F to 90˚F. The months of July and August are generally considered to be the hottest and most humid months of the year while the months of January and February are typically considered to be the coldest.

Land Surface Temperature

Areas with high land surface temperatures often correlate with areas of high impervious surface coverage like large parking lots or high-density urban development. According to a heat mapping study, central Goose Creek and parts of Carnes Crossroads have the highest concentrations of high land surface temperatures within the City.

The high land surface temperatures in Carnes Crossroads will likely be reduced over time as trees are planted as part of their ongoing development. However, impacts like these could be avoided in the future by requiring the preservation of existing mature trees and regulating or limiting the practice of large-scale clear cutting of land before development. Preserving existing on-site mature trees and vegetation can help reduce land surface temperatures, mitigate stormwater flooding, improve air quality, and provide habitat for wildlife species.

Regional Collaboration

As identified by the BCHMP, the Goose Creek area is vulnerable to other natural hazards, like hurricanes, tornadoes, and droughts, many of which are large enough in scale that the impacts are often not limited to a single community. This highlights the importance of regional collaboration to improve resiliency and hazard mitigation.

Backyard Resiliency Workshop

A Backyard Resilience Workshop was held in September 2026 at the Rollins Edwards Community Center in Downtown Summerville. The workshop was the result of a coordinated effort between the City of Goose Creek, Town of Summerville, the Shi Institute, the Preservation Society of Charleston, and South Carolina Office of Resiliency (SCOR). Its purpose was to share actionable, low-cost and low-maintenance strategies that an individual household can pursue to make both the household and the community more resilient.

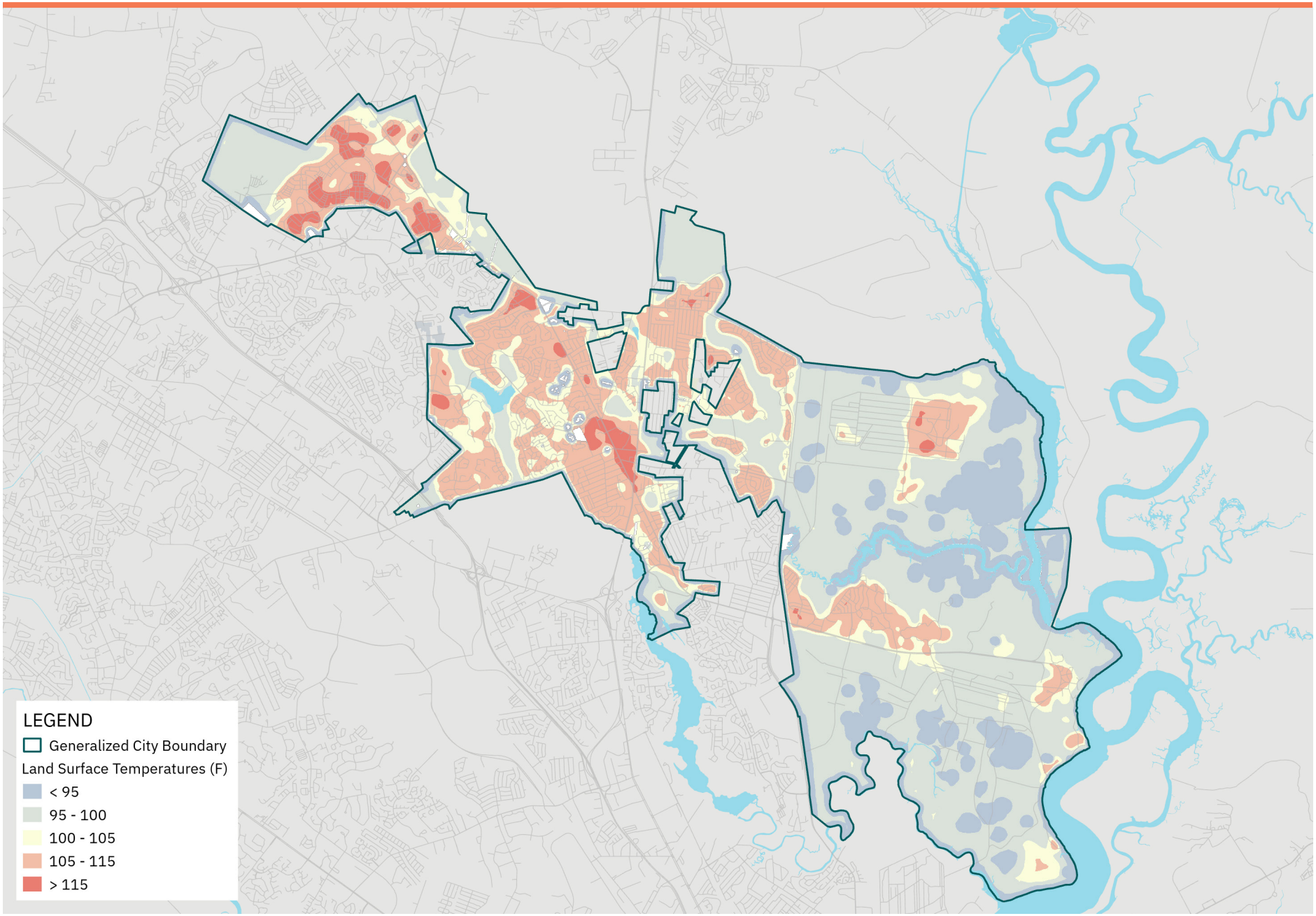
PROJECT SPOTLIGHT

HEAT MAPPING STUDY

A heat mapping study for the City of Goose Creek was conducted by the Shi Institute at Furman University and released in 2025. The data used in the study was developed using multi-spectral imagery from the Landsat 8 satellite. This imagery was collected on July 15, 2024, during a hot summer afternoon with limited cloud cover. This multi-spectral imagery was then processed to generate smoothed five-degree temperature contours.

Funding for this project was made possible through a $30,000 contribution by the South Atlantic Regional Integrated Sciences and Assessments NOAA RISA Team and through the support of the Southeast Navigator Network.

LAND SURFACE TEMPERATURES



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GOOSE CREEK TOMORROW



UPDATED GOALS & STRATEGIES MATRIX

Goals & Strategies	5-Year Status Update/Notes
POPULATION	
GOAL 1: Goose Creek will promote a sense of community and cultivate a unique identity that is supported by its residents.	Ongoing and implemented into regular procedures, including increased promotion through marketing manager has created enhanced communication through social platforms and created a sense of identity beyond what previously existed.
GOAL 2: Goose Creek will guide population growth to allow for inevitable expansion without sacrificing the environment or the quality of life which currently characterizes Goose Creek.	Annexation practices look to Future Land Use map as guide for expansion and appropriate zoning.
GOAL 3: Goose Creek will support its diverse and growing population by continuing to provide access to community services.	Ongoing
GOAL 4: Goose Creek will attract businesses and create community facilities that accommodate its shifting demographic makeup.	Business expansion has continued in areas of growth such as Carnes Crossroads village node.
GOAL 5: Goose Creek will maintain efficient communication methods with its citizens.	
Strategy 5.1: Continue to update the City's website to keep it user-friendly and effective.	Ongoing and implemented into regular procedures
Strategy 5.2: Continue to use social media (Facebook, NextDoor, etc.) to improve interaction with the public.	Hired two additional marketing employees for this effort.
Strategy 5.3: Continue to maintain a list of key communicators to make the lines of communication.	Ongoing and implemented into regular procedures
LAND USE	
GOAL 1: Goose Creek will plan for inevitable growth via the use of Smart Growth principles.	Ongoing
Strategy 1.1: Promote efficient land use patterns in both new development and redevelopment.	Ongoing with provisions included in zoning ordinance update
Strategy 1.2: Encourage mixed-use, pedestrian friendly development in areas that are conducive to walking and biking.	Ongoing with provisions included in zoning ordinance update
Strategy 1.3: Maximize the use of existing facilities, infrastructure, and services.	Ongoing with provisions included in zoning ordinance update
Strategy 1.4: Maintain a balance between green/open space preservation and new development.	Ongoing with provisions included in zoning ordinance update. Ex: Laurel Bay
GOAL 2: Goose Creek will discourage adverse development-related impacts.	
Strategy 2.1: Revise and enforce applicable zoning, land development, and design regulations.	Zoning Ordinance update completed in 2024, enforcement of ordinance is ongoing
Strategy 2.2: Promote high quality urban design aesthetics on all levels (site, neighborhood, and City).	Ongoing and enhanced through Overlay Districts
Strategy 2.3: Promote development that is appropriate and compatible alongside neighboring developments.	Ongoing
GOAL 3: Goose Creek will work to achieve a better live/work/play balance to help move the City beyond its bedroom community status.	Ongoing
GOAL 4: Goose Creek will continue to promote the creation and expansion of both neighborhood and City-wide recreational amenities through zoning and land development regulations.	Multiple capital projects enhancing Recreational amenities including Central Creek Park, Joseph Daning Amphitheater, Food Forest, the upcoming Assembly, etc.
GOAL 5: Goose Creek will establish "village nodes" that serve as community focal points providing a mix of uses.	Completed and under review with 5-Year Comp Plan Review
Strategy 5.1: Continue to support the development of Carnes Crossroads.	Ongoing and activation of Public/Private partnership through the Lawn at Carnes Uptown and the new Soccer Fields at Carolyn Lewis School

Goals & Strategies	5-Year Status Update/Notes
Strategy 5.2: Create a redevelopment plan for the Civic Village node.	Creation of two new Planned Developments activating the parcels near N Goose Creek Blvd and Old Mt Holly intersection
Strategy 5.3: Create an incremental redevelopment plan for the Central Village and Neighborhood Village node that accounts for a new town green, existing housing and catalytic developments, and new mixed-use development.	Central Creek Overlay District design standards focus on transformative development goals in that area. In addition, the zoning standards allow for increased density including unlimited height and other reduced setbacks for more innovative designs.
Strategy 5.4: Create an incremental redevelopment plan for the Red Bank Road corridor that addresses its existing development challenges and leverages its unique, international character.	Red Bank Overlay District has been implemented and focus remains on driving redevelopment throughout this corridor.
GOAL 6: Goose Creek will encourage the transition of underutilized commercial areas into high-quality mixed-use developments.	
Strategy 6.1: Create vision plans that make land use, transportation, and housing recommendations for these areas.	
Strategy 6.2: Establish a new zoning district for multi-family residential.	Completed but then modified to now permitted by right in village node as mixed use and also by special exception in the Employment Campus District.
Strategy 6.3: Modify the zoning code to reflect the vision of those areas and incentivize the transition.	Completed with zoning ordinance update
Strategy 6.4: Explore various administrative incentives to attract developers.	Economic Development grants are available for sign replacement, facade replacement, and other incentive tools.
GOAL 7: Goose Creek will develop and implement an annexation strategy that consolidates City boundaries and considers future growth.	
Strategy 7.1: Adopt a policy that would allow the automatic annexation of properties outside the City limits that already receive water service from the City of Goose Creek.	Adopted Annexation Ordinance
HOUSING	
GOAL 1: Goose Creek will protect and enhance the quality of existing housing stock within the City.	
Strategy 1.1: Identify residential areas and neighborhoods that are aging, threatened by encroaching development, or otherwise in need of preservation.	
Strategy 1.2: Consider need/potential for conservation neighborhood designations, overlay districts, etc to protect Goose Creek's existing housing.	Overlay districts have been implemented in Central Creek and Red Bank.
GOAL 2: Goose Creek will protect and enhance the quality of existing housing stock within the City.	
Strategy 2.1: Conduct a housing needs assessment and encourage development of a mixture of housing types and price points that meet the needs and wants of Goose Creek's diversifying population.	No formal housing assessment has been made, but modifications to the zoning districts were created to allow more diverse housing typologies by right.
Strategy 2.2: Modify residential and/or commercial zoning districts to better allow for these housing products.	
GOAL 3: Goose Creek will encourage growth that includes diverse housing options within a range of prices accessible to current and future residents.	Ongoing
Strategy 3.1: Allow the development of housing types that address "missing middle housing" types, including multi-family of less than 20 units, townhomes, live/work, duplexes/ triplexes/quadplexes, etc.	Completed with zoning ordinance update
Strategy 3.2: Create policies/standards that permit smaller units, live/work opportunities, walkable/ connected developments, and mixed-use buildings.	Completed with zoning ordinance update
Strategy 3.3: Expand residential product by recruiting developers that will build new products – town homes, condos, market rate apartments in or near downtown.	Ongoing

Goals & Strategies	5-Year Status Update/Notes
Strategy 3.4: Consider incentives for private developers to encourage diverse housing options identified here. Tools could include reducing permit fees, density bonuses, rehabilitation grants, as well as amending the current Economic Development grant program in Goose Creek to allow for residential development based on needs.	Current volume does not require such efforts.
GOAL 4: Goose Creek will encourage housing developments that provide workforce housing near existing and future employment centers.	Ongoing
Strategy 4.1: Recruit employers that provide "work from home" options or employee housing assistance.	
Strategy 4.2: Engage local industries to understand commuting trends, housing needs of employees, telecommuting trends, and employee demographics.	
Strategy 4.3: Incorporate inclusionary zoning measures by requiring developers to make 10-20% of new multi family and attached housing product "affordable."	
Strategy 4.4: Encourage the use of federal or state housing tax credit programs for the creation of affordable units/workforce housing.	
GOAL 5: Goose Creek will encourage multi family development in mixed-use settings.	Multi-family is permitted in the mixed use district
Strategy 5.1: Support multi-family as "permitted by-right" in any mixed use or commercial zone.	Permitted in Village Node
Strategy 5.2: Remove zoning conditions to multi-family residential developments with fewer than 10 to 15 dwelling units.	RM zoning permits duplexes, quads, and eight-plexes by right
TRANSPORTATION	
GOAL 1: Goose Creek will continue to promote its Hiker-Biker Trail System to residents and visitors.	Ongoing.
GOAL 2: Goose Creek will support improved transportation roadways for commuters traveling to and/or from commercial, residential and employment centers within the region.	Ongoing
Strategy 2.1: Continue coordination with Berkeley County and SCDOT on projects pertaining to Goose Creek.	
GOAL 3: Goose Creek will encourage a multimodal transportation system that promotes community and economic development and provides a safe and sustainable balance between pedestrian, bicycle, and automobile traffic.	Ongoing
GOAL 4: Goose Creek will focus efforts on transportation improvements that support desired development patterns, better serve residents and employers, and promote enhanced inner-City connectivity.	Ongoing
GOAL 5: Goose Creek will improve coordination efforts with other agencies for road plans/ improvements and alternatives.	Ongoing
GOAL 6: Goose Creek will seek to improve existing traffic and circulation.	Ongoing
Strategy 6.1: Prioritize improvements on streets and intersections with the lowest Level of Service.	
Strategy 6.2: Continue coordination with Berkeley County and SCDOT on projects pertaining to Goose Creek.	
GOAL 7: Goose Creek will support development of a mass transportation plan that encourages alternative transportation options such as park and ride, commuter rail, and promotes potential partnerships with CARTA and TriCounty Link.	
GOAL 8: Goose Creek will continue coordination efforts with the BCDCOG in order for the Lowcountry Rapid Transit (LCRT) system to extend its Bus Rapid Transit (BRT) route into the City limits.	Updated zoning code to encourage locations within the Central Creek Overlay District with updated standards.

Goals & Strategies	5-Year Status Update/Notes
ECONOMICS	
GOAL 1: Goose Creek will encourage the expansion of existing local businesses and provide opportunities for their expansion.	Ongoing
Strategy 1.1: Actively attract and retain new business investment through strategic use of incentives and proactive engagement.	***NEW*** - Increase Economic Activity Initiative from 2026-2030 Strategic Plan
GOAL 2: Goose Creek will enhance its economic development programming to recruit new investment, support existing industry, and invest in development and redevelopment areas.	Ongoing
Strategy 2.1: Consider Multi-County Industrial Park Designations for the City's two incentive zones.	Under evaluation
Strategy 2.2: Create a non-profit Development Corporation to work with City's Economic Development Department and City Administration to recruit new industry and investment, while also supporting and retaining existing businesses. The Development Corporation would have the ability to acquire and dispense of property, acquire debt, provide incentives to investors, etc.	
Strategy 2.3: Establish an Economic Development Fund.	Not completed - accomplished instead through smaller incentive programs.
Strategy 2.4: Maximize industrial development and occupancy at Crowfield Corporate Park while expanding capacity for future industrial growth Citywide.	***NEW*** - Increase Economic Activity Initiative from 2026-2030 Strategic Plan
GOAL 3: Goose Creek will attract industries with higher paying jobs.	
Strategy 3.1: Create targeted recruitment strategy focusing on small warehouse/distribution, supply chain businesses, etc.	Under evaluation - Look at manufacturing, light industrial, corporate headquarters (revisit for full service restaurants, breweries, distilleries and clothing retail)
Strategy 3.2: Identify areas conducive for employment and industry and ensure appropriate zoning and infrastructure are in place to receive development.	
Strategy 3.3: Incorporate potential development sites just outside of Goose Creek into the annexation strategy on pages 115-117.	
GOAL 4: Goose Creek will reinvest in and improve existing commercial areas.	
Strategy 4.1: Formalize a public-private partnership (PPP) program and establish criteria for investment and development, as well as potential public participation (infrastructure, parking, streetscape, land acquisition, public spaces, etc).	Continual evaluation and implementation of partnership tools including a municipal improvement district (MID) in Carnes
GOAL 5: Goose Creek will encourage the revitalization of old shopping centers to attract new business, improve curb appeal, and to incorporate improved commercial site and architectural design solutions.	
Strategy 5.1: Evaluate current economic development incentives and amend (if necessary) to apply to the wholesale revitalization and reinvestment in suburban shopping centers, establish design standards, investment thresholds, etc.	In progress
Strategy 5.2: Implement small-scale incentives for beautification, signage, façade enhancements, etc of individual buildings and sites.	In progress
GOAL 6: Goose Creek will continue to emphasize regional sports-related and/or arts-related tourism to grow the local economy.	Huge focus on the arts with the Creek Collective and new Pickleball Courts for tournaments. Also exploring BMX track for regional competitions.
Strategy 6.1: Facilitate discovery visits to other communities that have leveraged/ developed these assets. Learn the successes and implement appropriate policies in Goose Creek.	Ongoing
Strategy 6.2: Continue to diversify recreational offerings (Joint City/County Sports Complex, expanded aquatics, gymnastics, etc)	Ongoing

Goals & Strategies	5-Year Status Update/Notes
GOAL 7: Goose Creek will cultivate an entrepreneurial economy.	
Strategy 7.1: Coordinate small-business development programming with the BCD Chamber and the North Charleston SBDC that features lessons on business planning, networking, mentoring, and marketing.	Working with Lowcountry Local First Community Business Academy and local workshops for entrepreneurs
Strategy 7.2: Establish a small business empowerment program to existing businesses and startups.	
COMMUNITY FACILITIES	
GOAL 1: Goose Creek will continue to provide high levels of service provision through needed improvements and expansion in order to meet the needs of the growing community.	Ongoing
Strategy 1.1: Explore funding sources in addition to impact fees for expansion of community facilities and services.	In progress; business friendly approach with commercial projects as future potential revenue sources
Strategy 1.2: Develop level of service measures that determine when new services or facilities are needed.	Evaluation underway as part of the 2026 Impact Fee Study
Strategy 1.3: Promote the creation of parks and playgrounds that are inclusive to adults and children of all abilities.	Completed through the opening of Central Creek Park and ongoing efforts
GOAL 2: Goose Creek will continue to seek out opportunities to create and program new green space and recreational facilities.	Development of the Food Forest within the updated John McCants Park; other park updates ongoing
Strategy 2.1: Require all land developers to set aside some land for recreational purposes ("recreational land set asides") or provide funding in lieu to enhance existing recreational amenities.	Previously required; not currently.
Strategy 2.2: Utilize and program green space near public gathering spots to encourage patronage.	In progress
Strategy 2.3: Develop the Goose Creek Reservoir as a recreational amenity.	
Strategy 2.4: Develop a "Central Park" that could serve as a gathering place for events and recreation.	Developed Central Creek Park (at location previously known as Eubanks Park). A park located specifically within the Central Creek District has not yet been designed.
GOAL 3: Goose Creek will continue to provide industry leading services to our sanitation customers by maintaining and purchasing vehicles on a fixed schedule and adding crews to ensure efficient service to all.	Several vehicles have been purchased, and replacement purchases are scheduled annually.
GOAL 4: Goose Creek will continue to provide healthy, high quality water to our customers while controlling costs to ensure maximum value for every dollar spent.	Ongoing
GOAL 5: Goose Creek will continue replace aging infrastructure to ensure continuous delivery of water from the water plant to the faucet.	Ongoing
CULTURAL RESOURCES	
GOAL 1: Goose Creek will continue to preserve and protect its historic and cultural resources for future generations.	Ongoing - Conservation zoning district; City purchased the Goose Creek Prayer and Wedding Chapel, which was a cultural site within the City, and a new building for the arts was erected to celebrate this site and preserve its legacy.
GOAL 2: Goose Creek will continue to program events to foster community pride.	Ongoing - Increased programs through capital projects including the Daning Amphitheater, the Creek Collective, the Food Forest, and others since 2021
GOAL 3: Goose Creek will create new opportunities for public art, cultural sites, events, and traditions, in order to better meet the cultural and economic needs of the community.	Additions include Creek Collective, art on dump trucks, art on utility boxes, art on banners, graffiti park, etc.
Strategy 3.1: Facilitate an Arts Master Plan and establish policies for identifying, funding, implementing and maintaining public art, growing arts-related activities and events, and cultivating local partnerships.	Created the Art Fund for development projects in the City; one percent of development costs up to $20,000 require equivalent art installation or fee in lieu to the City to fund other public art throughout the City.

Goals & Strategies	5-Year Status Update/Notes
NATURAL RESOURCES	
GOAL 1: Goose Creek will support preservation of green space.	Ongoing with more than 100 acres given to the City as part of the Laurel Bay development for conservation
GOAL 2: Goose Creek will continue to develop its trail systems.	Ongoing
GOAL 3: Goose Creek will increase efforts to safeguard physical and environmental resources through the addition and enhancement of community facilities and services.	Ongoing - Examples through parks improvements such as Central Creek Park and increased services through recreation opportunities at the new Creek Collective, Daning Amphitheater, and the Assembly.
GOAL 4: Goose Creek will continue to regulate the preservation of protected tree species as development occurs.	Ongoing - If mitigation cannot be done on site, then contributions to the tree fund are required. City now protects Grand pines as well.
GOAL 5: Goose Creek will continue to invest in treescaping and increasing the City's tree canopy.	***NEW***
Strategy 5.1: Continue to invest in the treescaping of streets and roadways.	***NEW***
Strategy 5.2: Utilize the data from the Heat Mapping Study to prioritize areas within the City for future treescaping projects.	***NEW***
GOAL 6: Goose Creek will preserve natural areas and other key natural resources.	Sites throughout City continue to be maintained for preservation such as the property across from Central Creek Park.
Strategy 6.1: Preserve and protect wetlands.	See above.
Strategy 6.2: Preserve and protect important wildlife habitat areas.	See above.
Strategy 6.3: Preserve and replace native plant species that support local wildlife.	See above.
RESILIENCY	
GOAL 1: Goose Creek will continue to encourage the use of green infrastructure and other nature-based solutions and best practices to help reduce the impacts of flooding.	***NEW***
GOAL 2: Goose Creek will review the *Goose Creek Action Plan* outlined in the Berkeley County Hazard Mitigation Plan (BCHMP) and implement the recommendations accordingly.	***NEW***
GOAL 3: Goose Creek will implement the necessary recommendations identified in the In-Core Flood Report.	***NEW***
GOAL 4: Goose Creek will work to mitigate the heat island effect and high land surface temperatures.	***NEW***
PRIORITY INVESTMENTS	
GOAL 1: Goose Creek will encourage and facilitate coordination with other jurisdictions, agencies and public service authorities to promote and sustain the quality of life enjoyed and shared by the City's residents and those within the established planning area.	Ongoing.
Strategy 1.1: Continue to improve working relationship with Berkeley County.	Ongoing with Berkeley County and updated to include Charleston County collaboration with K-9 training.
Strategy 1.2: Continue to improve communications and coordination efforts with the State of South Carolina, other county governments, and the Berkeley County School District.	Coordinated efforts and training with the SC Office of Resiliency; worked with Berkeley County to facilitate projects in the City such as the ROW plantings along Henry Brown, Jr. Blvd and traffic calming measures; recipient of grants through SC Forestry Commission; See descriptions from grant projects of all departments to show enhanced coordination and support through State funding; etc.
Strategy 1.3: Continue to encourage collaboration and support between municipal departments and agencies.	

Goals & Strategies	5-Year Status Update/Notes
GOAL 2: Goose Creek will form a Development Corporation that will help fund and execute catalytic development projects.	
Strategy 2.1: Leverage an Economic Development Fund	
GOAL 3: Goose Creek will update its zoning ordinance to promote higher quality development that is more in line with modern development trends.	
Strategy 3.1: Create architectural standards that encourage quality architecture in new development and redevelopment.	Completed with zoning ordinance update
Strategy 3.2: Establish new zoning districts that accommodate the City's visions for redevelopment, address unique development issues, and create development incentives.	Completed with zoning ordinance update
Strategy 3.3: Establish a new zoning district for multi-family residential.	Established by-right zoning for mixed use district.
Strategy 3.4: Prohibit incompatible uses that are over-saturated or not conducive to an aesthetically pleasing environment from existing zoning districts.	Completed with zoning ordinance update
GOAL 4: Goose Creek will establish a group of village nodes	Ongoing.
Strategy 4.1: Conduct a plan for a Civic Village Node near the existing City Hall on City-owned land.	Currently, two planned developments approved for civic node
Strategy 4.2: Conduct a plan for a Central Village Node near the proposed Central Park.	Central Creek Overlay District standards have been developed

FUTURE LAND USE PLAN

Conservation & Open Space

Conservation and open space areas are lands that are environmentally sensitive and are to be protected from development to maintain natural habitats, provide flood protection, and protect water quality, or are otherwise not suitable for any other kind development. These areas may provide informal recreational opportunities, river access, and river-oriented commercial activities. Development in these areas should be limited to support any recreational uses and should minimize impacts to these natural features and assets.

Parks

Parks are lands operated by the City for active and/or passive recreational use, including City-owned parks and parks owned by the Goose Creek Recreation Commission, such as Dogwood Park and Foster Creek Park, which the City operates and maintains. Future parks are also identified on the Future Land Use Map. These lands differ from Conservation/Open Space in that they are intended for public recreational use and may not be loacted in environmentally sensitive areas. Parks should be located near residential and commercial areas and connected to sidewalks, bicycle facilities, and multi-use paths and trails.

Low Density Residential

Low-density residential areas will be developed in both new areas and existing neighborhoods that promote a sense of community. Development will be located where it can be served efficiently by infrastructure, facilities and services, and transportation networks. All development activity will be designed to mitigate adverse impacts on any historic, cultural, and/or natural resources.

Moderate Density Residential

Moderate-density residential areas are designated in locations where such development can provide a transition from low-density neighborhoods to already developed residential and commercial areas. To the extent possible, future communities of this density should be co-located with neighborhood-level centers of non-residential development and should be connected to centers via trails or sidewalks that will provide access to amenities near and in between residential communities. All development activity will be designed to mitigate adverse impacts on any historic, cultural, and/or natural resources.

Village Node

The Village Node District is intended to encourage mixture of residential, commercial, and institutional land uses in a walkable setting. Commercial uses should front existing and future roadways and uses should be “stacked” to create mixed-use buildings where appropriate. A variety of medium-density residential types will be promoted to attract residents of varying lifestyles and income levels. New development and redevelopment should be careful to respect existing residential areas and civic/institutional areas in their design. For example, land uses similar in size, scale, intensity, and character are encouraged along the edge of established residential neighborhoods and communities to create a smooth transition. Landscape features and buffers may be used to transition dissimilar land uses with differing levels of size, scale, intensity, and character.

Additional updated information on each Future Land Use designation can be found in Appendix A.

Employment

The Employment District promotes economic development opportunities within Goose Creek and its surrounding areas. The Employment Districts are located along or close to major transportation corridors and existing freight rail lines. These areas are ideal locations for professional offices or business parks that can house a variety of uses. Industrial operations providing employment opportunities for area residents are encouraged in this area. Also encouraged are supportive uses like retail and office commercial to serve employees and fulfill complementary needs. Clustering buildings within these centers is preferred to preserve open space within the development site. Site plans, building design and landscaping should be sensitive to the natural features of the site, including views.

Commercial

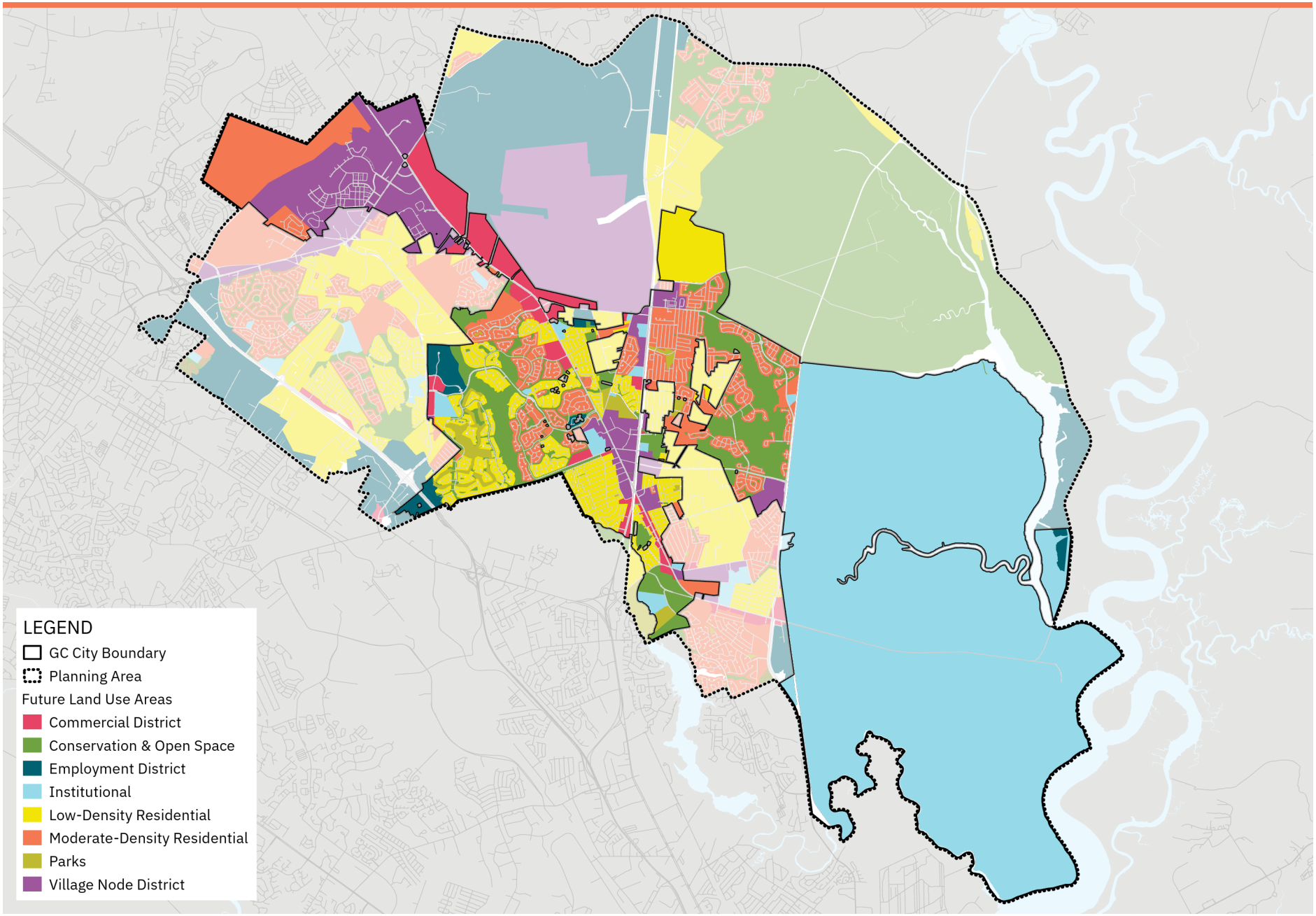
The Commercial District promotes economic development opportunities while providing quality goods and services to Goose Creek residents and patrons. Commercial areas are located along or close to major transportation corridors and in other areas that see a lot of traffic. New commercial areas should place parking in the rear or side of the development, with the development facing streets and sidewalks. Suburban-style shopping centers and other commercial sites located in these areas should be redeveloped considering their proximity to existing infrastructure and surrounding services. Existing shopping centers with large, oversized parking lots should consider out-parceling to facilitate redevelopment.

Institutional

Institutional areas intended to accommodate single uses and activities that already exist and are either not likely to change in the next ten years or are not compatible with other land use designations. The characteristics and locational requirements of institutional needs will vary on an individual basis. All new institutional facilities of the same magnitude should be co-located with existing areas whenever possible.

Additional updated information on each Future Land Use designation can be found in Appendix A.

FUTURE LAND USE AREAS



UPDATED ACTION MATRIX & PRIORITY INVESTMENTS

Funding Sources

General

- City General Fund
- Hospitality "H" Tax
- Local Accommodations "A" Tax
- Municipal Association of South Carolina (MASC)

Infrastructure

- Tax-Increment Financing (TIF) District
- Municipal Improvement District (MID)
- Community Development Block Grant (CDBG) Program
- South Carolina Infrastructure Investment Program (SCIIP)

Transportation

- Transportation Alternative Program (TAP)
- Berkeley County One Cent Sales Tax
- Safe Routes to Schools
- Safe Streets & Roads for All (SS4A) Grant Program
- Highway Safety Improvement Program (HSIP)
- "C" Program
- Charleston Area Transportation Study (CHATS)

Economic Development/Redevelopment

- Abandoned Buildings Credit
- Revolving Loan Fund
- Hometown Economic Development Grant
- Economic Infrastructure Program
- Business Improvement District (BID)
- Kauffman Foundation
- Charleston Area Small Business Development Center (SBDC)

Arts & Tourism

- South Carolina Arts Commission
- Tourism Fund
- Undiscovered SC Grant Program

Parks & Recreation

- Recreational Trails Program (RTP)
- Parks and Recreation Development (PARD) Fund
- Sports Tourism Advertising and Recruitment (STAR) Grant
- Recreation Impacts Fees

Environment/Conservation

- Landscape & Tree Fund
- Land and Water Conservation Fund (LWCF)

Number	Project/Action Item	Updated Time Frame	Potential Funding Source(s)	Responsible Parties	5-Year Status Update/Notes
LAND USE					
LU.1	Zoning Ordinance Rewrite	Completed	City	Planning & Zoning	***Completed 2023*** - Passed February 2024 and in effect in March 2024. Updated with UDO in 2026.
LU.2	Civic Village Master Plan	Priority	City	Planning & Zoning	Not yet completed; development occurred naturally.
LU.3	Adoption of water system annexation policy	Completed		Annexation Officer	***Completed*** - Water System Annexation Covenant policy has been implemented (2026), and the City is actively receiving covenants as a condition of new water service and is recording them with Berkeley County Register of Deeds.
LU.4	Phases 1.A and 1.B Annexation	Long-Term		Annexation Officer	***Change to Long-Term*** - Donut holes will begin to be filled as a result of the Water System Annexation Covenant Policy over time. Large areas on phase 1 are also on the water service so will be impacted with the Covenant Policy. Laurel Bay development (along HWY 52 and north of Montague Plantation) has been annexed in. This will be a decades long process.
LU.5	Central Village Master Plan	Short-Term	City	Planning & Zoning	Conceptual Master Plan completed 2021 - Full master plan yet to be completed; however, overlay district was completed and is in effect.
LU.6	Acquire properties adjacent to proposed Central Park to be developed	Short-Term	City	Economic Development	Central Creek Park (*previously referenced as Eubanks Park*) has opened, and the City owns land across the street, which can be utilized for future plans towards Central Creek Overlay District.
LU.7	Phase 2 Annexation	Long-Term		Annexation Officer	***Change to Long-Term***
LU.8	Red Bank Road Corridor Redevelopment Plan	Ongoing	City	Planning & Zoning	***Ongoing*** - Overlay district developed; redevelopment plans ongoing.
LU.9	Liberty Hall Village Node Master Plan	No Longer Applicable	City	Planning & Zoning	***Change to No Longer Applicable*** - Not yet completed; due to recent development, unsure if this node will be viable
LU.10	Phase 3 Annexation	Long-Term	City	Annexation Officer	***Change to Long-Term***
HOUSING					
H.1	Conduct a Housing Needs Assessment	Short-Term	City	Planning & Zoning	Not completed; focus on utilization of updated code with new tools for development.
H.2	Encourage development of missing middle, market-rate housing	Short-Term	City	Planning & Zoning	Developed use by right for townhomes and more diverse housing typologies including quads and eight-plexes.
H.3	Recruit employers that help retain employees who live and work within the City	Short-Term		Annexation Officer	Since Covid a lot of employers have switched to working from home; may want to revisit to look at "recruit employers to retain employees who live within the City"
H.4	Engage local industries to understand trends that impact housing need	Short-Term	City	Planning & Zoning	Not yet completed.
H.5	Identify target neighborhoods	Mid-Term	City	Economic Development	
H.6	Implement tools to project neighborhoods	Mid-Term		Annexation Officer	

Number	Project/Action Item	Updated Time Frame	Potential Funding Source(s)	Responsible Parties	5-Year Status Update/Notes
H.7	Recruit residential developers based on market demand	Mid-Term	City	Planning & Zoning	***Completed, but ongoing*** (see dashboard https://goosecreek.maps.arcgis.com/apps/dashboards/c061208d959e4cf2add1df0d774da86c)
H.8	Consider incentives for diverse housing options	Mid-Term	City	Planning & Zoning	Created new zoning residential zoning districts as well as an employment campus zoning district.
TRANSPORTATION					
Roadway Improvement Projects					
T.1	Henry E. Brown, Jr. Boulevard Phase II Roadway Widening	Completed	County Sales Tax	Berkeley Co.	***Completed*** - All road work complete - landscaping to be installed in Fall 2026
T.2	US-176/St. James Avenue at US-52/Goose Creek Boulevard Intersection Improvements	Short-Term	County Sales Tax	Berkeley Co.	Berkeley County 2022 TST project - County moving forward with interim upgrade/improvements which is currently in design. Long-term improvements in prelim-planning/alternatives development/screening.
T.3	Red Bank Road Corridor Improvements	Underway	SCDOT - HSIP	SCDOT	***Underway*** - SCDOT corridor safety improvement and County's intersection improvement at Henry Brown Jr Blvd/Red Bank Rd let together. Construction substantially complete. Anticipated completion Fall 2026
T.4	US-176/St. James Avenue Phase 1 Roadway Widening	Completed	County Sales Tax	Berkeley Co.	***Completed***
T.5	Crowfield Boulevard at Loganberry Circle Intersection Improvements	Short-Term	SCDOT, City	SCDOT, Public Works	RRFBs Installed, traffic signal status unknown
T.6	Crowfield Boulevard at Centennial Boulevard Intersection Improvements	Short-Term	SCDOT, City	SCDOT, Public Works	RRFBs Installed, traffic signal status unknown
T.7	Conduct study along US-176/St. James Avenue to improve pedestrian safety	Ongoing	SCDOT, City	SCDOT, Public Works	***Ongoing***
T.8	Proposed Traffic Calming Measures	Underway	SCDOT, City	SCDOT, Public Works	***Underway***
T.9	Adler Drive Extension from Liberty Hall Plantation to Brickhope Plantation	Long-Term	County Sales Tax	SCDOT, Public Works	
T.10	New roadway with sidewalk connecting Hollywood Drive to US-176/St. James Avenue at Old Moncks Corner Road	Long-Term	County Sales Tax	SCDOT, Public Works	
T.11	US-17A at US-176/St. James Avenue Intersection Improvements	Long-Term	TBD	SCDOT, Berkeley Co.	Intersection upgrade/redesign included in County's US-176 Phase 1 widening project
T.12	US-52/Goose Creek Boulevard at Liberty Hall Road Intersection Improvements	Long-Term	TBD	SCDOT, Berkeley Co.	
T.13	College Park Road from Crowfield Boulevard to I-26	Long-Term	TBD	SCDOT, Berkeley Co.	Being looked at in US-17A Congestion Management Corridor Study
T.14	US-176/St. James Avenue from Mount Holly Road to US-52/Goose Creek Boulevard	Long-Term	TBD	SCDOT, Berkeley Co.	Identified as access management project. SCDOT corridor safety improvement project (US-52 to Old Moncks Corner Rd) included access management elements on corridor - complete.

Number	Project/Action Item	Updated Time Frame	Potential Funding Source(s)	Responsible Parties	5-Year Status Update/Notes
T.15	US-52/Goose Creek Boulevard from Button Hall Avenue to Red Bank Road	Long-Term	TBD	SCDOT, Berkeley Co.	
T.16	College Park Road at Treeland Drive Intersection Improvements	Visionary	TBD	SCDOT, Berkeley Co.	Being looked at in US-17A Congestion Management Corridor Study
T.17	Old Mount Holly Road from US-176/St. James Avenue to US-52/Goose Creek Boulevard	Visionary	TBD	SCDOT, Berkeley Co.	Berkeley County 2022 TST project. County working through design of corridor widening. Funding contributions from SCDOT/CHATS/Berkeley TST.
T.18	US-52 from Montague Plantation Road to Oakley Road	Visionary	TBD	SCDOT, Berkeley Co.	LRTP visionary long-term project.
T.19	US-17A from US-176/St. James Avenue to E. Main Street	Visionary	TBD	SCDOT, Berkeley Co.	US-17A Congestion Management Corridor Study (US-78 to Cypress Gardens Rd) underway. Study looking at short-, mid- and long-term improvement needs to improve safety, operations, congestion along US-17A, College Park Rd and Royle Rd corridors. Anticipated completion Q1 2027.
Bicycle & Pedestrian Improvement Projects (*Priority Projects from Connectivity Plan*)					
T.20	Hiker-Biker Trail Extension #1	Short-Term	City, TAP, RTP	SCDOT, Public Works	Approved with working beginning Fall 2026
T.21	St James Ave Shared-Use Path	Short-Term	City, TAP, RTP	SCDOT, Public Works	Federal funding approved and engineer hired
T.22	Old Mount Holly Road Shared-Use Path	Short-Term	City, TAP, RTP	SCDOT, Public Works	Will be constructed by County as part of upcoming road widening project. Plans are being done now.
T.23	Pineview Trail	Mid-Term	City, TAP, RTP	SCDOT, Public Works	Designed, not yet funded
T.24	Hiker-Biker Trail Extension #2	Mid-Term	City, TAP, RTP	SCDOT, Public Works	Designed, awaiting permits
T.25	Hiker-Biker Trail Extension #3	Mid-Term	City, TAP, RTP	SCDOT, Public Works	
T.26	Wannamaker County Park Connector	Long-Term	City, TAP, RTP	SCDOT, Public Works	
T.27	Foster Creek Elementary & Foster Creek Park Shared-Use Path Connector	Long-Term	City, TAP, RTP	SCDOT, Public Works	
T.28	Liberty Hall Road Shared-Use Path	Long-Term	City, TAP, RTP	SCDOT, Public Works	
T.29	Red Bank Road Complete Street	Long-Term	City, TAP, RTP	SCDOT, Public Works	
T.30	Button Hall Road Shared-Use Path	Long-Term	City, TAP, RTP	SCDOT, Public Works	
T.31	St James Ave Complete Street	Long-Term	City, TAP, RTP	SCDOT, Public Works	
Mass Transit Projects					
T.32	Add Park & Ride location to CS1 at Roper hospital	Mid-Term	County Sales Tax	City, Berkeley Co.	
T.33	Add Park & Ride location to CS1 at proposed Central Village Node	Long-Term	County Sales Tax	City, Berkeley Co.	

Number	Project/Action Item	Updated Time Frame	Potential Funding Source(s)	Responsible Parties	5-Year Status Update/Notes
ECONOMICS					
E.1	Create non-profit Goose Creek Development Corporation (GCDC)	Long-Term	City, Chamber of Commerce, Private Sector	Economic Development	***Change to Long-Term*** - Due to the excessive cost and limited availability of property in and around the City, forming an EDC would not be feasible.
E.2	Multi-County Industrial Park Designation	Long-Term	City, Private Sector	Economic Development, Berkeley Co., Adjacent County(ies)	***Change to Long-Term*** - Berkeley County has been open to allowing MCIP designation to properties in Goose Creek
E.3	Establish an Economic Development Fund (EDF)	Ongoing	MCIP, City	Economic Development	***Ongoing*** - The City already invests in local infrastructure and funds programs to help grow businesses in Goose Creek. For example, small business training thru Lowcountry Local First and facade grant.
E.4	Create targeted recruitment strategy	Short-Term	Hospitality Tax	Economic Development	The City worked with Golden Shovel to create and implement a comprehensive marketing strategy in 2020. Unfortunately this strategy was unsuccessful and did not benefit economic development in the City.
E.5	Identify receiving areas for employment and industry	Short-Term		Economic Development, Planning & Zoning	
E.6	Plan for potential development sites in Annexation Strategy	Ongoing		Economic Development, Planning & Zoning	***Ongoing***
E.7	Evaluate current economic development incentives	Mid-Term		Economic Development	***Change to Mid-Term*** - Economic development incentives have been updated to reduce the investment level in order to qualify for incentives from the City. (Reevaluate amount)
E.8	Facilitate discovery visits to successful communities with sports- and arts-based tourism	Completed	City	Economic Development	Visits have been completed by recreation staff.
E.9	Coordinate small business development programming	Short-Term	Chamber of Commerce, SBDC	City, Chamber of Commerce, Economic Development	The City currently partners with Lowcountry Local First on the Community Business Academy that provides business training for small businesses and entrepreneurs
E.10	Implement small-scale incentives for new investment	Mid-Term	City	Economic Development	Incentives have been lowered but only to $250,000 per feedback from City Council
E.11	Continue to diversify recreational offerings for economic development	Ongoing	City	Recreation, Economic Development	***Ongoing*** - Currently working on new sports tourism facilities such as BMX track
E.12	Establish a small business empowerment program	Mid-Term	City, Chamber of Commerce, Kauffman Foundation	Chamber of Commerce, Economic Development	The City currently partners with Lowcountry Local First on the Community Business Academy that provides business training for small businesses and entrepreneurs

Number	Project/Action Item	Updated Time Frame	Potential Funding Source(s)	Responsible Parties	5-Year Status Update/Notes
COMMUNITY FACILITIES					
C.1	Eubanks Park Rehabilitation	Completed	City	Recreation, GCRC[1]	***Completed*** - Completely transformed into Central Creek Park in 2022. Investments total $9 million ($1.2 in private sponsorships/donations)
C.2	Central Park Master Plan	Short-Term	City	Recreation, GCRC	Conceptual Master Plan completed 2021
C.3	Central Park engineering and construction	Completed	City	Recreation, GCRC	***Completed*** - Completed as part of the Eubanks Park rehabilitation and completion of Central Creek Park on Old Moncks Corner Rd.
C.4	Parks & Recreation Master Plan	Completed	City		***Completed 2021***
C.5	Reservoir Park Master Plan	Mid-Term	City	Recreation, GCRC	No plan in progress at this time.
C.6	Reservoir Park engineering and construction	Long-Term	City	Recreation, GCRC	
C.7	Underground utilities installation	Long-Term	City	Public Works	Expansion South project was completed in 2026 bringing water down Red Bank and around Snake Road.
C.8	City-wide Signage and Wayfinding Plan	Ongoing	City	Planning & Zoning	***Ongoing*** - Plan developed, and wayfinding signs placed throughout City.
CULTURAL RESOURCES					
CR.1	Facilitate an Arts Master Plan	Mid-Term		Recreation	In progress with Parks & Recreation Master Plan Update.

1 Goose Creek Recreation Commission (GCRC)

APPENDIX A:

ADDITIONAL BACKGROUND INFORMATION

Change in Racial & Ethnic Diversity

	2010		2018		2024		2010-2024 Change	2010-2024 % Change
Total Population	**34,765**		**41,339**		**48,078**		**13,313**	**38%**
White Alone	26,369	75.8%	28,555	69.1%	28,347	59.0%	1,978	8%
Black or African American Alone	5,302	15.3%	8,169	19.8%	11,269	23.4%	5,967	113%
Asian Alone	1,253	3.6%	1,420	3.4%	1,633	3.4%	380	30%
Other Race Alone	955	2.7%	1,397	3.4%	2,699	5.6%	1,744	183%
American Indian and Alaskan Native	203	0.6%	122	0.3%	88	0.2%	-115	-57%
Native Hawaiian and Other Pacific Islander	2	0.0%	10	0.0%	30	0.1%	28	1400%
Some Other Race Alone	750	2.2%	1,265	3.1%	2,581	5.4%	1,831	244%
Two or More Races	886	2.5%	1,798	4.3%	4,130	8.6%	3,244	366%
Hispanic or Latino (of any race)	1,947	5.6%	3,424	8.3%	5,141	10.7%	3,194	164%

2024 Poverty Status Comparison

	Goose Creek		Hanahan		Moncks Corner		North Charleston		Summerville		Berkeley County	
Total Population	45,495		21,175		15,138		115,875		51,324		242,190	
Living Below Poverty Level	2,945	6.5%	2,474	11.7%	1,260	8.3%	16,734	14.4%	5,200	10.1%	24,021	9.9%
Under 18	9,752		5,319		4,203		25,539		11,696		57,274	
Children in Poverty	757	7.8%	1,205	22.7%	444	10.6%	5,428	21.3%	1,340	11.5%	7,922	13.8%
18-64	29,925		13,106		9,419		75,832		31,461		148,598	
18-64 in Poverty	1,753	5.9%	1,048	8.0%	635	6.7%	9,131	12.0%	2,958	9.4%	12,832	8.6%
65 & Over	5,818		2,750		1,516		14,504		8,167		36,318	
Elders in Poverty	435	7.5%	221	8.0%	181	11.9%	2,175	15.0%	902	11.0%	3,267	9.0%
Living Below Poverty Level	2,945		2,474		1,260		16,734		5,200		24,021	
Children in Poverty	757	25.7%	1,205	48.7%	444	35.2%	5,428	32.4%	1,340	25.8%	7,922	33.0%
18-64 in Poverty	1,753	59.5%	1,048	42.4%	635	50.4%	9,131	54.6%	2,958	56.9%	12,832	53.4%
Elders in Poverty	435	14.8%	221	8.9%	181	14.4%	2,175	13.0%	902	17.3%	3,267	13.6%

Goose Creek 2023 Retail Gap/Opportunity Analysis Report by Retail Coach

NAICS Code	Description/Retail Establishment Type	Demand	Supply	Retail Gap	Index
44, 45, 722	**Total retail trade including food and drinking places**	**$908,437,860**	**$635,206,790**	**$273,231,070**	**0.70**
441	Motor vehicle and parts dealers	$215,078,954	$108,941,085	$106,137,868	0.51
4411	Automobile dealers	$186,917,863	$70,532,116	$116,385,747	0.38
4412	Other motor vehicle dealers	$13,543,390	$21,472,973	-$7,929,583	1.59
4413	Automotive parts, accessories, and tire stores	$14,617,701	$16,935,997	-$2,318,296	1.16
442	Furniture and home furnishings stores	$15,700,037	$8,838,403	$6,861,634	0.56
4421	Furniture stores	$9,190,338	$4,657,021	$4,533,317	0.51
4422	Home furnishings stores	$6,509,699	$4,181,383	$2,328,317	0.64
443	Electronics and appliance stores	$12,345,901	$43,548,194	-$31,202,293	3.53
443141	Household appliance stores	$2,690,435	$1,097,473	$1,592,961	0.41
443142	Electronics stores	$9,655,467	$42,450,721	-$32,795,254	4.40
444	Building material and garden equipment and supplies dealers	$57,949,052	$44,163,264	$13,785,787	0.76
4441	Building material and supplies dealers	$51,261,266	$40,626,446	$10,634,820	0.79
44411	Home centers	$28,698,807	$30,012,192	($1,313,385)	1.05
44412	Paint and wallpaper stores	$1,981,557	$797,319	$1,184,238	0.40
44413	Hardware stores	$4,228,905	$1,888,886	$2,340,019	0.45
44419	Other building material dealers	$16,351,997	$7,928,048	$8,423,949	0.48
4442	Lawn and garden equipment and supplies stores	$6,687,786	$3,536,819	$3,150,967	0.53
44421	Outdoor power equipment stores	$1,427,218	$1,397,700	$29,518	0.98
44422	Nursery, garden center, and farm supply stores	$5,260,567	$2,139,119	$3,121,449	0.41
445	Food and beverage stores	$111,950,582	$104,053,651	$7,896,930	0.93
4451	Grocery stores	$101,034,605	$96,234,948	$4,799,657	0.95
44511	Supermarkets and other grocery (except convenience) stores	$96,636,525	$92,015,956	$4,620,569	0.95
44512	Convenience stores	$4,398,080	$4,218,992	$179,088	0.96
4452	Specialty food stores	$2,911,957	$1,171,867	$1,740,090	0.40
4453	Beer, wine, and liquor stores	$8,004,019	$6,646,836	$1,357,183	0.83
446	Health and personal care stores	$47,919,434	$32,675,403	$15,244,031	0.68
44611	Pharmacies and drug stores	$41,306,105	$28,566,776	$12,739,329	0.69
44612	Cosmetics, beauty supplies, and perfume stores	$2,886,921	$2,569,949	$316,972	0.89
44613	Optical goods stores	$1,104,033	$615,515	$488,519	0.56
44619	Other health and personal care stores	$2,622,375	$923,163	$1,699,211	0.35

NAICS Code	Description/Retail Establishment Type	Demand	Supply	Retail Gap	Index
447	Gasoline stations	$67,061,542	$55,984,080	$11,077,462	0.83
448	Clothing and clothing accessories stores	$32,945,335	$20,483,299	$12,462,036	0.62
4481	Clothing stores	$22,368,482	$16,804,638	$5,563,844	0.75
44811	Men's clothing stores	$796,052	$1,174,567	-$378,515	1.48
44812	Women's clothing stores	$4,063,660	$1,014,383	$3,049,277	0.25
44813	Children's and infants' clothing stores	$1,419,050	$1,079,333	$339,717	0.76
44814	Family clothing stores	$13,199,254	$11,641,397	$1,557,858	0.88
44815	Clothing accessories stores	$1,053,858	$1,233,159	-$179,300	1.17
44819	Other clothing stores	$1,836,606	$661,799	$1,174,807	0.36
4482	Shoe stores	$3,881,953	$1,439,199	$2,442,754	0.37
4483	Jewelry, luggage, and leather goods stores	$6,694,900	$2,239,462	$4,455,438	0.33
44831	Jewelry stores	$4,510,554	$2,239,462	$2,271,092	0.50
44832	Luggage and leather goods stores	$2,184,345	$0	$2,184,345	-
451	Sporting goods, hobby, musical instrument, and book stores	$10,851,845	$2,658,305	$8,193,540	0.24
4511	Sporting goods, hobby, and musical instrument stores	$9,338,026	$1,990,272	$7,347,754	0.21
45111	Sporting goods stores	$5,758,652	$1,222,840	$4,535,813	0.21
45112	Hobby, toy, and game stores	$2,733,501	$399,044	$2,334,457	0.15
45113	Sewing, needlework, and piece goods stores	$305,689	$187,515	$118,174	0.61
45114	Musical instrument and supplies stores	$540,183	$180,873	$359,311	0.33
4512	Book stores and news dealers	$1,513,819	$668,033	$845,787	0.44
452	General merchandise stores	$96,804,699	$104,341,765	-$7,537,066	1.08
4522	Department stores	$11,540,358	$9,143,225	$2,397,133	0.79
4523	Other general merchandise stores	$85,264,341	$95,198,540	-$9,934,199	1.12
453	Miscellaneous store retailers	$15,585,397	$10,227,104	$5,358,293	0.66
4531	Florists	$769,565	$105,046	$664,519	0.14
4532	Office supplies, stationery, and gift stores	$2,929,011	$2,006,702	$922,309	0.69
45321	Office supplies and stationery stores	$1,376,618	$1,032,569	$344,049	0.75
45322	Gift, novelty, and souvenir stores	$1,552,393	$974,133	$578,259	0.63
4533	Used merchandise stores	$2,220,030	$1,636,051	$583,979	0.74
4539	Other miscellaneous store retailers	$9,666,791	$6,479,305	$3,187,486	0.67
45391	Pet and pet supplies stores	$2,746,777	$1,187,668	$1,559,109	0.43
45399	All other miscellaneous store retailers	$6,920,014	$5,291,636	$1,628,378	0.76

NAICS Code	Description/Retail Establishment Type	Demand	Supply	Retail Gap	Index
454	Non-store retailers	$130,629,322	$27,683,206	$102,946,116	0.21
722	Food services and drinking places	$93,615,760	$71,609,030	$22,006,730	0.76
7223	Special food services	$6,967,430	$3,376,338	$3,591,092	0.48
7224	Drinking places (alcoholic beverages)	$2,793,832	$2,250,739	$543,093	0.81
7225	Restaurants and other eating places	$83,854,498	$65,981,953	$17,872,545	0.79
722511	Full-service restaurants	$41,229,999	$33,252,967	$7,977,033	0.81
722513	Limited-service restaurants	$36,160,977	$28,168,717	$7,992,260	0.78
722514	Cafeterias, grill buffets, and buffets	$922,132	$2,141,180	-$1,219,048	2.32
722515	Snack and nonalcoholic beverage bars	$5,541,390	$2,419,090	$3,122,300	0.44

Future Land Use Designations: Updated Detailed Descriptions

Conservation & Open Space

Land Uses & Development Types:

- Privately-owned passive recreation areas
- Privately-owned parks and amenities (i.e. HOA amenities)
- Trails and walking paths
- Eco-tourism establishments
- Wildlife refuges
- River-oriented commercial (only on lands that are not classified as being environmentally sensitive

Implementation Measures:

- Development standards to protect wetlands and wildlife habitats

Appropriate Zoning Districts:

- C Conservation District
- Any other zoning district that permits the land uses and development types listed by the City

Parks

Land Uses & Development Types:

- Community parks
- Sports facilities
- Water-oriented recreation
- Trails and walking paths

Implementation Measures:

- Identify lands appropriate for new sports facilities to create sports tourism opportunities
- Create new park at Goose Creek Reservoir
- Create new town green near the Central Village Node

Appropriate Zoning Districts:

- Any zoning district that permits the land uses and development types described by the City

Low Density Residential

Land Uses & Development Types:

- Single-family residential detached housing on medium-sized lots (> 0.15 acres)
- Neighborhood parks smaller than 3 Acres
- Neighborhood-level amenities and recreation
- Neighborhood-level civic and institutional uses (schools, churches, etc)
- Planned communities and infill housing on larger lots.

Implementation Measures:

- Revision of architectural and site design standards to encourage better-quality development
- Encourage Smart Growth and Traditional Neighborhood Development principles, where appropriate
- Complaint-based code enforcement
- Traffic calming, where necessary
- Local streets that connect to collector streets
- Pedestrian amenities such as connected sidewalks and trails
- Infill development

Appropriate Zoning Districts:

- RSF Residential Single-Family District

Moderate Density Residential

Land Uses & Development Types:

- Single-family residential detached housing on small lots (< 0.15 acres)
- Accessory dwelling units (ADUs)
- Townhomes
- Two-family, four-unit, and eight-unit homes
- Cottage court neighborhoods
- Neighborhood parks and playfields
- Neighborhood-level amenities and recreation
- Neighborhood-level civic and institutional uses (schools, churches, etc)

Implementation Measures:

- Zoning updates that promote and encourage housing diversity
- Revision of architectural and site design standards to encourage better-quality development
- Encourage Smart Growth and Traditional Neighborhood Development principles, where appropriate
- Complaint-based code enforcement
- Traffic calming, where necessary
- Mixture of planned communities and infill development

Appropriate Zoning Districts:

- RM Residential Mixed District
- PD Planned Development District
- FRD Flexible Review District

Village Node District

Land Uses & Development Types:

- Townhomes
- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)
- Mixed-use (i.e. commercial on the bottom, with upper-story office or multi-family units)
- Neighborhood-level or community level parks
- Amenities and recreation
- Civic and institutional uses (schools, churches, etc)

Implementation Measures:

- A mixed-use zoning district
- Permit mixed-use buildings with conditions
- Prohibit multi-family from being placed directly adjacent to established single-family neighborhoods
- Street design standards for future internal streets lined with sidewalk
- Require inter-parcel connectivity
- Lot consolidation incentives
- Prohibit parcel-wide curb cuts
- Adaptive reuse
- Infill development
- Building performance standards for new construction and rehabilitation of older buildings
- Tax incentives, density bonuses, and an expedited development and site plan review process for new development / redevelopment
- Flexible shared parking standards

Appropriate Zoning Districts:

- VN Village Node District
- PD Planned Development District

Employment District

Land Uses & Development Types:

- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)
- Office / business parks
- Co-working spaces
- Light industrial
- Manufacturing
- Utilities
- Warehouses and storage

Implementation Measures:

- State and Federal economic development programs to promote tax incentives
- Tax/administrative incentives for new businesses/employers
- Tax/administrative incentives for clean industry
- Impose some restrictions of uses such as used car lots, gas stations, contractor yards, vehicle storage, etc.
- Buffering and screening between industrial developments and existing residential neighborhoods
- Marketing geared toward potential employers
- Impact fees

Appropriate Zoning Districts:

- GC General Commercial District
- EC Employment Campus District
- LI Light Industrial District
- HI Heavy Industrial District
- PD Planned Development District

Commercial District

Land Uses & Development Types:

- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)
- Amenities and recreation
- Civic and institutional uses (schools, churches, etc)

Implementation Measures:

- Zoning updates that promote street oriented commercial development
- Restriction of uses such as used car lots, gas stations, contractor yards, vehicle storage, etc. to industrial areas.
- Lot consolidation incentives
- Revision of architectural and site design standards to encourage better-quality development
- Require inter-parcel connectivity
- Prohibit parcel-wide curb cuts
- Negotiate and enforce shared parking agreements
- Adaptive reuse and “out-parceling”

Appropriate Zoning Districts:

- GC General Commercial District
- LI Light Industrial

Institutional

Land Uses & Development Types:

- City / County administrative offices
- Police and fire services
- Berkeley County schools
- Places of worship
- Naval Weapons Station
- Community centers
- Other public / civic uses (not including parks)

Implementation Measures:

- Co-location of facilities whenever possible.
- Joint-use agreements with public and private entities such as schools and non-profit organizations to fund, establish, and maintain civic centers.
- In the event of a base closure, the City should consider creating a master plan for this specific area in addition to updating the Comprehensive Plan.

Appropriate Zoning Districts:

- NSAC Naval Support Activity Charleston (for operations related to the Naval Weapons Station)
- Any zoning district that permits the land uses and development types described, not including the Naval Weapons Station

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Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: LILI ORTIZ-LUDLUM

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☐ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title
PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)
Background Summary
• FINAL SUBDIVISION PLAT OF PLANET ROAD TOWNHOUSES PHASE 2 (12.37 Acres) • SUBIDIVISION OF TMS# 235-13-04-045 INTO LOT 42-A AND LOT 42-B ON BEVERLY DRIVE
Financial Impact
Impact if denied
Impact if approved

Department Head: City Administrator:

_____ _____

Signature & Date *Signature & Date*

Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: LILI ORTIZ-LUDLUM

Please check one box

☐ Regular Meeting ☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance ☐ Resolution ☐ Proclamation ☐ Request to Purchase

Ordinance/Resolution Title
2027 CALENDAR (INFORMATIONAL PURPOSES ONLY)
Background Summary
Financial Impact
Impact if denied
Impact if approved

Department Head: _____ *Signature & Date*

City Administrator: _____ *Signature & Date*

CREEK COMPASS
City of Goose Creek

PLANNING COMMISSION

MEETING SCHEDULE & APPLICATION DEADLINES
JANUARY 2027 – DECEMBER 2027

Application deadline is 5:00 p.m. of the deadline date, to include fees paid, documents submitted, and application approval given by the Zoning Administrator.

MEETING DATE	MEETING DAY	MEETING TIME	APPLICATION DEADLINE	APPLICATION DAY
01/05/27	TUESDAY	6:00 P.M.	12/2/2026	WEDNESDAY
02/02/27	TUESDAY	6:00 P.M.	1/6/2027	WEDNESDAY
03/02/27	TUESDAY	6:00 P.M.	02/03/27	WEDNESDAY
04/06/27	TUESDAY	6:00 P.M.	03/03/27	WEDNESDAY
05/04/27	TUESDAY	6:00 P.M.	04/07/27	WEDNESDAY
06/01/27	TUESDAY	6:00 P.M.	05/05/27	WEDNESDAY
07/06/27	TUESDAY	6:00 P.M.	06/02/27	WEDNESDAY
08/03/27	TUESDAY	6:00 P.M.	07/07/27	WEDNESDAY
09/07/27	TUESDAY	6:00 P.M.	08/04/27	WEDNESDAY
10/05/27	TUESDAY	6:00 P.M.	09/08/27	WEDNESDAY
11/02/27	TUESDAY	6:00 P.M.	10/06/27	WEDNESDAY
12/07/27	TUESDAY	6:00 P.M.	11/03/27	WEDNESDAY