



THE CITY OF
GOOSE CREEK
COMPREHENSIVE PLAN

DRAFT
MARCH 3, 2021



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INTRODUCTION

PURPOSE OF THIS 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.

Since its last full comprehensive planning effort and update, the City of Goose Creek has grown substantially. Now South Carolina’s eighth-largest municipality, the City has an abundance of opportunities but also faces many challenges. Goose Creek, like many other bedroom communities across the country, is at a crossroads: do they remain a bedroom community

or do they begin to move beyond that and establish themselves as a live/work/play suburb? This report represents the culmination of a year-long effort to determine where the City has been, where it appears to be headed in the years to come, and the steps the City will have to take to make it happen.

Pursuant to the 1994 State Comprehensive Planning Act (S.C. Code §6-29-310 - §6-29-380), South Carolina requires municipalities to form a local planning commission and facilitate a comprehensive planning process every ten years. Upon

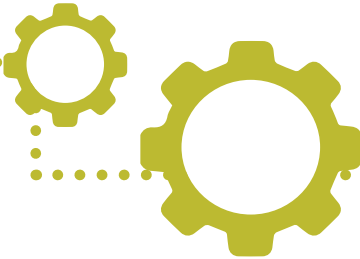
completion, the document must include the following components: an inventory of existing conditions, a vision statement with corresponding needs and goals, an assessment of the nine required elements, and an implementation strategy with practical steps, actions, responsible parties or organizations, and time frames for achievement.

PLANNING PROCESS

Discovery

JANUARY 2020 TO SEPTEMBER 2020

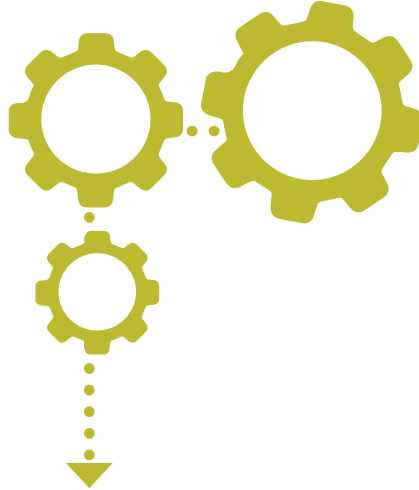
- Existing conditions analysis
- BCDCOG-led public meetings (3)
- Stakeholder interviews
- Planning Commission updates (3)



Visioning

OCTOBER 2020 - DECEMBER 2020

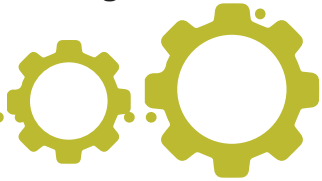
- Virtual Workshop #1
- Planning Commission updates (2)
- City Council update (1)
- City staff coordination meetings (3)



Draft Plan

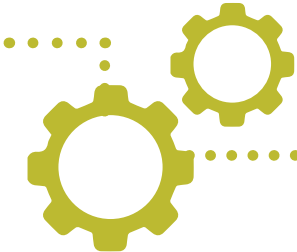
JANUARY 2021 TO MARCH 2021

- Virtual Workshop #2
- Draft Plan Open House
- Planning Commission update (1)
- City staff coordination meetings (2)
- Presentation to City Council



Finalize + Adopt

APRIL 2021



Implement

(YEARS 2021-2030)

- Begin implementation on projects!

ABOUT GOOSE CREEK

From Goose Creek's Website...

"If ever a city could be called the best of both worlds, it is surely Goose Creek, South Carolina.

Goose Creek, the municipality that Business Week called the best place to raise a family in South Carolina, is located minutes from the international tourist destination of Charleston, and the pristine beaches of coastal South Carolina. It is situated perfectly between the state's Boeing plant to its south, and Volvo's automotive plant to its north, both of which have turned the region into a hotbed of industrial growth.

The city's own business community is thriving, a result of a business-friendly, can-do attitude.

And yet Goose Creek is more than a growing population. Through wise and progressive leadership, the city has achieved that delicate balance between growth and the preservation of its small town character. Residents live, work, and raise their families here, surrounded by the natural treasure that is South Carolina's Lowcountry."

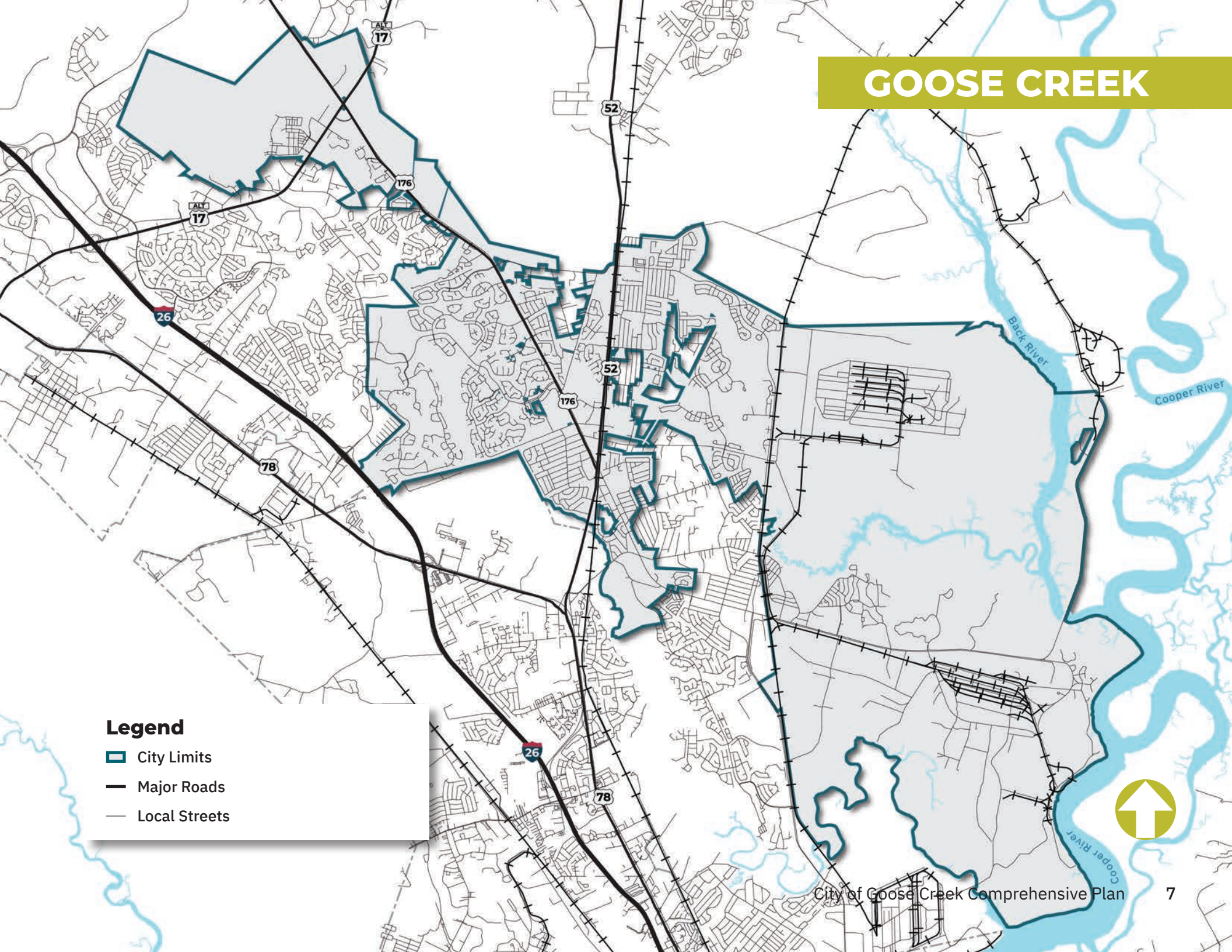
Long before Goose Creek was settled by European immigrants, the area was inhabited by several Native American tribes, including the Etiwan, Westco, Sewee, and Yamasee. In the early 1670s, English settlers (mostly sons of large planters in Barbados and former indentured servants) accompanied by enslaved Africans first encountered the Etiwan inhabiting Daniel Island. The settlers established plantations along Goose Creek under the governance of the Lords Proprietors of Carolina and became known to local tribes as the "Goose Creek Men." Originally named in 1682, at one time Berkeley County included the parishes of St. John Berkeley, St. James Goose Creek, St. James Santee, St. Stephen, and St. Thomas and St. Denis. In 1769, this area became part of the Charleston District, and it did not become a separate county again until 1882.

With the settlement of new plantations and continued exploitation of Africans through the slave trade, English settlers began to enjoy increased prosperity in Goose Creek. Notable plantations from this period included Brick Hope, Crowfield, The Elms, Howe Hall, Liberty Hall, Martindales, Medway, The Oaks, Otranto, Windsor Hill, and Yeamans Hall. The plantations experienced a significant upheaval as a result of the Civil War as it brought about




a radical shift in the area's economy and demographics. By the late 19th century, most plantations were abandoned, and the remaining farming communities of formerly enslaved Africans organized around country churches.

During the early 20th century, the area around Goose Creek remained rural with small settlements of African American farmers near a collection of general stores, mills, and churches. The construction of Naval Weapons Station Charleston on the west bank of the Cooper River during World War II inspired a new period of development in Goose Creek. Through the G.I. Bill (Servicemen's Readjustment Act of 1944) during the post-war period, Goose Creek experienced an influx of white military families investing in homes. Farmlands were subdivided to keep up with the population boom of the early 1960s as Goose Creek became one of the nation's fastest growing areas. This rapid growth spurred community leaders to push to develop the area's infrastructure so that it could support its swelling population. The first section of the greater Goose Creek area was incorporated in March 1961, with further annexations of Crowfield, Carnes Crossroads, and other smaller parcels in the 1980s through the 2000s that expanded the City's incorporated area to its current total of approximately 42 square miles.

GOOSE CREEK



Legend

-  City Limits
-  Major Roads
-  Local Streets



PREVIOUS PLANNING EFFORTS

Previous regional and local studies and plans have set forth a range of considerations that should be included in future planning efforts relative to the City of Goose Creek. Recurring themes include implementing appropriate land use regulations, protecting the natural environment, balancing development objectives, and improving the transportation network. The following sections provides brief overviews of the key elements and goals found in the most recent studies and plans pertaining to the City of Goose Creek.



2010 Goose Creek Comprehensive Plan and 2015 Update

Vision Statement: Goose Creek is a close-knit community that has achieved a balance between continued growth and preservation of its cultural amenities and small town character. The City will continue to promote a high level of quality of life by implementing the following five guiding principles of the adopted comprehensive plan:

- Goose Creek will strive to maintain a balance between green and open spaces and a growing population spurring new development;
- Goose Creek will promote reinvestment in existing residential and commercial neighborhoods in order to provide options to a diverse population;
- Goose Creek will maintain an exceptional level of safety and security of its residents as well as the protection and preservation of its natural and cultural resources;
- Goose Creek will continue to provide planned infrastructure in order to adequately support designated and compact future growth; and

- Goose Creek will continue to promote excellence in education through the provision of exceptional public schools, enabling the local populace to meet the needs and qualifications of existing and prospective businesses and industries.

To achieve the goals emphasized in the above vision statement, Goose Creek's 2010 Comprehensive Plan focused on conscientious development to match a growing population, as well as the protection and expansion of cultural and natural resources. The plan's guiding principles included: maintaining balance between green/open space and new development, reinvestment in existing residential and commercial neighborhoods to support a diverse population, protection of cultural and natural resources, provision of adequate infrastructure to support growth, and promotion of excellence in educational programs to support the local job market. A primary theme of the 2010 plan was reduction of urban sprawl by focusing compact development on vacant land in already developed areas. This effort aligned with the major goal of creating a downtown "hub" area to serve as the City's focal point. The plan recommended that the City coordinate planning efforts with nearby jurisdictions, agencies, and public services,

and also improve its overall communication with its citizens.

In the 2015 update, minimal changes were made to the goals and opportunities that were identified in the 2010 plan – the most notable was the removal of "support efforts to develop curricula and provide courses that allow students opportunities to match their skills to those demanded by existing and prospective businesses" as a guiding principle.

The 2015 update retained emphasis on the need to promote orderly and efficient land use patterns, specifically through the use of infill development. The 2010 plan and the 2015 update also included land use strategies that sought to maintain balance between preserving green, open space and encouraging new development.

Both plans also called for the protection of natural resources and existing housing stock. Previous plans as well as the current update identified the need for supportive infrastructure (e.g. road network, water and sewer) to keep pace with the demands of a growing population. Regarding transportation, the 2010 plan and 2015 update called for a more diverse transportation network that would offer greater accessibility for cyclists and pedestrians.

PREVIOUS PLANNING EFFORTS

2010 Berkeley County Comprehensive Plan and 2015 Update

Vision Statement: Berkeley County is a vibrant community that embraces its history while promoting economic growth and development. The County will continue to promote sustainability and livability by implementing the following five guiding principles of the adopted comprehensive plan:

- Protect and promote distinctive, diverse communities;
- Manage infrastructure systems effectively and expand them efficiently;
- Respect and enhance historical and natural resources and expand their public accessibility;
- Make recreational opportunities – both active and passive – available county-wide; and
- Draft a clear fair plan to be implemented through simplified costs and streamlined processes.

Berkeley County’s 2010 Comprehensive Plan focused on management of growth and development and protection of

cultural and natural resources. Guiding principles included the promotion of diverse and sustainable communities, efficient development and expansion of infrastructure, enhancement of cultural and natural resources, recreation improvements, and an emphasis on inter-municipal collaboration. Community concerns identified during the participatory process highlighted impacts related to growth and development on community character, quality of life, and roadway improvements.

Common themes from public participation workshops were centered on development-related impacts adversely affecting community character and quality of life, maintenance of public systems and services, preservation of natural and cultural resources, and concerns about the associated costs of recent growth falling upon taxpayers. A desire for expanded public recreation facilities was also a common discussion point. In response, the County’s current plan aims to provide guidance for local, elected officials in making land use decisions.

The 2015 update included revisions related to the Principal Growth Area (PGA). Text was added to guide rural development outside of the PGA as ‘Constrained Growth.’ The goal of these revisions was to emphasize the desire to maintain the rural character outside of

the PGA and to only development densities that could be supported by on-site water and wastewater systems or in areas where municipal infrastructure may be extended from abutting parcels. The 2015 plan update continued to promote land use principles designed to protect natural resources with a goal of creating communities that are both diverse and sustainable. Affordable housing is also highly prioritized in both plans.

CHATS Long-Range Transportation Plan (2019)

Vision Statement: “The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), serving as the CHATS Metropolitan Planning Organization (MPO), envisions: ‘A healthy, livable and economically vibrant region supported by a transportation system that is safe, reliable, provides more balanced transportation options and better access to all system users, supports greater mobility of people and goods, and preserves our communities’ natural and cultural resources.”

The CHATS Long Range Transportation Plan (LRTP) is a comprehensive plan for the future of transportation in the Charleston Area Transportation Study (CHATS) area, the Metropolitan Planning Area which includes Goose Creek. The LRTP seeks to guide improvements in the region’s transportation

network to achieve seven goals: improving safety, preserving the system and maintaining existing infrastructure, improving travel mobility for all users, improving system reliability, strengthening communities, and utilizing best practices and coordination strategies. The LRTP identified issues and concerns gathered from the public through meetings and surveys as well as interpretations of crash, congestion, and other data. Because US-52 goes directly through Goose Creek, the City is recommended for potential key transit stops for a future phase of the Lowcountry Rapid Transit system. Goose Creek was also identified in the LRTP as a key area needing bicycle and pedestrian access and infrastructure improvements.

Regional Transit Framework Plan (2018)

Vision Statement: “The purpose of the Regional Transit Framework Plan (RTFP) is to identify and prioritize a High-capacity Transit (HCT) network that serves wide-ranging trip needs, connects the region, enhances the quality of life, and supports economic growth and development.”

The Regional Transit Framework Plan builds off of other transportation planning documents and studies, including the CHATS and Rural Long Range Transportation Plans, the Neck Area Master Plan, and the I-26 ALT Study. The RTFP is based on four guiding principles: connectivity, reliability, economy, and safety. The study considered and evaluated existing transit needs as well as future considerations such as population/employment growth, land use, funding, local and regional policies and stakeholder needs. Transit needs in different areas of the region were evaluated based on combined density of zero-vehicle households, persons with disabilities, low-income individuals, youth and young adults, and older adults. Goose Creek, specifically portions along Harbour Lake Drive and US-52, ranked high in the transit needs evaluation.

2019 Update to Strategic Economic Development Plan

In 2019, Goose Creek updated the former 2014 economic development framework. The Update to Strategic Economic Development Plan Update (2019) revised market-based research, analyze retail leakage, and assessed the various real estate markets. It provided adjustments to priorities and strategies, including an emphasis on business development, market positioning, establishing partnerships, encouraging mixed-use downtown development and hub area, and showcasing the region’s quality of life to attract new investment.

GOOSE CREEK TODAY



POPULATION

Introduction

This section on existing population conditions will provide an overview of population projections, general demographics (i.e. race, sex, age, etc.), households, educational attainment, and income levels. By reviewing how Goose Creek's population has changed historically and is expected to change in the future, this chapter helps to ensure that changing population dynamics in the City can be incorporated into future planning decisions.

Historic Trends & Projections

Goose Creek's population has grown steadily over the past decade and is anticipated to continue to grow at a comparable rate over the next two decades. Between 2009 and 2018, the number of people living in Goose Creek increased 15% from approximately 36,000 people to 41,000 people according to five-year estimates from the American Community Survey. Since 2010, annual population growth for Goose Creek has varied from 1% to around 3%. Between

2012 and 2013, the population growth rate was at its peak of 3.1%. The population growth between 2017 and 2018 was the lowest in the last ten years at only 0.7%.

Goose Creek is the largest city in Berkeley County and for the past 10 years, it has consistently represented about 20% of the county's total population. The City's overall population growth rate was slightly below that of Berkeley County, which grew by 2% to 4% annually between 2010 and 2018 (ACS 5-year estimates). Overall, Berkeley County's population increased 28% between 2010 and 2018 from approximately 163,000

people to 209,000 people. The proportion of Berkeley County residents living in the City of Goose Creek remained constant between 2010 and 2018, with 20% of Berkeley County residents calling Goose Creek home.

Forecasts from the 2015 Charleston Area Transportation Study’s (CHATS) travel demand model estimate that the City of Goose Creek’s population will continue to grow roughly at the same rate it did between 2010 and 2015. As a result of assuming consistent growth from the baseline year of 2015, the CHATS travel demand model projected a population in of approximately 57,000 residents in 2020 and approximately 87,000 residents by 2040. The CHATS estimation for 2020 is notably higher than the latest 2019 ACS estimates. The travel demand model will be re-calibrated and updated to a 2020 base year once official 2020 Census data is released.

If the City of Goose Creek continues to represent approximately 20% of the County’s overall population as discussed above, the City would be home to approximately 52,325 residents in 2025, 58,625 residents in 2030, and 65,323 residents in 2035.

Historic Population Estimates (ACS 5-Year Estimates)

	2010*	2011	2012	2013	2014	2015	2016	2017	2018
Population Estimates	34,765	35,549	36,536	37,677	38,545	39,408	40,553	41,040	41,339
% Annual Increase	-	2.3%	2.8%	3.1%	2.3%	2.2%	2.9%	1.2%	0.7%

*2010 Decennial Census data

Change in Median Age of Residents - Regional Comparison (ACS 5-Year Estimates, 2018)



Age

Over the last decade, Goose Creek has trended toward a slightly older population, steadily moving from a median age of 29.4 years in 2010 to a median age of 32 years in 2018. In 2010, residents under the age of 25 (youth) made up 42% of the population compared to 7% of residents that were 64 years or older (seniors). By 2018, youth made up about 39% of the population compared to 10% that were seniors.

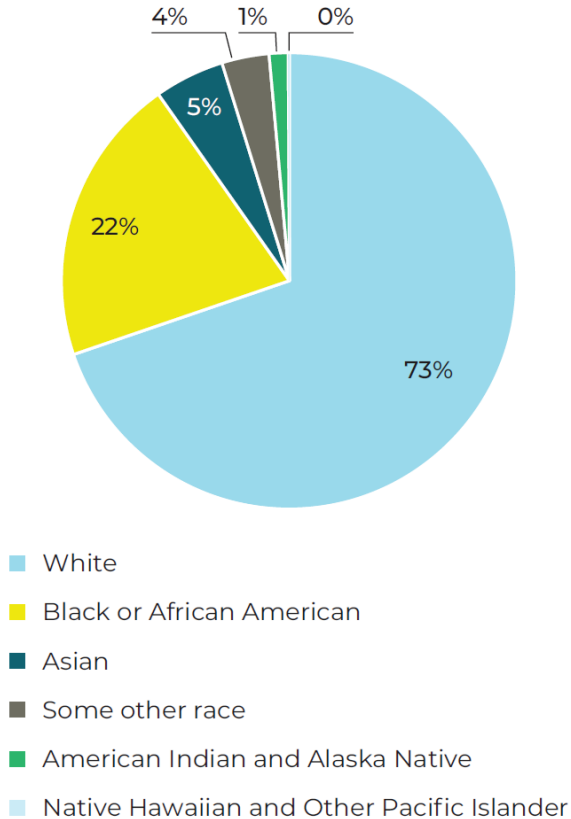
Race & Ethnicity

The racial backgrounds of people living in Goose Creek changed notably between 2010 and 2018. The number of residents that identified as white remained fairly consistent between 2010 and 2018. Approximately 26,370 residents identified as “white alone” in 2010, increasing to about 28,500 by 2018. However, as the overall population increased over that time period, the proportion of residents identifying as “white alone” decreased from 76% of the total population in 2010 to 70% in 2018.



POPULATION

Goose Creek Racial Diversity (ACS 5-Year Estimates, 2018)



Households

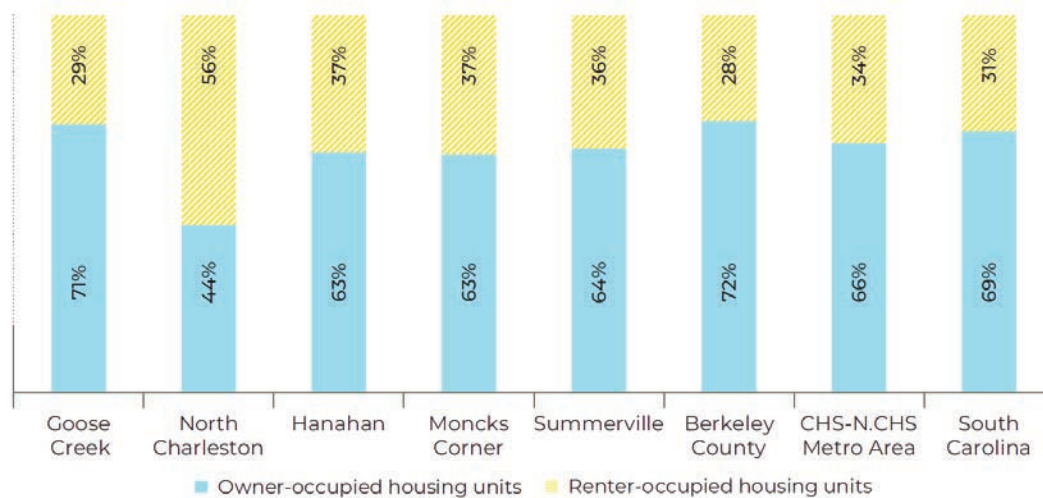
The number of households in Goose Creek increased at a slower rate than overall population growth over the past decade. Estimates from the American Community Survey indicate that the total number of households in Goose Creek increased from 12,908 in 2010 (ACS 2010 5-year estimates) to 13,770 in 2018.

Almost three-quarters of households (73%) in Goose Creek were comprised of families in 2018. In 2018, approximately one-third (33%) of Goose Creek households included children under the age of 18 years. Only about 6% of households in 2018 included individuals older than 64 years.

The average household size in Goose Creek in 2018 was 2.84 individuals (ACS 2018). This number has only fluctuated slightly since 2010, when average household size was 2.89. In general, average household size has been trending downward toward smaller households from 2010 to 2018.

Occupancy rates between homeowners compared to renters has remained stable over the past decade at 71% in 2010 (ACS 2010 5-year estimates) and 2018. The remaining 29% of Goose Creek residents were renters. Goose Creek has a higher number of owner-occupied units than other regions considered for comparison, outpacing Summerville (64%), Hanahan (63%), and Moncks Corner (63%).

Owner- vs. Renter-Occupied Units - Regional Comparison, 2018 (ACS 5-Year Estimates, 2018)



Educational Attainment

Educational attainment for Goose Creek residents has remained consistent in recent years. The percentage of high school graduates, bachelor’s degree holders, and graduate degree holders remained nearly identical between 2014 and 2018.

In 2018, a combined 37% of the population over 25 has earned a 2- or 4-year postsecondary, graduate or professional degree. Among the 25 and older population, 92% of residents have received at least a high school diploma and 26% have earned a bachelor’s degree or higher. The 92% of residents having attained a high school degree or higher is on the higher end regionally, matching that of Summerville. However, the 26% of residents having attained a bachelor’s degree or higher is on the lower end regionally, surpassing that of Moncks Corner, North Charleston and Berkeley County, but lagging behind others compared.

For more information on the City's population see pages 190-199 in the Technical Appendix.

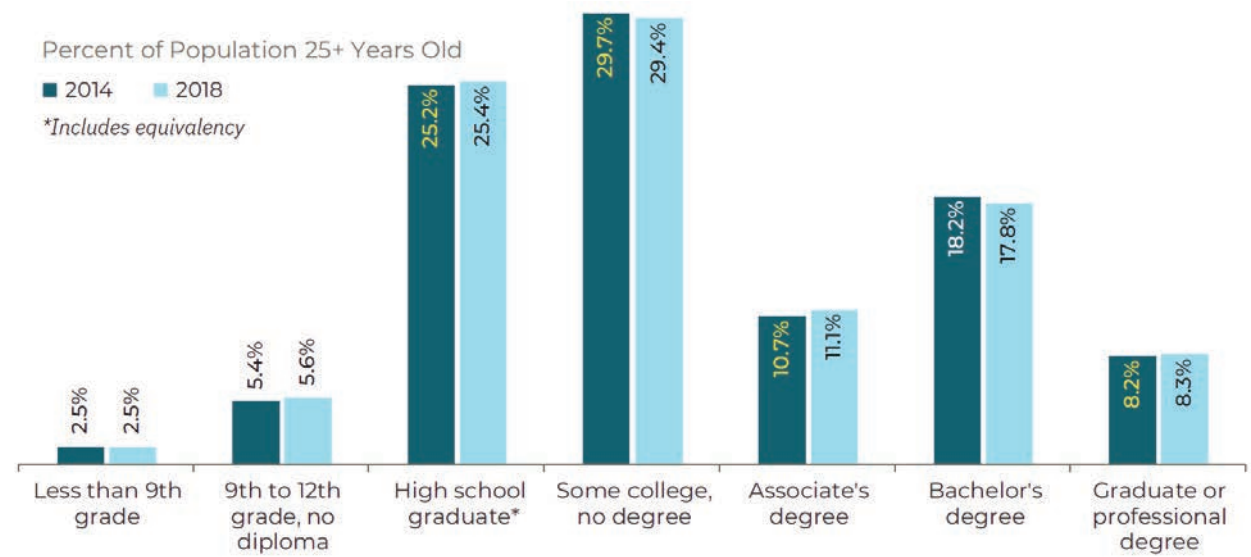
Educational attainment levels for the white and black populations of Goose Creek were nearly identical. However, residents identifying as Hispanic or Latino were less likely to have a high school diploma and less likely to have a bachelor’s degree compared to the Goose Creek population as a whole. The Asian population in Goose Creek had a considerably higher rate of bachelor’s degree attainment at 49% compared to other residents.

Most children in Goose Creek above the age of three attend public school instead

of private school and this has remained fairly constant in recent years. In 2018, approximately 86% of Goose Creek students attended public school, up slightly from 83% in 2014.

Private school attendance has gone down slightly from 18% in 2014 to 15% in 2018 (ACS 2014 and 2018). The proportion of Goose Creek students attending private schools in 2018 (15%) was comparable to that of Berkeley County (16%) and South Carolina as a whole.

Educational Attainment in Goose Creek, 2014-2018 (ACS 5-Year Estimates, 2018)





LAND USE

2020 Land Use

According to Berkeley County tax assessment data, the City of Goose Creek currently encompasses 26,259 acres or 42 square miles of incorporated land area.

It should be noted that military uses occupy the largest percentage of land area in this category and in the City of Goose Creek as a whole, encompassing 15,178.62 acres, or 58% of the City's land. The Naval Weapons Station Charleston (NWS) maintains and operates facilities, and provides services and materials to support naval forces. The map shown on the next page illustrates the land use typology on a parcel-by-parcel basis. The land use types in Goose Creek are described further below, and do *not* count the NWS lands as part of their calculations.

Residential

Residential land uses can be divided into three subcategories, as follows:

- **Single-family homes** are built on a single parcel. The County's tax assessment data indicates that there are currently 14,372 parcels classified as single-family homes, making this classification the most common land use type in the City. This form of residential unit currently

accounts for 6,208.7 acres, or 56.8%, of land area in the City (minus the NWS lands).

- **Multi-family homes** consist of more than one housing unit per structure, such as duplexes, triplexes, condos, townhouses, and apartments. The County's tax assessment data indicates that there are 20 parcels classified as multi-family homes, primarily accommodating apartment complexes. 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. This form of residential unit currently accounts for 93.3 acres, or 0.9%, of land area in the City (minus the NWS lands).
- **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. This form of residential unit currently accounts for 80.6 acres, or 0.7%, of land area in the City (minus the NWS lands).

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. Commercial uses currently account for 830 acres, or 7.6% of land area in the City (minus the NWS lands).

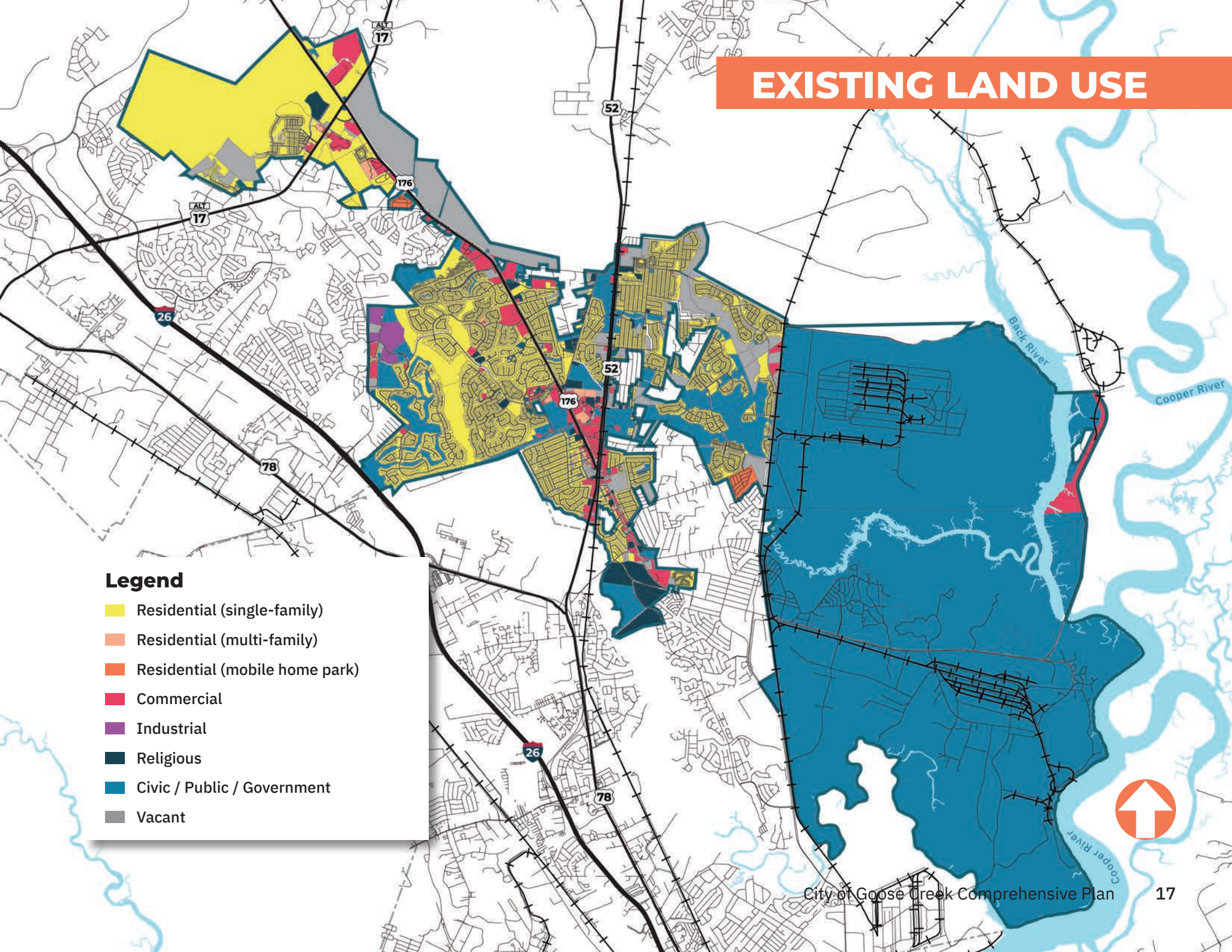
Industrial

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.

EXISTING LAND USE

Legend

- Residential (single-family)
- Residential (multi-family)
- Residential (mobile home park)
- Commercial
- Industrial
- Religious
- Civic / Public / Government
- Vacant





LAND USE

Land Uses (2020)

Land Use Type	Acres	Sq. Mi	% (including NWS)	% (not including NWS)
Residential (single-family)	6,208.7	9.7	24.0%	56.8%
Residential (multi-family)	93.3	0.1	0.4%	0.9%
Residential (manufactured/mobile)	80.6	0.1	0.3%	0.7%
Commercial	824.2	1.3	3.0%	7.6%
Industrial	107.0	0.2	0.4%	1.0%
Religious	345.5	0.5	1%	3.1%
Civic, Public, Governmental	17,680.9	27.6	67.0%	21.5%
Vacant	919.0	1.4	3.0%	8.4%
Total	26,259.19	41.03	100%	100%

Religious

The religious land use category includes religious institutions and related facilities. Religious uses currently account for 339.8 acres, or 3.1% of land area in the City (minus the NWS lands).

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.).

When the NWS military site is included in this category alongside all other civic, public, and governmental type uses in the City, it currently accounts for 17,681 acres, or 67%

of land area in the City. Without the NWS, it accounts for 21.5% of 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. The County's tax assessment data indicates that 241 parcels are classified as vacant land, which currently accounts for 919.0 acres, or 8.4%, of land area in the City (minus the NWS lands).

Zoning

The City's current Zoning Ordinance (Title XV., §151.105) text provides for a total of 10 zoning districts, however, the City's Official Zoning Map includes 11 zoning districts. These districts are illustrated on page 20.

Additionally, the figure shows the approximate acreage distribution of these 13 zoning districts today. As with land use, the Naval Weapons Station Zoning District comprises about two-thirds of the City's land. The Planned Development district accounts for the next largest percentage of land at 16%, followed by the residentially zoned districts at a combined 9%, the commercially zoned districts at a combined 5%, the conservation district at 4%, followed by the industrial district and others at 1% or less of the land.

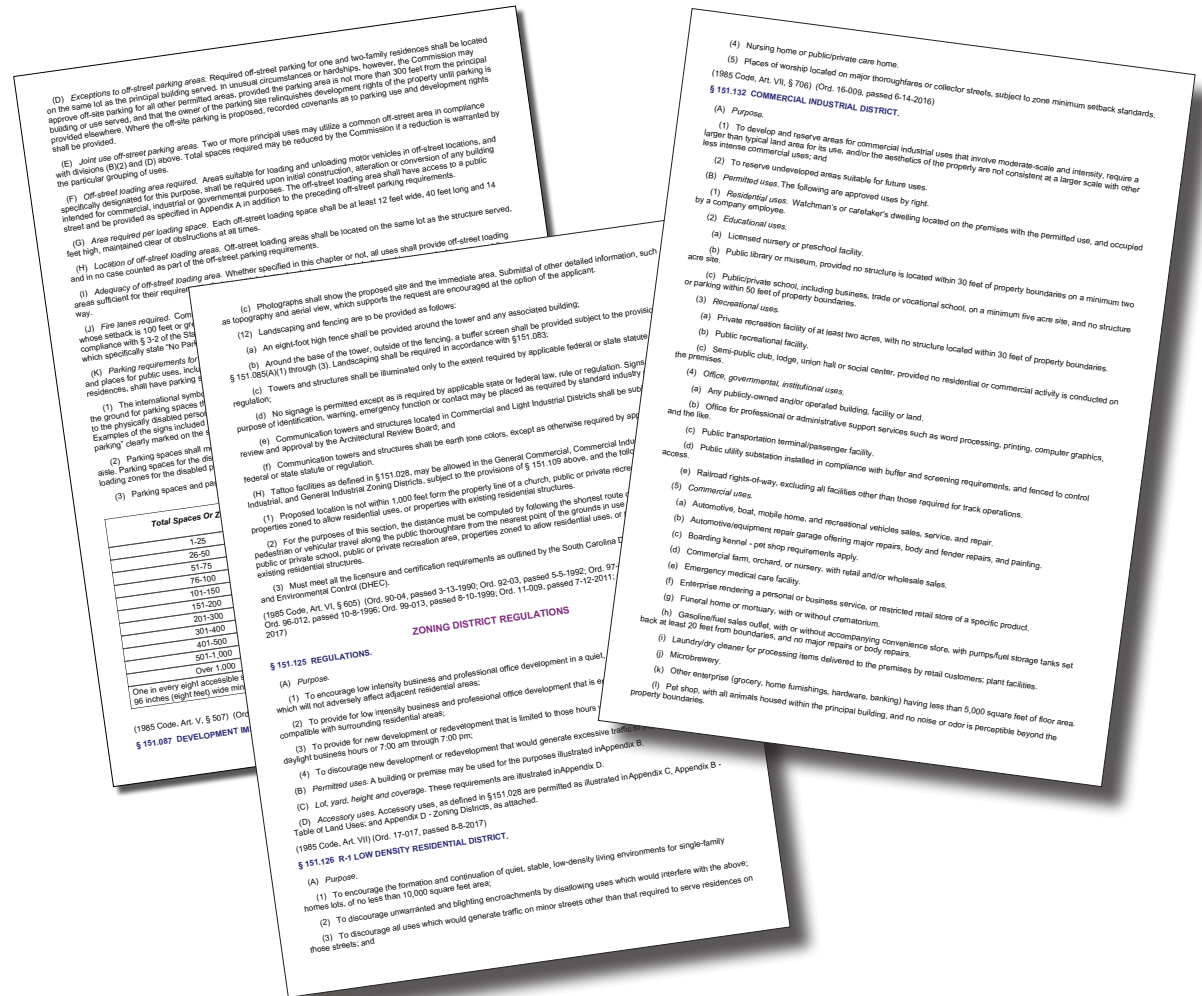
Zoning and Regulatory Analysis

The City's current Zoning Ordinance was written in 1985. Several discrepancies exist in the ordinance today, likely due to various amendments that have occurred in the years since.

For more information on the City's land use, see pages 200-211 in the Technical Appendix.

These discrepancies are listed below and should be remedied in a future zoning update.

- Table of Contents includes §151.105, Zoning Districts and Boundaries, section (B) lists 10 districts.
- Table of Contents lists 11 districts, discussed at §151- 126 through §151.136.
- § 151.132 discusses “Commercial Industrial” (CI) district and is included at Appendix D – Zoning Districts table, but this is not included in list of Districts, nor is it shown on official map, nor are any City parcels zoned as such. This has since been resolved.
- GI is shown on official Zoning Map, parcels zoned as such, discussed at §151.134 and shown on Appendix D – Zoning Districts table, but not included in list of Zoning Districts at §151.105. The City has since overhauled their industrial zoning districts.
- City has two parcels zoned as “BPO,” and references to BPO district can be found at: §151.080 (E)(1), Appendix D – Zoning Districts table, but this district is included in list of Zoning Districts at §151.105.



The current Zoning Ordinance was written in 1985 and lists 10 official zoning districts.

ZONING

Legend

- Low-Density Residential (R-1)
- Medium-Density Residential (R-2)
- High-Density Residential (R-3)
- Restricted Commercial (RC)
- General Commercial (GC)
- General Industrial (GI)
- Light Industrial (LI)
- Neighborhood Commercial (NC)
- Planned Development (PD)
- Planned Development + Mobile Homes (PD+MH)
- Coversation / Open Space (CO)
- BPO
- Naval Weapons Station

Introduction

The availability of a range of housing types that appeal to a diverse group of interests, tastes, and range of incomes often provides for a strong real estate market. A range of housing options is appealing to prospective residents considering a move to Goose Creek as well as current residents who may consider a larger or smaller home in the future but seek to remain in the area. A lack of supply in available housing often drives up costs, particularly when other aspects of the community are attractive to new economic investment. This section provides details on the City’s housing stock, or number of housing units, the age those units were built, average household size, housing projections for the future given recent growth, and further details about housing types, occupancy and affordability from the rental and homeowner perspective. Finally, it discusses the results of a survey question about housing preferences among respondents.

Housing Stock

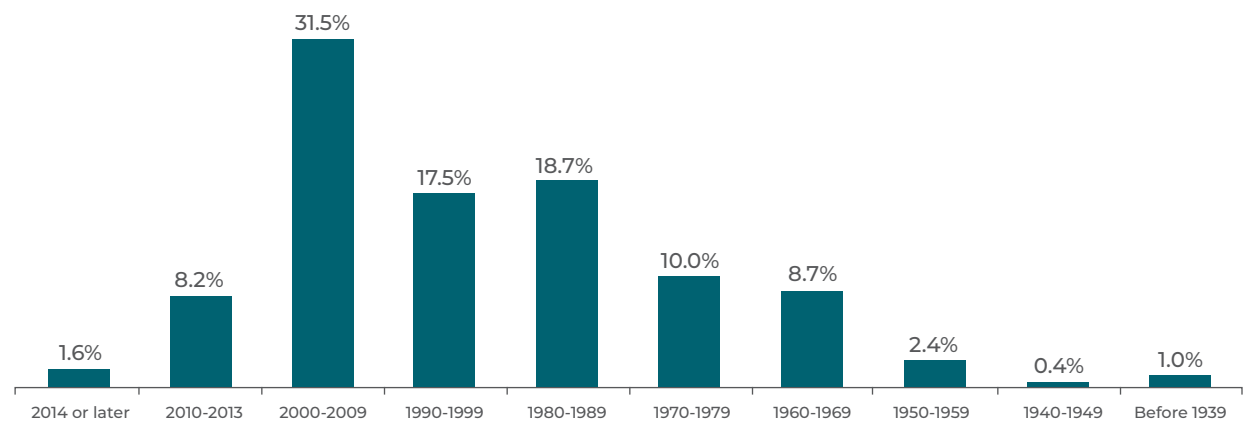
As a suburban bedroom community of the Charleston Metropolitan Area, housing stock in the City of Goose Creek has been steadily increasing alongside the steadily increasing population of the area. According to housing data from the 2010 Census and ACS 5-year estimates, the number of total housing units in the City increased from 12,908 units in 2010 to 14,550 units in 2018, representing a 12.7% increase over the nine year period, or about 1.4% per year on average. While housing stock data is not yet available from the ACS for 2019 and 2020, if the same average annual growth of 1.4% were to continue through 2020, Goose Creek would have approximately 14,963 housing units today.

Age of Housing Stock

While Goose Creek has a long established local history, the age of its existing housing stock shows that residential growth has just started taking off in recent decades. Approximately 23% of all houses in the City were built in the 1970s or earlier.

The City’s housing stock began to noticeably increase in the 1980s and 1990s, with about 19% and 18% of housing stock built in those decades, respectively. Goose Creek experienced a significant period of residential development between 2000 and 2018, during which time 41% of all houses in the City were built (ACS 2018), the majority of which occurred from 2000-2009 alone.

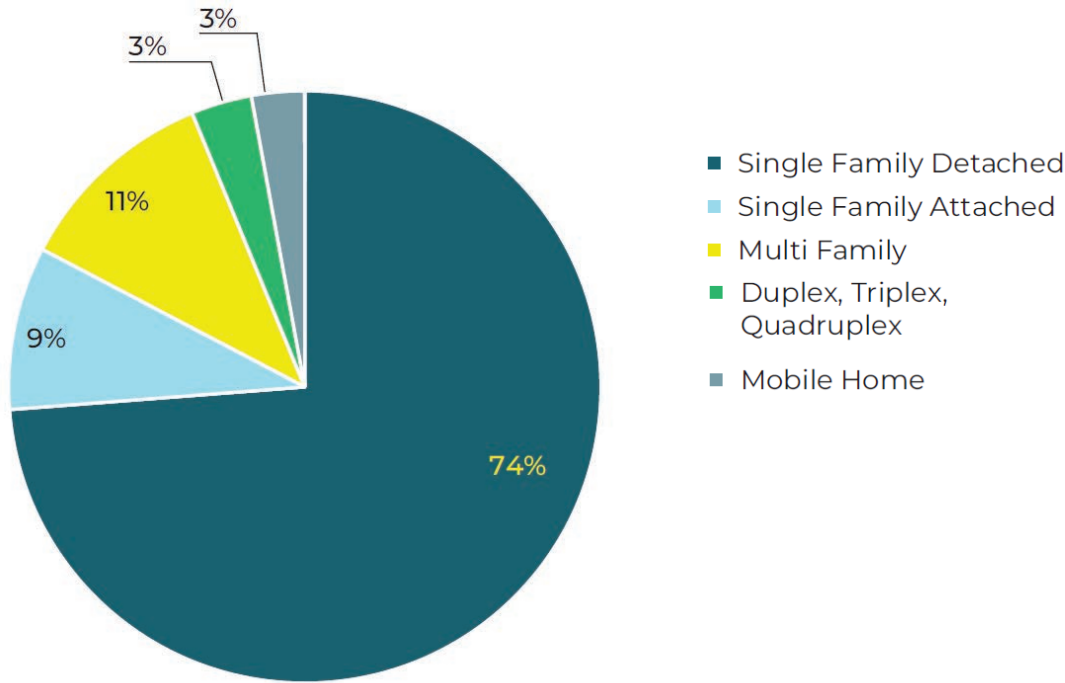
Year Housing Built, 2018 (ACS 5-Year Estimates, 2018)





HOUSING

Housing Types, 2018 (ACS 5-Year Estimates, 2018)



Household Size

The City’s average household size has stayed relatively constant over the past decade, fluctuating only slightly from an average of 2.8 occupants per household at its lowest in 2014 and 2016, to 2.9 occupants per household at its highest in 2011. The latest available data on household size (ACS 2018) indicates that the average household is comprised of approximately 2.9 occupants, suggesting the household size is trending

upward slightly in recent years. Compared to other areas, Goose Creek’s average household has between 0.1 and 0.3 more occupants than neighboring jurisdictions which may be due in part to the City’s appeal to families with children.

Housing Types

The City of Goose Creek supports a narrow range of different types of housing, according to ACS 2018 data. The vast majority of housing in the City is single-family detached homes, representing 74% of all homes. Another 9% of housing is single-family attached homes, such as the townhouses or patio homes in the Lakeview Commons and Monarch Plantation neighborhoods. Approximately 3% of homes are classified as duplexes (2-units, attached), triplexes (3-units, attached), or quadplexes (4-units, attached). Mobiles homes comprise about 3% of housing, and multi-family housing units account for the remaining 11% of the City’s housing stock.

Housing Costs

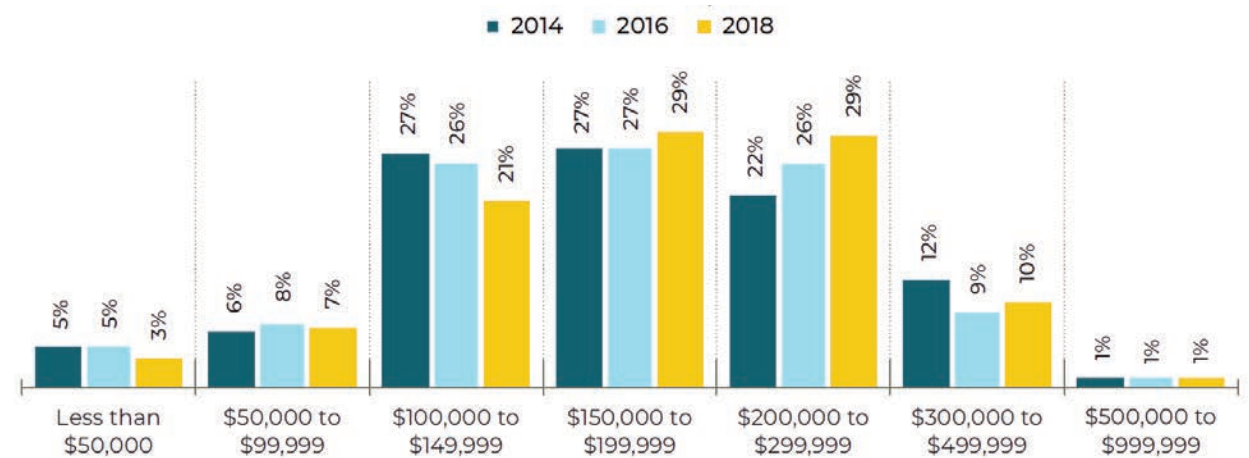
Home values in Goose Creek have been rising in the past decade. In 2018, nearly 80% of owner-occupied units were valued between \$100,000 and \$300,000, with the median home value increasing from \$167,600 in 2014 to \$178,500 in 2018. This 2018 median home value puts Goose Creek in a comparable position to residential real estate in Moncks Corner, also with a median home value of \$178,500, and in line with Berkeley County as a whole.

According to the Charleston Trident Association of Realtors® (CTAR), the median sales price of single-family detached homes in 2019 was \$255,363 and townhouse-condo attached homes was \$164,990. As of July 2020, these CTAR metrics appear to remain strong, with the median sales price of single-family detached homes at \$275,000 and attached homes at \$181,013. Compared to July 2019, fewer homes are on the market in 2020, each housing type dropping 43%-45% in total inventory of homes.

Home Ownership

In the past several years, the City has been slowly trending toward a community with more homeowners, while the percentage of renters has simultaneously gone down. As of 2018, 71% of housing units were owner-occupied, up six percentage points from 2014. Conversely, 29% of units were renter-occupied in 2018, down six percentage points from 2014. However, it is unclear whether this slight change in occupancy is more attributable to the impacts of land development regulations like zoning or to market supply and demand factors. Because the vacancy rate is low among homeowners and renters alike, at 1% and 4% respectively, the City is seemingly experiencing a high demand for both types of housing, and that the change toward higher numbers of homeowners may be more attributable to regulatory factors.

Change in Median Home Values, 2014-2018 (ACS 5-Year Estimates, 2014-2018)



Housing Occupancy

As the City continues to grow and housing prices increase, housing occupancy has also increased. Of the City’s 14,550 housing units in 2018, 13,770 units (95%) were occupied, while the remaining 780 units (5%) were vacant (ACS 2018). Most of the housing vacancies in 2018 were attributable to rentals (4%). As shown in the “Comparative Housing Vacancy Rates (2018)” chart, Goose Creek’s vacancy rate is very low compared to neighboring jurisdictions and other geographies, indicating a strong local housing market.

This breakdown of housing unit types, costs, and occupancy rates may indicate a need for a greater diversity in the types of housing available to current and prospective residents. Because three-quarters of the housing stock is concentrated on single-family detached units, elderly and disabled individuals that do not want the maintenance responsibilities of home ownership and younger families who have not yet attained enough financial wealth are often priced out of the real estate market.

For more information on the City's housing, see pages 212-223 in the Technical Appendix.



TRANSPORTATION

Introduction

Providing a safe and well-balanced transportation system to all users, regardless of ability, is critical to the success of any community. The efficient movement of people, goods and services supports a healthy and livable community, as well as supports the economic vitality of an area by creating and sustaining an environment in which businesses and industries can thrive. The transportation network in and around the City of Goose Creek serves not just local mobility needs but is also important to regional mobility as it links residents in surrounding Berkeley County communities to opportunities in the larger urban activity and employment centers located in North Charleston and downtown Charleston.

The City’s transportation system encompasses a variety of modes including the road network, transit, pedestrian and bicycle facilities, railroads, and airport facilities. The following provides the existing conditions of each of these transportation components.

Roadways

The City’s roadway network is central to the movement of both people and goods in and around Goose Creek and is comprised of a hierarchy of streets. The functional

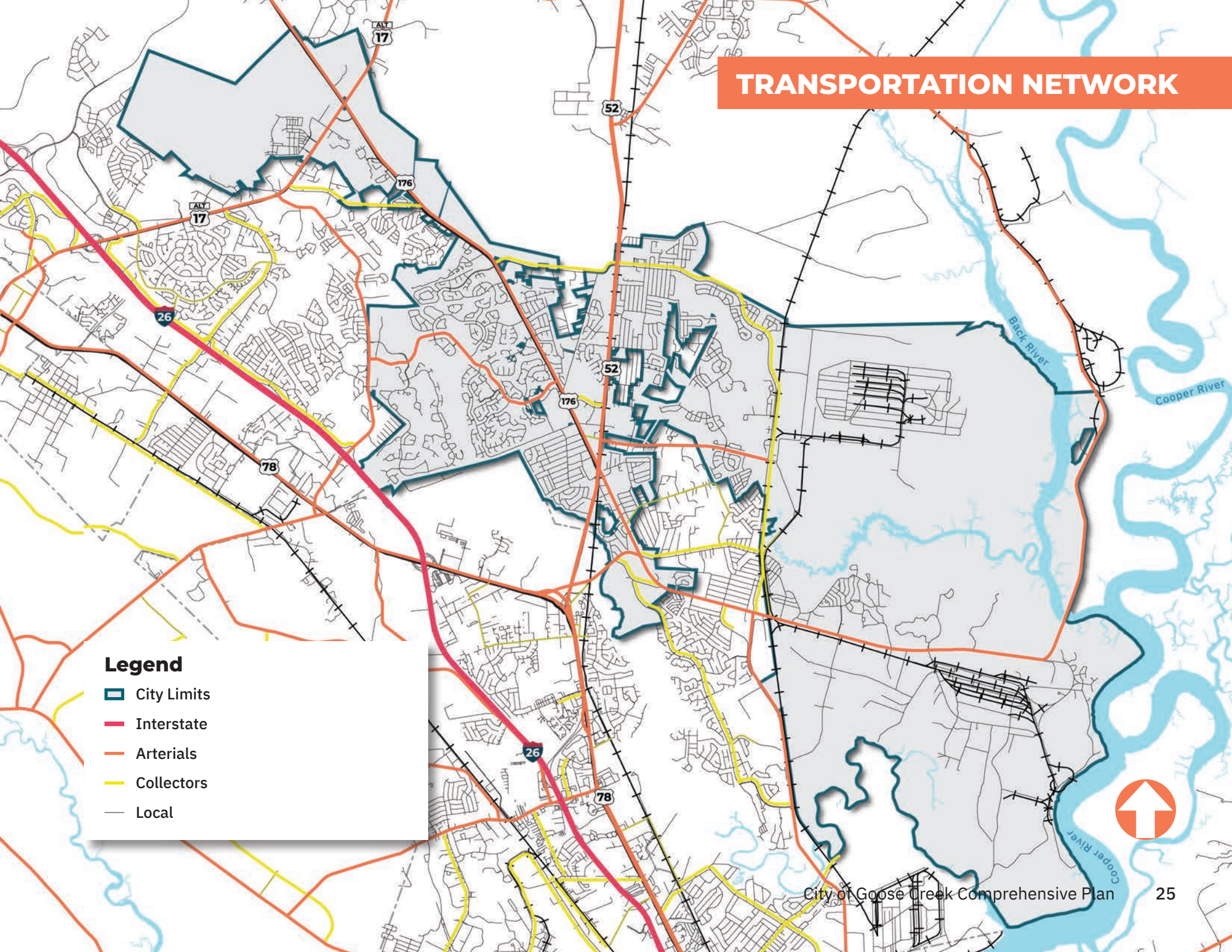
classification system, established by the Federal Highway Administration (FHWA) for roads and highways in the United States, is based on the types of trips that occur, the basic purpose for which the street was designed and the volume of traffic that the roadway facility carries. Roadways can be

classified primarily as arterials, collectors and local roads, all of which serve two major objectives to varying degrees - mobility and land access. The table below and the map on the facing page together provide a summary of the functional classification of the City’s road network.

Roadway Classification

Road Classification	Description	Facilities
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.	I-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.	US-176/St. James Avenue, US-52/ Goose Creek Boulevard/Goose Creek Boulevard, US-17A, College Park Road
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.	Old Mount Holly Road, Henry Brown Jr. Boulevard, Myers Road
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.	-

TRANSPORTATION NETWORK



Legend

- City Limits
- Interstate
- Arterials
- Collectors
- Local



TRANSPORTATION

The City, although not directly served by an interstate, can easily access I-26 at 3 locations – Exit 199 (Summerville/US-17A), Exit 203 (College Park Rd), and Exit 205 (US-78), which provides access to the northern, central, and southern areas of the City. US-176/St. James Avenue and US-52/Goose Creek Boulevard are principle arterials that support both local and regional commuter traffic connecting surrounding communities to the regional activity and employment centers in North Charleston and downtown Charleston.

Segments of these arterials also serve as the City’s central commercial corridors. US-176/St. James Avenue which serves as an alternative to I-26, accommodates much of the same commute trips. This corridor also supports the increased travel demands generated by the large new developments occurring in the western portion of Berkeley County, such as the Cane Bay and Nexton developments.

Roads within Goose Creek are primarily owned and maintained by the South Carolina Department of Transportation (SCDOT) and Berkeley County, with the exception of the facilities located within the Naval Weapons Station which are the responsibility of the Federal Government, as well as Carnes Crossroads, which are controlled by the City.

Traffic Volumes and Capacity

The South Carolina Department of Transportation (SCDOT) maintains annual average daily traffic (AADT) count information for all counties in the state. Count stations are set up along major roads in order to measure the existing bi-directional traffic volumes. Sampled counts are then adjusted to reflect the average daily traffic over a year.

The traffic counts map to the right provides the percent change in AADT between 2010 and 2019 for all count stations located in Goose Creek. As expected, the higher traffic volumes are being carried on roadways with the higher functional classification. Table 3 provides additional details for the traffic count stations experiencing a greater than 30% increase in volumes over the 2010 – 2019 period.

Public Transit

Public transit is an important component of the City’s transportation system. Access to safe and convenient transit service enhances the mobility options available to residents, can potentially ease congestion, and mitigate transportation costs for individuals, including those who have no other transportation

options as well as those who have other mobility choices. Public transportation relies on a complete multimodal transportation system which offers an appropriate mix of roadway connections that supports bus operations, safe and well-connected sidewalks and bicycle facilities, and other pedestrian accommodations that provide adequate access to transit stops, to operate effectively. As such, transit cannot be considered in isolation. The following provides the existing condition of public transportation in the City of Goose Creek.

TriCounty Link (TCL)

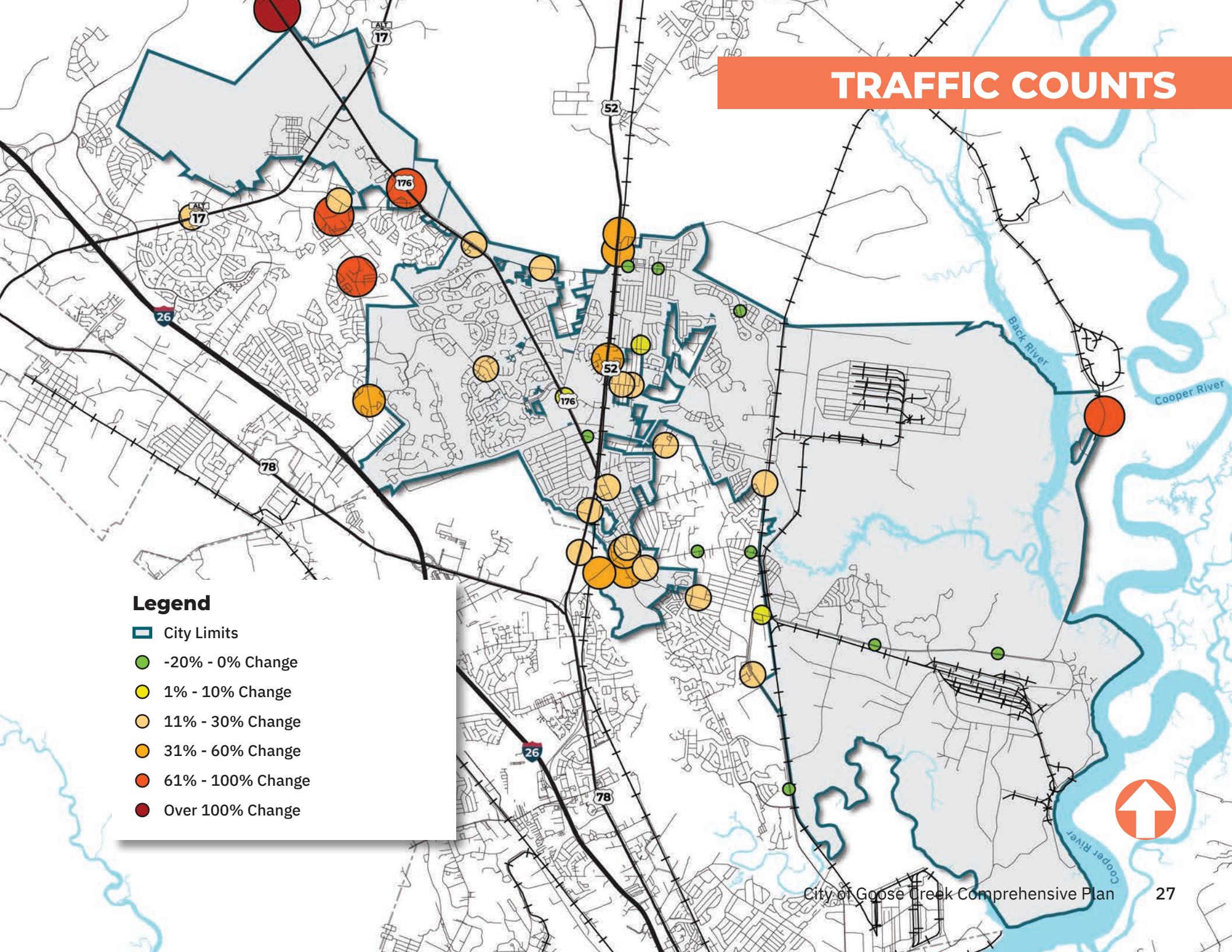
Although Goose Creek is located within the CHATS urban area, the City is served primarily by TriCounty Link (TCL), the region’s rural transit system which operates both commuter express and deviated fixed route services.

TCL is comprised of ten deviated fixed routes which follow a published schedule and operate as a “flagstop” service, picking up customers between scheduled stops along the fixed route alignment. Each route also provides a deviation option that allows operators to depart up to 3/4-miles off a scheduled route to pick up customers who cannot meet the bus at designated stop locations. Deviations are primarily pre-scheduled curb-to-curb service,

TRAFFIC COUNTS

Legend

- City Limits
- 20% - 0% Change
- 1% - 10% Change
- 11% - 30% Change
- 31% - 60% Change
- 61% - 100% Change
- Over 100% Change



EXISTING TRANSIT

Legend

- City Limits
- Existing Park-and-Ride
- CS1 Moncks Corner/North Charleston
- CS2 Summerville/North Charleston
- CS3 Summerville/Moncks Corner
- B102 Moncks Corner/Goose Creek
- D305 Summerville Connector
- CARTA Routes





TRANSPORTATION

which permits TCL to meet American with Disabilities Act (ADA) requirements. However, this option is useful within the lower-density context of the larger rural service area.

TCL’s five commuter express routes operate between a network of park-and-ride facilities and other key destinations throughout the rural service area.

The map on the facing page provides an overview of the City’s transit routes, major hubs and other transit related facilities located within Goose Creek. TriCounty Link’s B102 and D305 local fixed routes serve the City of Goose Creek directly. Route B102 is a loop route that covers most of the City and provides connection between Moncks Corner, Goose Creek, Hanahan and North Charleston. It operates mainly along US-52/Goose Creek Boulevard, US-176/St. James Avenue, Liberty Hall Road, and N. Rhett Avenue. However, through its deviated service it is able to provide coverage to much of the City’s residential areas located along its alignment. This route operates at low frequency, offering one morning and one afternoon trip to users. Route D305 operates along the US-17A corridor, serving residents within the northern extents of the City of Goose Creek. This route provides low frequency service to riders between Moncks Corner and Summerville, and a higher frequency circulator-like service between Summerville and North Charleston which runs every 90-minutes.

TCL’s CS1 commuter route provides express transit service between Moncks Corner, Goose Creek and North Charleston along US-52. This commuter route provides 16 inbound and outbound trips daily, with an approximate 45-minute frequency. Routes B102 and CS1 both serve one park-and-ride facility located in the City at the intersection of US-52/Goose Creek Boulevard and Button Hall Avenue. This Goose Creek park-and-ride lot utilizes parking spaces constructed for other purposes through a formal agreement with the lot owner. There are approximately

18 parking spaces available. TCL’s commuter route CS3 provides transit connection between Moncks Corner and Summerville along the US-17A corridor. Although this commuter route passes through the northern portion of the City of Goose Creek, it does not serve a designated stop within the City. The BCD Regional Park and Ride Study completed in 2018, has identified the need for a future park-and-ride facility located near the US-176/St. James Avenue and US-17A intersection to better serve this fast-growing area of the region.

Summary of the TCL Commuter and Fixed Routes Operating in Goose Creek

Route	Route Type	Route Name	Alignment	Service Characteristics
D305	Local	Summerville Connector	Moncks Corner-Summerville-North Charleston along US-17A and US-78	Moncks Corner-Summerville: 4 Trips (2 inbound/2 outbound) Summerville-N. Charleston: 16 Trips (8 inbound/8 outbound); 90-minute frequency
B102	Local	Moncks Corner-Goose Creek	Moncks Corner-Hanahan- Goose Creek along US-52/Goose Creek Boulevard/Goose Creek Boulevard, N. Rhett Avenue, Rivers Avenue, US-176/St. James Avenue, Jedburg Road, and Cooper Store Road	2 Trips (1 AM trip and 1 PM trip)
CS1	Commuter	Moncks Corner-North Charleston	Moncks Corner-North Charleston along US-52/Goose Creek Boulevard/Goose Creek Boulevard	16 Trips (8 inbound/8 outbound); approximate 45-minute frequency
CS3	Commuter	Summerville-Moncks Corner	Moncks Corner-Summerville along US-17A	8 Trips (4 inbound/4 outbound)



TRANSPORTATION

Micromobility

Providing physical separation of people driving from people walking, bicycling, or riding low-speed electric vehicles can foster a sense of safety that encourages residents of all ages and abilities to be physically active. According to the National Household Travel Survey, walking, bicycling, and riding low-speed electric vehicles account for approximately 11.6% of total trips taken by people in the United States. These modes are generally used for short-distance trips, with walk trips for any purpose averaging 0.9 miles, bicycle trips averaging 2.4 miles, and low-speed electric vehicle trips averaging 2.4 miles in communities across the country.

According to Walk + Bike BCD, the region’s active transportation plan, Goose Creek represents a high demand area for walking and bicycling within the Tricounty region. Despite nearly all of Goose Creek workers having access to a motor vehicle (99.2%) according to the 2014-2018 American Community Survey, 5-year estimates, approximately 10.8% of Goose Creek residents walk as their primary means of transportation to work. This outpaces the 2.1% statewide and 2.7% national walk commute rate, and it does not include the approximately 79.6% of public transportation commuters in the United

Active Transportation Commute Mode Share (ACS 5-Year Estimates, 2018)

	United States	South Carolina	Goose Creek
Walk Commute Rate	4,049,677 (2.7%)	46,140 (2.1%)	2,314 (10.8%)
Bicycle Commute Rate	858,954 (0.6%)	5,446 (0.1%)	30 (0.1%)
Workers (16+ years)	150,571,044	2,215,014	21,331

States who walk to access a transit stop or station (NHTS, 2017, [nhts.ornl.gov](https://www.nhts.gov)).

Goose Creek’s relatively high ‘walk commute rate’ may be a byproduct of a favorable climate and topography for walking, a well-developed network of sidewalks and paths, or a large percent of Goose Creek residents with short commutes. According to 2017 LEHD data, 43.3% of Goose Creek residents commute less than 10 miles to work.

The map on the facing page illustrates the designated sidewalks and paths located in and around the City of Goose Creek. Currently, there are approximately 122 lane miles of sidewalks and 25 miles of paths within Goose Creek.

Highlights of the existing walkway network include:

- **Crowfield Plantation Trails.** Extensive network of sidepaths on the site of the former Crowfield Plantation. The sidepaths connect











several subdivisions to each other, to schools, to places of worship, and to nearby businesses along US-176/St. James Avenue.

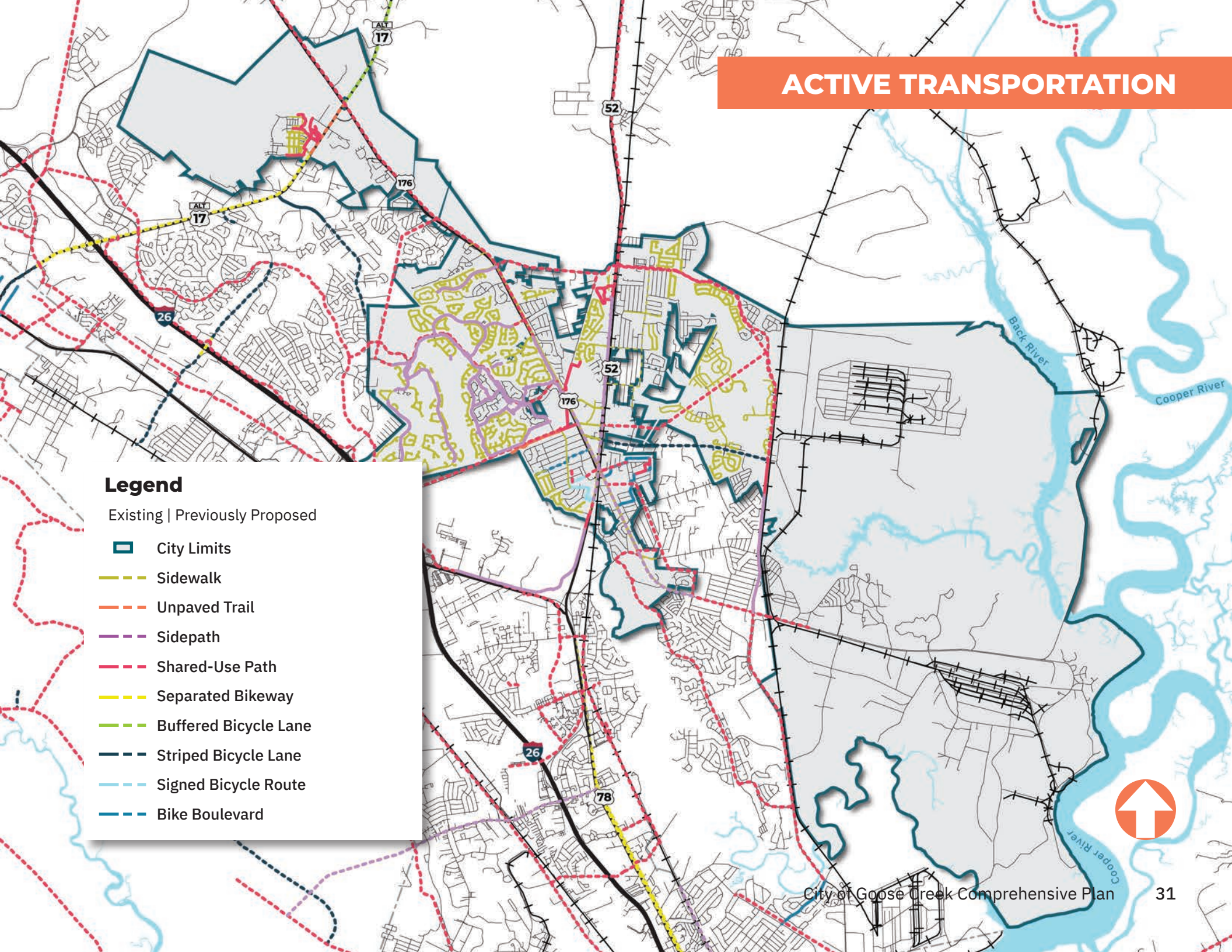
- **Pineview Hills Path.** A shared-use path that runs along a power line utility easement paralleling Pineview Drive. The path connects residents of the Pineview Hills neighborhood to Westview Elementary School, the Wannamaker North Trail, Etling Park, and nearby businesses along US-176/St. James Avenue.
- **Goose Creek Trail System.** A shared-use path that parallels Old Moncks Corner Road from US-176/St. James Avenue to New Baptist Life Church near Parkside Drive. This path connects the neighborhoods on the former Crowfield Plantation and Hounds Run to Eubanks Park.
- **US-176/St. James Avenue and Red Bank Road Sidewalks.** Continuous,

ACTIVE TRANSPORTATION

Legend

Existing | Previously Proposed

-  City Limits
-  Sidewalk
-  Unpaved Trail
-  Sidepath
-  Shared-Use Path
-  Separated Bikeway
-  Buffered Bicycle Lane
-  Striped Bicycle Lane
-  Signed Bicycle Route
-  Bike Boulevard





TRANSPORTATION

bidirectional sidewalks paralleling US-176/St. James Avenue and Red Bank Road from Plantation N. Boulevard/Old Mount Holly Road to Old State Road/Howe Hall Road. This is Goose Creek’s primary commercial corridor, and these sidewalks connect schools, places of worship, and businesses (including multiple grocery stores).

- **Rivers Avenue Regional Connection.** A shared-use path that parallels US-52 and connects the City of Goose Creek to Wannamaker County Park in North Charleston along US-78/ University Boulevard.
- **Henry E. Brown, Jr. Boulevard Path.** Extended shared-use path south of Liberty Hall Drive along Henry E. Brown, Jr. Boulevard, with approximately 0.4-mile section within Goose Creek’s City limits. This path connects a series of new neighborhoods and Goose Creek High School along Red Bank Road.
- **Red Bank Road Walkway.** A combination of sidewalk and sidepath along Red Bank Road from Old State Road/ Howe Hall Drive to the Naval Weapons Station (crossing City of Goose Creek and Berkeley

County boundaries). This walkway connects businesses, schools, and the Marrington Plantation trailhead.

Although residents enjoy an expansive network of low-stress sidewalks and paths, most of the City’s existing paths are too narrow for shared use without potential conflicts between people walking and bicycling. The map on page 31 shows a lack of existing bikeways along or parallel to the City’s primary routes, which can make bicycling within the City stressful and limits opportunities for bicycle trips. The most recent (2018) ACS Estimates indicated that only 30 Goose Creek residents bicycle to work.

Currently, the City’s only on-street bikeways are a 0.9-mile segment of striped bicycle lanes on College Park Road near Stratford High School and an approximately 1-mile “bicycle boulevard” within the West Greenview Acres neighborhood. The bicycle boulevard combines striped bicycle lanes on a paved shoulder, a shared-use path, and a signed bicycle route into a single bikeway that weaves through the low-speed, low-volume neighborhood streets and connects residents to Lake Greenview Park and Red Bank Road.



Shared-use path at north end of Pineview Hills neighborhood facing Westview Elementary School’s sports field.



Northbound sidewalk on US-176/ St. James Avenue at Publix driveway.



Shaded path along southern edge of the Planters Walk neighborhood that serves as part of the Crowfield Plantation Trail system.



Location of planned shared-use path on Henry E. Brown, Jr. Boulevard as part of roadway widening project.



Construction of shared-use path on Henry E. Brown, Jr. Boulevard between Liberty Hall Road and Red Bank Road.



Shared-use path parallel to US-52/ Goose Creek Boulevard provides Goose Creek residents access to North Charleston's Wannamaker County Park.



Location of funded sidewalk project on Amy Drive near Boulder Bluff Elementary School.



Sidepath along Red Bank Road at the Marrington Plantation trailhead.



TRANSPORTATION



Goose Creek's only bicycle boulevard includes striped bicycle lanes on Wisteria Road, a shared-use path on East Pandora Drive, and a signed bicycle route on Englewood Road.



The Goose Creek Trail north of Shannon Park and parallel to Moncks Corner Road at Foxborough Road.

Freight

Providing a safe, efficient and reliable network for the movement of freight and goods is extremely important to maintain the quality of life of residents and also support the economic vitality of our local communities and greater region. While the freight network in the region is comprised of a mix of port, air, roadway, rail and intermodal facilities, major freight and goods movement in the City is accommodated primarily by road and rail traffic.

Highway Facilities

The map on page 37 provides the designated National Highway Freight Network (NFHN) and South Carolina Statewide Freight Network located in and around the City of Goose Creek. These strategic highway freight corridors have been identified as critical in the movement of goods and maintaining the efficiencies of these corridors support and advance the regional, state and national economic goals. The I-26 corridor, to the west of the City, is part of the Primary Highway Freight System. It accommodates the majority of the region's truck freight traffic especially that generated by Charleston Port activities. US-52/Goose Creek Boulevard and US-17A are identified as part of the Statewide Freight Network which facilitates increased access

to freight dependent industries/land uses and also provides critical connectivity to the NFHN. Much of the local freight generators (manufacturing, industrial, warehouse/distribution) located in and around the City, depend on and utilize a number of local roadway connections that traverse through Goose Creek, such as Red Bank Road, Bushy Park Road, N. Rhett Avenue, College Park Road and US-176/St. James Avenue, to access these primary freight corridors.

Rail Facilities

Railroads also play an essential role in the region's transportation system and are an integral part of the transportation network in Goose Creek. As shown on the map on page 37, there are two major rail lines running through the City, both owned and operated by CSX Transportation. CSX rail is one of two Class I long-haul railroads operating in the region. It is the largest railroad in South Carolina, representing 56% of the State's rail system. The Port of Charleston depends heavily on CSX intermodal rail services to transport freight container traffic into and out of its maritime facilities.

The western CSX rail line runs through the core of the City parallel to US-52/Goose Creek Boulevard, and creates at-grade rail crossings at six intersecting locations with Red Bank Road, Liberty Hall Road, Button Hall Road, Hollywood Drive, Stephanie Drive,

and Montague Plantation Road. This rail line accommodates both freight and passenger rail traffic. Passenger rail services are available through Amtrak, which operates on CSX's lines through an agreement between companies, and trips are scheduled to avoid conflicts between trains. The eastern CSX line runs adjacent to the Naval Weapons Station (NWS), parallel to N. Rhett Avenue and Henry E. Brown, Jr. Boulevard. This line is an exclusive freight line and creates three at-grade rail crossing at Red Bank Road, Liberty Hall Road, and Montague Plantation Road in Goose Creek.

The South Carolina Ports Authority (SCPA) and cooperating partner agencies are investing roughly \$2.6 billion in port and port-related infrastructure to increase port capacity, and also enhance the operational performance and transportation infrastructure related to the movement of cargo at the Port of Charleston and throughout the State.

Major investments include the deepening of the Charleston Harbor, construction of the new Hugh Leatherman Terminal and Port Access Road in North Charleston, and inland port development and marine terminal upgrades at Wando Welsh. In order to keep pace with and accommodate the projected future intermodal growth Palmetto Railways is developing the Navy Base



TRANSPORTATION

Intermodal Container Transfer Facility (ICTF) to provide near-dock rail service for the Hugh Leatherman Terminal. With increased investment in its maritime terminals and intermodal facilities, such as Inland Ports Greer and Dillion, the South Carolina Ports Authority has already seen steady growth in intermodal rail traffic. In 2019, intermodal rail traffic accounted for roughly 24% of port container movement. These improvements will undoubtedly impact freight container traffic on both the highway and rail networks throughout the region. As such, the City of Goose Creek will need to plan for increased intermodal rail traffic along the CSX rail lines operating through the City, and the possible impacts to traffic operations and safety of the City's highways and local roadways.

For more information on the City's transportation network, see pages 224-254 in the Technical Appendix.

Airports

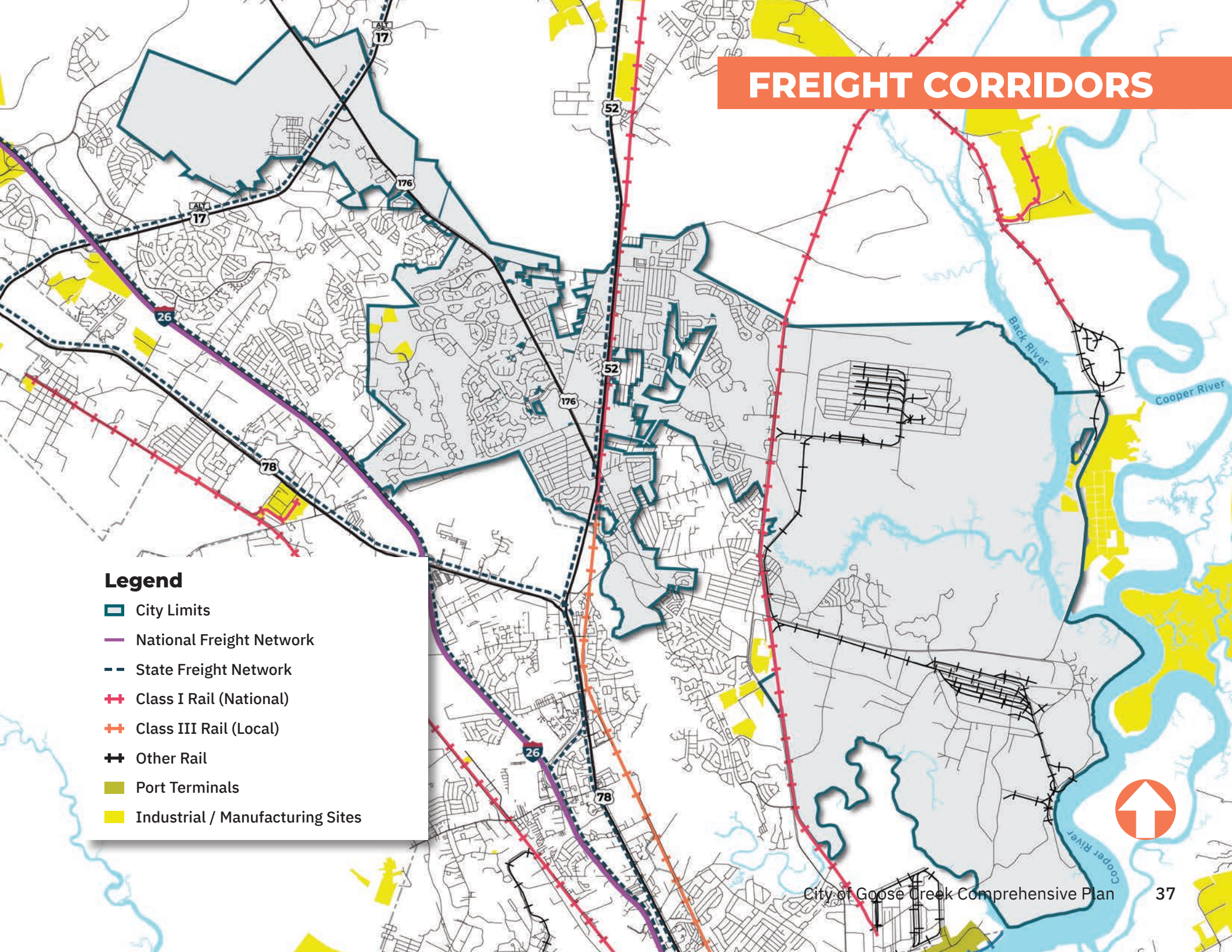
The Charleston International Airport (CHS) and Berkeley County Airport (MKS) are both located within 15 miles of the City of Goose Creek. The Charleston International Airport, located in Charleston County, is one of three public airports owned and operated by the Charleston County Aviation Authority (CCAA) under a Joint Use Agreement with the U.S. Air Force and Joint Base Charleston which owns, maintains and operates the shared runways, taxiways and navigation facilities. This airport is the busiest in the State, providing both commercial and military air service which connects millions of visitors to the region annually. Over the last decade the Charleston International Airport has experienced steady growth and in 2019 accommodated a record high 4.9 million passengers (enplanements/deplanements), up roughly 9% from 2018. Nine scheduled passenger air carriers operate at this airport and offers over 75 daily departure flights to 27 cities, including major travel hubs such as Atlanta, GA; Charlotte, NC; Chicago, IL; Washington, DC; New York, NY; and Denver, CO.

The Authority, in response to the projected growth in passenger traffic and increased demand for airport services, developed and has been implementing recommended

improvements identified within its CHS: Vision 2030 Master Plan. In 2016 roughly \$200 million in improvements were completed as part of its Terminal Redevelopment and Improvement Program (TRIP). Improvements were aimed at increasing airport capacity by approximately 50%, and included modernization of the terminal building, baggage hall renovations, existing concourse upgrade and expansion, construction of a rental car pavilion, and construction of a central energy plant. Other improvements under construction or in development as part of the Airport's plan to remain competitive and provide customers with world class service, include the construction of a new parking deck, new concourse construction and the development of a new Airport Connector Road, led by Charleston County.

The Berkeley County Airport is located roughly one mile to the southwest of the Town of Moncks Corner, off US-17A, and is owned and operated by the Berkeley County government. The airport is open to the public seven days a week and supports general aviation or private flight services, as well as air taxi services and military traffic.

FREIGHT CORRIDORS



Legend

- City Limits
- National Freight Network
- State Freight Network
- Class I Rail (National)
- Class III Rail (Local)
- Other Rail
- Port Terminals
- Industrial / Manufacturing Sites





ECONOMICS

Income

Overall, median income has risen in recent years, increasing 6% from 2014 (\$62,107) to 2018 (\$65,884) in inflation-adjusted dollars (ACS 2014, 2016 and 2018).

Goose Creek has the highest median household income among similar communities in the region. In 2018, median household income was approximately \$66,000 per year, followed closely by Hanahan at \$65,000. Comparatively, the median household income in Berkeley County and the Charleston metro area were each about \$60,000 per year.

Per capita income is the average income per individual, including children, within

a geographic designation (state, county, census tract, or place). It is computed by dividing the total income of all people 18 years old and above in the City by the total population. The graph on the right compares the per capita income for Goose Creek with that of surrounding jurisdictions. Goose Creek’s per capita income indicates an increase of approximately \$6,000 since the 2008 estimates reported in the 2010 Comprehensive Plan. The City’s per capita income continues to be fairly consistent with most other jurisdictions, the County and the State, but noticeably lower than the Charleston-North Charleston MSA, commonly referred to as the Tricounty Area or Lowcountry.

Poverty

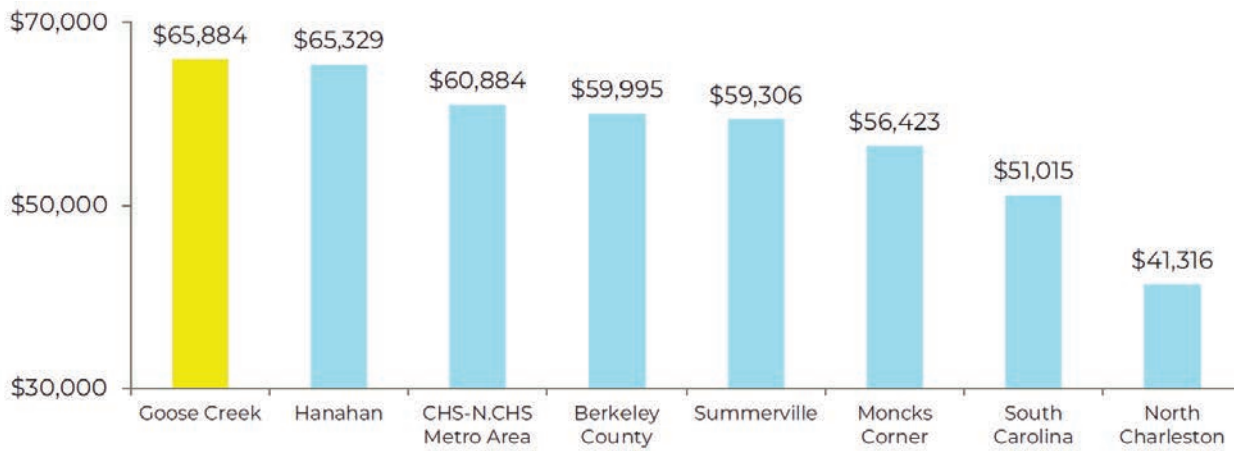
The definition of poverty levels and thresholds can vary from one government agency to another. The US Census Bureau considers income thresholds that vary by family size and composition (e.g. number of children) to determine poverty. It does not consider geographic location and the variation in cost of living, but thresholds are updated annually accounting for inflation. As of the ACS 2018 5-year estimates, approximately 10% (or 3,933) of Goose Creek residents are impoverished.

Labor Force

Approximately 70% of the City’s population age 16 years and older are reportedly participants in the City’s labor force. Not surprisingly, this participation rate drops significantly for those participants after age 60 and is slightly lower for participants ages 16 to19. The graph to the next page depicts labor force participation and the unemployment rate by age groups.

The 2018 unemployment rate estimate for most age groups in Goose Creek is fairly consistent with the Census estimate of 5%, with the exception of the 16 to19 years of age group that are likely balancing work with their education.

Median Household Income - Regional Comparison, 2018 (ACS 5-Year Estimates, 2018)



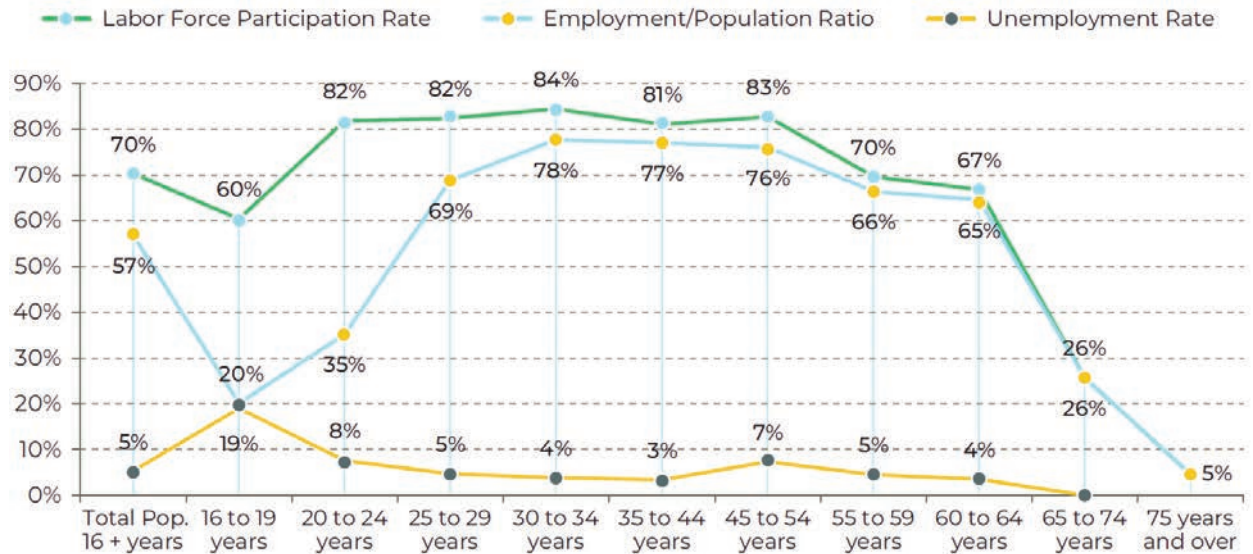
Overall, the City’s unemployment rate has been steadily decreasing since the peak of the recession in 2013. The graph on the right illustrates the trend in unemployment for both Goose Creek and Berkeley County for comparison over the past decade. As of the 2018 ACS estimates, the unemployment rate in Goose Creek and Berkeley County was approximately 5%, though the recent employment impacts of COVID-19 have raised the unemployment rate substantially in 2020.

Workers and Occupations

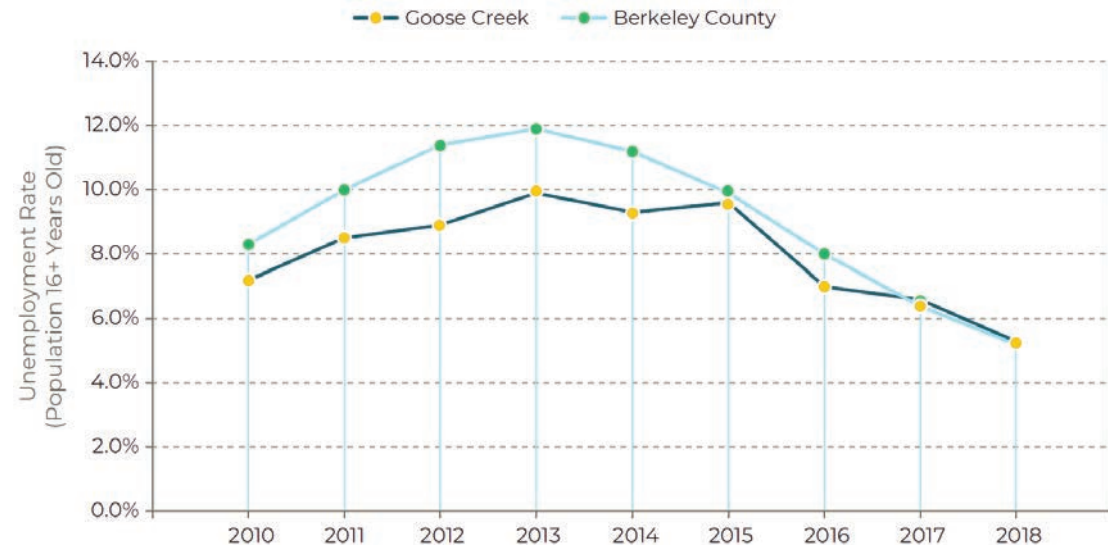
The majority (73%) of the City’s civilian labor force is employed by private companies, 22% are employed by government, and 6% are self-employed. A high proportion (89%) of those employed and 62% of those unemployed workers have health insurance coverage. “Occupations” are defined by the US Census Bureau by the type of work tasks that members of the labor force perform.

Since 2014, occupations in “management, business, science and arts” have held the largest proportion of representation, remaining consistent around 35% of workers. Sales and office occupations and service occupations were the next largest categories, each accounting for 20% of workers. Combined, natural resources, construction and maintenance (11%),

Employment Characteristics, 2018 (ACS 5-Year Estimates, 2018)



Goose Creek Unemployment Rate, 2010-2018 (ACS 5-Year Estimates, 2018)





ECONOMICS

and production and transportation (14%) related occupations represent approximately one-quarter or 25% of the labor force’s occupations. It is important to note that service occupations had the greatest growth over the past five years increasing five percentage points, while sales and office occupations shrunk about ten percentage points.

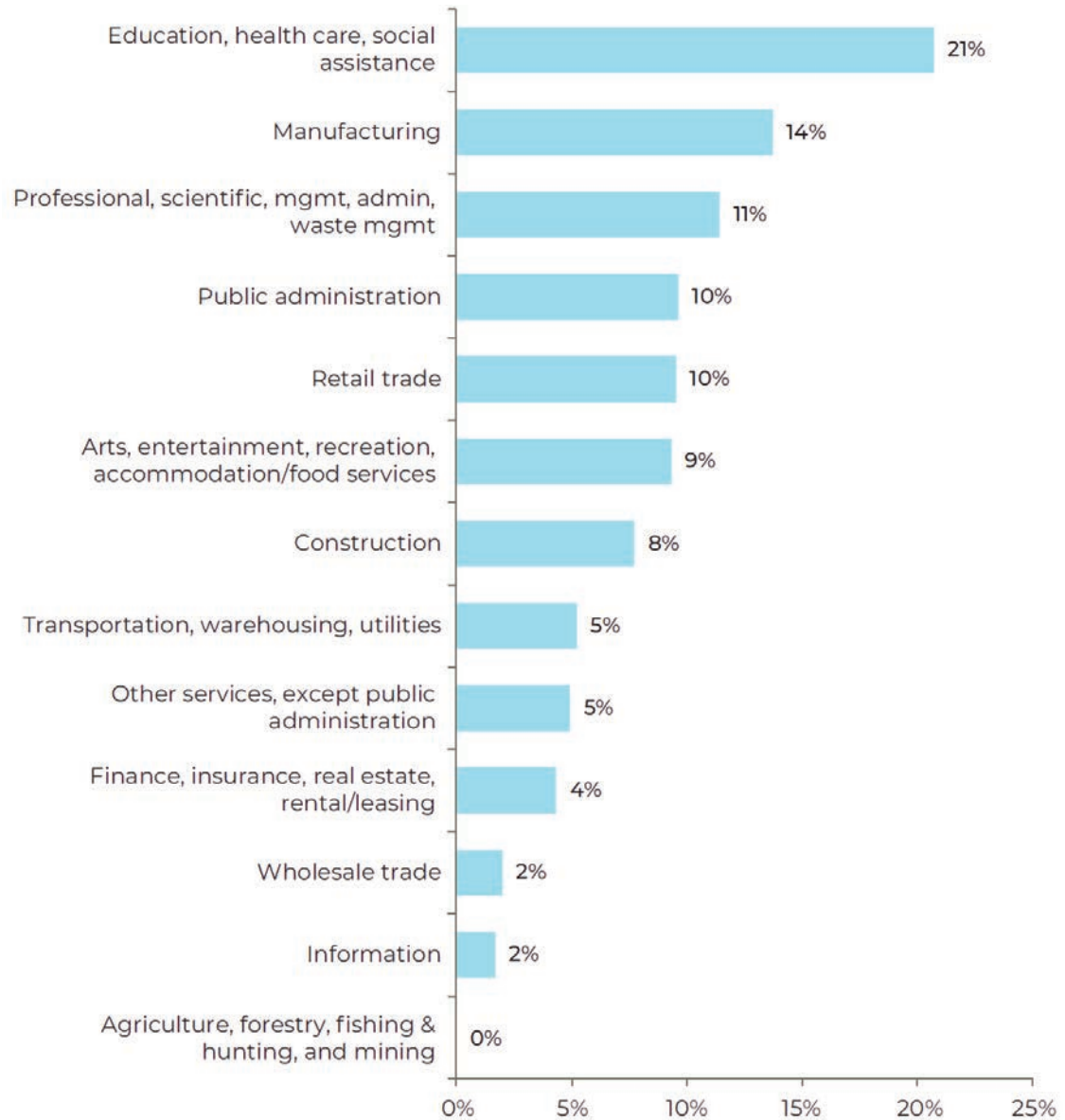
Employment Industries

“Industry” or “place of work” data describe the type of business that is conducted by an employing organization, while occupation describes the work that is carried out by the individual worker.

Comparable to 2008 data reported in the last Comprehensive Plan, the largest industry employing Goose Creek’s labor force in 2018 continues to be educational services, health care and social assistance. While those employed in professional, scientific, management, administrative, and waste management services has dropped from 14% to 11% over the past decade, manufacturing now employs a greater percent of the City’s labor force.

For more information on the City's economics, see pages 255-273 in the Technical Appendix.

Industries of Employment, 2018 (ACS 5-Year Estimates, 2018)



Employment Locations

Of the 48 industries listed by the SC Department of Commerce with Goose Creek addresses, there are a handful of large companies (>100 employees). Those larger industries are located around the periphery of the city, many in the Bushy Park industrial area along the eastern edge of the City abutting the Cooper River. These companies are primarily manufacturing operations ranging from chemicals and metal to home furnishing products. A number of smaller employers are classified as warehousing and distribution, engineering, and service industries.

The mean commute time of Goose Creek’s labor force in 2018 has risen slightly to 24.7 minutes. While comparable to the average

commute for workers across the state of South Carolina, this is slightly lower than that of workers in all of Berkeley County (27.7 minutes) and across the region (26.1 minutes). There have been slight changes in the general work locations of residents from the ACS 2008 data reported in the last Comprehensive Plan compared to recent ACS 2018 data. Approximately 98% of residents work in state, which has remained consistent with 2008 data, though fewer residents work in Berkeley County, dropping from 50% in 2008 to 45% by 2018.

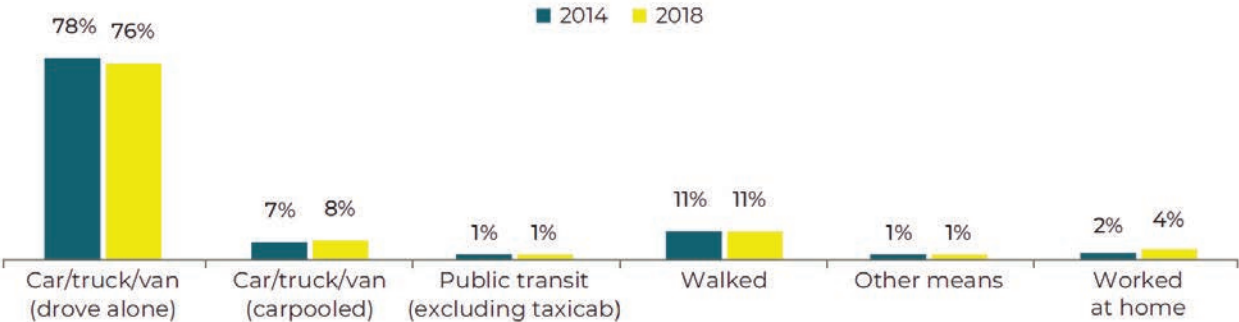
As was found ten years ago, the majority of workers drive alone to work (76%). A number of workers are able to walk to work (10.8%), carpool (8%), work from home (4%), or use public transportation (1%).

Economic Strengths & Weaknesses

The Leakage/Surplus Factor measures of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. Currently, the City has two general industry groups with a surplus factor: department stores and used merchandise stores.

All other industry groups indicate varying levels of leakage, ranging from a fairly low factor of +10 for restaurants and eating establishments, up to some of the highest industry groups, such as jewelry, luggage and leather goods stores, special food services, office supplies, lawn and garden equipment stores, and automobile dealers, with leakage factors of +50 to +100, indicating most or all of these sales are occurring outside the trade area.

Goose Creek Residents' Commute to Work (ACS 5-Year Estimates, 2014-2018)





COMMUNITY FACILITIES

Introduction

The effective coordination, construction and programming of public services and facilities alongside land use decisions supports the growth and development of a community by ensuring that adequate public services are provided. Included under the broad heading of community facilities are things such as water and wastewater services, fire and police protection, access to health and emergency medical care, quality schools, and recreational facilities. Because these services are so closely tied to quality of life measures, individuals often base decisions about whether or not to re-locate to or remain in a particular place based on these very elements. Community facilities, therefore, are essential to the vitality and appeal of a community.

To promote the efficient use of infrastructure, annexations and development must be tied to the capacity of existing or already programmed infrastructure such as utility lines. Similarly, investment in new facilities or service expansions also needs to be considered to ensure that such services or infrastructure keeps pace with anticipated future demand. This element explores the existing conditions of the facilities and services available in Goose Creek today.

Utilities

Water Supply, Treatment and Distribution

The Berkeley County Water and Sanitation Authority (BCWS), Goose Creek Public Works and Charleston Water Systems (CWS) provide public water service to the City of Goose Creek. The majority of Goose Creek residents are served by the Goose Creek Public Works Water Division. The Department maintains roughly 146 miles of distribution lines which support 1 industry, 9,923 residential, and 684 commercial connections.

As a member of the Santee Cooper Regional Water System, the City of Goose Creek along with other members of the Lake Moultrie Water Agency - including Berkeley County, the Moncks Corner Public Works Commission and the Summerville Commissioners of Public Works - purchase water from the Santee Cooper Water Treatment Plant in Moncks Corner.

The City of Goose Creek maintains three elevated water tanks with a total storage capacity of three million gallons. In addition, there are two elevated storage tanks located within the unincorporated Greater Goose Creek Area.

Goose Creek falls within the Berkeley County Water and Sanitation Authority (BCWS) Lower Berkeley Sewer District. BCWS operates and maintains roughly 554 miles of gravity sewer lines, 167 miles of forced sewer mains, and 159 pump stations county-wide.

The county system is also supported by three wastewater treatment plants, one of which is located in Goose Creek off Red Bank Road on the Naval Weapons Station. BCWS provides public sewer service directly to customers within the City with over 300 miles of sewer lines which support approximately 10,099 residential and commercial service connections. Major industrial connections include Google, Century Aluminum and the Bushy Park Industrial Complex.

The City of Goose Creek has 45 pump stations that collect and direct sewage to processing stations. 30 pump stations are maintained by Berkeley County Water and Sanitation and 15 are privately maintained by individuals, homeowners' associations, industrial parks and facilities, commercial facilities, religious establishments, and residential subdivisions.

In areas where public water and sewer are not provided to unincorporated properties within the general vicinity of the City, private wells and septic systems are utilized. South Carolina's Department of Health and Environmental Control regulates and permits private wastewater systems. It is imperative that private wastewater systems are installed and operated correctly as well as pumped regularly to avoid underground water contamination that can migrate throughout the watershed. Moreover, wells should be tested regularly, as groundwater contamination poses a health risk to residents ingesting the water.

Solid Waste Collection and Disposal Service

Goose Creek Public Works Sanitation Division provides solid waste services to residents of the City. The responsibilities of the Sanitation Division include curb-side solid waste collection, processing, and disposal. The City of Goose Creek does not provide for the collection or disposal of commercial solid waste. Acceptable items for pick up include: household garbage, yard debris, metal goods, owner-generated construction materials, and used household furnishings. Residents in unincorporated areas of the City are responsible for the disposal of their household waste and yard debris at any of the nine convenience

centers located throughout Berkeley County. The Berkeley County Landfill, located west of US-52/Goose Creek Boulevard, just south of Moncks Corner, accepts commercial waste and provides for other special waste disposal needs.

Recycling is an important component of solid waste management. In 2019, the County opened a new state-of-the-art recycling facility which processes all waste generated in Berkeley County, at no additional cost to users. The facility automatically separates recyclable materials from trash before transporting the non-recyclable materials to the county landfill for disposal. Residents can also drop off items at eight drop-off recycling facilities located within the City or at any of nine convenience centers within Berkeley County. The facilities in Goose Creek only accept cardboard and paper. The recycling of antifreeze is only available at the Oakley Road and Gravel Hill Convenience Centers. These facilities do not provide for the recycling of paint, scrap metal, tires, and textiles.

Electrical Providers

Electricity is provided to Goose Creek residents mainly through Berkeley Electric Cooperative (BEC) and Dominion Energy. The City has worked to create a City-owned electric utility that would provide electricity to Century Aluminum. This initiative to become an electric utility provider supports the City's plan to annex the roughly 5,000 acres of land on which the smelting company occupies. As of July 2020, three parcels of the Century Aluminum site has been annexed into the City. If the City fully annexes the property, the City would assume zoning control over the site's future development as well as benefit from the property tax revenues that can be generated by the site.



COMMUNITY FACILITIES

Institutions

Civic Centers

The Goose Creek Library, located on Old Moncks Corner Road, is the largest branch in the Berkeley County Library System. It operates six days a week and offers a full range of services and programs to residents of the City and surrounding areas, including story times for children, book discussions, Summer Reading Programs for children, teens and adults, special events to promote reading and literacy, and computer classes. The Library also provides free use of its meeting rooms for library sponsored or co-sponsored events and programs by individuals, community groups and organizations with a cultural, intellectual, informational or educational focus. In addition to its more traditional services, the library system also offers a mobile library service to rural Berkeley County residents and has a large catalog of resources available online. Funding for the Goose Creek Library and the Berkeley County Library System is provided primarily by the County. A small amount is allocated to the system by the State.

Goose Creek residents have access to two major community centers within the City. Opened in 2005, the Goose Creek Community Center has served as a major hub for community activities. Located next

to the Municipal Complex, this facility ties into the well-used hiker-biker trail network of the City and the lakeside facilities located on the campus. The Community Center offers a wide range of classes and activities to seniors, adults and children and houses a weight room, fitness area, indoor track, basketball courts, and a climbing wall.

In 2018, the City expanded the Recreation Complex to include a new 35,000-square foot activity center that sits adjacent to the popular community center. The Goose Creek Activity Center houses most of the City's youth programs and community educational programs. Classes offered include dance, martial arts, yoga, guitar, art, gymnastics, and many more. Many community activities utilize the community buildings, greenspace and lakeside facilities that are available at the Recreational/Municipal Complex campus for events such as the Goose Creek Fall Festival, the City's Spring Concert Series, Fabulous Fourth in the Creek, and Lakeside Holiday Light Display. With limited alternative facilities available to serve adjacent Berkeley County areas, these state-of-the-art facilities serve more as a regional community resource.

Educational Facilities

Based on the US Census 2018 ACS estimates, approximately 6,800 or 16% of

the city's population is of school-age (5-17 years old). Students living in Goose Creek are served by 18 public schools operated by the Berkeley County School District (BCSD), shown on the map on the facing page. These schools represent 41% of the District's current schools and include ten elementary, five middle, and three high schools. There is also a charter school serving Goose Creek residents, the Mevers School of Excellence, and three private schools serving Goose Creek residents: Northwood Academy, Londonderry Montessori, and Metro North.

BCSD's 5-year Facilities Master Plan identifies "optimal maximum enrollment capacities" for schools, as follows:









Optimal Maximum Enrollment

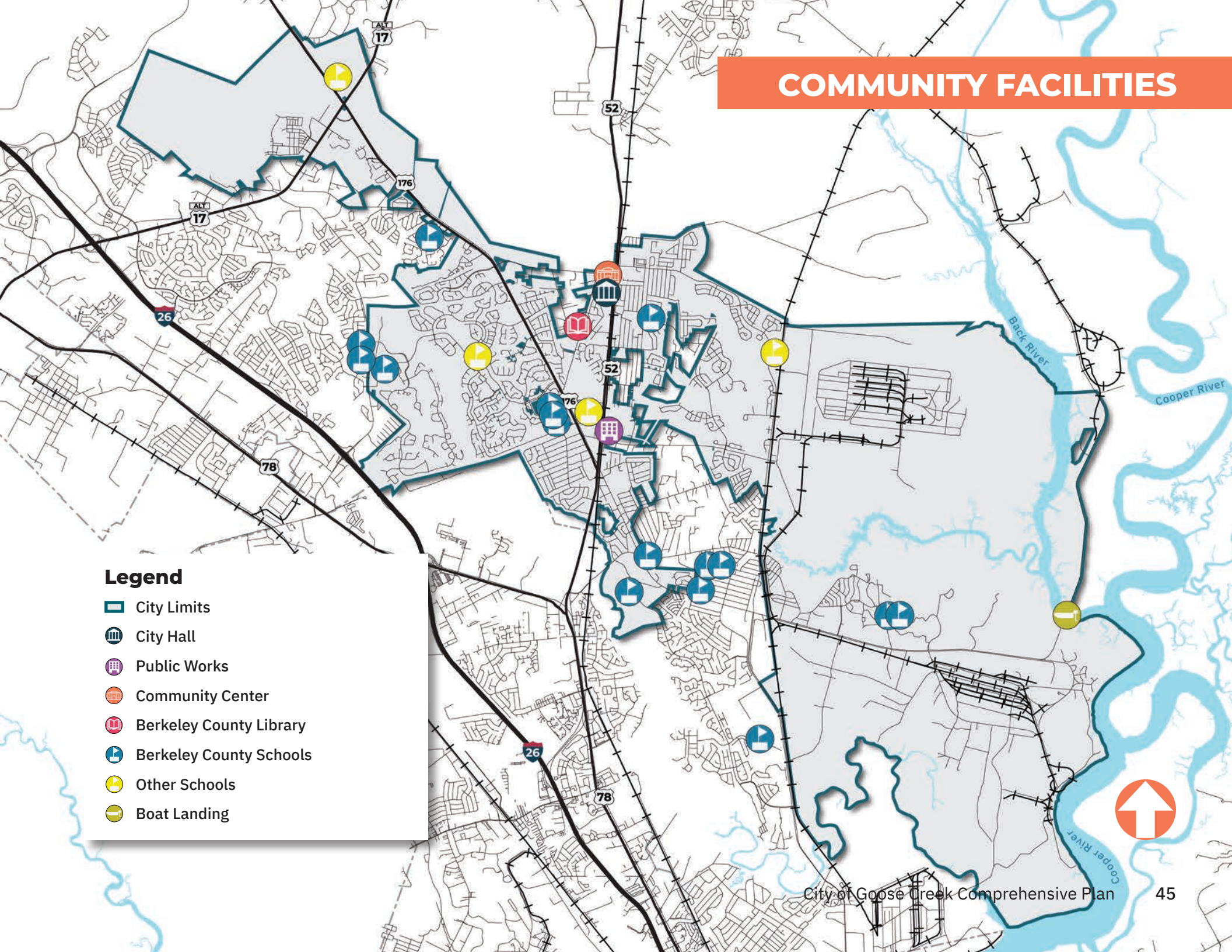
- Elementary Schools: 850 students
- Middle Schools: 1,200 students
- High Schools: 1,800 students

The table on page 46 identifies the 2019-2020 school year average daily enrollment at BCSD schools serving the City of Goose Creek. It is important to note that the attendance zones of these facilities go beyond the City's borders, thus the enrollment provided includes residents of Goose Creek and the county.

COMMUNITY FACILITIES

Legend

-  City Limits
-  City Hall
-  Public Works
-  Community Center
-  Berkeley County Library
-  Berkeley County Schools
-  Other Schools
-  Boat Landing





COMMUNITY FACILITIES

There are no higher-educational institutions located within the Greater Goose Creek Area; however, residents can easily access Charleston Southern University and Trident Technical College, both of which are located just minutes away in North Charleston. These facilities provide continuing educational opportunities in a variety of fields. Other facilities such as the College of Charleston, The Citadel, Medical University of South Carolina, Strayer University, Lowcountry Graduate Center, and College of Charleston North Campus provide undergraduate and graduate courses to Goose Creek residents.

Government Facilities

The City’s administrative departments are centralized within the Marguerite H. Brown Municipal Complex located on North Goose Creek Boulevard, including the City’s Municipal Court, Police Department and City Hall. Governmental functions of the City of Goose Creek include administrative services, court, permitting, planning and zoning, police protection, public works, and recreational services. The City is governed by a Mayor and six City council members, which serve four-year terms.

Police Protection, Fire Protection & Emergency Medical Service

In 2019, the City of Goose Creek ranked in the top 10 safest cities in the State¹. When

2019-2020 Average Daily Enrollment

Public Schools Serving Goose Creek	Grades Served	Annual State Report Card Grade	Average Daily Enrollment (2019-2020)
Boulder Bluff Elementary School	PK-5	Average	649
Bowen's Corner Elementary School	PK-5	Average	738
Cane Bay Elementary School	PK-4	Average	1,219
College Park Elementary School	PK-5	Average	853
Devon Forest Elementary School	PK-5	Average	925
Goose Creek Elementary School	PK-5	Below Average	914
Marrington Elementary School	PK-5	Excellent	492
Mount Holly Elementary School	PK-5	Below Average	508
Westview Elementary School	3-5	Average	549
Westview Primary School	PK-2	N/A	484
Cane Bay Middle School	5-8	Good	1,392
College Park Middle School	6-8	Average	812
Howe Hall Arts Infused Middle Schools (AIMS)	6-8	Average	415
Marrington Middle School of the Arts	6-8	Excellent	428
Sedgefield Middle School	6-8	Below Average	1,046
Westview Middle School	6-8	Good	863
Cane Bay High School	9-12	Good	2,001
Goose Creek High School	9-12	Average	1,872
Stratford High School	9-12	Good	1,207
Total Students Served			12,287

compared to other Lowcountry communities such as Charleston, Hanahan, Mt. Pleasant, North Charleston, and Summerville, the City ranked third based on a composite score of violent crime and property crime rates. This accolade was achieved thanks to the protection provided by the men and women of the City of Goose Creek Police Department.

The City's police services operate out of the Marguerite H. Brown Municipal Services Complex. With an average annual budget of \$8.9 million, the department employs 74 sworn officers and 28 full-time support staff, and maintains 65 patrol vehicles, most of which are less than seven years old. The department is divided into four divisions: Uniformed Patrol, Criminal Investigations, Special Operations, and Professional Standards Divisions.

Services provided include crime enforcement and reporting, criminal investigations, traffic safety and enforcement, parking enforcement and other special services such as:

- Child Safety Seat Inspections
- Citizen Police Academy

1. *The Home Security Advisor, 2019. Retrieved August 14, 2020 from <https://www.thehomesecurityadvisor.com/safestcities-south-carolina/>*

- Police Cadet Program
- Reserve Officer Program
- Ride-Along Program
- Victim Services
- Youth Programs

Goose Creek's police department has a mutual aid agreement with all other Lowcountry police departments.

Seven fire stations serve the Greater Goose Creek Area, four of which are within the City of Goose Creek and three within the unincorporated area. Of the four located within the City, three stations are operated and maintained by the City of Goose Creek Fire Department and one is maintained by the Goose Creek Rural Volunteer Fire Department. The City of Goose Creek Fire Department is staffed by 57 firefighter EMTs and paramedics and one battalion chief supervisor per shift working a "24 hours on, 48 hours off" schedule. A total of 61 uniformed personnel comprise the operational staffing. Departmental equipment includes three engines, one heavy rescue truck, and an Advanced Life Support (ALS) medic unit.

In 2017, the Goose Creek Fire Department opened a new 32,000 square foot

headquarters located at 201 Button Hall Ave. Plans are in place to begin developing a fourth station (Station 4) in the area of Carnes Crossroads, which should be in service by 2023-2024.

Unincorporated areas around Goose Creek are primarily served by the Goose Creek Rural Fire Department via two fire stations, one of which is within the incorporated area of the City. According to a 2018 study commissioned by Berkeley County, the Goose Creek Rural Fire Department consists of 26 volunteers and 24 part-time employees. This department operates four engines and one ladder truck, one rescue vehicle, one command and one utility vehicle. The Goose Creek Rural Fire Department has mutual aid agreements with all neighboring jurisdictions including Goose Creek, Hanahan, North Charleston and Berkeley County.

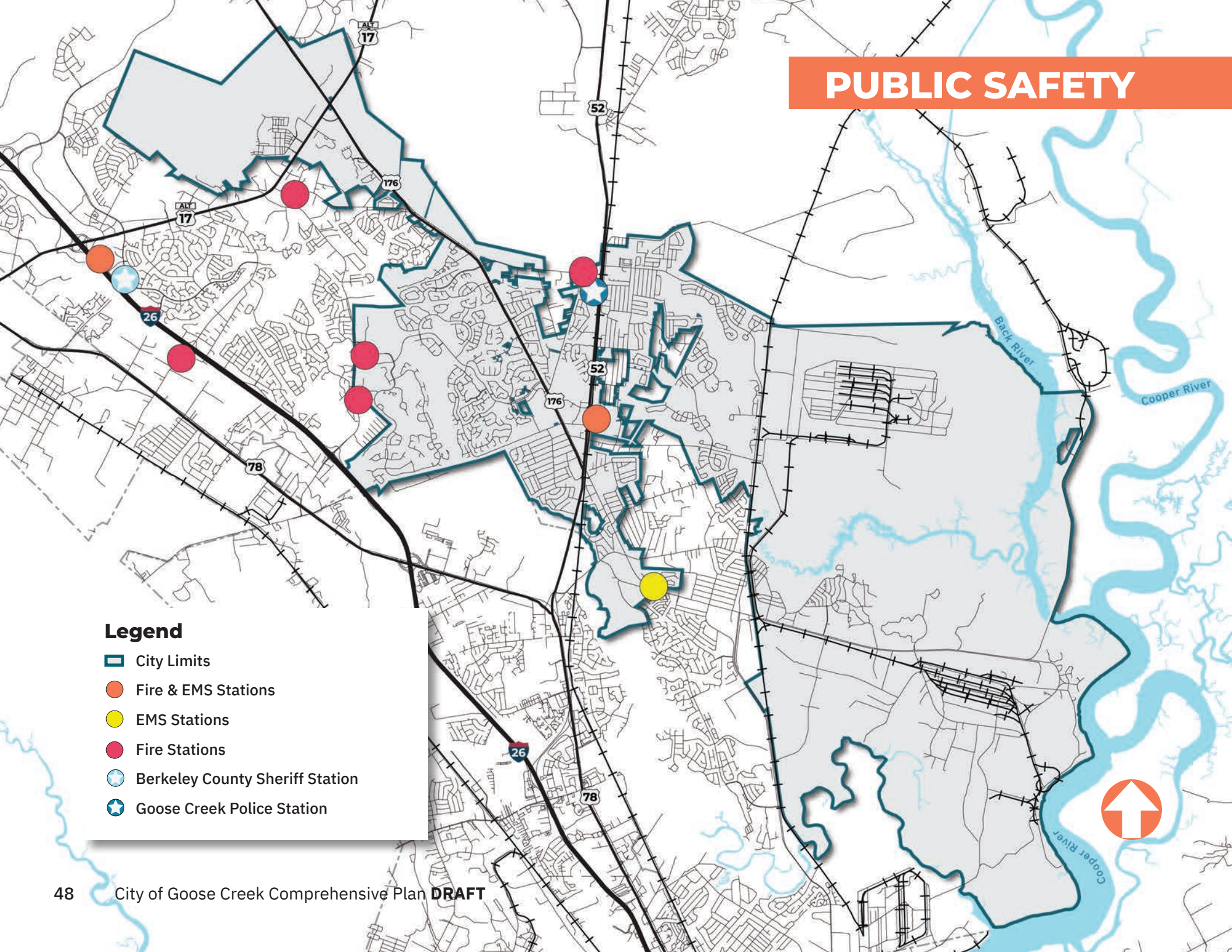
The Naval Weapons Station area of Goose Creek is protected by Federal fire fighters from two stations and two engine companies. Staffing for each of these facilities varies.

All surrounding fire departments participate in automatic, mutual aid agreements throughout the county and neighboring municipalities by prearranged response guidelines by closest station.

PUBLIC SAFETY

Legend

- City Limits
- Fire & EMS Stations
- EMS Stations
- Fire Stations
- Berkeley County Sheriff Station
- Goose Creek Police Station





COMMUNITY FACILITIES

Berkeley County Emergency Medical Services (EMS) contracts with the City of Goose Creek to provide emergency care. The trained staff of Berkeley County’s Emergency Medical Services responds to approximately 17,000 medical emergencies each year. The City of Goose Creek Emergency Medical Services consists of 19 Paramedics and Basic Emergency Medical Technicians (EMTs). Emergency personnel are dispatched through the City of Goose Creek Fire Department.

Parks & Recreational Facilities

The many natural amenities of the Greater Goose Creek Area afford numerous recreational opportunities. As of January 1, 2009, the City of Goose Creek, through its Recreation Department, assumed the authority of the parks and recreational facilities within City limits and the greater Goose Creek Recreation District.

In 2020, the Department had an operations and management budget of roughly \$3.5 million and employed 10 full-time staff members who are responsible for running all recreational programs, 14 maintenance workers and 50 part-time athletic specialists, which includes lifeguards, coaches, etc. The Department, through its

Youth Athletic Program, offers numerous activities year-round, such as basketball, soccer, football, tennis, baseball, softball, volleyball, gymnastics and cheerleading.

The Goose Creek Recreation Commission (GCRC) consists of seven members, which serve an advisory role to City Council on issues regarding recreation. Currently, there are no designated natural or open space/ green areas under its responsibility.

The Goose Creek Recreation Department maintains:




- Ten neighborhood parks, totaling 24.5 acres
 1. Etling Park (last renovated 1995)
 2. Fairfax Park (last renovated 2015)
 3. Forest Lawn Park (last renovated 1993)
 4. Foxborough Park (built 1985)
 5. Lake Greenview Park (last renovated 2008)
 6. Oak Creek Park (built 1993)
 7. Ryan Creek Park (last renovated 2017)
 8. St. James Park (last renovated 2017) and St. James III Park (built 1994)
- Three community parks, totaling 41

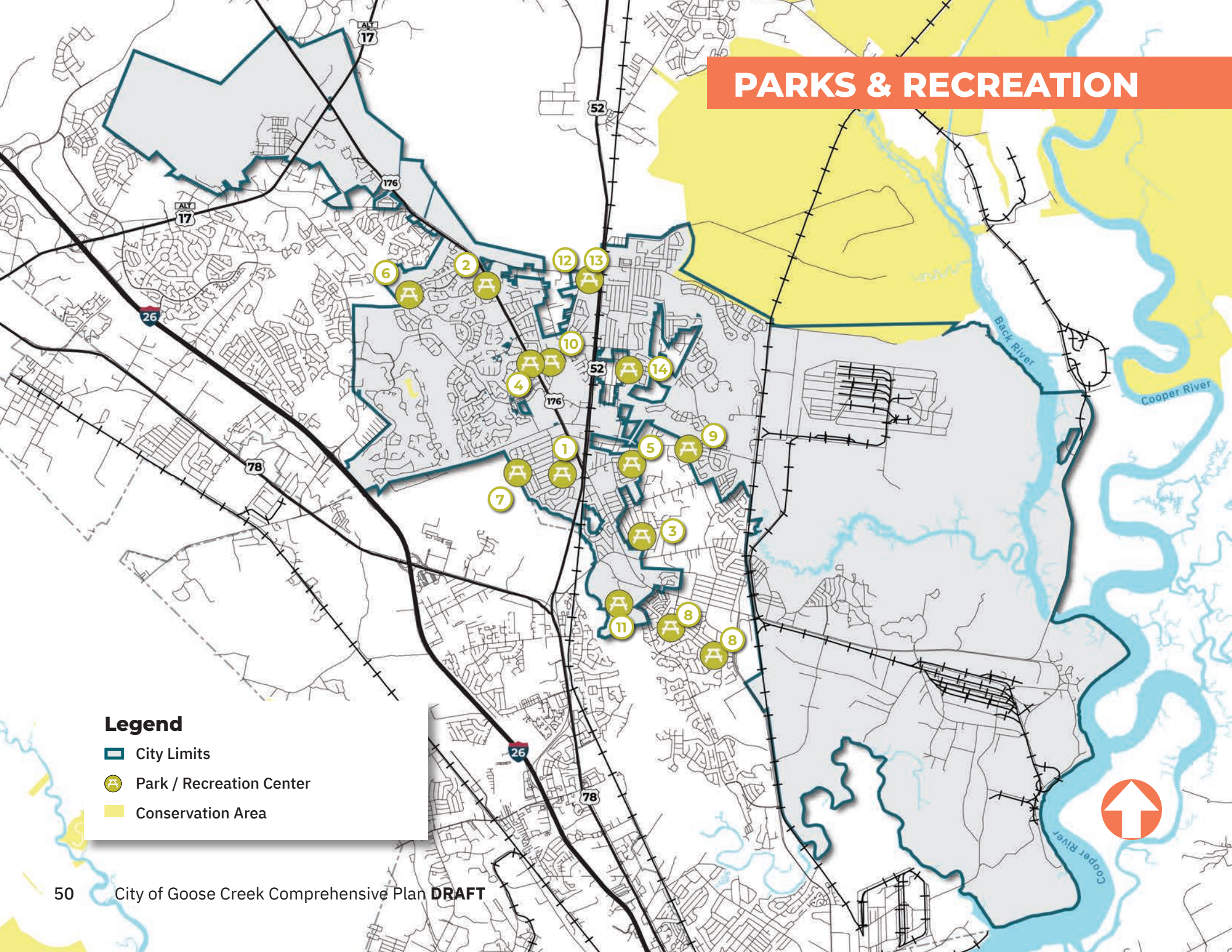
acres

9. Dogwood Park (built 1993)
 10. Eubanks Park (last renovated 2002)
 11. Foster Creek Park (built 2003)
- Three regional recreational centers/ complexes
 12. Goose Creek Community Center (opened 2005)
 13. Goose Creek Activity Center (opened 2018)
 14. Felkel Field Athletics Complex (last renovated 1999)
 - Community swimming pool (renovated 2020)
 - Senior Center (built 1995)
 - Hiker-Biker Trail (~30 trail-miles throughout the City)
 - The Goose Creek Community and Activity Centers, which provide a wide range of senior, adult and youth activities and classes. These facilities include a fitness center complete with cardio deck, weight-training area, walking track, basketball courts, gymnasium, and climbing wall, and hosts classes such as Zumba, Yoga, Line Dancing and Indoor cycling.

PARKS & RECREATION

Legend

-  City Limits
-  Park / Recreation Center
-  Conservation Area





COMMUNITY FACILITIES

The Morale, Welfare, and Recreation (MWR) complex at the Naval Weapons Station offers a plethora of recreational and leisure opportunities available to active and inactive military personnel assigned to the Naval Weapons Station and their families as well as Department of Defense employees and their families. This facility is not currently open to the general public. In the future, this facility may be turned over to the City of Goose Creek, as it is currently within City limits. In this case, it would be accessible to the general public, providing a significant recreational resource, and could ameliorate the increasing recreational demands associated with sustained growth.

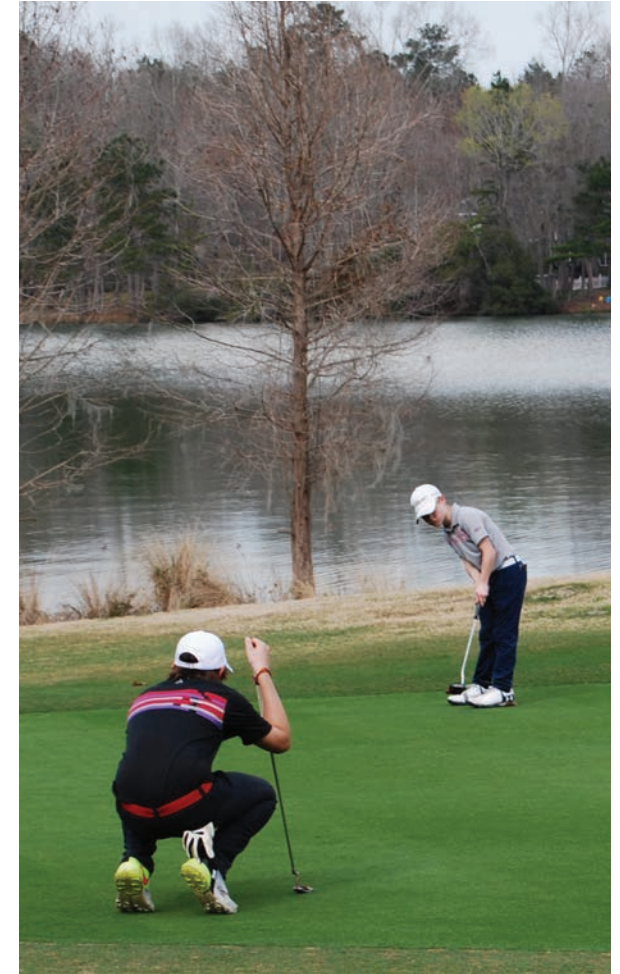
The Cooper River, the largest flowing river system in the Greater Goose Creek Area, its many tributaries, and Crowfield Lake provide many boating, bird watching, and fishing opportunities for residents and visitors alike. The Goose Creek Reservoir, a fresh water reservoir that was created from the damming of Goose Creek, provides habitat and breeding grounds for an abundance of fish, such as speckled perch and bluegills, alligators, and many migratory birds.

Golf Courses

The City currently has two golf courses in the City limits, one being the City-owned public golf course, Crowfield Golf Club. The Crowfield Golf Club offers a tremendous

18-hole championship golf course with a driving range and putting green, along with a clubhouse with bar and grill. All of their amenities are open to the public and offer a great recreational amenity to the residents of Goose Creek. The second course is the military golf course, the Redbank Golf Course. It is located on the Naval Weapons Station and it offers an 18-hole golf course for active duty and retired personnel that can access to the base.

For more information on the City's community facilities, see pages 274-286 in the Technical Appendix.



Crowfield Golf Club



CULTURAL RESOURCES

Historic Properties

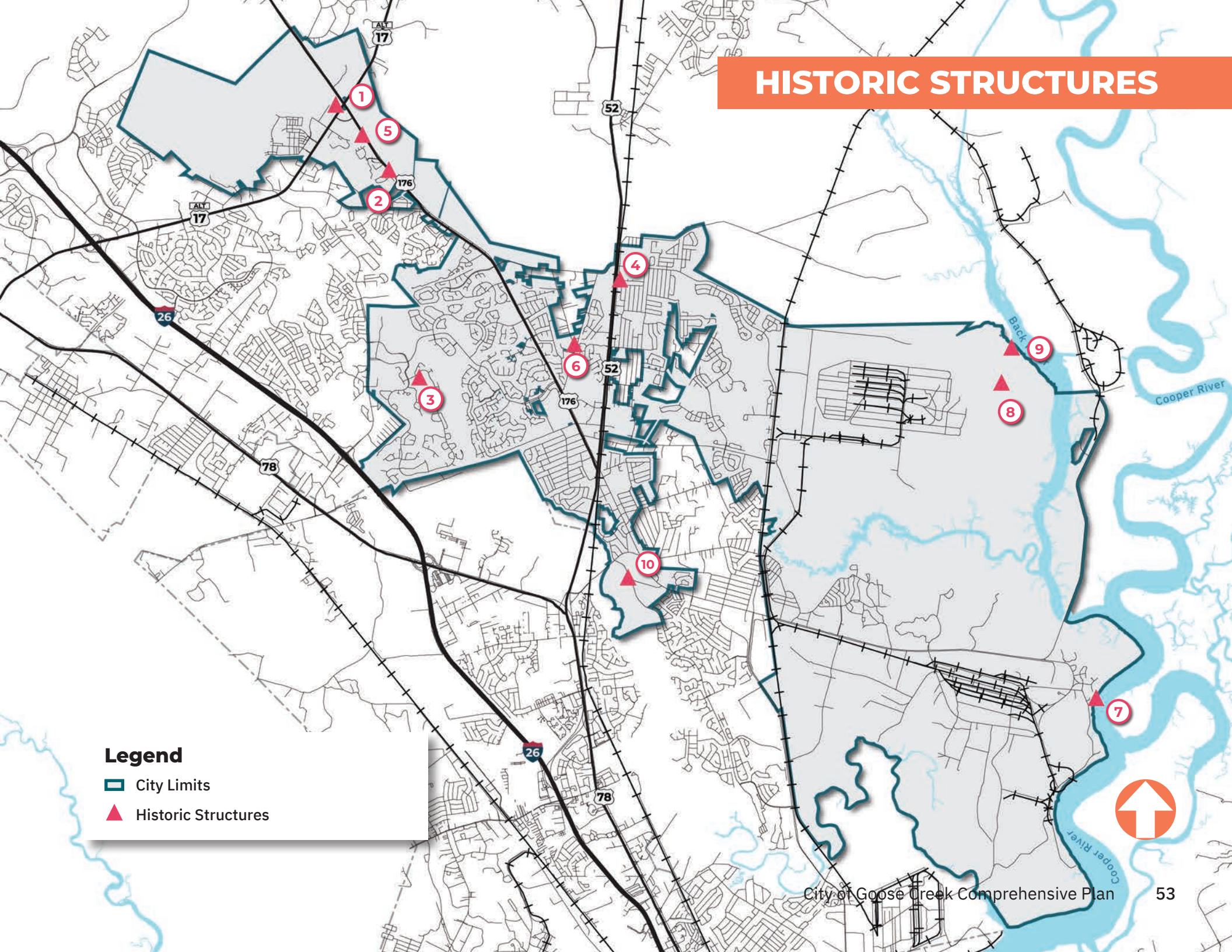
Documentation of archaeological sites and historic properties plays an important role in ensuring that the integrity of a community’s cultural resources is protected from the impacts of growth and development. The SC Department of Archives and History conducted The Berkeley County Historical and Architectural Inventory in 1989 as part of a national effort to identify significant historic resources. Approximately 187 archaeological sites have been identified within the incorporated area. However, for the protection of these resources, the South Carolina Institute of Archaeology and Anthropology records does not publicly publish the precise locations of documented deposits and artifacts.

The Berkeley County Historical and Architectural Inventory also documented historic sites within the county. Rapid changes that accompanied growth of the Naval Weapons Station and the annex to its north during the 1960s left little remains of the historical resources that once defined the agricultural community. However, the City is fortunate that several of the remaining historic sites are situated within or directly adjacent to the City’s incorporated boundaries. A total of 668 properties surveyed in Berkeley County were



Surveyed Historic Properties in Goose Creek (Berkeley County Historical and Architectural Inventory)

#	Site	Location	Date	Designation
1	Dallas Van Buren Carn Barn	US-176/St. James Avenue at US-17A, northwest corner	1900	Not Eligible
2	Brown House	US-176/St. James Avenue, west side, 4.6 miles north of US-52/ Goose Creek Boulevard	1900	Not Eligible
3	Crowfield Plantation Ruins	1 mile northeast of I-26	c. 1730	Not Eligible
4	Mount Holly Post Office / Linder House	US-2, east side, 2.3 miles north of US-176/St. James Avenue	1915	Not Eligible
5	Unnamed House	US-176/St. James Avenue, west side, 5 miles north of US-52/ Goose Creek Boulevard	1915	Not Eligible
6	Casey Church Cemetery	US-176/St. James Avenue, vicinity, north side, 1.1 miles northwest of US-52/Goose Creek Boulevard	1920	Not Eligible
7	Red Bank Plantation Cemetery	Naval Weapons Station Charleston	19th Century	Not Eligible
8	Cottage Plantation Prioleau Cemetery	US Naval Reserve	18th Century	Not Eligible
9	Cottage Plantation Slave Dwelling Ruin	US Naval Reserve	18th Century	Not Eligible
10	St. James Goose Creek Church and Cemetery	West side Red Bank Road	1713	Historic Landmark

HISTORIC STRUCTURES



Legend

-  City Limits
-  Historic Structures



CULTURAL RESOURCES

identified as exhibiting a broad spectrum of historical development. Forty of these sites were inventoried in the near vicinity of Goose Creek, and ten within the City. The map on the previous page identifies the name and location of these properties.

It is important to note that not all sites included in an architectural and historic survey are deemed eligible for listing on the National Register. In many cases, the integrity of historic sites can still be affected by changes in their surroundings even when the actual structures are protected. The historic sites that have retained original architectural or historic integrity may be designated individually or as part of a district of properties. Listing on the National Register of Historic Places can open doors to grants and tax incentives, help build community pride in the built environment, create a focal point for heritage tourism, and serve as an educational tool. It does not provide preservation protections on the property in the future, however. Further, National Listing does not stop any private, local or federally funded projects, nor does it necessitate environmental review for privately funded projects without federal or state involvement.

St. James Goose Creek is designated as a National Historic Landmark, which is the highest designation of historic significance. Built between 1713 and 1719 by early

planters from Barbados, St. James Goose Creek is one of the earliest Georgian churches in the English colonies. The building is generally recognized as an architectural gem among small 18th century parish churches. The church structure was saved from destruction later that century when British troops moved through the state during the American Revolution. The 300-year old structure has been maintained but not modernized. Worship services are held at the church once a year.

Crowfield and The Oaks Plantation homes were not as fortunate. Crowfield Plantation, on the headwaters of Goose Creek, was originally granted to John Berringer in 1701. William Middleton built a large two-story brick house on the plantation around 1730, naming it for his great-aunt's English manor. He grew rice and indigo, raised cattle, made bricks and laid out an elaborate formal garden. The plantation changed hands several times during and after the American Revolution. The plantation house was virtually destroyed by the Charleston earthquake of 1886. Eventually the Westvaco Development Corporation purchased the 2,850-acre plantation for its pine timber in the 1930s and developed the property into a residential golf course community several decades later. The remains of the plantation house are owned by the Crowfield homeowners association. The

site is protected by a conservation easement which allows for archaeological study of the plantation to continue.

Recently incorporated into the City, The Oaks was an inland rice plantation established by Edward Middleton on a 1678 grant from the Lords Proprietors. Middleton, a planter from Barbados received 1,630 acres on Yeaman's Creek, which was later renamed Goose Creek. The more recent structure was built in 1892 for a Maine businessman, and renovated in 1930. In 1956 it was purchased with the intention of turning the property into a residential development, and a few lots were developed along the avenue of oaks. However, the property changed hands again in 1959 to the North Charleston Country Club and was subsequently purchased by Howard Mims in 1964 when it became the Oaks Plantation Golf & Country Club. The main plantation home was used for weddings, venues and other events until 2008 when fire struck, scorching the property. The property remained in disrepair and was boarded up until it was demolished in July 2020.

Almost two dozen historic markers have been erected in the Goose Creek area, many of which identify other plantations that contributed to the community's initial development: Liberty Hall, Howe Hall, Boochawee Hall, Button Hall, and Springfield plantations.