

I'ON

Impact Assessment

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January 1997

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IMPACT ASSESSMENT - Introduction

General Description and Identification of Impacts

The Graham Company proposes to create a mixed use, traditional walking neighborhood on a 243 acre tract of land in the Town of Mt. Pleasant. I'On will be built in the manner of older coastal towns like Beaufort, Charleston and the Old Village of Mt. Pleasant. The Graham Company will draw heavily upon experience gained in developing the neo-traditional neighborhoods of North Cove in Peachtree City, Georgia, and The Village at Port Royal, Broad Street and Newpoint in Beaufort, South Carolina. These neighborhoods are also built in the manner of the previously mentioned historic towns under Planned Unit Development (PUD) zoning ordinances (similar to Mt. Pleasant's PD Ordinance). Such PUD ordinances enable variations from conventional lot sizes and width requirements, as well as front, rear and side yard setbacks.

The first zoning ordinances were implemented in New York City in 1916 and did not come into widespread use in the South until the 1960's (Mt. Pleasant's first zoning ordinance was adopted in 1979). Because of such ordinances, a change from R1 zoning to Planned Development is essential to build a neighborhood like I'On that emulates the character of the Lowcountry's older towns and villages. While planned for only 3.12 units/acre, lower in density than the historic models, (Beaufort's Old Point is greater than 5 units per acre, the Old Village is 3.78 units per acre and the Charleston Peninsula is as much as 18 units per acre South of Broad Street), I'On will utilize the same principles and traditions that make these neighborhoods so desirable and render extraordinarily high property values.

Correction: Mt. Pleasant first adopted zoning in 1949. Revised ordinance in 1979. VG.

In developing I'On, the Graham Company will fully comply with the spirit and intent of the goals and objectives listed in the 1992 Redman/Johnston Master Plan, as well as the 1994 document, "Strategic Planning for the Town of Mt. Pleasant - Findings, Recommendations and Action Plans". Specific impacts are identified and discussed in the Impact section to follow.

The 243 acre property is bounded on the north by the marshes and waterways of Hobcaw Creek, to the east by a 70 acre tract of land presently owned by Sonny Mevers, to the south by Mathis Ferry Road, and to the west by Muirhead Road, Hobcaw Point, and a 17 acre tract of land presently owned by Dorothy Ayers and others. Of the 243 acres within the tract, 24.6 acres are man-made lakes. The property has an unusually high elevation for the area, ranging from 7 to 25 feet above sea level with an average elevation of 19 feet above sea level. Soil types are primarily fine loamy sands with excellent permeability.

From the late 1600's to the early 1900's, the land was used for agricultural purposes. Earlier this century, the fields were used to grow tomatoes, cucumbers and pine trees and the water frontage was used as a base for Shelmore Seafood company. More recently, the present owners mined dirt for road building and other construction projects. This mining has enhanced the property's value by creating the aforementioned freshwater lakes.

I'On will consist of a maximum of 759 residential units. In addition, there will be 16,000 s.f. of neighborhood shops and 14,000 s.f. of office space that will accommodate small businesses. The areas for shops and office space have been specifically delineated on the master plan. Uses permitted in those areas are restricted to all uses allowed in Section 156.089 NC, Neighborhood Commercial District of the Mt. Pleasant Zoning Code, except that no automotive oriented businesses will be allowed. Throughout the community, specific sites are designated for civic buildings - neighborhood clubhouses, a scout den hut, churches and other civic uses.

The critical line along the marshes and waters of Hobcaw Creek, and the freshwater wetlands on the site have been delineated and approved by the U.S. Army Corps of Engineers.

Several areas within I'On's boundaries have been identified by a professional archaeologist to be of historic and archaeological significance. Of particular note is a family cemetery plot dating to the early 1700's. Included here among the interred is Jacob Bond I'On, for whom the neighborhood is named. I'On was a celebrated hero in the War of 1812 and a past President of the S.C. Senate. The developers have met with descendants of those buried in the cemetery and are working with them to restore and preserve this significant site. Several other sites may have archeological significance and The Graham Company will conduct further studies to determine their merit. The developer will cooperate fully with the State Department of Archives and History in recording, recovering, and/or preserving important sites.

IMPACTS

Water Supply

The daily potable water demand for the proposed 759 dwelling units will be 284,625 gallons based on 375 gallons per day per dwelling unit as prescribed by the Mt. Pleasant Waterworks & Sewer Commission. Water will be supplied by the Mt. Pleasant Waterworks & Sewer Commission and the distribution system will be designed to meet all DHEC (Department of Health and Environmental Control) and Mt. Pleasant Waterworks & Sewer Commission guidelines.

Wastewater

This project will generate 233,700 gallons of domestic wastewater per day based on the Mt. Pleasant Waterworks and Sewer Commission guidelines of 300 gallons per day per dwelling unit and 6,000 gallons per day for the 30,000 s.f. of small shops and office space. Homes will be served by a system of pump stations and gravity lines to transport the wastewater across Mathis Ferry Road and US 17, through a power easement adjacent to The Groves to Coleman Boulevard. The wastewater will then be transported to the Mt. Pleasant Waterworks and Sewer Commission treatment facility on Center Street for treatment and disposal.

Development Impact Fees are estimated to be approximately \$1,791,700 to the Mt. Pleasant Waterworks and Sewer Commission.

Solid Waste

According to information supplied by the Town, a garbage truck used by the Town has the capacity to serve 1,500 dwelling units. Therefore, I'On will generate a volume of garbage to fill approximately 51% of one truck. This combined with other growth in Mt. Pleasant will necessitate the addition of one truck and requisite personnel at a future date.

Transportation

Access to I'On is from Mathis Ferry Road. As part of the overall development plan, a connecting road will be built linking Mathis Ferry Road to the Lowcountry Boulevard intersection at US 17. This road will be directly across Mathis Ferry Road from the main entrance to the neighborhood and will greatly improve traffic circulation in the entire area.

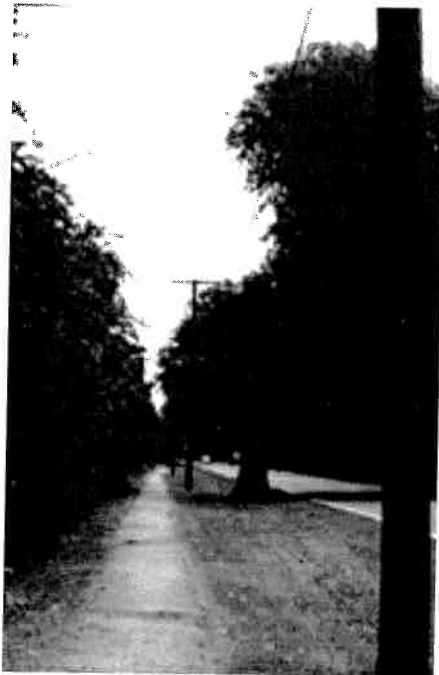
A traffic roundabout is planned for the main community entrance at Mathis Ferry Road. A roundabout is a sophisticated traffic channeling device that will serve to "calm" traffic on Mathis Ferry Road as well as preserve the aesthetic character of the road. Further information on these traffic circulation improvements is provided in the Traffic Impact Study following this report.

Internally, the road system is organized into a network grid. Road cross sections have been designed in conformance with state of the art traffic guidelines emphasizing the pedestrian environment and low speed intersection geometrics. The design of roads meets the recommendation of the 1992 Redman/Johnston Master Plan: *“Streets should be built at a human scale and linked with public spaces that fully accommodate cars without being eclipsed by them.”*

I’On has 2,488 linear feet of frontage along the section of Mathis Ferry Road designated as a South Carolina Scenic Highway in June of 1988. The developers believe this scenic corridor is a tremendous asset to the Town of Mt. Pleasant. Unfortunately, the quality of the live oak canopy has been severely diminished by past damage from Hurricane Hugo, the present practices of utility companies to cut branches to keep utility lines free of obstruction, and water lines and storm drainage pipes installed within the trees’ roots.

Recognizing the importance of Mathis Ferry Road to Mt. Pleasant, the developer intends to enhance this scenic corridor in five distinct ways:

- 1) Create an easement on I’On property and work with SCE&G and BellSouth to move overhead utility lines off of Mathis Ferry Road into this new easement. This would enable the existing and replacement live oaks on Mathis Ferry Road to branch out and grow without impeding the lines and line maintenance.



Utility lines running through live oaks on Mathis Ferry Road



Enhancement of live oak canopy on Mathis Ferry Road

- 2) Work with SCDOT and the Town to re-plant live oaks in the right-of-way where trees have died or been removed in order to restore the continuous tree canopy along the road.
- 3) Construct a traffic calming roundabout with landscape feature in the middle..
- 4) Refrain from building large signage monuments identifying the neighborhood. Instead, utilize understated brick columns and white rail fencing to designate entryways to I'On.
- 5) Maintain and enhance the opaque screening effect by providing a 25' natural buffer along the 2,488 feet of frontage as recommended by the Planning Board in their Mathis Ferry Road Plan.

These improvements are in accordance with the 1992 Redman/Johnston Master Plan, the recommendations of the Urban Landscape Issue Committee, as well as the more recent Mathis Ferry Road Plan. They will enhance the scenic nature of Mathis Ferry Road. For a more complete discussion of traffic, please see the Traffic Impact Study following this report.

Drainage

The property currently drains overland to three lakes on the property, a large wetland at the headwaters of Molasses Creek, and the adjacent salt marshes.

I'On will make extensive use of the three lakes and the existing freshwater wetlands to limit storm water runoff to pre-development rates and contain non point runoff from entering the salt marsh.

The extensive park system planned along the highlands above the marshes and waters of Hobcaw Creek, together with other best management practices will serve a dual purpose of providing storm water control and serving as an amenity for residents. Storm water facilities will be designed to meet all DHEC-OCRM and Town of Mt. Pleasant guidelines.

Recreation

A traditional walking neighborhood entails smaller individual homesites with significant areas devoted to parks, formal greens and other open spaces for use by the residents. In keeping with these principles, the plan for I'On calls for at least one park within a 3 minute walk of every homesite.

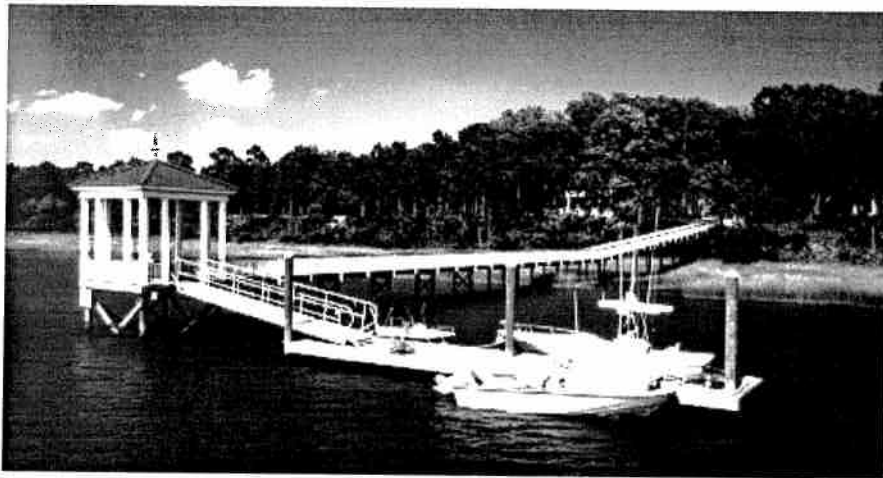
I'On has approximately 2.1 miles of marsh and deep water frontage along Hobcaw Creek. It also has 1.46 miles of frontage along the above mentioned lakes. Rather than divide up this premium frontage among a relatively few private lots, the developers believe that the value of the neighborhood as a whole is significantly enhanced if all residents have access to these amenities. They base this approach on their experience at Newpoint and Broad Street, in Beaufort, South Carolina and North Cove, in Peachtree City, Georgia as well as observation and study at places like historic Charleston, Beaufort and the Old Village where all residents have access to the waterfront at road endings and in established parks.

Therefore, over 75% of the marsh, water frontage and lake frontage has been planned as parks providing access to all residents of the neighborhood.



A park on Middle Street in the Old Village

There will be no private docks in the neighborhood. Instead, I'On residents will be able to use seven community docks which will provide access to the marsh and waters of Hobcaw Creek for fishing and boating. These docks will range from small crabbing docks to a larger community dock reminiscent of the dock pavilion at Newpoint or at the Sea Island Yacht Club in Rockville. Two of the lakes will be connected with a canal and will be available to non-motorized boat traffic for fishing and other activities. The third lake will be preserved as a wildlife sanctuary.



Community dock pavilion at Newpoint

Open spaces in the more dense areas of the development will be organized into parks and squares. Sidewalks, bike paths and walking trails will be built throughout the neighborhood. In all, more than 12 miles of these walks and paths will be built to promote the pedestrian nature of the development.

Small play grounds will be scattered throughout the neighborhood. There will be at least five tennis courts and two pools. All parks, docks and other community facilities will be administered by the property owners association and private clubs. Acreage throughout I'On has been reserved for ball fields and other private recreational uses for the owners in the neighborhood.



Clubhouses in I'On will be modeled after traditional structures like the Sea Island Yacht Club in Rockville, SC



The Town of Mt. Pleasant Subdivision Regulations requires 5.5 acres of land per 1,000 population be set aside and dedicated for public park and recreational facilities. If existing or proposed facilities are in close proximity to proposed developments, the payment of a fee in the amount of the assessed value of the required recreational land in lieu of dedicating the property is usually acceptable. In the case of I'On, the fee would be based on the following acreage calculations:

$$\text{Recreational Land Required} = 759 \text{ D.U.} \times \frac{2.50 \text{ persons}}{\text{D.U.}} \times \frac{5.5 \text{ acres}}{1000 \text{ persons}}$$

$$= 10.44 \text{ acres}$$

The Plan indicates recreational facilities and passive open space comprising 36.2 acres of land. Since this open/recreation space exceeds that calculated above, the developer requests a 50% credit towards the recreation land requirement, and to pay the fee rather than dedicate this open space to the Town. The Recreation Fee is based on the appraised value of the property in its predeveloped state. Based on assumed current appraised value of \$28,000.00 per acre, the Recreation Fee for the 5.22 acres of land would be \$146,160.00 or \$192.57 per lot.

Tom O'Rourke, the Director of Recreational Services, has indicated he has no objection to this development.

Education

Lynda F. Davis, Area Superintendent for the Charleston County School District discussed the mobile classroom situation being used in Mt. Pleasant. She mentioned a new middle and elementary schools will open in August 1998 and 1999 respectively. She further stated that the school system in Mt. Pleasant would be able to handle I'On's educational needs.

Police

The Chief of Police, Thomas Sexton, has indicated the Town of Mt. Pleasant Police Department will be able to adequately supply police protection to the neighborhood. Crime Prevention Officer, E.J. German, will provide training and organization for neighborhood watch programs and information on protection of civic property.

Fire Protection

Home construction will meet or surpass all building and fire codes so as to have no adverse effect on the Town's ISO rating. The water system will be engineered to provide pressure at hydrants of at least 1000 gallons per minute. Chief Steve Mims has indicated the Town of Mt. Pleasant Fire Department will be able to serve this development.

Environmental Resources

I'On consists largely of open fields and relatively young (+/- 25 years old) hardwood growth. There are also many specimen live oaks scattered throughout the property. These oaks have suffered some hurricane damage, but are still significant and will be cared for in an ongoing forest management program. Per property owner association (POA) documents, all builders and homeowners will be encouraged to save as many trees as practically possible when building individual homes. Permission will be required before cutting any tree larger than 6 inches in caliper. An extensive tree planting program along all streets in the neighborhood will be undertaken as part of the infrastructure improvements.

The design for the thoroughfares will guarantee the planting of more than 1200 trees along I'On streets.

I'On's outstanding water resources and the Mathis Ferry Road Scenic Corridor are discussed in the Recreation and Transportation sections of this document.

Fiscal Consideration

The number of units allowed is 759. Assuming a fair market value of \$225,000 for each home, the total value created is \$170,775,000. Using an assessment ratio of 4 percent for each unit, produces an assessment value of \$6,831,000. Based on the current Town of Mt. Pleasant millage rate of 59.5 and the county rate of 197.8, the total annual property tax revenue generated from I'On would be \$406,444, to the Town of Mt. Pleasant and \$1,351,171 to Charleston County.

Housing

In accordance with the specific recommendation made on page 29 of the 1992 Redman/Johnston Master Plan for the Mathis Ferry Road site, I'On is planned primarily as a detached single family neighborhood. Home prices will range from \$150,000 to well over \$500,000.

Homesites in I'On will be sold to individuals and contractors who will build homes in accordance with established architectural guidelines which promote a traditional Lowcountry style of architecture with raised foundations, classic proportions and deep porches. All lots will be developed with roads, drainage, sewer, water, electricity, telephone, and cable TV lines installed.



Traditional houses like the shown here in Newpoint will be built in I'On

I'On is located within one of the best school districts in Charleston County and is conveniently located near the Town's Center, the Mark Clark Expressway, shopping and the Cooper River Bridge. The neighborhood will offer Mt. Pleasant residents a desirable alternative in a close in location.

The extraordinarily high cost of housing in places like downtown Charleston and the Old Village demonstrates the popularity and demand for homes in these types of traditional neighborhoods. Together with Mt. Pleasant's very strong growth potential, this community will help meet the already solid demand for quality housing and development in the area.

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SPECIAL CONSIDERATIONS

The Graham Company initiated the planning and development of I'On largely because of the strong correlation between their own concept for the property and the Town of Mt. Pleasant's vision for new development as expressed in the 1992 Master Plan and 1994 Strategic Plan. As a private developer, The Graham Company believes these documents to be far-sighted and responsible planning tools that with continued enlightened leadership, will enhance the vitality and quality of the Town of Mt. Pleasant.

As part of Section S154.50 "Subdivision Application Checklist" required for the subdivision development process each applicant must include those special considerations detailing "the relationship of the proposed development to the Town's Master Plan, objectives and policies," the "relationships to existing or proposed public facilities," and "any relationship to special land use or development areas".

Below are a sampling of passages from the Town's Strategic Plan, Master Plan and the Mathis Ferry Road Plan. These excerpts indicate the strong correlation between the development concept for I'On and the vision for development expressed in the Town's plans.

Reprinted from the Redman/Johnston and Associates Town of Mt. Pleasant Master Plan adopted by Town Council, March 1992:

The Community Character Context (pages 6 and 7 of the Master Plan):

The rich quality of its historic built environment, coupled with the unique and beautiful local natural environmental features and amenities, are the most dominant and positive underlying qualities of Mount Pleasant's community character. More recently, these qualities have been overshadowed by standardization and national techniques of commercial strip development - a type of development which is not sensitive to the existing character of the community, forcing the built environment to accommodate the perceived tastes of the market place.

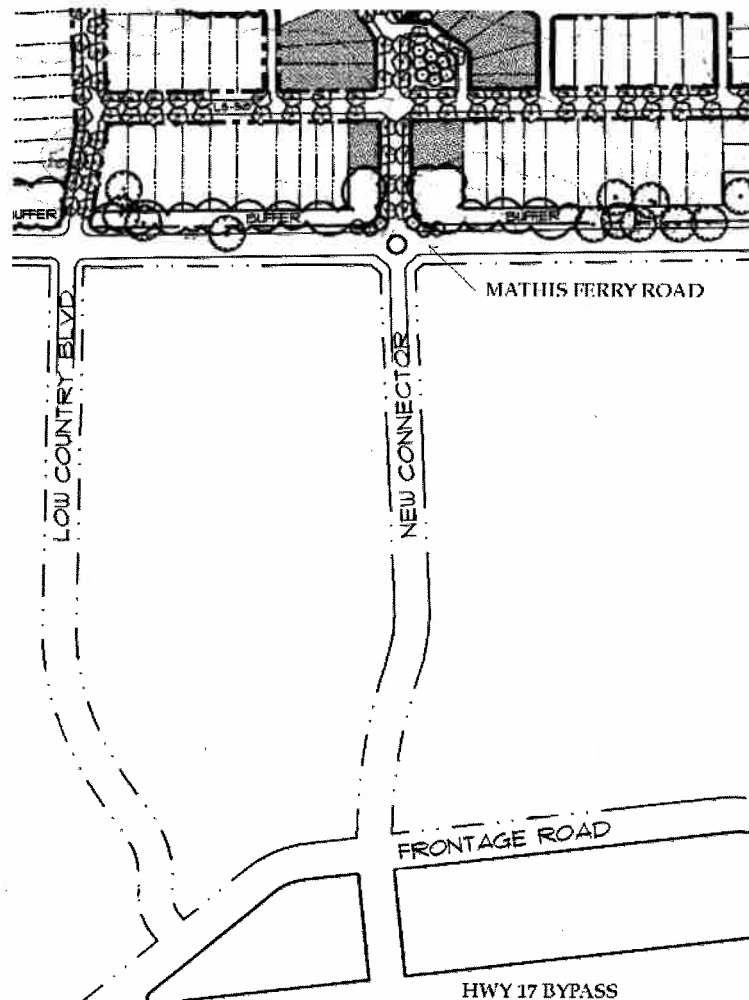
The Old Village retains the architectural and landscape idioms of historic Mount Pleasant. Large old live oak trees, such as are found in Alhambra Park, accentuate the landscape, co-existing on a street system that is practical despite deviating from almost every current engineering design standard. The Old Village is a special community resource, much of which is protected under the provisions of the Town's historic district zoning.

Much of the new residential development beyond the "old corporate limits" can be characterized as post-1940's, suburban residential communities. Many are larger, planned communities that have been designed to be self contained, turning in on themselves. Catering to the automobile generation, street design in these communities has departed from the grid pattern of the older neighborhoods in favor of an internal, curvilinear, street system that is often unintelligible to those not intimately familiar with the development. Local access streets feed into a few collector streets that intersect major roads at one or two points. This form of street layout permits the current standard of "efficient travel speeds", as well as providing opportunities to create secluded building sites on a myriad of cul-de-sac streets and at the same time permits maximum private use

of the waterfront. It does not however present many opportunities for interconnection with the overall highway system. Each of these more recent developments creates its own identity or sense of fiefdom which may or may not impart a distinguishable link to the Town's overall identity.

The plan for I'On reinforces what the Master Plan describes as "*the most dominant and positive underlying qualities of Mount Pleasant's community character.*"

I'On falls within Neighborhood Two as identified in the Master Plan. Regarding transportation issues in this section, the Master Plan makes the following recommendation: "*The addition of connecting links from Mathis Ferry over to US 17 . . . will help alleviate some of the traffic load in this corridor.*"



Detail showing new connector that will link Mathis Ferry Road and US 17

The developers will build an extension linking Mathis Ferry Road and US 17 as part of the overall project. This is discussed in more detail in the Traffic Impact Report in Section II.

Chapter III of the Master Plan outlines in detail the Goals and Objectives for Growth Management, Land Use, Transportation, Environment, and Urban Design. The plan for

I'On is in complete accord with each of these goals. The following excerpts from the Objectives section are particularly noteworthy:

- from *Growth Management*

Direct development to areas already served or proposed to be served with adequate public facilities such as sewer, water, roads, and schools.

-from *Land Use*

Encourage traditional neighborhood development forms, modeled on the "Old Village" in new developments.

-from *Environment*

Coordinate environmental quality protection efforts with future opportunities to establish public parks, natural recreation areas and open spaces.

- from *Transportation*

Increase opportunities for public access to tidal waters.

-from *Urban Design*

Encourage traditional development form in areas where street systems and/or adjacent development suggest is appropriate.

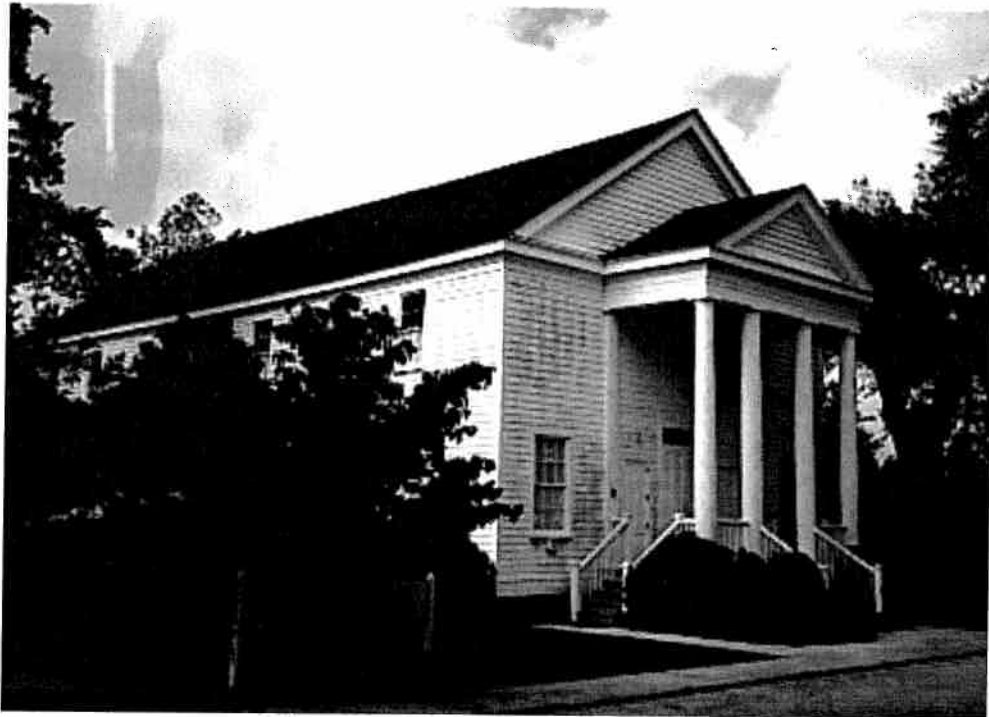
Finally, in Chapter IV dealing with Implementation Recommendations the Master Plan calls for encouraging the type of development proposed for the property *specifically "through design that follows traditional neighborhood development form and adopts the urban conventions which were standard in the United States from colonial times until the 1940's. A genuine village core (neighborhood center), could be built based on these traditional neighborhood planning principals."* The recommendations continue to point out that a reasonably large site still exists on Mathis Ferry Road where a traditional neighborhood could be created.

Furthermore, the plan for I'On complies with each of the 12 points listed on page 72 of the Master Plan that call on the Town to review for proposed Traditional Neighborhood developments. These 12 points are as follows:

"In reviewing proposed plans for Traditional Neighborhood development, the Town should insure that the proposed plan will result in:

1. *pedestrian scale neighborhoods;*
2. *slow vehicular speeds;*
3. *style and tradition of American towns developed prior to 1940;*
4. *parking located to the side and rear of structures as opposed to dominating the streetscape or site frontage;*
5. *dwellings, shops and work places generally located in close proximity to each other;*

6. *modest sized buildings fronting on, and aligned with, streets in a disciplined manner, generally uninterrupted by parking lots;*
7. *generally regular geometric patterns of streets and blocks arranged to provide comprehensible and interesting routes of travel;*
8. *a hierarchy of streets - some narrow and convenient for a balanced mix of pedestrian and automobiles, while others wider to carry greater traffic and perhaps serve as the major ceremonial boulevard, or commercial main street;*
9. *well configured squares, greens, gardens and parks woven into the street and blocks patterns and dedicated to collective social activity, recreation and visual enjoyment.*
10. *civic buildings for assembly, or for other civic purposes, sighted to act as visual landmarks and symbols of identity within the community;*



Structures like the Mt. Pleasant Presbyterian Church will serve as inspiration for civic buildings in I'On

11. *a recognizable, functionally diverse, visually unified neighborhood or town center, often fronting on a major civic space such as a village green or square, and frequently linked to a traditionally important crossroads or waterfront; and*
12. *a built-up neighborhood with an overall size small enough to permit residents and workers, if they so choose, to walk or ride bicycles comfortably rather than being required to drive throughout much of the neighborhood.”*

Reprinted from “Strategic Planning for the Town of Mt. Pleasant - Findings, Recommendations and Action Plans”, dated March 14, 1994.

Page 4 - 5, URBAN LANDSCAPE ISSUE COMMITTEE, FINDINGS: SUBURBAN SPRAWL:

At the heart of the issues concerning growth, appearance and the built environment is the issue of suburban sprawl. The land use pattern found today throughout suburban America is fundamentally dependent upon: 1) the linear extension of arterial highways; 2) the rigid separation of uses; 3) the continued availability of relatively inexpensive land and; 4) the unregulated expansion of infrastructure. Today's commercial centers are invariably beyond a reasonable walking distance from residential neighborhoods, and moreover, they are generally inaccessible to bike transportation due to safety concerns.

The committee further finds that today's residential development patterns also contribute equally to suburban sprawl. Today's typical, low-density, one access subdivisions, with curvilinear street systems, are purposefully isolated from non-residential land uses - - a decision that not only extends the limits of the area's development, but also makes the automobile a necessity for any activities outside the subdivision. This residential sprawl also contributes to the loss of natural space, and dramatically to an increased cost of providing municipal services. Ultimately, the greatest impact of residential sprawl may be the creation of communities within a community, wherein a common purpose, a community spirit, and a “sense of place” are almost non-existent. The negative effects of suburban sprawl will damage the very character of Mount Pleasant which has attracted so many people over the past twenty years. Moreover, ultimately, the economic stability of the community may be eroded, and conditions conducive to crime and the general degradation of quality of life may result if suburban sprawl is allowed to become the dominant trend in development over the next 15 years.

Page 5, FINDINGS: SUBURBAN SPRAWL, RECOMMENDATIONS:

Town Council should adopt policies wherein all new development (residential and commercial) would have to consider, recognize and address the negative aspects of urban sprawl. These policies should encourage and, where appropriate, require developers to use land efficiently and economically, as well as promote the establishment of mixed use development, and village/type commercial/residential development in appropriate areas of Town...

Page 5, FINDINGS: SUBURBAN SPRAWL, ACTION PLAN RECOMMENDATION TWO:

Require new subdivisions to:

- 1) *Interconnect*
- 2) *Utilize a grid pattern for streets and*
- 3) *Install sidewalks and bikeways where deemed appropriate relative to existing land use patterns, transportation corridors, environmental considerations and long-range Master Plan considerations.*

Page 5, FINDINGS: SUBURBAN SPRAWL, ACTION PLAN RECOMMENDATION THREE:

Require the:

- 1) *Linking of residential areas, to commercial zones and neighborhood stores*
- 2) *Provide for Carefully planned integration of neighborhood stores into new residential subdivisions in a manner that is sensitive to residential settings where deemed appropriate relative to existing land use patterns, transportation corridors, environmental considerations and long-range Master Plan considerations*

Page 6, FINDINGS: SUBURBAN SPRAWL, ACTION PLAN RECOMMENDATION FOUR:

Require sidewalks and/or bikeways to be constructed during construction of subdivision in coordination with Town-wide pedestrian walks and bikeway Master Planning.

Page 7, FINDINGS: THE MUNICIPAL SERVICE AREA AND POPULATION GROWTH, RECOMMENDATIONS:

Given local trends toward low-density residential development, the Town Council should establish a policy that recognizes that such development may contribute to suburban sprawl and is often wasteful in terms of infrastructure. Whenever feasible, the Town Council should require the new development with their associated populations, be concentrated around existing infrastructure.

Page 8, FINDINGS: THE MUNICIPAL SERVICE AREA AND POPULATION GROWTH, ACTION PLAN RECOMMENDATION TWO:

Actively oppose developments that do not comply with the Master Plan and /or which would encourage “leapfrog” development associated with suburban sprawl.

Page 9, FINDINGS: OPEN LAND AND GREEN SPACE PRESERVATION, ACTION PLAN RECOMMENDATION ONE:

The Town should develop a green space/belt acquisition plan and funding program and also consider the “transfer of development rights” and other incentive programs as means of acquiring or preserving open space.

Page 15, ECONOMIC DEVELOPMENT ISSUE COMMITTEE, FINDINGS: STATE OF THE ECONOMY, OPPORTUNITIES:

- f) *To further manage growth so that it continues to be of a quality that will constitute an asset as opposed to a liability for future development opportunities.*

Page 15, ECONOMIC DEVELOPMENT ISSUE COMMITTEE, FINDINGS: STATE OF THE ECONOMY, THREATS:

- c) *Urban sprawl is an almost naturally occurring phenomenon for rapidly developing communities, and is costly, inefficient and generally unsightly and may drive away Class "A" types of development.*

Page 16, ECONOMIC DEVELOPMENT ISSUE COMMITTEE, FINDINGS: STATE OF THE ECONOMY, ACTION PLAN RECOMMENDATION TWO, MASTER PLANNING FOR GROWTH AND THE NATURAL ENVIRONMENT:

- 4) *Develop strategies and policies to restrain urban sprawl, which would be positive for the recruitment of appropriate businesses and industries.*
- 5) *Formulate economic development strategies that consider the natural environment and our natural resources as assets for attracting tourists, new residents and business opportunities.*

In summary, the proposed location is an excellent site for a neo-traditional development for the following reasons:

1. The site is identified in the Master Plan as a location where a traditional neighborhood could be built.
2. Developing on the outskirts of the Town consumes more of our precious natural and agricultural lands. Furthermore, such outward development drains the vitality of the core area of Mt. Pleasant by diverting investment from the existing developed areas. It may have the harmful long-term effect of weakening the local economy and straining the fragile bonds of the community.

MATHIS FERRY ROAD PLAN

The Plan for I'On meets or exceeds the recommendations of the Mathis Ferry Road Plan. These recommendations include the following:

- *"To keep the intensity of development under control, property owners should be strongly encouraged to develop their parcels in accordance with the 1992 Redman/Johnston Master Plan recommendations."*
- *"an undisturbed natural buffer should be required along a property's frontage on the Scenic Corridor to minimize the visibility of the development from Mathis Ferry Road."*

"It is important to reiterate that these buffers should remain natural and undisturbed as thinning of underbrush and small caliper growth can quickly diminish the opaque screening effect produced by an undisturbed natural buffer. Therefore, by leaving these buffers undisturbed, the tree-lined character of Mathis Ferry Road right-of-way can be protected and reinforced."

The planning techniques exhibited in the traditional walking neighborhood of North Cove in Peachtree City, Georgia, the Village of Port Royal, Broad Street and Newpoint in Beaufort, South Carolina, as well as the Plan and Code for I'On demonstrate that the developers' values are right in line with the goals and objectives listed in the Town's Plans.

We have committed ourselves to developing I'On in accordance with traditional neighborhood principles set forth in the Master Plan and Strategic Plan, and creating a new neighborhood that will be a model for future development in Mt. Pleasant, the State of South Carolina and throughout the Southeast. It will be a place the developers, planners, the Town and all participants can truly take pride in being involved.