



City of Folly Beach Comprehensive Plan

(Five Year Update 6/9/2021)

Folly Beach City Council



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Plan Statement

The Comprehensive Plan will drive consistent decision-making that allows Folly Beach to preserve natural resources, protect community character, and improve public services.

Introduction

The *2015 Comprehensive Plan* and the included *Five Year Update* will guide growth and development in the City of Folly Beach ~~for the next ten years until 2025~~. The *updated* document contains both long range and short term recommendations based on a review of current conditions and public input. It is a complete rewrite of the *2005 Comprehensive Plan* and *2010 Comprehensive Plan Update*. Together with previous versions, the plan traces the evolution of the ideas presented *in the City's first Comprehensive Plan (1998 Comprehensive Plan)* which was adopted as required by the *South Carolina Local Government Comprehensive Planning Enabling Act of 1994*. The *Planning Enabling Act* requires that a comprehensive plan be adopted before any municipality can regulate development activity through zoning, subdivision regulations, floodplain regulation, wetland protection, historic preservation, or any other type of regulation concerning development activity. The plan must then be updated every 5 years and rewritten every 10 years.

The *Comprehensive Plan: 2015* is the primary tool for translating the Plan Statement into policy and procedure. It ~~will~~ provides:

- guidance for the future based on existing and projected conditions, best practices in planning, and the Plan Statement.
- specific recommendations to turn abstract goals into concrete results.
- a future land use map which informs citizens, elected officials, city staff, and developers of the type, location, and scale of new development expected over the next decade.
- a basis to create consistency between other plans and policy documents.
- protection of the community's character and improvement of the community's quality of life.
- strategies, alternatives, and solutions to address community issues and weaknesses.
- a strong legal basis for future decisions.

The Planning Process

Development of the comprehensive plan, *as well as the mid life cycle Five Year Update*, is divided into three primary areas:

- 1) *Inventory of Existing Conditions*. The inventory of existing conditions includes analysis of data and identification of trends in specific subject areas. It provides a snapshot of the current state of affairs and is used to identify the strengths and weaknesses of a community. *The Five Year Update notes developments that have occurred after the original plan was adopted in 2015.*
- 2) *Public Participation*. Development of the plan hinges on both formal and informal public participation. Input is gathered from surveys, testimony at public meetings, and postings on social media.



- 3) *Statement of Needs and Goals and Implementation Strategies.* The statement of needs and goals serves as a visioning exercise and is meant to guide the direction of the **community's planning efforts until 2025 for the next decade**. It also includes implementation strategies which are meant to be specific, actionable items for staff, the Planning Commission, and elected officials to complete in order to bring about desired outcomes. **The Five Year Update includes a review of the goals established in the original plan, prioritization of unfinished work, and new goals established during the update process.**

Comprehensive Plan Elements

The *Planning Enabling Act* requires that the comprehensive plan deal specifically with nine subject areas. These subject areas address both the physical and intangible resources of the community.

- 1) The *Population* element includes demographic information related to historic trends and projections; number, size, and characteristics of households; income characteristics and trends; race, sex, age, and other information.
- 2) The *Economic* element includes information about the labor force and an economic analysis and discussion of the major revenue sources for the City of Folly Beach.
- 3) The *Natural Resources* element includes information about plant and animal habitats, unique park and recreation areas, unique scenic views and sites, wetlands, and any other information related to the natural environment of the area.
- 4) The *Cultural Resources* element serves to identify the existing cultural resources of the community, establish the character and uniqueness of historic areas, and project the future needs of the population.
- 5) The *Community Facilities* element includes information on water supply, treatment, and distribution; sewage system and waste water treatment; solid waste collection and disposal; fire protection; emergency medical services; general government facilities; educational facilities; libraries and other cultural facilities; and public safety and emergency preparedness.
- 6) The *Land Use* element reviews and evaluates development characteristics in the City. It considers existing and future land use by categories including residential, commercial, industrial, agricultural, recreational, public, parks, open space, and vacant or undeveloped land.
- 7) The *Housing* element contains housing data related to the number of units, type of units, age of housing, and occupancy of units. It also includes a housing affordability assessment which reviews opportunities for and impediments to affordable housing in the community.
- 8) The *Transportation* element considers transportation facilities including major road improvements, new road construction, parking, and planning for pedestrians and bicycles.
- 9) The *Priority Investment* element requires an analysis of projected federal, state, and local funds available for public infrastructure and facilities during the next ten years and recommends possible coordination of town projects with available funds.



10) The *Resilience* element requires an explanation of hazards that affect the jurisdiction, what systems are at risk and an evaluation of capabilities the City has to combat these threats and be a resilient community. This includes ordinances, long term planning documents, studies, and high standards practiced by Folly Beach.

Relationships

The *City of Folly Beach Comprehensive Plan: 2015* and the *Five Year Update* build on previous planning efforts and aim to bring consistency to decision making in many different areas. The *updated plan* incorporates elements from:

1) *2015 Local Comprehensive Beach Management Plan*, a summary of issues related to beach management including current challenges, future planning, funding, managing for competing uses, and long term beach restoration alternatives.

2) *2014 Parks and Recreation Five Year Plan*, a summary of existing park facilities and identification of future parks and recreation needs, potential sites, and funding.

3) *2015 Economic Impact Study*, an analysis of the economic impact of Folly Beach. Specifically the value of the beachfront as an economic engine for the City and State. Review of taxes and employment generated in the community.

4) *2015 Center Street Task Force*, a recommendation for traffic pattern alternatives for Center Street as well as beautification projects.

5) *2013 Action Plan for Mid Block Rights of Way*, a comprehensive inventory of all mid block rights of way on the island with recommendations for each section.

6) *2015 Folly Road Corridor Study*, an engineering, traffic, and land use study for the entire Folly Road Corridor from the Wappoo Bridge to Folly Beach.

7) *2015 Strategic Communications Plan*, a document developed by the Tourism and Visitor's Promotion Committee to serve as blueprint for marketing efforts related to the use of State Accommodations Tax money to promote Folly Beach as a tourism destination.

8) The *2017 Sea Level Rise Adaption Strategy Report*, which documents the effects of sea level rise on the City and its operations as well as adaptation strategies to minimize those effects.

9) The *2018 Dune Management Plan*, which builds on the City's Beach Management efforts by identifying actions needed to create and maintain a continuous vertical barrier along the beachfront. The dune system serves as a vital first line of defense.

10) The *2018 Folly Beach Five Year Strategic Plan*, which guides the budgeting process for medium term operational goals. *The Five Year Strategic Plan* is developed by City Council and updated annually.

10) The *2019 Marsh Management Plan*. TBD once adopted this summer



Conclusion

The *Comprehensive Plan 2015*, **as amended during the Five Year Update**, is a roadmap for the future. It provides a foundation for day to day, incremental decisions made by staff and elected officials that will create a final result representing a unified vision for Folly Beach. It ties together discussions of development regulations, budgeting, beach management, traffic planning, sustainability, and livability issues. All new regulations should be consistent with the goals laid out in the comprehensive plan to ensure that development and redevelopment comply with the stated goals of the community.

Section 1: Existing Conditions

Element: Population

The Population Element provides descriptive data and analysis of the residents of the City of Folly Beach. This information can be used by the City, utility providers, and other levels of government, as well as private interests, to determine the types and levels of services demanded in Folly Beach. Currently the daily population of Folly Beach is mostly transient. Most of the people on the island during most of the year are tourists. The long term population of Folly is made up of mostly full time, resident homeowners. However, there is also a large group of full time, resident renters. Over the next 10 years, the City seeks to promote a balance between full time residents and visitors, maintain demographic and socio economic diversity, and attract families to live on Folly Beach.

Five Year Update: Since 2015 there has been a perceived decline in long term renters on the island. An updated Census count is not available to document this decline. However, the loss of older homes and conversion existing houses to short term rentals has undoubtedly impacted this population. Other population updates noted in this section are taken from the *2019 Community Profile* produced by the Environmental Systems Research Institute (ESRI). Esri's products are used by the Berkeley Dorchester Charleston Council of Governments for regional planning. They are developed from a variety of sources including the latest US Census, administrative records, and private datasets.

Demographics

The permanent population of Folly Beach was listed at 2,617 at the time of the *2010 Census*. This represents a growth of 501 people or 23% over the population counted in the *2000 Census*. The growth in permanent population continues a trend that began in 1970 and accelerated in the 1990's as Folly Beach began to grow and redevelop. Although permanent population growth has been steady, it has not met the projections laid out in the original *1998 Comprehensive Plan* which predicted a total 2015 population of 2,981. Future increases in the number of permanent residents may be limited by the lack of land to build new housing units and the increasing cost of property and insurance on the island.



Five Year Update: ESRI estimates that the 2019 population of Folly Beach is 2,894. This would represent an additional 277 people moving to the island since 2010 which translates to almost a 10% increase in total population. If these estimates are verified during the 2020 Census, it will put the City within 100 people of hitting the 2015 population estimates from the first comprehensive plan produced in 1998.

TABLE 3: *Population By Age* breaks down the population of Folly Beach by age groups in five year intervals. Although Folly Beach is generally considered to have an older population, the numbers show that 11.4% of the permanent residents are under the age of 19. This number highlights the importance of planning for youth activities and recreational facilities on the island. Young adults and young professionals aged 20 to 39 make up 27.0% of the population on Folly Beach. At just under 1/3 of the population, this age group represents a substantial bloc. Although the population in these age groups represents the most likely ages of young families, the number of children and teenagers on the island has decreased since the 2005 *Comprehensive Plan* when the 17 and under age group represented 15.2% of the population. Another significant change from the 2005 *Plan* occurred in the 20-24 year old subgroup. In 2005 this group numbered 248. In the latest census there were only 140. This drop of 44% is most likely attributed to the decline in college aged residents as rents and property values have

increased. It is interesting to note that the age distribution of adults over 20 seems to be relatively even. 27% of the population is aged 20 to 39, 32.4% of the population is aged 40-59, and 28.4% of the population is aged 60 and above. The largest age groups are 60 to 64 and 55 to 59 representing 10.3% and 9.9% of the population, respectively. The median age is 47.7 years, a sharp increase from the 2000 *Census* which reported a median age of 41.1 years old.

The male and female gender breakdown on Folly Beach is roughly equal with males representing 51.3% of the population and females 49.7%. The median age for females is 49.1 and for males 47 years old. Both genders are very similarly distributed across age groups with the exception of 15 to 24 year olds where females outnumber males almost 2 to 1. The situation is reversed in the over 60 population with a slightly less than 2 to 1 ratio of males to females.

Five Year Update: Updated figures show in Table 3 show that the estimated changes in population age distribution are relatively minor. The lower percentage of 20-29 year old residents could be seen as a

TABLE 3: POPULATION BY AGE		
Age	Number	Percent
Under 5 years	78 98	3 3.4
5 to 9 years	60 98	2.3 3.4
10 to 14 years	84 98	3.2 3.4
15 to 19 years	75 110	2.9 3.8
20 to 24 years	140 110	5.3 3.8
25 to 29 years	251 217	9.6 7.5
30 to 34 years	191 217	7.3 7.5
35 to 39 years	148 202	5.7 7
40 to 44 years	181 202	6.9 7
45 to 49 years	173 182	6.6 6.3
50 to 54 years	235 182	9 6.3
55 to 59 years	258 243	9.9 8.4
60 to 64 years	269 243	10.3 8.4
65 to 69 years	204 217	7.8 7.5
70 to 74 years	108 217	4.1 7.5
75 to 79 years	67 93	2.6 3.2
80 to 84 years	43 93	1.6 3.2
85 years and over	52 67	2 2.3
Median age (years)	47.7	(X)



confirmation of declining long term rentals to college students and recent graduates. Also, the increase in the percentages of age groups 0-19 and 30-44 could be seen as confirmation of the anecdotal increase in young families moving to the island.

TABLE 4: *Population By Race* presents a count of the different racial groups on Folly Beach. The population of the City continues to be overwhelmingly White with only 3.7% of the population listed as non white. Black

TABLE 4: POPULATION BY RACE		
RACE	Number	Percent
Total population	2,617	100
One Race	2,596	99.2
White	2,520	96.3
Black or African American	39	1.5
American Indian and Alaska Native	8	0.3
Asian	12	0.5
Asian Indian	3	0.1
Chinese	1	0
Filipino	1	0
Japanese	3	0.1
Other Asian	4	0.2
Native Hawaiian and Other Pacific Islander	3	0.1
Other Pacific Islander	3	0.1
Some Other Race	14	0.5
Two or More Races	21	0.8
White; American Indian and Alaska Native	8	0.3
White; Asian	4	0.2
White; Black or African American	2	0.1
White; Some Other Race	2	0.1

or African Americans constitute 1.5% of the population, with no other racial group exceeding 1%. These numbers are consistent with the 2005 *Plan* and illustrate that there has been little to no increase in racial diversity on Folly Beach in the last 10 years. Folly Beach remains a community whose racial demographics are drastically different from the Berkeley-Charleston-Dorchester region which has a non white population of well over 50%.

The 2010 *Census* also presents data about households on Folly Beach and the relationships between the people living here. The latest data shows that 72.7% of the people living in Folly Beach households are either homeowners or spouses of the homeowner, 13.5% are children of the homeowner, 2.4% are other relatives of the homeowner, and 11.5% are non related. When households are broken down by type 47% are labeled as families (two or more people related by blood or marriage) and 53% as non family households. The 2005 *Comprehensive Plan* showed a family to non family ratio 46% to 54%. This means that the number of families as a proportion to the total population is growing. However, the size of the families is shrinking. The average household size is 1.92 and represents a

continuation in the trend of decreasing household size on Folly Beach. In 1980 the average household size was 2.07. The decrease in household size can be attributed to the decrease in the number of families with children on the island. The lack of convenient schools and the high cost of ownership may be partly responsible. Another trend that has continued on Folly is the increase of single person households. A very high percentage of the non family households on Folly are single member households. In 2010, 522 households were reported as having only one member. This is an increase of 46% from the 2000 Census report of 355 single households.



Seasonal Population

Discussion about the population of Folly Beach is incomplete without an acknowledgement that the total population of Folly Beach should be considered the sum of both the permanent population and the seasonal population. Seasonal population growth occurs primarily between March and October and peaks between June and September. The City maintains a list of rental registrations, which provides information on 618 homes that are registered as short-term rentals. These rentals have an average listed maximum occupancy of 8.5 people. Assuming even a modest 75% total occupancy, the short term rentals on the island have the potential of adding 5,253 people to the resident population on any given day. This is almost 200% more than the total number of permanent residents. This number is increased even further by the large numbers of day trippers to the island. No exact figures exist, but estimates given by the Public Safety Department are in the range of 8,000 and 11,000 thousand people on a typical summer day and between 15,000 and 20,000 on holiday weekends. The extreme difference between the permanent population and the actual daily population presents challenges for planning and operating the City. In particular, Public Works and Public Safety must be funded and staffed in such a way as to be able to scale up operations from June to September and then wind down during the slower months.

Five Year Update: Beginning in 2018 the City began tracking short term rentals with a new automated software that has increased compliance. For the 2019 year to today the City has issued 980 short term rental licenses. The highest number of rentals marked as actively advertised at any one time was 879. Applying the same 75% occupancy rate and average occupancy results in a peak rental population of 5,603 additional people temporarily on the island. The City has also been tracking vehicles onto and off the island for several years. The average number of cars coming onto Folly Beach now exceeds 1,000,000 per year.

Population Projections

TABLE 5 Projections summarizes information provided by the Berkeley-Charleston-Dorchester Council of Governments. It is based on projections covering the period between the 2010 and 2020 US Census. If the predictions in this chart hold true, Folly Beach will continue to grow in a manner consistent with the past. There will be a slow and steady increase in the number of households and families, the median age will rise as the population gets older, the average size of households will decrease, and the city will remain a predominately White community.

TABLE 5: PROJECTIONS	2010	2019
Population	2617	2933
Households	1363	1554
Families	641	764
Median Age	47.1	48.3
Household Size	1.92	1.89
Percent White	96.3	90.8

Element: Economics

The Economics Element traditionally focuses on data and analysis related to unemployment, employment by industry, and labor force characteristics of a community. For the *Comprehensive Plan 2015*, these items



will be discussed less extensively, because the economy of Folly Beach is **dependent on tourism rather than major industry or direct labor force**. **Similar to the 2015 *Comprehensive Plan*, the 2020 Update will review the City's primary revenue sources and the impact of tourism on the community and the economy.**

Employment

According to the **2014-2018 American Community Survey 5-Year Estimates** by the US Census Bureau, approximately 1,650 **(75.5%)** of the residents of Folly Beach aged 16 years or older are considered to be in the labor force. The unemployment rate is calculated at **1.8%** which is significantly lower than both the state and national averages.

Most workers on Folly Beach commute to work alone in their personal car. Only 2.5% of workers reported carpooling and 6.1% reported walking to work. Of note is a 0% response rate for commute by public transit. This reflects the fact that there is no convenient, regular transit from Folly Beach to regional employment centers.

The residents on Folly Beach trends towards professional level occupations with **53%** of the workers listed as working in management positions. Just over **16%** are employed in the service industry and **10%** work in sales or office positions. Natural resources, construction, and transportation trades complete the employment picture with 22% of the workers.

The City initiated conversations with the Berkeley-Charleston-Dorchester Council of Government that operates CARTA regarding the possibility of a seasonal hospitality shuttle to alleviate parking concerns and increase the Folly Beach service industry's ability to recruit and retain employees. The City partnered with BCD-COG on a survey of service industry employees and results indicated that 59% of employees drove themselves to work and 50% would consider shared transportation. The CARTA staff recommended that the City consider working with local hospitality employers to encourage a van pool based on the outcome of employee responses.

Income

The median household income of **\$86,660** on Folly Beach outpaces the county, state, and federal averages (**\$76,236**, **\$62,432**, and **\$63,179** respectively).

Municipal Revenues

Property Taxes

In Folly Beach, owner-occupied homes are assessed for property tax at 4% of their fair market value and second homes or investment properties are taxed at 6%. The millage rate that Folly Beach sets for property tax is based on the total market value of all properties. Although the millage rate paid by Folly Beach residents **(.03690)** is higher **between Isle of Palms (.02470) and Sullivan's Island (.05090)**, a simple comparison doesn't take into account the fact that millage rates are based on total tax value. The total taxable property value in those communities is much higher than Folly Beach. As a result, they are able to lower the millage rate but still collect more in property taxes. Property tax payments on Folly Beach are also offset by a credit that is generated by the local option sales tax. The sales tax credit on Folly Beach is higher than both Sullivan's Island and the Isle of Palms.



Since 2015, property tax revenue increased because of additional development coupled with two millage increases. During the same period property taxes accounted for an average of approximately 40% of overall City revenues. As of the latest tax billing for calendar year 2019, part time resident or investor properties assessed at 6% accounted for 69% of the overall assessed real property valuation for the City. This means that annual real property taxes collected on 6% properties are 26% of the City's overall budgeted revenues.

Although property taxes remain a major revenue source, property taxes as a source of revenue growth for municipalities have generally diminished since 2007 due to the South Carolina General Assembly ratifying a property tax assessment cap approach. The law allows the City to raise property taxes by a certain amount each year (calculated based on population growth and the Consumer Price Index). Since the passage of this law, property tax collections as a percentage of total local government revenue have declined while local government expenditures have generally increased. Over the past 10 years, the City has raised millage rates within the allowable cap in FY15 and FY19.

Sales and Other Taxes

Sales and Excise taxes (most importantly the Accommodations tax or A-tax) are a major revenue source for both the City's General Operating Fund and the Beach Preservation Fund, which pays for beach renourishment. The share of total revenue generated by these taxes has steadily increased since 2005. In 2009, A-tax accounted for 21.5% of the total City revenue. This increased to 35.3% in 2014. In 2019 (as in years past), the majority of the Local, County, and State Accommodations taxes were dedicated to the City's Beach Preservation fund to ensure that the City is saving \$1 million annually towards beach maintenance and restoration. The remainder is applied to the General Fund and comprises 11% of the City's general operating revenues to support tourism accommodation.

Taken together with Hospitality Taxes, and Sales Tax, these three taxes comprise 24% of the City's operating revenue. This reflects both an increase in total visitors and an increase in the underlying prices that determine the taxes. Although the City has benefited greatly from steadily climbing tax receipts, the increases cannot be guaranteed in the future. The collection of these taxes is highly dependent on factors such as weather and the economy. Unlike property taxes, which are generally steady and can be adjusted through millage rates, these taxes cannot be adjusted to compensate for off years. The City already relies heavily on this money to fund ongoing, tourism related expenses. Without high collection rates, these services would need to be cut or funded from other sources.

The following is a brief description of the Folly Beach tax rates and the services or goods subject to each tax.

State Accommodation Tax (SC A-tax)

All accommodations are subject to a statewide sales tax rate of 5% plus a 2% State Accommodations tax. This 2% tax is returned to the counties/municipalities in which it is collected and can only be spent on accommodation, advertising, promotion, and tourism related expenditures, which can include funding of beach renourishment and access projects. The funds collected through the State Accommodation Tax are



returned to the City in three pots: 30% for promotion of tourism, 65% for accommodation of tourism or tourism-related events, and 5%+ \$25,000 to the City's general operating fund.

The 30% Fund is required by state law to be spent on tourism promotion, and the funds are distributed to the City's Tourism & Visitor Promotion Committee. In recent years, the Committee has shifted their focus away from general tourism promotion and has instead targeted efforts to off-season tourism and enhancing the visitor experience to encourage repeat visitors.

Folly Beach has a history of disbursing the 65% Fund money to local organizations for tourism related expenditures. However, over the last few years, the City itself has applied for an increasing share of the State A-tax funds to pay for city services that are tourism related. In 2019, distributions to the City for various services totaled 80% of all applications for State A-tax distributions. It is appropriate that tourism revenue should be used to support tourism services including needed Police, Fire, and Public Works.

Local Accommodation Tax (Local A-tax)

This tax is imposed on the short-term rental of any accommodation within the City and is also legally restricted to accommodation, advertising, promotion, and tourism related expenditures. After a referendum in December 2014, the City's Local A-tax was increased from 1% to 2%. The additional money collected by the new A-tax must be earmarked for beach preservation.

Hospitality Tax

This is a 2% excise tax that the City levies on prepared meals and beverages. The hospitality tax is used to fund tourism related expenditures within the City, most notably the additional Police, Fire, and Public Works personnel and equipment required to respond to tourism calls.

Local Option Sales Taxes (LOST)

This general 1% sales tax is levied on all retail sales. The municipal half of the tax is directly remitted to the City's General Fund revenues and a portion of the other half is credited back to the residents as a break on property taxes. State law requires that at least 71% be used for this purpose. The amount of tax credited from this half can change from year to year by vote of Council and can range from the 71% required by law to 100%.

Short Term Rentals

Short term rental accommodations are the highest taxed service in Folly Beach. As noted, a majority of RSF and multiple family units are rentals. The following breakdown shows the total taxes paid on accommodations in the City.

- 6.0% State Sales Tax
- 1.0% Local Option Sales Tax
- 1.0% Charleston County School Board Sales Tax
- 1.0% Charleston County Transportation Tax



- 2.0% State Accommodations Tax
- 2.0% Charleston County Accommodations Tax
- 2.0 % City of Folly Beach Accommodation Tax (As of January 1, 2015)
- Total: 15%

The high number of visitors causes an increased need for increased services **beyond what a town of 2600 people would ordinarily require**. This allows the City to partially recoup the expenses **created from adding 1 million people each year to its numbers**. These tax revenues can also be used to enhance tourism related economic development including amenities such as beach renourishment that both attract and benefit visitors.

Economic Impact of Folly Beach

The beachfront is the primary economic asset of Folly Beach. The costs to maintain the beach in the face of increased erosion are daunting. The City **has partnered with Charleston County, the State of South Carolina, and the federal government to fund the beach projects**. In order to quantify the economic benefit that Folly provides, the City commissioned the *2015 Folly Beach Economic Impact Study*. Highlights of the study prepared by the College of Charleston Office of Tourism Analysis are included below.

- The City of Folly Beach's economy has had an average annual growth rate of about 11% since the end of Great Recession in 2009; a robust rate much higher than that of similar Charleston area beach communities as well as that of Charleston County.
- Based upon an analysis and subsequent extrapolation of data from a periodic Charleston area visitor survey conducted by the Office of Tourism Analysis (OTA) at the College of Charleston, the number of annual Charleston area visitor trips that included visiting Folly Beach was estimated to be nearly 1 million and this total represented about 21% of all Charleston area visitor trips during 2014. The overall average traveling party size of 2.5 adults remained consistent with recent OTA survey results. Moreover, beach activities remained among the important reasons to visit as well as one of the most enjoyable aspects of a Charleston area visit.
- Estimated spending by Charleston visitors attributable to the Folly Island beach area generated approximately \$117 million in business revenues that supported about 1,200 jobs and provided nearly \$40 million in income including employee benefits for South Carolina residents in 2014.
- It was also estimated that Charleston area visitor spending attributable to the City, including its beach areas, generated approximately \$22 million in annual tax revenues for the federal, state, and local governments during 2014. These tax revenues not only include the usual tourist type taxes (e.g. accommodation taxes, etc.) but include various property taxes and other indirect taxes paid by tourism oriented businesses.
- Just as important as economic impacts, beaches also generate other benefits with



values that can be monetized. For example, the economic value of one recreational beach day was conservatively estimated at about \$6.15 per person, and the extrapolation of this value leads to an estimated annual total economic recreational value of the City's beach area as being \$4.5 million in 2014, which includes both non-resident and resident recreational beach users.

- It is projected that Charleston area households would collectively place an annual \$4.2 million value on protecting the marine turtle species that depend upon Folly Island's front beach area as nesting habitat.
- Additional economic values related to Folly Island beach renourishment projects include providing storm damage reduction/protection of oceanfront properties and structures that had an approximate total market value of \$465.2 million (2013 dollars). This total value includes important government infrastructure assets vital to public beach access, such as Charleston County's popular Folly Beach County Park and the Folly Beach Fishing Pier, and oceanfront parking lots, restrooms, changing facilities and walkovers that the City has been proactively maintaining.
- The periodic renourishment of the Folly Island front beach area has helped maintain, if not improve, appreciation rates of the City's front beach private property value.

The study's findings clearly indicate that substantial economic impacts and related tax revenues are generated by Folly Beach. These economic impacts flow far beyond the City's jurisdiction and therefore benefit Charleston area, South Carolina, and Folly Beach residents alike.

Charleston County Parks and Recreation Properties

As previously noted, the Charleston County Parks and Recreation Commission owns several important properties on Folly Beach. Four of these properties, (the Pier, the Coast Guard Base, the County Park, and the Boat Landing) draw significant numbers of visitors to Folly Beach. The undeveloped oceanfront property that the Parks and Recreation Commission owns near the Pier has the potential to become another heavily visited site. The existing impact of these properties in terms of daily traffic is notable. While, these properties contribute greatly to the community as amenities, they bring in very little money directly to the City. The CCPRC contributes \$70,000 per year toward the Beach Preservation Fund which pays for renourishment and other beach management expenses. The agreement which determines this contribution amount has not been renegotiated in several years despite the increased presence of CCPRC on the island.

Element: Natural Resources

Natural resources are an important factor in the quality of life on Folly Beach. The unique and distinctive natural features and ecosystems that are found in our community are irreplaceable components of the City's physical and philosophical character. The Natural Resources Element examines the challenges faced in managing Folly Beach's shorelines, water resources, and the protected species that call our island home.



Beachfront Management

The Comprehensive Plan 2015 recognizes that the primary natural resource on Folly Beach is the beach itself. Management of the shoreline is interwoven into many areas of City operations and services. The first plan for beach management on Folly was the *1992 Local Comprehensive Beach Management Plan*. The plan had no significant updates or changes in the 20 years since it was adopted. The City of Folly Beach has now completed and adopted the *2015 Local Comprehensive Beach Management Plan* which addresses several important issues related to beach management. The *2015 Local Comprehensive Beach Management Plan* is currently being reviewed by the State for final approval.

Five Year Update: The City will initiate a new *2020 Local Comprehensive Beach Management Plan* in late 2020 with the aim of completion in 2021. The new *Beach Management Plan* will incorporate elements of the *2018 Dune Management Plan*, updated land use regulations (septic rules, seawall rules, lot merger, and Dune Management Area), and ongoing work on the renegotiation of the City's renourishment agreement.

Beach Erosion and Accretion

Erosion management is a primary beach management objective of the City. The 3-mile long Charleston Harbor jetties were built in the late 1800's, and cause Morris and Folly Islands to experience severe erosion. Sand that formerly bypassed Charleston Harbor and was transported to Folly Beach now either accumulates on the north side of the jetties or is dredged from the entrance channel and deposited offshore. Historically, both beach renourishment and erosion control structures have been used to combat the ongoing erosion of Folly Island. Beach renourishment is conducted by the City and the federal government through a 50-year commitment laid out in the *1992 Local Cooperation Agreement*. The original 50-year commitment expires in 2042. One option for continued renourishment after the expiration date is an extension of the original contract terms. Numerous erosion control structures are also in place on Folly Beach. Forty-eight timber and rock groins are spread along the length of the island. Additional private armoring structures have been constructed along nearly all the beachfront. Armoring continues today in the form of seawalls being constructed on private property landward of the jurisdictional area of State regulating agencies and the Army Corps of Engineers.

Five Year Update: Folly Beach continues to work with the Army Corps of Engineers to finalize proposals for a new fifty year contract for beach renourishment. Work to date has focused on strategies for calculating the value of beachfront property, the cost/benefit ratio of renourishment, and design of the final profile for beach and dune construction. The next phase of the project will be oriented towards public input and review and should start in early 2021.

The City has also expanded the annual monitoring surveys of the front beach to include additional data points. This extra information creates a more detailed picture of the scope of beach erosion for decision makers at the City and the Army Corps. The City also enacted new regulations requiring private property owners to maintain the areas of their property behind to the renourishment project. If needed, these owners will be required to pay for fill to bring their properties up to match the renourishment.



Since the *2015 Comp Plan* the City has renovated nine existing groins between 8th Street West and the Washout. This project was completed in 2018 with a cost of approximately \$3 million. The project has been successful in retaining sand and the City hopes to continue the work prior to or during the next renourishment cycle.

Beach erosion issues are still a fundamental issue for Folly Beach and the City has explored several options to control or mitigate development. In 2019 the City joined the South Carolina Law Project (SCELP), Save Folly Beach, the Coastal Conservation League, and several local home owners in a lawsuit seeking to clarify State ownership of previously eroded areas of the beach . The case was dismissed in early 2020. However, the parties are developing an appeal in order to affirm an area of SC law that has never been settled by the Courts. Before the lawsuit was filed the City initiated a land swap, now completed, that exchanged portions of the end of East Arctic Avenue with adjacent super front beach lot owners. This swap put 50' of beach area in front of East Arctic permanently into the public realm and prevented the construction of a previously approved seawall.

Dune Protection

In addition to its aesthetic and recreational value, the beachfront on Folly serves the very practical purpose of buffering inland areas and properties during storm events. The renourishment of the beach creates a protective berm of sand which is vital to protecting the island. During the interim between the most recent projects, Folly experienced severe erosion beyond the areas that were replenished by the Army Corps. This erosion wore away the dune areas. It resulted in higher costs to the City and also threatens the integrity of the renourished beach by allowing water to intrude behind the frontline dunes. Moving forward, the City desires to proactively manage the beach in an effort to maintain the dune system. This involves monitoring beach performance and managing erosion issues as they occur. Keeping the dunes in place will lessen the impacts of high tide flooding and storm events.

Five Year Update: The 2018 City of Folly Beach Dune Management Plan provides recommendations for a proactive approach to restore and preserve the dune system on Folly. The plan recommended a Dune Management Area that was later adopted by the City as a 40' buffer from the OCRM Baseline. The plan also recommends a continuous line of dunes, supplemented by seawalls, along the beachfront. This recommendation was translated into action by new rules that require dune building to happen with any new beachfront construction and for dunes to be built on top of any new or renovated seawalls. The City also developed a planting program for dune grasses. The initial project added new or supplemental plants along the most vulnerable areas of the island and was successful against several storm surges.

Dune building and dune resilience are also being discussed as part of the City's new renourishment agreement. The goal is to include a higher, wider berm in the construction template. A better dune system, constructed at the same time as renourishment will extend the life of future projects and provided greater protection for property behind the project.



Beach Accessibility

Folly Beach is the closest beach to the City of Charleston, and prides itself on being the most accessible in the Tri-County Area. The Berkeley-Charleston-Dorchester Council of Governments reports that the daily average of vehicles that pass the traffic station at Sol Legare and Folly Road is 10,300. There are currently 56 platted public beach accesses, 44 beach walkovers, and parking areas for 5,000 cars within 1,000 feet of the beach available to visitors arriving in these vehicles. In 2014, the City received grant money from OCRM to complete a second ADA compliant restroom facility at the east end of the island. The new restrooms complement existing ADA facilities at 3rd Street West. As the population of the greater Charleston area (and James Island in particular) continues to expand at very high rates, Folly Beach must plan for the resultant rise in local visitors.

Five Year Update: In the past, the City has relied heavily on DHEC's Coastal Access Improvement grants to fund major walkover construction for ADA and mid block beach accesses. This grant has not been funded for several years. In the interim the City has worked to dedicate funds for maintenance and extension of existing walkovers. In 2016 City also installed ADA compatible beach access mats at the 110 East midblock access and 3rd Street West.

Beachfront Land Use

Beachfront land uses on Folly Island fall into three zoning districts. At either end of the island are large parcels zoned Conservation (CN). The CN zoning allows for very limited development of boardwalks and other structures and is intended to maintain property in an undeveloped state. The CN properties are currently owned and operated by Charleston County Parks and Recreation and account for approximately 20% of the island's total shoreline. Property between either end of the island and the central commercial district is exclusively zoned Residential Single Family (RSF) and consists of only single family housing. Home sizes on the front beach range from small cottages to large estate sized houses. The current maximum allowable square footage is 3,600 heated square feet. A handful of homes are built to the prior maximum allowable size of 4,500 square feet, but most of the houses on front beach are still 3,000 square feet or less. The RSF properties account for approximately 70% of the beachfront. The remaining 10% percent of the beachfront area is zoned Island Commercial (IC). The IC district consists primarily of multifamily developments. Individual properties range from 96 to 4 units. This area also contains the largest commercial structure on Folly Beach, the nine story Tides Hotel.

Five Year Update: During a moratorium for most of 2018 the City passed several new ordinances related to beachfront land use. Septic tanks are now required to be as far landward as possible on the lot. The Dune Management Area now protects a 40' buffer from the baseline. Seawalls have a minimum height. Dune building is required for all new construction.

Wildlife and Protected Species

Threatened and endangered species in South Carolina listed by the US Fish and Wildlife Service are shown in Table 1. Any major project in the City (beach nourishment, construction of the new bridges) requires consultation with these federal agencies to ensure that there are no adverse effects on these listed species or on their listed or proposed critical habitat.



TABLE 1: LIST OF PROTECTED SPECIES

TABLE 2: U.S. FISH & WILDLIFE SERVICE THREATENED AND ENDANGERED SPECIES IN CHARLESTON COUNTY			
CATEGORY	COMMON NAME	SCIENTIFIC NAME	STATUS
Amphibian	Frosted flatwoods salamander	<i>Ambystoma cingulatum</i>	T, CH
Bird	Bachman's warbler	<i>Vermivora bachmanii</i>	E
Bird	Bald eagle	<i>Haliaeetus leucocephalus</i>	BGEPA
Bird	Piping plover	<i>Charadrius melodus</i>	T, CH
Bird	Red-cockaded woodpecker	<i>Picoides borealis</i>	E
Bird	Wood stork	<i>Mycteria americana</i>	E
Bird	Red knot	<i>Calidris canutus rufa</i>	P
Fish	Atlantic Sturgeon*	<i>Acipenser oxyrinchus*</i>	E
Fish	Shortnose sturgeon*	<i>Acipenser brevirostrum*</i>	E
Mammal	Finback whale*	<i>Balaenoptera physalus*</i>	E
Mammal	Humpback whale*	<i>Megaptera novaengliae*</i>	E
Mammal	Right whale*	<i>Balaena glacialis*</i>	E
Mammal	West Indian manatee	<i>Trichechus manatus</i>	E
Plant	American chaffseed	<i>Schwalbea americana</i>	E
Plant	Canby's dropwort	<i>Oxypolis canbyi</i>	E
Plant	Pondberry	<i>Lindera melissifolia</i>	E
Plant	Seabeach amaranth	<i>Amaranthus pumilus</i>	T
Reptile	Green sea turtle**	<i>Chelonia mydas**</i>	T
Reptile	Kemp's ridley sea turtle**	<i>Lepidochelys kempii**</i>	E
Reptile	Leatherback sea turtle**	<i>Dermochelys coriacea**</i>	E
Reptile	Loggerhead sea turtle**	<i>Caretta caretta**</i>	T, PCH,
Plant	Bog asphodel	<i>Narthecium americanum</i>	C
NOTES: * Contact NOAA Fisheries for more information on this species ** The U.S. Fish and Wildlife Service (FWS) and NOAA Fisheries share jurisdiction of this species E - Federally Endangered T - Federally Threatened P - Proposed CH - Critical Habitat PCH - Proposed Critical Habitat BGEPA - Federally protected under the Bald and Golden Eagle Protection Act C - Candidate Species. FWS has sufficient information on biological vulnerability and threat(s) to support proposals to list these species.			

Fishing and bird watching are popular pastimes for residents and visitors alike. Several community facilities, natural areas, and private establishments provide venues for these activities. These include the Folly Beach Fishing Pier, Folly Beach County Park, Folly River Boat Landing, the Coast Guard Station site, the Washout, local marinas, and waterfront restaurants, in addition to any stretch of beach, creek, or marsh edge throughout the city.

Sea Turtles

Folly Beach is designated by the United States Fish and Wildlife Service as critical nesting habitat for federally protected endangered and threatened sea turtles. The Folly Beach Turtle Watch Program was organized in 1997 to aid in the protection and monitoring of these turtles. This dedicated group of volunteers is trained and permitted by the South Carolina Department of Natural Resources (SCDNR) Endangered Marine Turtle Conservation Program to identify, access, relocate, monitor, inventory, and report data for nests. Since its inception, volunteers in the Turtle Watch program have assessed over 1300 sea turtle crawls, found over 800 nests, and relocated over 500 of those nests. The lowest number of nests (20) were laid in 2007, and the highest number (108) in 2013.



The City of Folly Beach has enacted several long-standing ordinances that help to reduce negative impact on nesting. These include ordinances pertaining to the destruction of sea oats, storage of watercraft on the beach, dune protection during construction, maintenance of public walkovers, artificial light associated with pre-existing and new construction, planting of invasive beach vitex, construction and maintenance of seawalls, and vehicular traffic on the beach. The Folly Beach Code also requires that a summary of pertinent local ordinances is included in rental agreements and posted in rental units. In 2010, after additional training and management from SCDNR Endangered Marine Turtle Conservation Program, Folly Beach nest protection volunteers began participation in a sea turtle genetics study conducted by the University of Georgia. In its fifth year, the study is providing important answers to the size, health and distribution of the loggerhead sea turtle nesting population in SC.

Five Year Update: The City passed new regulations for beachfront construction which will limit the number of seawall permits issued during turtle season. Any seawall projects that are approved during turtle season now must include daily monitoring and reporting for active turtle nesting.

Protected Bird Species

Folly Beach is a designated Bird Sanctuary and is home to several protected species. The City has protected both ends of the island by prohibiting off leash dogs on the beach in front of the County Park and the Coast Guard Station. This prevents disturbance of habitat for the Piping Plover and other shore birds. Bird Key, a significant rookery for Brown Pelicans, is located just off Folly Beach in the Stono Inlet. It is currently being extensively monitored for any changes resulting from the renourishment of the County Park in 2013. As part of this project Charleston County Parks and Recreation Commission committed \$250,000 to monitor Bird Key and mitigate any damage to this vital habitat.

Water Quality

Since 2007, The City of Folly Beach has required residents and developers to adhere to the guidelines and best management practices described in the Charleston County Stormwater Program. These include using simple, structural and nonstructural methods along with or in place of traditional stormwater management structures when applicable. This program of permitting standards and procedures was adopted to address regulations pertaining to the Clean Water Act and specifically the National Pollutant Discharge Elimination System (NPDES). The water quality from Folly's beaches is monitored on an ongoing basis. This monitoring system tests for Enterococcus levels at eight sites semimonthly at locations within the City. Folly currently has no stormwater outfalls and there is a policy prohibiting future outfalls or other means of direct discharge to the beach. Also, the City has reviewed its site development requirements and adopted building codes that limit the amount of impervious cover to 35% of the high ground in an effort to reduce the amount of runoff produced.

The management of septic systems is an ongoing concern for the City of Folly Beach. Septic failure may result from several burdens, the most basic of which is maintenance, which should be performed at least every ten years by a certified professional. Other problems include the following:

- Improper site planning, for instance, the location of impervious surfaces or persistent flooding above the septic tank;



- Vehicles traveling or parking above the tank;
- Insufficient tank capacity to meet demand, which may occur when short-term rental units become overcrowded; and
- Inadequate soil conditions and/or lot size. Typically, the minimum lot size that should be considered to support a septic tank and its field is ten to fifteen thousand square feet, exclusive of wetlands.

Septic failure is not only a threat to water quality but also a direct health hazard to animals or even young children. Sewage bubbling to the surface is clearly a nuisance to all, visitors and residents alike. Failing septic systems have not been a major issue because soil conditions on the island are generally favorable. However, as the systems age and higher occupancy increases pressure, maintenance concerns will become more pressing.

Five Year Update: In addition to new requirements for septic systems, the City has partnered with the Town of Nags Head and the North Carolina Sea Grant Consortium for a study to determine the effectiveness of septic tank management tools in the face of sea level rise. The final report is due in early 2021.

Scenic and Unique Areas

The Washout

The Washout is a narrow stretch along Ashley Avenue that consists of little more than the road and the adjacent beach. Ashley Avenue is reinforced by rock revetments to secure access to the northern end of the island. It has very little available beach at high tide, but its on-street parking and beach profile make it popular with surfers. Since the *2005 Comprehensive Plan*, the City has carried out several improvements in this area. The beach walkovers were landscaped and a viewing platform was installed at the north end for the numerous surf contests held there. More recently, work has been completed on an additional restroom and changing facility just beyond the Washout.

Five Year Update: The City completed a major repair along the beginning of the Washout which rebuilt the existing granite boulder revetment along 100 feet of street frontage. The City has applied to FEMA for additional funding to extend the project approximately 75' further to the north. This revetment serves as protection for East Ashley by protecting it from erosion.

River and Marshfront

Most of the marshfront on the backside of Folly Island, as well as smaller islands in city limits, is privately controlled. There is limited public access to the marshes and the Folly River beyond the County operated boat landing and the fishing dock at the Folly River Park. The *2014 Five Year Plan* completed by the Folly Beach Parks and Recreation Committee calls for increasing both physical and visual access to the rear of the island. The first step includes small pocket parks located in City owned rights of way. Future plans also include a canoe/kayak launch in the footprint of the old bridges. In addition to providing access, the City recognizes the value of protecting the marsh from development. In 2010, the marsh setback was increased to 10'. However, there have been no further discussions of buffers or required vegetation to stop runoff. Another issue related to management of the river is consideration of what types of commercial uses will be



allowed in the river itself. In recent years, private services have set up kayak and canoe rentals, and other water based services.

Five Year Update: Abandoned boats continue to be a problem in the waterways of Folly Beach. The City has developed a private mooring program which will prohibit boats from mooring within the City without a permit, establish a storage area for boats failing to meet permit requirements, and prohibit mooring within one mile of the bridge or boat landing. The City also passed an increased marsh setback which moved the line for new development to 15' from 10'. In addition to these regulations the City amended the requirements for permits adjacent to the critical area to include both pre and post OCRM certified documentation of the critical line.

The City also addressed the critical line setback in 2019 by increasing the required setback to 15' from 10'.

Wetlands

Wetlands are generally low-lying areas regularly saturated by water. Although wetlands may be located at the beach or the marsh, they also can be found in other isolated areas. The State's Office of Ocean and Coastal Resource Management (OCRM) is responsible for delineating exact boundaries of tidally influenced wetlands, which are known as critical areas per the State's Coastal Zone Management Act. Wetlands have tremendous value to the City. This value includes filtration of stormwater run-off, flood control, protection of shorelines from wave action, and habitat for numerous species. More widely appreciated is the role Folly Beach's wetlands play in outdoor recreation. The Folly River and its tributaries harbor several species of finfish and shellfish sought by visiting and resident fisherman. Flounder, oysters, and shrimp are some of the more popular and more reliant species on the tidal marsh for sustenance, habitat, and spawning grounds.

Five Year Update: The City amended its lot merger ordinance to apply to all lots that are substandard, under the same ownership, and adjacent to the critical area.

Marsh Islands

The numerous marsh islands located between Folly Beach and James Island present a unique challenge for management. Only Long Island, the largest of the islands, is technically within the Folly Beach limits. The other islands scattered in the marsh remain in the jurisdiction of Charleston County. This mixed jurisdiction is the result of the annexation of the area between Folly and James Island which was written to only include the areas below the critical line. All the high ground of the islands (and also parcels along Sol Legare Road) were excluded. This means that these parcels are all currently split between the jurisdictions. Folly Beach has no authority over the use and dimensional standards on the high ground.

Five Year Update: The City created a new marsh island zoning which allows for single family development with reduced lot coverage and greater setbacks. This zoning was applied to Black Island in 2019 and will be proposed to owners of residential lots on Bowens Island. The City also passed a requirement for letters of coordination for any development on split jurisdiction islands.



County Park and Coast Guard Base

These two properties bookend the island with natural, preserved land that is permanently protected from development through Conservation zoning. The County Park is located at the south end of the island and is a popular area for beach goers. It has limited facilities including a picnic shelter and restrooms as well as parking. The Coast Guard Base has no facilities and is earmarked for preservation in its natural state; it is accessible by footpath and frequented by walkers and beachgoers, particularly to view the Morris Island Lighthouse. Both facilities are owned and regulated by the Charleston County Parks and Recreation Commission.

Five Year Update: Graffiti continues to be an issue at the Lighthouse preserve. There has been no final plan presented by the County to address this problem.

Element: Cultural Resources

Generally speaking, cultural resources are the distinct features and attractions in a community that have significant meaning or social value. Cultural resources may be natural or man-made sites, events, activities, historic sites or structures, and other points of interest that are identified within the community. These resources are important because they enhance opportunities for community interaction and cooperation. They also offer opportunities for visitors and residents to be exposed to valuable learning experiences, leisure events, and other activities which lead to a greater appreciation of the local community. For a small community, Folly Beach has a rich array of cultural resources. While historic buildings are few in number, a multitude of events and festivals as well as social and civic groups act as cultural outlets in the community.

Civic and Volunteer Groups

- *Civic Club.* The Folly Beach Civic Club is the oldest continually meeting Civic Club in North America. It was founded in 1938, meets throughout the year, and regularly contributes funds to City projects such as the Pirates Cove Playground and the new Folly Skate Park. The Civic Club produces the Folly Beach City Calendar each year as its primary fundraising event and sponsors the annual family Halloween carnival. The Civic Club is also publishes and distributes *The Sandspur*, Folly Beach's monthly newsletter.
- *Eastern Surfing Association.* The ESA is the largest amateur surf organization in the United States. In 2014 they held the Mid Atlantic Regional Championship on Folly Beach. Local ESA members are active in Folly Beach throughout the year and hold regularly scheduled surf competitions.
- *Folly Angels.* Folly Angels is a non-profit organization dedicated to supporting the people of Folly Beach who are battling cancer and needy families.
- *Folly Beach Anglers.* The Folly Beach Anglers host an annual free "Take A Kid Fishing Day" to provide opportunities for children to experience saltwater fishing. In 2014 the event



was attended by 220 children and approximately 175 adults, making it the largest saltwater kids fishing event in South Carolina.

- *Folly Association of Businesses (FAB)*. The Folly Association of Businesses is made up of local business representatives and works for the promotion and improvement of the Folly Beach Community. In 2011, FAB hosted a 40th anniversary celebration for the City of Folly Beach. The event was a great success and featured carnival rides, a carousel, a ferris wheel, and swings as well as local vendors selling food, arts, and crafts to commemorate Folly's history. FAB also supports several festivals during the off season.
- *Folly Beach Exchange Club*. The Folly Beach Exchange Club works to make Folly Beach a better community by promoting the core values of family, community, and country. The Exchange Club has received the prestigious National Outstanding Community Service Award two years in a row. In 2014 they were awarded for their work on a free Skin Cancer Screening project in conjunction with the Medical University of South Carolina.
- *Folly Beach Fine Arts & Crafts Guild*. The Arts Guild is a diverse group of artists and craftsmen who live, create, and exhibit on Folly Beach. This talented group of individuals represents the strong creative undercurrent of life on Folly Beach. They are represented at many of the festivals and events held on the island throughout the year.
- *Folly Beach Historical Society*. This non profit was formed as a direct result of the 2015 Comprehensive Plan and efforts to create a Folly Beach Museum. The first space to host the City's collection of Folly history items will be in the Community Center starting in 2020.
- *Folly Beach Home and Garden Club*. The Garden Club was originally organized in 1950. The group meets regularly and has worked on various beautification projects on the island. Each month, the Garden Club announces a Yard of the Month winner in the *Sandspur* to draw attention to noteworthy properties.
- *Folly Beach Senior Citizens Club*. The Folly Beach Senior Citizens Club meets monthly and its members are active participants in the many Folly Beach activities held throughout the year.
- *Folly Green*. The mission of *Folly Green* is to create and implement attainable, sustainable and earth-friendly initiatives that will improve the well being of Folly Beach, its residents and visitors, today and for the future.
- *Folly Wahines*. This group empowers female surfers of all ages during the annual Folly Wahine Classic. This event offers a weekend of surf competition, camaraderie, and fun, while raising awareness and money for water-related non-profit organizations.



- *Save the Light.* Save the Light is a non-profit organization created to preserve the Morris Island Lighthouse. Save the Light retains all responsibility for planning, engineering, fund raising, and the execution of all aspects of the preservation of the Morris Island Lighthouse.
- *Surfrider Foundation.* The Foundation is a national non-profit organization working to preserve our oceans, waves, and beaches. Last year the local chapter hosted a Barefoot Wine Folly Beach Sweep which consisted of a one day beach cleanup. The Charleston Surfrider chapter is very active on Folly Beach and can often be seen volunteering to remove litter and improve conditions on the beach.
- *Surfers Healing.* Each year Surfers Healing hosts a free, one day camp for children with autism. This event drew over 250 children and families to the island last year from across the country. The goal is to foster understanding and acceptance of autism through the transformative experience of surfing.
- *Turtle Watch.* Folly Beach Turtle Watch was organized in 1997 and is licensed by the SC Department of Natural Resources to protect sea turtles, their nests, and hatchlings on Folly Beach. Today, about 58 volunteers contribute their time and energy each turtle season to protect an average of 55 nests. Turtle Watch members play an important role in enforcing the City's *Lights Out* campaign which ensures that nesting sea turtles and hatchlings can find the ocean without interference from artificial lighting.

Five Year Update: The City created a new Community Coordinator position to increase support of the various civic groups operating on the island. This new position supports the Civic Club festivals, beach sweeps, manages event applications, and serves as an ambassador of the City.

Festivals and Events

Folly Beach has a long history of annual festivals. Both the Sea and Sand Festival and the Tides of March are a quarter of a century old or more. However, in the ten years since the last Comprehensive Plan was written, the number of yearly festivals and events has increased. The primary driver behind the increased number of activities has been a desire to bring business to the island during the off season. Many of the newer festivals and events are sponsored in whole or in part by the Folly Association of Businesses. Each event on Folly brings its own challenges in terms of traffic management, crowd control, and trash removal. Other areas of concern are cost to city government and the marketing demographics. In addition to the large annual festivals, there are a number of smaller, regularly recurring programs offered on the beach.

Five Year Update: Since the 2015 Plan large scale festivals and events have evolved to be more highly regulated and subject to increased scrutiny. Major events hosted by local businesses have implemented gated entry, alcohol wristbands, increased security, and increased sanitation. The City also limited events during the off season and on the beach. However, even with these changes, large scale events still highlight the dynamic between full time residents and business owners.



- *Art in the Park.* This event is held several times over the course of the year (often in conjunction with other major festivals) as a weekend long showcase of the work of Folly artists and craftsmen. Art in the Park is held in the Folly River Park. It is sponsored by the Fine Arts Guild.
- *Christmas Parade.* The city sponsored Christmas parade is held shortly before Christmas each year and is one of the most popular and well attended events on the island. Local bands perform and residents and local businesses drive floats down Center Street. The highlight of the parade is Santa on the fire truck.
- *Easter Promenade.* This city sponsored annual procession consists of men, women, and children in their Easter finest marching down Center Street on Easter Sunday.
- *Festival of the Arts.* Sponsored by the Arts Guild, this weekend long event features a juried competition and awards ceremony for Folly Artists. It is held in October as the busy tourist season begins to wind down.
- *Folly Beach Farmers Market.* This weekly gathering was started in 2013 as a means to connect local food and craft vendors with residents and visitors on Folly Beach. The event has been very successful.
- *Flip Flop Drop.* The Flip Flop Drop is Folly's alternative to Times Square on New Year's Eve. An evening of festivities is capped off when a giant pair of flip flops is lowered at midnight.
- ~~— *Folly Beach Jazz Festival.* This multi-day series of concerts in public and private spaces was held for the first time in 2014. All events were free and focused on highlighting the ties between Folly Beach and the surrounding areas to the history and culture of jazz.~~
- ~~— *Folly Gras.* 2015 marks the eighth annual Folly Gras celebration. A local version of Mardi Gras, Folly Gras features a street parade, food and craft vendors, bands, and family entertainment.~~
- *Folly Pallooza.* Also entering into its eighth year, Follypalooza is an annual street festival on Folly Beach which is held as a fundraiser for local cancer patients. To date, organizers count over \$30,000 raised which has been used to help 22 individuals alleviate financial stress caused by treatment related bills.
- *Folly Family Fun Night.* Free events for Folly families to enjoy city sponsored activities for the summer months in June and July! Activities can include movie nights, dance parties and yoga.



- *Halloween Carnival.* The Civic Club sponsored Halloween Carnival turned 40 years old in 2015. It remains one of the most popular and well attended events. The Carnival includes costume contests, games, food vendors, and other activities.
- *Porch Fest.* Porch fest is free, citizen organized music festival. Musicians play in people's yards and on porches all over the city. The goal is to encourage friends and neighbors to wander from yard to yard enjoying the sounds of local musicians.
- *Tides of March.* This annual festival began as a renaissance themed event and has evolved into a major arts show featuring live performances, bands, and over 30 regular vendors and exhibitors.
- *Sea and Sand Festival.* The Sea and Sand festival is one of the major yearly events on Folly Beach. It is a 3 day affair featuring vendors, artists, a silent auction, and even a beauty pageant. 2015 will mark the 25th anniversary of this festival.
- *Taste of Folly.* The FAB sponsored Taste of Folly is designed to highlight the offerings of Folly Beach's restaurants. It is held annually and consists of live music, food vendors, and other family oriented activities.
- *Charleston County Parks and Recreation Programs.* Charleston County hosts a number of regularly scheduled programs on Folly Beach. These include bird watching walks, dances at the Pier and kayak and paddleboard clinics.

Local Newspapers

Folly is fortunate to have two local news publications dedicated to the political, social, and business issues that are relevant to the community.

- *The Folly Current.* This paper describes itself as a family-owned monthly publication serving the island community of Folly Beach, SC. Every resident receives the paper for free every month in their P.O. Box. Additionally, there are more than 30 other places visitors can find the paper throughout the month. The Folly Current has been a part of the Folly Community in some form or fashion since 2008.
- *The Sandspur.* This monthly publication from the nation's oldest civic club serves as a community newsletter and important line of communication between the City and subscribers.

Historic Sites

Not many sites in Folly Beach are listed on the National Register of Historic Sites, but there are several buildings and places that are historically valuable. Numerous existing beach cottages from the Island's early years also remain as an important link to the past, and serve as examples of local, vernacular architecture that developed in response to the unique challenges of living on a barrier island.



- *Folly North Site.* The Folly North Site is significant as an intact portion of the batteries and fortifications built as part of the Union effort to capture Charleston during the Civil War. Archaeological excavations have revealed the remains of fortifications and remarkably preserved artifacts such as faunal bone, wood, and cloth, as well as numerous other features associated with daily military life on the island. The 54th Massachusetts Volunteer Infantry, led by Colonel Robert Gould Shaw, won considerable acclaim for its bravery at this site. It was listed in the National Register October 2, 2003 (South Carolina Department of Archives and History).
- *Porgy House.* This house in the 7th block of West Ashley was a second home of Dubose Heyward whose work inspired George Gershwin's opera Porgy and Bess. It was extensively renovated in 1998 and is currently open for private tours.
- *Morris Island Lighthouse.* Morris Island Lighthouse stands north of the former Coast Guard Station. It was listed on the National Register in 1982. In 1876 the light was approximately 1,200 feet inland, today it is several hundred feet out to sea due to severe erosion. Save the Light, a nonprofit formed to preserve the lighthouse, has completed structural work to reinforce the foundations of the structure. They are currently working to raise additional money to begin exterior renovations.
- *Historic Beach Cottages.* Despite the numerous hurricanes that have hit Folly Beach, the island is still home to a number of simple beach cottages. These cottages were constructed in the 1920's and onward and are examples of a distinct vernacular style. They are often simple structures with only 2 or 3 interior rooms and wide porches.

In the mid 2000s the City inventoried all beach cottages built prior to 1960 in an effort to document them before they were destroyed or demolished. **Since then, limited action has been taken to protect these structures.** Increasingly, old beach houses are being replaced by new, larger structures that do not reference traditional beach architecture. However, there have been several examples of successful rehabilitation.

Five Year Update: In 2018 the City revised demolition permit requirements to raise the cost of demolition to \$5,000 for any structure that is more than 50 years old. However, if the cost to elevate and correct health and safety codes is more than 50% of the value of the structure, the demolition fee is lowered to the standard \$100. The majority of the homes that meet the age requirement are also at grade and therefore this exemption applies to many homes that would otherwise be protected.

Figure 1: UNRESTORED BEACH COTTAGES



Figure 2: RESTORED BEACH COTTAGES



Funky Folly

Ultimately, the greatest cultural resource of any community is its character. The character of a community is the combination of the natural and built environments with the accumulated history of the people who live there. The character of Folly Beach has long been associated with tolerance and non-conformity. Since its earliest days, the people who have chosen to live here have resisted the trends that have reshaped other coastal communities. Other beach towns in the Charleston area have become exclusive enclaves of the wealthy or crowded with condominiums and multifamily housing. Folly Beach has managed to maintain its predominately single family, and predominately middle class, identity. Here, the understated commercial district, accessible beaches, surf, music and art culture, public festivals, and laid back atmosphere have combined to create a way of life that is often described as *Funky Folly*. The *Funky Folly* approach can be seen in the vibrantly painted cottages on the island and the ever changing messages on the Folly Boat. This widely accepted and strongly felt idea of Folly as a special place has proven very difficult to define. The lack of consensus and definition on what exactly it means to be funky has allowed the deterioration of some of the very characteristics that make Folly a special place. Small beach homes are not protected and are being replaced by larger structures. Rising real estate prices have made buying a house on the island increasingly



difficult. Long term tenants have been replaced by short term tenants who are willing to pay higher prices. All of these things must be addressed in order to maintain the laid-back atmosphere that Folly is famous for.

Element: Community Facilities

The Community Facilities element examines infrastructure, property, buildings, and spaces that are owned, maintained and operated for the benefit of the general public. The City of Folly Beach must ensure that its community facilities keep pace with redevelopment inside the City limits. It must also provide the services demanded by new visitors as a result of growth outside of its boundaries. Ideally, the City of Folly Beach will have a well documented, well maintained water and sewer system, provide adequate parks and recreational facilities, ensure that services for its youth are well organized and coordinated with other public and private entities, and provide adequate police and fire services.

City Owned Buildings

The City owns and operates several buildings including City Hall, Public Safety Headquarters, the Community Center, and the water plant. These structures represent a significant portion of the City's capital assets. They also represent significant ongoing expenses for depreciation and maintenance. Maintaining and properly caring for city owned structures is essential to extending their lifespan and reducing operational costs.

- *City Hall.* City Hall was completed in 1997. In the nineteen years since, the building has served its purpose well. However, it is beginning to show its age both functionally and structurally. There is evidence of water intrusion around several windows. The City has requested funding for an analysis to determine an action plan for removing and replacing the exterior stucco covering. On a functional level, the arrangement of offices limits the accommodation of new staff and there are no meeting rooms in City Hall for the public other than Council Chambers, although additional space is available in the Public Safety Training Room. City Hall is elevated to current FEMA flood standards.

Five Year Update: Since 2015 the City has applied for and received grants to strengthen City Hall with the goal of greater resistance to natural hazards. A complete reroof was completed in 2017 and the entire West Cooper frontage was renovated to install hurricane rated windows. In 2018, City Council funded the design and engineering for an interior renovation that will rearrange and modernize the office areas in City Hall. The planning phase of this project has been awarded and is underway.

- *Public Safety.* The Public Safety Headquarters was completed in 2011. There are no major structural or functional issues with the facility. The Public Safety Headquarters is flood proofed to meet current FEMA flood standards.

Five Year Update: The City has initiated and settled a claim against the builders and architects of the Public Safety Headquarters based on repeated water intrusion into the building.



- *Community Center.* The Community Center currently serves a dual purpose. It is partly operated as a branch of the Charleston County Library System and is also used to host community events and meetings by various Folly Beach groups. It was significantly remodeled less than a decade ago. A major overhaul of the adjacent public garden was performed in 2013. This project replaced an existing koi pond with a simulated dry river bed and other xeriscaping. The community center is not elevated above Base Flood Elevation.

Five Year Update: Work has started to create a dedicated space in the Community Center to showcase items related to Folly's history. The collection of the items was initiated after the 2015 Comprehensive Plan and is ongoing. Significant contributions to date include the original desk used by Folly's first Mayor and a Civil War cannon ball that was discovered on the north end of the island.

- *Water Plant.* The water plant is the operational base for the Public Works Department. It is also used as a general storage facility for the City. The building needs a new roof, but is otherwise structurally sound. It is not elevated above Base Flood Elevation.

Five Year Update: In 2016-2017 the water plant was renovated with a new roof and an interior upfit to create a more comfortable work area for the City's public works crews as well as an on site office for the Utilities Supervisor who was previously based in City Hall.

Parks and Recreation Facilities

Public recreational facilities on Folly Beach are provided by the City of Folly Beach and the Charleston County Parks and Recreation Commission (CCPRC).

The CCPRC operates the Folly Beach County Park, the Folly Beach Fishing Pier, and the Folly Beach Boat Landing. CCPRC also owns the former Coast Guard Station property and several lots on East Arctic. These holdings make CCPRC the largest landowner on Folly Beach.

- *Folly Beach County Park.* In 2013 the park was subject to extreme erosion which resulted in closure and a complete loss of parking, office, and restroom facilities. Since then, CCPRC has completed construction of a groin and renourishment project which rebuilt the beach and parking areas. The park has begun replacing the picnic, office and other support structures that were washed away.

Five Year Update: Construction on a full replacement of the shelters and other accessory structures at the park began in early 2019.

-



- *Folly Beach Fishing Pier.* In 2013 CCPRC completed a major renovation project which replaced and strengthened the pilings that support the 1,000 foot long pier. This facility has now been returned to full operating capacity.

Five Year Update: Charleston County Parks has announced that the existing wooden pier will be completely replaced by a new concrete structure beginning late 2019 or early 2020. Work will be completed in stages allowing the restaurant, gift shop, and other landward amenities to remain open during the approximately 2 year long project.

- *Folly Beach Boat Landing.* The Folly Beach Boat Landing is currently operating at full capacity. Although it is adjacent to the bridge replacement project, there was no major interruption in service. The removal of the old Folly River Bridge created additional space for public use adjacent to the existing boat ramps. CCPRC, in conjunction with the City of Folly Beach, is pursuing a plan to turn this additional space into a passive launch area for kayaks, stand up paddle boards, and canoes.

Five Year Update: The City obtained partial funding for the creation of the Folly River kayak launch. The design and construction was turned over to CCPRC and is still in progress.

- *East Arctic Properties.* CCPRC owns two oceanfront lots and two second row lots at the corner of East Arctic and 2nd Street East. These four lots total approximately one acre. They are currently undeveloped and serve as overflow parking for CCPRC employees. CCPRC has not yet developed a master plan for this property.
- *Coast Guard Station.* This large property comprises the entire northern end of Folly Island. It is currently open to the public but has not been developed as a park facility. A master plan from 2007 calls for maintaining the site as a passive sanctuary for sea birds and protected species. Parking at the site is limited and the primary access is for bikes and pedestrians only. The property is the best place for viewing the historic Morris Island Light house.

Five Year Update: The property was designated as the Lighthouse Inlet Preserve. After the loss of the Folly Boat, the roadways of the Preserve have become a new attraction for graffiti and messages.

The City of Folly Beach also operates parks and playgrounds on the island. Currently the City is responsible for Ocean Park at 3rd Street West, the Folly River Park, the Folly Bark Park, Shadow Race Park, Shorebird Park, Wave Watch and Pirates Cove Playgrounds, and tennis and basketball courts.

- *Ocean Park.* Ocean Park is approximately ¼ acre and consists mostly of parking for beach access. It has an ADA compliant beach walkover and restroom facilities. The restrooms were completely renovated in 2013 with the aid of a Coastal Access Improvement Grant.



The original landscaping has become overgrown and is beginning to revert to a natural state.

- *Folly River Park*. The Folly River Park is approximately 1 acre in size. It features a central lawn, crabbing dock, gazebo, restrooms, and sheds for vending of fruits and vegetables. The park is well maintained and heavily used. It is rented frequently for private events and also used in conjunction with many of the festivals and events held throughout the year.

Five Year Update: The Folly River Park Dock has been closed since 2017 due to structural issues. The City has applied for and received federal funds to rebuild the dock. Work is scheduled to commence in the fall of 2019.

- *Folly Bark Park*. The Folly Bark Park was developed in 2012 with a grant from the Charleston Greenbelt Program. The park is approximately ¼ acre in size and consists of a fenced central lawn. A water fountain is provided for pets.
- *Wave Watch and Pirates Cove*. These two playgrounds are located at 5th Street West and 510 East Erie respectively. They provide picnic tables and play structures. They are available by reservation for private functions as well as for daily use by the public.
- *Tennis/Basketball/Pickleball Courts*. Directly next to Pirates Cove Park, the City maintains one tennis court and 2 half-sized basketball courts. There is a public restroom on site. **Five Year Update: In 2019 the tennis and basketball courts were closed for a complete removal and replacement of the court surfacing. This project was partially funded through grants received from the South Carolina Parks and Recreation Development program. Pickleball lines were also drawn on the courts for up to 4 matches of play at the same time.**
- *Folly Skate Park*. This is the newest park facility on Folly Beach. It consists of several ramps for skateboarding and is located on the back half of the basketball courts. The Skate Park was funded by a grant from the South Carolina Department of Parks and Recreation. **Five Year Update: The Folly Skate Park was dismantled in 2018 after complaints about usage and vandalism. No replacement site has been identified.**
- *Washout Facilities*. In 2015, the City completed construction of an ADA compliant restroom and changing station located at the East end of the island just past the Washout. The changing station is located in an unopened right of way between 1563 and 1565 East Ashley.

In 2013, the Folly Beach Parks and Recreation Committee began to take a more active role in planning for future parks and open spaces on Folly Beach. Their work culminated in the *City of Folly Beach Park and Recreation Five Year Plan* which was adopted by Council in 2014. The plan calls for funding and creating



multiple new park sites as well as enhancements to existing facilities. New park sites are primarily envisioned as pocket parks located in unopened right-of-ways with visual access to the marsh or the ocean. The first recommendations of the plan to be funded for the 2014 Fiscal Year were the installation of benches along the Erie Canal and construction of a pocket park in the right-of-way at 1585 East Ashley. The City has applied for state funding to aid in the development of this site.

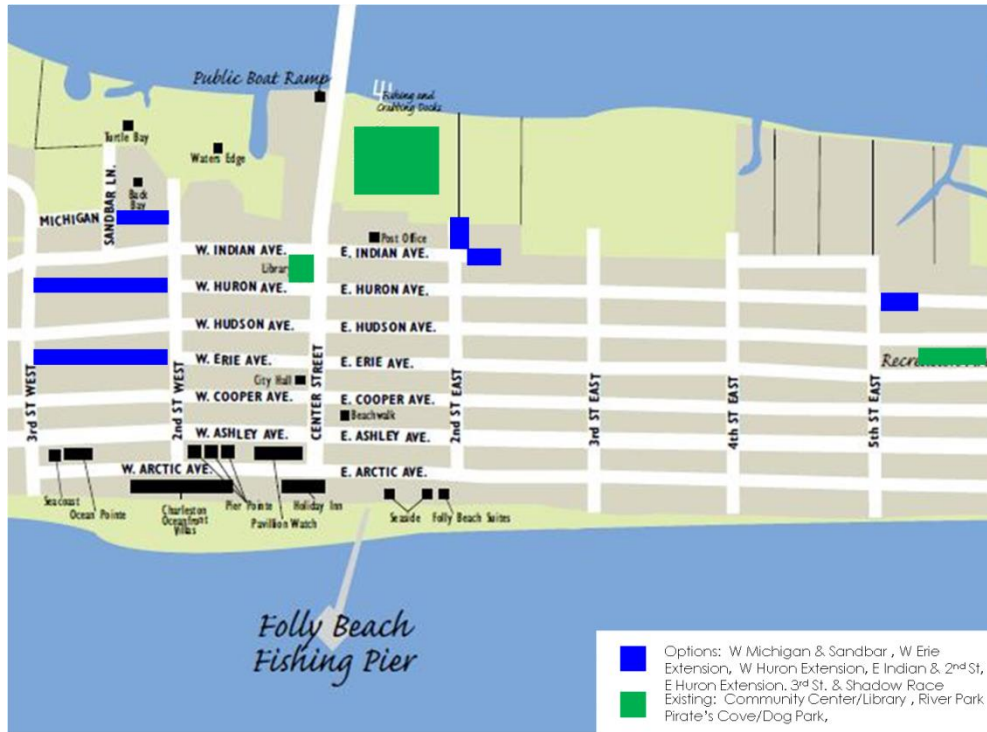
Five Year Update: The Parks and Recreation Committee has made much progress since the adoption of the *2015 Comprehensive Plan*. They have created new pocket parks (Shorebird Park on East Ashley and Shadow Race Park on Shadow Race Lane) as well as renovated existing parks (Wave Watch playground restrooms and Ocean Park landscaping).

Map 3: PARKS FACILITIES WEST END

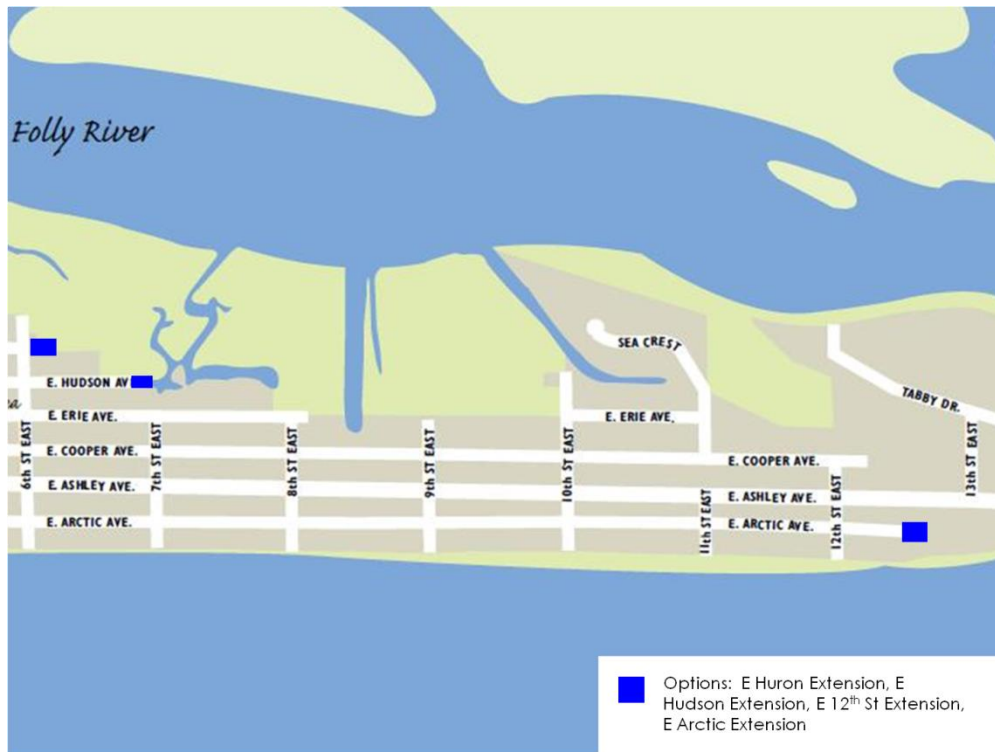




Map 4: PARKS FACILITIES ISLAND CORE



Map 5: PARKS FACILITIES EAST END





Map 6: PARKS FACILITIES BEYOND WASHOUT



Public Works

The Public Works Department is responsible for water and sewer service, solid waste collection, and stormwater management. Providing these services is one of the primary responsibilities of City government.

Five Year Update: in 2016 the City reorganized the Public Works Department by separating the water and sewer services into a separate Utilities Department. Although the water/sewer utility is a separate business entity from the City it had previously been overseen by the Public Works Director.

Water

The City buys its water from Charleston Water System. Although Charleston Water is responsible for the water delivery system up to the Folly River, the City is responsible for water infrastructure on the island. In recent years the system has experienced an increasing number of breaks and interruptions in service because most of the pipes in the system are reaching the end of their service lifespan. The City has limited reserves in place for replacing the water distribution system. Additionally, lack of documentation for pipe locations, size, and age makes managing the system difficult.

The City has taken action to remedy these problems. In 2014 Council approved a rate study that reworked the rate structure for water and sewer billing. The new rates encourage water conservation and also build in an allowance accumulating of a reserve account for repairs and replacement. Additionally, the City is working with the South Carolina Sea Grant Consortium to update and field verify the location and size of existing water pipes. This project should translate information from outdated paper files to a computer based GIS management system.



Five Year Update: The mapping of the water system has been completed with the ages, sizes, and location of all pipes identified. The City is now developing funding strategies for needed replacements.

Sewer

Sanitary sewer service on the island has had no major expansion since the construction of the Sunset Point subdivision in the 1990's. Currently, expansion of the sewer system is prohibited beyond the central commercial district without a vote of Council. Although a handful of lots outside this area have received approval to tie into the system, the customer base remains small and the rates high. The sewer infrastructure faces the same problems as the water infrastructure. In 2014 there was one major failure of the sewer system. There is currently only a limited replacement or repair reserve. Comprehensive accounting of the location and condition of the system is in the beginning stages.

Stormwater and drainage

Stormwater management on the island is split between the City, Charleston County, and the South Carolina Department of Transportation. Most of the ditches and other drainage structures are maintained by the South Carolina Department of Transportation (SCDOT). Stormwater outfalls along Center Street are owned by the City and maintained by Charleston County Stormwater. In 2013 and 2014 multiple heavy rain events led to significant flooding and failure of stormwater removal systems. The City has been working extensively with both Charleston County and the SCDOT to perform backlogged maintenance and system improvements. The City received \$50,000 in Transportation Sales Tax funding for a drainage study to cover the areas between 2nd and 5th Street East. The City also completed projects at 10th Street East and 4th Street West and is working with Charleston County on a drainage project to relieve flooding along 9th Street West. The City is also in talks with the Sea Grant Consortium to provide mapping of the natural drainage basins on Folly Beach. Currently there is no treatment of stormwater runoff from the island.

Five Year Update: The City has completed numerous projects to improve drainage including: 9th Street West clearing and repair of cross line and outfall; 310 West Hudson flap gate valve installation; 2nd Street West tide valve replacement; 3rd Street West tide valve replacement; East Indian 5th block East shoulder improvement and drainage swale and cross line installation; East Ashley 4th block East ditch and crossline improvements started Quarterly Stormwaters Partners meetings with state and county representatives.

Solid Waste Management

In addition to regularly scheduled, twice weekly garbage collection, the City provides additional trash collection on summer weekends and major holidays. Biweekly curbside recycling is provided by Charleston County. The City is beginning to place more emphasis on recycling and related activities. An ordinance passed in 2014 now requires that some types of events on City property provide recycling containers. Also, an agreement was reached with Charleston County to provide large recycling containers at beachfront parking lots and some multifamily dwellings that are serviced every week. A third major development was the county wide roll out of single stream recycling. This service allows residents to place all recyclable materials into one container without sorting. This has resulted in a large increase in participation. In the summer of 2015 the City participated in a weekly recycling trial that had positive results. The City currently provides no on island facilities for recycling cooking oil or composting food waste. The City also places no additional



regulations on high volume businesses for either recycling or solid waste management. A new garbage truck was purchased in 2013, but there is currently no reserve account replacing the existing 2 trucks.

Other Utilities

Electric

South Carolina Electric and Gas provides electric service to the island as well as leasing street and yard lighting. SCE&G is subject to a franchise fee for operating in the City, and a portion of this fund is reserved for special projects within the City. The current balance of this account is roughly \$200,000. Folly Beach increased the franchise fee from 3% to 5% beginning in 2015. This will raise approximately \$50,000 additional dollars annually.

Cable

Cable service is currently provided by Comcast, Dish, and Verizon.

Internet

There are a variety of internet providers on the island including Verizon, Comcast, and Dish. The City provides no municipal wireless coverage.

Public Safety

Folly Beach Police and Fire Departments are combined into a Public Safety Department. In this type of organization, police personnel are cross-trained and certified in fire-fighting, and fire-fighters are cross-trained and certified in policing. Regular staff is supplemented citizen volunteer firefighters as well as firefighters from neighboring jurisdictions working part-time on Folly Beach. The Public Safety Department also maintains a dispatch center, animal services, beach patrol, and parking enforcement.

Police Services

The Police Department employs 16 sworn officers, 1 animal services officer, 2 part time officers, 4 part time ordinance officers, 6 part time seasonal beach patrol, and 6 part time seasonal parking enforcement officials. There is also 1 full time civilian secretary/records clerk.

Fire Services

Folly Beach is a combination department that includes paid, part time, and volunteer firefighters. Volunteer firefighters can operate as support personnel or as emergency responders while 3 full time Fire PSOs are on permanent duty in rotating shifts. As a reflection of the number of visitors to Folly Beach, medical responses now make up 75 - 80% of the department's call volume. The City currently has an ISO classification of 4 and an emergency response time of less than 5 minutes. There is one fire station housing two pumpers, an aerial ladder truck, service unit, beach rescue vehicle, and jet skis used in water rescues.

Emergency Services

Emergency services are provided by the City of Folly Beach, and appropriate County agencies. The City has secured emergency landing sites for medical helicopters at the old Coast Guard Base, the County Park, and the new Folly River bridge.



Court Services

The Folly Beach Municipal Court is staffed by a Clerk of Court, a part time prosecutor, and two part time judges. Court is held once a week to deal with a multitude of issues including traffic tickets and parking tickets.

Schools

There are no schools in the City of Folly Beach. The community is part of the Charleston County School District. Most students on Folly attend either public or private schools on James Island.

Beach Walkovers and Accesses

The increased provision of beach accesses is an ongoing area of interest for Folly Beach. In the last decade, the City renovated 7 walkovers, constructed 3 new walkovers, provided approximately 60 new parking spaces and completed major renovations of our Ocean Park restrooms. The City strives to remain one of the most accessible beach communities on the East Coast. The City maintains approximately 55 beach access points located at the cross streets and in the middle of each block. While most of these accesses have walkovers, several accesses do not. Many of the existing walkovers need maintenance due to the severe erosion prior to the most recent renourishment. In 2014, the City received grants to complete a major overhaul of the 13th Street Walkover and to build a new ADA compatible walkover in the 15th block of East Ashley. Additional grant money was received to construct a second beachfront bathroom facility at the same access. There are currently only two public restroom facilities located at beach access points.

Five Year Update: The City continues to follow a program of renovation and improvement of existing walkovers. The Coastal Access Improvement grants from SCDHEC OCRM funded the majority of the new walkover construction in the City leading up to the 2015 Comprehensive Plan. This program has not been funded since the 2016 funding cycle. Shortly after construction finished on the new ADA walkover and changing stations at 1563 East Ashley the City was sued by neighboring owners. The suit was resolved in the City's favor in 2018 and the changing stations remain in place.

Mid Block Rights of Way

The *2010 Comprehensive Plan Update* carried forward recommendations from the *2005 Comprehensive Plan* improving the mid-block rights-of-way. Although there are some exceptions, these rights-of-way are ten foot wide segments of publicly owned land that are platted generally in the middle of each block and run from the ocean to the rear of the island. Most of the rights-of-way along the beachfront streets are open, accessible, and marked by signage and crosswalks. Most of these oceanfront rights-of-way are complemented by walkovers that allow access to the beach. The condition of the rights-of-way on the back streets varies considerably. Some are overgrown and inaccessible for foot traffic while others have been blocked by owners of adjacent properties. Others are cleared, accessible and offer easy access for pedestrians between streets. In 2013, the Planning Commission and City Council unanimously approved the Action Plan for Mid Block Rights of Way as a comprehensive program to guide the City's long-term management of the rights-of-way. Since completing the plan, the City has cleared mid block rights-of-way



in the 2nd, 7th, and 9th blocks of West Ashley, the entire 1st block on the East Side, and 5th, 6th, and 7th and 10th blocks of East Ashley. The City also opened a path along a closed portion of 3rd Street West.

Element: Land Use

This element provides an overview of existing major land use classifications and important developments since the completion of the *2005 Comprehensive Plan*, *2010 Comprehensive Plan Update* and the *Folly Comprehensive Plan 2015* as well as a discussion of various development standards that apply to all zoning classifications.

Current Land Use Classifications

Residential

Residential growth in the City of Folly Beach since the completion of the *2005 Comprehensive Plan* has been primarily single family units. The rapid development of multifamily housing during the early 2000s allowed much of the commercial property in the center of the island to be converted to multifamily housing. Since 2005 this growth was halted first by a prohibition of new multifamily housing and then by economic factors during the Great Recession. Single family growth slowed but did not stop during this period. In 2012, the number of single family permits began to increase and has continued unabated.

Five Year Update: Since 2015 residential growth in the City has continued at a strong pace. From 1/1/2015 until 6/11/19 a total of 126 new residential units were built in the City. Seventy-two of these units were detached single family homes. The remainder were either duplexes built primarily in the commercial core of the island or multifamily units built at the Kings Flats and Clam Farm developments.

Residential Single Family

The primary zoning district in the City of Folly Beach is Residential Single Family (RSF). This use classification extends to roughly 85% of the City.

Folly Beach has taken several actions to limit the scale and impact of residential development since the *2005 Comprehensive Plan* was adopted. In 2013, the City codified regulations that require homes in the RSF district that are nonconforming to adhere to the 50% rule. This limits improvements to nonconforming structures over a 10 year period to 50% of the appraised value of the home. Any homeowner who wishes to exceed this limit must bring the property into conformity with current zoning. Since many of the parcels currently zoned RSF were developed as multiple unit properties, this would mean abandoning all but one of the units.

The City also changed the dimensional standards governing single family development. In 2010, the maximum size of a home allowed on a standard Folly Beach lot was reduced from 4,500 heated square feet to 3,600 heated square feet. Maximum lot coverage was reduced from 50% to 35% of the lot's high ground. Also, the setback from the OCRM Baseline was increased from 0' to a minimum of 5' (maximum 10') and the critical line setback was increased from 5' to 10'. In 2014, the City increased side setbacks from 5' to 10' and



required all new driveways to be constructed with pervious surfaces. Finally, the City passed an ordinance which requires that all new construction be built to V-Zone flood standards even if located in A-Zones.

Residential Two Family

The Residential Two Family (RTF) zoning district comprises a handful of parcels in the center of the island. Allowable uses in this zone are limited to single and two family homes. It serves as a buffer between the downtown commercial area and the RSF zone and is located primarily in the second half of the 1st block between Center Street and 2nd Street East and West. One notable development in the RTF zone since the *2005 Comprehensive Plan* is a zoning code amendment that allows owners to develop two individual structures rather than one combined duplex. Prior to this amendment, owners wishing to construct the allowable maximum of two units were forced to build large duplexes which were out of scale with the older surrounding homes. Now owners have the option of building two smaller, detached units which more closely match the size of the older existing development. Relatively little new development has taken place in this zone.

Residential Multi Family

Residential Multi Family (RMF) is the highest intensity residential zone in Folly Beach. Growth in this zoning district since the last update to the *Comprehensive Plan* has occurred primarily in the Preserve, a previously approved project at the intersection of Folly Road and Bowens Island Road. This project was approved for approximately 60 units in 2006. Construction continued at a very slow pace for several years and has recently resumed for the remaining phases. Properties zoned RMF are located along the causeway to the island with two exceptions. Little Oak Villas is located on Little Oak Island and is surrounded by an RSF district. Palmetto Pointe, which takes up the entirety of Peas Island, is also zoned RMF. Since the *2005 Comprehensive Plan*, there have been no new developments approved in the RMF District and there are currently no vacant parcels in the City that have this designation.

Five Year Update: *Marsh Island Residential (MR)*

In 2019 the City created this new residential zoning district to achieve a goal identified in the *2015 Comprehensive Plan*. The Marsh Island Residential district is meant to be applied to the marsh islands in Folly's jurisdiction that are currently zoned Residential Single Family as well as the residential portions of Bowens Island which are currently zoned Island Commercial. The MR district increases the critical line setback from 15' to 35', lowers the allowable lot coverage, and requires greater minimum lot sizes. One property, Black Island, has been rezoned to MR and the City aims to contact the owners of other islands to initiate future rezoning.

Commercial

Folly Beach is fortunate in that the original layout of the island, combined with having only one route on and off the beach, resulted in a primary commercial district that is compact and concentrated in the center of the City. This allows for a main street feeling that is often lacking in other communities. The Center Street area is a lively, pedestrian oriented district that reinforces the small town feel that draws many people to Folly Beach. The concentration of retail, office, and eating establishments in the downtown area was



reinforced when other commercial areas in the City were developed as multifamily housing. Today new multifamily housing is prohibited in the commercial areas located on the island proper.

Five Year Update: In 2017 the City amended the rules for all zoning districts that allowed multifamily housing (including all commercial districts) to allow individual detached units in place of multiple attached dwellings. This change matched previous allowances in the Residential Two Family District. It allows the same density of development but with smaller scale buildings. These changes allowed lower impact projects at Marshwinds and on East Hudson.

Downtown Commercial

The Downtown Commercial (DC) District forms the commercial core of the island. It consists of parcels located along Center Street and extends for ½ of the first block in either direction. The exception to this boundary is East Ashley where the DC District extends along one side of the street to include one parcel in the second block. Any new construction or alteration to buildings in this zone must be reviewed by the Design Review Board.

Architecturally, the DC area contains an eclectic mix of mostly one and two story buildings with simple roof lines and little formal ornamentation. On Center Street, single story, flat roofed buildings made of concrete or brick are located alongside two story wood buildings with pitched roofs. Buildings generally are built to the property line along the street. Moving away from Center Street, the remaining structures in the commercial district tend to be more representative of the beach vernacular, mostly owing to their past or present use as residences. The Tides Hotel (technically in the Island Commercial district), the largest building on the island, is located at the end of Center Street adjacent to the downtown area. At nine stories, it is the tallest building on Folly Beach by a significant margin. It defines the skyline and is highly visible approaching the island by land or by sea.

The current mix of commercial uses in the DC district along Center Street consists of mostly restaurants/bars and souvenir shops. Only a handful of other use types are represented. Government uses consume just over a full block in the form of City Hall, Public Safety, and the Community Center. The Baptist Church occupies a large parcel at West Indian and Center Street with the Catholic Church across the street. Real estate companies represent most of the remaining offices/professional services located along the corridor. There are approximately a dozen residential units located above existing businesses. Land uses in the DC District located off of Center Street consist of professional offices, religious uses, scattered residences, and a few restaurants.

The Center Street Task Force was created in 2014 to study and implement changes to the traffic patterns along Center Street as well as beautify the area. The Task Force has worked with local civic groups and the City government to make recommendations on travel lane realignment and other traffic measures to be brought online in conjunction with the new bridges. The new traffic pattern will help eliminate some of the congestion that occurs during the busy summer season. After the traffic realignment is complete, the task force will focus on beautification. This will include benches, planters, sidewalk improvements, and other street fixtures.



Five Year Update: The Downtown Commercial has seen a relatively high rate of development since 2015. Two new Inns and a new restaurant were constructed in this zoning district along with several new residential units. The newly completed and approved residential units represent a shift in market conditions as they have been constructed primarily for short term rental use.

The recommendations of the Center Street Task Force have continued to be implemented. The City has installed benches, planters, new street lights, and new sidewalk improvements. The major change to the sidewalk areas was a memorial brick program which replaced the empty, sandy areas between the sidewalk and the street with engraved bricks purchased by residents and businesses.

In 2016 the City revised the rules for loading and unloading in the Downtown Commercial areas to create dedicated loading zones and times. These new zones allow large deliveries to be made with minimized affects on traffic. They also improve safety by pushing large trucks away from intersections and keep them off the streets during peak travel hours.

Island Commercial

The Island Commercial District (IC) is made up of two distinct areas. The first is the area located roughly between 3rd Street West and 2nd Street East from the ocean to the seaward side of Ashley Avenue. The second is at the rear of the Island from Center Street to Sandbar Lane along Indian Avenue. The IC District historically allowed the development of multifamily housing at densities similar to those allowed in the Residential Multifamily District. During rapid development from the 1990s until 2007, most of the development in the oceanfront IC District was multifamily housing. The 2010 zoning code removed multifamily development as an allowable use in the IC District. This effectively prohibited the development of any new purely multifamily development on Folly Island proper. The change was also intended to preserve Island Commercial as a viable district for commercial uses. However, there have been very limited new commercial uses introduced. The most common new use is commercial parking. Several formerly vacant lots have been converted into paid parking to serve high demand from both the beach and the Downtown Commercial area.

Marine Commercial

There are two Marine Commercial Districts (MC) in the City: Mariners Cay Marina and Sunset Cay Marina. The Mariners Cay Marina District has only one small associated highland parcel, while the Sunset Cay Marina District extends beyond the actual marina to a larger area. The parcels in this area have developed as single family residences and a small inn. The inn was developed after an amendment to the zoning code which allowed tourist accommodations in the Marine Commercial District. The City has prohibited the expansion of existing MC Districts and the creation of any new areas with this zoning designation.

Corridor Commercial

The Corridor Commercial (CC) District was created in response to annexations that extended the City limits up the causeway and onto James Island. These annexations included property previously developed as a large shopping center with a grocery store, gas station, and several smaller parcels. The CC District is intended to be developed with the most intensive commercial uses in the City. It is located primarily at the intersection of Folly Road and Sol Legare Road. Notable exceptions are Turn of River, Marshwinds, and a



vacant parcel immediately behind the development. Although the rear parcel has no direct access to Folly Road and abuts a residential development on either side, it is still zoned for intensive commercial use. The CC District contains the last large commercially zoned property in the City. This parcel, known as the Edwards Property, contains approximately 4 acres located at the corner of Folly Road and Terns Nest Road.

Five Year Update: All of the properties in the Corridor Commercial District are also covered by the Folly Road Overlay District. This is an additional layer of zoning meant to match the long term plans for Folly Road that are jointly adopted by the City, Charleston County, the City of Charleston, and the Town of James Island. Since 2015 the City has formally adopted the Rethink Folly Road Plan, joined an intergovernmental agreement to fund a manager for the plan, and worked with these other jurisdictions to review and approve development along Folly Road.

In 2017 the City denied an application to annex and rezone 1965 Folly Road which sits between Treasure Island and the Harris Teeter shopping center. This kept in place a more restrictive Charleston County zoning.

Planned Development

The zoning rewrite of 2010 reintroduced the option for Planned Developments (PD) within the City. In 2014 a PD was approved for the Toll Booth Property at the corner of Sol Legare and Folly Road. The agreement calls for a mix of single and multifamily uses with a small park as well as a parcel donated to the City of Folly Beach. The donated parcel will be used to place a welcome sign for Folly Beach as well as sign for the historic Sol Legare neighborhood which the City agreed to place several years ago. The PD calls for 32 units on this 4.5 acre parcel. This represents a decrease of 23 units from the maximum number allowed under the previous Corridor Commercial zoning.

Five Year Update: in 2016 the Kings Flats plan was amended to further reduce the density of the project by 2 units. In 2019, the developer installed a new welcome sign for Folly Beach as well as signs for the Historic Sol Legare Community. The installation of these signs fulfilled a promise made to the neighborhood after the annexation of the former Toll Booth property in 2005.

Development Ordinances

There are several general development ordinances which affect land use in some or all of the zones in the City. Tree protection, landscaping, design review, and subdivision requirements all work to determine the character of development and redevelopment. All of these ordinances were modified during the 2010 zoning code rewrite. At the time, a weak economy limited new growth on Folly Beach and there was limited opportunity to apply the new code and measure the effects on development. In the last two years, the pace of building on Folly Beach has accelerated and the limitations of the 2010 zoning code are beginning to appear. This is especially true in terms of tree protection rules, off street parking regulations, rules for short term rentals, and landscaping/screening of commercial parking lots.

Tree Protection

The tree protection laws as presented in the 2010 zoning code were cumbersome and difficult to apply. Canopy protection requirements contradicted other measures and the required mitigation drove tree replacement costs into the tens of thousands of dollars. As a result, the Planning Commission engaged in a full reworking of the tree protection ordinance in 2012. The final version made several significant changes.



Pine trees of all types and all sizes were removed from the list of protected trees. The minimum protected size was changed from 5" diameter at breast height to 12" diameter at breast height. Laws were rewritten to reference only native or valuable species which removed protections for ornamental and invasive species. The option to pay a fee in lieu of mitigation was codified, with the resultant monies directed to a dedicated tree fund.

Landscaping

Minor changes made in the 2010 code have resulted in positive changes in property development. All new fences along a public street are required to provide new plantings along the street frontage. Visual screening or buffers are required for all new parking lots, trash and service areas, and between different land uses.

Subdivision Ordinances

The subdivision regulations in Folly's code mandate a minimum lot size that does not take into account the need for very small subdivisions of a technical nature (such as the deeding of private parking spaces, or the creation of legal townhomes). The minimum lot size of 10,500 square feet means that technical subdivisions of this type must go through the variance process. It also ignores the potential for very large subdivisions that could result in a large number of new lots on Long Island, the largest undeveloped tract of land within the City. Although past efforts to subdivide the property have failed due to lack of access, it may be possible to somehow create a viable access to the island in the future. If that happens, the current minimum lot size, applied uniformly over Long Island, would create a new neighborhood with up to 100 lots on an environmentally and historically important site.

Outdoor Retailers

The City recognizes that outdoor retailers are a valuable addition to the ambience of downtown Folly. These vendors offer goods and services that complement the offerings of brick and mortar businesses. However, after the completion of the *2005 Comprehensive Plan*, the City experienced rapid growth in the number of outdoor retailers operating in the Downtown Commercial District. These vendors were operating with little oversight. A comprehensive set of ordinances for vendors was developed and put into place in 2012. These rules limit the areas in which vendors may operate as well as the number of vendors allowed on each lot.

Parking

Parking, both as a land use type and as an area of regulation, is of major importance to Folly Beach. Commercial parking lots represent all of the growth in the Island Commercial District. As the demand for paid parking continues to grow, more lots in this zoning district may be converted into commercial parking rather than developed with other uses. Also, requests have been made to allow temporary commercial parking lots on undeveloped residential property. Although these requests have been turned down by City Council, they illustrate the potential for future increases in the number of paid parking lots. It is important that these lots be regulated more closely to preserve the character of the area. There are no current requirements for landscaping, general maintenance, and the overall appearance of commercial parking lots.

General parking regulations are currently in a state of uncertainty. In 2014, Council agreed not to enforce the prohibition against private no parking signs on the island. This decision was based on the number of existing signs and the lack of an objective measure to determine which signs should be grandfathered in.



Also, the current untimed parking on Center Street allows the limited on-street parking in this area to be occupied by one car for the entire day. This makes it difficult for customers of the businesses located on Center Street to find parking.

Parking requirements may also be stifling development in the commercial core of the island. The general assumption is that the current mix of uses, which is tilted heavily towards eating/drinking establishments and gift shops, is purely market driven and simply a result of economics. However, changes in the zoning code during the 2010 zoning code rewrite have the potential to greatly impact the mix of uses in the DC District. A significant change in the code was the establishment of parking regulations for the DC District. This requirement has made it difficult to establish any new commercial development because of the generally small lot sizes. The parking requirements are also triggered by a change of any existing use type. This means that the current mix of uses on Center Street will remain in place as long as there are no viable means of meeting increased parking requirements becomes.

Five Year Update: There have been several changes to parking regulations since the *2015 Comprehensive Plan*. Shortly after the plan was adopted, the City removed the parking requirements for the DC District in a return to the historical norm. This did unleash some pent up demand for development, but the City failed to anticipate the pace and scale. After permits were issued for two new inns and several residential units, the City reinstated parking requirements for those uses (all approved projects provided parking at the previously required rate). After the development of a large new restaurant on a full size lot near the busy intersection of East Ashley and Center, the City reinstated parking for all uses except office and retail moving into current buildings.

Several other development ordinances have been passed that affect development in all zoning classifications. These include:

- A 15' setback and buffer from the OCRM critical line for marsh properties. The new setback includes a provision that allows preexisting homes a onetime exemption to rebuild at a 10' setback.
- A 40' setback and buffer from the OCRM baseline.
- A one foot increase in the required freeboard along with a one foot increase in the maximum height.
- An ordinance allowing the development of detached buildings on lots that are zoned for more than one residential unit.
- An ordinance requiring septic systems to be located as far landward on the lot as possible.
- An ordinance combining adjacent substandard lots that captured existing substandard super beach front lots.

Element: Housing

The Housing Element provides information and analysis of the housing stock of Folly Beach. Homes on Folly Beach have a wide variety of styles, sizes, colors, and materials. New construction in the City should respect existing architecture but also maintain diversity. The City must do all that it can to offset the high cost of



insurance. While vacation rentals are a necessary and important part of the Folly Beach economy, the City must work to maintain the balance between needs of rental property owners and permanent homeowners.

Housing and Ownership Types

Although the Residential Single Family District is geographically much larger than all the other zoning districts combined, the number of single family homes on the island is only slightly larger than other housing types (this includes duplexes, triplexes, and other larger multifamily buildings). According to the 2009-2013 American Community Survey, there are 2,640 housing units in Folly Beach; 43% percent of these are two or multifamily units and fifty seven percent are single family units. There is very little room left in the City for either new single family or new multifamily units. The island proper is mostly built out and there are only two tracts off the island, totaling approximately 5 acres, eligible for multifamily development.

Five Year Update: According to the 2019 American Community Survey, there are 3,023 housing units in Folly Beach. The 400 unit increase since 2015 is most likely the result of improved counting. The real increase is closer to 100 units (Kings Flats and new residential units on the island); 35% percent of these are two or multifamily units and 65% percent are single family units. The shift in the ratio of single family to two and multiunit dwellings is directly attributable to two items: there are no longer large properties available for multifamily development, and an ordinance that allows properties zoned for duplexes and multifamily to build detached units.

TABLE 2: HOUSING TYPES BY NUMBER OF UNITS

	City Limits
Total housing units	2,640 3023
1-unit, detached	1,509 1933
1-unit, attached	236 44
2 units	119 188
3 or 4 units	175 238
5 to 9 units	140 171
10 to 19 units	117 63
20 or more units	294 368
50 or more units	14 14



Mobile home	36 18
Boat, RV, van, etc.	0

The American Community Survey also examined the status of people living in the homes they surveyed to determine whether the homes were rented, owner occupied, or used only seasonally. The data shows the ratio between full time owner occupied and rental/seasonally occupied units to be approximately 28% to 72% respectively. The non owner occupied units break down further to show that approximately 36% of the homes on the island are known rentals and 36% of the homes are seasonally occupied.

Five Year Update: The updated 2019 data shows the ratio between full time owner occupied and rental/seasonally occupied units to be approximately 58% to 42% respectively. This data deserves further study as it represents a reported change greater than what has been noted in the number business licenses for rentals. The discrepancy highlights an important future area of study for the City to better understand the growth in full time residents.

Vacation and Short Term Rentals

Short term rentals are rented for less than 30 days. In 2015, the City issued approximately 618 rental registrations for short term rental units. These units are scattered throughout all areas of the island. Although most of the rental licenses are issued for properties in the first and second rows from the beach, rentals can be found in all Folly's neighborhoods. At times, the use of homes for short term rentals can create challenges for neighbors including noise, septic overflow, and increased competition for parking.

Five Year Update: In 2020 the City issued 1,033 licenses for rentals. The large increase in the number of licenses is the result of increased enforcement made possible by rental tracking software, implementation of a policy to require individual units in multiunit buildings to get separate licenses, and the growth of online platforms that allow owners to rent for only a few nights (but still trigger license requirements). In 2018 the City passed a major update to rental rules and regulations meant to mitigate external effects. New regulations included a cap on the number of overnight guests, a cap on the number of special event guests, a prohibition against outdoor music, and a four strike system based on noise complaints.

Housing Costs

When the 2005 *Comprehensive Plan* was written, data from the 2000 Census showed that the median value of a single family home on Folly Beach was \$283,100. As of 2013 the median value was \$607,000. This huge increase is the result of many factors including the rapid appreciation of property value leading up to 2007, the shift to larger, more expensive new home construction, and the lack of new land available for housing in the City. In 2013, the mean income for Folly was \$76,607. The rule of thumb for housing affordability is that no more than 30% of income should go towards housing costs. The median actual sales price for 2014 in the City was \$450,000. In order to afford this price, an income of \$148,000 (or 194%) of the area median income is needed. Not surprisingly, approximately 41% of full time residents pay more than 30% of their incomes toward mortgages and rents.



Five Year Update: 2019 Census Bureau data shows that the median value of a single family home on has dropped slightly to \$569,900. The mean income for Folly was \$90,361. The rule of thumb for housing affordability is that no more than 30% of income should go towards housing costs. In 2019, 28% of full time residents pay more than 30% of their incomes toward mortgages and rents.

Flood and Hazard Insurance

Insuring a home on Folly Beach remains an expensive proposition. The costs for wind and hail insurance, general homeowners insurance, earthquake insurance, and flood insurance continue to rise. Flood insurance in particular carries a great level of uncertainty. The main sources of this uncertainty are the Biggert Waters Flood Act and the possibility of significant changes to FEMA issued flood maps. The Biggert Waters Act contained major changes to the National Flood Insurance Program. The changes that affect Folly Beach most are the reduction of subsidies for houses that once met flood code but are no longer compliant, the removal of subsidies for non primary residences, and the gradual increase in rates for all properties to reflect true actuarial risk. Upcoming changes to the FEMA flood maps which identify flood zones on Folly Beach could also drastically affect homeowners. The maps, which have been in development for several years, could possibly raise base flood elevations across the island as well as move many properties from the lower risk A zones to higher risk V zones.

Five Year Update: Since the *2015 Plan* the City has aggressively pursued projects that improve our Community Rating System score. The City has lowered its score to a 4 out of 10 which grants a 30% reduction on all flood insurance policies in the City. The new flood maps referenced in the 2015 Plan will become effective on 1/29/2021. These new maps, previously predicted to raise flood zone requirements, will actually lower the flood elevations on almost all properties in the City. This will result in further flood insurance premium reductions.

Housing Age

Like other coastal and higher land value communities in the nation, the demolition of smaller, older, economically obsolete structures is a growing trend in Folly Beach. Rustic cottages are sometimes removed to make way for larger, more modern structures since little land remains for new housing development. Pre-WWII units constituted only 10% of the 1,788 homes in Folly Beach in 2000. Exact figures do not exist for the number of demolitions since 2000, but there have been at least a dozen documented examples. Homes built before 1974 are also under greater threat from future hurricanes. Floodplain regulations took effect on Folly Beach in that year, requiring habitable space to be elevated above 100-year flood levels – fourteen feet or more above mean low tide here. The storm surge of Hurricane Hugo was eleven feet or higher throughout Folly Island. Structures built prior to 1974 were claimed by the 1989 storm at a much greater rate than those elevated. Some pre-existing homes were elevated in the reconstruction of the island after Hugo, but many remain vulnerable.



Element: Transportation

The Transportation Element provides an overview of the transportation system in the City of Folly Beach. The movement of people, goods, and services is crucial to the economic and social vitality of any community. Transportation decisions affect the character of the community by influencing the accessibility of land for various uses, the density of development, and the location of various commercial uses. The adequacy and future maintenance of existing roads and streets, and alternative modes of transportation should be considered in evaluating the impacts of proposed development.

Existing Transportation Methods

Vehicular

The primary mode of transportation in the City of Folly Beach is by car. Most of the population on the island, as well as visitors, relies on personal vehicles for their transportation. This reliance on automobiles creates major congestion during peak visitation times. In the tourist season the daily population increases, and streets and roadways on and into the City become congested. In particular, the route on to and off of the island often becomes backed up during busy days. This congestion leads to a domino effect as the feeder streets also fill with cars waiting to turn on Center Street/Folly Road. Congestion off the island along Folly Road is also a problem for islanders who are commuting to the surrounding communities for work and also during hurricane evacuations.

Five Year Update: In 2018 the island wide speed limit was lowered to 25mph. This change was spearheaded by a grass roots efforts to lobby SCDOT for the change.

Pedestrian

Pedestrian travel is vital for providing access to the business district and the beach. Currently, pedestrians on Folly Beach have limited space to walk to their destinations. Because of this, they are forced to walk in the street creating a potentially dangerous situation. Several solutions for the limited number of sidewalks or pathways are being considered. The key focus points for improving pedestrian access are along Arctic Avenue, Ashley Avenue, and from side street parking near beach access points. The City has also started work on a plan to remove obstructions and open pathways through the existing mid block rights-of-way that are found throughout the island.

Sidewalks in the business district and residential areas of the City are limited. The City is attempting to address the lack of sidewalks by installing less costly improvements that allow pedestrians to walk along the side of the street. The first project was completed in 2014 and consists of a gravel shoulder along three blocks of West Ashley Avenue between Center Street and 3rd Street West. There are plans to extend this shoulder path to West Beach Court and, eventually, the County Park. A second shoulder improvement is planned for East Ashley between Center Street and 2nd Street East.

Five Year Update: In 2019 Folly Beach voters approved a referendum to allow the City to bond money for



several projects including pedestrian paths. These road shoulder, pervious paths will be constructed on 2nd Streets East and West as well as Ashley Avenue between 2nd East and 2nd West. These paths are meant to be pilot projects for a gradually extended system of off street walking areas. In 2020 the City will adopt a requirement that projects along Folly Road construct a multiuse path with any new construction or significant redevelopment. The multi use path requirement has been adopted by other jurisdictions along the length of Folly. Although some portions have already been built, the full length isn't projected to be completed for at least a decade.

Bicycling

Bicycling on Folly Beach is a popular recreational activity. Residents and tourists ride their bikes around the City and on the beach. Until recently, bicycling was considered a recreational activity and not a major mode of travel. However, as gas prices rise and environmental awareness increases, so does the popularity of travel by bike. Due to the limited number of bike lanes, bicyclists have to travel on the road with cars. Although there are bike lanes along Folly Road and on the new bridges, there are no bike lanes on the island itself. Bicyclists and motorists both have to share the road with each other throughout the remainder of Folly Beach. At times this becomes difficult when cars are parked along the narrow shoulders, leaving little room for bicyclists to move over and for vehicles to pass. There are currently no plans to provide bike lanes on any island streets. However, the City is a part of the Battery to Beach Route. This bike and walking route will eventually connect the Isle of Palms, Sullivan's Island, Mount Pleasant, Charleston, James Island, and Folly Beach as part of a 22-mile bike and walking trail. The portion of the route on Folly Beach use bike lanes from Sol Legare to Center Street and road sharing for West Ashley Ave. Signage marking the route will be installed now that the new bridges are complete. The rise in popularity of cycling has coincided with an increase in large cycling groups visiting Folly Beach. At times, these groups add to already congested streets.

Golf Carts

Many residents drive golf carts and visitors frequently rent them during their stay at Folly Beach. Golf carts may be driven on most streets. They may cross, but not be driven on Center Street or Folly Road. A golf cart may not be operated more than four miles from the address to which it is registered with the SC Department of Motor Vehicles. Golf carts must also have a City of Folly Beach Permit. They may not be driven in the rain or at night. They must comply with all traffic rules and regulations and parking laws. The driver must possess a driver's license, proof of insurance, and a registration certificate issued by the SC Department of Motor Vehicles.

Five Year Update: In 2018 the City raised the prices for golf cart permits issued to golf cart rental companies. In 2020 the fee for residential golf cart stickers was eliminated.

Low Speed Vehicles

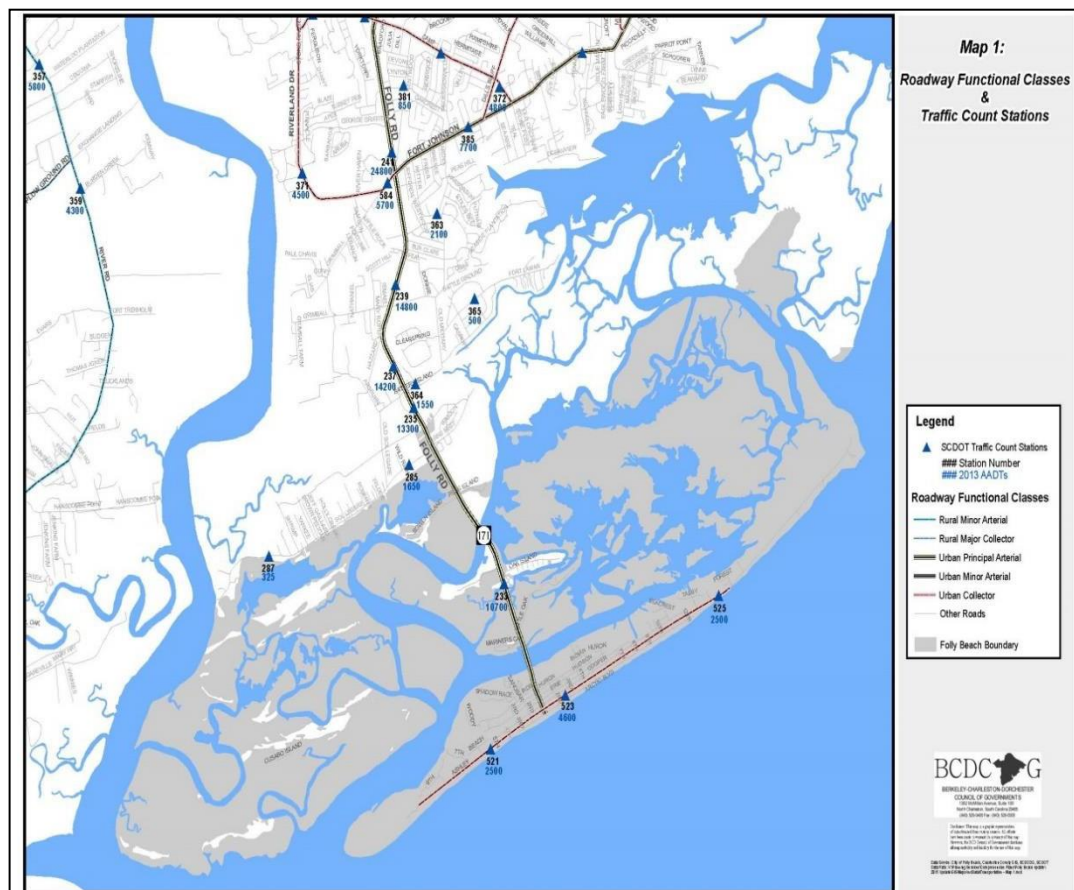
Vehicles that are licensed as low speed vehicles may be driven on a highway or street for which the posted speed limit is 35 miles or less. They may be driven in the rain and at night. They must comply with all traffic rules and regulations and parking laws. The driver must possess a driver's license, proof of insurance, and

the registration certificate issued by the SC Department of Motor Vehicles. Some low speed vehicles are being operated as taxis in Folly Beach.

Existing Transportation Infrastructure System

The transportation infrastructure of the City includes state highway facilities, local street systems, and pedestrian and bicycle facilities. These facilities connect with the regional transportation network. Regional transportation networks are important to Folly Beach because the City is located at the end of one of the primary traffic routes in the greater Charleston area. The City has a voice in regional transportation planning as a member of the Metropolitan Planning Organization, known as Charleston Area Transportation Study or CHATS. CHATS is comprised of committee members who oversee transportation planning and programming of improvements for the Berkeley-Charleston-Dorchester urbanized area in coordination with SCDOT, the City of Charleston, Town of James Island, as well as Charleston, Berkeley, and Dorchester Counties/municipalities.

MAP 1: ROAD TYPES AND TRAFFIC COUNTS



As illustrated on *Map 1*, the primary feature of the transportation system Folly Beach is Folly Road, which becomes Center Street as it crosses onto the island. Center Street is connected to a system of local streets. According to the Charleston County GIS data, there are approximately 32 miles of roads on Folly Beach.



Most of the roads (24 miles) are maintained by the South Carolina Department of Transportation (SCDOT). The City has responsibility for the remaining 8 miles.

Map 1 also gives data about traffic counts at various locations throughout the City. These numbers represent the daily average number of trips. Based on the different traffic count stations along the local roads, it is evident that the number of cars traveling to different locations on the island is fairly dispersed. It is important to note that these numbers represent averages and do not reflect the extreme variations between summer and winter months.

Center Street

Center Street serves as the main corridor that ushers traffic on and off the island and throughout the City from the business district. Traffic becomes congested along Center Street due to the high volume of cars during the summer months. The Center Street Task force has proposed a new traffic pattern for Center Street, which will change the current four lane configuration to two lanes with an added center turn lane. This proposal is currently out for engineering work and will be implemented (pending funding) in the upcoming year.

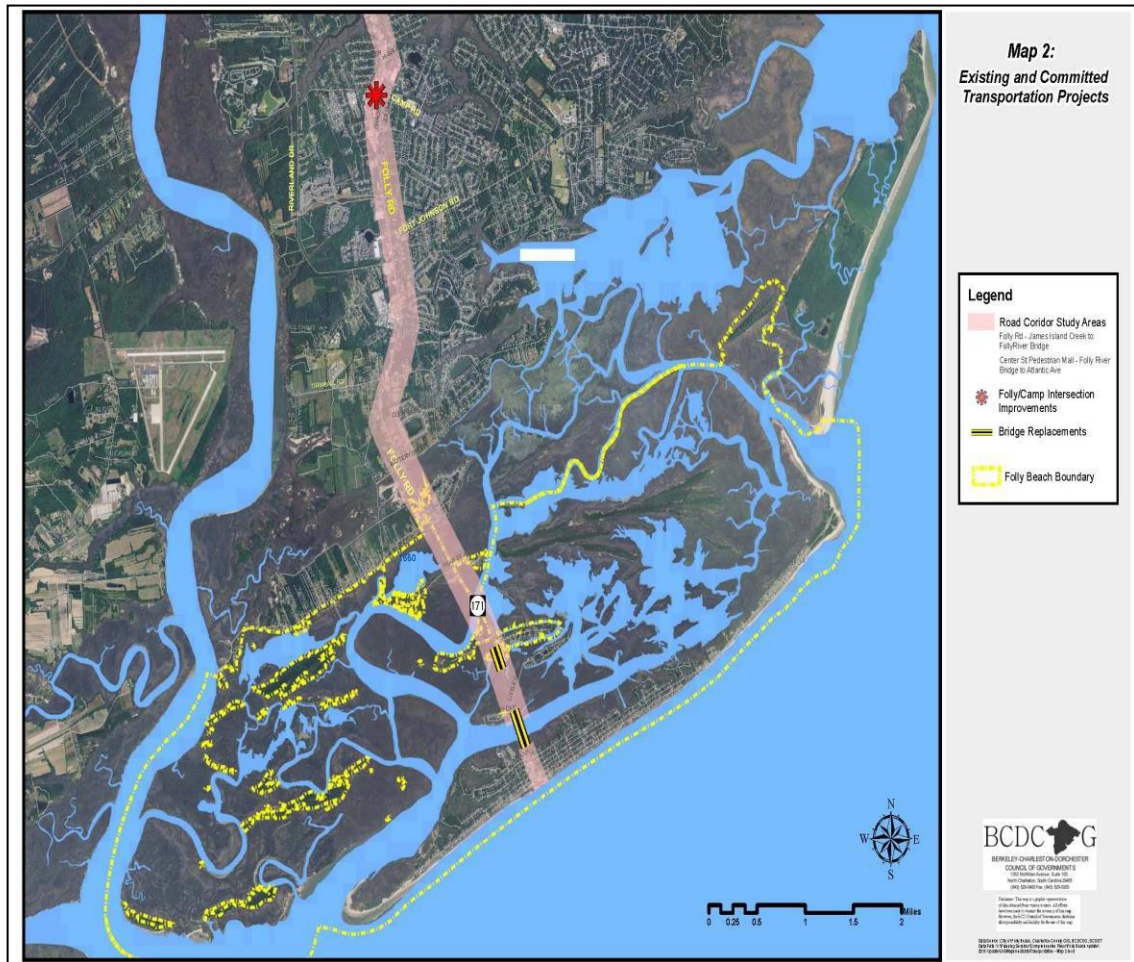
Five Year Update: The proposals for Center Street realignment were implemented shortly after the completion of the *2015 Comprehensive Plan*. After a period of adjustment, traffic flow has improved from pre installation levels. The improvements also spurred beautification of Center Street and efforts to make this corridor a more pedestrian friendly area with crosswalks and crosswalk warning signs. The traffic signal and crosswalks at East Ashley and Center Street remain a choke point for traffic in the peak season.

Roads and Bridge Improvements

The Planned Road Improvement Projects noted on [Map 2](#) depict the road improvement projects that are being planned or are under construction in or near the City of Folly Beach. These improvements are projects that have been funded by SCDOT, CHATS and Charleston County. Projects noted on the map include the following:

- Bridges over Folly River and Folly Creek (Completed in 2015)
- Folly Road at Camp Road Intersection Improvements (Construction in 2015-16) **Five Year Update: Completed.**
- East Ashley at Second Street intersection enhancement project (Completed in 2014 – stamped crosswalks)

MAP 2: PLANNED ROAD IMPROVEMENTS



Another project that impacts residents and visitors to the City of Folly Beach is transportation improvements on Folly Road at the intersections of Camp Road and River Point Row. These improvements consist of double left turn lanes on southbound Folly Road, a dedicated right turn lane on the south approach to the Camp Road at Folly Road intersection, and dedicated left turn lanes on both Camp Road approaches. Improvements are also proposed at the River Point Row intersection with Folly Road to eliminate the intersection offset.

A corridor study of Folly Road was conducted by the Berkeley-Charleston-Dorchester Council of Governments in 2015. This study included stakeholders who created a vision for Folly Road which includes greater vehicular capacity, friendly spaces and environments for walking and bicycling, innovative storm water management techniques, and convenient and efficient mass transit options. The plan addressed land use and devised a landscape and urban design concept for the roadway that encourages pedestrian activity. The City signed a Memorandum of Agreement to implement the Plan in 2015.

Five Year Update: The street network on Folly Work offers limited opportunities for major capacity improvements. However, several major improvements have been completed/scheduled on James Island



Each of these will improve the flow on Folly Road alternate routes. Work on the Camp Road and Riverland Drive intersection is ongoing. Further improvements are being planned for the intersection of Riverland Drive and Central Park Road. Harborview Road improvements including turn lanes and a roundabout at Fort Johnson Road have been completed. The Rethink Folly Road Corridor Study implementation is ongoing. Each of the four jurisdictions along Folly Road contribute to funding for a consultant that actively manages the project on a day to day basis. There is also a standing Steering Committee made up of local government and citizen volunteers from all four communities. Notable actions by this group include standardized overlay zoning districts for the corridor, the implementation of the multiuse paths, and grant funding for major road improvements.

Public Transit

There is no public transit directly to Folly Beach. The closest transit route to Folly Beach is Route 31 on Folly Road. This route has two pick up locations downtown at Meeting/Mary Street and Spring/President Street, and travels down Folly Road along Route 31 where it stops on James Island at Central Park/Folly Rd. and ends at Battery Creek Island Rd. Buses travel this route multiple times throughout the day.

Five Year Update: CARTA and the City held exploratory talks for a hospitality worker shuttle to the island. However, the project has received no further funding. In 2020, CARTA will begin service to the Isle of Palms. If this route is successful, the City hopes to explore a similar option.

Element: Priority Investment

The goal of the Priority Investment Element is to set a path for the prioritized expenditure of available Federal, State, and local funds over the next 10 years. It should evaluate the need for public infrastructure, estimate the cost of improvements for which the local government has fiscal responsibility, analyze the fiscal capability of the local government to finance these improvements, adopt policies to guide the funding of improvements, and schedule the funding and construction of improvements when required based on available funding and needs identified in the other comprehensive plan elements. The City Council adopts a strategic plan annually that outlines the legislative priorities for the upcoming fiscal year. These priorities should be rooted in the Comprehensive Plan, long term sustainability and addressing problems throughout the City. The 2021 Strategic Plan consisted of actions pertaining to the following elements: beachfront management, utilities, public works and facilities, public safety, information technology, and administration.

Coordinated Planning

Coordinated planning is a necessary component of the Priority Investment Element. Through coordination between local municipalities and government agencies, the City of Folly Beach can minimize disruption to its citizens, ensure cost effectiveness, and eliminate duplication of effort. These measures aid in reducing money and time through shared costs and responsibilities with State, Federal, and neighboring communities.



In 2015, the City of Folly Beach participated in the Folly Road Corridor Study undertaken by the Berkeley-Charleston-Dorchester Council of Governments to address the ability of Folly Road to serve travelers, provide access to parcels, and reflect on the character of the community. The study involved participation from Charleston County, the City of Charleston, and the Town of James Island. These types of projects help strengthen the communication between Folly Beach and neighboring communities that will aide in future planning.

2020 Update: The Folly Beach Corridor Study resulted in the Rethink Folly Road Committee which is an ongoing effort for communication and community planning. The municipalities (City of Folly Beach, City of Charleston, Town of James Island and Charleston County) have implemented a joint notification on zoning and rezoning along Folly Road. A multiuse path is proposed for the length of Folly Road to aid in alternate transportation. A consultant was hired, and cost shared between the municipalities. The Hazard Mitigation Plan is also a regional document that involves all municipalities, hospitals, water providers, fire districts, and school district for coordination on hazard planning and mitigation activities. This directly relates to grant funding and breeds collaboration between jurisdictions to reduce costs during an emergency event. Folly Beach along with most other SC beach communities founded SC Beach Advocates, a nonprofit organization formed in 2015, whose mission is to educate the public, governmental authorities, and elected officials as to the environmental, economic, and societal impact of South Carolina's beaches and inlets. The group meets annually to discuss legislative issues, showcase best management practices, and foster collaborations between jurisdictions. Folly Beach is also a member of the Charleston Area Transportation Study facilitated by BCD-COG and is the region's metropolitan planning organization. The primary responsibilities of any MPO are:

- Develop a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the metropolitan area
- Develop a Transportation Improvement Program (TIP), which is the agreed-upon list of specific projects for which federal funds are anticipated
- Develop a Unified Planning Work Program (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long Range Transportation Plan.

Revenue Sources

The City of Folly Beach has two general revenue sources that are available for consideration of capital expenses as follows:

- Local Revenues: The City could use existing local revenue sources as a source of funds for these projects. Accommodation tax revenue and the general fund are two examples. Accommodation tax revenue is restricted to tourism related activities, but the general fund has no restrictions. The City could explore using tax-increment financing (TIF) along the Center Street business district. TIF funds, however, must be prepared and planned through a redevelopment plan before implementation.



- State/Federal Funds: The City could examine funds that are not currently being used but could be evaluated as alternative funding sources such as Federal or State funding programs. These funding sources are outlined below.

2020 Update: The impact of COVID on the City has shown that revenue sources are variable and impacted by external factors. While A-tax revenue and sales tax revenues decreased due to quarantine mandates and managing crowds on the island, permitting revenue increased as more people invested in their homes and spent more time there. This experience taught the City it is important to have a back up revenue source and be more economically resilient.

Federal Transportation Funding Sources

- Federal Highway Administration: Moving Ahead for Progress in the 21st Century Act (MAP-21) is the funding and authorization bill to govern United States federal surface transportation spending that addresses the challenges facing the transportation system today. It focuses on challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment as well as laying the groundwork for addressing future challenges. MAP-21 promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities. These funds are administered locally by the Charleston Area Transportation Study (CHATS) on a competitive basis.
- United States Department of Transportation (USDOT): Under the U.S. Department of Transportation Livability Initiative, funding can be provided to state and local governmental authorities in financing capital projects including acquisition of real property, acquisition of rights-of-way, and street relocation.

Federal Emergency Management Agency (FEMA) / Department of Homeland Security

- Hazard Mitigation Grant Program (HMGP): The purpose of the HMGP is to help communities implement hazard mitigation measures following a Presidential major disaster declaration. Hazard mitigation is any action taken to reduce or eliminate long term risk to people and property from natural hazards. The HMGP is authorized under [Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act](#).

2020 Update: The City of Folly Beach has been awarded many grants from the HMGP. FEMA also created the BRIC program which replaces an outdated Pre-Disaster Mitigation grant program and encourages natural and environmental solutions to drainage and flooding issues. The projects that Folly Beach has been awarded includes generator elevations and stands for critical facilities, roof and window replacements for critical facilities, and a revetment repair near the Washout. This totals over \$350k grant



dollars awarded to the City. A BRIC grant application was submitted for a drainage study on Tabby Drive to relieve flooding issue. The expected award amount is around \$45k.

- Fire Department Grants: The Federal Emergency Management Agency (FEMA) awards grants to fire departments to enhance their ability to protect the public and fire service personnel from fire and related hazards. Three types of grants are available: Assistance to Firefighters Grant (AFG), the Station Construction Grant (SCG), and Staffing for Adequate Fire and Emergency Response (SAFER).
- AFG: To meet the firefighting and emergency response needs of fire departments and nonaffiliated emergency medical services organizations.
- SCG: To provide financial assistance for fire departments to build or modify fire stations, in order to enhance the department's response to their community.
- SAFER: To provide funding directly to fire departments and volunteer firefighter interest organizations in order to help them increase the number of trained firefighters available in their communities.
- The United States Army Corps of Engineers (USACE): The USACE provides funding for beach renourishment projects to states and local municipalities. In prior years Folly Beach has been successful in receiving these funds despite heavy competition from other municipalities in Florida.

2020 Update: The US Army Corps of Engineers continues to provide funding for beach renourishment on Folly Beach. In 2018, a large beach renourishment effort occurred in response to erosion from Hurricanes Joaquin and Matthew. The project cost was \$10.9 million and 100% federally funded. There is currently an ongoing feasibility study by USACE for Folly Beach Shore Protection to reauthorize renourishment efforts for the next 50 years at the same favorable cost sharing split of 85% Federal/15% Folly Beach.

State Funding Sources

- Coastal Access Improvement Grant: In 2015, funding for the coastal access improvement grant was made available through a state budget proviso that allows DHEC to expend a portion of available beach nourishment funds on coastal access improvement. Typical project awards range between \$10,000 and \$50,000; applicants are encouraged to submit all eligible projects for consideration. Each municipality is required to provide matching local funding for each project.

2020: This funding was suspended at the state level. The City wishes for this pool of funds to become available as it supplemented updates to beach accesses by including showers, ADA compliance and other features used by beachgoers.

Ocean & Coastal Resource Management: (OCRM) provides funding for beach access repair and maintenance. These funds are awarded competitively.

- SC Department of Parks, Recreation and Tourism Grants: The South Carolina Department of Parks, Recreation and Tourism administers several federal grant programs that promote conservation.



- Recreational Trails Program (RTP): Created in 1991 under the ISTEA Act and currently authorized under the MAP-21 Act. The first project awarded in 1993 with oversight by FHWA. The Recreational Trails Program (RTP) is a Federal-aid assistance program designed to help States provide and maintain recreational trails for both motorized and non-motorized recreational trail use.
- Land and Water Conservation Fund Grants (LWCF): In South Carolina, the LWCF is administered by the SC Department of Parks, Recreation and Tourism (SCPRT). Project requirements vary each year. The LWCF is limited to outdoor public recreation and to indoor facilities which support adjacent outdoor public recreation activities. Associated support facilities and infrastructure such as lighting, sewer/water and restrooms are eligible. Property acquired or developed under the LWCF program must be restricted to public outdoor recreation use in perpetuity.

2020 Update: These grant funds were awarded for a reconstruction of the recreational pier at the Folly River Park. It was determined structurally unsound due a lightning strike in 2017 and was a \$125k project. The dock reopened in February 2021. The City hopes to leverage these funds in the future for other large park funding projects in relation to connectivity and other strategic goals identified by the City.

- Parks and Recreation Development Fund (PARD): PARD grants are administered by SCPRT and are awarded to assist for permanent improvements of park and recreation facilities which will be open to the general public. PARD is a matching grant program and all projects must be matched in an amount of at least 20%. Eligible development projects include new outdoor or indoor public recreation facilities including support facilities, utilities, and other infrastructure.

2020 Update: This is an annual grant and vital source of funding to Parks and Recreation and made many successful parks projects possible. Some of the PARD funding projects include improvements to Pirates Coves Playground (resurfacing of tennis courts, new mulching, and knee wall), establishment of Shorebird Park and Shadow Race Park (two pocket parks used for passive nature enjoyment), and restrooms at Wave Watch park. Most recently, the City applied for parking and shoulder improvements at Folly River Park. These small grant projects make a big impact on the community.

- South Carolina Transportation Infrastructure Bank: The South Carolina Transportation Infrastructure bank selects and assists in financing for major qualified projects (in excess of \$100 million in construction costs) by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes including economic development.
- South Carolina Department of Commerce: Coordinating Council of Economic Development awards grants for job creation and economic development. Eligible projects include: access roads, turn lanes, on-site improvements (parking), and water and sewer improvements.



- Transportation Alternative Program (TAP): TAP projects are federally-funded, community-based projects that expand travel choices and improve the transportation experience by enhancing the cultural, historic, and environmental aspects of our transportation infrastructure.

COUNTY/REGIONAL FUNDING SOURCES

- Charleston County Transportation Committee C Funds: C Funds are allocated to each county by the South Carolina Department of Transportation for the purpose of transportation improvements. C funds are derived from the South Carolina tax on gasoline. In 1994, the C Fund statutes were revised by removing the legislative delegation's control and creating County Transportation Committees (CTCs). The responsibilities for each CTC include the formation of a county transportation plan as well as the approval and use of C funds for local transportation projects. Project funding is awarded annually.

2020 Update: Beginning July 1, 2018 and each July first through 2021, the CTC's portion will increase by 0.3325 cents per gallon until it totals 3.99 cents per gallon. This increase must be used exclusively for repairs, maintenance, and improvements to the state highway system. Folly Beach applies to Charleston County for the funding and the County legislature decides on what projects are funding. Projects such as Ashley Avenue Drainage and the Sol Legare Turn Lane have been awarded to the City through this fund.

- Charleston County Transportation Sales Tax Funding: In the fall of 2004, Charleston County voters agreed to add a half-cent sales tax on purchases made in the county. The collection of Charleston County Transportation Sales Tax began in May of 2005 and will continue for 25 years or until the \$1.03 billion is collected for transportation, transit, and greenspace projects. There is \$500,000 available annually through the course of this funding initiative for bicycle and pedestrian facility improvements and connections; this would include sidewalk and multi-use pathway construction. There is also \$1 million for drainage projects, \$2 million for intersection projects and approximately \$6 million for paving and resurfacing projects available annually.
- Charleston Area Transportation Study (CHATS) Complete Streets Funding: CHATS includes the designation of the specific road and intersection projects, transit facilities and services, and bicycle and pedestrian facilities that will be funded through the Federal MAP-21 Program. One of CHATS's objectives is to coordinate transportation improvements for modes other than automobiles, such as bicycle, transit and pedestrian facilities.

Capital Improvement Planning

Capital improvement planning is used by governments to identify needed capital projects and to coordinate the financing and timing of improvements to maximize the return to the public. Ideally funding should be prioritized to provide the capital items and public facilities required to accommodate the future demands and growth of the City. Each budget year, all previously identified projects should be reviewed, new projects added, and adjustments made for future years depending on funding.

Table 6 lists the capital needs of the Police Department. The primary expense is the ongoing replacement of police vehicles. The City plans to replace a police vehicles and in-car cameras on a three-year cycle with new



in car camera and mobile data terminals. The city is also seeking to purchase 15 to 18 body cameras with assistance from the state.

TABLE 6: PROJECTED CAPITAL EXPENDITURES: PUBLIC SAFETY (POLICE)

TOTAL CAPITAL EXPENDITURES, PUBLIC SAFETY (POLICE) TEN YEAR EXPENDITURE PLAN				
Capital Items	Quantity	Unit Price	Total Cost	Year Needed
Police Cars with upfit	30	\$32,000	\$960,000	3 Per Year
In-Car Camera	30	\$4,500	\$135,000	3 Per Year
Radios	24	\$5,000	\$120,000	6 Per Year Until 2020
Body Cameras	18	\$650	\$11,700	Immediately
Mobile Data Terminals	30	\$4,500	\$135,000	3 Per Year
Computer Software		\$ 25,000	\$25,000	Immediately
Causeway Camera	1	\$25,000	\$25,000	Immediately
Grand Total			\$1,412,660	

As indicated in Table 7, the Folly Beach Fire Department plans to replace several critical pieces of equipment. Due to the harsh salt air and water, the department will need to replace one vehicle, one jet ski and two golf carts. The department relies on its jet ski to perform search and rescue operations.

TABLE 7: PROJECTED CAPITAL EXPENDITURES: PUBLIC SAFETY (FIRE)

TOTAL CAPITAL EXPENDITURES, PUBLIC SAFETY (FIRE) TEN YEAR EXPENDITURE PLAN				
Capital Items	Quantity	Unit Price	Total Cost	Year Needed
Vehicle	1	\$30,000	\$30,000	2016-2017
Golf Carts	2	\$7,500	\$15,000	Immediately
Water Rescue Jet Ski	1	\$9,000	\$9,000	2016
Ladder Truck Replacement	1	\$950,000	\$950,000	2025
Fire Engine	1	\$400,000	\$400,000	2021
Grand Total			\$1,404,000	

Capital needs of the Public Works Department are show in Table 8. The City has indicated that it will need to purchase one new garbage packer truck every three years. The City will also hire an engineering firm to assess all water lines and calculate the replacement and depreciation schedule needed to replace old fire hydrants.

TABLE 8: PROJECTED CAPITAL EXPENDITURES: PUBLIC SAFETY (FIRE)

TOTAL CAPITAL EXPENDITURES, PUBLIC WORKS				
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CITY OF FOLLY BEACH COMPREHENSIVE PLAN 2015

TEN YEAR EXPENDITURE PLAN					
Department	Capital Items	Quantity	Unit Price	Total Cost	Year Needed
Refuse	Garbage Truck	1	\$ 150,000	\$ 450,000	1 every 3 years
Utility (Water)	Fire Hydrants	3	\$ 7,000	\$ 21,000	
	Redundant Water Line	1	\$ 500,000	\$ 500,000	
	GIS Software "valves & hydrants"	1	\$ 3,000	\$ 3,000	
Grand Total				\$ 524,000	
Utility (Sewer)	20 HP Pumps	2	\$ 9,500	\$ 19,000	
	SCADA for three (3) stations	3	\$ 7,000	\$ 21,000	
	Force Main Relocation	1	\$ 420,000	\$ 420,000	
Grand Total				\$ 1,958,000	

2020 Update: Since 2015, the City has expanded efforts in capital planning. Importantly, the sea level adaptation report identified some investments the needed to be made within the water utility. The City conducted an Island Wide Assessment of Water Infrastructure and a 10-yr plan. Millions of dollars have been spent on water main replacements. The City was also awarded a \$2.7 million general obligation bond to improve city hall. It was gut renovated (roof, structural, interior). Bonds were also used to replace the roof on public safety and fund ped paths around the island.

Beach Access Points & Walkovers

The walkovers are a critical component of Folly Beach infrastructure. Proper design and maintenance of these walkovers provides beachgoers with easy access to the beach while protecting the natural state of the dunes. These walkovers also increase the likelihood that Folly Beach will continue to acquire renourishment funds from the Federal Government. In prior years the City was in competition with other municipalities in Florida for beach renourishment funds. The number and quality of the walkovers helped Folly Beach compete for the funds.

The total funds necessary to complete all renovations and repairs is \$772,676. The renovations and repairs will take place over several years in conjunction with future beach re-nourishment projects.

2020 Update: Beach accesses and walkovers are an ongoing maintenance project for the City. Some notable improvements in recent years include an ADA Changing Station at 1561 E Ashley. These efforts were partially funded by greenbelt funds and the coastal access grant mentioned above.

Element: Resilience

Background

Resilience is the ability of a community to respond, adapt, and thrive under changing conditions, including, but not limited to, recurrent burdens and sudden disasters. The primary purpose of the Resilience Element is to identify strategies to make the City more resilient. Although flooding is a major concern and addressed throughout the Element, other areas of concern are also discussed, and Folly Beach is dedicated to taking an all-hazards approach to resilience planning. This means when planning for resilience, the City is not planning around specific events, but rather taking a big-picture approach towards risk mitigation. Another purpose of the Resilience Element is to clarify the roles that government, the private sector, and individuals hold in regard to improving resilience.

Topography and Geography

The City of Folly Beach is a barrier island on the coast of South Carolina along the Atlantic Ocean with beach and saltwater marsh adjacent. Most of the City is made up of Folly Island with the Atlantic Ocean and Folly River being the two water bodies that surrounds it. The City of Folly Beach also includes various islands such as Little Oak Island, Oak Island, Long Island, Bowens Island and Pea Island with a vast tidal creek system. The City stretches up to Teal Marsh Road and Harris Teeter where it meets Unincorporated Charleston County and City of Charleston jurisdictions. Ground elevations for the City range from 5ft to 10 ft NAVD 88. Mean sea level is about 3 ft with mean higher high water around 6ft.

The City of Folly Beach is encompassed in the Santee River Basin. The Santee River Basin encompasses 11 watersheds and 1,280 square miles. The Santee River originates in the Upper Coastal Plain region, giving way to the Lower Coastal Plain and Coastal Zone regions. The Santee River Basin includes nearly one million acres. There is a total of 976 stream miles, 94,668 acres of lake waters, and 5,276 acres of estuarine areas in the Santee River Basin. The Santee River is formed from the confluence of the Congaree and Wateree Rivers and flows through Lake Marion. It is diverted in lower Lake Marion, and either flows out of the Santee Dam to eventually drain into the Atlantic Ocean via the South Santee River and the North Santee River, or is channeled along a 7.5-mile diversion canal to fill Lake Moultrie.

With over 10,000 acres of the state's roughly 350,000 acres of saltmarsh within its jurisdictional boundaries, the City of Folly Beach aims to preserve its marsh and protect the life and property of its citizens by encouraging responsible development along the marshfront. The salt marsh-tidal creek ecosystem within the City of Folly Beach is a highly productive coastal wetland between upland areas, such as the barrier or marsh islands, and the tidal rivers. The marsh is an intertidal habitat, meaning the surface of the salt marsh is under water at high tide and dry at low tide. A meandering network of tidal creeks winds through the marsh and allows tidal water onto the marsh surface and back into the rivers.

Hazards and Other Resilience Issues

Flooding

According to NOAA, flooding is an overflowing of water onto land that is normally dry. Flooding can be further classified, defined, and forecasted depending on several factors including cause, duration, and extent. There are generally three categories of flooding: storm surge, tidal and stormwater. Flooding is the most frequent and costly natural hazard in the United States. In Charleston County, the most common types of flooding are caused by rain events, tidal flooding, and storm surges. Other issues that enhance the effects and extent of flooding are sea level rise and climate change. Due to the proximity of the ocean and marshland with low lying roads and houses on Folly Beach, a proactive approach to flooding is necessary to protect the community and make it more resilient.

Hurricanes and Storm Surge

Records dating back to the 1600s indicate there were about 43 tropical cyclones before official records were kept in 1851. Since then, there have been an additional 41 tropical systems (25 hurricanes, 10 tropical storms and six tropical depressions) that have hit or affected the Charleston region (NOAA). The region will remain vulnerable to hurricanes and tropical weather and this threat may increase with climate change and warming seas. Hurricanes pose many threats to the area, including wind, rainfall, and storm surge. In addition, tides can also have a major effect on the extent of hurricane-related flooding.

Storm surge is the rise of water level that occurs as a result of high winds pushing onto the coast due to tropical conditions. In combination with regular tides, storm surge can cause significant flooding in coastal areas, and is exasperated depending on the intensity of the storm. Some problems that storm surges cause include inland flooding, flooding in advance of a storm, dangerous debris carried by waves, severe beach erosion, and significant property damage.

Advancements in mapping have provided flood inundation maps to inform citizens of potential flood impacts during different categories of storm events where a citizen can simply type in their address on a webpage and have a visual reference of where flooding can occur around them (NOAA). These tools are very helpful when planning and preparing for an event and determining the amount of storm preparation that would be required in advance. The Sea, Lake, and Overland Surges from Hurricanes (SLOSH) Model is a type of this mapping and estimates storm surge heights, considering atmospheric pressure, size, forward speed, and track data to model the wind field, which generates storm surge. The model was developed by the National Weather Service and is a computerized numerical model that can be applied to a specific region's coastline. The SLOSH Model can be used to predict storm surge heights resulting from historical, hypothetical, or forecasted hurricanes. The SLOSH model does not include breaking waves/wave run-up, astronomical tide, or normal river flow and rain. However, the model does consider coastal reflection; overtopping of barrier systems, levees, and roads; inland inundation; deep passes between bodies of water; and flow through barriers, gaps, and passes. The SLOSH Model, like most storm surge models, is heavily reliant on the accuracy of meteorological input. Additionally, it is important to note that storm surge is merely one element of total water level rise, with tides, waves, and freshwater flow making up the other components.

Rain Event and Stormwater Flooding

Rain event flooding can be classified by severe rain events, whether associated with tropical weather or not, that cause major flooding in areas that may not have experienced flooding in prior years. Like tidal flooding, these big rain events are exacerbated by a combination of several factors that result in widespread flooding, including king tides, sea level rise, drainage issues and storm surges. Folly experienced flooding from a continuous rain event in 2015 that caused flood damage to properties and access issues in various areas on the island. In particular; Tabby Drive, East Cooper Avenue vic. 9-11th blocks, 8-9th block of East Arctic, and 1st, 2nd, and 3rd block of West Indian Avenue. In 2016 Folly was hit with 1' of rainfall from hurricane Matthew and a 6 foot storm surge. This caused problematic flooding in all of the low areas along the Marsh side of the island from seawater combined with rainfall. In 2017, the passage of Hurricane Irma caused more of the same flooding experienced during Matthew.

Overall, rain events that have impacted the Folly Beach area since 2015 have brought the issue of flooding to the forefront. The purpose of this Element is to address these coastal flooding issues and pave the way for future planning to combat the problem.

Tidal Flooding, Sea Level Rise, and Nuisance Flooding

The beauty and character of Folly Beach lies in its breadth of winding tidal creeks and hidden reaches of waterfront property. With this beauty comes the risks associated with tidal flooding, also called nuisance flooding, because of the inconveniences caused during unusually high tides. Many factors contribute to this “perfect storm” of problems that can shutdown areas of Folly Beach for hours or days.

Sea level rise is the result of two major causes: the thermal expansion caused by warming of the ocean and increased melting of land-based ice (NOAA). The current global rate of rise is about one-eighth of an inch per year but could be measured at a rate higher or lower depending on other factors locally. Scientists are confident that that the global mean sea level will rise 8 inches to 6.6 feet by the year 2100 (NOAA, Climate.gov). Global sea level trends and local sea level trends are different measurements. Just as the surface of the Earth is not flat, the surface of the ocean is also not flat—in other words, the sea level is not changing at the same rate globally. Sea level rise at specific locations may be more or less than the global average due to many local factors such as land subsidence from natural processes and withdrawal of groundwater and fossil fuels, upstream flood control, erosion, changes in regional ocean currents, variations in land height, and whether the land is still rebounding from the compressive weight of Ice Age glaciers.

There has been a more than one-foot rise in sea level in the Charleston Harbor over the past 80 years. NOAA estimates the rate at which sea level is rising in South Carolina has been increasing and is now around one inch of rise every two years. The City of Folly Beach currently plans their Sea Level Rise Strategy around a 3-foot increase in sea level over the next fifty years.

In urban settings, rising seas threaten infrastructure necessary for local jobs and regional industries. Roads, bridges, subways, water supplies, oil and gas wells, power plants, sewage treatment plants, landfills—virtually all human infrastructure—is at risk from sea level rise.

Sea level rise is one contributing problem to tidal flooding in many areas within the City. Rising seas means higher tides, and more frequent king tides, which are now an issue to formerly non-flood-prone areas. King tides are highest seasonal tides that occur each year, usually around full and new moons in Spring and Autumn. Frequent road closures, property damage, loss of business, and potentially hazardous conditions leave areas affected by tidal flooding in a state of uncertainty. Sea level rise will continue to be a more frequent issue for all coastal areas within the City. The king tides and sea level rise are increasing the erosion rates all along the ocean side of the island. Time is of the essence to study and make modifications to alleviate some of the effects that sea level rise will have on properties and infrastructure within the City. This not only affects area residents from being able to get to and from their homes, but also has a large impact on continuity of services for business operations, safety services, including access to area hospitals, and the general functioning of the area and its residents on a normal day-to-day level.

A recent example of how king tides can majorly affect Folly Beach tidal flooding on all the lower areas along the Marsh side of the island has been experienced during each of the storms above and during the king tide cycles. Typical areas are East Cooper between 9th and 12th, West Indian from 1st block to Lempesis, 4th block of East Indian, and the marsh side of the island from 16th to 17th Streets East.

Groundwater and Sea Level Rise Impacts on Septic Systems

Groundwater aquifers are sponge-like, interconnected layers saturated slowly over time with water that comes from the surface water supply. Groundwater is influenced by rainfall and sea level. Groundwater rising is a concern when considering resilience because it affects the functioning of septic systems on Folly Beach. In a functioning septic system, a liquid waste in the septic tank empties into the drainfield. From the drainfield, that liquid waste filters down through a layer of dry soil. The key there is dry soil. When the groundwater rises, that space of dry soil between drainfield and water tables shrinks, the soil goes from dry to soggy. Liquid waste doesn't filter through soggy soil properly. When the soil is permanently soggy, the wastewater flows through it quicker which cuts down on filtering time, allowing the wastewater to enter the groundwater and aquifer without being properly filtered. This means contaminated water, rather than completely treated wastewater, enters the aquifer and contaminating drinking water.

The recommended amount of space between the bottom of the drainfield and the water table is 24 inches during the rainy season. The State of South Carolina's regulations are way below the recommended "vertical separation distance" (area of unsaturated soil between drainfield and the water table) needed for organics and nitrates to breakdown. SC only requires 15 cm of unsaturated soil, but studies show 60 cm (24") is needed for system to function. To be resilient, 1 meter (3') is recommended as adequate to allow for future rising groundwater.

The management of septic systems is an ongoing concern for the City of Folly Beach. Septic failure may result from several burdens, the most basic of which is maintenance, which should be performed at least every ten years by a certified professional. Septic failure is not only a threat to water quality but also a direct health hazard to animals or even young children. Sewage bubbling to the surface is clearly a nuisance to all, visitors and residents alike. Failing septic systems have not been a major issue because soil conditions on the island are generally favorable. However, as the systems age and higher occupancy increases pressure, sea levels rise, and maintenance concerns will become more pressing. In addition to new requirements for septic systems, the City has partnered with the Town of Nags Head and the North Carolina Sea Grant Consortium for a study to determine the effectiveness of septic tank management tools in the face of sea level rise. The final report is due in early 2021.

Drought

Drought, the lack of precipitation over an extended period of time, is another stressor that Folly Beach may face. South Carolina experiences significant variability in rainfall and this makes it hard to pinpoint the start or end of a drought. The Coastal Plain of South Carolina receives around 48 to 56 inches of precipitation annually, although there is some variation. Folly Beach is at risk for a drought during any season, and it can be brought about by factors such as changes in pressure, storm tracks, and the jet stream, as well as extreme heat, wind, and evapotranspiration rates. Drought can impact Folly Beach by lowering the water table, causing septic tank issues, cause a rise in heat index and therefore life safety concerns.

Earthquakes and Tsunamis

Earthquakes regularly occur in South Carolina. An earthquake hit the City of Charleston (the closest jurisdiction with an earthquake of significance) with an estimated magnitude of 7.0 on August 31, 1886, and it changed the face of the City killing approximately 60 people.

The entire City of Folly Beach lies within a "high potential for liquefaction" area (South Carolina Department of Natural Resources). This issue needs additional study and evaluation as it is definitely an issue of concern. The City needs to address ways to protect against additional damage in the event of an earthquake beyond what is regulated through building codes.

Liquefaction is the transformation of loosely packed sediment or cohesionless soil to a liquid state as a result of increased porefluid pressure and reduced effective stress. Liquefaction is caused by the ground shaking during an earthquake. Soil-liquefaction potential is based on the interpretation of thick, cohesionless material (mostly sand) combined with a high water table (SCDNR).

Although no major damaging earthquake occurred in the City since 1886, there have been several small scale earthquakes, mainly clustered around the Summerville area. Charleston County should prepare for the impacts of an earthquake now so that it can be ready. Because we have regularly occurring issues like flooding, earthquake resilience is often overlooked or set aside in order to address more regularly occurring issues, but the threat is imminent on a day-to-day basis.

With Folly being a beachfront community, there is also an increased risk of tsunamis triggered by earthquakes. Charleston County where Folly Beach is located is a Tsunami Ready community. This is a voluntary community recognition program that promotes tsunami hazard preparedness as an active collaboration among federal, state/territorial, and local emergency management agencies, community leaders and the public.

Winter Weather

Although a rare occurrence, the City of Folly Beach can be affected by winter weather. In January 2018, Charleston County experienced a variety of wintry precipitation including snow, sleet and freezing rain. The Charleston Airport measured 5.3 inches of snow, the third greatest snowfall on record. Due to the continued cold air in place after the storm, the snow and ice remained on the ground for many days, causing significant disruptions to day-to-day life throughout the County. The City had to chase water line breaks due to freezing all over the island for three days. The City had Public Works crews stay on the island for 72 hours to deal with these and road safety concerns.

Just four years earlier in February 2014, Charleston experienced a winter storm event leaving about one quarter of an inch of ice throughout Charleston County. Most of Charleston County escaped the amount of accumulation to cause serious damage, but the surrounding counties of Berkeley, Dorchester and Colleton had significant damage to trees and power lines caused by ice. Although not as crippling as the 2018 storm, Charleston was not able to bounce back from this event quickly, having roads and business closures County-wide.

Because of the irregularity of winter weather in Folly Beach, the area is not typically prepared to handle such events. There are few, if any, salt trucks and snowplows available. The City must rely on outside resources to assist or just wait out the weather and shut down for several days creating disruptions in essential services, safety concerns, and financial hardships. Building resilience and planning for winter weather is definitely necessary for future events to limit the economic impact.

Other Resilience Issues

Transportation Infrastructure

Transportation is essential for a community to function. Flooding can interrupt or detrimentally affect transportation. According to the Centers for Disease Control and Prevention, over half of all flood-related deaths occur when a vehicle is driven into hazardous flood water. The next highest percentage of flood related deaths is due to walking into or near flood waters. People continue to drive or walk through flood waters to get to work and school, and if they are not able to, this indicates a need to increase the County's economic resilience, as laid out later in this Element. Critical infrastructure, such as bridges, roads, ports, clinics and hospitals are the foundation upon which the City functions, and they are essential elements in getting the community back up and running after an event.

Considering the unique topographical nature of Folly Beach, including islands, beaches, and inland property, the City is reliant on its infrastructure to tie transportation facilities together. Of large importance are bridges, which are something that nearly every citizen of Folly Beach must cross on a daily basis. Since most areas of the Folly Beach are only accessible via bridges, bridge closures can prevent

many of our citizens from being able to get to and from their home, work, or school, potentially creating vast negative economic consequences. Bridge hazards are not typically associated with flooding, but other influential impacts on the area such as ice storms and strong winds can completely shut down access to and from work, home, and school. If specific areas are not accessible due to flooding, it can cause major issues in terms of safety, and the economics of that area and those working there can be affected.

Accessibility and connectivity are also key to the functionality of a community. Parking and access of the beachfront on Folly Beach is crucial for a resilient community as it strengthens economic resilience and island-wide partnerships. Some existing partnerships exist including Rethink Folly Road and the Battery to Beach path. Encouraging alternative modes of transportation such as bikeways, pedestrian paths and electric cars diversifies Folly's transportation structure and offers more avenues for recreation and amenities making people wanting to continue to frequent the City.

Health Resilience

Health resilience pertains to age of populations, logistics, access to medical supplies and institutions, climate, and disease transmission. All of these factors were exacerbated and brought to light by the COVID-19 pandemic. The City struggled with regulating the amount of people able to access the island to slow spread of the disease in the summer of 2020. Beaches of South Carolina make it a hot spot to recreate but can put residents in danger and strain local resources. Outside of the COVID-19 pandemic, there are also considerations to be made about other environmental diseases such as Zika and heat stroke. Folly's climate makes it susceptible to the transmission of vector-borne diseases, those spread by the bite of an insect such as a mosquito. The 2018 National Climate Assessment, a federally mandated report, asserts that climate change will modify the seasonality and prevalence of vector-borne diseases. Currently, Charleston's climate is suitable for the *Aedes aegypti* mosquito, that can spread several diseases including Zika, dengue fever, and chikungunya, from July through September. If temperatures were to increase in Charleston County, that active season could potentially lengthen, leading to increased disease risk. Additionally, the 2018 National Climate Assessment predicts an increase in labor hours lost from heat-related illnesses, as climate change contributes to higher temperatures. These stresses would be felt strongly in the labor-intensive agricultural, timber, and manufacturing sectors.

Economic Resilience

Folly Beach has a tremendous impact on the local, state, and national economy. While we believe that our beach and natural resources are priceless, it is important to also understand a dollar amount that we contribute in tax revenue, job creation, and wages. Folly Beach partnered with the College of Charleston who conducted an economic impact analysis for the City. According to the study, Folly generates \$117 million in sales annually and creates 1,200 jobs and \$40 million in salaries. Every year, Folly visitors generate \$22 million in taxes; \$17 million state/local, \$5 million federal. The beach protects \$500 million in property, beach access, and infrastructure, which generates \$11.6 million in property taxes for the state and local governments. Beach renourishment is an investment: For every \$1 invested in beach restoration, the beach generates \$37 in return. The total annual economic value for recreational beach users at Folly Beach was estimated to be nearly \$4.5 million.

In Folly Beach, we face frequent flooding and other events that impact our local economy by making it harder for employees, residents, and visitors to get to work and access the island, as well as affecting the City's ability to provide services to its citizens. When there is a mandatory evacuation order for Charleston County, it adds to families' financial stresses, as they budget and plan for an extended stay away from home. Increasing our economic resilience, therefore, must include ways to reduce the number of down days due to such events.

Energy Resilience

The 2018 National Climate Assessment predicts that the southeast region will experience the highest costs in the United States associated with meeting increased electricity demands in a warmer world. Therefore, energy becomes an essential consideration when creating a resilient community. The Folly Green Team is a local volunteer-based organization whose 'greening' objectives are supported by resolution of the Folly Beach City Council. As of May, 2016, we have a Community Garden in full growth, three water bottle filling stations, and 'keep the beach clean' signs at the walkovers. On-going efforts involve the clean-up of beach accesses, cooperation with other organizations to reduce cigarette butt and dog poop litter on the beach and a continuing presence at community events to increase awareness of environmental issues that impact our fragile barrier island. They also implemented LED light change outs in the past and are getting ready for a 3rd round starting in March 2021 for all of the utility street lighting on the island. Folly Green discussed previously about home owner incentives to increase energy efficiency. Folly Beach City Hall was renovated in 2020 and 2021 and some energy upgrades were made including window upgrade/glazing and tinting, 2009 energy code compliant, upgrade roof insulation, LED conversion of lights, insulated exterior envelope where there was previously none, and water heater is an on demand gas system.

Existing Long-Term Plans and Tools

City of Folly Beach Zoning Ordinance

Folly Beach has many ordinances and codes that it follows to bolster its resilience. Strategic land use can bolster a county's resilience by shaping where, what, and how land can be developed. There are several regulations centered on the City's current Zoning Ordinance that contribute to resilience. One item that makes the City stand out is the required vegetated buffers from saltwater wetlands, waterways, and Ocean and Coastal Resource Management (OCRM) Critical Lines. These buffers provide a visual, spatial, and ecological transition zone between development and the City's saltwater wetlands and waterways, and to protect water quality and wildlife habitat. Folly Beach also has a 40' setback from the baseline which delineates the beachfront. This setback's intent is to preserve the beach and dune system as well as eliminate encroachment on the beachfront. This helps to preserve views but also provide a buffer during hurricanes and other storm surge events. The Ordinance also limits lot coverage to 35% which encourages pervious surfaces (notably pervious driveways are required in residential areas). Pervious surfaces help to reduce impacts rainfall flooding of drainage infrastructure, assist recharge of groundwater, and reduction of runoff and pollutants.

International Building Code Series

The State of South Carolina requires governing local entities to adopt, by ordinance, the state-approved versions of the International Building Code series. Currently the State approved Building Code in South Carolina is the 2018 International Building Code (IBC), and the 2009 Energy Code. The International Building Code series provides best practices to protect the public health, safety, and general welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings, structures, and certain equipment. In Folly Beach, a series of processes are in place that require a building plan review in order to check for compliance with the applicable building codes in effect. In addition, during this review, plans are also reviewed for compliance with FEMA standards for buildings located within the Special Flood Hazard Area, such as freeboard requirements, venting requirements and systems, wet or dry floodproofing, among others.

FEMA Flood Insurance Rate Maps (FIRMS) and Flood Ordinance

The Federal Government requires the adoption and maintenance of Flood Insurance Rate Maps (FIRM) by communities in order to participate in the National Flood Insurance Program (NFIP). These maps are tools for communities to not only identify the area's flood zones, but also provide information to citizens in evaluating their risks. These maps are updated periodically by either the introduction of new technology or due to the needs of a community. The Special Flood Hazard Area (SFHA) is the area that will be inundated by the flood event having a one-percent chance of being equaled or exceeded in any given year. This is also referred to as the "base flood" or "100-year flood." SFHA's are labeled as Zone A, AO, AH, A1-A30, AE, A99, AR, AR/AE, AR/AO, AR/A1-A30, AR/A, V, VE, and V2-V30. These are considered to be high hazard areas and have additional building code and flood requirements. Moderate flood hazard areas are labeled B or Shaded X and have a 0.2 percent annual chance of flood or also known as the 500-year flood. The area of minimal flood hazard, called Zone X, or C, are outside the SFHA and have a higher elevation than the 0.2 percent annual chance flood area. The City of Folly Beach has a stringent flood ordinance that includes additional freeboard requirements and all buildings designed to V Zone standards. These provisions are designed to restrict or prohibit uses which are potentially in danger and vulnerable to water or erosion hazards, or which result in damaging increases in erosion or in flood heights and velocities. This ordinance also requires that structures vulnerable to flooding be protected against flood damage.

Community Rating System

Folly Beach has participated in the Community Rating System (CRS) program since 1996. The purpose of the CRS is to support the National Flood Insurance Program (NFIP) by working to minimize flood losses nationwide. This can be accomplished by encouraging communities to reduce the exposure of existing building to flood damage, protect new buildings from known and future flood hazards, and encourage implementation of higher regulatory standards from the minimum NFIP requirements. It is a point-based system that once all efforts are tallied, CRS will issue a rating. This rating is associated with a discount that is assessed to all residents with flood insurance policies within a participating jurisdiction. Folly Beach currently has a 30% discount on flood insurance which means that the City has accumulated enough points to be rated as a Class 4 community (ranging on a scale of 1-10 with Class 1 being the highest).

The Community Rating System program consists of nineteen creditable activities under four categories, including public information, mapping and regulations, flood damage reduction, and warning and response activities. The City participates in all four categories and most of the creditable activities contained within the categories. Some examples of the City activities include: raising the freeboard (the required height at which buildings must be built) from one foot above base flood elevation to two feet above; digitizing and providing complimentary review and public access to elevation certificates; providing a Public Information Plan characterized by the City's activities to provide flood protection information to the public; designating and mapping open space preservation areas; providing notification of special flood hazard area information; and participating in annual drills, among many others.

Beachfront Management Plan

The State of South Carolina requires that ocean beachfront counties and municipalities prepare local comprehensive beach management plans in coordination with the Department of Health and Environmental Control, Office of Coastal Resource Management (DHEC-OCRM). The plan must include a minimum of ten elements, be adopted by the community, and then submitted to DHEC for review and state approval. These plans provide guidance to state and federal agencies on local policies, regulations, and procedures related to beachfront management plans. Similar to the City's Comprehensive Plan, the Beachfront Management Plan must be reviewed every five years and updated every ten years.

The required elements include the following:

1. Inventory of beach profile data and historic erosion rate data for each standard erosion zone and inlet erosion zone under the local jurisdiction;
2. Inventory of public beach accesses along with a plan for enhancing public access and parking;
3. Inventory of all structures located in the area seaward of the setback line;
4. Inventory of turtle nesting and important habitats of the beach/dune system and a protection and restoration plan if necessary;
5. A conventional zoning and land use plan consistent with the purposes of the Act for the area seaward of the setback line;
6. Analysis of beach erosion control alternatives, including re-nourishment of the beach under the local government's jurisdiction;
7. Drainage plan for the area seaward of the setback zone;
8. Post disaster plan, including plans for cleanup, maintaining essential services, protecting public health, emergency building ordinances, and the establishment of priorities, all of which must be consistent with the Act;
9. Detailed strategy for achieving the goals of this chapter by the end of the forty-year retreat period. Consideration must be given to relocating buildings, removal of erosion control structures, and relocation of utilities; and
10. Detailed strategy for achieving the goals of preservation of existing public access and the enhancement of public access to assure full enjoyment of the beach by all residents of this state.

Other SC communities have both a setback line and a baseline, but there is no setback line on Folly Beach. SCDHEC's beachfront permitting jurisdiction is limited to areas seaward of the baseline. Unlike

other coastal communities where lines are updated every 8 to 10 years, the baseline on Folly Beach is fixed and not subject to periodic readjustment. A recent ruling by the SCDHEC Board clarified SCDHEC's permitting jurisdiction on Folly Beach. The Board concluded that the SCDHEC has no jurisdiction landward of the baseline on Folly Beach. The City of Folly Beach is unique in that it has an exemption to some of the state criteria and thus had to increase its resiliency within City ordinances and practices after decades of dependence on renourishment projects and a blasé attitude on the stability of the beach. In the last five years, there has been a major paradigm shift in the Folly Beach community. Where coastal development regulations were once a taboo topic and additional ordinances were difficult to pass, City leaders now embrace proactive planning. There are several ordinance changes that have occurred in the past 3 years – strengthening setbacks, creating a Dune Management Area, limiting hard structures on the beachfront, and investing in aspects other than nourishment as a resilience technique. Another zoning ordinance change is the City merged all of the remaining substandard, superbeachfront lots with the lots behind them, thereby preventing the future construction of superbeachfront houses in front of the existing row of beachfront houses. Overall, the effort was an exceptionally progressive and efficient process of implementing adaptation actions by the City. The beachfront is the City's top economic resource and a strong beachfront management plan supplements and strengthens overall resilience for Folly Beach.

Dune Management Plan

Dunes act as a barrier for storm surge and protection of homes against hurricanes. The dunes stabilize the beach and act as critical infrastructure for resiliency in the City of Folly Beach. It is imperative to have strong long-term planning efforts in place. The City of Folly Beach Dune Management Plan aims to develop recommendations for how to restore and preserve the dune system along the City's beachfront through a proactive, planned approach. The Dune Management Plan, which was developed in 2018, recommends the establishment of a 40-ft wide dune management area (DMA) landward of the perpetual easement line (PEL). Permissible improvements within the DMA include seawalls, appropriate plantings and/or sand fencing, beach compatible sand, and walkovers. Above grade structures, septic tanks, or non-native landscaping are not permitted. The plan aims to enhance storm protection by establishing a continuous line of defense along the beachfront in the form of seawalls at 8-ft or dunes at 10-ft above NAVD88. This plan was developed over several years in response to chronic erosion, storm-induced erosion following the passage of Hurricanes Matthew and Irma in 2016 and 2017, and the loss of private lands landward of the federal renourishment project. The plan is a product of numerous meetings with City staff, the Planning Commission, and City Council.

Island Wide Drainage Study

The purpose of this study is to provide an overview of the existing drainage conditions in Folly Beach, SC and to provide conceptual changes to the existing stormwater system and stormwater program to help alleviate the drainage issues that residents and businesses experience during heavy rainfall events and/or coastal storms.

Heavy rainfall events and/or coastal storms create ponding of water at various locations (low areas of roads and yards) and coastal erosion. The City faces a number of problems with the current drainage system including low topographic relief, large areas that lack stormwater drainage features and limitations of the system to drain based on rising tidal flooding and sea-level rise. Often times, stormwater will pond until the tide changes and groundwater levels recede. Large areas of the island lack stormwater collection

systems, allowing the increased runoff from development to exceed the natural infiltration capacity of the soil. These issues are further compounded by a high water table. The Study models stormwater conditions on the island with sea level rise projections, identifies Capital Improvement Projects for problem areas that are frequently flooded, and encourages the implementation of Low Impact Development (LID) and Green Infrastructure (GI) techniques or soft approaches in cooperation with capital improvement projects can help reduce stormwater problems and issues.

Sea Level Rise Adaptation Report

Folly Beach is already being impacted by rising seas, particularly during “King” tide events when stormwater drainage systems backup and flood low-lying roads and yards, especially on the marsh side of the island due to low-lying topography. This report includes information on local sea level rise trends and details the 11 adaptation actions identified by the project team. The trends are increased sea level rise, more flood days per year, and more impacts to infrastructure on the island. The adaptation actions include items pertaining to water infrastructure management, land management, education, transportation adaptation, coordination, collaboration and cooperation between government entities and stakeholders. Through this planning process, the City and stakeholders agreed to plan for 3 feet of sea level rise over the next 50 years, or by 2066. The Report recommended short-, medium-, and long-term actions to be taken to increase resiliency to sea level rise impacts and led to partnerships to support the development of a septic vulnerability assessment, marshfront management plan and drainage management plan. The actions outlined in this plan should be followed closely and incorporated into the needs and goals assessment within this Comprehensive Plan as sea level rise is arguably the biggest resilience threat to the City.

Marshfront Management Plan

With over 10,000 acres of the state’s roughly 350,000 acres of saltmarsh within its jurisdictional boundaries, the City of Folly Beach aims to preserve its marsh and protect the life and property of its citizens by encouraging responsible development along the marshfront. The Marshfront Management Plan (MMP) is the first of its kind in the state. It is an adaptive management effort that occurred in conjunction with a 2018 waterfront building moratorium and aimed to develop recommendations to guide planning efforts along the city’s marshfront. The MMP describes future marshfront management opportunities such as mapping of the marshfront critical line, a more detailed inventory of habitable marshfront structures and bulkheads including their distance from the critical line, a marsh mitigation bank fund, a detailed outline of how other communities handle marshfront management, continued public education and engagement, and a septic vulnerability assessment. To ensure that the next generation of Folly Beach residents experiences the same quality of life that today’s residents enjoy, a long-term commitment to marshfront management and protection and restoration of the saltmarsh ecosystem is needed.

Emergency Operations Plan

The City of Folly Beach has a detailed Emergency Preparedness Plan that outlines the steps required by each department in the City annually, within 48 hours of a predicted emergency event, 24 hours of a predicted event, during an emergency, and after an emergency. Annually, each department is required to review supplies, aid agreements, applicable contracts, emergency contact information, FEMA employee training certifications, and operational plans. In the event of a predicted emergency (hurricane, tornado, flood), the Mayor and Emergency Management Team will assess the projected severity level to determine

whether an evacuation of citizens and staff is necessary. Because Folly is a barrier island, it may be necessary to evacuate all staff and equipment, even emergency responders in the event of a significant emergency. In this event, citizens will be required to evacuate from the City for their own safety. Prior to an emergency (if possible), emergency responders will be notified of the increased mobilization schedule. Staff will also begin notifying citizens of necessary public precautionary measures. Departments will begin mobilizing equipment, setting up housing and aid stations, and debris collection sites at that time, depending on the severity determinations made. During this time, all employees will begin to log and detail work performed to prepare for an emergency, in accordance with FEMA regulations. After an emergency, staff will follow procedures outlined for resuming City operations. If the City has been evacuated or citizens ordered to seek shelter, first responders and public works employees, the Mayor, and the Emergency Management Team will make the determination as to when it is safe for staff, citizens, and business owners to return or emerge. The administration will rely on pre-assembled emergency kits to reestablish business operations, depending on existing conditions at the time. All electronic systems are backed up and all employees have manual options and cash available should electronic systems be unavailable. Citizens will be notified via emergency callout systems, the City website, and local media of when the City is considered safe and/or operational after an emergency event.

Hazard Mitigation Plan

In compliance with the Federal Emergency Management Agency's (FEMA) requirements to receive federal disaster funding, City of Folly Beach, surrounding jurisdictions and community stakeholders and partners (i.e. Charleston County Parks & Recreation Commission, Roper St. Francis Hospital, Charleston County School District, individual water and sewer districts, etc.) have adopted a Regional Hazard Mitigation Plan that is updated annually, with a full review and adoption every five years as required. The purpose of the Hazard Mitigation Plan is to continue guiding hazard mitigation efforts to better protect the people and property in the County from the effects of hazard events. This Hazard Mitigation Plan demonstrates the community's commitment to reducing risks from hazards and serves as a tool to help decision makers direct mitigation activities and resources through grant funding. This Hazard Mitigation Plan was also developed to ensure Charleston County and participating stakeholders and partners also earns points for the National Flood Insurance Program's Community Rating System (CRS), which provides for lower flood insurance premiums in CRS communities as described later in this Element.

Charleston County who updates the plan for all jurisdictions within the County, including the City of Folly Beach, implores feedback and participation in planning the document is required. Public input is also obtained through surveys and open meetings. After updates, suggested edits and refocusing on the community's current hazard needs, the plan goes through a full adoption process every five years. Adoption of the plan is required for all participating jurisdictions, stakeholders, and partners.

Strategic Plan

The City of Folly Beach Council adopts a Strategic Plan annually which highlights the City's legislative priorities for the fiscal year. The vision statement is: The City of Folly Beach aspires to be an eclectic and relaxed community centered around the livability of residents and families while welcoming visitors. We will stand as leaders in environmental protection and resilience while building on a foundation of fiscal responsibility. Some resilience priorities include:

- Emergency Vehicle Access Over Groins
- Saving for Renourishment
- Walkover Extension/Retreat

- Backup Water Source
- Water Main Replacements:
- Traffic & Parking Study Arctic Avenue
- Drainage Capital Projects
- Pedestrian Paths and Crosswalks
- Streetlight Upgrades
- ALS Program
- Marine Launch
- Saving for Fire Engine and Police Car Replacement
- Prepare for Sea Level Rise

Section 2: Public Input

Summary of Public Input

Public input for the *City of Folly Beach Comprehensive Plan: 2015* was gathered primarily through public meetings and a Citizen Survey. A series of twice monthly workshops was held beginning in December of 2014. These workshops, along with the regularly scheduled monthly Planning Commission meetings, allowed the public to offer input and suggestions on the *Plan* as it evolved. Formal public presentations were made at the completion of the each stage: Existing Conditions, Survey Review, and Needs and Goals. The Citizen Survey was distributed online and made available for approximately two months (paper copies were available to those who requested them). The survey was publicized extensively in both the *Sandspur* and the *Folly Current*. It was also linked to various City operated online accounts and sent to several large privately maintained email list serves. The input received from the public was combined with the analysis of existing conditions to develop the Needs, Goals, and Implementation strategies for the City.

Analysis of Citizen Survey

The Citizen Survey for the 2015 Plan set a record for formal public participation in any Comprehensive Plan survey conducted on Folly Beach. Highlights of the survey response analysis and the responses to the survey questions are below.

- 502 responses were received.
- 52.5% of respondents are full time residents, 47.5% are part time or non-residents.
- 68% of respondent own property, the remaining 31% do not.
- 29% of respondents are full time residents who rent.
- 15% of respondents own businesses the remaining 85% do not.
- 45.8% of respondent are male, 49.6% of respondent are female. The remaining 4.7% did not wish to provide that information.
- Age of respondents ranges from 22-81 with a Mean age of 52.

Survey Responses

How did you hear about Folly Beach? 486 people responded to this question. 9% of respondents claimed they grew up in the area, the remaining 91% indicated that they learned about Folly Beach from somebody they know: friend, relative, partner, etc. Due to the nature of open response text analysis this summary is not necessarily representative of the information.

What are six words to describe Folly Beach? 477 People responded to this question. 'Beautiful' is the most commonly used term featured in 25.8% of responses. 'Laid Back' is in second place, making an appearance in 20.9% of responses. 'Beach' and 'Relaxing' are tied for third with 19.3%. 'Funky' comes in fourth place with 17%. 'Community' places fifth with 15.3%.

Is Folly Beach a resort with residents or a community with visitors? A majority of residents (86.3%) and non residents (89.1%) answered that Folly Beach is a community with visitors.

How would you describe the frequency of street closings for festivals? Street festival street closings were described as "just enough" by 69.5% of residents and 78.4% of non residents.

What can Folly Beach be most proud of? (resident/nonresident answers combined)

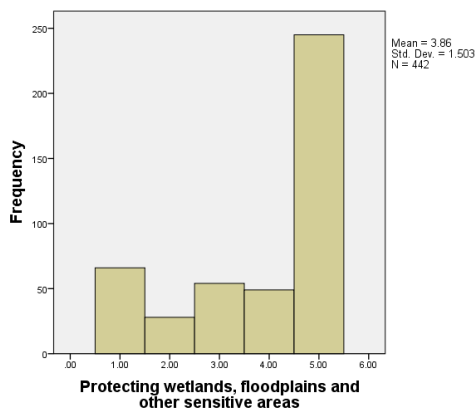
<u>Answer Choices</u>	<u># of Responses</u>
Natural beauty	402
People, community spirit, and civic pride	361
Security, safety, police, & fire protection	270
Parks/recreational facilities	293
Historic buildings and/or sites	109
Volunteer organizations	133
Quality of streets and roads	130
Availability of/accessibility to jobs	67
Quality of residential development	175
Churches, civic groups	112

What are the most important issues facing the City? (average of resident/nonresident answers)

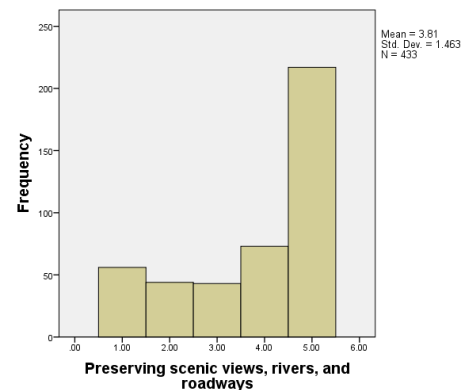
<u>Answer Choices</u>	<u>#Rank</u>
Preserving the small town character	1
Beach renourishment	2
Traffic control	3
Adequate police, fire, and rescue services	4
Housing affordability	5
Maintaining the existing tax base	6
Adequate recreational facilities	7
Adequate parks	8
Recruiting businesses	9

How important are the following on a scale of 1-5 with 5 being the highest? (average of resident/nonresident answers)

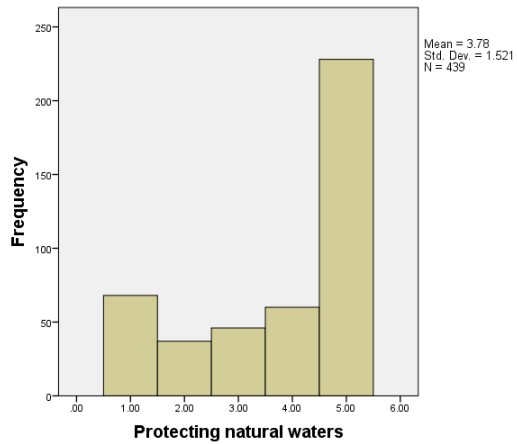
Protecting Sensitive Natural Areas: 3.86
3.81



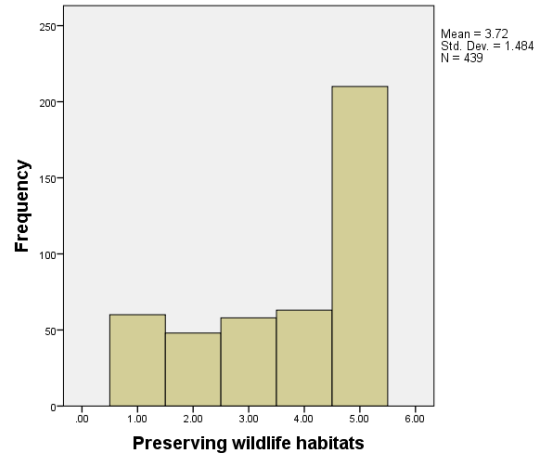
Protecting Scenic Views/Rivers/Roads:



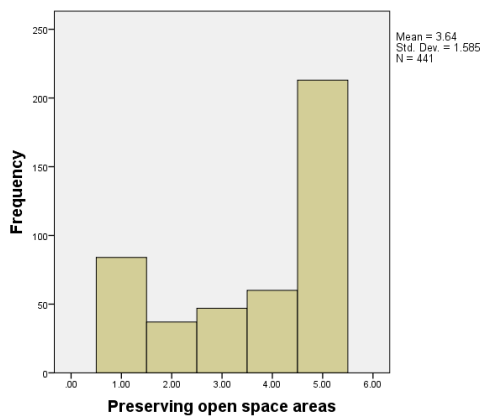
Protecting Natural Waters: 3.78



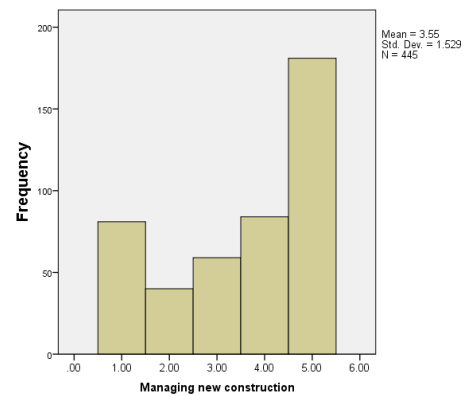
Preserving Wildlife Habitats: 3.72



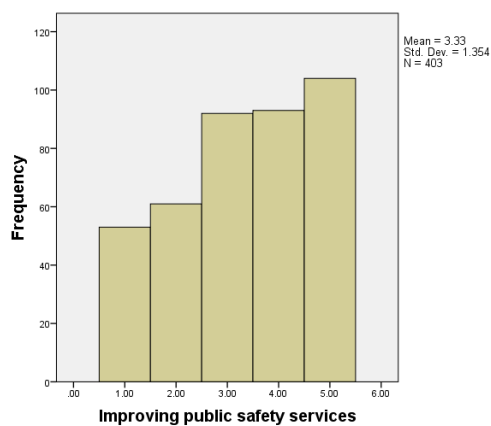
Preserving Open Space: 3.64



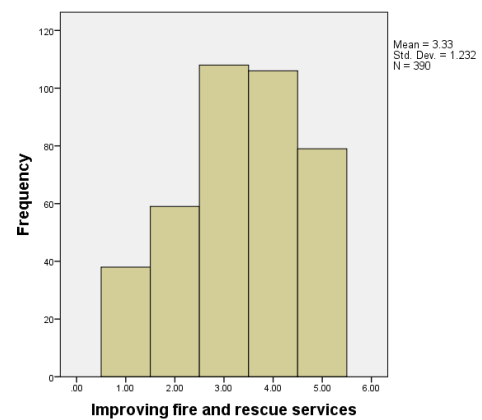
Managing New Construction: 3.55



Improving Public Safety Services: 3.33



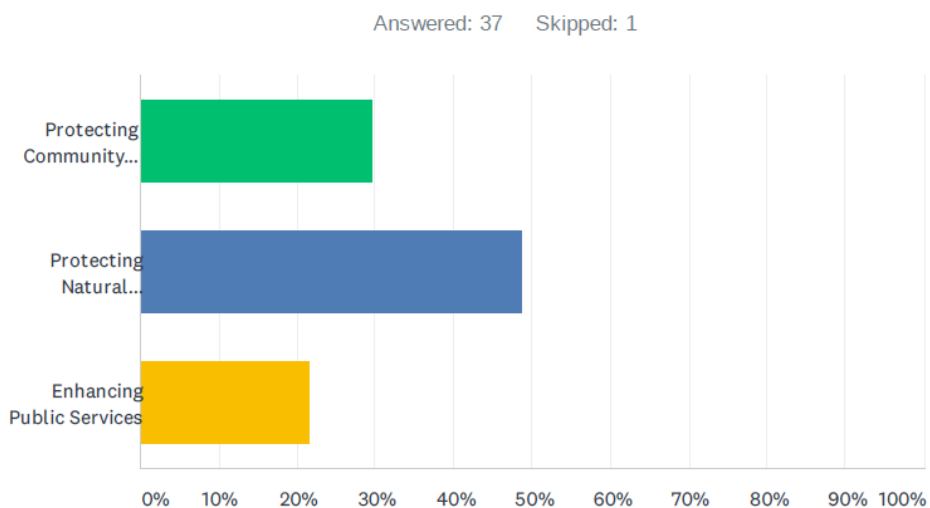
Improving Fire and Rescue Services: 3.33



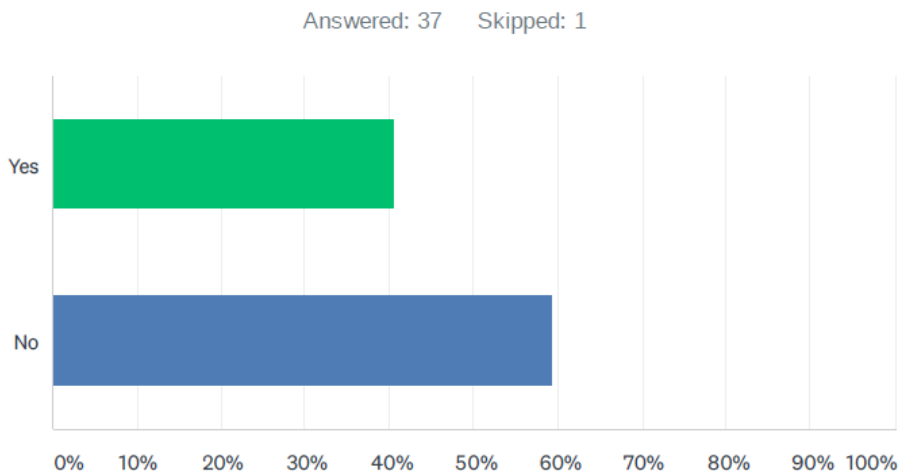
3.35

Five Year Update: The update of the Comprehensive Plan utilized a survey for public input asking about how successful and in what means the City of Folly Beach has been with achieving the long-term needs and goals addressed in the 2015 Plan. A survey was distributed via SurveyMonkey on social media and through email for approximately 2 weeks. There were 37 total responses. Residency, property ownership, nor any other demographics were asked in this survey for the Five Year Update. The answers to the survey questionnaire are listed below:

1. *Have you read the 2015 Comprehensive Plan?* 24 (65%) responded Yes and 13 (35%) responded No. For those who answered No, many did not know the plan existed or where to access it. One respondent said they felt that City and Council were not concerned with citizen input. Another respondent mentioned that the Comprehensive Plan informed Council on Beach Preservation.
2. *The 2015 Comprehensive Plan is meant to serve as a guiding document until 2025. In the next five years in which of the three areas should the City focus its resources? **Choose one.** Protecting Community Character, Protecting Natural Resources, or Protecting Public Services.*



3. *The 2015 Comprehensive Plan focuses on three main areas: Protecting Community Character, Protecting Natural Resources, and Enhancing Public Services. Do you think the City has made progress in **Protecting Community Character**?*



If yes, can you name one thing the City has done to achieve this goal?

Responses

The family friendly community events bring the island together.

Revised traffic pattern on center street

No drinking on the beach

Controlling festivals and beach ruckus on holiday weekends

Maintaining and improving parks

The city has been clearly working to better its relationship with FAB and local businesses to improve Folly's image and develop more family friendly activities.

But that is the problem, - the community character SUCKS. This town needs an upgrade and a makeover. New and better restaurants, and a community that is not centered on alcoholism and violence.

Beach Regulations

Reducing through lanes on Center Street.

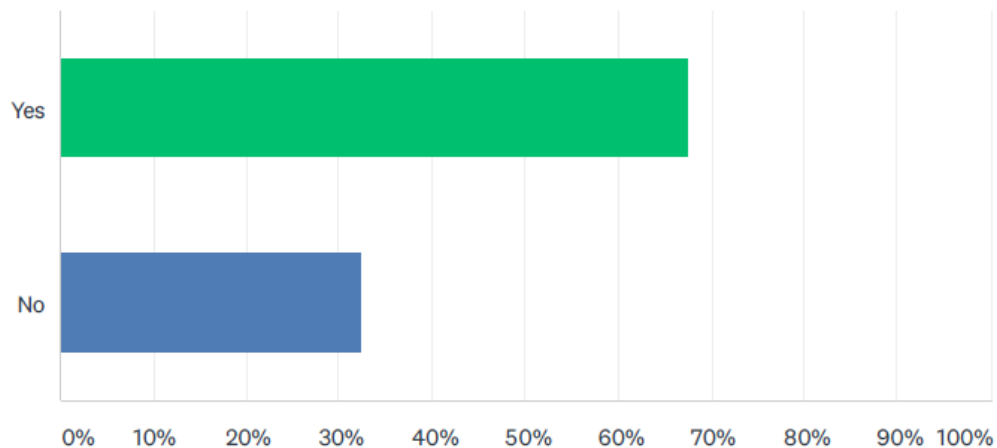
Park and Center St. upgrades

By upgrading the City Park

Limit zoning density and expansion

4. *The 2015 Comprehensive Plan focuses on three main areas: Protecting Community Character, Protecting Natural Resources, and Enhancing Public Services. Do you think the City has made progress in **Protecting Natural Resources**?*

Answered: 37 Skipped: 1

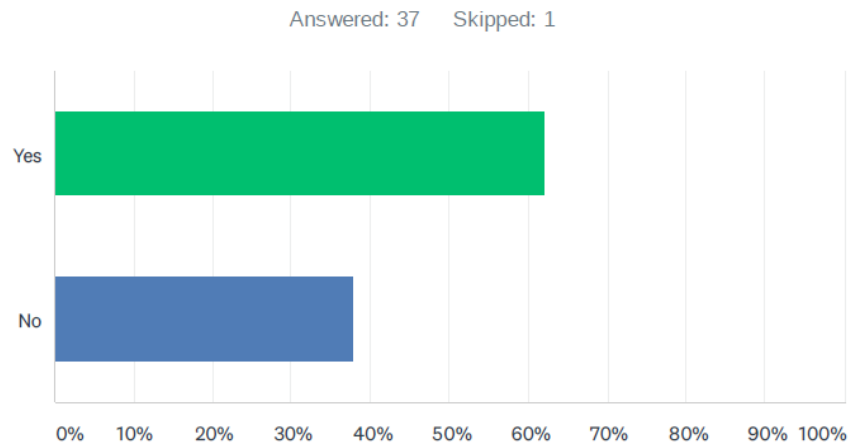


If yes, can you name one thing the City has done to achieve this goal?

Responses

Beach renourishment
No plastic on beach. Lights out for turtles
Continuing efforts on beach conservation
No smoking on the beach
Smoking ban and plastic bag ban
Groins installed
Dune and marsh ordinances. Resilience plan. 2010 Comprehensive plan goals
Beach management and marsh management plans
Enhancing beach crossovers and pocket parks.
Increased number of parks.
Erosion of marsh land
I think the beach re-nourishment programs have been very important as well as working to protect Folly from offshore drilling.
Setting building standards
The city is more focused on revenue and appealing to tourists than it is in natural resources.
Beach Replenishment
Increased vigilance regarding beach nourishment, strengthened beach and shoreline protections through new ordinances.
Amended city ordinances to better protect dunes and marshes.
Seedings on the dunes to protect them
Banning cigarettes at beach
DMA, marsh buffers, LCBMP

*5. The 2015 Comprehensive Plan focuses on three main areas: Protecting Community Character, Protecting Natural Resources, and Enhancing Public Services. Do you think the City has made progress in **Enhancing Public Services**?*



If yes, can you name one thing the City has done to achieve this goal?

Responses

More public safety presence
 Pier rebuilt
 Increased skills and equipment for Public safety department
 Nothing specific. Just general upgrades
 Tree trimming
 Using technology to communicate and do services online.
 Improved online city services.
 Yes, but not in a good way. The resources are being spent on providing services to tourists, not residents.
 Adding Rec services.
 Policing, parking improvement, and easy access to City official.
 Hired a bunch of less than even headed police and decked them out for war.
 Improved attention to drainage and flooding.
 hiring people with knowledge
 More beach patrol
 Folly family fun night

6. Please choose the three goals you feel are most important in the focus area: *Protecting Community Character.*

ANSWER CHOICES	RESPONSES	
a. Regulate business activities that may affect the livability of both commercial and residential areas and increase efforts to identify rentals operating outside of current requirements.	64.86%	24
b. Increased demand for parking has led to the proliferation of paid parking lots. These lots limit the amount of commercial land available for other uses and detract from the streetscape and neighborhood character. Therefore, commercial parking lots should be regulated to minimize visual impacts, and the location of new commercial parking lots should be studied.	48.65%	18
c. The City should offer continual municipal support of preserving our historic landmarks and older commercial and residential structures that contribute to the history of Folly Beach.	51.35%	19
d. The City should examine its zoning ordinances and make changes needed to allow for the construction of units that could be sold or rented for a wider variety of price ranges.	13.51%	5
e. The City should continue to actively address proper licensing of rentals and document short term rental issues by monitoring calls to Public Safety, SC DHEC, or other departments rentals to determine the impacts of these uses.	56.76%	21
f. The City has a marketing program for tourists, but no similar program to attract future residents or businesses. The City should take an active role in marketing itself to potential new residents and businesses.	34.14%	13

7. Please choose the three goals you feel are most important in the focus area: *Protecting Natural Resources*

ANSWER CHOICES	RESPONSES	
a. Develop and implement a city program to collect and analyze data to systematically estimate quarterly and annual beach visitations.	27.03%	10
b. Increase efforts to protect wildlife.	45.95%	17
c. Prevent the destruction and degradation of the dune system to protect the integrity of the renourishment project.	75.68%	28
d. Eliminate existing encroachments on sensitive water fronts, marshes, wetlands, and riparian areas while encouraging environmentally sensitive development to protect the environments that define the beauty of Folly Beach.	81.08%	30
e. Increased coordination with CCRPC in managing and planning for County owned property in the City of Folly Beach to maximize protection of these parcels.	37.84%	14
f. Protect trees on Folly Beach with concise, easily understandable, and complete standards.	40.54%	15

8. Please choose the three goals you feel are most important in the focus area: *Enhancing Public Services*

ANSWER CHOICES	RESPONSES	
a. Continue periodic reviews of local accommodations tax fund distribution to assure the maximum benefit for the City.	18.42%	7
b. Assure that city permits, licenses, parking fees, and other sources of revenue are adequate to fund necessary city functions.	34.21%	13
c. Water quality is threatened by lack of stormwater facility maintenance and construction so the City should work to reduce potential and actual pollution of ground and surface water.	57.89%	22
d. There are only partial inventories of parking spaces island wide, and known parking spaces are not actively maintained. So the City should create a program to manage on street parking on the island.	28.95%	11
e. Traffic volumes on the island are increasing and creating dangerous situations for cyclists and pedestrians. The City should explore alternate transportation avenues such as ped paths, public transportation, sidewalks and increasing visibility at intersections.	73.68%	28
f. The City wants to provide safe places for children to play, increase opportunities for walking by the water and other water based recreation, provide additional picnic areas, and create well maintained areas in which to exercise and relax.	42.11%	16
g. There is a continuing need for opening and maintaining mid block rights of way. Continued funding and implementation of the mid block rights of way program.	34.21%	13

9. *After reviewing these goals, is the City missing any aspects that are important to community planning?*

ANSWER CHOICES	RESPONSES	
Yes	58.33%	21
No	41.67%	17

If yes, name an additional goal the City should focus on.

Responses

Livability issues from abundance of contractors/trucks/vehicles blocking roadways - new constructions lasting 12+ months

Educating tourists. They behave like Folly is an all inclusive resort-walking in front of traffic, parking anywhere they can squeeze their cars in making it VERY dangerous for those driving on the island. Stop over legislating. Half of the initiatives listed are not the express responsibility of council or any city government. Too many rules!!!

Remove the 15 houses beyond The Washout that are out on the public beach. And, restore the baseline to what it was before Hugo.

Limit short term rentals

Revitalize the library

STOP OVERBUILDING AND SHORT TERM RENTALS!

Livability

A communication plan using radio, internet, print, text, email, etc.

Improve regulation of drunken and disorderly conduct on Center Street

We have an inordinate amount of bars and restaurants. These do not contribute to the livability fir full time residents. A moratorium should be strongly considered for building née food and liquor establishments on Folly. Parking for any new businesses must be mandated.

Poor roadway visibility leaving residents and visitors at the mercy of good timing to prevent accidents and injury. Clear the right of ways for parking and roadway visibility ASAP or allow DOT to take them over. Restrict parking 4 ft from the roadway island wide through signage and cleared right of ways. Create full time resident only vehicle entry lane onto the island. Assess business a quarterly fee for impact fees on residents above taxation currently in place. Give full time residents tax relief through direct quarterly payments from state, county, and city due to impact of visitors and business development. Limit rental units available through revoked business licensing to 10% or less of island wide properties for rental units less than 12-month rental leases.

Connecting all of the dots. Parking affects traffic. Zoning requirements for building is restricted based upon allowed parking space. Possibly using one street as a clean slate to redesign the possibilities.

The city needs to be more aggressive addressing the flooding issues. The county needs to be held responsible for the maintenance of the Erie Canal. The walls of the canal are collapsing due to age and from the county driving heavy equipment on the side which was never built to handle that kind of weight. In addition, they have never repaired the damage they cause by digging to install a drainage pipe that was never completed. Yards on both sides of the canal are flooding more often, and the salt water is killing the vegetation and trees the city should be working to save.

the FBA should be dismantled. they are corrupt. kickback council members and run this town. its disgusting

Let them get that done first.

Do a study to confirm that current employee staffing is adequate for the growth management needs happening on the island currently.

City staff retention, recognition incentive programs.

Stormwater Management should be a top priority. Small lakes after rain events on East Huron Avenue should be addressed.

After watching what the pandemic has done to the city, there needs to be some sort of citizen participation (mandatory) at all city meetings.

Too many trees being cut down causing flooding... no root systems to absorb water...cut down trees need to replant

Sharrows, Arctic Ave one lane,, traffic calming devices

10. Would you like more information about the dates and time of the Planning Commission Meetings when the plan will be discussed? A link was included to the City of Folly Beach Planning Commission Comp Plan Update page.

ANSWER CHOICES	RESPONSES	
Yes - Learn more here.	55.26%	21
No	44.74%	17

Section 3: Needs, Goals, and Implementation Strategies

Organization of Needs, Goals, and Implementation Strategies

The input received from the public comment in the Citizen Survey, and throughout the planning process, combined with the analysis of existing conditions drives the development of the needs, goals, and implementation strategies for the City. The needs and goals that are identified in the *2015 Comprehensive Plan* were developed to match those program areas that were deemed most important by Folly's citizens. The 2015 Comprehensive Plan Identifies 38 Needs that the City must address for the nine elements: Land Use 2; Economics 6; Natural Resources 8; Transportation 5; Community Facilities 5; Cultural Resources 3; Housing 4; Population 5.

Prior versions of the comprehensive plan dealt with each of the nine elements independently. Separating content areas creates difficulties in prioritizing limited budgets and resources. It also fails to take advantage of complementary goals and objectives. The *2015 Comprehensive Plan* draws connections between the 38 Needs and the associated goals and implementation strategies by organizing them into three thematic areas.

1) Protecting Natural Resources. In the next decade Folly Beach must be prepared to adapt to the effects of sea level rise, decreasing federal and state funding, and increased tourism. The *Plan* recognizes the need for proactively managing the beach, the river and marsh areas, and wildlife habitat within the City.

2) Protecting Community Character. Folly Beach has long celebrated its status as an eclectic, welcoming community that has a distinctly different feel from other beach towns in Charleston County. The *Comprehensive Plan: 2015* is a proactive document providing strategies for encouraging and maintaining the distinct social and physical atmosphere of the City.

3) Enhancing Public Services. Folly Beach is both a residential and a resort community. Each year residents, vacationers, and local businesses compete for limited resources. This document contains recommendations for projects and policies that address the level of service provided for each of these groups.

Five Year Update: The 5-year update shows progress made on goals with updated needs and how implementation strategies have changed. The resilience element was added and thus need, goals and implementation strategies adjusted as appropriate. There are still three themes that needs are sorted into: Protecting Natural Resources, Protecting Community Character, and Enhancing Public Services. Needs were evaluated based on progress completion since 2015. They are outlined below in the colors, blue, pink, and green. Red text is new Five Year Update text and was added to the needs below as deemed necessary by the Planning Commission and City Council.

Blue = done and directly related projects completed and implemented

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Green = identified as important but little progress made.

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Protecting Natural Resources

11 Needs: Land Use 1; Economics 2; Natural Resources 7; Resilience 1

Needs

1) Property in Folly Beach includes beach front, marsh and wetland environments, and historically important lands and structures which must be protected through sensitive development. **(Land Use)**

Goal: Eliminate existing encroachments on sensitive water fronts, marshes, wetlands, and riparian areas while encouraging environmentally sensitive development to protect the environments that define the beauty of Folly Beach. [Marsh Management Plan \(2019\)](#), [Dune Management Plan \(2018\)](#) Moratorium ordinances: DMA, marsh setbacks, buffers, marsh island zoning, new septic rules (2019). Abandoned boats/mooring ordinance to keep river clean post storm (2020). **Evaluate recent long-term plans to see how they fit together and implement strategies outlined in each. Encourage soft and nature-based solutions such as living shorelines to protect marsh areas and reduce the impacts of natural hazards on these sensitive landscape and adjacent properties.**

Implementation: Vigorous enforcement of ordinances such as setbacks, sand dune disturbance, and impervious surfaces. **Incorporate recognized Green Building Practices into the Folly Beach Building Code (Committee created, no adoption, but could be revisited).** [Created new as built survey requirements \(2016,2019\)](#). [Adopted model flood code ordinance changes \(2017\)](#).

2) The City must develop and fund long term strategies to combat beach erosion including alternatives to renourishment in anticipation of the end of the current agreement with the Army Corp's of Engineers. **(Economics)**

Goal: Research and evaluate alternatives to renourishment while implementing a systematic method of building beach preservation funds to assure the availability of the City's portion of costs for future beach renourishments or alternative methods of erosion management.

Implementation: Budget so that funds will be available for potential renourishment projects taking place every six (6) years (or as needed) while also setting aside money for property acquisition. Work with the Sea Grant Consortium and other competent authorities to conduct a survey of current best practices for shoreline management and a review of current legal issues related to beach preservation. Includes goal number 4 regarding seawalls. [Groin rehabilitations complete from 8th to 14th Street East in conjunction with complete renourishment \(2018\)](#). [New Feasibility Study/evaluation of renourishment project parameters begun](#). [Sea Level Change Adaptation Report completed and adopted \(2017\)](#). [City dedicates 1 million per year to beach fund](#). [Coastal Science Consultant since 2016](#). [Successfully lobbied for creation of dedicated PRT program for State funding for beach renourishment \(2017\)](#). [Dune Management Plan Complete \(2018\)](#).

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3) The *2015 Economic Impact Study* identified a need to further document and study the number and frequency of beach visitations. This information could be crucial when the city approaches the Army Corps of Engineers and other Federal and State officials to secure future funding. **(Economics)**

Goal: Develop and implement a city program to collect and analyze data to systematically estimate quarterly and annual beach visitations.

Implementation: Task the Folly Beach Tourism and Visitor Promotion Committee with devising a method to more accurately measure quarterly and annual beach visitation statistics. U of SC has potential research grant funding for WebCOOS Situational Monitoring and Reporting tool (2021).

4) Severe erosion and the structures built to combat erosion limit access to the beach. The City currently has limited policies in place to limit erosion control structures built behind the Baseline. Shore-parallel hard structures, such as sea walls, exacerbate beachfront erosion and inhibit natural dune building; thus, public access and critical turtle nesting access are both reduced. As a net result of seawall-induced beach erosion, a critical local and state economic generator is also reduced. **(Natural Resources).**

Goal: Reduce the effects of erosion by allowing the beach to migrate more naturally.

Implementation: Consider regulations regarding the rebuilding of seawalls that are damaged. 2019 amended seawall ordinance allows seawalls and creates new minimum height and back fill provisions.

5) The City must protect the dune system from erosion and also development. The dunes are the first line of defense against erosion. **(Natural Resources)**

Goal: Prevent the destruction and degradation of the dune system to protect the integrity of the renourishment project.

Implementation: Create buffer zones on top of setbacks to require planting sea oats and/or sand fencing during development and redevelopment. Create a management plan for the dune areas. Banned boats on beach. Dune Management Plan Complete (2018). New dune building requirements in DMA (2019). New planting requirements in place (2019). Study the baseline in highly erosional areas and associated issues.

6) Folly Beach is home to wildlife that needs to be protected from pressures related to development and increased crowding on the beaches and waterways. **(Natural Resources)**

Goal: Increase efforts to protect wildlife.

Implementation: Enforce sea turtle lighting ordinances by working with lighting issues related to large oceanfront parcels such as the Tides and Oceanfront Villas. Annual meeting held by Folly Green with condo associations beginning in 2017. Develop an educational program to increase public awareness of wildlife issues. Worked with US Fish and Wildlife to design, fund, and place 4

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new seabird education signs at high traffic walkovers. Create development standards that focus on maintaining natural habitat. Abandoned boats/mooring ordinance to keep river clean and reduce impact on environment (2020). New critical line setback is also dedicated as an undisturbed buffer (2018). Plastics ban (2016). Develop an endangered species plan for inventory and protection of wildlife on the island.

7) The Charleston County Parks and Recreation Commission owns very large parcels on either end of the island. The City should coordinate with the PRC to maximize protection of these parcels. **(Natural Resources)**

Goal: Increased coordination with CCRPC in managing and planning for County owned property in the City of Folly Beach.

Implementation: Meet with CCPRC to determine potential conflicts with existing Master Plans and Folly Beach Planning efforts. Work with CCPRC to implement its long-range plan for the Coast Guard station to develop the property as a passive access, educational facility. Reassess the amount of yearly financial contribution from CCPRC to the City. Coordination with CCPRC for redevelopment of Pier (2019).

8) The City must engage more fully with the river and other sensitive areas to balance access with protection. **(Natural Resources)**

Goal: Increase access to the river for nonmotorized boating and restrict waterfront development. Kayak launch areas for Folly River and Folly Creek designed, DOT approved, and funded. Working with CCPRC to finalize plans for maintenance and coordinate construction. Applied for and received an LWCF Grant for ½ cost of restoring the Folly River Park Dock (2018). Shorebird Park and Shadow Race park created to offer views of river and marsh (2020). Abandoned boats/mooring ordinance to balance protection and recreation of waterways (2020). Expand City owned/Folly Nature Conservancy land along the marsh front for protection and more parks throughout the island.

Implementation: Create buffer zones on top of setbacks to require planting vegetation during development and redevelopment. Create kayak accesses in the footprints of the old bridges. 2019 15' buffer passed. Marshfront lot donated to the City adjacent to Shadow Race park (2021). Resolution signed to remove nonconforming sign out of the marsh and relocate to highland (2021).

9) The City's tree regulations have been amended from over restrictive to perhaps overly permissive. A better balance must be found. **(Natural Resources)**

Goal: Protect trees on Folly Beach with concise, easily understandable, and complete standards.

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Implementation: Planning Commission review of tree ordinance revisions to include reinstituting tree coverage regulations.-Tree protection revisions (2016, 2017). Worked to save trees at Post Office (2018).

10) Undeveloped, environmentally sensitive lands in the marsh behind Folly Island are not protected from intense development. **(Natural Resources)**

Goal: Protect marsh islands from inappropriately intense development.

Implementation: Create a new lower density zoning classification for Long Island. Work with Charleston County to insure that marsh islands out of Folly's jurisdiction are regulated. Created new marsh island zoning (2019). Rezoned Black Island (2019). Required letters of coordination for marsh islands from OCRM and Charleston County (2019). Prohibited commercial docks in CN zoning (2019).

11) The City has little to no ordinances for sustainable practices and reducing carbon emissions on the island **(Resilience)**.

Goal: Increase air quality on the island. Reduce emissions and carbon footprint. Diversify energy sources on the island.

Implementation: Install solar panels on community buildings. Educate residents and visitors about the impacts of pollution on the marsh. Increase fleet of electric vehicles. Offer electric cars charging stations. Increase connectivity of the island through pedestrian paths and bike paths. Continue to participate in the Southeast Sustainability Directors Network and foster relationships with other communities for a more holistic approach.

Protecting Community Character

12 Needs: Land Use 1; Economics 2; Transportation 2; Cultural Resources 2; Housing 3; Population 2

Needs

1) Ultra short term rentals (less than one week) are proliferating in the residential districts of the City. **(Land Use)**

Goal: Regulate business activities that may affect the livability of both commercial and residential areas and increase efforts to identify rentals operating outside of current requirements.

Implementation: Review ordinances for rentals and consider limiting and regulating this type of activity. Short term rental compliance software in place for 2018 license management. City opted in to the Fairness in Lodging Act data sharing program with the State Department of Revenue

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(2018) Prohibited renting RV's (2017). Short term rental committee formed to address growth and licensing regulations (2021).

2) Folly Beach is a seasonal destination and revenue falls as the weather cools, negatively impacting local businesses. **(Economics)**

Goal: Make Folly Beach an attractive, year-round destination for residents, locals, and visitors.

Implementation: Add a seasonal component to the Folly Beach marketing program to specifically target off-season visitors based on year-round availability of activities, and creative off-season benefits, etc. Also add an off-season local marketing component in cooperation with Folly-Association of Businesses to attract residents and nearby locals to patronize Folly Beach businesses.

3) There are currently no known metrics to measure the effectiveness of our local marketing program. **(Economics)**

Goal: Work with the TVPC to re-evaluate the current marketing program for Folly Beach and revise as needed to maximize positive returns. Consider concentrating marketing efforts regionally to increase off-season visitations and business.

Implementation: Work with marketing professionals and city stakeholders to develop metrics for analyzing the effectiveness of our current marketing program and determine appropriate improvements to attain the stated, desired goals.

4) Increased demand for parking has led to the proliferation of paid parking lots. These lots limit the amount of commercial land available for other uses and detract from the streetscape and neighborhood character. **(Transportation)**

Goal: Commercial parking lots should be regulated to minimize visual impacts, and the location of new commercial parking lots should be studied.

Implementation: Develop requirements such as buffers and other visual screening for commercial lots that are similar to the requirements for other commercial uses. Limit the location of new lots to the areas closest to Center Street.

5) Parking requirements in the zoning code for the Downtown Commercial district stifle growth and prevent changes in use because of lack of land for required parking. **(Transportation)**

Goal: Amend the ordinances for DC parking.

Implementation: Remove or lessen the requirement for businesses to provide parking in the DC District. Businesses in the district were historically not required to provide on street parking. (Parking requirements reintroduced in the DC District for residential and tourist accommodations uses 2018). Evaluate the impacts of COVID-19 on parking requirements and use of outdoor space.

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6) There are several sites of local, state, and national importance in the City that need to be preserved and protected, and could be marketed for tourism. **(Cultural Resources)**

Goal: The City should offer continual municipal support of preserving our historic landmarks and older commercial and residential structures that contribute to the history of Folly Beach.

Implementation: Consider using A-Tax funds or other sources to make annual financial commitments to local groups and organizations whose efforts are directed towards maintaining Folly landmarks. Protected the Porgy House with a landscape buffer from the rear along the opened portion of West Cooper. Explore establishing a historic preservation district or guidelines to hold on to community character and keep the Folly cottage feel alive.

7) There are very limited offerings for Folly Beach-related tours and tour operators. **(Cultural Resources)**

Goal: The City should continue support of existing tours (boat, kayak, etc.) but also development tools for bike, walking, and vehicle tourism with special attention to offseason opportunities.

Implementation: Create a database of existing historic sites, scenic views, places of interest, trails, and other attractions. Place this information on a map/brochure that can be distributed online and to the public.

8) The wide variety of housing styles in the City is in danger of being lost as new development maximizes zoning allowances. **(Housing)**

Goal: New development should be encouraged to embrace a wider variety of architectural forms, elements, and materials. If possible, older structures should be referenced or incorporated into new buildings. Existing home relocated from site of new restaurant at 106 East Ashley. New Inn at 87 Center Street designed to reference Atlantic House. Allowed properties zoned for multiple units to build detached units. Increased demolition fees for historic structures (2018).

Implementation: Create incentives for the use of existing structures and vernacular design in new construction. Encourage owners of older homes to elevate vs. demolish. Develop and publish an inventory of typical forms, materials, and elements to be used as reference for new construction. Design/Best Practice/Preservation incentives not taken up by Council.

9) Affordable home prices and rents remain elusive. **(Housing)**

Goal: The City should examine its zoning ordinances and make changes needed to allow for the construction of units that could be sold or rented for a wider variety of price ranges.

Implementation: Allow auxiliary residential units, small houses or rooms attached or unattached to the main structures. These units would be restricted from being used for short term rental and subject to other conditions-(This concept has been reviewed and did not move forward). Short term rental committee formed to address growth and licensing regulations as this is the highest and best use of land currently (2021).

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10) Short term rentals are vital to the economy of Folly Beach, but sometimes create challenges for the community. **(Housing)**

Goal: The City should continue to actively address proper licensing of rentals and document short term rental issues by monitoring calls to Public Safety, SC DHEC, or other departments rentals to determine the impacts of these uses.

Implementation: Conduct an annual review of rental related issues. Develop a map of short term rentals. City offers rental verification (2016). Rental registration doubled. Rental Ordinance revisions completed (2018) with occupancy limits, event limits, nuisance penalties. Short term rental committee formed to address growth and licensing regulations (2021).

11) The City has a marketing program for tourists, but no similar program to attract future residents or businesses. **(Population)**

Goal: The TVPC is limited by law to only marketing for tourism. The City should take an active role in marketing itself to potential new residents and businesses.

Implementation: Develop a marketing brochure to post on the City's website and distribute to rental agencies and units to promote the City as a residential choice.

12) The existing program for marketing to tourists primarily focuses on summer tourism which results in overburdening the City during the high season. **(Population)**

Goal: The TVPC should adjust its tourism marketing plan to attract visitors in the winter rather than during the crowded summer months.

Implementation: Enact the recommendations in the *2015 Strategic Communications Plan* created by the Tourism and Visitor's Promotion Committee.

Enhancing Public Services

17 Needs: Economics 2; Natural Resources 1; Transportation 3; Community Facilities 5; Cultural Resources 1; Housing 1; Population 3; **Resilience 2**

Needs

1) It is vital that the distribution of accommodation tax fund be used for maximum benefit. **(Economics)**

Goal: Continue periodic reviews of local accommodations tax fund distribution to assure the maximum benefit for the City.

Implementation: Review the application process for city "A-tax" funds. Monitor the performance and evaluate the impact of distributed funds. Assure that "A-tax" funds are being used to

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support goals deemed important to the city and residents as outlined in the *2015 Comprehensive Plan*.

2) The City has limited reserve funds for its long term needs. **(Economics)**

Goal: Assure that city permits, licenses, parking fees, and other sources of revenue are adequate to fund necessary city functions. Re-examine contributions from various revenue sources to assure that contributions meet or exceed the cost of required city services and allow for the city's funding of its part of future matching grants. Commitment to roll over property payments to reserves to fund long term capital plan (reassigned Folly River Park payment to fund City Hall improvements, fire truck. Increased minimum general fund balance to 2 million. Made rules for excess revenues to reserve a portion for long term needs and fund certain projects from remaining funds.

Implementation: Review all sources of revenue to ensure that fees and charges are at competitive rates. Create and fund reserve accounts for items identified as priorities. Rental Registration fee doubled (2018). Business License sticker fee created (2016). City has significant funds in reserve or are otherwise designated for long term needs.

3) Water quality is threatened by lack of stormwater facility maintenance and construction. **(Natural Resources and Resilience)**

Goal: To reduce potential and actual pollution of ground and surface water.

Implementation: Map all drainage facilities on the island, establish regular monitoring to ensure proper functioning, —improve existing drainage systems and components, and work with Charleston County and DOT to identify and construct new drainage infrastructure where needed. Numerous projects with Charleston County. Secured property for 9th Street West drainage property. Designed 4th Street East project. Overall drainage mapping project identified in Sea Level Adaptation report. Implement Island wide Drainage Study (2021).

4) There are only partial inventories of parking spaces island wide, and known parking spaces are not actively maintained. **(Transportation)**

Goal: Create a program to manage on street parking on the island.

Implementation: Inventory and define all parking spaces. Open existing spaces to facilitate parking, focusing on the first 3 blocks from Center Street and along Ashley and Arctic. Investigate the future use of paid on street parking in the right of way. Use Public Works to maintain ROW parking. Enforce DOT and City prohibitions against private no parking signs. Created program for residential no parking signs and driveway signs (2016). New paid parking area on Arctic Avenue.

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5) Commercial Parking lots are not adequately regulated in terms of attractiveness or efficiency.
(Transportation)

Goal: Ensure that commercial parking lots are attractive, well maintained, and user friendly.

Implementation: Enact landscaping and screening ordinances for commercial parking lots.
Monitor parking lots to remove encroachments into the right of way.

6) Traffic volumes on the island are increasing and creating dangerous situations for cyclists and pedestrians. **(Transportation)**

Goal: Traffic volumes on the island are increasing and creating dangerous situations for cyclists and pedestrians. Center Street redesign completed. 25mph limit. Slow Down Folly citizen initiative. Pedestrian pathway plan in development with priority for 2nd Streets East/West.

Implementation: Pursue public transportation options through a partnership with CARTA, including a special route during festivals and other special events- Work with neighboring jurisdictions to implement the Folly Road Corridor Study. Worked with JI, CC, and Charleston City for James Island complete streets application for multiuse path in phases from Ellis Creek to Sol Legare. Create alternate pathways for pedestrians. Enhance road shoulders to allow for use by pedestrians. Study the conversion of Arctic Avenue to one lane. Explore financing options for sidewalks. Created new commercial loading zones and hours of delivery (2016) Task Public Works with cleaning intersections for visibility. Pursue an island wide 25mph speed limit. 4 way stops on Second Street. Lower Speed limit. Increase overall island connectivity with pedestrian paths and alternative transportation options to create a safer environment.

7) The City wants to provide safe places for children to play, increase opportunities for walking by the water and other water based recreation, provide additional picnic areas, and create well maintained areas in which to exercise and relax. **(Community Facilities)**

Goal: Full implementation of the 5 Year Parks and Recreation Plan as well as maintenance and improvement of existing recreation facilities. Shorebird Park, Shadow Race Park, Wave Watch Restrooms, Community Garden. New exercise equipment at Folly River Park. Tennis/basketball/pickleball courts were resurfaced.

Implementation: Continue annual budget allocations for Parks and Recreation to build facilities described in 5 Year Plan. Review options for the provision of seasonal restroom facilities along the beachfront.

8) At present there is no updated map or inventory of the water and sewer infrastructure. There are vulnerabilities that need to be assessed as well as limited reserves for replacement. **(Community Facilities)**

Blue = done and directly related projects completed and implemented

Pink = worked on and did not go forward with them (studied and rejected and closed out)

Green = identified as important but little progress made.

Red = New text based on Planning Commission Commentary

Goal: Continued funding for future water/sewer system infrastructure replacement reserves. Locating, mapping, and evaluating the existing water/sewer lines. Mapping continues for water system. Two water main replacement projects completed.

Implementation: Make yearly contributions to appropriate reserve accounts for water and sewer. Work with Sea Grant Consortium on mapping infrastructure as part of an overall resiliency effort. Hire an outside engineering firm to assess the system and develop a depreciation schedule. Involve the Utilities Advisory Board with infrastructure planning.

9) Youth services are not widely advertised or coordinated with local nonprofits, agencies, and organizations. **(Community Facilities)**

Goal: Centralizing information about youth services and programs offered by the City as well as other public and private entities. This information is useful to both residents and visitors.

Implementation: Add a youth services page to City website. Youth Services page live on website. Parks and Rec developing new consolidated portal. Coordination has increased by developing programs.

10) There is a continuing need for opening and maintaining mid block rights of way. **(Community Facilities)**

Goal: Continued funding and implementation of the mid block rights of way program.

Implementation: Create an “adopt-a-right-of-way” program to encourage residents/businesses/non-profits to take responsibility for specific sections of the mid block easements.

11) The island remains mostly dependent on onsite septic systems for waste management. **(Community Facilities)**

Goal: Coordination with the South Carolina Department of Health and Environmental Control regarding septic system monitoring and regulation.

Implementation: Consider ordinances to require regular pumping and inspections of septic tanks that service rental properties. Explore alternate strategies related to waste management to reduce reliance on septic systems. City has partnered with Sea Grant Consortium and Nags Head to apply for a grant to study the cost/benefits of septic tank adaptation strategies related to sea level rise (2018). Sea Level Rise Strategy identifies the need for a Septic Vulnerability Assessment to determine the effects of sea level rise on the viability of the installed septic systems and adaptations going forward for viability of the community.

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12) There is no public collection, exhibition, or facility dedicated to Folly Beach's history. **(Cultural Resources)**

Goal: The City should work to create a Folly Beach Museum or reading room.

Implementation: Start a central drop-off and collection center at City Hall or the Community Center to gather literature, memorabilia, etc. As the creation grows, task a City Hall intern with archiving and developing a plan for display. Ongoing effort to create Folly museum. New display area added to community Center (2019)

13) Many residents and property owners are unclear on or unaware of the impacts of changes to federal legislation which result in increased insurance premiums for most property owners on Folly Beach. **(Housing)**

Goal: The City should increase communication with property owners about potential changes to flood insurance and wind and hail programs. Community meetings held to review preliminary flood maps, website updated to reflect new FEMA info, outreach to repetitive loss properties.

Implementation: Hold an annual town hall meeting or public work session devoted to insurance issues. A meeting summary should also be sent to out of town property owners. CRS rating decreased flood insurance premiums island wide.

14) The City must provide services to accommodate an increasing number of visitors and overall island activity as a result of population increases in the tri county region. **(Population)**

Goal: Provide adequate public safety and other services to handle daily, transient population levels. Increased parking and beach patrol funding. New records management program funded in 2017. Retrofitted and renovated City Hall to be more functional and provide a better suite of services to the community (2021). Invest in more public safety officers to properly enforce newly passed ordinances.

Implementation: Create a database of calls to Public Safety to track seasonal increases in volume. This database can be used to justify funding levels as well as the adjustment of services such as beach and parking patrols.

15) The City does not offer a wide variety of government sponsored/provided social and recreational programming. **(Population)**

Goal: Partner with outside agencies to promote programming available through other local governments, non-profits, and social organizations. Added community yoga classes and Spanish lessons (2016)

Implementation: Dedicate space on the City's website for a centralized database of local programs and activities. Expanded the franchise ordinance to allow for surf lessons, stand up paddleboard

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lessons, and yoga lessons on the beach (2015). City hosted Family Fun Night and National Night Out beginning in 2017. Charleston Performing Arts Program for Christmas (2016). Tennis, basketball and pickleball are now offered.

16) The City has no regular process for communicating important issues to nonresident property owners.
(Population)

Goal: Increased dialogue between the City and out of town property owners.

Implementation: Conduct at least one annual outreach, such as the *State of the City*, to property owners. City now mails three annual communications: Licensing letter, State of the City, Fairness in Lodging Notice. Increase effectiveness and searchability of website so long-term plans and other City information can be found easier.

- Joined the Rethink Folly Road Memorandum of Agreement. Project is long term implementation of Rethink Folly Road recommendations. Grant funding received for first phase of multiuse path, project coordinator hired as full time staff (2016-present).
- Opposed the development of The Lively on James Island to prevent a 400 unit apartment complex (2016).
- Amended allowable construction hours to start one hour later 8am (2016).
- Restricted the dates for runs and races that require City resources and increased fees (2016).
- Restricted formula businesses (2018).
- In 2016 the City rejected a request to rezone 114 East Indian to commercial to prevent development of a dedicated wedding event hall.
- 2016 participation in the FEMA Highwater Mark initiative to place flood markers throughout the City (2016)
- Special Events Ordinances rewritten in 2016 to limit times of year for certain events, create more staff committee screening, and require City resources to be used.
- Center Street Memorial Brick program (2016).

17) The City must be prepared for all natural disasters and other hazards to protect property, economic viability, and livelihood of the island (**Resilience**).

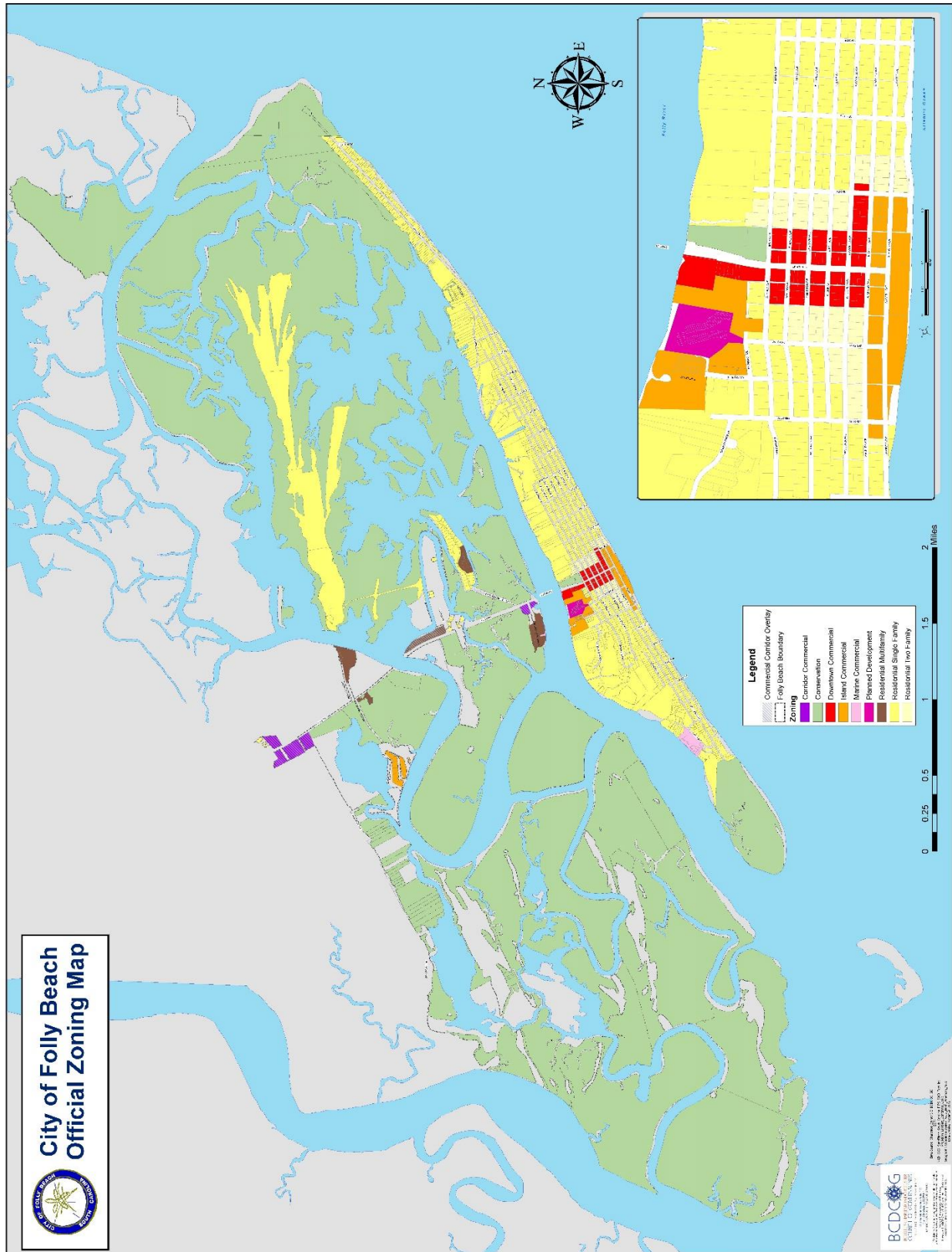
Goal: Increased preparedness and resilience of the City for natural disasters and other hazards.

Implementation: Prepare a Disaster Preparedness Plan with SOPs and safety protocols for activation and reentry. Continue participation in the Charleston Regional Hazard Mitigation Plan. Adopt higher regulatory standards to protect life and property on the island. Plan for 3' of Sea Level Rise as indicated in the Sea Level Rise strategy. Implement the Island Wide Drainage study to address stormwater infrastructure and reduce flooding on the island.

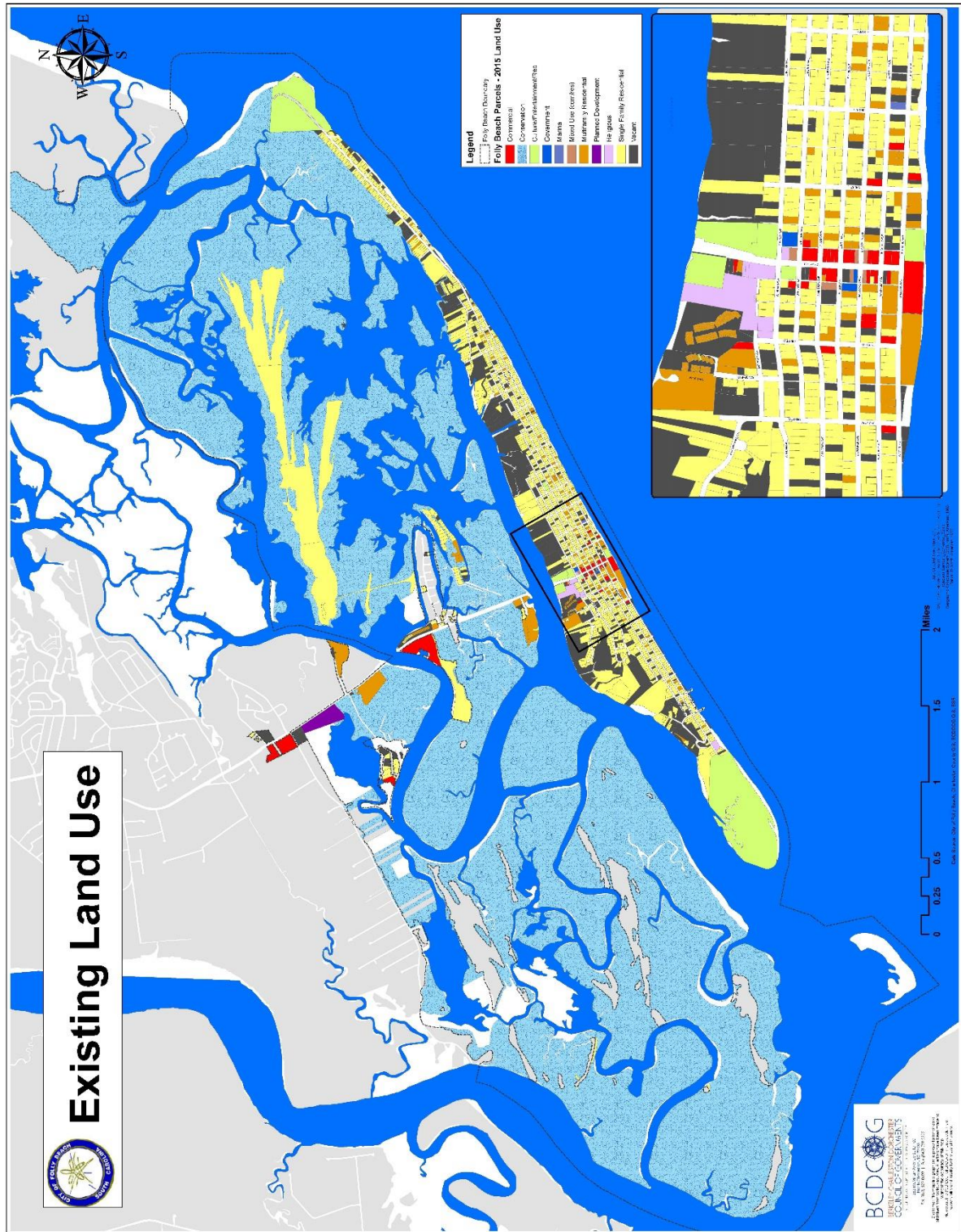
Appendix 1:

Zoning Maps

Current Zoning



Existing Land Use



Future Land Use

