Ravenel 2020

Comprehensive Plan Update

Adopted by Town Ordinance: 5/26/2020

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Introduction

Background

Ravenel welcome sign

The basis of the comprehensive planning process is in the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (SC Code §6-29-310 through §6-29-1200), which repealed and replaced all existing state statutes authorizing municipal planning and zoning. The 1994 Act establishes the comprehensive plan as the essential first step of the planning process and mandates that the plan must be systematically evaluated and updated. Elements of the plan must be reevaluated at least once every five years, and the entire plan must be updated at least once every ten years.

A comprehensive plan provides, or builds upon, a shared vision that clearly describes the future of the community. It protects private property rights and also encourages and supports economic development. The plan provides an inventory of the Town's existing conditions and amenities and assesses their functionality and relationship of these elements to one another. This inventory enables Town leadership to take stock of where they are today (strengths and weaknesses) and where they want to go (opportunities and challenges).

The Town of Ravenel is approximately twenty (20) miles west of downtown Charleston, South Carolina near the intersection of State Highway 165 and U.S. Highway 17. The 2020 Plan is the 10-year update of the Ravenel Comprehensive Plan, reflecting the community's population growth of about 6% and a number of socio-economic changes that have occurred in the past decade. Town leaders have proactively developed a Comprehensive Plan with the following vision:

> *The Town of Ravenel will strive to maintain its rural character by encouraging the foundations of families, neighborhoods, agricultural uses, historic structures, and open spaces upon which the future of the Town will continue to be built. Ravenel will guard against and manage the effects of incoming development pressure; balancing this pressure in order to enhance its commercial and residential areas and ensure that the needs of the community are being met. Future development and improvements will be required to demonstrate how they improve Ravenel through increased employment opportunities, better housing choice, enhanced security, expanded recreational opportunities, and cleaner air and water. Ravenel is committed to remaining a place where people enjoy living and remember the past.*

This Plan was developed through a collaborative effort involving the Ravenel Planning Commission, community leaders, and citizens. With data research and analysis, a study of existing conditions, and public input that has been open and transparent, the Plan has honed the existing community vision and

identified goals and objectives to help provide a roadmap for the future of Ravenel. Town leaders are committed to maintaining the relationships formed during the public engagement processes used to develop this Comprehensive Plan to guide its implementation.

Purpose

A comprehensive plan provides a primary basis for evaluating all future development, redevelopment and land use decisions, and assists the community in achieving the development patterns it desires, such as traditional neighborhoods, infill development, and those creating a sense of place, providing transportation alternatives, permitting mixed uses, protecting natural resources and accommodating economic growth.

A comprehensive plan is "long-range" in its 20 year planning horizon as well as "comprehensive" in addressing all of the interrelated concerns and functions that help a community thrive. A comprehensive plan is based on the principle that if the Town knows what it wants to become, it improves its prospects of taking the necessary steps to realize that outcome. A comprehensive plan is intended to generate local pride and enthusiasm about the future of the community, ensuring that citizens are involved with the implementation of the plan.

As directed by the South Carolina Planning Enabling Act, the following nine elements are included in the Ravenel Comprehensive Plan:

1. Population
2. Housing
3. Economic Development
4. Natural Resources
5. Cultural Resources
6. Community Facilities
7. Transportation
8. Land Use
9. Priority Investment

Ravenel Town Hall built 1994

Vision, Goals, & Objectives

Vision Statement

The Town of Ravenel will strive to maintain its rural character by encouraging the foundations of families, neighborhoods, agricultural uses, historic structures, and open spaces upon which the future of the Town will continue to be built. Ravenel will guard against and manage the effects of incoming development pressure; balancing this pressure in order to enhance its commercial and residential areas and ensure that the needs of the community are being met.

Horse pasture on Old Jacksonboro Road in Ravenel

Future development and improvements will be required to demonstrate how they improve Ravenel through increased employment opportunities, better housing choice, enhanced security, expanded recreational opportunities, and cleaner air and water. Ravenel is committed to remaining a place where people enjoy living and remember the past.

Goals & Objectives

Goals and objectives are the heart and soul of the comprehensive plan document and help to establish targets for implementation strategies; establishing a guiding work program for the future. Each Comprehensive Plan element has specific goals and objectives with corresponding policies and strategies for implementation. Policies and strategies may be shared by multiple goals and objectives in multiple plan elements. The following pages provide a summary and overview of goals within each planning element.

Population Element

Goal:	1. Encourage population growth, if it will enhance Ravenel's character.	
Action:	a.	Educate residents about the positive and negative impacts of growth through enhanced public involvement
Responsible Partners	i.	Planning and Zoning
	ii.	Town Council
Action:	b.	Develop community events that focus on Ravenel's foundations of family life, strengthening neighborhoods, agricultural uses, preserving history, and recreational / open space.
Responsible Partners	i.	Entire Town
	ii.	Civic Groups
Action:	c.	Develop an annexation plan, with focus on protecting current Town limit s
Responsible Partners	i.	Planning and Zoning
	ii.	Town Council

Goal:	2. Provide improved services to existing Ravenel residents.	
Action:	a.	Review and inventory existing Town services.
Responsible Partners	i.	Town Staff
Action:	b.	Seek innovative ways to add services or access to services for residents
Responsible Partners	i.	Town Staff with support from Council
	ii.	Partnerships with County or other agencies as appropriate
Action:	c.	Encourage access to programs for the socially vulnerable populations of Ravenel such as low-income, disabled, non-English speaking, or elderly residents
Responsible Partners	i.	Town Staff with support from Council
	ii.	CDBG funding
	iii.	Civic groups
	iv.	Churches
	v.	Other partnerships

Goal:	3. Support access to resources that Ravenel residents need to improve themselves.	
Action:	a.	Promote opportunities for the location of businesses or services that Ravenel residents need or desire by:
Responsible Partners	i.	Planning and Zoning (ensure there are not obstacles)
	ii.	Town leaders(maintain close relationship to residents)
Action:	b.	Promote the relationship between residents and the school system
	c.	Promote support of civic groups, charities, churches, etc.
	d.	Enhance Town Hall access for residents, through use of technology
Responsible Partners	i.	Town Staff

Housing Element

Goal:	1. Encourage a variety of housing options that appeal to Ravenel residents of all incomes.	
Action:	a. Review and amend Zoning Ordinance and map with respect to residential districts, standards, and densities	
Responsible Partners	i. Planning and Zoning Staff ii. Town Council	
Action:	b. Remain flexible to take advantage of unique and innovative solutions for housing, including consideration of cluster or mixed-use zoning	
Responsible Partners	i. Town Council	

Goal:	2. Ensure safe, well-built, and maintained housing conditions exist in Town.	
Action:	a. Improve code enforcement and building and site inspection services	
Responsible Partners	i. Town Staff, with Council support ii. Charleston County	
Action:	b. Encourage, or require where appropriate, enhanced building techniques in coordination with Banks, lenders, and insurance companies	
Responsible Partners	i. Town Staff ii. Planning and Zoning	
Action:	c. Review and amend the Zoning Ordinance regarding mobile home age, skirting, other standards, and temporary camper/trailer residency timeframes	
Responsible Partners	i. Town leadership	
Action:	d. Develop a procedure for condemning and demolishing unsafe structures, including mobile homes or camper/trailers, by inventorying property conditions	
Responsible Partners	i. Town leadership ii. DHEC iii. Charleston County Building Services	
Action:	e. Educate residents regarding home improvement and care by: • Building relationships with qualified contractors, banks, lenders, and insurance companies • Seeking programs and funding to assist • Developing a "triage" program to begin addressing issues, focusing on roofs, foundations, windows and site clean up	
Responsible Partners	i. Town Staff ii. Planning and Zoning	
Action:	f. Periodically review code and policy impacts on other public services	
Responsible Partners	i. Town leaders ii. Area service partners	

Goal:	3. Reduce the potential impacts of conflicting land uses on the health and safety of Ravenel residents and the value of their property.	
Action:	a. Review and amend the Zoning Ordinance and map with respect to district locations	
Responsible Partners	i. Planning and Zoning ii. Town Staff iii. Town Council	
Action:	b. Discourage rezoning property to commercial or industrial uses that are located within larger residential areas, while remaining flexible to address unique situations with solutions such as a floating mixed-use district	
Responsible Partners	i. Planning and Zoning	

Action:	c. Review and amend the Zoning Ordinance regarding mobile home age, skirting, other standards, and temporary camper/trailer residency timeframes
Responsible Partners	i. Planning and Zoning ii. Town Staff iii. Town Council

Economic Development

Goal:	1. Strengthen Ravenel's labor supply.	
Action:	a. Seek a variety of businesses at which residents can work b. Partner with regional entities, including education and employment partners, to encourage Ravenel workers to maintain and upgrade their job skills	
Responsible Partners	i. Town Staff	

Goal:	2. Strengthen and diversify Ravenel's economic base.	
Action:	a. Review all development regarding Town needs and desires (the Priority businesses): • Consider carefully the impact of all proposed employment related development; weighing against the Town of Ravenel's Vision Statement regarding "careful growth"	
Responsible Partners	i. Town Staff ii. Town Council in partnerships with state and county agencies, chambers of commerce	
Action:	b. Improve processes and train staff to deal with economic development proposals in a consistent and thoughtful manner	
Responsible Partners	i. Town Staff	
Action:	c. Establish and promote Priority businesses • Compile and inventory of commercial buildings • Compile Community Profile/Demographic data • Coordinate with regional partners such as Charleston County Economic Development to enlist assistance promoting priority businesses	
Responsible Partners	i. Town Staff ii. Town Council in partnerships with state and county agencies, chambers of commerce	

Goal:	3. Increase Ravenel's commercial activity.	
Action:	a. Establish the "Original Train Town" district b. Develop and support festivals and merchant promotions c. Encourage patronage of local businesses by residents	
Responsible Partners	i. Town Leaders	

Natural Resources Element

Goal:	1. Limit the negatives impacts of development on the environment in and around Ravenel.	
Action:	a. Require new development to use public services instead of wells and septic systems b. Improve code enforcement for existing development c. Restrict clear cutting of trees through zoning and land development controls d. Require grading and erosion control plans e. Continue with landscaping requirements f. Build in processes to enable flexibility in application of provisions to address unique situations g. Work with open space organizations to encourage use of conservation easements where appropriate h. Enforce stormwater runoff standards	
Responsible Partners	i. Town Staff, Planning and Zoning, Town Council	
Goal:	2. Consider land use policies to limit intense uses where necessary.	
Action:	a. Review zoning and land development ordinances to implement policies adopted by Town Council	
Responsible Partners	i. Planning and Zoning ii. Town Staff iii. Town Council	
Goal:	3. Encourage existing residents to limit their impacts on the environment.	
Action:	a. Develop and partner in clean-up programs	
Responsible Partners	i. Local Residents ii. Town Staff	
Action:	b. Encourage recycling	
Responsible Partners	i. Town Staff	
Action:	c. Offer help with trash removal to limit dumping and burning as possible in conjunction with hauling contractors and the County	
Responsible Partners	i. Town leaders	
Goal:	4. Expand recreational and natural resource areas and programs.	
Action:	a. Seek funding to expand and develop existing parklands and add new parklands	
Responsible Partners	i. Town Staff	
Action:	b. Work with CCPRC to maintain regular hours for Bennett Park	
Responsible Partners	i. Town Staff with County assistance	
Action:	c. Work with CCPRC to promote and expand Caw Caw Interpretive Center access and programs (e.g. Birding Baseball Cards or "Ravenel Day" at the Center)	
Responsible Partners	i. Town Leaders	

Natural Resources Element (cont.)

Goal:	5.	Enhance historic preservation efforts in the Town
Action:	a.	Consider CSX Railroad Community Service Grants or Historic Preservation Fund Grants, such as the Paul Bruhn Historic Revitalization Grants Program, from the National Park Service, to help fund the Town's preservation projects.
Responsible Partners	i.	Town Staff

Cultural Resources Element

Goal:	1.	Expand the use of the Historic Conservation Overlay District in the Ravenel Zoning Code.
Action:	a.	Work to establish the "Original Train Town" district near the CSX rail line between Martin and Drayton Streets, beginning at the Depot and working east
	b.	Coordinate with CSX Railroad to obtain grants to obtain equipment
Responsible Partners	i.	Planning and Zoning
	ii.	Town Staff and Council
	iii.	Ravenel Residents

Goal:	2.	Develop permanent historic exhibits.
Action:	a.	Make room for exhibits at Community hall or the Depot
Responsible Partners	i.	Ravenel Historical Society
	ii.	Town Staff

Goal:	3.	Reconsider hosting the Tea Town Festival.
Action:	a.	Coordinate with interested residents
Responsible Partners	i.	Town Staff

Community Facilities Element

Goal:	1.	Monitor the capacity and condition of existing basic public service infrastructure to help determine where future resources (Ravenel's or other agencies) will be needed most.
Action:	a.	Develop a Capital Improvement Plan (CIP) with a primary focus on serving existing residents, coordinating with: a. Charleston Water System for water/sewer b. SCDOT for highway conditions c. Dominion Energy / Berkeley County Coop
Responsible Partners	i. ii.	Planning and Zoning Town Staff and Council

Goal:	2.	Require new development to address community needs (see Land Use) by providing public improvements.
Action:	b. c.	Review and amend application procedures as well as Staff reporting procedures to Council Use Development Agreements to ensure commitments
Responsible Partners	i. ii.	Planning and Zoning Town Staff and Council

Goal:	3.	Improve trash hauling services.
Action:	a. b. c.	Meet with haulers to determine issues with serving Ravenel Residents Maintain the condition of hauler routes Consider efficiency of hiring Town Staff
Responsible Partners	i.	Town Staff and Council

Goal:	4.	Improve internet services.
Action:	a. b.	Town Staff contact providers to determine issues in serving Ravenel residents Partner with larger institutions or customers to gain fiber lines
Responsible Partners	i.	Town Staff and Council

Goal:	5.	Improve the Ravenel pedestrian experience (see Transportation).
Action:	a.	Include improvements to address safety aspects in the CIP such as: • Sidewalks/trails/paths/crosswalks • Connections to schools and parks • Lighting, with a focus on efficiency • Signage – Entryway and directional
Responsible Partners	i.	Town Staff and Council

Goal:	6.	Improve storm water drainage.
Action:	a. b. c. d.	Work with Charleston County to determine CIP projects related to public improvements Develop ditch condition reporting program with Charleston County Consider hiring Town Staff to coordinate with Charleston County on public works projects Launch an Adopt-A-Drain program
Responsible Partners	i.	Town Staff

Community Facilities Element (cont.)

Goal:	7. More fully use Town assets for recreational programs.	
Action:	a. Community Hall b. Depot c. Bennett Park	
Responsible Partners	i. Town Staff	

Goal:	8. Assist county law enforcement.	
Action:	a. Improve property maintenance monitoring and enforcement related to clearing sites around home and ensuring windows are secure b. Clear right-of-way sites along the rail line and intersections c. Build upon relationship with Sherriff to determine issues d. Consider hiring Town Staff to coordinate solutions	
Responsible Partners	i. Town Staff	

Transportation Element

Goal:	1. Improve availability of Public Transportation.	
Action:	a. Town Staff work with TriCounty LINK to seek additional service and improve bus stops b. Work with partners to take advantage of vanpool programs and other innovative public transportation options c. Develop a park and ride lot	
Responsible Partners	i. Town Staff	

Goal:	2. Improve roads.	
Action:	a. Work with Charleston Public Works to help identify paving, ditch, and repair projects b. Consider hiring staff or contracting for maintenance	
Responsible Partners	i. Town Staff	

Goal:	3. Improve pedestrian amenities.	
Action:	a. Focus on safety features such as lighting and crosswalks b. Improve wayfinding or directional signage c. Enforce sidewalk requirements during development review	
Responsible Partners	i. Town Staff	

Goal:	4. Seek funding for future improvements.	
Action:	a. Advocate for installation of left-turn light at intersection of US Highway 17 & SC 165 and other transportation needs b. Ensure new developments help to address related transportation demands	
Responsible Partners	i. Town Staff	

Goal:	5. Monitor and be "at the table" for discussions regarding US Highway 17 in Charleston County.	
Action:	a. Increase awareness of individual improvements and impacts b. Seek partnerships with the City of Charleston, Charleston County, and regional agencies on needed improvements and funding	
Responsible Partners	i. Town Leaders	

Land Use Element

Goal:	1. Continue to develop Highway 17 / Savannah Highway as Ravenel's commercial corridor.	
Action:	a. Establish Gateway Signage b. Encourage in-fill commercial development along the corridor c. Continue to implement the Commercial Corridor Overlay Zoning (CCOZ) district d. Consider adjusting the district to apply to any development in the CCOZ	
Responsible Partners	i. Town Leaders	

Goal:	2. Require new development to address community needs (see Community Facilities).	
Action:	a. Establish Town Staff procedures/reporting to Council b. Review/amend application procedures c. Use Development Agreements to ensure commitments	
Responsible Partners	i. Town Leaders	

Goal:	3. Review and revise the zoning ordinance and map as needed.	
Action:	a. Consider the changes and removals suggested b. Review and establish or change procedures with Town Staff, ensuring cross-training occurs	
Responsible Partners	i. Planning and Zoning ii. Town Council	

Goal:	4. Review parking requirements and adjust if necessary.	
Action:	a. Consider the changes and removals suggested b. Review and establish or change procedures with Town Staff, ensuring cross-training occurs	
Responsible Partners	i. Planning and Zoning ii. Town Staff	

Goal:	5. Ensure low-density zoned areas are not encroached upon by more intense uses.	
Action:	a. Consider the changes to zoning and land development regulations suggested	
Responsible Partners	i. Planning and Zoning ii. Town Staff	

Priority Investments

1. ***Improve Sidewalks***
    a. Along highways, partner with SCDOT
    b. In low income areas, consider Neighborhood Revitalization (CDBG) funding
    c. Inventory existing sidewalks and identify improvements

2. ***Improve drainage***
    a. Charleston Public Works and Town Staff

3. ***Improve internet***
    a. Private providers and Town Staff

4. ***Improve trash hauling***
    a. Remove obstacles where possible
    b. Private providers and Town Staff

5. ***Improve community facilities and sites.***
    a. Including entryway signage
    b. Town Hall
    c. Entryway park
    d. Bennett park
    e. Depot
    f. Ravenel Hall
    g. New use for old E.B. Ellington School.

6. ***Improve housing conditions.***
    a. Funding
    b. Code enforcement

7. ***Improve transportation safety and mobility***
    a. Left turn stoplight at Highway 17 & 165

Population

Introduction

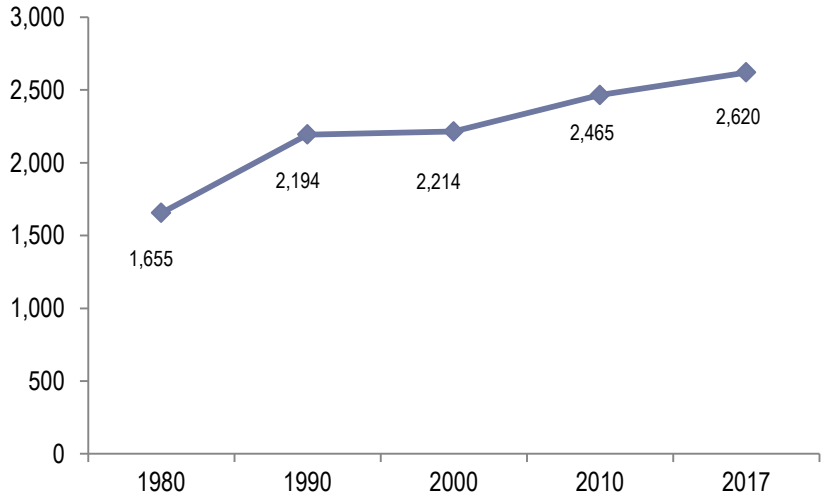
Population information, also known as demographics, is an essential component of the comprehensive planning process as analysis of such data provides a valuable assessment of past and existing conditions, and offers some insight into the community's likely future trajectory. A thorough understanding of a community's demographics ensures that adequate services are provided to various groups and helps to inform the decision making process. This data describes the current fabric of the Ravenel community, indicates how demographic changes over time may be influencing the community's needs, and will assist local leaders in considering how best to address and accommodate these needs.

The population element is comprised of socioeconomic data that aims to present a clear and objective understanding of the composition of the Town. These demographics include historic trends and projections of the population size; population age, race, and educational levels; the count, size, and characteristics of households, and other relevant demographic data.

Historic Trends and Projections

Ravenel is located within the Charleston-North Charleston Metropolitan Statistical Area (MSA), which includes Berkeley, Charleston and Dorchester Counties. The Town of Ravenel is situated about 20 miles west of downtown Charleston, South Carolina along the CSX rail line centered on the intersection of State Highway 165 and U.S. Highway 17. While the prominence of the rail line influenced the establishment of Ravenel as a "railroad" town, it was not until after World War II when the Town experienced robust growth.

From 1950 to 1980, Ravenel grew from a modest population of 337 to 1,655 residents, with this growth trend continuing through the 1980's. Since the 1990's, however, the Town's growth has slowed (see Figure 1) and has remained relatively flat, particularly compared to growth in nearby jurisdictions, as shown below in Figure 2.



Source: US Census Bureau

Figure 1: Ravenel Population Growth (1980 to 2017)

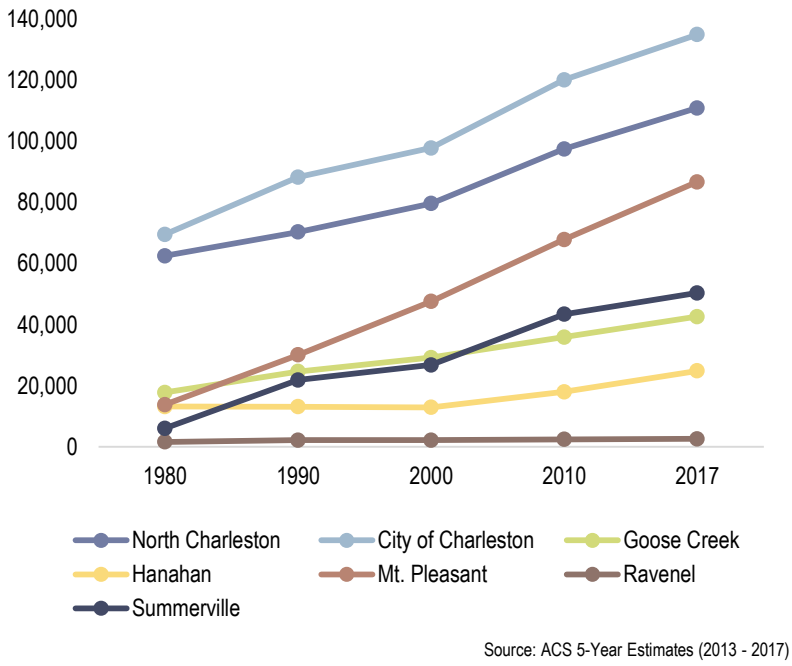


Figure 2: Municipal Population Change (1980 to 2017)

According to 2017 American Community Survey (ACS) estimates, the Town's current population estimate is 2,620. The Town has grown by approximately 155 residents, or 6%, since the 2010 Census. Using United States Census Bureau data, the South Carolina Revenue and Fiscal Affairs Office (SCRFAO) creates population projections for the tri-county area which currently extend through the year 2030. Although the SCRFAO does not provide projections for individual municipalities within the County, estimates for the State and County can be used as a guide to anticipate growth within the Town. According to the SCRFAO's projections, the Charleston-North Charleston MSA is expected to continue to see robust growth through 2030 as shown in Figure 3 on the next page.

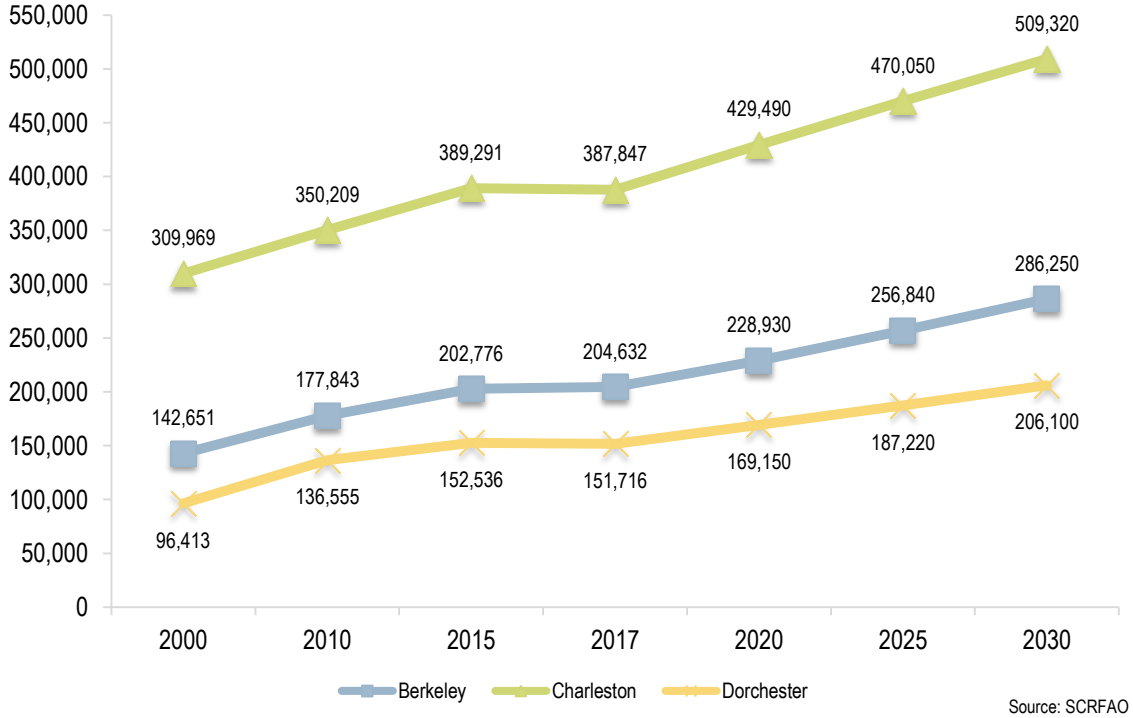


Figure 3: SCRFAO County Population Projections Through 2030

However, based on most recent population trends (from 2010 – 2018),the Town of Ravenel has experienced a slower pace of growth than the County or region with an average annual rate of about 1.02% increase during this period. Assuming this growth rate remains steady, the Town's population will be approximately 2,729 in 2020, and will rise to approximately 3,345 in 2040. However, it is important to note that these population projections assume consistent growth and are purely an estimate based on recent trends.

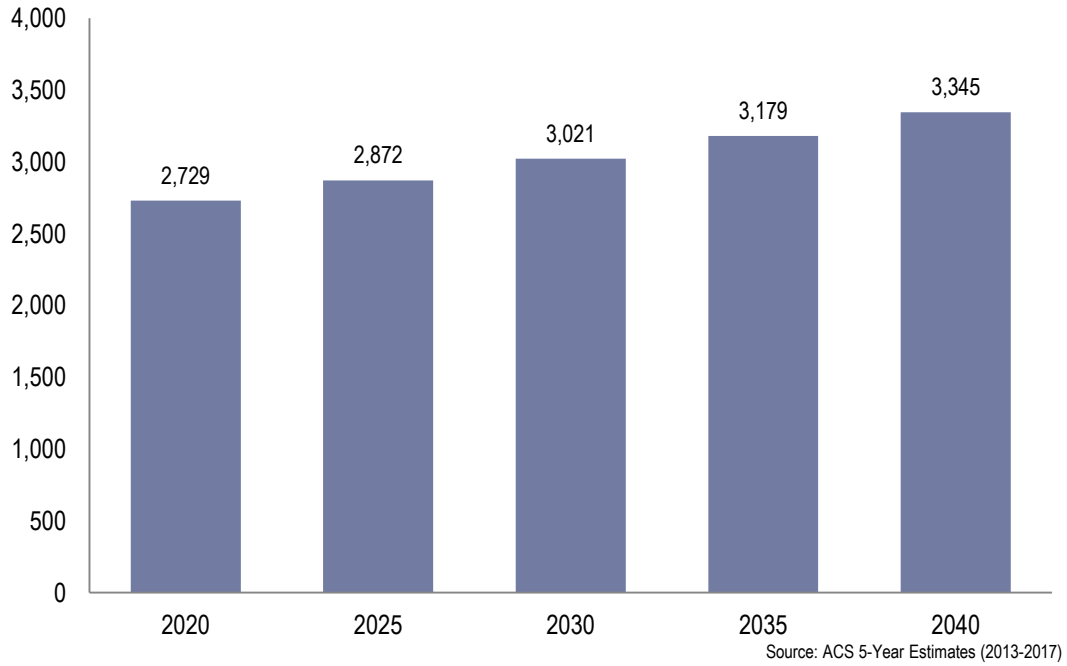


Figure 4: Projected Ravenel Population Through 2040

Given the MSA's overall population growth in the past ten years (ACS 5-year estimates) and Ravenel's geographic proximity to the City of Charleston and major highways, the Town has the potential to experience more rapid growth in the future. As the metropolitan area grows, new industrial businesses may seek out available land near, but outside of, the Charleston city limits, particularly land that offers easy access to primary highway routes and rail lines. Although this development pattern may gradually follow highway 17 into Ravenel, there also may be development "leaps" along the corridor.

An example of one such leap is the Spring Grove development occurring to the west of Ravenel. Spring Grove is a 14,508-acre form-based development district that Charleston County approved in late 2015. About 11,000 acres of Spring Grove will have a density no greater than one dwelling unit per 25 acres, but there are areas of "G-3, Intended Growth Sector" development, including "economic development/ business" and "regional retail" special districts, planned along Old Jacksonboro Road, the CSX Rail line, and Highway 17 that will be adjacent to the present corporate limit.

Although growth patterns continue to slowly extend outward toward Ravenel, town leaders and residents have a more reserved vision for the Town's future.

Demographics

Age

According to the 2017 American Community Survey's 5-year estimates, the median age of the population of Ravenel is 44.9 years, which is above that of Charleston County (median age of 37.2 years), the State of South Carolina (39.0 years) and the United States overall (37.8 years), as shown in Figure 5 below.

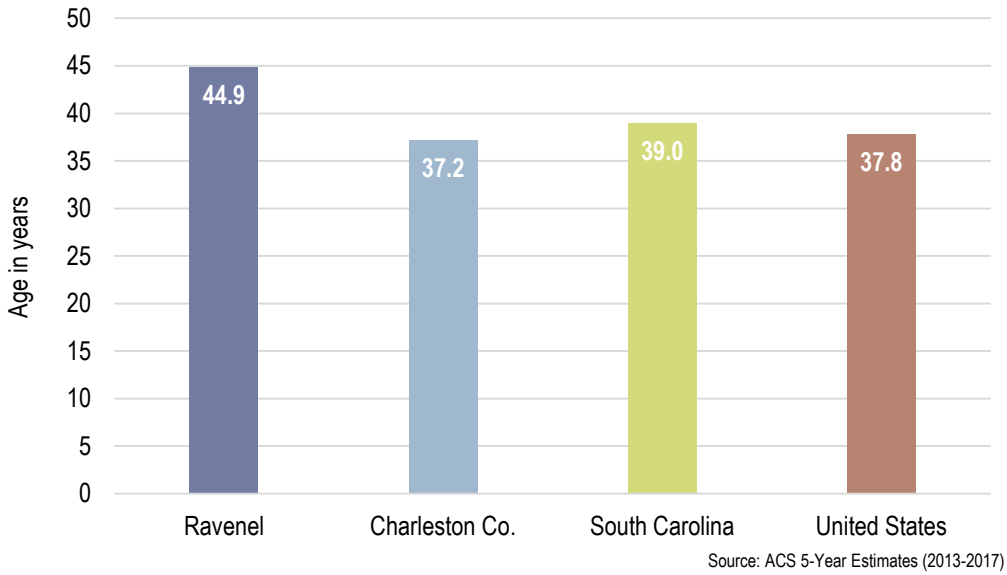


Figure 5: Median Age Comparison (in years)

About 23% of the Town's population is younger than 25 years of age compared with Charleston County at about 30% of the population being under the age of 25. In 2010, an estimated 32% of the Town's population was under 25 years of age, indicating that as the Town's youth has grown into adulthood, fewer new, young families are staying or moving in to the Town.

About 64% of the Town's population is between the ages of 25 and 64, up from 55% in 2010. The population over 65 is about 13%, which is generally unchanged since the 2010 Census. These figures show that the middle-aged adult population is growing while the young adult population is shrinking, indicating that the Town is now accommodating an aging population of people, which should be a consideration during future planning initiatives.

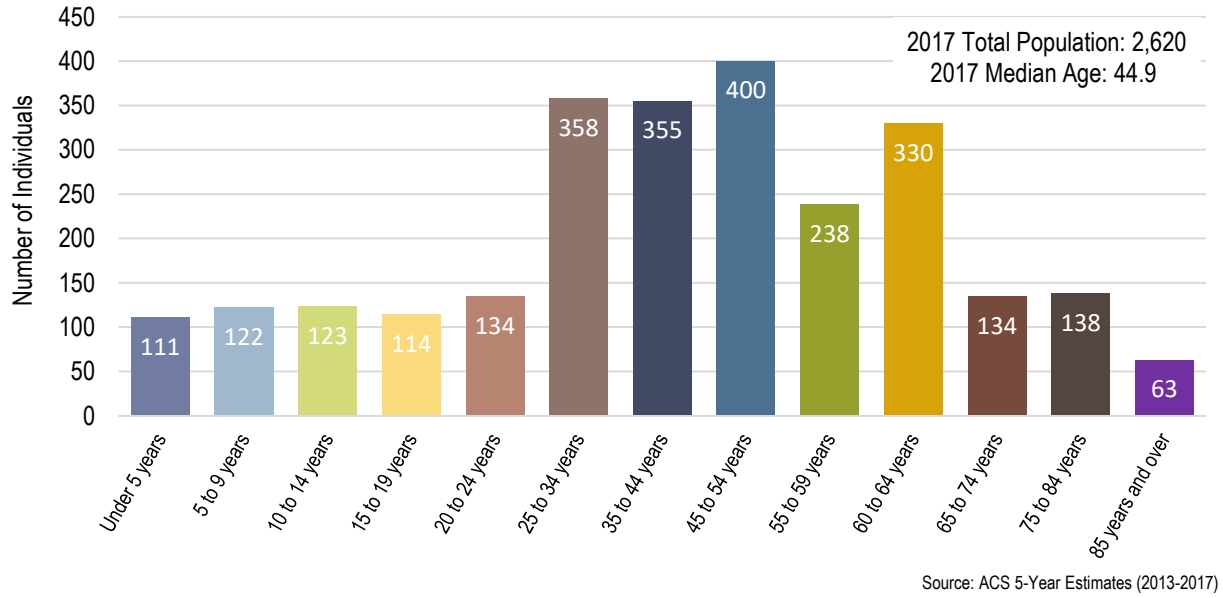


Figure 6: Town of Ravenel Age Cohorts (in Years)

Racial Composition

The ACS 5-Year Estimates show that white residents comprise about 55% of the Town's population and African-Americans just under 44% of the population. Approximately 1% of the population identifies as some other race, and less than 1% of the population identifies as Asian (0.34%) or of two or more races (0.11%). The racial composition of the Town has shifted slightly in recent years. In 2010, the Town was approximately 61% white, 34% African American, 1.5% Asian, 2% of some other race, and 1.3% of two or more races. This change indicates that Ravenel is becoming a more racially diverse community.

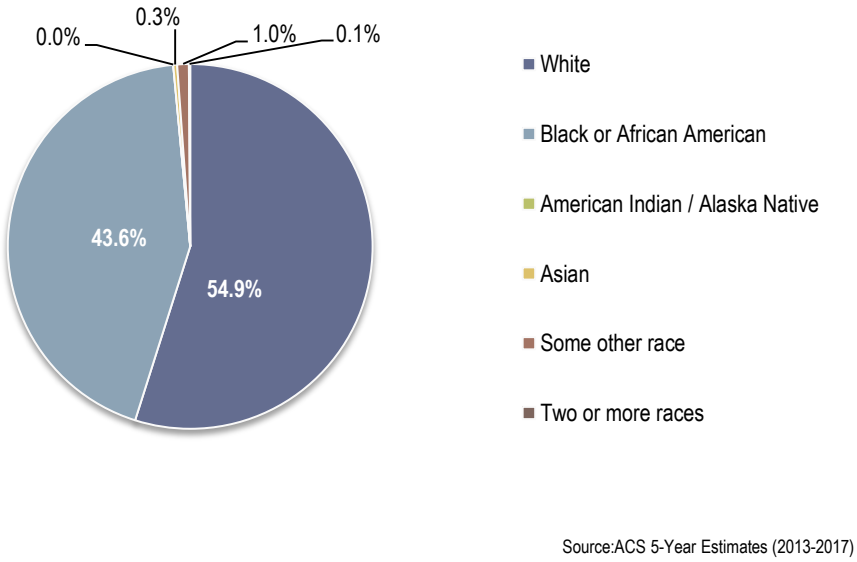
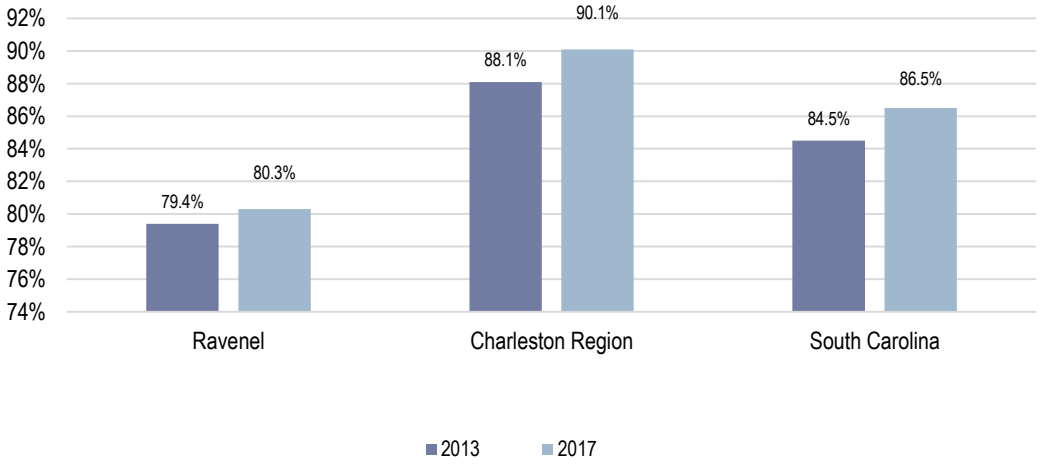


Figure 7: Ravenel Racial Diversity

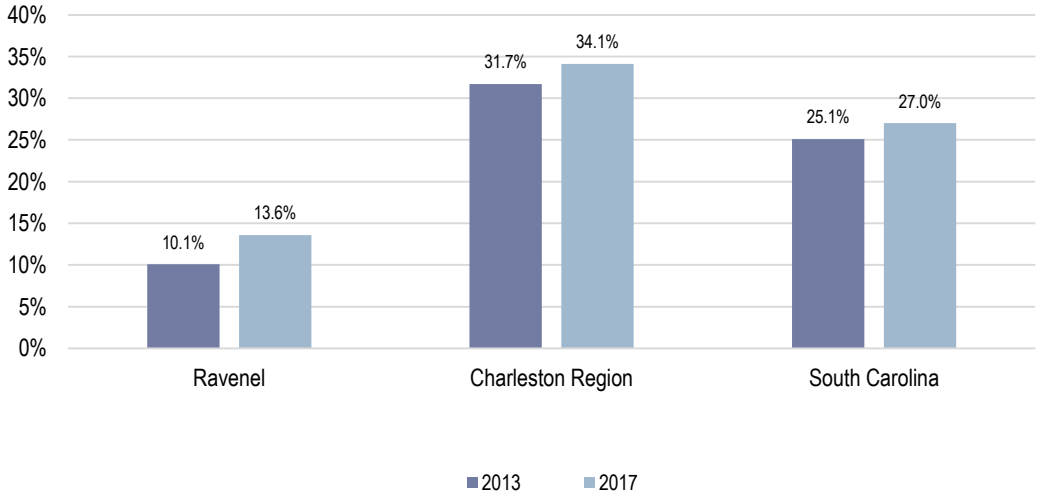
Educational Attainment

The Town of Ravenel improved its high school graduation rate and bachelor degree attainment rate from 2013 to 2017, according to ACS estimates (see Figures 8 and 9). In this time period, town residents who earned a high school degree or higher increased slightly from 79% to 80%, while residents who earned a Bachelor degree or higher increased from 10% to 14%. However, these rates lag behind the same measures for the region and state overall.



Source: ACS 5-Year Estimates (2013-2017)

Figure 8: High School Graduation Rate



Source: ACS 5-Year Estimates (2013-2017)

Figure 9: Bachelor's Degree Attainment Rate

The disparity of educational attainment along racial lines may be more of a concern than the overall attainment rates. African-American residents of Ravenel attain only a High School education (85%) at a slightly higher rate than Whites (83%); with the Latino population a distant third (30%). However, concerning college-level education, Whites top the attainment chart at 22%, with African-Americans following at 4%, and the Latino population not registering at all. Again, these attainment rates lag the Charleston Region and the State of South Carolina.

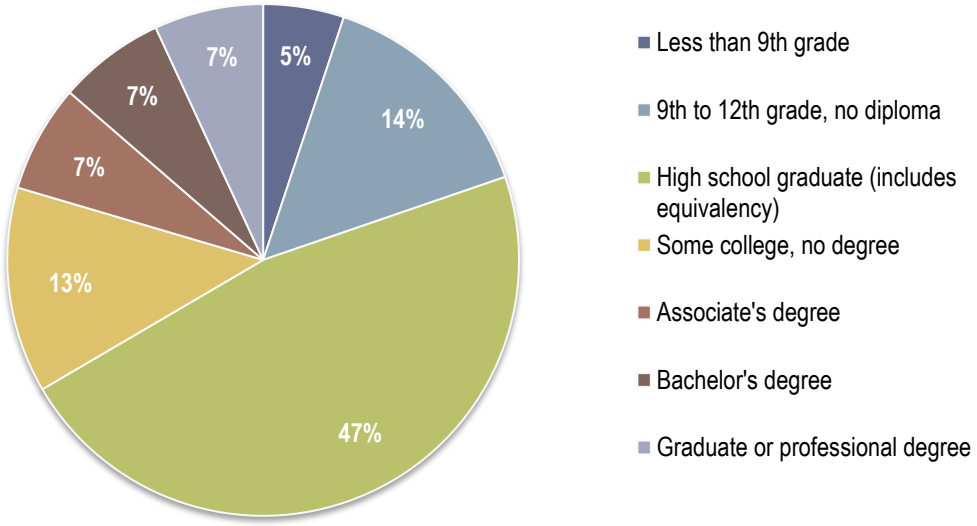


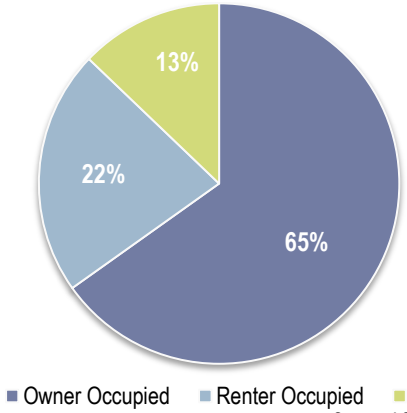
Figure 11: Ravenel Educational Attainment (2017)

Source: ACS 5-Year Estimates (2013-2017)

Households and Families

There are an estimated 1,214 total housing units (both occupied and unoccupied) in Ravenel as of 2017, up from 980 units in 2010 (or, a 24% increase). Most of these units (1,058 or 87%) are occupied and therefore considered *households* for U.S. Census purposes, up from 823 occupied households in 2010 (a 29% increase). The remaining housing units (156 or 13%) are vacant, which is essentially unchanged from 2010's 157 vacant units. Of the occupied households, 791 are owner-occupied and 267 are renter-occupied households, as shown in Figure 12. Comparatively, in 2010 there were 625 owner-occupied households and 198 renter-occupied households. Thus, owner-occupancy has increased 27% and renter-occupancy has increased approximately 35%.

Figure 12: Ravenel Housing Occupancy Rates (2017)



Source: ACS 5-Year Estimates (2013-2017)

Of the Town's 1,058 occupied housing units, 61.1% are family households, meaning there are two or more people related by birth, marriage, or adoption living in the household. This is down from 69.9% in 2010.

The Town's 2017 average household size is about 2.48 people, down from 2.67 people in 2010. The average family size has also shrunk slightly from 3.18 family members in 2010 to 3.10 family members per household in 2017. While there has been a decline in family households, non-family households have increased from 30% in 2010 to 39% in 2017. Compared to neighboring communities, Ravenel (as well as Goose Creek and Summerville) has a much higher percentage of family households than non-family households (see Table 1 below). This data can help to inform future land use planning decisions in the Town with respect to housing demand.

Regional Household Characteristics (2010-2017)

	Ravenel		No. Charleston		Charleston		Goose Creek		Summerville	
	2010	*2017*	*2010*	*2017*	*2010*	*2017*	*2010*	*2017*	*2010*	*2017*
Total Households	*823*	*1,058*	*34,926*	*40,577*	*49,288*	*53,845*	*11,178*	*13,756*	*15,529*	*17,565*
Average Household Size	2.67	2.48	2.57	2.53	2.26	2.33	2.89	2.83	2.56	2.78
Average Family Size	3.18	3.10	3.21	3.34	2.97	3.01	3.21	3.26	3.14	3.42
Family Households	575	646	21,809	23,431	25,628	28,274	8,973	10,263	10,634	12,059
Family Households (%)	69.9%	61.1%	62.4%	57.7%	52.0%	52.5%	80.3%	74.6%	68.5%	68.7%
Nonfamily Households	248	412	13,117	17,146	23,660	25,571	2,205	3,493	4,895	5,506
Nonfamily Households (%)	30.1%	38.9%	37.6%	42.3%	48.0%	47.5%	19.7%	25.4%	31.5%	31.3%

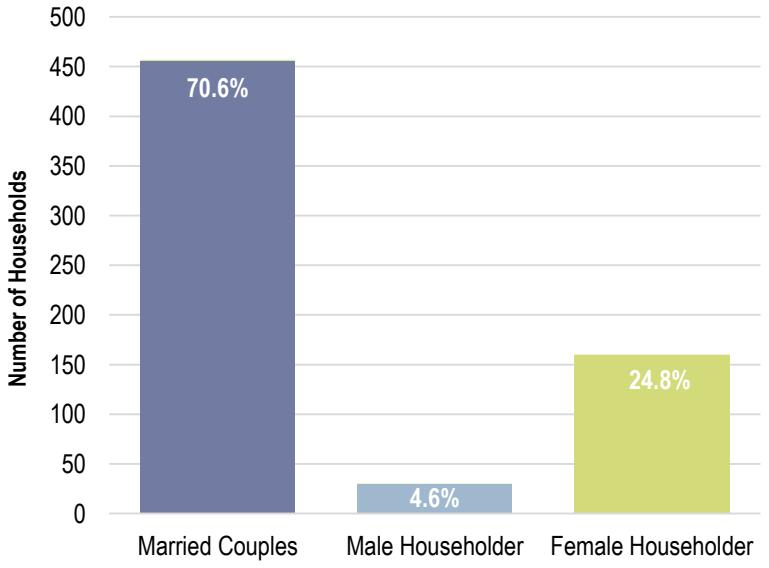
Source: U.S. Census Bureau

Table 1: Regional Household Characteristics (2010-2017)

As shown in Figure 12, approximately 71% of the 646 total family households in Ravenel in 2017 are "Married Couple" families, followed by "Female Householder, No Husband" families (25%) and "Male Householder, No Wife" families (5%).

Income and Employment

The median household income of Ravenel is $48,824, with an average household income of $57,284. The income cohorts are fairly evenly dispersed across the income spectrum with the exceptions of annual incomes "Less than $10,000" (22%) and "$50,000 to $74,999" (24%), as shown in Figure 13 below.



Source: ACS 5-Year Estimates (2013-2017)

Figure 13: Ravenel Household Types

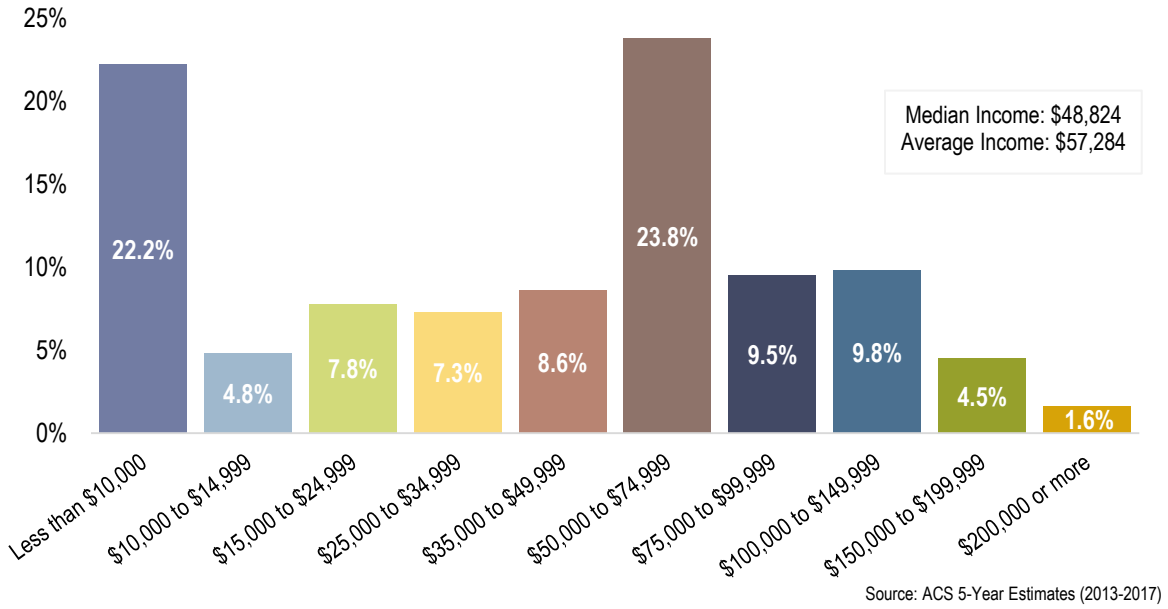


Figure 14: Town of Ravenel Median Household Income (2017)

The median household income has increased 20.6% compared to 2012 data and the average household income has increased 15%. In comparison to surrounding communities, the median household income is increasing significantly while the average income is in the middle of the group. This may indicate that income levels are increasing for lower income households. Table 2 below displays the regional household income medians and averages in 2012, 2017, and the percent change over this time period.

Ravenel Household Income Characteristics

	Median Household Income			Average Household Income		
	2012	*2017*	*% Change*	*2012*	*2017*	*% Change*
Ravenel	**$38,750**	**$48,824**	**20.6%**	**$48,629**	**$57,284**	**15.1%**
Charleston	$50,873	$61,367	17.1%	$72,522	$88,467	18.0%
Goose Creek	$62,045	$64,204	3.4%	$69,659	$76,184	8.6%
North Charleston	$39,416	$39,944	1.3%	$50,910	$53,933	5.6%
Moncks Corner	$41,406	$50,840	18.6%	$49,364	$60,023	17.8%
Summerville	$54,677	$57,825	5.4%	$67,644	$74,862	9.6%

Source: ACS 5-Year Estimates (2013-2017)

Table 2: Ravenel Household Income Characteristics

The unemployment rate in Ravenel appears to have improved significantly in recent years, dropping from 21.4% in 2012 to 11.7% in 2017 (see Table 3 below). However, the overall number of residents that are not in the labor force has increased from 597 to 923 (55%). This may indicate an increase in non-working students, retired residents, residents that have stopped looking for work, or whom have found other ways to support their households.

Ravenel Employment Status			
	2012	2017	% Change
Available Labor Force (Age 16+)	1,794	2,239	24.8%
In labor force	1,197	1,316	9.9%
Civilian labor force	1,197	1,316	9.9%
Civilian Employed	941	1,162	23.5%
Civilian Unemployed	256	154	-39.8%
Armed Forces	0	0	0.0%
Not in Labor Force	597	923	54.6%
Unemployment Rate	**21.4%**	**11.7%**	-9.7%
			Source: ACS 5-Year Estimates (2013-2017)

Table 3: Ravenel Employment Status

Figure 15 compares 2012 to 2017 regional unemployment rates. Although the unemployment has declined throughout the region in this time period, Ravenel still experiences a significantly higher unemployment rate than surrounding communities and the state of South Carolina.

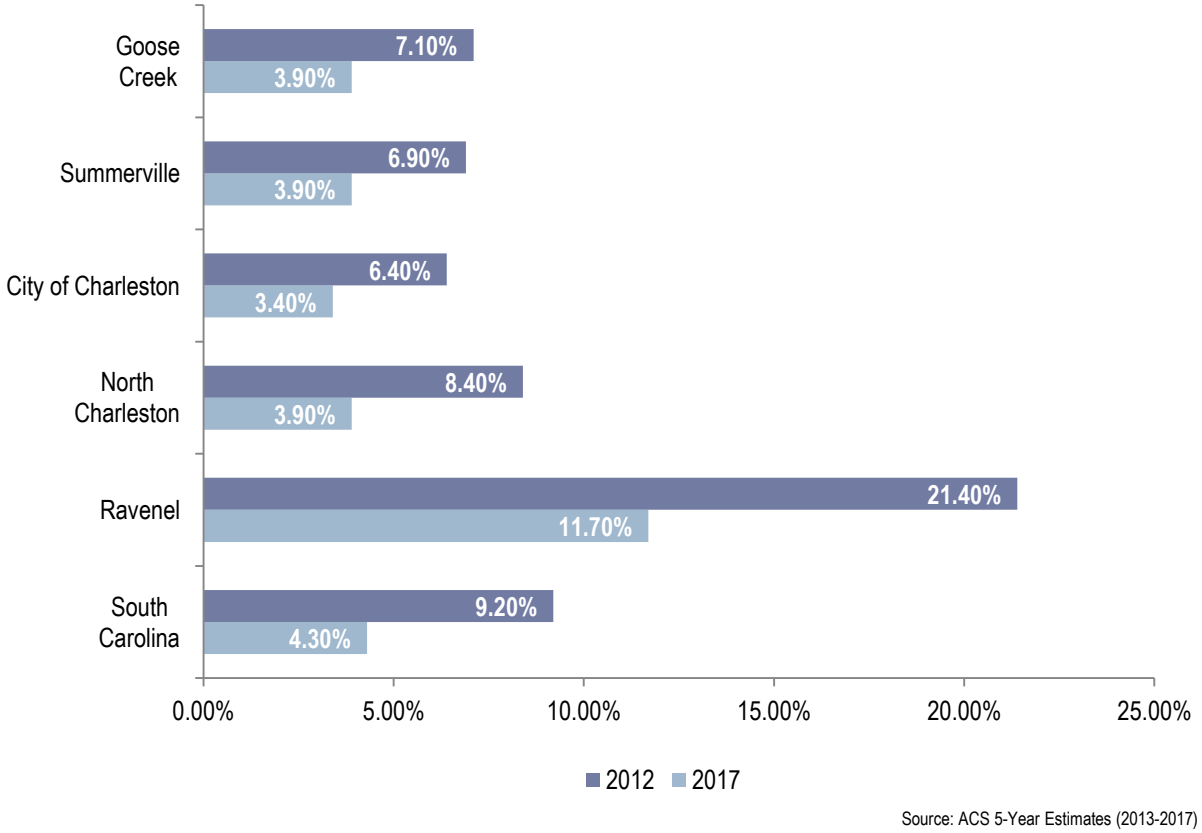


Figure 15: Regional Unemployment Rates (2012 – 2017)

Housing

Introduction

One of the key components to a healthy town is adequate and secure housing that residents can afford to buy and maintain over time. A town must also have a diverse housing mix that provides options among housing types to accommodate various family sizes and housing budgets. This element reviews the existing conditions of, and changes in, Ravenel's housing stock and provides recommendations for housing initiatives.

Housing Stock

Ravenel's housing stock consists of a variety of residential dwelling types with housing conditions ranging from well-kept homes to dilapidated structures showing evidence of deferred maintenance. Patterns of residential development include large single-family homes, newly-developed low density neighborhoods, small lot older neighborhoods, mobile home parks, and mobile homes on single lots scattered throughout town. Lot sizes range from small, one-quarter acre lots, to large five-acre estates, and upwards of a one-hundred acre farm. Several older sub-divisions flank the CSX rail line and are part of what was once the center of Ravenel. Ravenel Acres was developed on the edge of this core on Highway 165 in 1956 and still has several undeveloped lots. Commercial growth then shifted to U.S. Highway 17 where Palmetto Terrace was developed in 1961.

As noted in the Population Element of this Plan, the Town has 1,214 housing units of which 1,058 (87%) are occupied, and 156 (13%) are vacant in 2017. There are 791 owner-occupied units and 267 renter-occupied units. Average household size has shrunk slightly from the 2010 level of 3.00 people per household to 2.48 people per household. The median age of residents is 44.9, well above the county, and the number of residents younger than 25 has shrunk considerably since 2010.

Only 138 (11%) of the housing units in Ravenel were constructed after the year 2000. This is a modest increase in housing supply and is significantly less than surrounding communities such as North Charleston, with a 30% increase in housing stock since 2000, Moncks Corner (45%), and Summerville (44%). The majority (730 or 60%) of the housing units in Ravenel were built between 1980 and 1999.

Housing Supply After 2000

	North Charleston	City of Charleston	Goose Creek	Ravenel	Moncks Corner	Summerville
Total Housing Units	45,893	61,199	14,468	**1,214**	3,757	19,129
Housing Built After 2000	13,795	17,945	6,289	**138**	1,672	8,411
Change in Supply	30.1%	29.3%	43.5%	**11.4%**	44.5%	44.0%

Source: U.S. Census Bureau

Table 4: Housing Supply After 2000

The Town's aging housing stock and decreasing proportion of young adult residents may result in elderly residents occupying older housing units. Older homes are more likely to have greater maintenance needs, which can become a significant financial burden for occupants with restricted resources.

Recent Housing Construction

Recent building permit data indicates an estimated twenty permits were issued in 2017, of which three were commercial and the rest were for single-family residential structures. Twenty permits were also issued in 2018, of which two were commercial and the rest were for single-family residential structures. Through May 2019, there have been seven single-family residential structure permits, two commercial structure permits, and a number of mobile home and accessory structure permits issued.

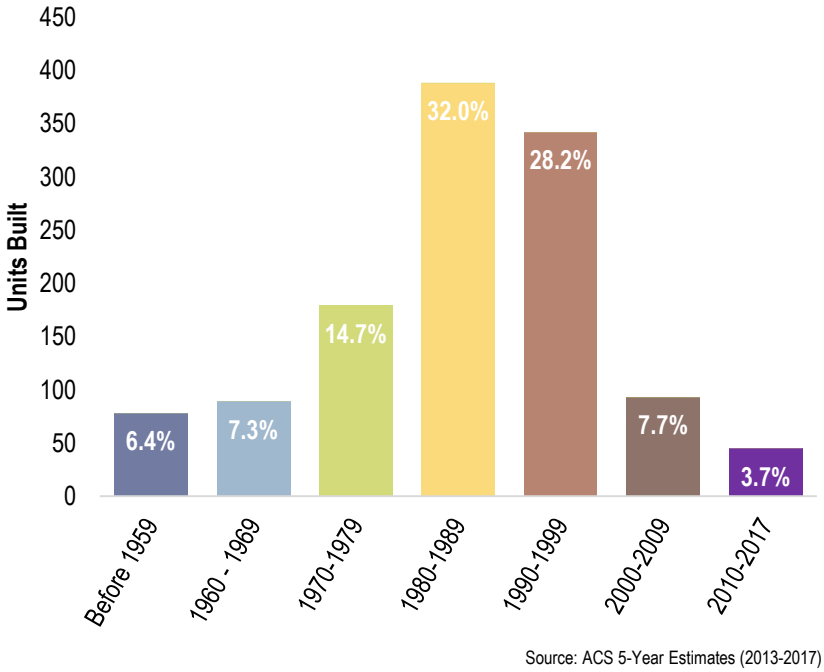


Figure 16: Ravenel Housing Construction by Year

Housing Inventory

The 1,214 housing units analyzed in 2017 are nearly evenly split between 637 (52%) single-family units and 599 (49%) mobile home units. The number of single-family units has increased 17% from the 2010 Census and the number of mobile homes has increased 38%. This relatively high number of mobile homes in the Town, and the significant increase (38%) of such units over this time period, likely indicates a lack of affordable housing options available to residents, such as apartment units or multi-unit townhomes. Additionally, the overall lack of diversity in housing-types may be a detriment to growth in the

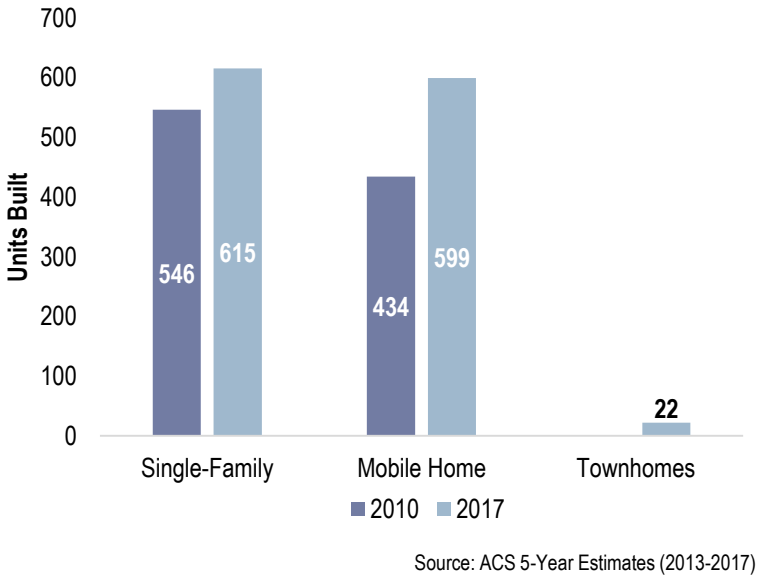


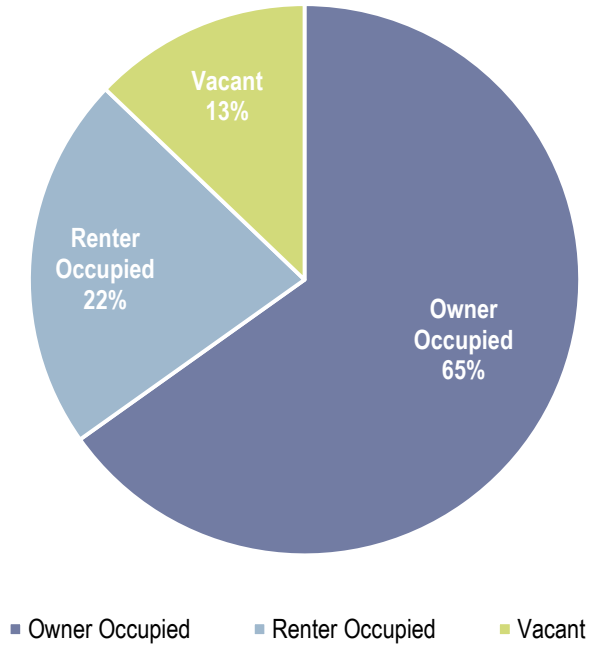
Figure 17: Ravenel Housing Inventory by Year

housing market and may create a barrier to families seeking affordable housing. Lack of affordable housing options and variety of housing types may be a factor in the Town's recent population trends that have indicated a shrinking young adult population.

Housing Characteristics

Of the Town's 1,214 housing units, 762 units (63%) have three bedrooms, followed by two-bedroom units at 273 (23%), and four-bedroom units at 121 (10%). This data suggests that most Town residents (73%) are seeking housing with three or more bedrooms, likely indicating that such households are supporting some form of family structure rather than single occupants. The median number of total rooms per household is 5.9 rooms, which includes kitchen, living room, bathroom, and bedroom(s).

Occupancy



Source: ACS 5-Year Estimates (2013-2017

Figure 18: Housing Occupancy in Ravenel (2017)

Of the occupied 1,058 housing units, 981 occupants (93%) have lived in their unit for at least ten years. With 791 units being owner-occupied, this indicates that renter turnover is relatively low. Most (87%) of the occupied units rely on electricity for heat. There are no housing units lacking plumbing or kitchen facilities. Approximately 116, or 11%, of occupied units do not have access to a vehicle, which is a significant number considering the Town's local economy is likely not supporting all such residents. Therefore, if these households are in the labor force, they must use some form of public transportation to get to and from work (see Transportation and Economic Development Elements for further discussion).

Housing Costs and Home Values

As with the rest of the region, median gross rent costs and median home values have increased in Ravenel from 2010 to 2017. As a percentage, the increases in these housing cost indicators have outpaced both the County and State. Ravenel rent has increased 45% since 2010, but the median rent of $806 remains below the County and State medians. Median home values have increased 28% since 2010, with the median value of $150,900 being below the County median, but above that of the State.

Affordability

Affordability in the context of housing is an often misunderstood term. There is no standardized dollar amount that would be "affordable" to all individuals or all households. Housing affordability is deeply entrenched in annual household income; just as incomes can vary greatly from household to household, so does the level of affordability for housing. For an individual household, affordability is calculated as a percentage of household earned income. Typically, housing costs are considered "affordable" when they equal less than 30% of household income. Individuals and/or families are considered "cost burdened" if housing costs exceed 30% of household earned income, which can lead to scarcity of financial resources for other necessities such as food, transportation and medical care.

The American Community Survey provides data on the costs and relative affordability of mortgages and rental housing. Of the 468 owner-occupied households with a mortgage, 220 (47%) are cost burdened, spending 30% or more of their income on housing. Of the 300 owner-occupied households without a mortgage, 71 (24%) spend 30% or more of their income on housing. Of the 171 rental households, 71 (42%) are cost burdened. Thus, a total of 362 (39%) of occupied Ravenel households are financially burdened, spending more than 30% of their total income on housing costs.

Compared to nearby communities, a higher percentage of Ravenel homeowners with and without a mortgage (47% and 24%, respectively), or approximately 38% of all homeowners in Ravenel, are burdened by homeownership costs. Rental households in Ravenel are comparatively less cost burdened, at 42% of all units, than surrounding communities, however, this remains a significant number. This indicates that overall housing costs in Ravenel are often exceeding affordability levels for residents. Such residents may struggle to afford other basic necessities and comfortably make ends meet.

Home Ownership and Rental Affordability

		Households With Mortgage	Households Without Mortgage	Rental Households	Total
Ravenel	**Total Count**	**468**	**300**	**171**	**939**
	Cost-burdened Households	**220**	**71**	**71**	**362**
	% of Total Count	**47%**	**24%**	**42%**	**39%**
North Charleston	Total Count	12,135	5,657	21,371	39,163
	Cost-burdened Households	4,335	870	12,504	17,709
	% of Total Count	36%	15%	59%	45%
Charleston	Total Count	20,678	8,259	22,224	51,161
	Cost-burdened Households	6,235	1,324	11,448	19,007
	% of Total Count	30%	16%	52%	37%
Goose Creek	Total Count	7,526	1,730	4,119	13,375
	Cost-burdened Households	1,747	210	2,150	4,107
	% of Total Count	23%	12%	52%	31%
Summerville	Total Count	8,699	2,508	6,007	17,214
	Cost-burdened Households	2,497	275	3,117	5,889
	% of Total Count	29%	11%	52%	34%

Source: ACS 5-Year Estimates (2013-2017)

Table 5: Home Ownership and Rental Affordability

While the 2017 ACS reported a median home value of $150,900, at the time of this plan the Charleston area Multiple Listing Service (MLS) included eight homes for sale ranging from $250,000 to $675,000. The average cost of these eight homes is $414,738. This average home cost would require a monthly payment, based on conventional terms, of an estimated $2,150 per month. Considering Ravenel's median household income of $48,824 and average household income of $57,284, the average home would require anywhere from 38% to 53% of a resident's income. The low-end home of $250,000 is certainly more affordable with an estimated $1,299 needed per month, requiring from 27% to 32% of a residents income. Of the occupants paying rent in Ravenel in 2017, about 61% pay less than $1,000 per month.

State and Federal Initiatives

The state of South Carolina is currently considering enabling legislation, Bill H. 3091, which would allow counties and municipalities "to adopt and use *voluntary* inclusionary housing strategies to increase the availability of affordable housing." If enacted by the state and later adopted at local or county levels, it would incentivize the development of affordable dwelling units. Some of the specific components of the inclusionary housing policy currently include:

- Affordable units may be multifamily rental, single-family rental, or single-family homeownership;
- Developers must have the option to pay a 'fee-in-lieu' in an amount determined by the municipality or county rather than including affordable units in the development project;
- Developments that include affordable units will receive an expedited review process; and
- One or more of the following development incentives must be offered to developers:
  - Density adjustments
  - Modification of height, floor area, or other site-specific requirements
  - Whole or partial waivers of system development charges, impact, or permit fees
  - Tax adjustments
  - Other incentives determined by the locality.

While the Town of Ravenel does not meet the population requirements to adopt this law at the municipal level, it could be enacted at the County level. Details of the proposed legislation are still in discussion.

At the federal level, agencies such as the U.S. Department of Housing and Urban Development (HUD) determine a community's eligibility for program support using their own formulaic approach in conjunction with Census data. For example, HUD sets annual estimated income limits and median family incomes (MFIs) for counties and metropolitan statistical areas (MSA's), like Charleston-North Charleston, which are used as a standard basis of comparison for incomes and housing affordability in the region. HUD uses these calculations in programs such as Public Housing, Section 8, Housing Choice and Project-Based Voucher, Section 202 (housing for elderly), and Section 811 (housing for disabled individuals). Typically, if an individual or family earns 80% or less of the area median income, they would qualify for federal housing programs.

Identified Issues

1. Increase affordable housing options

A: Review and amend Zoning Ordinance and map with respect to residential districts, standards, and densities to enable development of new affordable housing options in Town.

B: Remain flexible to take advantage of unique and innovative solutions for affordable housing, including consideration of cluster or mixed-use zoning, "tiny homes," or workforce housing.

C: Reduce additional development costs associated with on-site septic systems permitted through the SC Department of Health and Environmental Control by limiting development to occur only within areas served by public sewer.

2. Amend zoning code to encourage desired housing types, development patterns, and to conserve natural resources

A: Establish parameters for cluster zoning within Planned Developments to cluster homes near infrastructure services area (e.g. public water and sewer connections) and to conserve more open space.

B: Establish a maximum allowed density for Planned Developments that is greater than the current allowable density in the R-3 zoning district to increase flexibility for unique housing developments in Town.

C: Encourage mixed-use zoning within or nearby large residential developments, especially Planned Development Districts.

D: Consider prohibiting mobile/manufactured homes on individual lots in certain residential districts (e.g. AR or R-1), or permit them only with conditions or Special Exceptions in certain districts with the objective of locating such units within mobile/manufactured home communities.

3. Amend the building code as necessary to increase safety of affected residents and improve curb appeal

A: Ensure new housing types, particularly mobile and manufactured homes, are held to sound construction standards, including: "firewise" building methods[1], building techniques that secure strong roofs and foundations to protect again storm damage,

[1] "Firewise" building methods require safety aspects such as the clearing of brush from homes to reduce the fuel available to wildfires and improved access for evacuations and emergency vehicles.

	wind ratings (minimum of wind zone III for hurricane-prone areas), and that manufactured homes were built after June 15, 1976[2].
B:	Enhance code enforcement initiatives such as recreational vehicles and tents serving as alternative dwelling units, increase building and site inspections and monitoring. Consider adding (part-time) staff, training opportunities and equipment to support these activities.
C:	Identify particular code enforcement issues of priority (e.g. broken windows) and address them through various homeowner education programs, and/or consider applying for CDBG Neighborhood Revitalization grant funding to support exterior façade work and rehabilitation efforts.
D:	Develop and initiate procedures to demolish unsafe housing units. Consider applying for CDBG slum and blight funding ("area" or "spot basis," depending on need) to rectify certain parcels or larger blighted areas.
E:	Identify potential ways to incentivize existing mobile/manufactured home parks and individual units to conform to current standards to improve overall quality, appearance, and living conditions.

[2] Mobile homes built after June 15, 1976 are known as "*manufactured homes*" when legislation passed by Congress took effect requiring such homes be built to HUD Code standards. The term "mobile home" now only applies to those units built before June 15, 1976 and can denote a lower quality standard.

Economic Development

Introduction

Vital to the success of any city or town is the strength of its economic base. In order to maintain a healthy economy, a town needs a diversity of industries and businesses to safeguard against potential shocks such as an economic recession or a large company's relocation. A healthy economy also brings the benefits of improved economic opportunities, minimizes income inequality, supports upward mobility, attracts prospective employers, and overall urban growth. This element looks at economic conditions, trends and projections, the available labor force, and other issues that are relevant to the local economy.

Workforce Profile

Labor Force

The 2017 American Community Survey (ACS) data show that the overall available labor force (those residents over age 16) in Ravenel grew from 1,794 in 2012 to 2,239 (a 25% increase) in 2017. ACS data indicates that Ravenel does not have any residents employed in the armed forces, so the entire available labor force is considered to be civilian. The overall available labor force increased nearly 25% from 2012-2017, however, the overall number of individuals not in the labor force, also increased substantially in this same time period, from 597 to 923 individuals, a 55% increase. This may indicate an increase in non-working students, retired residents, residents that stopped looking for work, or found other ways to support their households. Table 1 below shows the Town's 2012 to 2017 employment statistics.

Ravenel Population Employment Status

	2012	2017	% Change
Available Labor Force (Age 16+)	1,794	2,239	24.8%
In labor force	1,197	1,316	9.9%
Civilian labor force	1,197	1,316	9.9%
Civilian Employed	941	1,162	23.5%
Civilian Unemployed	256	154	-39.8%
Armed Forces	0	0	0.0%
Not in Labor Force	597	923	54.6%
Unemployment Rate	**21.4%**	**11.7%**	-9.7%

Source: ACS 5-Year Estimates (2013-2017)

Table 6: Ravenel Population Employment Status

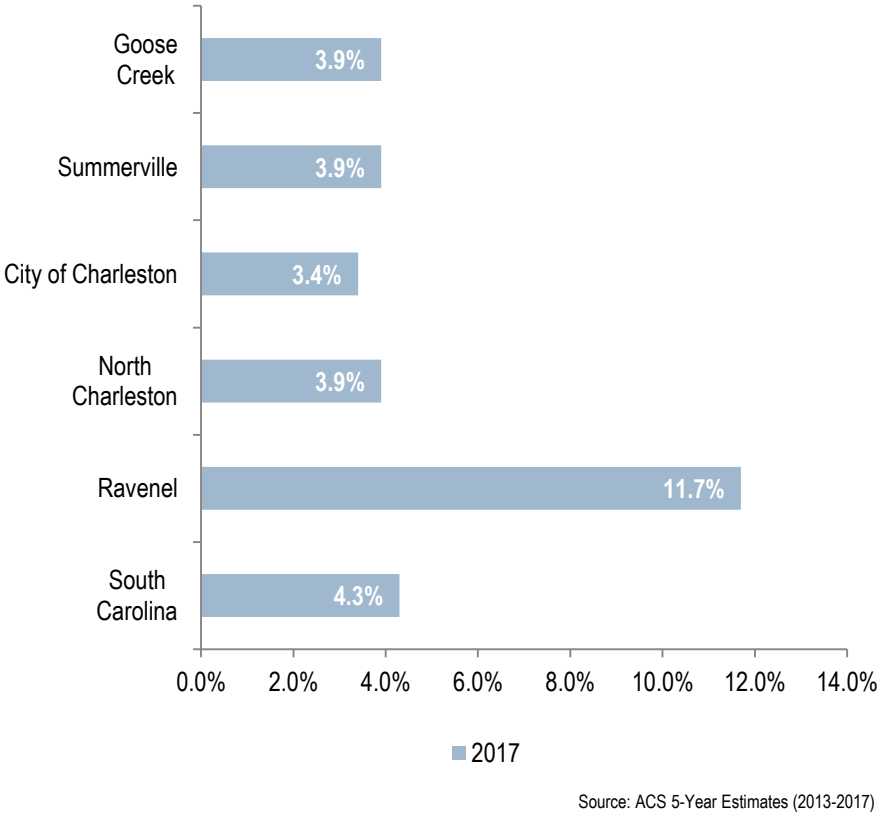


Figure 19: Regional Unemployment Rates

The number of (civilian labor force) unemployed Town residents decreased from 256 in 2012 to 154 in 2017, a decline of 40% with the overall unemployment rate showing a decline of 45%. While this trend is positive, as compared to surrounding communities throughout the region, Ravenel still experiences a significantly higher unemployment rate, as depicted in Figure 19, Regional Unemployment Rates.

Income and poverty

ACS data show that the 2017 annual median income in Ravenel was $48,824 with the average household income at $57,284. The income cohorts are fairly evenly dispersed across the income spectrum with the exceptions of “Less than $10,000” (22%) and “$50,000 to $74,999” (24%). Almost 75% of Ravenel households earn less than $75,000 per year.

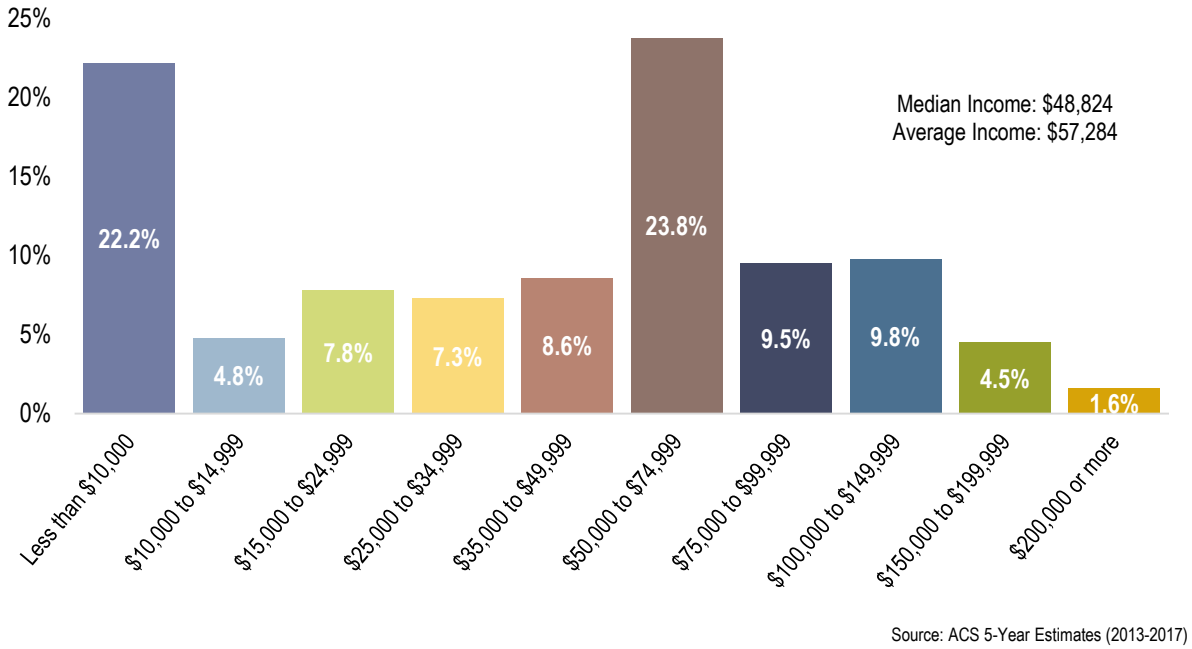


Figure 20: Ravenel Annual Household Income (2017)

Of the 1,058 households in Ravenel, 71% receive income from earnings, 35% from Social Security, 19% from retirement sources, and 8% from supplemental security. 12% of the 2017 households received food stamp/SNAP benefits in the past year. An estimated 398 (38%) of households have at least one person with a disability.

The median household income increased 21% from 2012 and the average household income increased 15%. The 2017 ACS data show a per capita income of $24,695, significantly less than the median or average household income. This may indicate a trend of multiple workers of lower income jobs living in a household. In comparison to surrounding communities, Ravenel's median household income increased by a greater percentage between 2012 and 2017 than others. Table 2 below displays comparative, regional household income levels and the percent change from 2012 to 2017.

Regional Income Characteristics

	Median Household Income			Average Household Income		
	2012	*2017*	*% Change*	*2012*	*2017*	*% Change*
Ravenel	**$38,750**	**$48,824**	**20.6%**	**$48,629**	**$57,284**	**15.1%**
Charleston	$50,873	$61,367	17.1%	$72,522	$88,467	18.0%
Goose Creek	$62,045	$64,204	3.4%	$69,659	$76,184	8.6%
North Charleston	$39,416	$39,944	1.3%	$50,910	$53,933	5.6%
Moncks Corner	$41,406	$50,840	18.6%	$49,364	$60,023	17.8%
Summerville	$54,677	$57,825	5.4%	$67,644	$74,862	9.6%

Source: ACS 5-Year Estimates

Table 7: Regional Income Characteristics

About 152 (24%) of Ravenel's 646 families, and 649 (25%) of all 2,620 residents are currently living below the poverty level. Families with female householder and no husband present are most likely (51%) to be living below the poverty level in Ravenel; with Married couple families being least likely (15%). Additionally, of the 649 residents living in poverty, 169 (26%) are under the age of 18, 101 (16%) are over the age of 60, 393 (61%) are female, and 419 (65%) are African American. An estimated 658 (25%) of Ravenel's 2,620 residents do not have health insurance coverage.

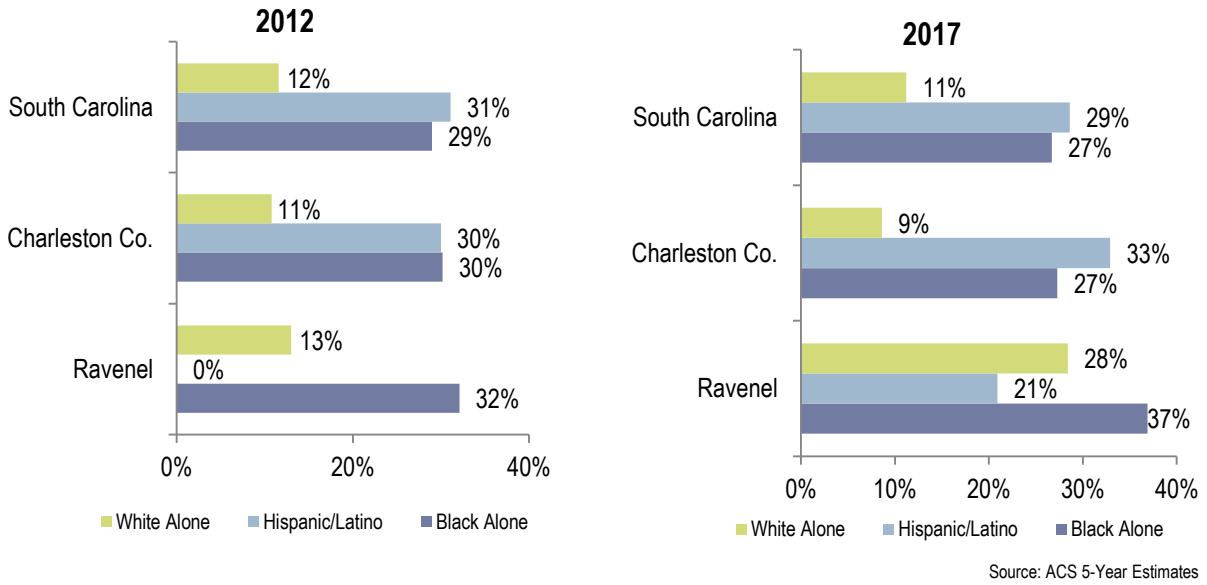


Figure 21: Percent Below Poverty Level

Educational Attainment

All but about 19% of Ravenel residents have earned a high school diploma. About 47% of residents have a high school diploma, but do not have any post-graduate education. Another 13% of residents have attended college, but not earned a degree. And about 21% have an Associate's Degree or higher.

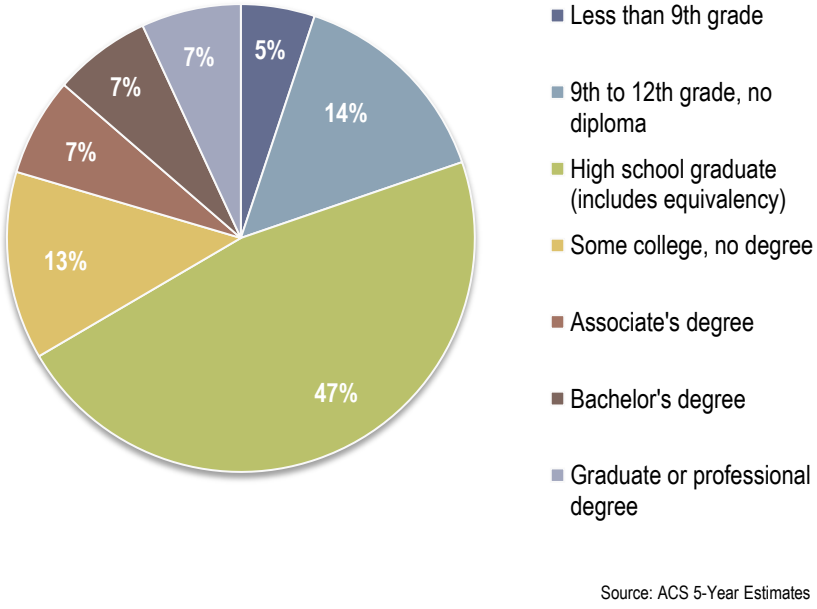


Figure 22: Ravenel Educational Attainment Rates (2017)

As noted in the Population Element of this plan, the population of Ravenel has been improving in High School graduation and Bachelor Degree attainment rates. However, these attainment rates lag behind the same measures for the region and state overall and the disparity of educational attainment along racial lines is marked in Ravenel. African-American residents of Ravenel attain a High School education (85%) at a slightly higher rate than Whites (83%); with the Latino population a distant third (30%). However, Whites top the college-level attainment chart at 22%, with African-Americans in second at about 4%, and the Latino population not registering at all.

Educational attainment and income have strong correlations, in that the higher the education, the higher the salary and the less likely to be below the poverty level. Ravenel residents living in poverty are distributed across these educational attainment thresholds. Of the 649 residents in poverty, 428 are age 25 or up.

The educational attainment of these 428 residents in poverty is:

- Less than high school graduate: 193 residents (45%)
- High school graduate: 146 residents (34%)
- Some college, associate's degree: 89 residents (21%)
- Bachelor's degree or higher: 0 residents (0%)

Occupations

Occupations are based on information obtained through ESRI Business Analyst Online (BAO). BAO estimates 972 persons are employed at jobs within 107 businesses in town, shown below in Table 8.

Ravenel Employment Sectors

NAICS Category	Businesses	% of Total	Employees	% of Total
Agriculture, Forestry, Fishing, & Hunting	0	0%	0	0%
Mining	1	1%	5	1%
Utilities	0	0%	0	0%
Construction	21	20%	272	28%
Manufacturing	5	5%	25	3%
Wholesale Trade	8	7%	39	4%
Retail Trade	23	21%	210	22%
Motor Vehicle & Parts Dealers	*10*	*9%*	*102*	*10%*
Food & Beverage Stores	*4*	*4%*	*65*	*7%*
Transportation & Warehousing	2	2%	6	1%
Information	0	0%	0	0%
Finance & Insurance	2	2%	14	1%
Real Estate, Rental, & Leasing	3	3%	4	0%
Profession, Scientific, & Tech Services	6	6%	99	10%
Management of Companies & Enterprises	0	0%	0	0%
Admin & Support & Waste Management & Remediation	3	3%	12	1%
Educational Services	3	3%	133	14%
Health Care & Social Assistance	2	2%	14	1%
Arts, Entertainment, & Recreation	1	1%	2	0%
Accommodation & Food Services	6	6%	62	6%
Food Services & Drinking Places	*6*	*6%*	*62*	*6%*
Other Services (except Public Administration	13	12%	50	5%
Automotive Repair & Maintenance	*3*	*3%*	*8*	*1%*
Public Administration	5	5%	21	2%
Unclassified Establishments	3	3%	4	0.4%
TOTALS:	**107**	**100%**	**972**	**100%**

Source: ESRI Business Analyst Online

Table 8: Ravenel Employment Sectors

About 57 (53%) establishments (21 construction companies, 23 Retailers, four Food & Beverage Stores, six Professional, Scientific, & Tech Service businesses, and three educational service businesses) are responsible for 714 (74%) of the jobs noted within Ravenel.

As noted in the Transportation Element of this plan, the average commute for Ravenel residents is 29.9 minutes, with nearly half (49%) of residents having a commute time of 30 minutes or more. Figure 23 below shows the industry categories in which residents are employed.

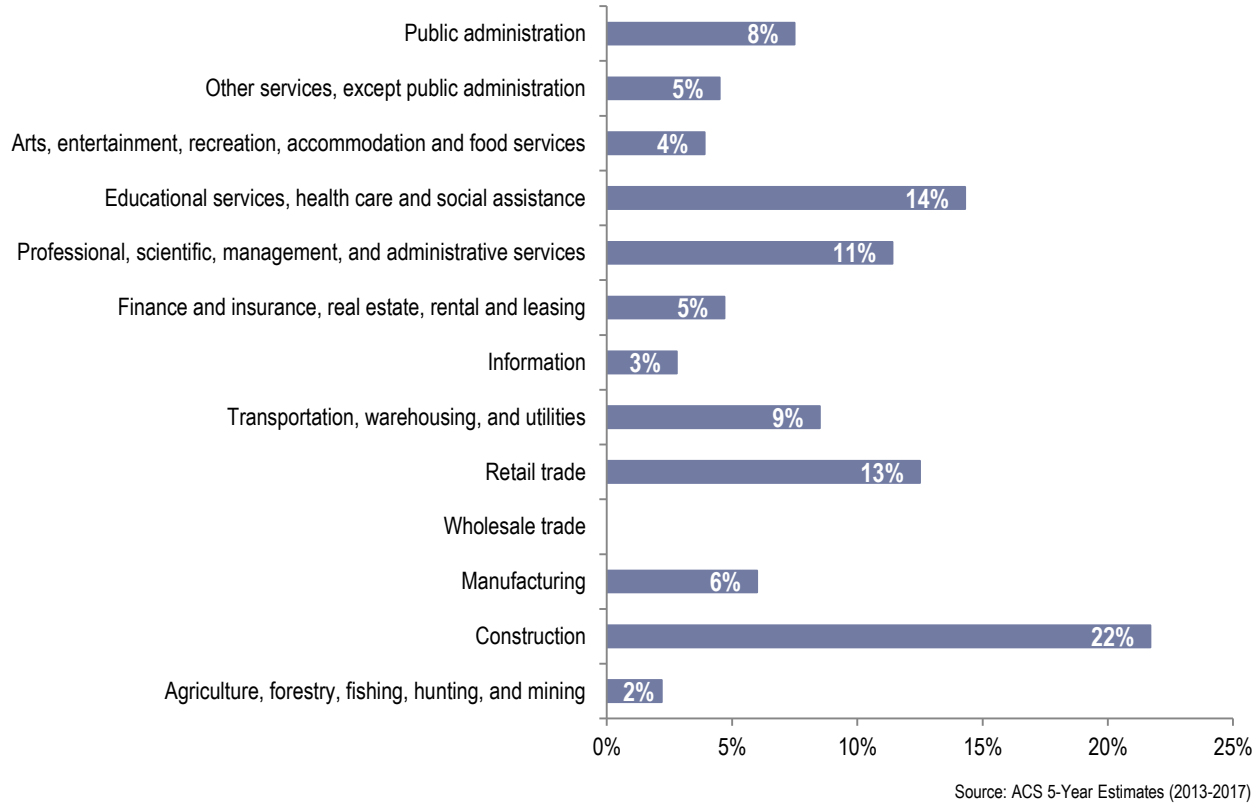


Figure 23: Ravenel's (Civilian) Employed Population by Industry (2017)

Figure 24 below illustrates the inflow and outflow of workers to and from Ravenel, showing the relationship between the Town's resident workforce and its employment sector. According to the U.S. Census' Center for Economic Studies "OnTheMap" tool , 624 people are employed in Ravenel (the "selection area"), but live outside of the Town in other municipalities; 1,064 individuals live in Ravenel but are employed elsewhere; and 27 individuals are both employed and live in the Town of Ravenel.

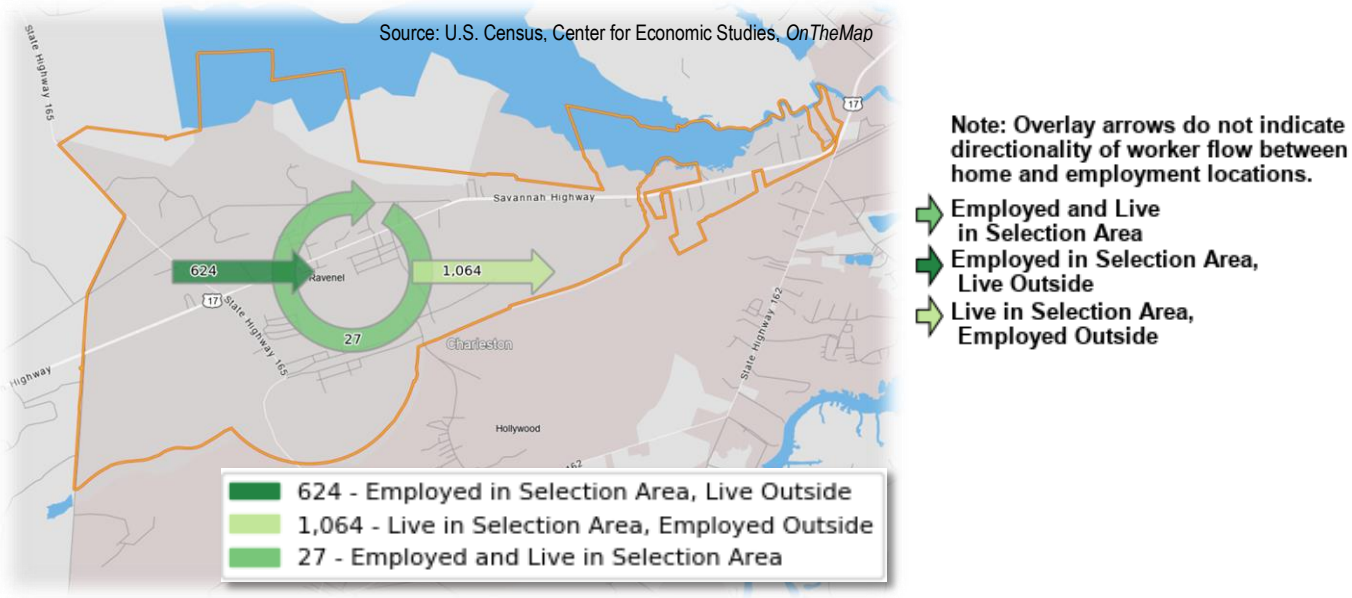


Figure 24: Inflow / Outflow of Workers

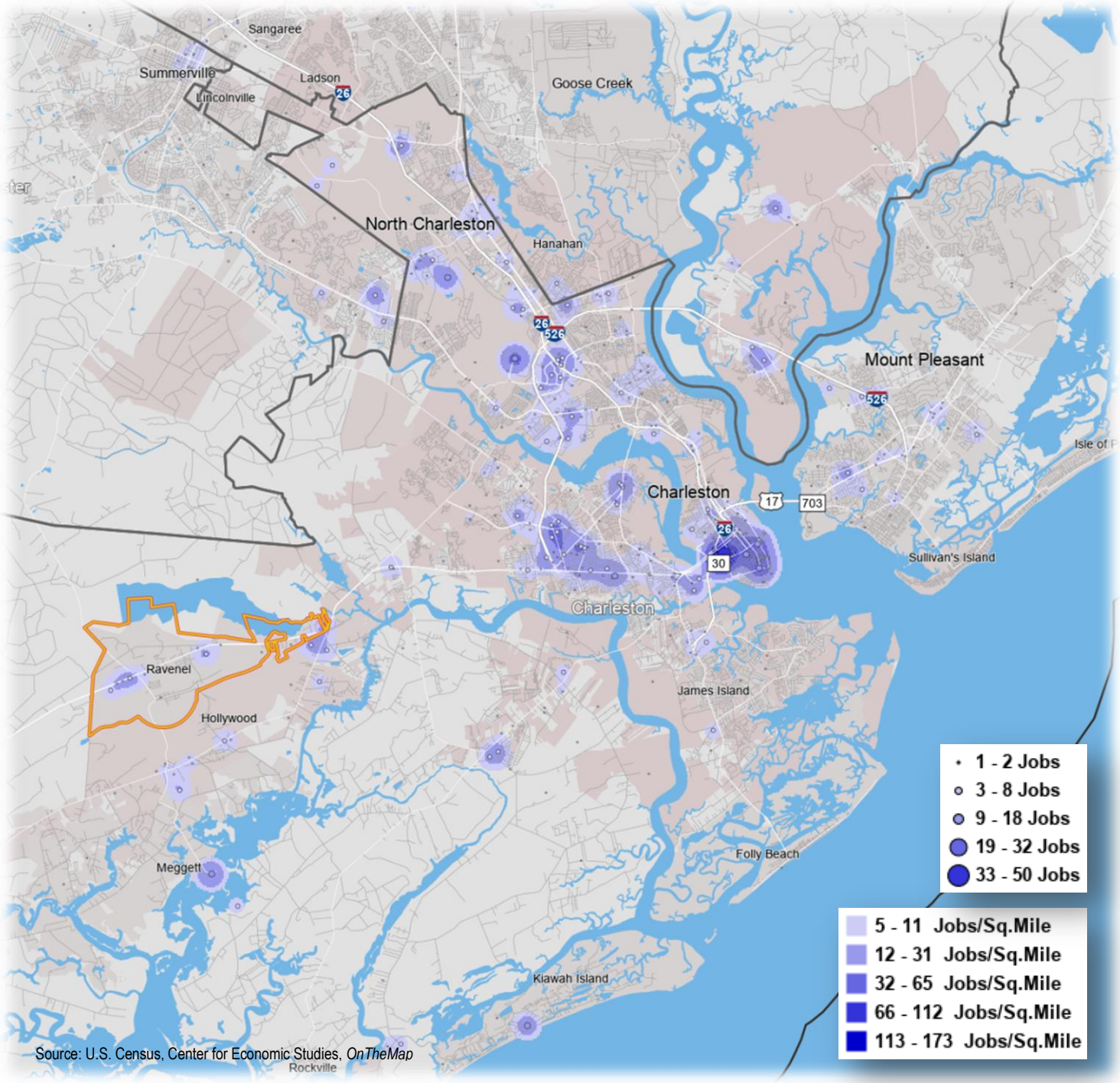


Figure 25: Job Counts, Location and Density for Ravenel Residents

Figure 25 illustrates the work location of Ravenel residents and the job density of Ravenel residents in those locations. According to the U.S. Census' Center for Economic Studies "OnTheMap" tool, Ravenel's workforce is primarily employed in downtown Charleston with a heavy focus area around the Medical University of South Carolina campus area, in West Ashley's commercial districts along Savannah Highway and Sam Rittenberg Boulevard, as well as scattered in pockets throughout North Charleston, Mount Pleasant, and Daniel Island. Few jobs held by Town residents are located within the Town limits, as shown in Figure 24 as well.

The Charleston County Economic Development Department (CCEDC) was created in 1993 and works to recruit businesses to the County, grow existing businesses, and improve the County's business climate. CCEDC has identified five key industries for attraction to the region, including: aerospace, automotive, IT & defense, energy, and life sciences. The CCEDC works with a variety of companies, many of which may be attractive or of interest to Ravenel.

The Charleston Metro Chamber of Commerce (CMCC), in conjunction with the Charleston Regional Development Alliance, has identified various submarkets in the Charleston area in their strategic plans. The CMCC also works to bring businesses to the region and has identified the Ravenel area as an Industrial/Office submarket at this time.

Goods and Services

BAO also offers some insight into what residents of a retail trade area are finding for retail goods and services outside of that area ("Leakage"), and what goods or services people are coming into a trade area to obtain ("Surplus"). While numerous factors determine the success or failure of a business, determining what types of goods and services are leaking from an area and seeking to attract businesses that provide those goods or services can be a viable economic development strategy.

There are a number of goods and services for which Ravenel residents are leaving the trade area to buy, purchasing online, or obtaining in some other way. This represents the "Demand" for goods and services in specific categories. Sales in those specific categories represent the "Supply" that Ravenel businesses are providing. The difference between Supply and Demand is the "Retail Gap." A positive Retail Gap indicates greater Demand than Supply, and therefore Leakage. The information from the ESRI report[3] for Ravenel is shown below. Major Industry Groups are indicated in blue with subcategories below. Categories having a Retail Gap surplus (negative) are indicated in red while those showing leakage (positive) are indicated in green. A Leakage/Surplus Factor of 100 means that a Ravenel business is not providing any supply in that category, and demand exists. Table 4 details the retail gaps.

Non-store Retailers and Department Stores are not typical candidates for attraction; either due to their business models or changing market forces. However, it is possible for these types of businesses to play an important role in the economy of a town under certain conditions.

As detailed in Table 9, Ravenel Retail Gap Analysis, the business types providing the following goods or services are not demonstrating any sales within Ravenel and represent potential targets for attraction:

[3] "Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf

- *Furniture*
- *Electronics & Appliance*
- *Lawn & Garden Equipment & Supply*
- *Beer, Wine, & Liquor*
- *Clothing*
- *Shoes*
- *Jewelry, Luggage, & Leather Goods*
- *Sporting Goods/Hobby/Musical Instruments*
- *Books, Periodicals, & Music*
- *Florists*
- *Drinking Place*

Ravenel Retail Gap Analysis

2017 Industry Group	Demand	Supply	Retail Gap	Leakage	Business Count
Motor Vehicle & Parts Dealers	**$5,861,473**	**$34,399,160**	**($28,537,687)**	**-70.9**	**11**
Automobile Dealers	$4,765,594	$29,733,689	($24,968,095)	-72.4	6
Other Motor Vehicle Dealers	$529,439	$1,905,606	($1,376,167)	-56.5	2
Auto Parts, Accessories & Tire Stores	$566,440	$2,759,865	($2,193,425)	-65.9	3
Furniture & Home Furnishings Stores	**$851,973**	**$485,661**	**$366,312**	**27.4**	**1**
Furniture Stores	$545,986	$0	$545,986	100.0	0
Home Furnishings Stores	$305,987	$485,661	($179,674)	-22.7	1
Electronics & Appliance Stores	**$689,418**	**$0**	**$689,418**	**100.0**	**0**
Bldg Materials, Garden Equip. & Supply Stores	**$1,886,845**	**$1,639,704**	**$247,141**	**7.0**	**1**
Bldg Material & Supplies Dealers	$1,798,239	$1,639,704	$158,535	4.6	1
Lawn & Garden Equip & Supply Stores	$88,606	$0	$88,606	100.0	0
Food & Beverage Stores	**$4,572,094**	**$6,328,132**	**($1,756,038)**	**-16.1**	**4**
Grocery Stores	$4,200,853	$5,916,192	($1,715,339)	-17.0	3
Specialty Food Stores	$160,288	$411,940	($251,652)	-44.0	1
Beer, Wine & Liquor Stores	$210,953	$0	$210,953	100.0	0
Health & Personal Care Stores	**$1,712,437**	**$1,974,902**	**($262,465)**	**-7.1**	**1**
Gasoline Stations	**$3,214,124**	**$9,942,482**	**($6,728,358)**	**-51.1**	**1**
Clothing & Clothing Accessories Stores	**$1,069,893**	**$0**	**$1,069,893**	**100.0**	**0**
Clothing Stores	$709,797	$0	$709,797	100.0	0
Shoe Stores	$176,264	$0	$176,264	100.0	0
Jewelry, Luggage & Leather Goods Stores	$183,832	$0	$183,832	100.0	0
Sporting Goods, Hobby, Book & Music Stores	**$687,760**	**$0**	**$687,760**	**100.0**	**0**
Sporting Goods/Hobby/Musical Instr Stores	$591,486	$0	$591,486	100.0	0
Book, Periodical & Music Stores	$96,274	$0	$96,274	100.0	0
General Merchandise Stores	**$4,208,797**	**$1,540,313**	**$2,668,484**	**46.4**	**2**
Department Stores Excluding Leased Depts.	$3,076,545	$0	$3,076,545	100.0	0
Other General Merchandise Stores	$1,132,252	$1,540,313	($408,061)	-15.3	2
Miscellaneous Store Retailers	**$1,022,456**	**$347,204**	**$675,252**	**49.3**	**3**
Florists	$30,726	$0	$30,726	100.0	0
Office Supplies, Stationery & Gift Stores	$202,963	$55,778	$147,185	56.9	1
Used Merchandise Stores	$109,522	$74,036	$35,486	19.3	1
Other Miscellaneous Store Retailers	$679,245	$217,390	$461,855	51.5	1
Non-store Retailers	**$391,450**	**$77,675**	**$313,775**	**66.9**	**1**
Electronic Shopping & Mail-Order Houses	$268,815	$0	$268,815	100.0	0
Vending Machine Operators	$16,113	$77,675	($61,562)	-65.6	1
Direct Selling Establishments	$106,522	$0	$106,522	100.0	0
Food Services & Drinking Places	**$2,604,522**	**$2,201,093**	**$403,429**	**8.4**	**5**
Special Food Services	$35,656	$0	$35,656	100.0	0
Drinking Places - Alcoholic Beverages	$154,914	$0	$154,914	100.0	0
Restaurants/Other Eating Places	$2,413,952	$2,201,093	$212,859	4.6	5

Source: ESRI MarketPlace

Table 9: Ravenel Retail Gap Analysis

Identified Issues

The Ravenel Vision Statement focuses on improving the town for the existing residents. Economic development issues identified here assume that Ravenel leaders are willing to accept some level of commercial growth and, given Ravenel's proximity to Charleston and West Ashley, commercial growth is very likely. The following items focus on preparing Ravenel to handle future growth and leverage it to benefit its citizens.

1. Establish the "Original Train Town" District

A: As noted in other elements, Ravenel should work to establish the "Original Train Town" zoning district near the CSX rail line. This area should allow small shops and other uses that would build upon the theme and serve to enhance the local economy.

2: Improve Municipality's Communication Efficiency and Efficacy with Residents and Prospective Developers; Increase Marketing Communication Efforts

A: Develop procedures to respond to common questions and issues regarding development in Ravenel. Currently Town staffing levels are minimal and existing staff require training and clear instruction to guide incoming development. Checklists and cross-training are activities that can be initiated immediately, with more involved training at a later date.

B: Develop informative products such as brochures or a website link to provide to prospective developers. Products such as a community profile, market snapshots, and available property listings provide critical data about Ravenel that can help encourage a desired business to locate in Town.

C: Ensure products are clear about the types of businesses that Ravenel leadership is currently seeking. The types may be as indicated in the previously noted categories. In this way, Ravenel may be able to send a message to desired businesses and mitigate interest from other businesses.

D: Tailor information specifically to a business type. For example, furniture stores typically require large showroom / storage spaces and truck access; so vacant buildings that meet these criteria could be included in any communication with this type of business interest.

E: Maintain relationships with regional economic development partners and chambers of commerce to make certain that Ravenel's vision and desired businesses are communicated.

3. Inspire Interest In Local Economic Opportunities

A: Initiate festivals or programs that support and drive activity to existing businesses. An influx of visitors for events also means increased foot traffic and potential sales for businesses.

Natural Resources

Introduction

Ravenel is located in the southwestern part of Charleston County, north of Wadmalaw Island; with flat, rural land to the west and the wetlands of Wallace and Rantowles Creeks and the Stono and Wadmalaw Rivers to the east. The surrounding area is relatively flat and undeveloped, but gives way to the more intensive developed areas of West Ashley along U.S. Highway 17 to the east. Marshlands, timberlands, and agricultural uses dominate the landscape outside of the municipal boundaries of the Town. All of these natural surroundings create a unique sense of place and identity for Ravenel.

Park and Scenic Areas

Ravenel offers the following park and open space sites within town:

- The 4.6 acre park site near the Ravenel Hall building includes an athletic field and a playground.
- The Atlantic Coast Line Railroad Depot is used for events and meetings and the site includes a playground.
- Bennett Park is located toward the east end of the Town on US 17 on a 4.35 acre site donated to the Town in 1992 by the family of Abner Bennett, a lifelong Ravenel resident. The park entrance is controlled, but there is a large field, two picnic shelters, a playground, woodlands, and open space.
- Ravenel has recently obtained a vacant lot on the south side of Highway 17 in the east side of town. Town leaders have discussed developing the 5.5 acre parcel as a park. However, no firm plans have been determined.

The surrounding areas of Ravenel also offer natural resource opportunities, wildlife, and rich history:

- The Charleston County Parks and Recreation Commission (CCPR) has developed the Caw Caw Interpretive Center on about 433 acres that is located within the Town of Ravenel, on the north side of Savannah Highway. These parcels of land were once part of a much larger tract owned by the Stanyarne family and it was here that the American Tea Growing Company was in operation from 1901 to 1914. The entire area was once home to rice plantations as well as tea farms. The Caw Caw swamp and park grounds lie along Tea Farm Creek and provide scenic views afforded by the creek and its marshes. The interpretive center is open six days a week and provides visitors numerous programs. Activities include over six miles of hiking trails, elevated boardwalks through the wetlands, interpretive exhibits, and educational programs. Caw Caw is an actively managed, low-impact, wildlife preserve with 11 distinct coastal plain habitats. It is a favored habitat for rare wildlife including American Alligators, Swallow-tailed Kites, Bald Eagles, and others and is a birding hotspot for coastal South Carolina. Charleston County Parks and Recreation also owns 652 of marshland to the east of the interpretive center property.

- The Dungannon Plantation Heritage Preserve / Wildlife Management Area is located south of Ravenel, off of SC Highway 162. The 643-acre property includes the preserve located on 320 acres of impounded swamp dominated by bald cypress and water tupelo and 323 acres of mixed upland forests. The tract was purchased in 1995 by the South Carolina Department of Natural Resources Heritage Trust program to protect a nesting site for endangered Wood Storks. The Heritage Preserve was once part of a larger tract called Dungannon Plantation, named after Dungannon Township in Ireland. The property was a working plantation that raised rice, cotton and other agricultural commodities. There is a 5-mile out and back trail that weaves through the cypress swamps and upland forest, with a branch of boardwalk trail through the main nesting grounds of the Wood Stork.

The Town's natural resources are illustrated in Map 1, Natural, Cultural and Historic Resources, in the Appendix.

Climate

Being located in the southeast region, the climate of Ravenel is characterized by mild winters and humid summers. The coldest part of the winter occurs in January with average temperatures in the upper 50's for the high and in the mid 30's for the lows. August is the hottest month in the summer with the average temperature ranging from the upper 80's to high 90's for the highs and low 70's for the lows.

Soils

Soil is formed by the geography and topography of an area. The types of soils that form ultimately shape the development of the Town and its surrounding areas. For example, some soils are good for agriculture while others are better for grazing. Some soils support septic fields, while others need either a conventional sewer system or a specially developed septic system. The South Carolina United States Department of Agriculture indicates the primary soils in Ravenel are:

Chipley Loamy Fine Sand – 26.7%	*(somewhat poorly drained, very rapid or rapid permeability, high seasonal water table)*
Leon & Rutledge Loamy Fine Sand – 18.5%	*(very poorly and poorly drained, moderately rapid to moderately slowly permeable, upland flats, depressions, tidal areas, and stream terraces, could have ponding)*
St. Johns Fine Sand – 11.6%	*(very poorly or poorly drained, moderately permeable on broad flats and depressional areas, ponding possible)*
Bayboro – 7.1%	*(very poorly drained, slow permeability, flats and depressions)*
Stono Fine Sandy Loam – 4.8%	*(very poorly drained, moderately rapid permeability, high water table)*

Wadmalaw Fine Sandy Loam – 4.5% *(poorly drained, moderately slowly permeable, broad flats, high water table)*

Other soils types present at less than 4%: Lakeland Sand, Santee Loam, Wagram Loamy Fine Sand, Yonges Loamy Fine Sand, Water, Tidal Marsh, Soft, Edisto Loamy Fine Sand, Tidal Marsh, Firm, Hockley Loamy Fine Sand, and Santee Clay Loam

The topography in Ravenel can be characterized as flat and the soil as poorly drained with a range of permeability with types including water, marsh, broad flatlands, and upland forest. The plants and animals living in the soil and on the land help to give the soil nutrients, break down the parent material, and bring nutrients up to the top of the soil. The flat topography of Ravenel has created soils with shallow depressions and gentle slopes. Without proper drainage there may be some areas that will experience problems associated with any type of use. There are a few soil types that are limited only to the growing of water tolerant trees. These soils only occur in drainage ways and streambeds. More intense uses in the areas may cause erosion or problems associated with the use. Most of these soils are well-suited for crops, pastures, and woodlands; however some types will be poorly suited for uses such as dwellings and other structures. For specific building sites in a coastal county such as Charleston County, a soil survey may be required by the Department of Health and Environmental Control before development is permitted.

Topography

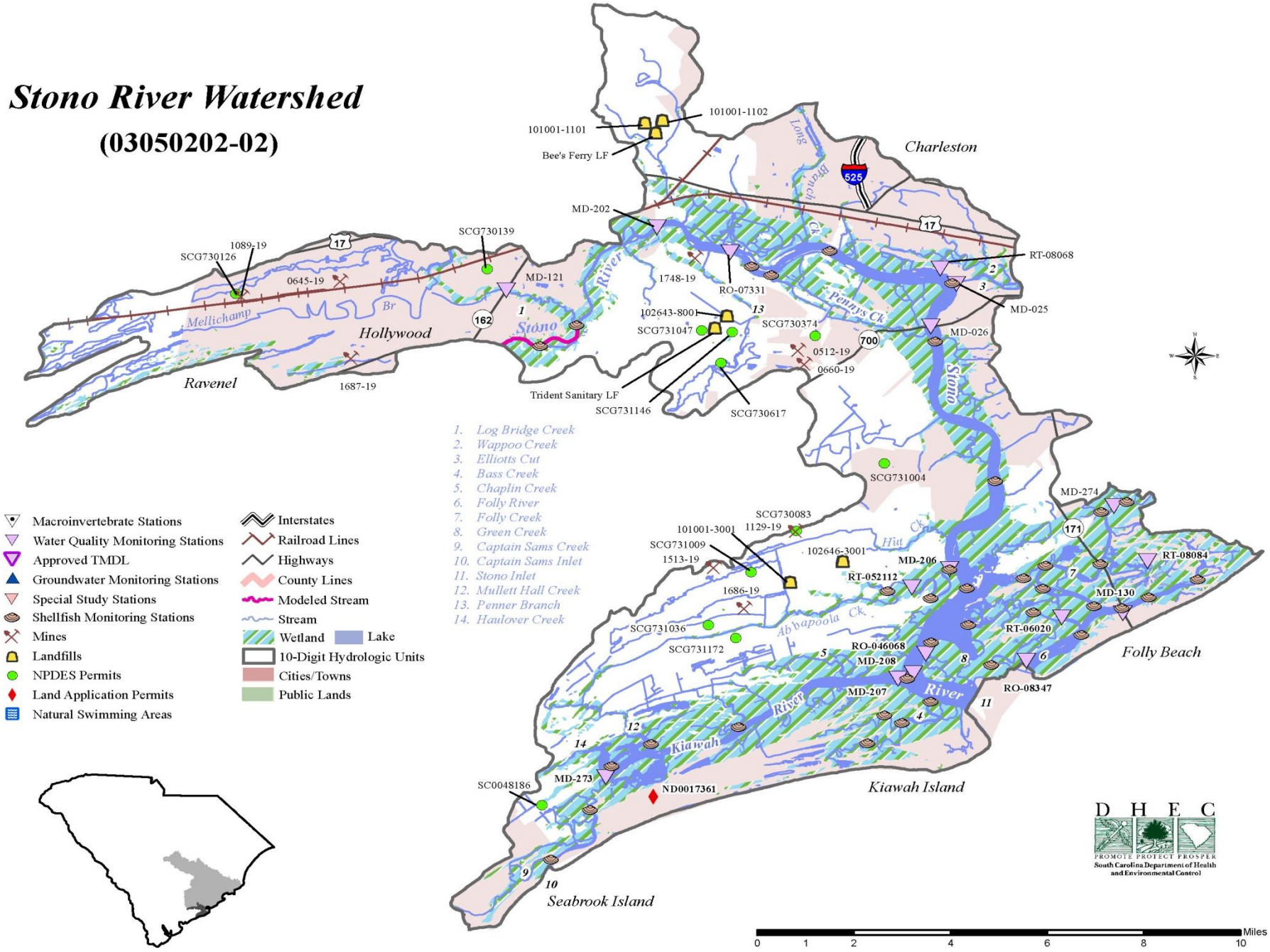
The topography of a region impacts its soils, but also shapes how development can occur and in what ways. The United States Geographical Survey (USGS) topography map shown below indicates that Ravenel lies about 29 feet above mean sea level (MSL). A number of water features are nearby including the Caw Caw Swamp, Stono River, Wadmalaw River, Wallace Creek, Rantowles Creek, Middle Branch Creek, Mellichamp Creek, and Log Bridge Creek. Ravenel is located in a flat portion of Charleston County. There are mild slopes that occur in the area around marsh, stream, and creek beds. Generally, there are highlands scattered throughout town with ridges along the rail line and Savannah Highway. The flat topography lends itself to favorable conditions for agriculture, forested lands, and recreational uses and the low-lying areas have the capacity to flood.

Please see Map 2, USGS Topography Map, in the Appendix.

The Town of Ravenel is located within the 97,672 acre Stono River Watershed of the Santee River Basin. The Stono River accepts drainage from the creeks noted previously and is connected to the Ashley River Watershed via Wappoo Creek and Elliots Cut. The South Carolina Department of Health and Environmental Control (DHEC) map of the watershed is shown below and in Map 3, Stono River Watershed, in the Appendix.

Stono River Watershed

(03050202-02)



The wetlands around Ravenel are associated with the swamps and creeks running through Town. For purposes of mapping wetlands, the National Wetland Inventory defines wetlands as land where water is a dominate factor and where the water table is at, near, or above the land surface. The wetlands in and around Ravenel illustrated in Map 4, Surface Water Features (see Appendix) and classified by the National Wetland Inventory as one of five types:

- Estuarine and Marine Deepwater (Subtidal, Unconsolidated bottom)
- Estuarine and Marine Wetland (Intertidal, Emergent, Persistent, and Flooded regularly or irregularly)
- Freshwater Emergent Wetland (Palustrine, Emergent, Persistent, Semi permanently Flooded, and Diked/Impounded)
- Freshwater Pond (Palustrine, Unconsolidated bottom, Permanently Flooded, Excavated)
- Freshwater Forested/Shrub Wetland (Palustrine, Forested, Broad-Leaved Deciduous, Temporarily or Seasonally Flooded)

Estuarine and Marine habitats are connected to the ocean and tidal creeks. Subtidal is an environment that lies below the level of mean low water for spring tides. Palustrine habitats are non-tidal wetlands. Emergent Wetlands are those with a mixture of scrub, shrubs, and trees. An environment with an unconsolidated bottom has unattached ground or gravel for a bottom and minimal rooted vegetation; typically this describes a water body. Because of the high water table associated with wetlands, poorly drained soils coinciding with wetlands tend to limit the kind and amount of development possible. Areas designated as wetlands are strictly regulated by state and federal agencies that will determine the type and amount, if any, of development allowed on a given site. Development in Ravenel is regulated by, and requires permitting from the Army Corps of Engineers to determine the amount of wetland and highland (buildable) acreage of a development site.

Wildlife

About 259 species of birds have been recorded in the Caw Caw Interpretive Center since 1985 along with the American Alligators. In addition to the nearby wildlife preserves, the undeveloped areas of Ravenel provide good habitat for many different types of animals. Food and cover are abundant for deer, rabbit, and fowl such as dove, duck, and quail. The abundance of wildlife provides recreational opportunities in the form of hunting, fishing, and bird watching.

Identified Issues

1: Enact, as necessary, and Implement Land Use Regulations and Code Enforcement to Protect Natural Resources

A: Require grading and erosion control plans in all development proposals.

B: Review and continue to require landscaping elements in new developments.

C: Protect soil and water quality by continuing to require that all residents and new development shift to regulated, public services when available, eliminating wells and septic systems.

D: Restrict clear cutting of trees on development sites until building is imminent.

E: Develop flexible land use policies and use conservation easements to ensure lands that are important to natural resources are maintained and protected.

F: Limit intense uses to the south side of Savannah Highway to minimize intrusion into the Caw Caw Swamp.

G: Improve code enforcement, including stormwater runoff standards.

H: Ravenel should also encourage new development to become Firewise Communities and implement wildfire risk reduction techniques. Homeowners can be educated to make simple changes that may help control the spread of wildfire.

2: Encourage Citizen Participation to Protect Natural Resources

A: Initiate various citizen clean-up programs such as Adopt-A-Highway, Adopt-A-Drain, or Block Clean-up Parties.

B: Encourage recycling and work to improve solid waste removal for residents so they resist the temptation to illegally dump or burn their waste.

3: Increase Resident Access to, and use of, Open Space Resources

A: Partner with Charleston County Parks and Recreation Commission for the maintenance, access, use, and improvement of existing nearby parkland and the addition of new parklands in Town.

Cultural Resources

History of Ravenel

This area of the Lowcountry was originally inhabited by Native American Indians. At various times, there were several different tribes living in the area including Kiawah, Yemassee, Kussoe, Stono, and Edisto. As European settlers migrated into the area, there were documented battles between the settlers and the Native Americans. By the early 1700's the battles with the Native Americans were nearing an end and small settlements began springing up along the rivers between Charleston and the Edisto River. By 1720, what is present-day Charleston County was occupied by small parishes. St. Paul's Parish was the area between the Wadmalaw and the Edisto River, covering what is now Hollywood, Meggett, and Ravenel. Agriculture was the basis of the St. Paul's Parish economy late into the eighteenth century. By 1790, rice and cotton were distinct mainstays of the economy.

With the rise of rail lines as a new form of fast, inland transportation in the middle of the 1800's, St. Paul's Parish grew. The Town of Ravenel was founded in 1859 and was originally a part of Colleton County. The original town was a planned community of 226 acres, divided into 182 one-half acre lots, five partial lots and 20 garden farms ranging in size from 3.3 to 7.9 acres. The Town developed around the Atlantic Coast Line Railroad tracks; which still today cut through the middle of Town. Local farmers brought their cabbages, potatoes, beans and other cash crops to Ravenel where the goods were transported by rail to new markets. The railroad served as the center of activity in the Ravenel community and many Ravenel residents were employed by the Atlantic Coast Line. Ravenel was fondly known as "a whistle stop and a watering place for trains." Other businesses such as lumber companies and grocers began locating along the rail line and passenger trains began making trips between Ravenel and Charleston.

One of the early attempts to commercially produce tea in America is traced to a large tea farm near Rantowles and the Atlantic Coast Line Railroad. In 1901, Major Roswell D. Trimble organized the American Tea Growing Company to be headed by Colonel August C. Tyler. The company purchased 6,500 acres of former rice plantations and planned to plant one to two thousand acreas of tea. During their first year, 600,000 plants were grown and most were transplanted. Although the plantation was in operation for several years, only a small amount of tea was produced. In 1902, the company was operating successfully enough to purchase the nearby Pinehurst crop of tea. The railroad station and Post Office in Ravenel were renamed "Tea, SC". However, in 1903, the venture was abandonded due to the death of Colonel Tyler.

In 1911, the Colleton and Charleston County boundary changed and Ravenel became a part of Charleston County. As the town continued to grow and prosper, new services were required. The Ravenel Grammar School was built in 1922 at the corner of Conners and Mellard Streets. Along with the post office and railroad depot, several local stores developed. In 1949, the Town of Ravenel incorporated with a resident population of 337. Since that time, the development of Ravenel has shifted

away from the railroad to the Savannah Highway corridor. Passenger service from the railroad depot ended in the late 1950's. The old grammar school was converted into Town Hall and, when this building burned, Town Hall was moved to the old railroad depot. While waiting for its new headquarters to be built, Town Council held meetings at the depot. It was jokingly said that all ordinances passed when the train went by. The original post office and wireless telegraph were also located at the railroad depot. Today the Post Office is located in a modern brick building on Highway 17. The oldest house in Ravenel, built in the 1880's by Joseph Bivens, still stands on the corner of Conners and Drayton Streets. When the Charleston County Service Center was built in 1994, Town Hall occupied a portion of this new building, along with the magistrate office, County building services, sheriff's station, EMS, and health clinic.

Ravenel train depot

Today, Ravenel continues as a quiet, rural Town on the outskirts of the Charleston urbanized area. The small country grocery and dry goods stores which were once drawn to the railroad tracks have given way to a large grocery store, modern businesses, and other commercial enterprises along Savannah Highway. Ravenel has become known as a bedroom community; where residents having primary employment in the more urbanized areas come home to live and enjoy the peaceful way of life that is still a part of Ravenel.

Commercial property across from the Ravenel train depot; the beginning of the "Original Train Town" District

Historic and Cultural Sites

The Town of Ravenel presently contains a variety of important historic sites, including houses, churches, railroad buildings and cemeteries. In 1992, the Charleston County Historic and Architectural Survey identified 29 sites within the Town limits of Ravenel and a total of 51 in the area. In 2016, Charleston County conducted another survey of historical resources. However, the 2016 survey prioritized sites in the unincorporated areas of the County and recommended that municipalities conduct their own research into properties that may be eligible for the National Register of Historic Places (NRHP). The

2016 survey noted four homes and one government building in Ravenel, along with a number of homes and religeous sites nearby; none of which were considered elegiible for the NRHP. Currently a site of the Stono River Slave Rebellion near Rantowles is the only site listed on the NRHP.

Historic Sites in the surrounding area noted in the 1992 survey and previous Comprehensive Plans are listed in Table 10 below. Additionally, Map 1, Natural, Cultural and Historic Resources, illlustrates these features.

Ravenel Historic Sites

DESCRIPTION	YEAR	LOCATION
Lemacks House (672)	1924	4319 Hwy 162
House (393)	1935	7078 Hwy 17
Martin House (397)	1935	Old Jacksonboro Rd.
Sims Cemetery (663)	1850	Parkers Ferry Rd.
Cemetery, St. Pauls Stono Church (505)	1810	Hwy 165
Cemetery, St. Pauls Church (727)	1900	Hwy 165
Cordray's Grocery (726.00)	1932	Hwy 165
Cordray's House (726.01)	1947	Hwy 165
House (725)	1925	6725 County Line Rd.
House (724)	1940	6473 County Line Rd.
House (395)	1920	6538 Hyde Park Rd.
Stono Baptist Church (506.00)	1855	Hwy 165
Cemetery, Stono Baptist (506.01)	1855	Hwy 165
House (614)	1935	5950 Hwy 17
Roper Run Cemetery (612)	1900	6031 Roper Run Rd.
Butler House (626)	1910	5817 Hwy 165
Ravenel Railroad Depot (601.00)	1900	5775 Hwy 165
Railroad Utility Bldg. (601.01)	1925	Martin Street
House (625)	1930	5870 Hwy 165
House (636)	1935	6051 Hwy 17
Chinnis House (611)	1900	5941 Martin Street
Memorial Baptist Church (610)	1915	5948 Martin Street
House (609)	1890	5966 Martin Street
House (608)	1930	6020 Martin Street
Hospital Oaks (605)	(unknown)	6108 Martin Street
Hembree House (604)	1929	6120 Martin Street
Harper House (603)	1927	6132 Martin Street
Lemacks House (602)	1925	6234 Martin Street
House (613)	1930	5971 Hwy 17
House (634)	1935	5615 Hwy 17
House (633)	1935	5616 Hwy 165
Wilder House (630)	1910	5770 Hwy 165
House (631)	1940	5748 Hwy 165

House (632)	1935	5756 Hwy 165
House (628)	1935	6239 Hwy 165
Gilmore House (627.00)	1915	6129 Drayton Street
Old Ravenel Post Office (627.01)	1915	6129 Drayton Street
Bivens-Yonge House (606)	1900	6065 Drayton Street
Ravenel Methodist Church (607.00)	1885	6041 Drayton Street
Cemetery, Ravenel Methodist Church (607.01)	1905	6035 Drayton Street
Cemetery (629)	1900	Drayton Street
Burbage House (723)	1910	7039 Kinard Road
Sauldam Baptist Church (504)	1890	5945 County Line Rd.
Fox House (722)	1915	5371 County Line Rd.
Chaplins Store (720)	1930	4427 Davidson Rd.
Grant House (721)	1920	Moberry Rd.
Lowndes Cemetery (502)	1880	Bulow Landing Rd.
Elliott Family Cemetery (501)	1767	Waldon Rd.
Live Oak Plantation (500)	1885	Waldon Rd.

Table 10: Ravenel Historic Sites

This list is included as a starting point for any local historical survey or preservation efforts. Other sites may be added to this list, as well as there are likely some properties that are no longer standing that could be removed. However, Ravenel leaders should be aware of these resources and seek to preserve their historic integrity by minimizing development encroachment, if possible. The Ravenel Zoning Code has included a Historic Conservation District category that is intended to ensure the preservation of historic sites such as these.

Identified Issues

1: Create an "Original Train Town" historic conservation district

A: Ravenel should expand the use of the Historic Conservation District, overlaying it on the historic areas of town by the rail line. This area could be defined and improved as the "Original Train Town" area, beginning with the Depot and extending east.

2: Generate Interest Around the Town's Cultural and Historic Resources

A: Consider activities that will help Ravenel facilities become more open to, and used by, the public. Events at Town facilities help to build a sense of community amongst residents and will also attract visitors. These actions help to tell the story of Ravenel.

B: A Ravenel Historical Society should be formed and historic exhibits should be displayed at a brick-and-mortar location. A non-profit organization could be formed. For example, the CSX Railroad has an In-Kind Railroad Equipment grant that Ravenel should consider using to obtain a decommissioned railcar or other rail equipment.

C:	Consider trying to re-launch the Tea Farm Festival or build upon the recent success of the Christmas Tree Lighting Festival.

Community Facilities

Introduction

Adequate community facilities and infrastructure are vital in providing essential town services. Often significant public investment is needed to ensure that residents and businesses are receiving not only base-line levels of services, but higher-level services that they may request to improve their lives or grow their businesses. Additionally, as new types of services become commonplace, technologies advance, or infrastructure capacities expand or improve, towns become more unique and inherently compete with each other for residents, businesses, and visitors.

This Community Facilities Element addresses the infrastructure and community programs that are important to Ravenel. This includes factors such as water supply, sewer service, fire and police protection, emergency medical services, recreational opportunities, health care, and governmental and educational facilities. The components of the Ravenel transportation network can also be considered community facilities, but are specifically addressed in the Transportation Element of this Comprehensive Plan.

Water and Sewer

The Charleston Water System (CWS) provides water service to the Town. The CWS service area stops at the western boundary of Ravenel and does not include the Spring Grove development at this time. CWS' source water comes from the Edisto River and Bushy Creek Reservoir in Goose Creek. Water is treated at the Hanahan Water Treatment Plant before distribution to CWS customers.

The Town of Ravenel maintains a sewer collection system that pumps wastewater through the Hollywood system and on to be treated by CWS on Plum Island. Through a contract, CWS allocates 612,000 gallons per day (GPD) of wastewater treatment for Ravenel. This amount is also calculated as 2,040 Equivalent Residential Units (ERU), which is based on a residential unit use of 300 GPD. Ravenel currently has DHEC impacts fees paid on 87.39 ERU's or 26,217 GPD for incoming development; a portion of which is allocated to the Spring Grove development. For context, the current average daily flow from Ravenel into the Hollywood system is about 24,000 GPD or 80 ERU's. At this flow level, and considering the allocated amounts noted, Ravenel is using about 50,000 to 55,000 GPD of its 612,000 GPD service; about 9%. Ravenel code currently requires all new development within 300' of an existing sewer line to tie onto the sewer collection system.

Please see Map 5, Water and Sewer Infrastructure, in the Appendix.

Other Infrastructure

Dominion Energy, formerly South Carolina Electric & Gas (SCE&G), and Berkeley Electric Cooperative provide electricity to Ravenel. Natural gas can be provided by Dominion Energy, but is not available to all Ravenel locations.

There are companies, such as Frontier, Xfinity, and Pioneer that provide voice-over-internet and traditional landline telephone services. In most cases, these companies also provide internet access and/or television services as well. Other internet providers include EarthLink, Palmetto Rural Telephone Cooperative (PRTC), Viasat, WOW!, and HughsNet. PRTC is working on providing fiber internet service to limited areas of Ravenel. Many companies provide wireless telephone service to Ravenel.

Charleston County provides recycling and solid-waste centers throughout the County. A Dropsite location, where standard household recyclables are accepted, is located within Ravenel at 5962 Highway 165 and a fully-staffed convenience center for household trash is located at 5305 Highway 165 in Hollywood. Commercial waste collection in town is handled through private haulers.

Schools

The original Ravenel Grammar School, built in 1922 at the corner of Mellard and Connor Streets, burned in 1989. The town quickly re-located the school into a 1950's era building off of Miley Hill Road. This location served the community until 2010 when the E.B. Ellington Elementary School construction was completed at 5540 Old Jacksonboro Road. This newer $14.8 million, 62,000 s.f. building was part of a 2005 Charleston School District Capital Program. The school serves about 375 students from Child Development-age classes through 6th Grade and has a capacity of 400 students. Older children attend Baptist Hill Middle and High Schools in Hollywood.

Library

The nearest library for Ravenel's residents is the St. Paul's branch of the Charleston County Public Library system located at 5151 Town Council Drive in Hollywood, SC. This branch is open five days a week and is one of 16 locations, including a bookmobile, that serve the Charleston area. The library is responsive to the community needs but because of its small size can only house a limited number of books and reference materials. Interlibrary loans are available for most Charleston Public Library System materials. A new multi-purpose facility that can expand the availability and variety of books and learning materials, improve access to computers, and provide meeting and gathering space is need in the Ravenel / Hollywood area.

Government Facilities

In 1994, the Charleston County Service Center opened at 5965 Highway 165, conveniently located one-half mile off Highway 17. Ravenel Town Hall is located in this building where the town employs a Planning and Zoning Director, Special Projects Coordinator, Inspector, Clerk/Treasurer, and Clerk/Receptionist. In addition to Ravenel Town Hall, this building houses the George W. Tumbleston, Jr. Service Center which provides limited services related to the County offices of Auditor, Treasurer, Emergency Medical Service, Magistrate Court, and Sheriff Sub-station.

When the grammar school burned, the Town erected Ravenel Community Hall, a new 2,200 s.f. building on the site at 5700 Connor Street. This building has fully operational kitchen and can host about 300 people. Ravenel Community Hall is available for rent by residents and sponsored guests for a variety of meetings and special occasions.

Parks and Open Space

- The Ravenel Hall building is located on a 4.6-acre park site that includes an athletic field, a playground, and additional open space.
- The Atlantic Coast Line Railroad Depot was built in 1900 and purchased by the Town in the 1980's to be preserved. The building is located on SC 165 at Martin Street and is used for events and meetings; the site includes a playground.
- Bennett Park is located toward the east end of the Town on U S 17 on a 4.35 acre site donated to the Town in 1992 by the family of Abner Bennett, a lifelong Ravenel resident. The park consists of two picnic shelters, a playground, and open space with a controlled entrance.
- The Charleston County Parks and Recreation Commission (CCPRC) has developed the Caw Caw Interpretive Center on about 433 acres, on the north side of Savannah Highway in Ravenel. The CCPRC also owns 652 acres of adjacent marshland. These parcels of land were once part of a much larger tract owned by the Stanyarne family and it was here that the American Tea Growing Company was in operation from 1901 to 1914. The park lies along Tea Farm Creek and provides scenic views afforded by the creek and its marshes. The interpretive center is open six days a week and provides visitors numerous programs. Activities include over six miles of hiking trails, elevated boardwalks through the wetlands, interpretive exhibits, and educational programs. The site is a low-impact wildlife preserve that includes naturalized tea plants and the opportunity to observe waterfowl and other birds, otters, alligators, deer, and more.
- Ravenel has recently obtained a vacant lot on the south side of Highway 17 in the east side of town. Town leaders have discussed developing the 5.5-acre parcel as a park. However, no definitive plans have been made.

Law Enforcement

Law enforcement is provided in Ravenel through the Charleston County Sheriff's office. As noted, the department maintains a sub-station at the George W. Tumbleston, Jr. Service Center. The South Carolina Department of Transportation (SCDOT) provides regular traffic patrols along the main highways.

Fire Protection

The St. Paul's Fire District provides fire protection for Ravenel and the surrounding area. The department has a station located in Ravenel at 5908 Highway 17, but also to the north on Hyde Park Road, to the west in Adams Run, and two locations to the South in Hollywood.

Emergency Medical Service

Charleston County Emergency Medical Services (EMS) provides service to Ravenel. The department provides medical care and hospital emergency room transportation as well as field emergency medical support and support to response teams and law enforcement.

Medical and Social Services

The nearest hospital services to Ravenel are located at Bon Secours St. Francis Hospital (which can be reached in about twenty minutes) or the Summerville Medical Center (which can be reached in about 25 minutes).

Please see Map 6, Community Facilities, in the Appendix.

Identified Issues

1: Improve residents' quality of life by adding public services

A: Partner with trash haulers to improve access to waste management services for all residents.

B: Partner with internet providers to improve service for all residents.

2: Protect Existing Public Sewer Infrastructure

A: Maintain a clear understanding of the water and sewer capacity available to Ravenel and committed to the Spring Grove development.

3: Develop a Capital Improvements Plan (CIP) to Identify and Improve Community Facilities

A: Develop, adopt and implement a multi-year Capital Improvements Plan (CIP) that focuses on the service needs of existing Ravenel residents while effectively handling levels of "low" to "moderate" development growth.

B: Include projects that enhance safety, walkability, and energy-efficient lighting in the CIP.

C: Include projects that improve storm water drainage in the CIP and continue to require strong controls on new development to reduce runoff impacts.

D: Include projects such as entryway and other community signage that will help establish an identity for Ravenel in the CIP.

4: Enhance the Community's Sense of Place

A: Work to implement programs that help build a sense of community and place. Encourage law enforcement-oriented programs and hurricane preparedness events

that will help neighbors help neighbors.

5: Protect Existing Community Facilities

A: Implement improved land development policies and procedures to limit the impacts of new development on properties adjacent to any community facility.

6: Ensure Community Facilities Best Serve Public Needs

A: Continue making improvements to Ravenel Community Hall and the Depot area so that these town-owned assets can host programs for all residents, but especially the youth and elderly.

Transportation

Introduction

Ravenel is located in western Charleston County, north of Wadmalaw Island, and is connected to the rest of the County by US Highway 17, also known as the Savannah Highway. Mobility for all residents is a key component to a healthy and livable community. In order to achieve mobility for all, a diversity of transportation modes must be provided as options for community residents. This allows better access to jobs, goods and services, recreation and housing. Currently, the Town is designed for the automobile to serve as the primary mode of transport via a series of roadways.

Modes of Transportation in Ravenel

Roadways

As illustrated in Map 7 (see Appendix), Transportation, Ravenel's road network consists of road types that are classified by the Federal Highway Administration (FHWA). These road types include urban arterial, urban collector, rural local, and urban local. There is no interstate access in Ravenel. Major roadways include:

- US Highway 17, a principal arterial, is a five-lane, 60' wide facility with right-of-way widths varying from 75' to 130' that connects Ravenel to the West Ashley area of Charleston to the east and Colleton County to the west.
- South Carolina Highway 165 serves as a major collector, adjoining Ravenel to Hollywood to the south and Dorchester County to the north.
- Old Jacksonboro Road, also a major collector although not completely paved west of Highway 165, is a principal connector road that runs past the new E.B. Ellington Elementary School near its intersection with Savannah Highway.
- Miley Hill Road is another major collector and connection route through town, becoming Salters Hill Road at Drayton Street and continuing south, linking with Hollywood and South Carolina Highway 162.
- New Road, also a major collector, with portions unpaved, serves as a connection between US 17 and Highway 165 and will border areas of the Spring Grove development. Continuing south, New Road connects to Highway 162.
- Other roads primarily serve residential areas as minor collectors or local roads. Most roads in Ravenel are paved, but there some that remain dirt; most of which are private roads maintained by adjacent property owners.

There are several stations in, or very near to, Ravenel for which the South Carolina Department of Transportation provides annual traffic counts (Table 1 below). These stations include:

- Station 109 – US 17 (SC 162 to Davison Road)
- Station 107 – US 17 (Miley Hill Road to SC162)
- Station 105 – US 17 (Roper Run Road Extension to Miley Hill Road)
- Station 103 – US 17 (SC 174 to Roper Run Road Extension)
- Station 229 – SC 165 (SC 162 to Martin Street)
- Station 231 – SC 165 (Martin Street to County Line Road)
- Station 289 – Martin Street (Miley Hill Road to SC165)
- Station 291 – Old Jacksonboro Road (US17 to SC165)
- Station 649 – Miley Hill (US17 to Martin Street)

SCDOT Average Annualized Daily Traffic Counts in Ravenel

Station	2013	2014	2015	2016	2017	2018	% Change 2013-2018
109	29,200	25,300	27,100	30,500	31,900	33,100	13.4%
107	18,000	15,400	16,200	17,900	21,400	21,100	17.2%
105	18,000	15,400	16,200	19,500	21,400	21,100	17.2%
103	13,900	11,900	12,100	11,500	20,000	19,700	41.7%
229	3,100	2,800	3,200	2,900	3,000	3,300	6.5%
231	2,900	2,800	3,200	3,700	4,200	4,100	41.4%
289	375	350	500	425	400	425	13.3%
291	600	550	650	600	700	750	25.0%
649	1,050	1,000	1,100	1,050	1,050	1,150	9.5%

Source: SCDOT

Table 11: SCDOT Average Annualized Daily Traffic Counts in Ravenel

According to the SCDOT traffic count data, the greatest increase of traffic is seen primarily east of town on US 17 and north of town on Highway 165.

Public Transportation

The Town lies outside of the Charleston Area Regional Transportation Authority bus system service area. However, the Berkeley-Charleston-Dorchester TriCounty LINK system Route C202 provides bus service from Ravenel to the Citadel Mall along US 17 to its intersection with Interstate 526. This commuter route runs in the morning and afternoon with stops on Savannah Highway at Ernest Hilton Road and the Food Lion near Highway 165.

Air Service

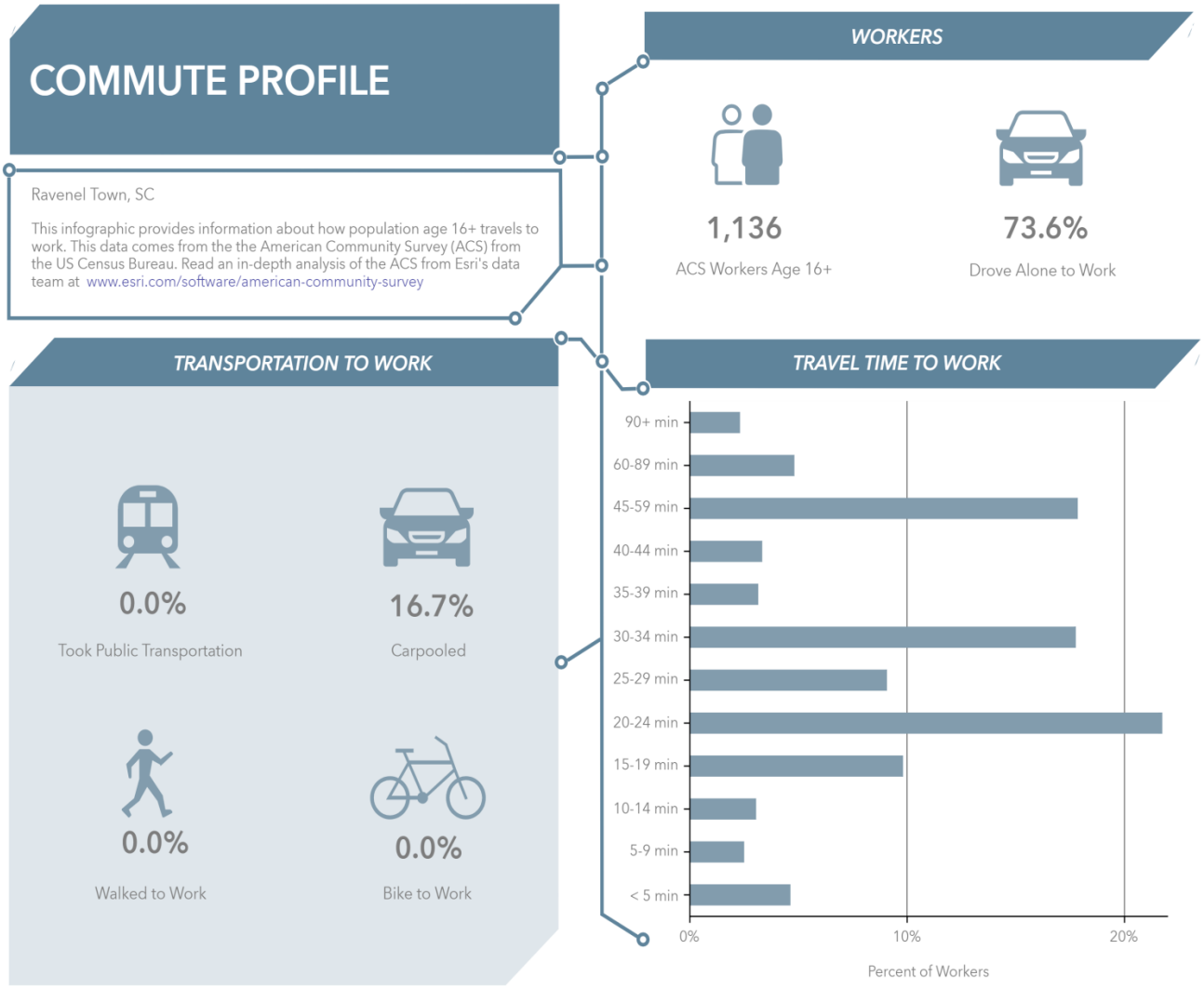
Ravenel is located about 22 miles from the Charleston International Airport (CHS). CHS provides full flight services by several major airlines including Alaska, Allegiant, American, British Airways, Delta, Frontier, JetBlue, Southwest, and United. There is a small private-use airport south of Meggett and several on John's Island.

Rail

The Chessie-Seaboard Merger (CSX) railroad maintains double railway lines in the center of Ravenel. As the town sprang-up around the rail line, the Town and Railroad uses have co-existed over the decades. The line provides passenger and freight linkages between Charleston and Savannah. Several large tracts of land in Ravenel have direct access to the rail lines and could be considered for future commercial or industrial development.

Commuting

According to 2013-2017 American Community Survey (ACS) data, 94% of Ravenel working age residents (age 16+) work in Charleston County, 4% work in another South Carolina county, and 2% work in another state. About 13% of working age residents are self-employed, which indicates the potential for flexible commuting patterns. In general, commute time data can inform transportation improvement strategies, help predict future travel demand, and aid in gauging the amount of pressure placed on transportation infrastructure. For Ravenel, ACS commuting data show that 49% of residents have a commute time of 30 minutes or more, indicating that these residents are commuting outside the Town and the county. The average commute for Ravenel workers is 29.9 minutes, with most workers commuting from 20 to 24 minutes.



Source: ESRI and ACS 5-Year Estimates

Figure 26: Ravenel Commute Profile

Of Ravenel workers, about 74% drive alone to work, 17% carpool, 0% use public transit, 0% walk, 0% bike, just under 5% use a taxicab, motorcycle or some other means of transportation, while another 5% work at home. In the Charleston-North Charleston MSA, about 81% of commuters drive alone, 8.3% carpool, 1% use public transit, 0.8% bike, 2.5% walk, 1% use a taxi, motorcycle or other means of transportation, while the remaining 5% work at home. Compared to regional numbers, the commuting patterns of Ravenel's residents indicate a relatively high percentage of workers choosing the more environmentally and economically conscious option of carpooling.

Identified Issues

1: Improve Residents' Access to Public Transportation for Commuting Purposes

A: Improve and encourage the use of better public transportation service connecting Ravenel to Charleston. This could be in the form of improved bus stop amenities or added route times.

B: Seek funding for public transportation improvements in and around Ravenel, such as through the Tri-County LINK system. It is likely that the bus system will need to demonstrate more demand for ridership. However, the Rural Transportation Plan proposes innovative ideas such as van transports to connect rural residents with Charleston job opportunities.

2: Continue to Improve and Maintain Roadway Quality and Level of Service

A: Improve existing roadways, and in some cases pave entire unpaved roads, by developing programs for patching and ditch cleaning. An ongoing monitoring of conditions and regular discussions should occur with Charleston County Public Works for maintenance issues. However, town leaders could consider hiring new staff or a contractor for more regular road maintenance.

B: Continue to seek funding for, and SCDOT approval of, a left-turn lane signal at the intersection of Highways 17 & 165. Highway 17 (stations 103, 105, 107, &109) has an annual vehicles per day average ranging from 19,700 to 33,100 and will likely continue to add traffic.

3: Expand and Improve Pedestrian-oriented Transportation Options

A: Improve pedestrian elements of the transportation system. Numerous residents have requested trails, paths, or sidewalks. Pedestrian amenities can be addressed as transportation elements or as community facilities. Ravenel should work toward making walking through town safer by adding clear walkways, crosswalks, and lighting. Additional elements should include directional signage for motorists, which will improve pedestrian safety by getting motorists to their destination more efficiently.

The Town could pursue a variety of grant funding sources to help initiate these capital improvements. Federal funding sources include the USDOT's Safe Routes to School program, Community Development Block Grants (CDBG), and Transportation Enhancement grants. Grant writing and administration could be contracted out to a specialist or could be undertaken by Town staff.

Additionally, the Town could consider forming a business improvement district (BID), community improvement district (CID), and/or transportation improvement district

(TID), to assume responsibility and funding mechanisms for key areas.

4: Ensure Ravenel Remains in Regional Transportation Improvement Discussions

A: Maintain involvement in regional planning efforts, specifically those impacting US Highway 17 congestion in West Ashley. Specifically, the Regional Transit Framework Plan proposes a potential future phase of the Lowcountry Rapid Transit system being constructed on US Highway 17 through West Ashley, which could positively impact transportation options to and from Ravenel.

5: Reduce Negative Traffic-related Impacts associated with new development

A: Require all Planned Developments and large subdivisions to provide a traffic study. When development-related traffic counts are significant and exceed established thresholds for level of service, queueing delays, safety standards, etc., the Town should require mitigation efforts to reduce the anticipated negative traffic impacts.

Land Use

Introduction

The Land Use element enables the Town to analyze potential trends for evolving or changing land use patterns that have occurred since the previous comprehensive plan. Analysis of these trends allows town leaders the opportunity to adjust the future land use plan to help guide imminent development and achieve a desired outcome. This element can also point-out conflicts between zoning or planned uses and actual existing uses.

Current Land Use Categories

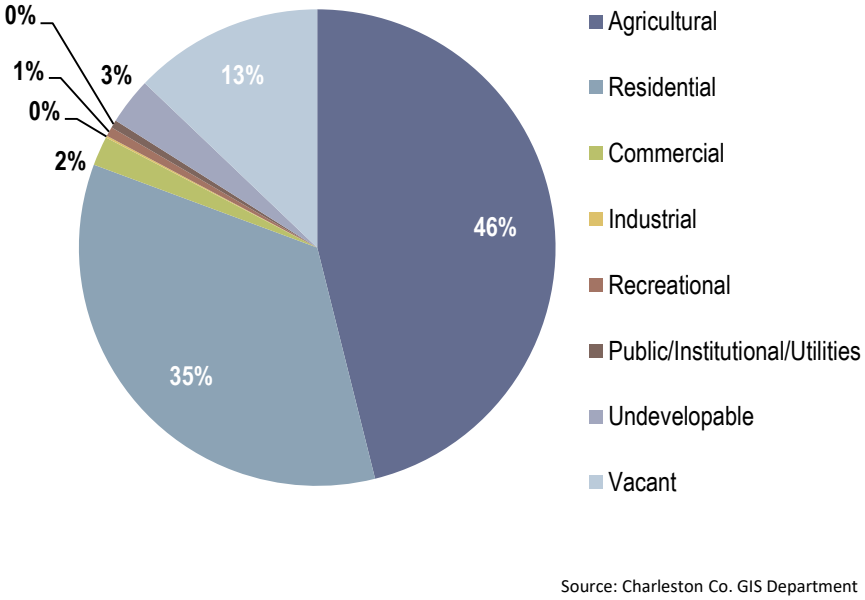
Existing land uses found in Ravenel are similar to many rural, railroad towns in the Berkeley-Charleston-Dorchester region. Most of the commercial uses are located along US Highway 17, with some occurring along the secondary corridor of the CSX rail line. Map 8 (see Appendix) shows the Town's current Land Use.

The Town is comprised of 7,814.51 acres of land categorized into eight different land use types. The Charleston County Assessor's Office uses tax codes to determine the "use," and therefore the taxation, of all properties. This system, along with field verification, has been used to approximate the land use of each parcel in town.

RAVENEL LAND USE TABLE		
Land Use Type	**Acreage**	**% of Acreage**
Agricultural	**3,602.00**	**46.1%**
Residential		
Single-Family Residential	2,368.15	30.3%
Multi-Family Apartments	-	-
Mobile Homes on Lot	225.86	2.9%
Mobile Home Park	72.62	0.9%
Residential on Commercial	4.73	0.1%
Residential Acreage	29.44	0.4%
(RESIDENTAL SUBTOTAL):	**2,700.80**	**34.6%**
Commercial		
General Commercial	95.25	1.2%
Office	11.91	0.2%
Retail	22.35	0.3%
Warehouse	24.32	0.3%
Restaurant	1.60	0.0%
(COMMERCIAL SUBTOTAL):	**155.43**	**2.0%**
Industrial	**10.17**	**0.1%**
Recreational	**49.98**	**0.6%**
Public/Institutional/Utilities		
Schools	9.71	0.1%
Religious	13.73	0.2%
Cemeteries	6.47	0.1%
Right of Way	10.20	0.1%
HOA	1.85	0.0%
(PUBLIC SUBTOTAL):	**41.96**	**0.5%**
Undevelopable	**247.95**	**3.2%**
Vacant Property		
Vacant Residential Lot	886.98	11.4%
Vacant Commercial Lot	119.25	1.5%
(VACANT SUBTOTAL):	**1,006.22**	**12.9%**
TOTAL:	**7,814.51**	**100.0%**
		Source: Charleston County GIS Department

Table 12: Ravenel Land Use Table

The majority of the Town's land is primarily dedicated to agricultural uses (~46%), followed by residential uses (~35%). The remaining categories, including: commercial (2%), industrial (<1%), recreational (<1%), public/institutional/utilities (<1%), undevelopable land (~3%), and vacant land (~13%), collectively represent less than one quarter of all remaining land in the Town. Figure 2 displays the acreage of each land use type as a percentage of all land (7,814.51-acres) in Town.



Source: Charleston Co. GIS Department

Figure 27: Ravenel Land Use Types (% Acreage)

Agricultural (46.1%)

Agricultural land is used for the production or maintenance of plants and animals; this classification also includes agricultural forests. Typical uses accommodated in the zoning of agricultural lands include cultivating crops, raising livestock, nurseries and greenhouses, production of forestry products and other natural resource management. Many of the larger parcels currently identified as agricultural may not be used for such purpose and present potential development opportunities in the future.

Residential (34.6%)

Residential land is used for dwellings and shelter. Distinction is made between types of residential uses to analyze the distribution of residential densities and proximity to public services and infrastructure. This category includes Mobile Homes on Individual Lots, Mobile Homes in Parks, Residential on Commercially-Zoned lots, and Residential Acreage not yet built upon. There is a 376 acre parcel owned by Charleston County Park and Recreation Commission located immediately to the east of the Caw Caw Interpretive Center. The County indicates this parcel's use (mistakenly?) as single family Residential.

Commercial (2.0%)

Commercial land is used for the provision and purchase of goods and services. This category includes retail, warehouses, professional, and office uses. As noted, these uses are found primarily along U.S. Highway 17, but also along the CSX rail line.

Industrial (0.1%)

Industrial land is used for manufacturing and other facilities that convert raw materials into finished products, including construction, transportation, communication, utilities and wholesale trade.

Recreational (0.6%)

Vacant land that is undeveloped specifically designated as for recreational use is distinguished from open land. The 652 acre Caw Caw Interpretive Center is not within the boundary of Ravenel, but is a Charleston County Park and a significant recreational resource for the Town. As noted above, there is a 376 acre parcel owned by Charleston County Park and Recreation Commission within Town an indicated use of residential that may be more accurately listed as Recreational.

Public/Institutional/Utilities (0.5%)

These lands are used for nonprofit or public uses, such as schools, prisons, utilities, large medical facilities, government buildings, churches, cemeteries, and religious based facilities. Also included are semi-public property owned by Home Owners Associations.

Undevelopable Property (3.2%)

This is property that is unsuitable for any type of development. There may be inadequate soil conditions or other factors that prevent development and the property is not being farmed or used in any other significant way. This property does contribute to open space, but cannot be considered vacant.

Vacant Property (12.9%)

Vacant property represents the Towns existing potential for accommodating growth absent rezoning or annexations. It is important to note that a property considered “vacant” may be occupied relatively quickly. A vacant structure means that a structure exists, but there is no occupying homeowner or business at the time of the survey. However, vacant land indicates property platted as a lot, but not yet occupied. The 887 acres of vacant residential lots in Ravenel primarily indicates land on which homes could be built and gives an idea of where potential growth could occur. This acreage is about a 33% increase over the existing acreage currently used for residential. Much of the vacant residential land is located in the Pepper Grass Trail area, but there are numerous areas throughout town. There is about 119 acres of vacant commercial property, primarily located along U.S. Highway 17.

Vacant, but developable, property is important to review as it indicates areas of town that may develop rapidly. Map 9, Vacant and Undevelopable Land (see Appendix) illustrates these parcels.

Current Zoning

Ravenel has adopted zoning to regulate the use and various characteristics of land development. The same land acreage with uses identified by the County can be compared to the zoning of the town. The Ravenel 2009 Zoning Code consists of the code text, appendices (including a permitted use matrix), and a zoning map. The 2009 map has been updated for this plan. The zoning code use matrix consists of "Allowed", "Conditional", and "Special Exception" uses grouped into the following categories:

- Agricultural
- Residential
- Civic
- Communication
- Temporary Uses
- Transportation
- Industrial
- Warehouse and Freight
- Wholesale
- Retail
- Business Services
- Amusement and Recreation
- Misc. Services
- Repair Services
- Personal Services
- Motion Picture and Theaters
- Accessory Uses

One or more of these uses are permitted within different zoning districts. An analysis of districts and the permitted use groups, along with lot and building requirements, provides key insight as to whether or not the Town's future vision for growth and development (the Future Land Use Plan) can be implemented. Map 10, Current Zoning, (see Appendix) shows the current zoning classification of Town parcels.

RAVENEL ZONING TABLE

Zoning Classification	Acreage	% Acreage
Agricultural Residential (AR):	**6,885.62**	**88.1%**
Residential One (R1):	189.77	2.4%
Residential Two (R2):	79.86	1.0%
Residential Three (R3):	315.23	4.0%
Residential Four (R4):	-	0.0%
Mobile Home Park Planned Dev. (MH-PD):	-	0.0%
SUBTOTAL:	**584.86**	**7.5%**
Neighborhood Commercial (NC):	47.94	0.6%
General Business (GB):	189.98	2.4%
SUBTOTAL:	**237.93**	**3.0%**
Light Industrial (LI):	37.23	0.5%
General Industrial (GI):	5.40	0.1%
SUBTOTAL:	**42.63**	**0.5%**
Historic Conservation Overlay (HC):	**4.54**	**0.1%**
Right of Way (R/W):	**58.94**	**0.8%**
TOTAL:	**7,814.51**	**100.0%**

Source: Ravenel Zoning Code and Map

Table 13: Ravenel Zoning Table

Agricultural Residential (AR)

The AR District is the largest zoning classification at 88.1% and allows development at a density of no more than one dwelling unit per 43,560 square feet (1 acre), which can be considered "low" density in Ravenel. Other characteristics are:

- 150' lot width at building line
- 30' front yard / 10' side yard / 30' rear yard
- 35' maximum height
- 35% maximum lot coverage

The density and characteristics are identical to the Town's Residential One (R-1) zoning, with the only difference being in the Permitted, Special Exception, and Conditional uses allowed. AR uses are primarily Agricultural and Residential in nature, but some uses are found in the zoning use matrix in the sections of Civic, Communication, Industrial, Warehouse and Freight, Wholesale, Personal Services, Miscellaneous Services, and Amusement and Recreation, along with Accessory and Temporary uses. The overwhelming locational feature of Ravenel AR zoning is that it is primarily located in the outskirts of Ravenel, away from the main thoroughfares of highways 17 & 165, Old Jacksonboro Road, and old town area around the CSX rail line.

Residential One (R-1)

The R-1 District acreage is about 2.4% of the Town's total land area. As noted above, R-1 allows the same development density as AR at one dwelling unit per 43,560 square feet (1 acre) and the same characteristics, only varying in uses allowed. Ravenel R-1 zoning does not allow duplexes or multi-family dwellings. Some R-1 uses are found in the zoning use matrix in the sections of Civic, Communication, Personal Services, Miscellaneous Services, and Amusement and Recreation, along with Accessory and Temporary uses. R-1 is located primarily along highways 17 & 165, and the old town area around the CSX rail line.

Residential Two (R-2)

The R-2 District acreage is about 1.0% of the Town's total acreage and is located throughout Town. R-2 allows a development density of no more than one dwelling unit per 30,000 square feet, which is still considered "low" density, and other characteristics are:

- 70' lot width at building line
- 30' front yard / 10' side yard / 30' rear yard
- 35' maximum height
- 40% maximum lot coverage

Ravenel R-2 zoning allows duplexes, but not multi-family dwellings. Some R-2 uses are found in the zoning use matrix in the sections of Civic, Communication, Personal Services, and Miscellaneous Services, along with Accessory and Temporary uses.

Residential Three (R-3)

The R-3 District acreage is about 4.0% of the Town's total acreage and allows a development density of no more than one dwelling unit per 12,500 square feet, which can be considered "medium" density. Other characteristics are:

- 70' lot width at building line
- 25' front yard / 10' side yard / 25' rear yard
- 35' maximum height
- 50% maximum lot coverage

R-3 zoning allows duplexes and permits multi-family uses as a Special Exception. Some R-3 uses are found in the use matrix in the sections of Civic, Communication, Personal Services, and Miscellaneous Services, along with Accessory and Temporary uses. R-3 is found near the main areas of town, but also is the primary residential use, aside from AR, north of U.S. Highway 17 and Old Jacksonboro Road. This higher density zoning directly abutting the lowest density zoning may be a source of conflict without adequate buffers or other impact mitigation.

There are also Restrictive District Classifications for R-1, R-2, and R-3 (R-1R, R-2R, & R-3R) that mirror their corresponding classification's characteristics and whose intent is to "restrict the residential uses to constructed-on-site homes." This would eliminate the use of pre-fabricated or modular homes in these districts and there are some other use differences. However, the town cannot discriminate between modular and on-site construction. While these restrictive district classifications are in the Ravenel zoning code, they are not mapped and are not used.

Residential Four (R-4)

The R-4 District is not currently mapped or in the zoning use matrix; it is only described in the zoning code text. R-4 allows a development density of no more than one dwelling unit per 22,000 square feet, placing it between R-2 and R-3 or likely "medium" density. Other characteristics are:

- 80' lot width at building line
- 30' front yard / 10' side yard / 25' rear yard
- 35' maximum height
- 40% maximum lot coverage

Mobile Home Planned Development (MH-PD)

While Manufactured and Mobile Homes are permitted in all residential districts as an "Allowed" use, Ravenel has also established a mobile home district for a grouping of two or more mobile homes. This Conditional Use district contains regulations regarding accessory structures, signage, a five acre tract size, density, grading, foundations, skirting, setbacks, open space and recreation, parking, buffer yards, refuse area screening, streets, infrastructure, and walkways. However, this district is not represented or mapped at this time.

Neighborhood Commercial (NC)

The NC District acreage is about 0.6% of the total zoned acreage in Town and is intended for the location of certain service businesses, offices, and public purposes. NC uses are found in the use matrix in the sections of Residential, Civic, Communication, Transportation, Retail, Business Services, Personal Services, Miscellaneous Services, Repair Services, Amusement and Recreation, and Motion Picture and Theaters, along with Accessory and Temporary uses. The minimum lot area is 12,500 square feet. Other characteristics are:

- 100' lot width at building line
- 50' front setback / 25' side / 25' rear
- Abutting 2 acre lots
  - min side setback of 10' / 15' rear
- 35% maximum building coverage
- Buffer yards required abutting residential
- 35' maximum height

General Business (GB)

The GB District acreage is about 2.4% of the Town's total zoned acreage and is intended for a broad range of commercial uses and activities adjacent to arterial roads. GB uses can be found in every section of the use matrix. The minimum lot area is 12,500 square feet and other characteristics are identical to NC zoning.

Light Industrial (LI)

The LI District acreage is about 0.5% of the Town's total zoned acreage and is intended to develop and reserve large parcels for a broad range of high-employment industrial uses. LI uses can be found in every section of the use matrix. The minimum lot area is 10 acres and there is no maximum building coverage or height. Other characteristics are:

- 200' lot width at building line
- 50' front setback / 50' side / 50' rear
- Buffer yards required abutting agricultural or residential districts

General Industrial (GI)

The GI District acreage is about 0.1% of the Town's total zoned acreage and is intended for low impact general industrial uses that do not create excessive noise, odor, dust, or traffic. GI uses are found in every section of the use matrix. The minimum lot area required is 2 acres and there is no maximum building coverage. Other characteristics are:

- 100' lot width at building line
- 50' front setback / 25' side / 35' rear
- 35' maximum height
- Buffer yards required abutting agricultural or residential districts

Historic Conservation Overlay (HC)

The HC overlay acreage is 0.1% of the Town's total acreage and the regulations are to apply to the underlying zoning district. The intent is to protect and preserve the historic character of the area designated. HC uses are in the Residential, Miscellaneous Services, Accessory, or Temporary sections of the use matrix. The HC district takes on the characteristics of the underlying zoning with added regulations regarding exterior architectural features, public encroachment, maintenance and repair, and demolition. The only HC overlay is located at the town-owned property at the intersection of Conner and Mellard Streets.

Planned Development (PD)

The regulations regarding PD are described in the Ravenel code text with the purpose of encouraging flexibility in the development of land to improve the design, character, and quality of new development, to facilitate the provision of streets and utilities, and to preserve natural and scenic features of open areas. PD may be used for mixed-use developments. Various criteria qualify a site for PD zoning and there is a specific process to be followed for the site to gain approval. There are no PD zoned sites in Ravenel.

Commercial Corridor Overlay District (CCOZ)

The CCOZ overlay applies to the US Highway 17 corridor and is intended to help manage vehicular access, mitigate traffic congestion, improve driver safety, encourage pedestrian accessibility, improve the appearance of development, protect property values, and generally improve the functionality and aesthetics of land within the corridor. The CCOZ applies to the right of way of US 17 and all properties that have a property line fronting on US 17. The Ravenel CCOZ zoning code applies a variety of regulations to new non-residential development over 3,000 square feet, multi-family residential development, and exterior alterations or additions to existing non-residential structures that cost more than 50% of the most recently assessed fair market value of the property. New non-residential development less than 3,000 square feet requires the approval of the Zoning Administrator. The CCOZ regulates certain elements in certain situations including:

- Front buffer yards, trees, walks, berms
- Front setback related to parking location
- Building design massing
- Side and rear elevation aesthetics
- Color schemes that avoid bold, garish, day glow colors and emphasize natural colors
- Accent colors
- Building materials and treatments
- Foundation plantings and site landscaping
- Parking lot trees
- Monument signage
- US 17 Highway Access

A comparison of the current land uses to the current zoned areas yields few areas of significant conflict as Ravenel continues to be predominantly rural in nature. There are a few locations where Light Industrial or General Industrial zoned areas are adjacent to residential uses. There is one case where there is an occupied single-family home next to an industrial zoned area; although the current use is a warehouse rather than industrial. Commercial zoning is generally not reviewed for conflicts with residential as any proximity tends to be a function of the residential real property market transitioning to a more intensive use. The encroachment of Mobile Homes on Individual Lots and Mobile Home Parks into the Agricultural Residential (AR) and Residential One (R-1) districts is significant and the recommendations made in this planning element seek to address this impact.

Map 11, Future Land Use, in Appendix A illustrates the community's future land use vision.

Future Zoning Considerations

The 2017 housing inventory data presented earlier in the Housing section (chapter 4) of this Plan shows a high percentage of mobile/manufactured homes (of the 1,214 housing units, 599 units, or 49%, are mobile homes), indicating high demand for affordable housing options. "Manufactured or Mobile Homes" provide an affordable housing alternative for many individuals because building costs are comparatively low, and while most individuals own the unit itself, they often do not own the land on which the unit is located. Mobile homes often use a more affordable land-lease scenario. This type of home remains an important component of ensuring access to affordable housing in the Town; however, the Town could modify bulk and area requirements in the three relevant zoning districts (AR, R, and MH-PD) to further regulate development of mobile home units or parks in the future.

Manufactured or Mobile Homes may be restricted to certain zoning districts and can be subject to other building standards. For example, many zoning ordinances do not allow manufactured or mobile homes that were built before June 15, 1976. A Manufactured or Mobile Home built after this date is subject to the National Manufactured Housing Construction and Safety Standards Act of 1974.

By comparison, "Modular" building units are any building of closed construction, regardless of type of construction or occupancy classification, other than a Manufactured or Mobile Home, constructed off-site in accordance with the applicable codes and transported to the site for installation or erection. South Carolina Building Codes Council Certified Modular Homes must be allowed in any zone in which site constructed homes are permitted.

Current zoning regulations in Ravenel use the above definitions to identify a "Mobile Home Planned Development" as a zoning classification and describe "Manufactured Home on Individual Lot" and "Manufactured Home Park" as principal residential uses. A "Manufactured Housing Park (Mobile Home Park)" is also defined in the zoning code definitions as "A development…upon which two (2) or more mobile homes are placed for occupancy."

However, all residentially-zoned districts permit the "Manufactured Home on Individual Lot" use as an allowed use. Additionally, the town attempted to include a more restrictive district for each density of residential districts that attempts to limit construction to "on-site," although these districts are unused

and unmapped. "Modular Building Units" are only noted in the zoning definitions and are, correctly, not restricted from any district that allows on-site construction.

Ravenel may have historically interpreted that "Manufactured or Mobile Homes" must be allowed in all residential districts that allow on-site construction when this applies to Modular Building Units only. This interpretation seems to have resulted in numerous mobile homes being located on single lots throughout town. If desired, definitions, as well as bulk, area and use regulations could be updated through a zoning amendment or during a future zoning update.

Identified Issues

The general focus of recommendations from prior plans included the US Highway 17 corridor as the gateway to town, compatible infill development, the preservation of large tracts of undeveloped land, sign and parking standards, and public response during site planning. These overall goals and processes should continue to be implemented with the code and planning standards in place, in addition to consideration of issues identified below.

1: UPDATE ZONING CODE; REVIEW EXISTING POLICIES, PROCEDURES AND DOCUMENTS

A: The Town of Ravenel should consider update its zoning code, attempting to incorporate most, if not all, recommendations found herein. Consideration should be given to adding new classifications or adjusting densities, if necessary, to manage future growth volume and types, and creating a more diverse code that is both sensitive to existing and incoming land uses but also flexible enough to help preserve the rural nature of Ravenel.

B: The Town of Ravenel should review its procedures with respect to: rezoning requests and applications, zoning map updates, conditional use approvals, and special exception reviews and determine if opportunities for improved efficiencies can be identified. Consideration should also be given to the processes that guide annexations, the subsequent rezoning of annexed property, and the availability of Town utilities/services.

C: The zoning update should include provisions to allow for cluster zoning and added criteria and standards for Planned Developments. The growth pressures that Ravenel is likely to see in the future will require flexibility to create quality development.

D: There are three tracts of land south of US Highway 17 at the eastern entrance to town that comprise about 872 acres of property, a portion of which the Town should consider annexing. The current use is residential for most of the property and the town has the property zoned as AR. Development pressure has been indicated at this acreage and the town should review its Planned Development and Cluster Zoning ability.

E: As the zoning code is reviewed for changes, Ravenel should also consider changes to its policies and procedures regarding enforcement. Town Staff may require more support, equipment, and training to implement added enforcement and monitoring of codes.

F: The Commercial Corridor Overlay District should be noted on the Ravenel Zoning Map legend along with the Mobile Home and Planned Development designations. These zoning features should be noted so that a reader of the map is aware they exist. Furthermore, the CCOZ can be described in the legend text.

G: Consider how zoning, building, and maintenance code enforcement can impact other public services. Maintaining clear lots and unbroken windows helps with Police patrolling. Reduction of underbrush fuel helps with firefighting.

H: On the north side of US Highway 17, the commercial corridor is not well defined as there are a mixture of recreational, commercial, and residential uses entering town from the east up to the intersection of US Highway 17 and Old Jacksonboro Road. These diverse land uses seem to co-exist. However, only lots directly facing U.S. Highway 17 should be commercial. This will limit commercial encroachment into the residential and natural recreation areas.

I: Industrial uses within Ravenel include the Carolina Eastern, Inc. fertilizer business on Highway 165 and the "17 South Commerce Center" off of US Highway 17. Just west of the Commerce Center is a parcel that is zoned industrial. There does not appear to be industrial development pressure at this time and Ravenel has more acreage zoned for industrial than what is currently being used as industrial. However, thought must be given to allowing industrial uses near residential uses and features such as churches and schools. There are some large tracts on the outskirts of town where industrial park settings could be developed to discourage industrial development in the central areas of town.

2: Improve Outcomes through specific Zoning Considerations

A: The low-density residentially zoned areas of AR and R-1 should be protected from the encroachment of the more intensive commercial and industrial uses. The value of these areas, and therefore the Ravenel property tax base, should also be preserved by limiting development that has a tendency to be lower-value in nature.

B: The Historic Conservation Overlay District is underutilized. The town should consider applying this overlay to the sites identified in Charleston County Historical and Architectural Surveys. This can help determine if there is a Historic District or cluster of significant sites. The Atlantic Coast Line Railroad Depot is eligible for the National Register of Historic Places and should be included in the local Historic Conservation zoning overlay district.

C: The R-3 zoning district (that allows higher density and multi-family) appears to be encroaching into the AR-zoned areas along the north side of Old Jacksonboro Road and U.S. Highway 17. While Old Jacksonboro Road does provide the effect of a bypass off of U.S. Highway 17 and connects to Highway 165, the impact of added development in this corridor on the larger tract, single-family homes in this area should be controlled. The R-3 zoning should be reconsidered and not increased on the Old Jacksonboro Road corridor.

D: Similarly, there is a parcel at 5801 Old Jacksonboro Road that is zoned General Business that is out-of-place and the use is residential. This parcel recently sold and it appears the use will continue as residential. The town should approach the owner about rezoning to preserve the residential feel of Old Jacksonboro Road.

E: The "Restrictive Districts" of R-1R, R-2R, and R-3R cannot be used to discriminate against Modular construction, which is different from manufactured or mobile homes. Modular construction must be allowed in any single-family district. The restrictive districts as they exist now should be removed from the zoning code.

F: Similarly, the R-4 district should be reviewed and considered for elimination. This district could be employed as a mid-density district that allows multi-family units, but it is unclear what the intent was as the uses are not included in the zoning use matrix.

G: Adjustments proposed to the zoning code regarding Manufactured or Mobile Homes on individual lots. Acreage currently used by Mobile Homes on individual lots is about 2.9% of the total acreage and should not increase. This does not mean limiting Modular Construction, which must be allowed where on-site construction is allowed.

- The 2004 Comprehensive Plan recommended that a zoning district be amended or developed that does not allow the use of Manufactured or Mobile Homes on individual lots and this recommendation stands today.
- Consideration should be given to allowing the use of Manufactured or Mobile Homes on individual lots in AR as a Special Exception. This will give the Planning and Zoning Commission the ability to consider unique situations for mobile home land uses should a large parcel owner sub-divide their AR-zoned tract, but not apply for rezoning.
- Consideration should be given to allowing the use of Manufactured or Mobile Home on individual lots as a Conditional use in R-2 zoning, with the conditional criteria focusing on lessening the impact on surrounding existing property owners.
- Manufactured or Mobile Homes on individual lots could still be permitted as an Allowable use in R-3 and R-4 if the town intends to use R-4 zoning.

H: Due to the above adjustments, the Mobile Home Planned Development zoned area may see an increase and make an appearance on the map. An appropriate area for this zoning district should be considered during a zoning update.

I: As noted in the Housing element, mobile homes that were built before June 15, 1976 should not be allowed in any zoning district as a matter of safety regulations and building code enforcement.

J: The new EB Ellington Elementary School should attract nearby residential growth of a density greater than the current AR zoning. This area should be monitored for development pressure, but low-to-medium density would be preferred in the Old Jacksonboro Road corridor.

K: The old EB Ellington School is owned by the Town and currently zoned R-1. This property presents an unusual challenge to the town. However, discussions have occurred regarding the adaptive re-use of the facility as a nursing/rehabilitation center

and community residential care facility. This proposal seems to be a good fit, but the Town's use categories are currently silent on this specific type of use. Future rezoning should consider inclusion of this type of skilled nursing facility as a special exception in an appropriate area.

Additionally, the Town could consider applying for a CDBG Community Enrichment grant to transition the abandoned school into a community service-oriented facility, such as: a library; a training facility for adult literacy or trades/skills; or a facility to serve populations such as low income, at-risk youth, or the low income workforce.

L: Some of the areas of intended growth within the Johnson Development (formerly Spring Grove) will be adjacent to the Western boundary of Ravenel and will draw development to the areas of New Road, Old Jacksonboro Road and Highway 165, and US Highway 17. These areas should be monitored closely as property owners in western Ravenel will have to deal with these impacts. There are discussions occurring to annex portions of this property and those discussions should continue.

M: The commercial use across Highway 165 from the Depot should be considered for Neighborhood Commercial zoning. Current Zoning is Agricultural Residential, but a substantial older commercial building is on the lot. This could be an area for a neighborhood retail store or local restaurant, perhaps railroad-themed, to begin to build a historic node for Ravenel. The business should not be an intensive or intrusive use.

3: Reduce Potential Zoning Conflict Areas

A: Ravenel should discuss the plans for the 357-acre parcel east of the Caw Caw Interpretive Center with the Charleston County Park and Recreation Commission. The residential use that the County has indicated could be a conflict with the agricultural residential zoning that the Town has applied. This area may not be suitable for any development or may be more appropriately listed as recreational in use in county records.

B: There is an intensive land-use conflict occurring around St. Mark's African Methodist Episcopal Church. The Light Industrial zoning in this area is out-of-place and has allowed an intensive use to develop. This should be discouraged, cleaned-up, and the property rezoned to a less intensive use such as residential. LI should be used for a larger tract of land with no neighboring property conflicts.

Priority Investment

Introduction

The Priority Investment Element exists to review projected federal, state, and local funds available for public infrastructure and facilities for the next ten years. This Element will recommend some projects specific to various funding sources as well as identify what parties Ravenel Town Leaders will coordinate with to receive comments and potential support for any given project. Most of the improvements proposed by this Comprehensive Plan Update relate to Town Staff, Procedures, Policies, and Codes as well as establishing various programs to provide services to residents.

Funding Opportunities

Federal Sources

At all levels of government, there are a variety of funding sources that a municipality can use to its advantage in order to improve services for its citizens. Federal sources that have been identified by the Town are the Department of Housing and Urban Development (HUD) and the Economic Development Administration (EDA).

HUD provides what are known as Community Development Block Grants (CDBG). These grants are provided through the State of South Carolina's Commerce Department and are for activities such as infrastructure (sewer and water), neighborhood revitalization, demolition, and housing improvements. In order to qualify for CDBG funds the project area must have 51% or more low-to-moderate income households.

The EDA provides what is known as the Public Works Program. This program "helps distressed communities revitalize, expand, and upgrade their physical infrastructure in order to enable communities to attract new industry, encourage business expansion, diversify local economies and generate or retain long-term, private sector jobs and investment through the acquisition or development of land and infrastructure improvements needed for the successful establishment or expansion of industrial or commercial enterprises." Examples of projects include, but are not limited to, technology-based facilities that utilize distance learning networks, smart rooms, smart buildings, multitenant manufacturing, and industrial parks.

State Sources

The State of South Carolina offers various funding sources for municipalities to build and improve their respective jurisdictions. Completed in September 2013, and scheduled for update in April 2020, the 2035 BCDCOG Rural Long Range Transportation Plan was drafted to guide transportation investments. A Project near Ravenel included in this plan is the resurfacing of U.S. Highway 17 resurfacing west of S.C. 162, as well as improvements to the intersection of Highways 17 & 162. SCDOT and Charleston County are the sources of funding for these projects.

Local Sources

Along with any identified General Funds, the Town of Ravenel can access grant programs from the CSX Railroad. CSX offers community assistance through investments, volunteer service, and in-kind donations and has recently been recognized for environmental performance. These activities could be leveraged and used to improve Ravenel.

The Charleston County Park and Recreation Commission (CCPRC) is identified as a financial partner in the continued development of parkland in Ravenel. There are projects and exisitng parks on which the town and CCPRC could coordinate.

Charleston County, primarily through the Water System, Building Services, and Charleston County Public Works Departments currently provide various forms of assistance including waste removal, permitting, building inspections, and drainage ditch maintenance to Ravenel. This assistance is primarily provided through agreements with the agencies and should be continued.

Ravenel should remain open to the possibilty that it may have to levy a property tax in the future. There is not an imminent need. However, the agressivness by which the Town would like to address capital projects combined with potential legislative actions that could reduce Town revenue, may result in increased pressure to develop a stable funding source tied to property values.

Potential Capital Improvement Projects

Infrastructure Improvements

Given the large amounts of capital needed to build and complete infrastructure projects, CDBG, EDA and USDA funds have been identified as targeted funding sources for roadway improvements. No infrastructure projects are planned at this time. However, an identified need in this Plan is the improvement and construction of safe walkways throughout town. Where this would take the form of sidewalk enhancements, Ravenel will seek information through SCDOT and CDBG Neighborhood Revitalization funding.

Ravenel would like to improve internet service throughout town. While this is privately-owned infrastructure, the town may be interested in partnering with a company in some way to improve the system and services available. A similar situation exists with Ravenel's private trash haulers; a service which could arguably be called infrastructure.

Public/Recreational Facilities

The Town should primarily focus on investing in and improving existing public facilities within the next ten years. There are opportunities to expand facilities and equipment at the Depot, Community Hall, and Bennett Park sites. The CCPRC is the controlling entity for the Caw Caw Interpretive Center and Bennett Park. The Town of Ravenel has recently obtained a property on the south side of Savannah highway that could be developed as an entryway park. All of the following projects are in preliminary stages and do not have funding identified.

- The Ravenel Community Hall building and site improvements should be identified through a Town committee. Issues for the building are access-related. Issues for the site involve parking, sidewalks, and pathways.
- The Depot area requires continued improvements to the playground site. Additionally, indoor or outdoor exhibits regarding the "Original Train Town" theme should be pursued.
- The Entryway park site requires a development plan and study before proceeding. Ravenel may also want to attempt to acquire surrounding property.
- Bennett Park has had some improvements, but more are planned and the access to the park is irregular. Ravenel should work with CCPRC to determine park improvements.
- The redevelopment of the old E.B. Ellington School near Miley Hill Road may be as a public improvement. The building is owned by Ravenel, but if talks with developers to buy the property and put it into productive use do not bear fruit, the Town will need further study on what to do with this building.

Housing Enhancements

Ravenel would like to develop a procedure for identifying and demolishing dilapidated housing stock. As the town proceeds, the CDBG program will be explored to help with the demolitions. The Town is also interested in helping residents make critical housing improvements, focusing on a "triage" method, including strong roofs, unbroken windows, and clean yards/sites. This program could also use CDBG funding for low-to-moderate income neighborhoods.

Transportation Enhancements

Ravenel is interested in adding a left turn stoplight at the intersection of Highways 17 & 165, but that light has not yet been warranted by SCDOT. Other transportation improvements rely on Ravenel partnering with regional or private providers. No projects are identified at this time.

Appendix A: Maps

Map 1: Natural, Cultural and Historic Resources

Map 2: USGS Topographic Map

Map 3: Stono River Watershed

Map 4: Surface Water Features

Map 5: Sewer and Water Infrastructure

Map 6: Community Facilities

Map 7: Transportation

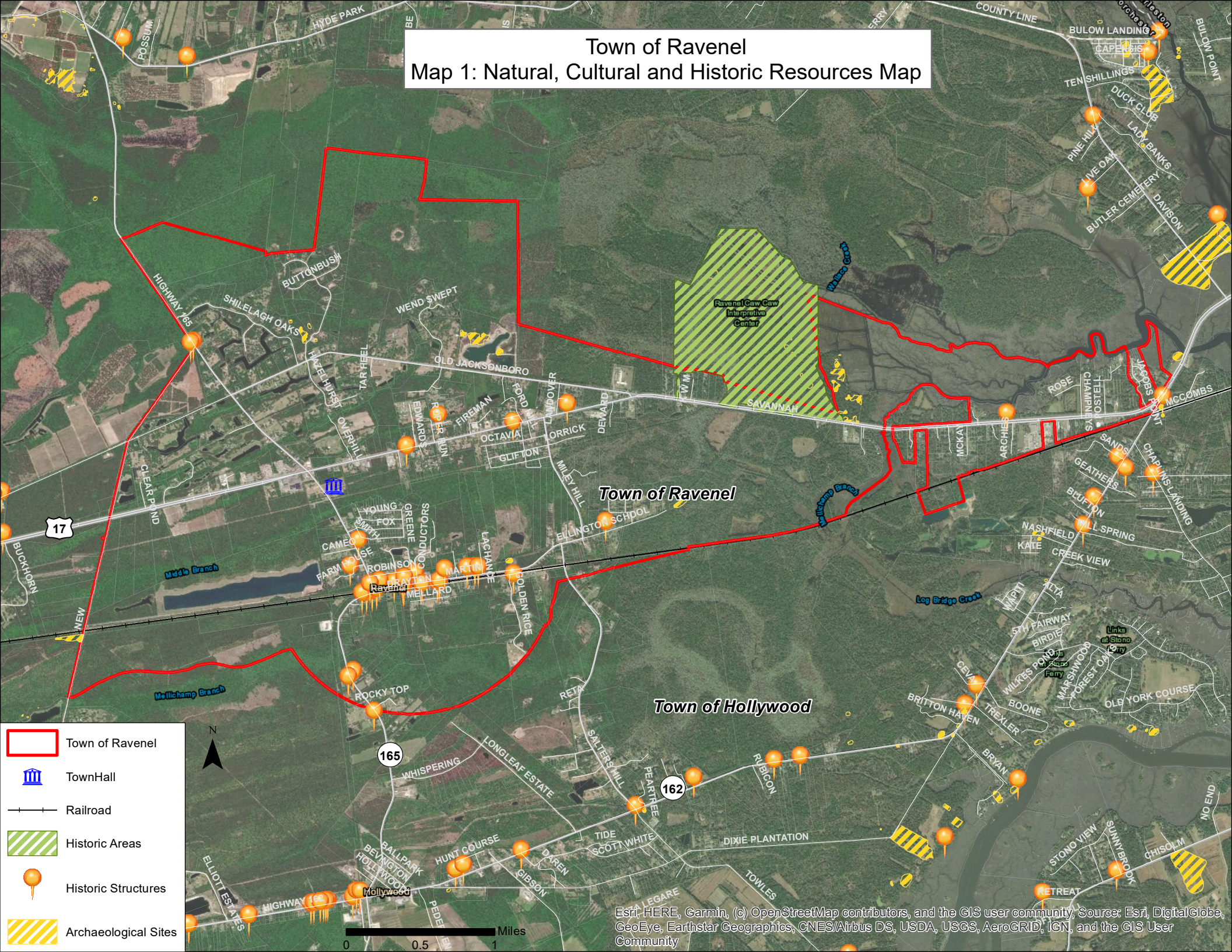
Map 8: Current Land Use

Map 9: Vacant and Undevelopable Parcels

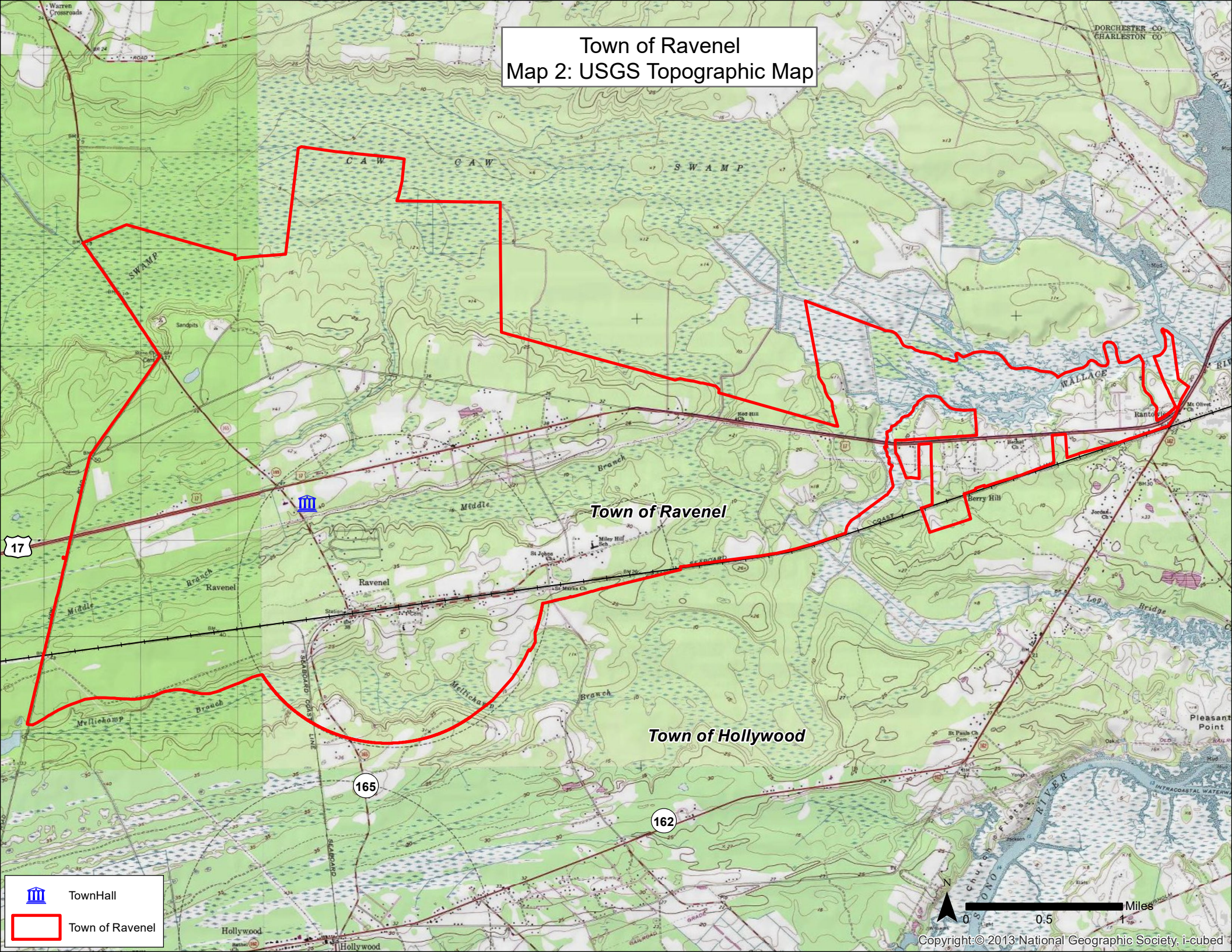
Map 10: Current Zoning

Map 11: Future Land Use

Town of Ravenel
Map 1: Natural, Cultural and Historic Resources Map



Town of Ravenel
Map 2: USGS Topographic Map



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Map 3: Stono River Watershed

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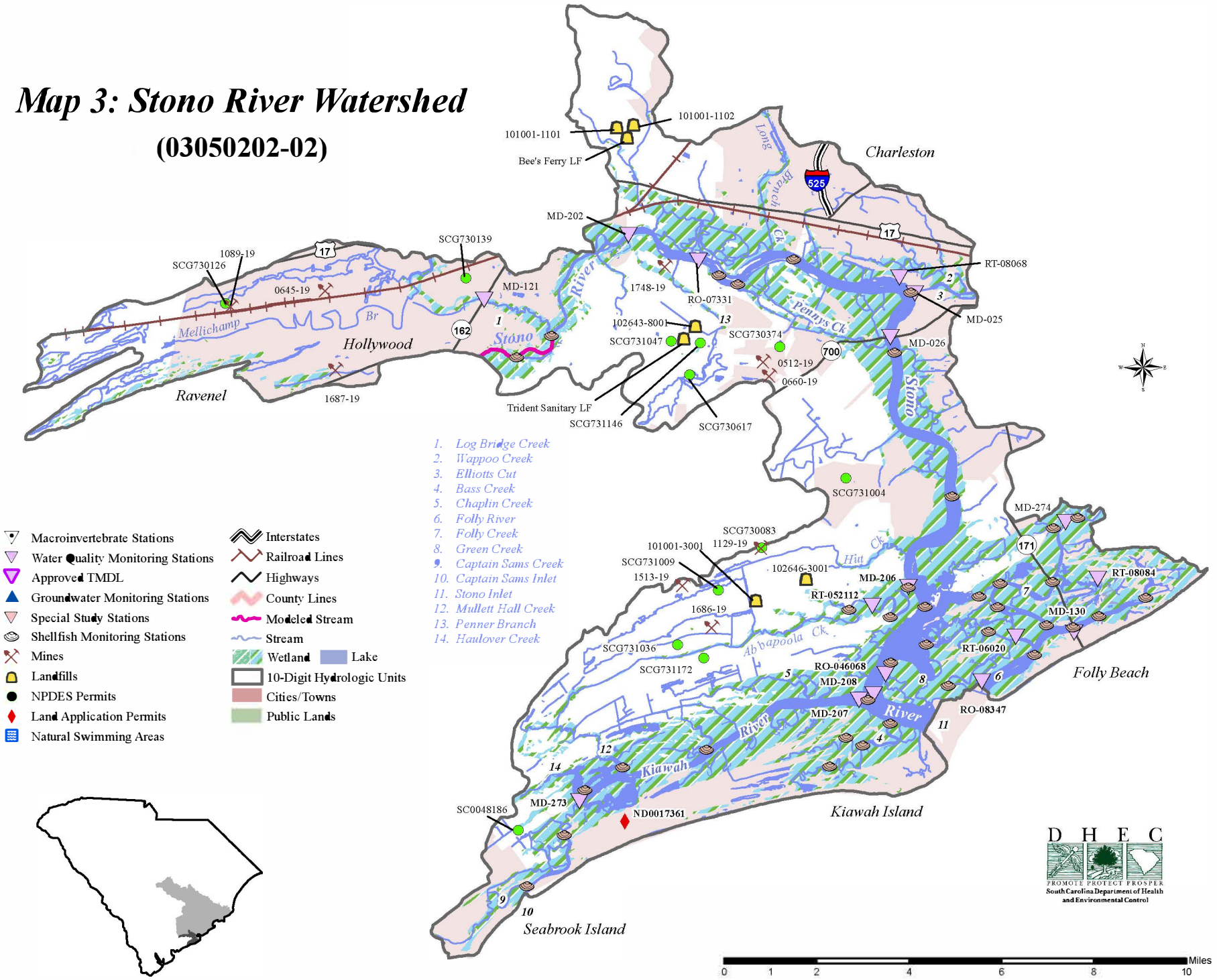
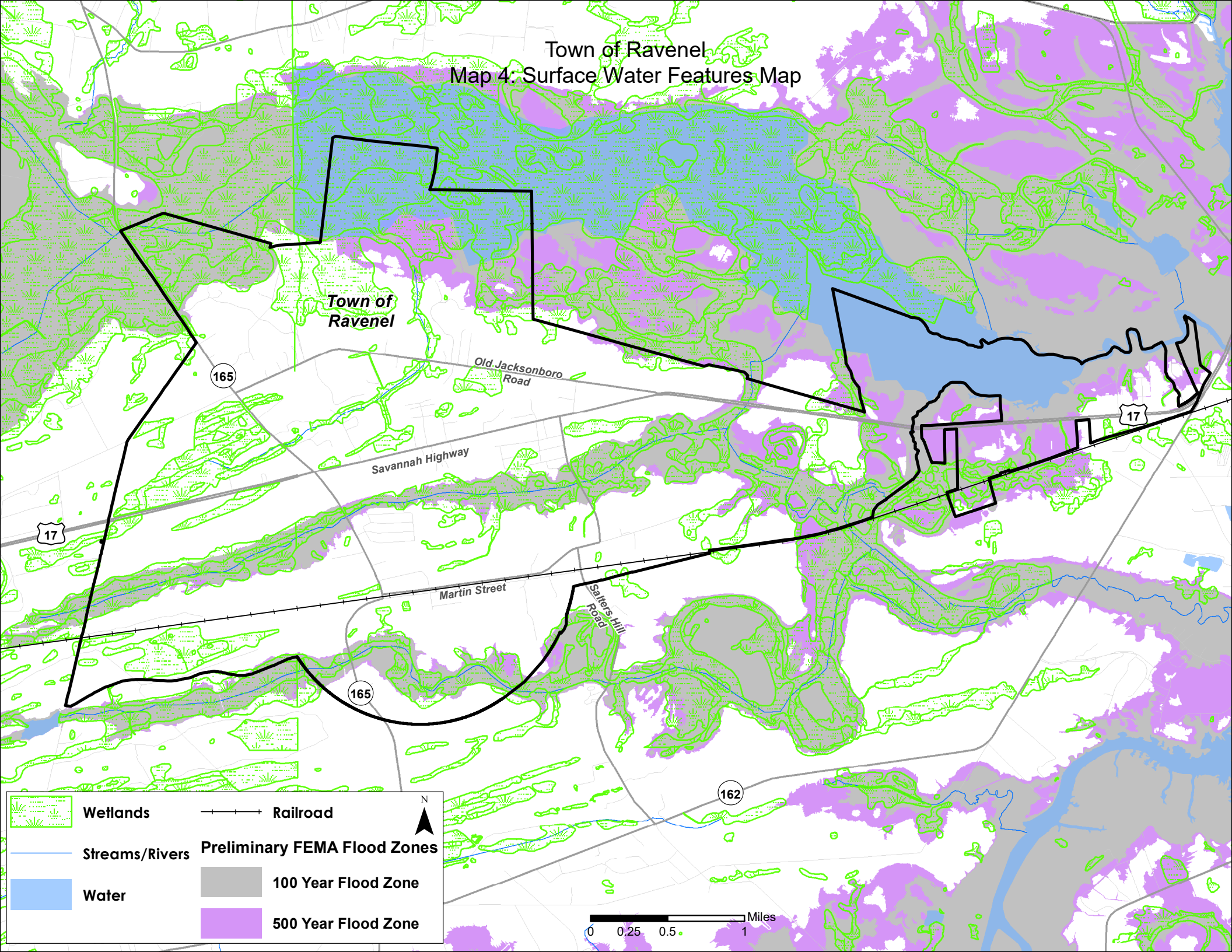
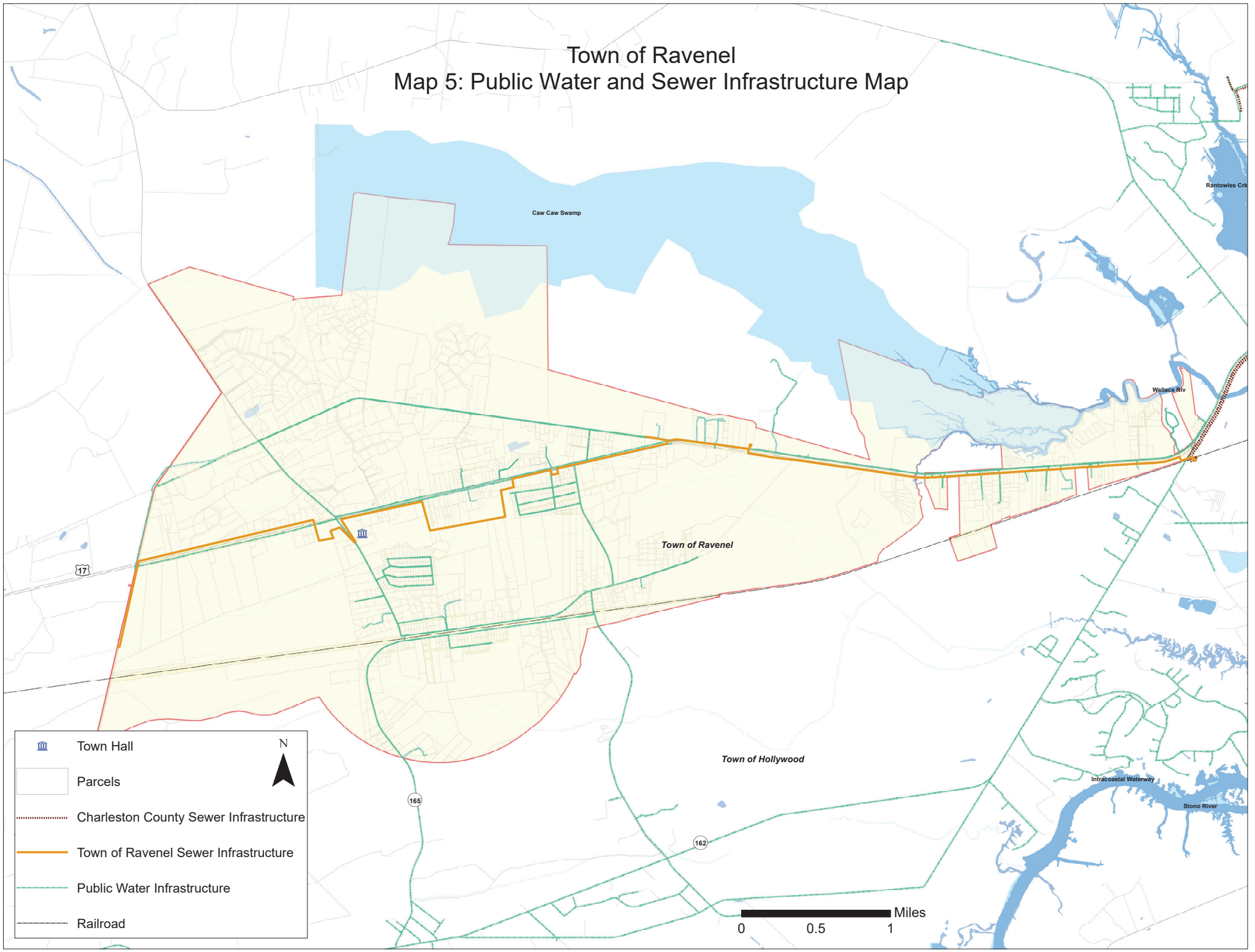
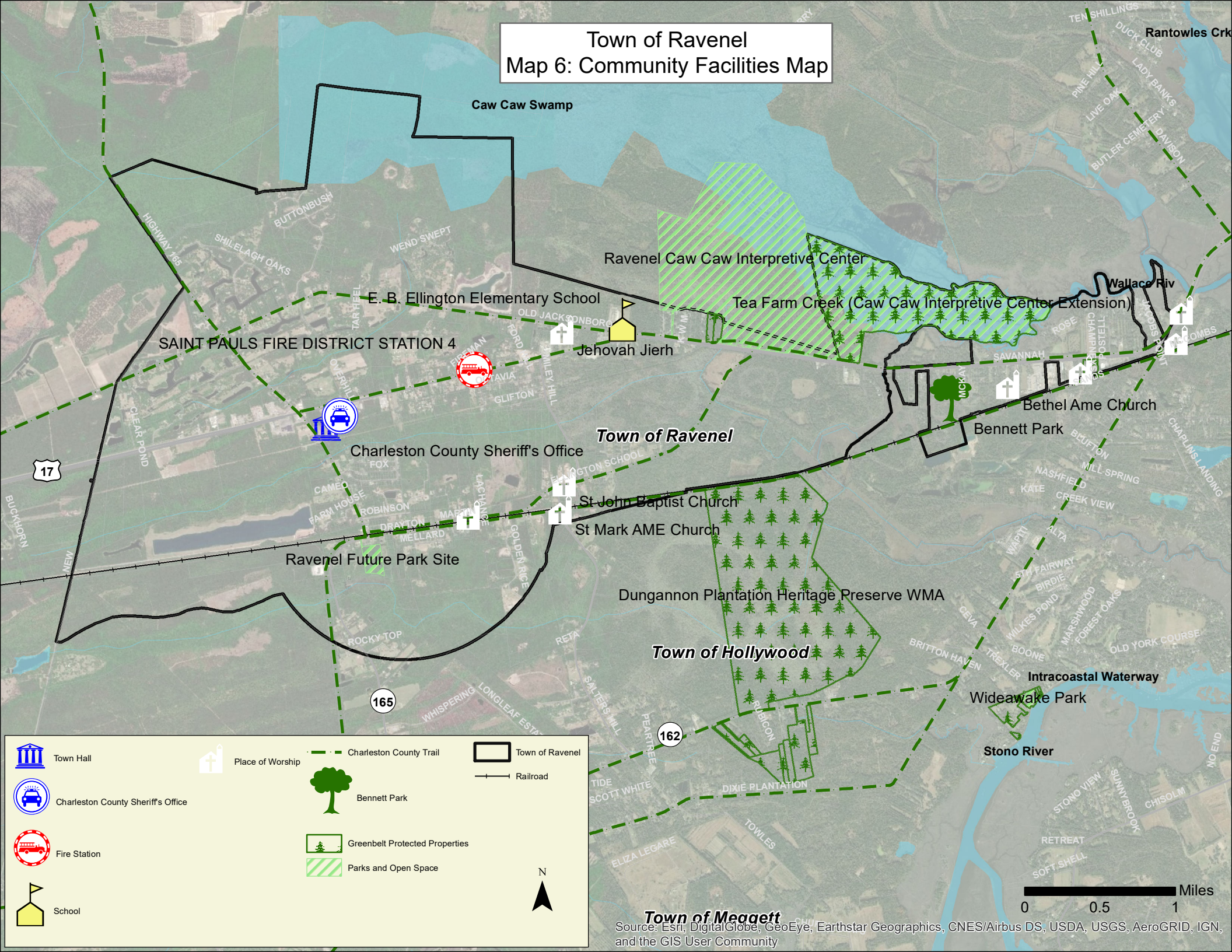
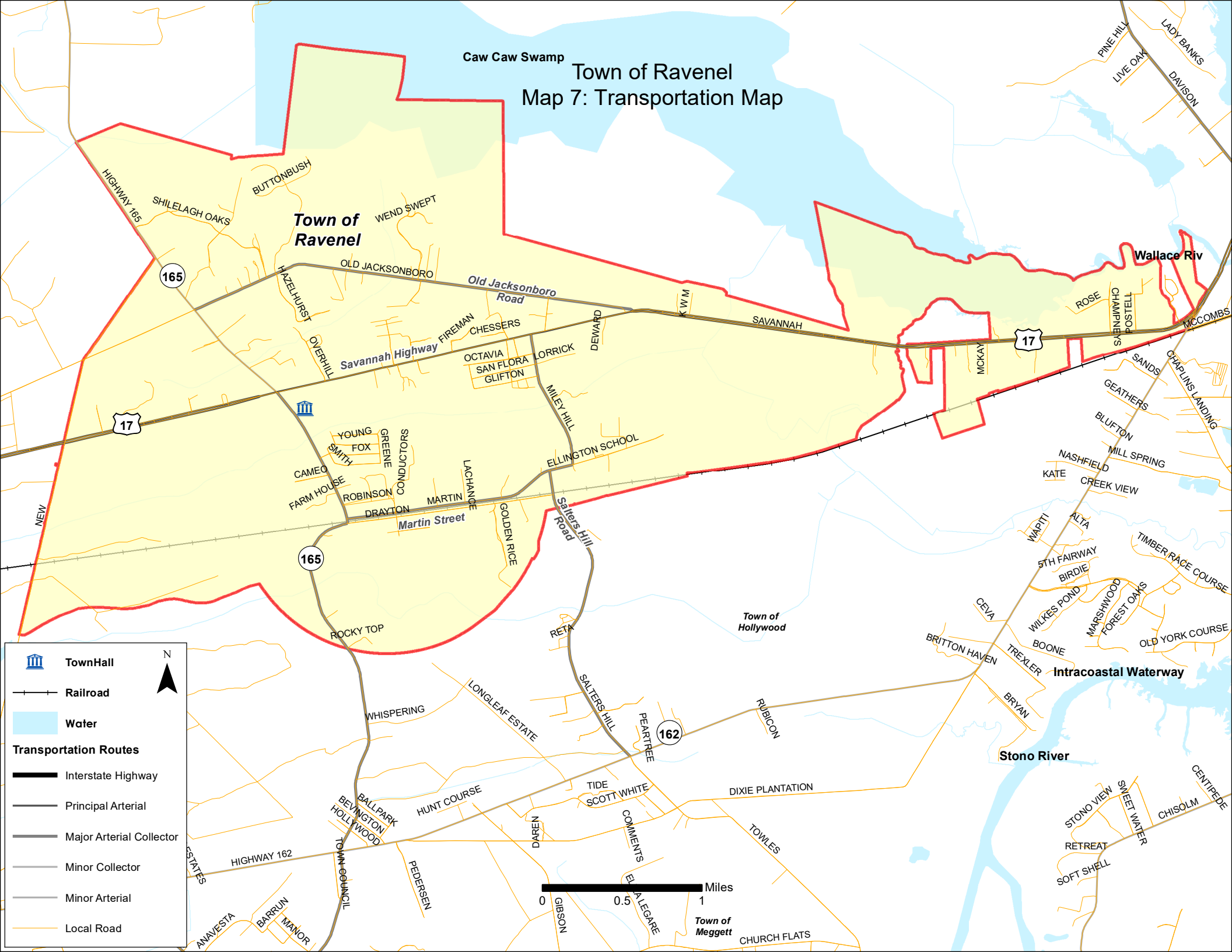


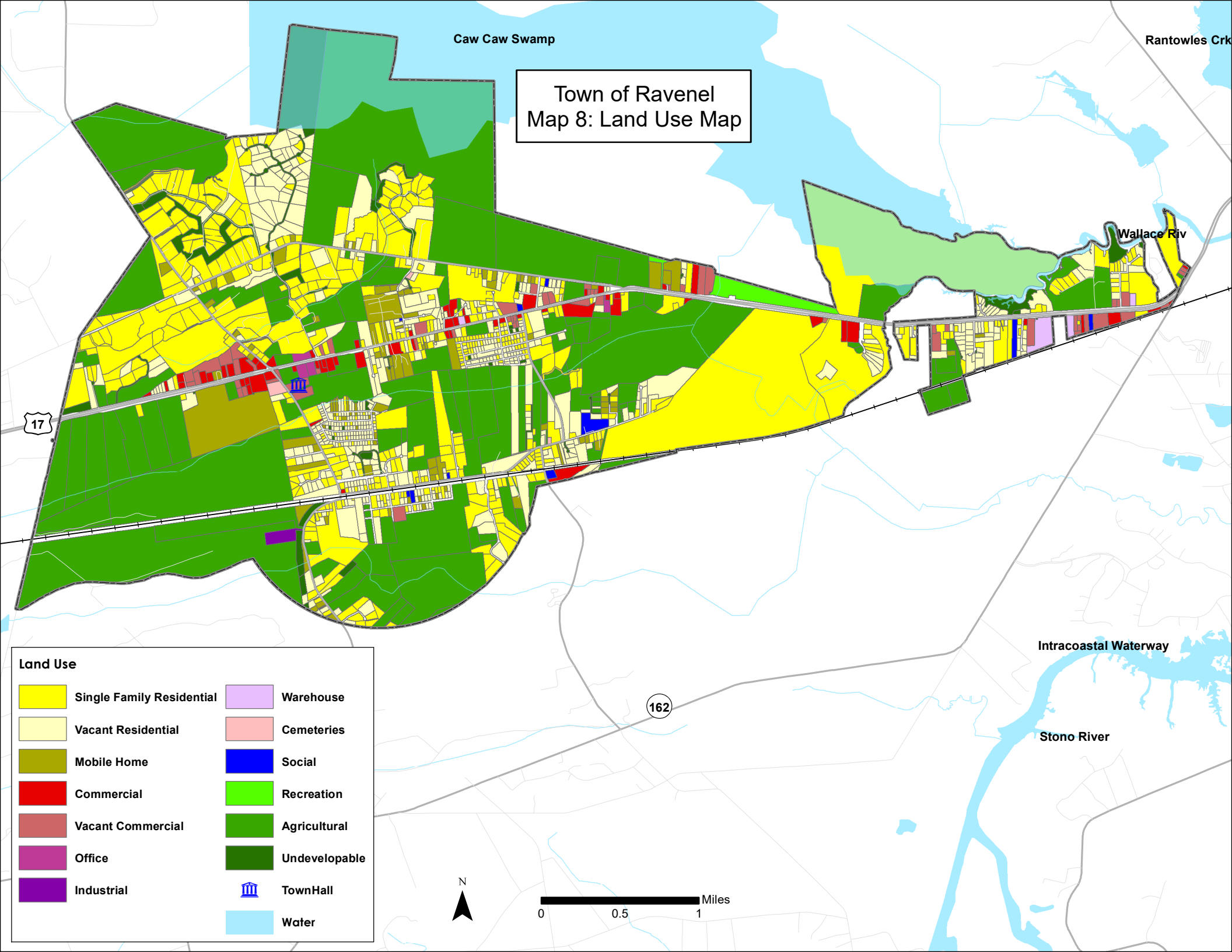

Town of Ravenel
Map 4: Surface Water Features Map
Town of Ravenel
Old Jacksonboro Road
Savannah Highway
Martin Street
Salters Hill Road
165
17
162
Wetlands
Streams/Rivers
Water
Railroad
Preliminary FEMA Flood Zones
100 Year Flood Zone
500 Year Flood Zone
N
0 0.25 0.5 1 Miles

Town of Ravenel
Map 5: Public Water and Sewer Infrastructure Map

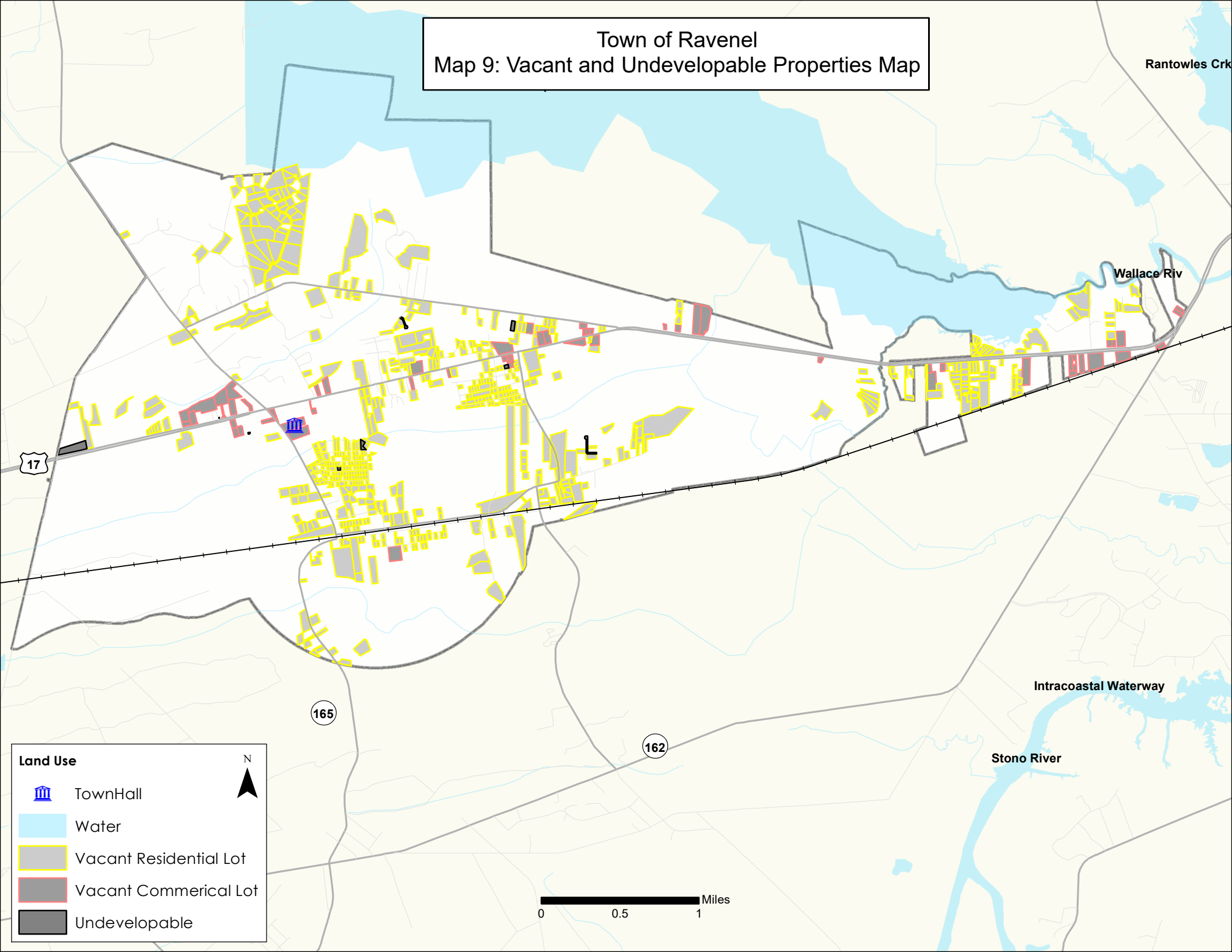



Town of Ravenel
Map 6: Community Facilities Map
Caw Caw Swamp
Rantowles Crk
Ravenel Caw Caw Interpretive Center
Tea Farm Creek (Caw Caw Interpretive Center Extension)
Wallace Riv
E. B. Ellington Elementary School
SAINT PAULS FIRE DISTRICT STATION 4
Jehovah Jierh
Bethel Ame Church
Bennett Park
Town of Ravenel
Charleston County Sheriff's Office
St John Baptist Church
St Mark AME Church
Ravenel Future Park Site
Dungannon Plantation Heritage Preserve WMA
Town of Hollywood
Intracoastal Waterway
Wideawake Park
Stono River
Town of Meggett
17
165
162
Town Hall
Charleston County Sheriff's Office
Fire Station
School
Place of Worship
Bennett Park
Charleston County Trail
Railroad
Town of Ravenel
Greenbelt Protected Properties
Parks and Open Space
N
Miles
0
0.5
1
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

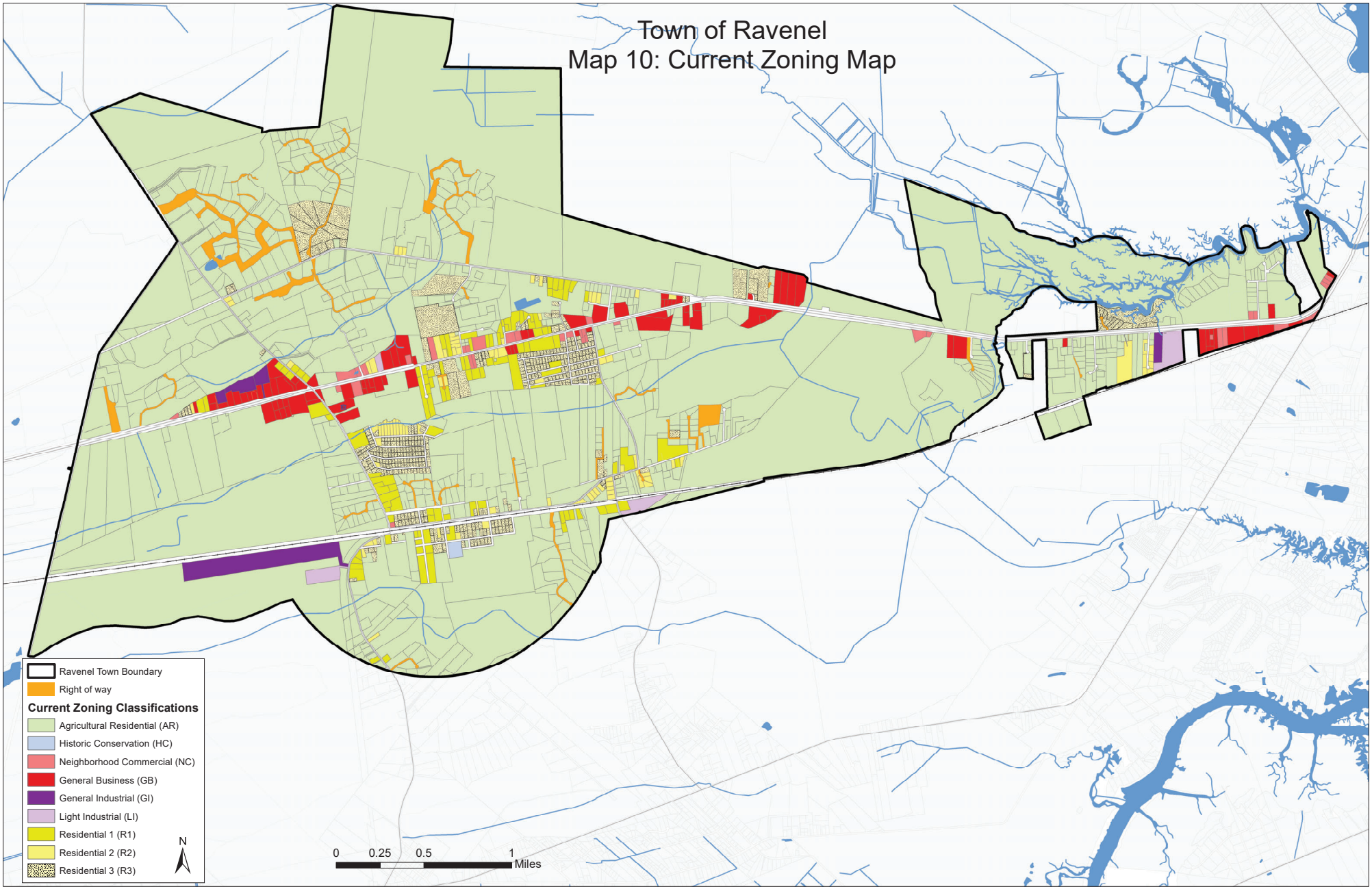

Town of Ravenel
Map 7: Transportation Map
Caw Caw Swamp
Town of Ravenel
Town of Hollywood
Town of Meggett
Wallace Riv
Stono River
Intracoastal Waterway
Old Jacksonboro Road
Savannah Highway
Martin Street
Salters Hill Road
HIGHWAY 165
HIGHWAY 162
OLD JACKSONBORO
SAVANNAH
BUTTONBUSH
SHILELAGH OAKS
WEND SWEPT
HAZELHURST
OVERHILL
FIREMAN
CHESSERS
OCTAVIA
SAN FLORA
GLIFTON
LORRICK
DEWARD
MILEY HILL
ELLINGTON SCHOOL
YOUNG
FOX
SMITH
GREENE
CONDUCTORS
CAMEO
FARM HOUSE
ROBINSON
DRAYTON
MARTIN
LACHANCE
GOLDEN RICE
NEW
ROCKY TOP
WHISPERING
LONGLEAF ESTATE
RETA
SALTERS HILL
PEARTREE
RUBICON
HUNT COURSE
BALLPARK
BEVINGTON
HOLLYWOOD
TOWN COUNCIL
PEDERSEN
TIDE
SCOTT WHITE
DIXIE PLANTATION
DAREN
COMMENTS
TOWLES
GIBSON
CHURCH FLATS
ANAVESTA
BARRUN
MANOR
ROSE
CHAMPNEYS
POSTELL
MCCOMBS
MCKAY
SANDS
CHAPLINS LANDING
GEATHERS
BLUFTON
MILL SPRING
NASHFIELD
KATE
CREEK VIEW
WAPITI
ALTA
5TH FAIRWAY
BIRDIE
TIMBER RACE COURSE
WILKES POND
MARSHWOOD
FOREST OAKS
OLD YORK COURSE
CEVA
BOONE
TREXLER
BRITTON HAVEN
BRYAN
STONO VIEW
SWEET WATER
CHISOLM
CENTIPEDE
RETREAT
SOFT SHELL
PINE HILL
LIVE OAK
LADY BANKS
DAVISON
TownHall
Railroad
Water
Transportation Routes
Interstate Highway
Principal Arterial
Major Arterial Collector
Minor Collector
Minor Arterial
Local Road
N
0
0.5
1
Miles

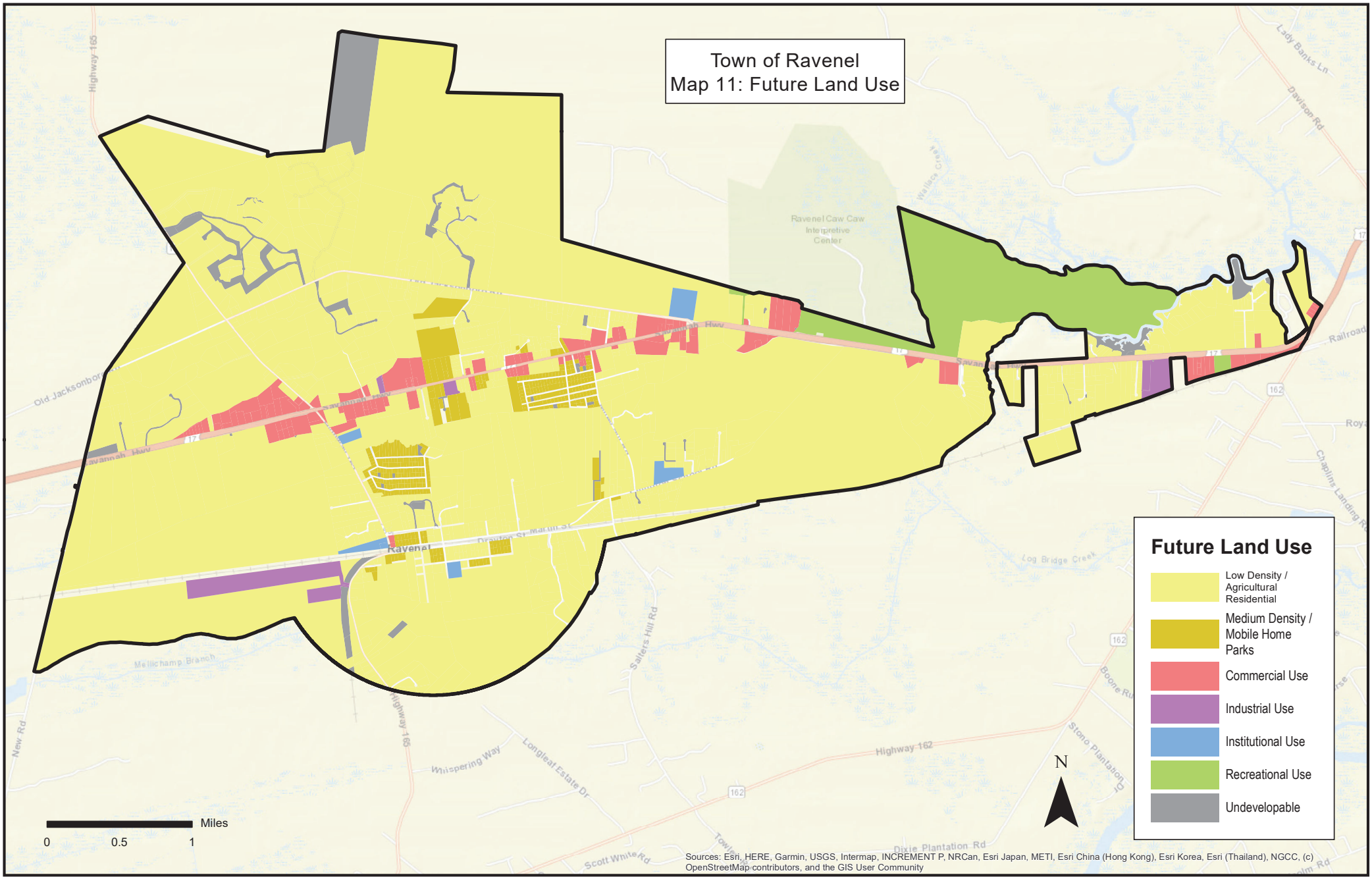

Town of Ravenel
Map 8: Land Use Map
Caw Caw Swamp
Rantowles Crk
Wallace Riv
17
162
Intracoastal Waterway
Stono River
Land Use
Single Family Residential
Vacant Residential
Mobile Home
Commercial
Vacant Commercial
Office
Industrial
Warehouse
Cemeteries
Social
Recreation
Agricultural
Undevelopable
TownHall
Water
N
0
0.5
1
Miles

Town of Ravenel
Map 9: Vacant and Undevelopable Properties Map



Town of Ravenel
Map 10: Current Zoning Map




Town of Ravenel
Map 11: Future Land Use
Future Land Use
Low Density / Agricultural Residential
Medium Density / Mobile Home Parks
Commercial Use
Industrial Use
Institutional Use
Recreational Use
Undevelopable
Miles
0
0.5
1
N
Ravenel
Ravenel Caw Caw Interpretive Center
Highway 165
Highway 162
Sawmill Branch Hwy
Old Jacksonboro Rd
Drayton St
Marvin St
Mellichamp Branch
Log Bridge Creek
Salters Hill Rd
Whispering Way
Longleaf Estate Dr
Scott White Rd
Dixie Plantation Rd
Stono Plantation Dr
Boone Rd
Lady Banks Ln
Davidson Rd
Railroad
Chaplins Landing Rd
New Rd
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Appendix B: Town Ordinance & Adoption Resolution

Resolution #PZ2020-01: Resolution for Town of Ravenel Planning and Zoning Commission to Recommend to Town Council consideration and adoption of the 2020 Comprehensive Plan – *signed and dated January 15, 2020*

Ordinance 6-20: Ordinance for Town Council to Adopt the 2020 Ravenel Comprehensive Plan – *signed and dated May 26, 2020*

RESOLUTION #PZ2020-01

A RESOLUTION FOR THE TOWN OF RAVENEL PLANNING AND ZONING COMMISSION TO RECOMMEND TO TOWN COUNCIL CONSIDERATION AND ADOPTION OF THE 2020 RAVENEL COMPREHENSIVE PLAN

Whereas, the Town of Ravenel Town Council adopted a comprehensive plan for the Town of Ravenel in 2010; and

Whereas, the Town of Ravenel Planning and Zoning Commission finds it necessary and appropriate, in accord with the South Carolina Local Government Comprehensive Planning Enabling Act, to conduct a ten-year update of the Town of Ravenel Comprehensive Plan to meet changing conditions and prepared the 2020 Town of Ravenel Comprehensive Plan; and

Whereas, the Ravenel Town Council will consider the adoption of the 2020 Town of Ravenel Comprehensive Plan, hereinafter referred to as "the Comprehensive Plan" to provide a coordinated and comprehensive plan of long-term goals, objectives, and priorities that will guide the future development of Ravenel; and

Whereas, the Comprehensive Plan includes all of the planning elements required by Chapter 29 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 as follows; population, housing, economic development, cultural resources, natural resources, community facilities, land use, transportation, and priority investment areas; and

Whereas, the minimum public hearing requirements will be met and exceeded; and

Whereas, the efforts of the Town Planning and Zoning Commission and Planning Staff, with assistance of the Berkeley Charleston Dorchester Council of Governments, have resulted in an innovative and achievable Comprehensive Plan to guide future growth.

Now, therefore be it resolved by the Town of Ravenel Planning and Zoning Commission that, having met the requirements of Chapter 29 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, the 2020 Town of Ravenel Comprehensive Plan draft be hereby recommended to the Ravenel Town Council for adoption.

Be it further resolved that the 2020 Town of Ravenel Comprehensive Plan shall be utilized by the Town Council, the Ravenel Planning and Zoning Commission and all Town of Ravenel departments, agencies, and officials as the official guide in making decisions concerning the growth and development of Ravenel.

TOWN OF RAVENEL PLANNING AND ZONING COMMISSION

BY: _____
(Planning & Zoning Commission Chairman)

THIS 15th DAY OF January, 2020.

ATTEST: _____

TOWN OF RAVENEL

1st Reading: 5/12/2020
2nd Reading: 5/26/2020

Introduced by: Harold T. Dukes, Jr.
Date: 5/12/2020

ORDINANCE 6-20

AN ORDINANCE FOR THE TOWN COUNCIL OF RAVENEL TO ADOPT THE 2020 RAVENEL COMPREHENSIVE PLAN

Whereas, the Town of Ravenel Town Council adopted a comprehensive plan for the Town of Ravenel in 2010; and

Whereas, the Town of Ravenel Planning and Zoning Commission, in accord with the South Carolina Local Government Comprehensive Planning Enabling Act, conducted a ten-year update of the Town of Ravenel Comprehensive Plan to meet changing conditions and prepared the 2020 Town of Ravenel Comprehensive Plan, hereinafter referred to as "the Comprehensive Plan", to provide a coordinated and comprehensive plan of long-term goals, objectives, and priorities that will guide the future development of Ravenel; and

Whereas, the Town of Ravenel Planning and Zoning Commission conducted an initial open house public meeting on May 29, 2019, a written and online survey, and eight public Planning and Zoning meetings to discuss the Comprehensive Plan and solicit public input; and

Whereas, the Town of Ravenel Planning and Zoning Commission adopted resolution #PZ2020-01 following a public hearing and meeting on January 13, 2020 to recommend the Comprehensive Plan be approved by the Town of Ravenel Council; and

Whereas, the Town Council of Ravenel conducted a public hearing on May 5, 2020 that was advertised in a newspaper of general circulations with not less than thirty (30) days-notice to solicit public input on the Comprehensive Plan; and

Whereas, the Comprehensive Plan includes all of the planning elements required by Chapter 29 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 as follows; population, housing, economic development, cultural resources, natural resources, community facilities, land use, transportation, and priority investment areas; and

Whereas, the minimum public hearing requirements have been met; and

Whereas, the efforts of the Town Planning and Zoning Commission and Planning Staff, with assistance of the Berkeley Charleston Dorchester Council of Governments, have resulted in an innovative and achievable Comprehensive Plan to guide future growth.

Now, therefore be it resolved by the Town Council of Ravenel that, having met the requirements of Chapter 29 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, the 2020 Town of Ravenel Comprehensive Plan be hereby adopted.

Be it further resolved that the 2020 Town of Ravenel Comprehensive Plan shall be utilized by the Town Council, the Ravenel Planning and Zoning Commission and all Town of Ravenel departments, agencies, and officials as the official guide in making decisions concerning the growth and development of Ravenel.

ATTEST:

Mayor Stephen Tumbleston

Clerk-Treasurer

Approval – Corporation Counsel

This 26th day of May, 2020