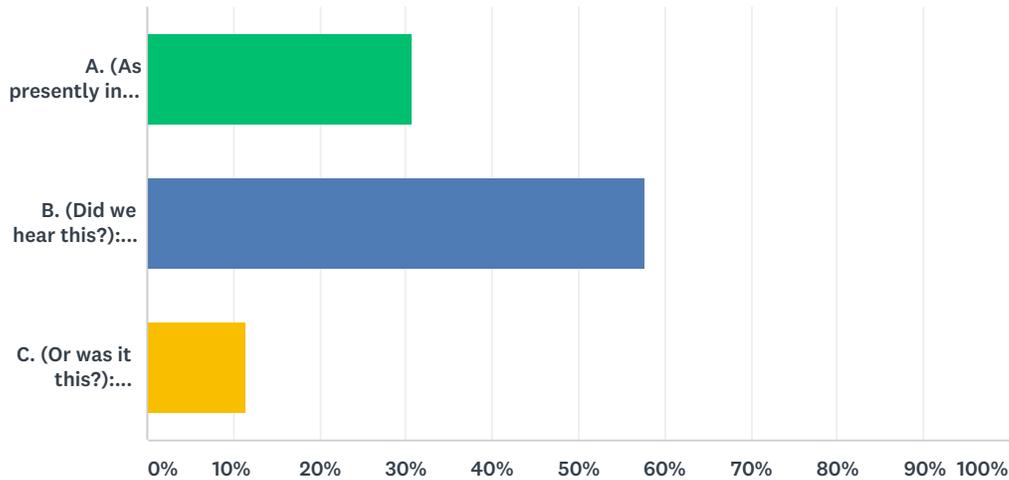


## Q1 Choose your preferred lifecycle housing definition (A, B, or C).

Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Lifecycle housing defined as: housing opportunities for persons and families of moderate income, the elderly, employees of public agencies and local businesses and other similar classes.	30.77% 8
B. (Did we hear this?): Lifecycle housing defined as: housing opportunities for persons and families at various points in their lives including young single professionals, traditional nuclear families, extended families, empty nesters, and retirees.	57.69% 15
C. (Or was it this?): Lifecycle housing defined as: detached single-family market rate housing opportunities for persons and families at various points in their lives including young single professionals, traditional nuclear families, extended families, empty nesters, and retirees.	11.54% 3
<b>TOTAL</b>	<b>26</b>

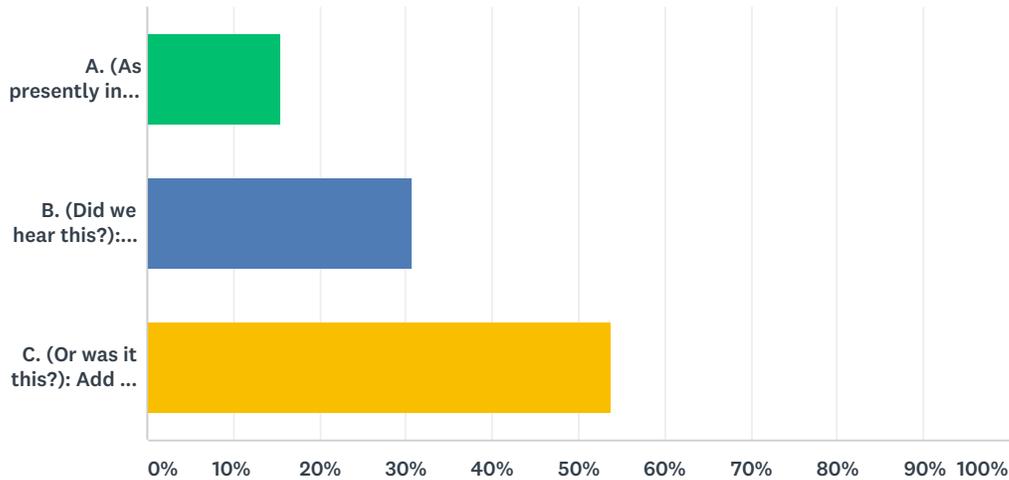
#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Low or moderate income should be necessary to qualify even if they are elderly, employee of public agency or local business. The way it is worded above is not clear and you could have wealthy retirees or successful local business people qualifying.	11/5/2018 3:24 PM
2	All of the above is note-worthy...It takes a Village. Life cycle housing isn't new to the Settlement Communities, nor real-life wealthy families. We saw this on the TV series (Dallas) with J.R. Ewings. However, items B & C are similar in verbiage. To offer variables include detached single family housing to Item-B Detached Family Housing offers some independent for Seniors who chose to live next door to families, who can offer care and a source of companionship.	11/5/2018 2:31 PM
3	I am concerned by the obvious deletion of the "moderate income" qualifier in versions B & C. And would further suggest strengthening it to include "moderate to low or fixed income". I also do NOT support limiting this type of housing to single family detached, as version 3 does.	11/5/2018 10:10 AM
4	Definitely not C. I think we should look at the gov't #'s related to attainable housing, particularly 120 percent of the median income level (tri-county), which would be less than about \$57,000 for an individual and less than \$82,000 for a family of four. Anyone from the groups mentioned, -- young professionals, nuclear families, extended families, empty nesters and retirees -- that fall below that threshold should be included when we talk about "lifecycle" housing, which I believe we should instead refer to as attainable housing. One reason for that last change is that Housing for All -- Mount Pleasant, the 501 (c)(3) born out of the mayor's affordable housing task force is using those #'s and it makes sense to be on the same page here in MTP.	11/4/2018 7:58 PM

## Plan Forum Comprehensive Plan Feedback

5	I want to see more of a combination of one and two because I fear without the income piece the people experiencing the stages of life in B are not diverse by class or race. Lifecycle seems to imply housing within a life, but in a life should also make room for different financial states. I see it in our schools. We need diversity not just in our students but also in our teachers and our ability to attract teachers across a spectrum requires housing which can meet these employees where they are with the incomes they receive.	11/3/2018 1:20 PM
6	the cost of a building pad in the Town is too high to allow for the development of this type of product . When the impact fees are assessed and the current regulations for green area components are applied, along with setbacks for lots, the remaining area is too small to provide the density necessary for this product. The solution is to provide variances for the regulations or adjust the impact fees downward, Either of these will not be well received by the development community which already feels as if they are being treated unfairly. (With the exception of the developments that have development agreements that allow them to be grandfathered under the old guidelines.) The adjacent municipalities of Awendaw and the City of Charleston will eventually provide an affordable product under less restrictive guidelines. The Town will then remain a static land area with no development and no income from taxes and impact fees.	11/3/2018 11:12 AM
7	If we start to define housing segments it may be necessary to define all segments and housing types desired so the entire continuum is clear	11/3/2018 8:58 AM
8	This may come up again in the survey, but another aspect of Lifestyle Housing is to promote and potentially incentivize financially the use of ADU's. Our committee research showed that Mt P had about 33K single family houses. Let's use 5% as the goal. This would yield about 1500 livable and affordable new housing units that would be dispersed around the town. Nanny's could take care of children in lieu of paying high rents, young adults might watch over the house when owners travel, police, fire, teachers, etc. may opt for this living arrangement prior to marriage. Like downtown, the ADU (carriage house) would typically be in neighborhoods that otherwise "lifestyle" candidates could not afford at this stage of their life.	10/31/2018 10:50 AM
9	Definition B is a much broader and all encompassing definition. I look at this in that there will be housing opportunities for me to begin my "adult" life in the TOMP and be able to afford to live here as my housing needs change over time.	10/31/2018 8:10 AM
10	I think we would have a better shot at being inclusive of these groups with the lifecycle housing option.	10/30/2018 3:23 PM
11	I cannot remember if the group's preference was for detached single-family homes or if we would consider apartments/condos/etc. I think that we shouldn't limit ourselves to detached single-family housing; it seems to me that mixed-use development (with apartments/condos and some retail) would make the most sense for "lifecycle" housing opportunities (make it so these people don't have to get on a car or bus to get groceries). Additionally, I think mixed-use has the potential to reduce urban sprawl, and perhaps generate more opportunities for green space/trail connectivity.	10/30/2018 2:00 PM
12	I would refine the language in B to "...including those employed by or within the town, young people starting their work life, disabled people and seniors." It is key that the newly developed "lifecycle housing" be designated "affordable housing." I would be opposed to increasing densities by adding lifecycle housing without ALSO earmarking the units/houses for those with qualifying household incomes.	10/29/2018 7:35 PM

## Q2 Choose your preferred affordable housing definition (A, B, or C).

Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): “Affordable Housing” is not presently defined in the Plan, as it can have many meanings, and much of the focus of discussion has been on “workforce” and/or housing diversity.	15.38% 4
B. (Did we hear this?): Add and use the following definition of affordable housing: housing, (owned or rented), that costs no more than 30% of a household’s gross monthly income, including rent/mortgage payments, insurance, property taxes, and utilities. (In 2018, this would be \$2,090 a month for a household with the Town’s Median Household income of \$83,490 or \$6,958/mo).	30.77% 8
C. (Or was it this?): Add and use the following definition of affordable housing: housing that is affordable by those earning less than 50% of the area’s median income. (For a Median Household income of \$83,490, this would equate to income of \$3,479/mo. At 30%, their housing expense could then be \$1,044/mo).	53.85% 14
<b>TOTAL</b>	<b>26</b>

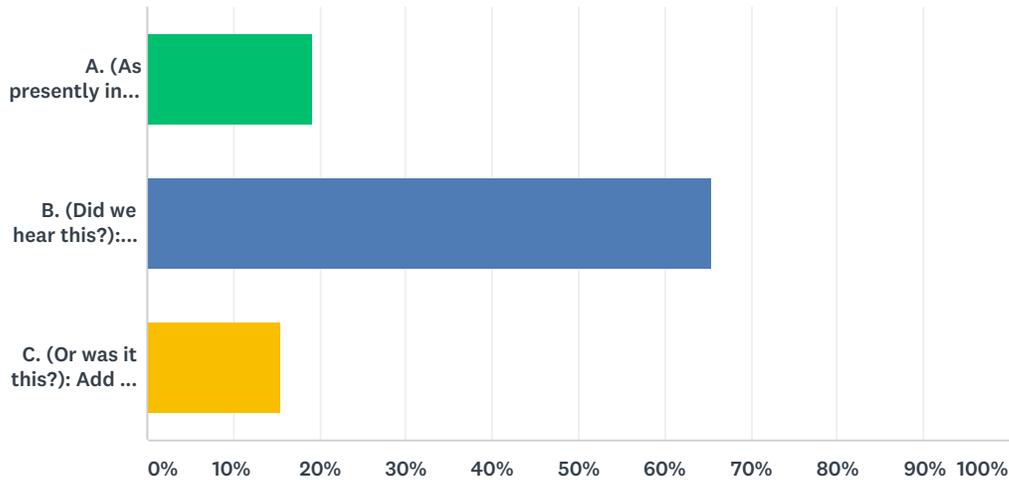
#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Don't agree with any of the above: Should be defined as: Affordable Home Ownership, which can include townhouses. With the blanket title of; Affordable Housing this could include apartments, as well as houses. This will flood the area with to many apartments. Are we being inclusive of; teachers, police officers, firefighter, maintenance workers, building inspectors and field inspectors etc..... As addressing young singles first time home-buyers. Median income for those we want to have Affordable Home Ownership such as a teachers. in Charleston County typical range salary begins at \$46,305. 1. Police Officers ranges begins \$47,727 2. Firefighters typically at \$43,316 3. Inspectors ranges at 37,621 Unless you're an Administrative staff, married with dual income of over \$50,00 or a Bin-Ya' who is holding on to they land.....you can't afford to live in Mt. Pleasant. That's why it important for the Settlement Community to get engaged with M P W, to ensure use of they lineage-generational land, for family homes. (See November 5th 2018-Post-Courier Exodus-Gentrification.) Currently, Developers are swamping these communities. Plans need to be in place to protect the indigenous families and they lands..... Working with Charleston County and the African-American Settlement imitative will be well received within these communities.	11/5/2018 2:31 PM
2	I support a Comp Plan that is "comprehensive" and not exclusionary. Any small effort we can make to keep Mt. P from becoming an exclusively white, upperclass community will, I believe, make it stronger and more vibrant for the long term.	11/5/2018 10:10 AM

## Plan Forum Comprehensive Plan Feedback

3	Again, I would say less than 120 percent of the median income. \$57,000 or less for individuals. \$82,000 for a family of four. We could certainly boost that to the Town's median numbers, which are higher. Affordable -- or as it's been termed "attainable" housing -- in Mount Pleasant is a big issues that will only be conquered via small bites. I think we need to start with the reasonable numbers listed and work our way down. But it will take time to develop housing stock for a wide range of incomes. We have to start somewhere, though.	11/4/2018 7:58 PM
4	I think you're going at this backwards. What are the average salaries of folks who cannot afford to live in Mt. P? Such as medical staff, professional office staff, police, fire, other Town staff, teachers. THESE are the folks we want to have affordable housing for. So, take their salaries & determine what they can afford in rent & mortgage/insurance/utilities/property taxes payments.	11/4/2018 3:51 PM
5	I fear the flexibility in a could provide an out because it is so vague. I choose C because less than 50% of the area's median income is not scewed by Mount Pleasant's high average income and makes certain the affordable housing is actually for people who need it.	11/3/2018 1:20 PM
6	the choices are limited and do not reflect all the alternatives. Fact is that these definitions are available from ULI under a standard application. \$2090 is considered a high payment when couple with taxes and insurance for a homeowner. this description also fails to delineate between rental and ownership units ....the same payment cannot be appllied to both as there are different tax consequences for both .Definitely needs more study and definition.	11/3/2018 11:12 AM
7	The definition should be included in the implementation strategies. This would allow the definition to adapt to circumstances and priorities of the town	11/3/2018 8:58 AM
8	I think capping the housing expense at a percentage of income can work long term. After that the long term calculations for other expenses could/would become outdated and so I would avoid these calculations in the definition.	10/31/2018 10:50 AM
9	The HUD definition for affordable housing is 30%, or less, of a household's gross income. I think that the HUD standard should be referenced.	10/31/2018 8:10 AM
10	I think the affordable housing definitions are still a bit high/unaffordable for people with a lower salary. It seems like a weird situation -- the people who cannot afford to live here do not get counted in the Town's median household income. If they did live here, perhaps the median income would be lower. How can we attract lower income workers to live in Mt. P if we aren't basing the "affordable" definition on them, but rather the people who already live here? Have you reviewed this information from the Berkeley-Charleston-Dorchester COG? <a href="https://www.charlestoncounty.org/departments/zoning-planning/files/Housing-Needs-Assessment-Final-Draft.pdf">https://www.charlestoncounty.org/departments/zoning-planning/files/Housing-Needs-Assessment-Final-Draft.pdf</a> "The average hourly wage for the region is \$19.80, which is less than the wage necessary to rent a two bedroom apartment or purchase the average priced home" "Figure 20 depicts the distribution of median household incomes (MHI) in the region. Almost half the region's households earn less than \$50,000 per year, which is less than the median household income of the region (\$51,332). In the region, residents must earn a household income of \$64,000 to afford a housing unit of median sales value (\$192,000). To rent a housing unit with a median gross rent of \$899 for the region, a household must earn \$35,924. "	10/30/2018 2:00 PM

### Q3 Choose your preferred workforce housing definition (A, B, or C).

Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): “Workforce Housing” is not presently defined in the plan, as the existing definition of lifecycle housing was intended to incorporate this.	19.23%	5
B. (Did we hear this?): Add and use the following definition of workforce housing defined as: Housing affordable to those earning between 50%-80% of the Town’s Median Household Income (\$83,490). In 2018 that would be households with annual earnings of \$41,750-\$66,780. This housing should include variety to accommodate households with various family structures including singles, traditional nuclear families, and couples, as well as the local workforce.(A 30% monthly housing budget for households in this category in 2018 would be \$1,045-\$1,669).	65.38%	17
C. (Or was it this?): Add and use the following definition of workforce housing defined as: Housing affordable to those earning between 80%-120% of the Town’s Median Household Income (\$83,490). In 2018 that would be households with annual earnings of \$66,780- \$100,188. This housing should include variety to accommodate households with various family structures including singles, traditional nuclear families, and couples, as well as the local workforce.(A 30% monthly housing budget for households in this category in 2018 would be \$1,669-\$2,505).	15.38%	4
<b>TOTAL</b>		<b>26</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	See Item-2 And.... Item-C maybe a beginning. Base on income; Young singles should be able to use the detached-house scenario as well as seniors..	11/5/2018 2:31 PM
2	minor discrepancies between B & C. I am fine with either one.	11/5/2018 10:10 AM
3	again, I think we need to lean into the term "attainable housing." It's entering the lexicon regionally, and we'd be well-served to include it.	11/4/2018 7:58 PM
4	C. this is absolutely unrealistic!!!! 80% of \$83,490 is \$66,780. What nurses, teachers, professional staff, young professionals, police are making \$66K/year??? this formula is very unrealistic	11/4/2018 3:51 PM
5	Too many projects go for the higher rents to meet public goals when those rents do not actually work for the service industry workforce which powers our community.	11/3/2018 1:20 PM
6	see comments under question two.....more study and definition .....Town needs to promote this idea and deal with it .....We have NO affordable housing of any kind...	11/3/2018 11:12 AM
7	Again the definition might be better suited to the implementation strategies. Either by policy or ordinance	11/3/2018 8:58 AM

## Plan Forum Comprehensive Plan Feedback

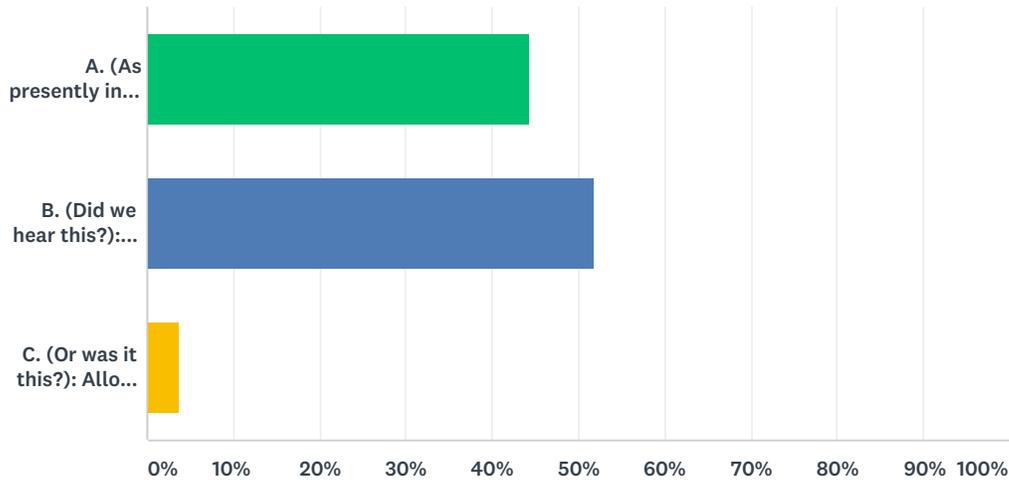
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8	In addition to this definition, I see workforce housing as for those living and working within the TOMP. Versus, having to commute from outside the TOMP to come to work. I don't intend to "muddy" the definition. Obviously, there are plenty of constituents who can afford to live in the TOMP, but must commute out of town to jobs, that make their housing affordable. Before my recent retirement, I had the benefit of being able to work from home, at a good salaried position.	10/31/2018 8:10 AM
9	Are there no affordable options for people earning less than 50-80% of the median income? I think we should be looking at either BCDCOG numbers for region, or Charleston Co. to try to find a lower median income. I think the Town's is too high to be a benefit to those who most need affordable housing.	10/30/2018 2:00 PM
10	We do not need the term "workforce housing" at all, since it can be incorporated within lifecycle housing, as modified (see my above notes). If I am overruled, then I would pick B, but in that event, (a) make this term only for those employed by, or within, the town, and their household members; and (b) the definition of lifecycle housing should exclude that category, since it is covered here.	10/29/2018 7:35 PM

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## Q4 Choose your preferred lifecycle housing objectives (A, B, or C).

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Facilitate the provision of lifecycle housing through ordinance amendments that provide opportunities for the construction of missing middle housing types and encourage accessory dwelling units where allowed by covenants and deed restrictions.	44.44% 12
B. (Did we hear this?): Encourage the provision of accessible and lifecycle housing through ordinance amendments that require 20% of all new housing units developed or redeveloped in the Town to fit lifecycle criteria.	51.85% 14
C. (Or was it this?): Allow market forces to dictate what housing types are built, and not adopt any ordinances or plans to address affordable housing needs.	3.70% 1
<b>TOTAL</b>	<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	See Item-2 Comments	11/5/2018 2:40 PM
2	I appreciate the spirit of B, but I think A will be more palatable to voters so I prefer to play it safe and get a small win, even if not 20%.	11/5/2018 10:13 AM
3	If allowable by law, there should certainly be requirements for either (a) a certain percentage allocated to affordable housing or (b) a fee-in-lieu that developers can pay into a town attainable housing trust or some sort.	11/4/2018 8:01 PM
4	I think in our group conversation we said we want "requirement" rather than "encouragement". Affordable rental discounts (10%) should last MUCH longer than 10 yrs., i.e. The Boulevard.	11/4/2018 4:00 PM
5	I am a fan of ADU's and opportunities to be flexible not just in new housing stock but within the neighborhoods we already have. As noted in the plan, we are running out of large developable pieces within the town's limits so we cannot just count on a future project saving us.	11/3/2018 1:23 PM
6	We should encourage affordable housing by changing the regulations but not through variances of existing regs which	11/3/2018 11:25 AM
7	free markets should dictate the amount of Lifestyle Housing in my opinion - not the TOMP.	10/31/2018 10:53 AM
8	I am inclined to select B. However, 20% seems arbitrary and how can this be enforced? I would think that as the Plan is implemented and further details and execution strategies are put in place, that incentives can be included that would encourage different "lower affordability" housing options.	10/31/2018 8:20 AM

## Plan Forum Comprehensive Plan Feedback

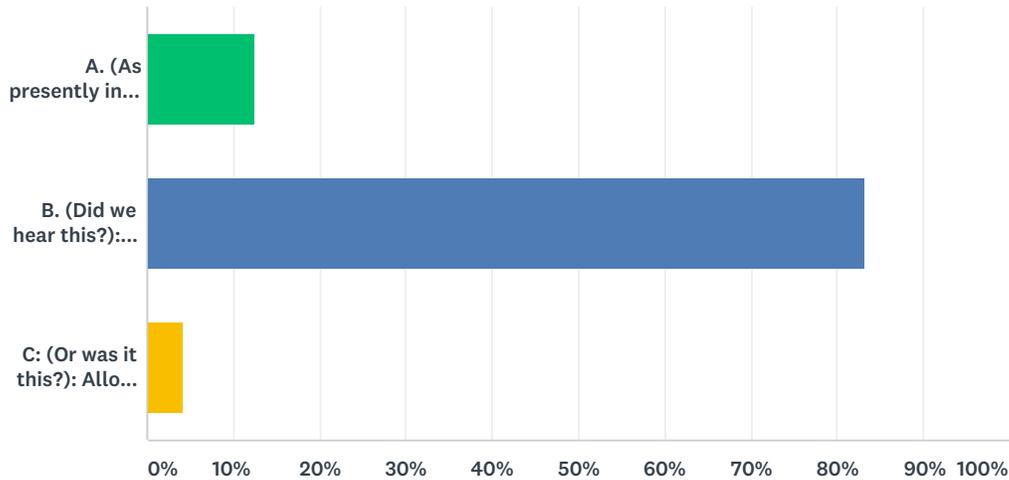
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9	Still not a fan of peppering the landscape with ADU's....not sure this is the answer here. ADU's are a slippery slope in my opinion.	10/30/2018 3:27 PM
10	I'm torn between A & B - I don't like "require 20%" in B but would support language which strongly incentivizes the developer to allocate a minimum of 20% to lifecycle housing through tax credits, reduced impact fees, and or increased density.	10/30/2018 9:56 AM
11	The term "missing middle housing" should be deleted elsewhere in the plan, too. The dilemma of the lack of housing options for people with low to moderate income (whether young, local workforce or downsizing seniors) is addressed by the prior concepts/definitions. Also, I would change B by deleting the words "accessible and" (no idea what "accessible" refers to) and I would suggest that if mixed use residential is added to commercial hubs, it must all be lifecycle housing, with 33% of that being affordable housing.	10/29/2018 7:51 PM

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## Q5 Choose your preferred workforce housing objectives (A, B, or C).

Answered: 24 Skipped: 4

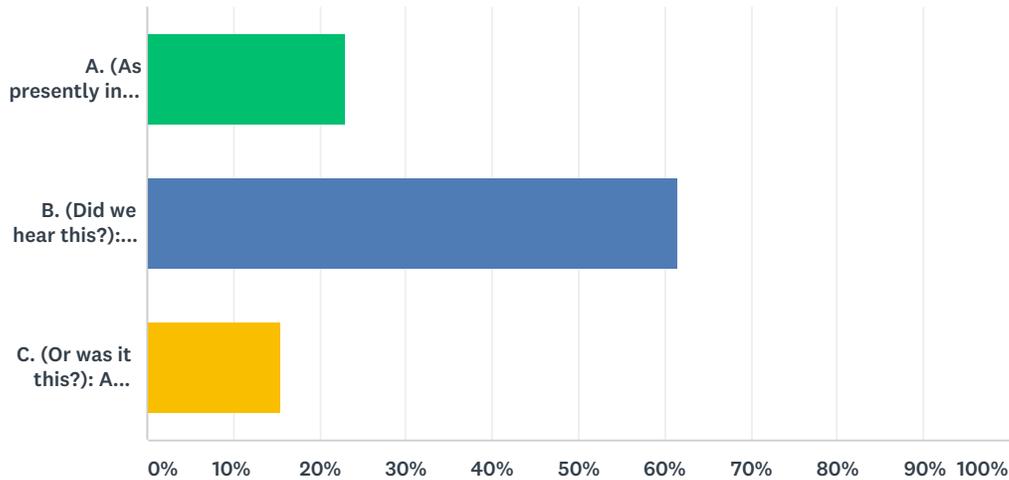


ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Investigate opportunities for ordinance amendments to require inclusionary zoning practices.	12.50% 3
B. (Did we hear this?): Investigate opportunities for ordinance amendments and incentives to promote inclusionary zoning practices to increase the supply of housing units which are defined as Workforce Housing.	83.33% 20
C: (Or was it this?): Allow local non-profit groups to hold the responsibility for addressing lower income housing needs (workforce housing or true "low" income), and not adopt any ordinance changes to facilitate provision of these units.	4.17% 1
<b>TOTAL</b>	<b>24</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Are housing units defined as (workforce housing) apartments too? Please...No more apartments Workforce Homes or Townhouses.....Not apartments. Mt. Pleasant will be flooded with apartments.	11/5/2018 2:40 PM
2	the tone of C is truly frightening. If this is who Mt P is, I'm outta here...	11/5/2018 10:13 AM
3	There has to be ordinance-level movement if attainable housing is going to used as a truly impactful tool.	11/4/2018 8:01 PM
4	A combination of A and C--non-profit groups are in best position to sponsor focused developments, but with support the Town; and possibly in conjunction with ordinance changes that require significant % of workforce/affordable housing in newly proposed developments. On the other hand, "incentives" within the free market system have not only not worked, but have actually ended up increasing overall rents and housing costs. Everything developed has been "luxury" housing. It would take some actual requirements to actually introduce affordable housing into what is left of our developable/re-developable space.	11/4/2018 8:05 AM
5	Non-profits can be helpful but they need policy support.	11/3/2018 1:23 PM
6	Again, ADU's are attractive to me and these would be built and monitored by residents of Mt. P.	10/31/2018 10:53 AM
7	I think that Definition C would be a component of Definition B. Local non-profits should be actively involved with the TOMP to address low income housing. Also, I am not clear as to where zoning comes into consideration.	10/31/2018 8:20 AM
8	None of those options fits. It should say "amend ordinances to reflect the above."	10/29/2018 7:51 PM

## Q6 Choose your preferred lifecycle housing objectives (A, B, or C).

Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): A modest amount of lifecycle housing can be incorporated in Regional Commercial areas	23.08%	6
B. (Did we hear this?): A modest amount of lifecycle housing can be incorporated in Regional Commercial areas as they redevelop over time. Maximum 20 % of project land area; or a small number of multi-family homes in mixed-use buildings.	61.54%	16
C. (Or was it this?): A modest amount of lifecycle housing can be incorporated in Mixed Neighborhood areas only.	15.38%	4
<b>TOTAL</b>		<b>26</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	none of the above ...modest is a relative term and interpretive .....even as low as ten percent would be better than it is now so any improvement is good,,,,,however, the restrictive nature of commerical or mixed neighborhood zoning should not be a qualification for the incorporation of affordable housing whether it is lease or sold...it should be encouraged not required in all developments for diversity .....	11/5/2018 10:35 AM
2	This would be an excellent way forward as parking lots become available due to auto-mobility.	11/5/2018 8:47 AM
3	We need to look at creative ways to included attainable housing in all sorts of new development, as well as in-fill projects.	11/4/2018 8:06 PM
4	Again, since I do not agree with the concept of large scale Regional hubs/areas in general, I can not endorse A or B. What I would say is that I could see lifecycle (or affordable, or workforce--I don't really see these as different. I see them based on an income related scale, regardless of who is applying) could be part of Mixed Neighborhood developments, or could be included in the Community Scale nodes for those nodes that are designated as needing/justifying mixed use. I do not agree that all hubs, new or redeveloped, should automatically include residential. This would depend of the needs assessment of surrounding areas, and how much mixed use is already available. Some areas already have a saturated amount of mixed use, affordable or not.	11/4/2018 1:49 PM
5	B isn't terrible but A provides more flexibility for the market.	11/3/2018 1:30 PM
6	the more options to include lifestyle housing in Mt P the better. Ultimately Town Council should have leeway and flexibility to determine where these options work best around town.	10/31/2018 11:07 AM
7	As I understand the concept of Regional Commercial areas, it should also help to make housing more affordable, in that basic retail and service needs would be located adjacent to housing.	10/31/2018 8:52 AM

Plan Forum Comprehensive Plan Feedback

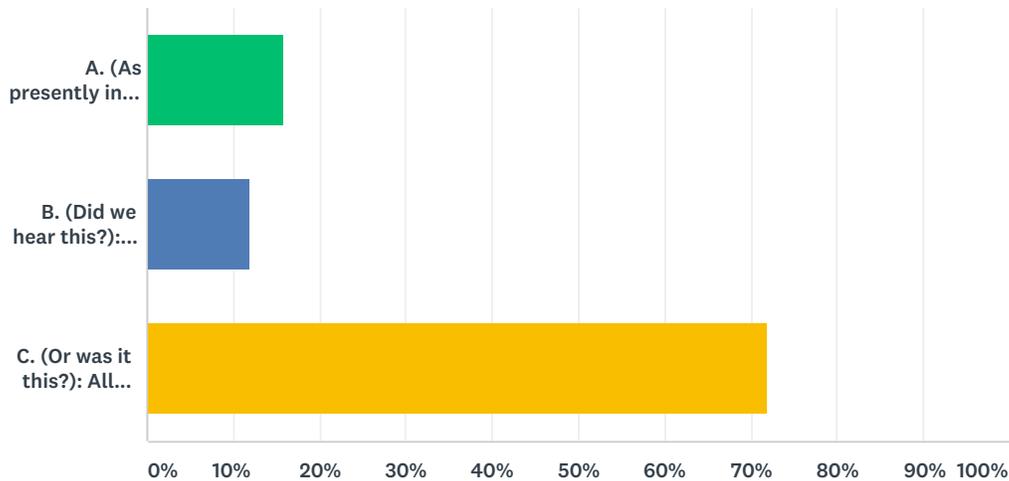
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8	None of the options is correct. I pressed C since it required an answer, but we actually should say the following: "Lifecycle housing can be incorporated in redeveloped regional commercial hubs if (a) it is justified by needs and impact analyses, (b) it constitutes no more than 20% of total building square footage, and (c) it is designated "affordable housing" for a period of at least 15 years. Otherwise, housing can be incorporated in modest amounts in Mixed Neighborhood areas only."	10/29/2018 8:09 PM
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## Q7 Choose your preferred hub uses and lifecycle housing option (A, B, or C).

Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): All types of hubs can accommodate a mixture of commercial uses, (both office, service and retail), along with limited lifecycle housing opportunities.	16.00% 4
B. (Did we hear this?): Redevelopment and Proposed hubs can accommodate a mixture of commercial uses, along with limited lifecycle housing opportunities: Community hub – maximum of 10% of land area; Regional 20 % of land area – and/or limited mixed use facilities.	12.00% 3
C. (Or was it this?): All neighborhoods and areas with allowed residential uses can accommodate a variety of lifecycle housing options as appropriate based on the development type and zoning for that area.	72.00% 18
<b>TOTAL</b>	<b>25</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Item-C Based on development type? That's vague....what's an example? Please, no apartments.	11/5/2018 3:09 PM
2	again we are using the term limited lifecycle housing .....it should just be housing overall ....The anti residential sentiment in the Town is unwarranted with the limited amount of lots/land left for development .....Redevelopment is usually avoided due to variable costs associated with it. However, it will be more unattractive as interest rates rise. C is the most appropriate answer	11/5/2018 10:35 AM
3	It should be C. Anyone who doesn't want it that is more than welcome to defend their NIMBY position and explain why they don't want to offer opportunities, if feasible, for this sort of housing.	11/4/2018 8:06 PM
4	Definitely not C. I am having to choose B as the least objectionable, but,again, I do not see additional residential as automatically being included in various types of hubs. I do not endorse Regional Large Scale Commercial Hubs as they are currently defined. At the Community Scale, I could see the limited amounts of workforce/affordable/lifecycle (these need to be combined based on some reasonable definition of affordable for all these groups) being included in those nodes where mixed use is wanted/needed, based on a real needs assessment, input from area residents, and avoiding areas where there are already mixed use developments.	11/4/2018 1:49 PM
5	If we want to spread out the taxable income opportunities, I see this as the best option. A does not bother me if it is preferred by other forum members butnI like maximum flexibility for housing types to accomodate affordability.	11/3/2018 1:30 PM

Plan Forum Comprehensive Plan Feedback

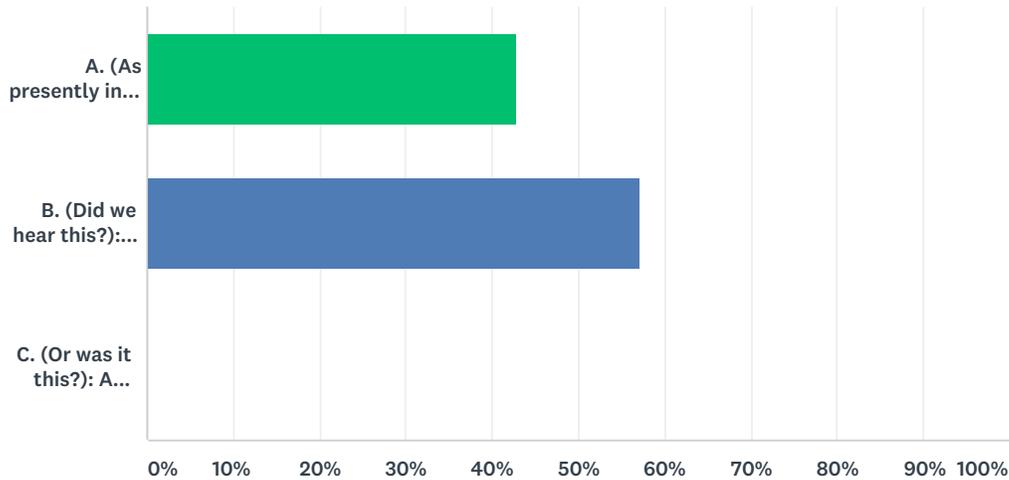
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6	Definition C appears to be more inclusive and flexible. However, "neighborhoods" implies residential use. Should "neighborhoods" be replaced with "hubs? Or, changed to read " . . . and areas, with allowed residential uses, can . . . ".	10/31/2018 8:52 AM
7	B is closest to what I would prefer, but it isn't quite right. See my prior answers.	10/29/2018 8:09 PM

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## Q8 Choose your preferred workforce housing location (A, B, or C).

Answered: 21 Skipped: 7

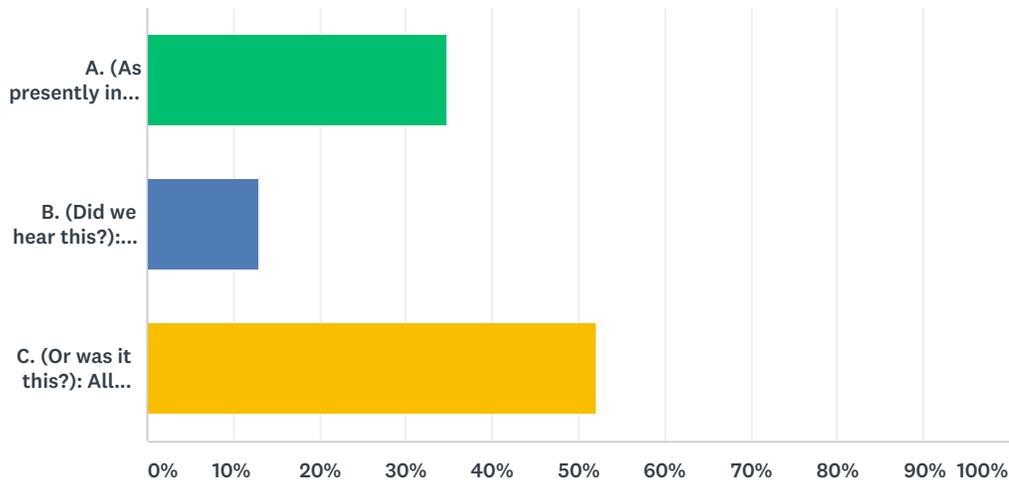


ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): A modest amount of workforce housing can be incorporated in Regional Commercial areas	42.86% 9
B. (Did we hear this?): A modest amount of workforce housing can be incorporated in Regional Commercial areas as they redevelop over time. Maximum 20 % of project land area, with gracious yards and common open spaces restored; or a small number of multi-family homes in mixed-use buildings.	57.14% 12
C. (Or was it this?): A modest amount of workforce housing can be incorporated in Mixed Neighborhood areas only.	0.00% 0
<b>TOTAL</b>	<b>21</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	In agreement with Item-C However, Documented percentage amount, should be noted maximum of 20% This will give the developer a build-out of 80%	11/5/2018 3:09 PM
2	none of the above.....too restrictive in location and undetermined amount .....too vague and leaves out any SF subdivisions	11/5/2018 10:35 AM
3	Did we discuss a 20 percent cap? I think caps on this sort of housing send the wrong message. (Though, honestly, it will be tough to meet that threshold anywhere in town.) To consign attainable housing to only regional commercial areas is ludicrous. B is getting closer. C is also a no-go.	11/4/2018 8:06 PM
4	Again, I do not endorse Regional Commercial Hubs/areas, but Community Scale and Neighborhood scale. I am confused as to why affordable, lifecycle and workforce housing have separate sets of the same questions?? Are these cumulative--20% for each? These to me, again, need to be combined into one category that is affordable and can be available to all three of these categories of people.	11/4/2018 1:49 PM
5	Why not incorporated in mixed neighborhood and regional commercial?	11/3/2018 12:20 PM
6	I don't remember discussing topic B or C, but of the two I like B better.	10/31/2018 11:07 AM
7	I think that a modest amount of workforce housing would be incorporated within both Regional Commercial and Mixed Neighborhood areas. What is the basis for a 20% maximum - why not higher or lower? Is it better to define percentages as goals/targets? If the Citizen Forum chooses B, I'd eliminate "gracious yards", since it is open to a wide range of definitions based on individual perspectives.	10/31/2018 8:52 AM
8	See my prior comments. No need for "workforce" housing since "lifecycle housing" covers it all.	10/29/2018 8:09 PM

## Q9 Choose your preferred hub use and workforce housing option (A, B, or C).

Answered: 23 Skipped: 5



ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): All types of hubs can accommodate a mixture of commercial uses, (both office, service and retail), along with limited workforce housing opportunities.	34.78%	8
B. (Did we hear this?): Redevelopment and Proposed hubs can accommodate a mixture of commercial uses, along with limited workforce housing opportunities: Community hub – maximum of 10% of land area; Regional 20 % of land area – and/or limited mixed use facilities.	13.04%	3
C. (Or was it this?): All neighborhoods and areas with residential uses can accommodate a variety of workforce housing options as appropriate based on the development type and zoning for that area.	52.17%	12
<b>TOTAL</b>		<b>23</b>

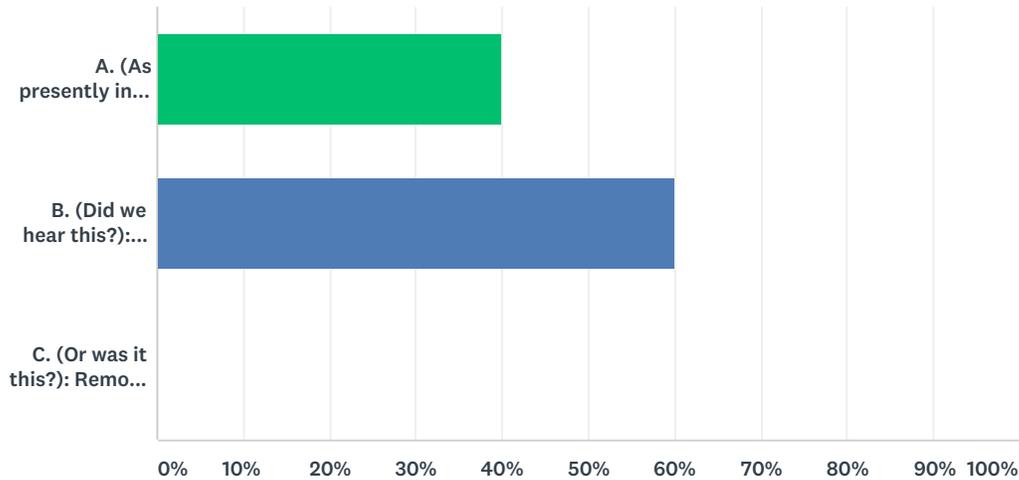
#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Item-C please add: A variety of affordable Home-Ownership options excluding apartments	11/5/2018 3:09 PM
2	if we restrict the workforce housing or affordable housing to Hubs it will eliminate other opportunities in generic subdivisions the hub areas should be included but not excluded and the use of "bonus density" should be reactivated. A "land bank" that uses monies paid by the MF developers similar to the City of Charleston should be adopted to encourage financial support by these projects. The MF moratorium is NOT helping with affordable housing shortage or the revenue stream for the Town. However, it is consistent with the anti development sentiment adopted by the Council and the planning staff.	11/5/2018 10:35 AM
3	I'm not sure I'm fully understanding the discrepancies between these -- but if this is basically a density discussion, I believe Community and Redevelopment hubs can/should accommodate mixed uses, and these should NOT be limited to residential hubs only.	11/5/2018 10:19 AM
4	I like C. Anywhere there's an opportunity, let's explore it. Again, happy to hear why someone's neighborhood is too good for a housing option for a young professional making nearly \$60,000 per year.	11/4/2018 8:06 PM

## Plan Forum Comprehensive Plan Feedback

5	Again: Definitely not C. I am having to choose B as the least objectionable, but, again, I do not see additional residential as automatically being included in various types of hubs. I do not endorse Regional Large Scale Commercial Hubs as they are currently defined. At the Community Scale, I could see the limited amounts of workforce/affordable/lifecycle (these need to be combined based on some reasonable definition of affordable for all these groups) being included in those nodes where mixed use is wanted/needed, based on a real needs assessment, input from area residents, and avoiding areas where there are already mixed use developments.	11/4/2018 1:49 PM
6	The hubs need diversity of housing. Again, I don't mind workforce housing in residential areas so C works for me, but I don't want to segregate out the possibility of workforce housing within the regional hubs.	11/3/2018 1:30 PM
7	Again, I trust our Town Council to make good decisions and have flexibility.	10/31/2018 11:07 AM
8	See Question # 7 comments.	10/31/2018 8:52 AM
9	See above comments.	10/29/2018 8:09 PM

## Q10 Choose your preferred Special Area Plan option (A, B, or C).

Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Guidelines are provided to be used during future Special Area Planning to address high levels of transportation connectivity, walkability, the subdivision and internal street patterns, and the scale and design of the architecture, as well as the mix of uses which are suitable in these areas. The intent is to influence future redevelopment of these destinations in a way that is highly functional and has a better relation to the desired character of Mount Pleasant.	40.00% 10
B. (Did we hear this?): Guidelines and generalized cross sections are provided to be used during future Special Area Planning to address high levels of transportation connectivity, walkability, the subdivision and internal street patterns, and the scale and design of the architecture, as well as the mix of uses which are suitable in these areas. This will include generalized cross sections defining the appropriate transition from a compact walkable core near the hub's center to lower lot coverage development at its edges. The intent is to influence future redevelopment of these destinations in a way that is highly functional and has a better relation to the desired character of Mount Pleasant.	60.00% 15
C. (Or was it this?): Remove any designation of hubs within the Plan. Properties in these areas would develop according to their underlying zoning and land use classifications. There would be no Special Area Plan created to refine development guidelines in these areas to improve transportation connectivity, walkability, and the scale and design of the architecture. Development patterns would likely be status quo, to allowable site, design, height standards, with minimal public involvement.	0.00% 0
<b>TOTAL</b>	<b>25</b>

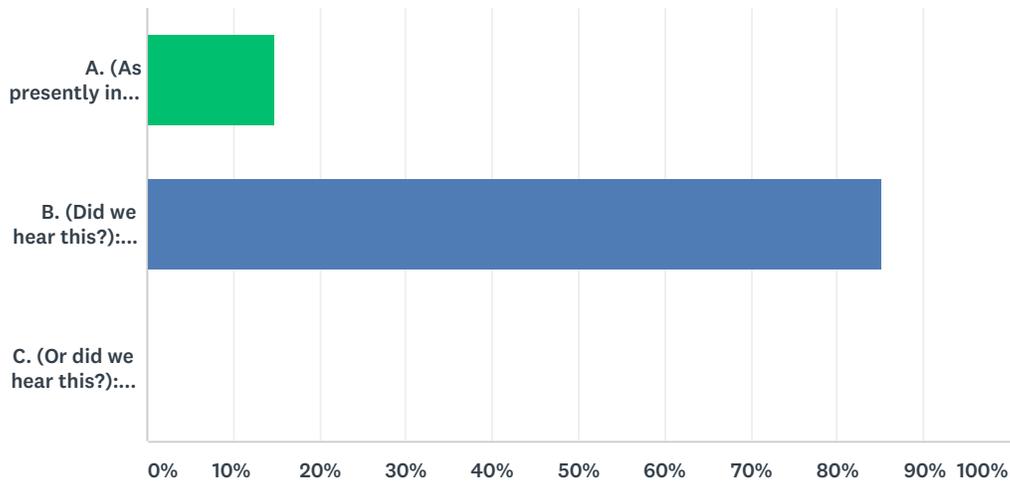
#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
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## Plan Forum Comprehensive Plan Feedback

1	<p>These choices not clear to me as to specific meanings, but also seem way too "all or none". There should be understanding and agreement among forum members about what these special area plans would entail--what would be decided there. Or by the Plan. And what the system would be for these happening, with whom, and when. We don't have any outline/system for development of special area plans, and yet we have more and more "deferred" important, and often controversial, issues to these without ourselves having consensus. If the mix of uses is to be decided in the special plans for each area, how does this fit with the Plan already assigning uses within hubs, etc. And the placement of hubs, and at which level/scale? Without removing all reference to hubs within the Plan, I think that there needs to be reconsideration of Large Scale Commercial Regional Hubs. Goals can be met with Community Scale and Neighborhood Scale hubs. These Regional hubs invite very large scale buildings concentrated in one very large area--there seem to be no limits to what type of commercial. (You might want an office complex and you might more easily get large storage facilities or car dealerships because they fit the zoning and you can't refuse). Also, these are beyond the level necessary for increased commercial. They are also way too close together --one is 1/2 mile from Patriot's Point (another huge Regional/tourism future Hub); another 1 1/2 mi. from Town Centre, in opposition to the defined distances of being 5 miles apart. These have strong propensity to become a "strip" and an Ashley Phosphate type area. And hubs of that magnitude are unnecessary, as well as at odds with keeping scale moderate. Instead the focus should be on Community Scale (which already allow for large scale commercial in more limited quantities) and Neighborhood Scale. I do not endorse Large Scale Commercial Regional as defined. Too massive, too loose.</p>	11/5/2018 1:38 PM
2	<p>hubs should be encouraged but not required....allow the landowners to develop under the current zoning OR present a hub design to the Town for approval like a PUD. It should give bonus density for residential and design criteria that would encourage the developers to use this vehicle. The desired character of Mt Pleasant is a subjective description that is not necessarily shared by the different geographic regions of the Town. However, the design should be encouraged to increase the tax revenue per acre for all commercial and mixed use developments regardless of location. However, the flood elevation designations are different on all properties and the developable number of square feet (RSF) has been significantly lowered by the application of the 45 foot height rule and the setback requirements recently implemented by the Town. ie, The Channel Four property was under contract and being designed for development into 84 marshfront condos that were not as high as Simmons Pointe. The tax revenue would have been more that the proposed 224 apartments by Middle Street. The traffic would have been diminished by two thirds and would have provided a place for the residents of the Old village to retire without having to abandon their neighborhood. As a member of the Shem Creek Task force, i feel as all of these issues will affect the ability to rebuild our Creek after the next major hurricane However, the fact remains that we need to stick with the underlying zoning and encourage approval of Hun, Node, Overlay districts by rewarding those who are financially able and willing to participate. The approval process for these developments needs to be streamlined also....</p>	11/5/2018 11:13 AM
3	<p>either A or B.</p>	11/5/2018 10:24 AM
4	<p>I support a cross sectional approach where possible. Some of the regional hubs already have so much infrastructure within them that the traffic on the roads causes them to be more island like. Smaller buildings on the edge of regional centers can maintain a sense of core and edge as well as offer smaller opportunities for local builders, developers, and businesses to invest.</p>	11/3/2018 1:36 PM
5	<p>I choose B but I don't think any of these choices are quite right. Too confusing to make an informed choice. Who creates and/or has input to the "guidelines" and when are those provided? And who creates and/or has input to the "Special Area Plans"? And in the phrase about "mixed uses" can you change "these areas" to "each specific area" to make it clearer that it would not be a one-size-fits-all? Also, not clear on what "generalized cross-sections" are or what they look like (says they are meant to show phasing from compact walkable core to outer limits, but I am having trouble conceptualizing these).</p>	11/3/2018 7:06 AM
6	<p>Truthfully, I had to read this question too many times to even understand what this means for future development.</p>	10/31/2018 11:12 AM
7	<p>I think that the concept of "hubs" and "Special Area Planning" is critical to the execution of the approved Comprehensive Plan. It gives the TOMP the opportunity to mitigate, over time, some of the issues/pain points that developed over time.</p>	10/31/2018 9:09 AM

# Q11 Choose your preferred Special Area Plan for hubs option (A, B, or C).

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): The redevelopment of the hubs is subject to a Special Area Plan to be completed with community engagement and input.	14.81%	4
B. (Did we hear this?): The redevelopment of the hubs is subject to a Special Area Plan to be completed with community engagement and input. The Special Area Plan will include a market, fiscal, and transportation impact analysis and identify uses that are desired to incentivize in the hub.	85.19%	23
C. (Or did we hear this?): Remove any designation of hubs from the Plan, to maintain status quo. Minimal public involvement in any future development or redevelopment.	0.00%	0
<b>TOTAL</b>		<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	In terms of incentivizing, to the extent possible. Y'all should perhaps reference the Northwoods redevelopment in Raleigh. It's incredible.	11/5/2018 11:43 PM
2	qualified answer : all developments proposed as a hub, node, or overlay that include mixed use should be encouraged. Special consideration should be given to those that are self contained (provide walking to appropriate commercial uses as well as retail. total tax revenue per acre should be consider as a qualification guideline. Onsite parking needs to be addressed as well as transient parking . Private /public development of parking lots and decks should be encouraged. this approach is similar to what was proposed for the Shem Creek office deck that i understand was abandoned. This has led to sever parking problems in the immediate residential area of the old village.	11/5/2018 11:13 AM
3	The town needs to help the marketplace and citizens understand the numbers behind the options.	11/3/2018 1:36 PM
4	B is my choice BUT none of the choices is quite right. This suggests we either accept the location and size all of the hubs shown in the Plan, or we go entirely with status quo with minimal public involvement! This is an all or nothing choice, and I don't see why it needs to be. Feels like we are being sort of led to choose A or B by having C be such a drastic alternative. Same comment applies to the several prior question(s). As for B, clarify that there would be a separate Special Area Plan for each designated/agreed hub. The language now could be seen as proposing one Special Area Plan for all hubs, along the same lines as the "overlay district" was established for Johnnie Dodds, Coleman and Ben Sawyer, which obviously was a big problem.	11/3/2018 7:06 AM
5	public input should drive what we do. It drives who is elected to ultimately make these decisions.	10/31/2018 11:12 AM

Plan Forum Comprehensive Plan Feedback

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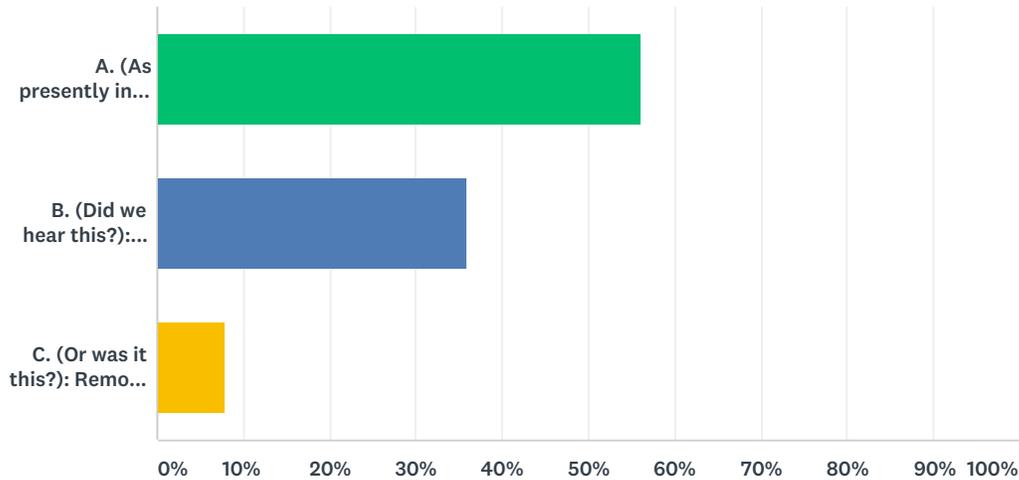
This is an excellent addition. This indicates that Special Area Plans will be developed with measurable standards and less subject to "politics" and the "whims" of a vocal few.

10/31/2018 9:09 AM

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## Q12 Choose your preferred recommended land use option (A, B, or C).

Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): The recommended land uses in hubs are as shown on the land use map. Design criteria would be in place through Special Area Plans to create comfortable, accessible public spaces.	56.00% 14
B. (Did we hear this?): Designate no recommended land uses in these areas at this time. All future land uses and redevelopment patterns will be determined by the recommendations of the Special Area Plan.	36.00% 9
C. (Or was it this?): Remove any designation of hubs in the Plan, retaining recommended land uses as shown on the land use map. Development would continue as usual without guidelines for creation of comfortable, accessible public spaces.	8.00% 2
<b>TOTAL</b>	<b>25</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	But I don't know that we shouldn't include some sort of recommendations.	11/5/2018 11:43 PM
2	Since the Settlement Community is designated as s Special Planned Area, these communities must have dialogue on how future land is used. Developers are taking advantage of residents who have no knowledge of what is occurring in these Special Planned areas.	11/5/2018 3:25 PM
3	Again, these are very all or none choices. For reasons above, I am in favor of removing Large Scale Commercial Regional but develop further Community Scale (which already allow for limited large scale commercial) and Neighborhood hubs.. It is difficult to say how much to rely on Special Area Plans without us having a system, outline and structure for how these will occur; who will be involved; how; when they would occur, etc. I think area residents should have heavy input into whether they want/need hubs period; if so, where; what the uses should be; whether it would involve more residential/multi-family; and definitely whether level should be Regional, Community, or Neighborhood. This was the whole point of identifying Character Areas with citizen input into the needs and what would be supported. So of the choices, I will have to pick B.	11/5/2018 1:38 PM
4	qualified answer : clearly the comfortable area that is accessible to visitors (necessarily public access) could be mad a part of an application to build under a Hub designation other qualifications were mentioned above. Reward, not punishment, is the way to attract investors and developers to the Town and increase tax revenue.	11/5/2018 11:13 AM
5	Access to public spaces should be the priority in these hubs and this prioritization should be clear from the get go.	11/3/2018 1:36 PM
6	Again, these choices are odd. It feels like we either take what is, or we get nothing at all. (With all due respect, the way these are written feels a bit manipulative!) B seems the best of the choices, if I have to take one.	11/3/2018 7:06 AM

Plan Forum Comprehensive Plan Feedback

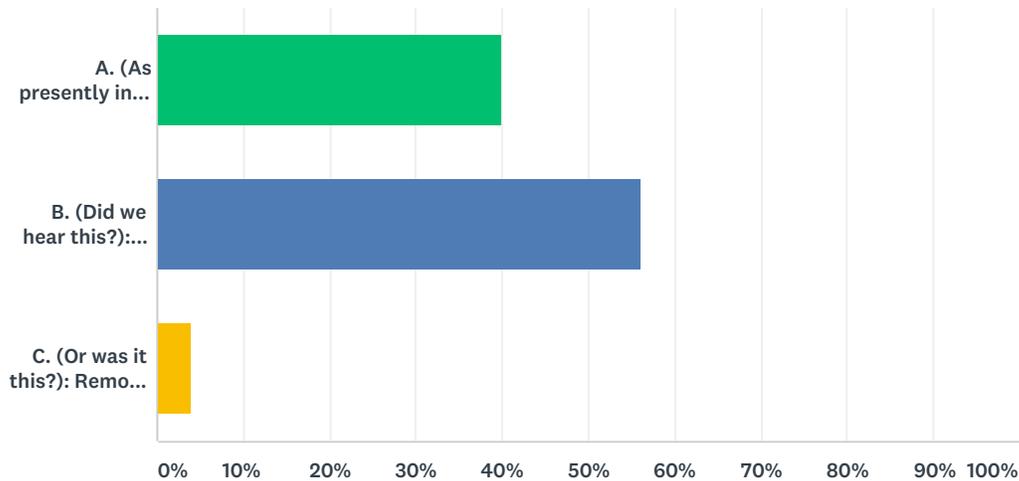
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7	I don't fully understand this ...	10/31/2018 11:12 AM
8	I'm inclined to have a hybrid of A & B. "The recommended land uses in hubs are as shown on the land use map. All future land uses and redevelopment patterns will be determined by the recommendations of the SAP."	10/31/2018 9:09 AM

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## Q13 Choose your preferred Special Area Planning for hubs option (A, B, or C).

Answered: 25 Skipped: 3



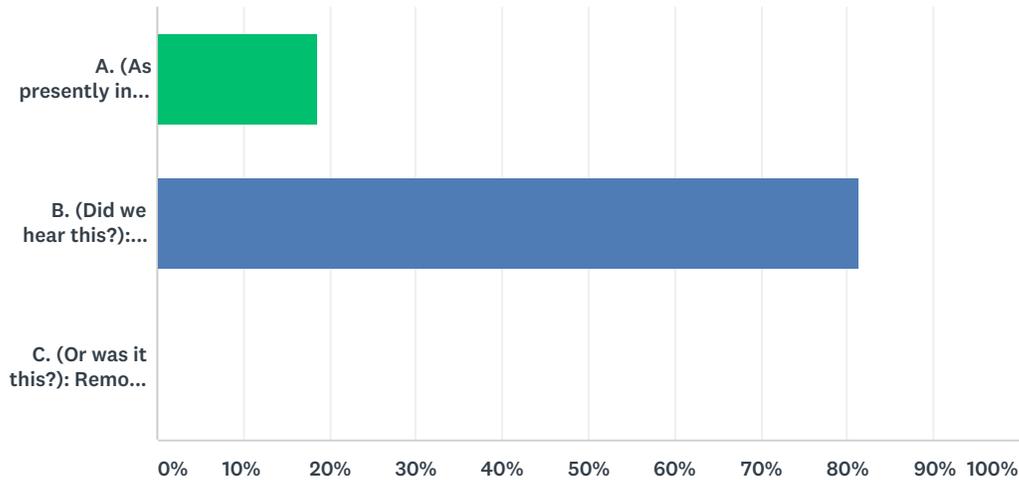
ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Guidelines are provided to be used during the Special Area Planning in a way that addresses high levels of transportation connectivity, walkability, the subdivision and internal street patterns, and the scale and design of the architecture, as well as the mix of uses which are suitable in these areas. The intent is to develop these critical destinations in a way that is highly functional and has a positive impact on the desired character of Mount Pleasant.	40.00% 10
B. (Did we hear this?): Guidelines and generalized cross sections are provided to be used during future Special Area Planning to address high levels of transportation connectivity, walkability, the subdivision and internal street patterns, and the scale and design of the architecture, as well as the mix of uses which are suitable in these areas. This will include generalized cross sections defining the appropriate transition from a compact walkable core near the hub's center to lower lot coverage development at its edges. The intent is to develop these critical destinations in a way that is highly functional and has a positive impact on the desired character of Mount Pleasant.	56.00% 14
C. (Or was it this?): Remove any designation of hubs within the Plan. Properties in these areas would develop according to their underlying zoning classifications. There would be no Special Area Plan created to refine development guidelines in these areas to improve transportation connectivity, walkability, and the scale and design of the architecture. Development patterns would likely be status quo, to allowable site, design, height standards, with minimal public involvement.	4.00% 1
<b>TOTAL</b>	<b>25</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Please, be mindful that each Settlement Community has it's own "Unique Character." When these Special Planned Areas are on the table for discussion, each community need it's own representative.	11/5/2018 3:56 PM
2	qualified answer again i believe that we should encourage not require this Hub idea in the areas designated and others that are proposed to encourage quality development .....if presented properly, the Town will be the beneficiary and these properties will not remain status quo but be well supported by the public and the Planning Staff These are Redevelopments after all	11/5/2018 11:23 AM
3	A or B	11/5/2018 10:26 AM
4	confusing - what's a generalized cross section?	11/4/2018 5:34 PM
5	10 mile and Phillips must have community support and my outside opinion is secondary.	11/3/2018 1:43 PM
6	Isn't this identical to a prior question with its 3 options!? Same comments as I gave to that earlier one.	11/3/2018 7:09 AM



## Q14 Choose your preferred hub design option (A, B, or C).

Answered: 27 Skipped: 1

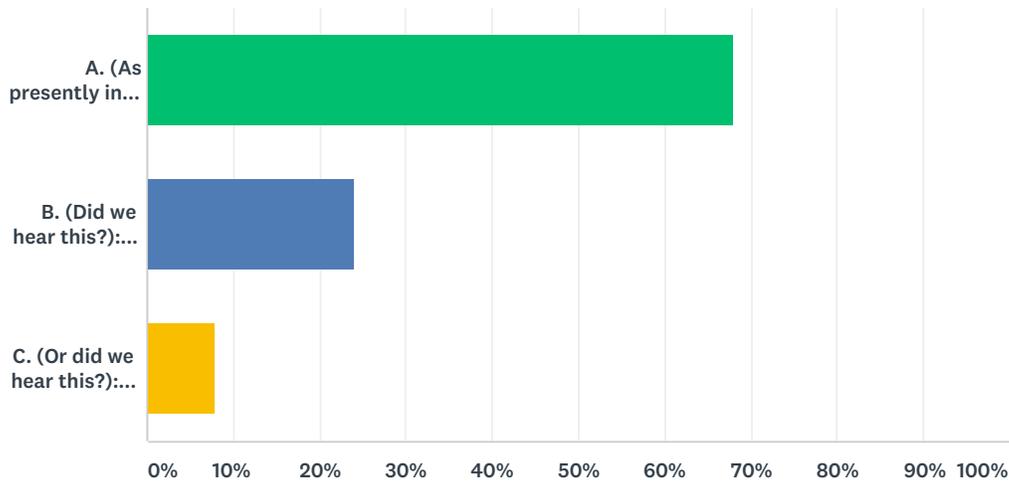


ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): The design and development of these hubs is subject to a Special Area Plan to be completed with community engagement and input.	18.52% 5
B. (Did we hear this?): The design and development of the hubs is subject to a Special Area Plan to be completed with community engagement and input. The Special Area Plan will include a market, fiscal, and transportation impact analysis and identify uses that are desired to incentivize in the hub.	81.48% 22
C. (Or was it this?): Remove any designation of hubs from the Plan, relying on underlying land use designation. Uncertain required level of public involvement in any future development.	0.00% 0
<b>TOTAL</b>	<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Please see Item-13 comments.	11/5/2018 3:56 PM
2	incentivize is the key term here .....encourage do not require.....the best designs will come forward if the developers are not put in a box of design regulations which stifle creativity. Planning staff not the public should be responsible for this process with comment periods allowed ....	11/5/2018 11:23 AM
3	The larger hubs need more numbers attached, the smaller ones need more community support - the fragility of the surrounding communities must be recognized to determine the types of studies to be done. A cultural study could be good when close to historical neighborhoods/settlements.	11/3/2018 1:43 PM
4	As noted before, this addition to the "SAP" process is very good.	10/31/2018 9:17 AM

## Q15 Choose your preferred recommended land use for hubs option (A, B, or C).

Answered: 25 Skipped: 3

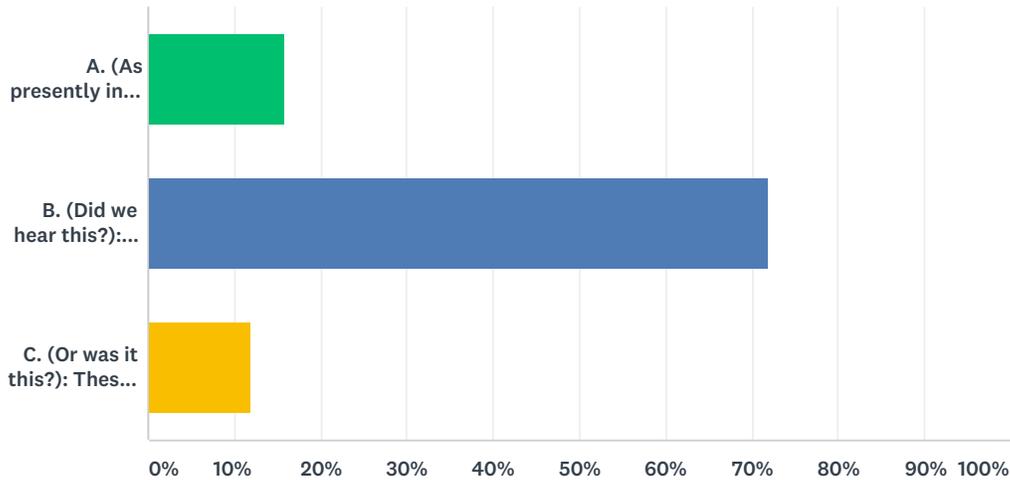


ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): The recommended land uses in hubs are as shown on the land use map. Design criteria would be in place through Special Area Plans to create comfortable, accessible public spaces.	68.00% 17
B. (Did we hear this?): Designate no recommended land uses in these areas at this time. All future land uses and development patterns will be determined by the recommendations of the Special Area Plan.	24.00% 6
C. (Or did we hear this?): Remove any designation of hubs in the Plan, retaining recommended land uses as shown on the land use map. Development would continue as usual without specific guidelines for creation of comfortable, accessible public spaces.	8.00% 2
<b>TOTAL</b>	<b>25</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Again, maybe some recommendations.	11/5/2018 11:45 PM
2	There will be a huge need for the Settlement Communities to have meetings with M P W regarding the Special Planned Area. The local residents Settlement (family-lineage) must be engaged in the beginning of the planning stages. The "All Future" is to absolute.	11/5/2018 3:56 PM
3	create hub guidelines .....use criteria that promotes the idea not requires it.....land area has to be of a minimum size etc, to qualify.	11/5/2018 11:23 AM
4	what is a "special area plan"	11/4/2018 5:34 PM
5	I'd like B but development plans rarely stop for more public study. A at least gets something in the books why the additional planning is developed.	11/3/2018 1:43 PM
6	Recommend a hybrid of A & B. Hubs and "SAP" are critical to implementation of the Plan. "The recommended land uses in hubs are shown on the land use map. All future land uses and development patterns will be determined by the recommendations of the Special Area Plan(s)."	10/31/2018 9:17 AM

## Q16 Choose your preferred Long Point Road option (A, B, or C).

Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): In the previous draft of the plan the Long Point Rd realignment and extension project was included with and treated the same as the other proposed projects in both the tables and maps showing "proposed" projects.	16.00% 4
B. (Did we hear this?): Long Point Rd realignment and the New Parallel Rd west of US 17 can be included in the plan, but any potential construction should be studied further in the context of the Cultural Core Special Area Plan, and be dependent on Boone Hall Plantation developing. We should add clarification that these projects are not recommended in the plan the same as the other projects, but they are provided to show that the town has studied what projects may need to be looked at if the cultural core area experiences intense development.	72.00% 18
C. (Or was it this?): These projects should not be included in the plan regardless of how they are presented.	12.00% 3
<b>TOTAL</b>	<b>25</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	B and C are asinine if we're going to have a shot at mitigating traffic and creating a true transportation grid. When Boone Hall can figure out how not to cause traffic jams every time it hosts an event, then we can maybe listen to the owners when they complain about cutting 100 yards off a corner that will unlock a huge amount of congestion on Highway 17. Actually, not even then. The right move is to connect Longpoint.	11/5/2018 11:48 PM
2	Sorry.....At this time, I do not have a qualified opinion on this. After seeing the recent Halloween traffic backup, in my mind this is still simmering. It's a tough call.	11/5/2018 4:07 PM
3	these are planning issues that are contingent on areas developing that have no plans for development.....the Town should leave these projects on the list that are to be considered over the next ten years and deal with the widening of 41 and other major issues NOW. it is not tied to a cultural core plan	11/5/2018 11:27 AM
4	I would've chosen "B" however I think that "B" would be misconstrued to indicate that "we better start planning for this to happen". And, perhaps, putting pressure on Boone Hall Plantation to make or predict a move which they have no intention of making UNTIL they are ready to make it. Leave them totally alone!	11/4/2018 5:40 PM
5	Nothing should happen on Boone Hall or adjacent properties without incorporating this realignment of Long Point.	11/3/2018 1:44 PM
6	I think it is ok to set forth projects that have been looked at but make it clear not recommended. The cultural core experiencing "intense development" is troublesome. Some wording seems to go against what we are trying to preserve and highlight with the cultural core.	11/2/2018 7:54 AM

## Plan Forum Comprehensive Plan Feedback

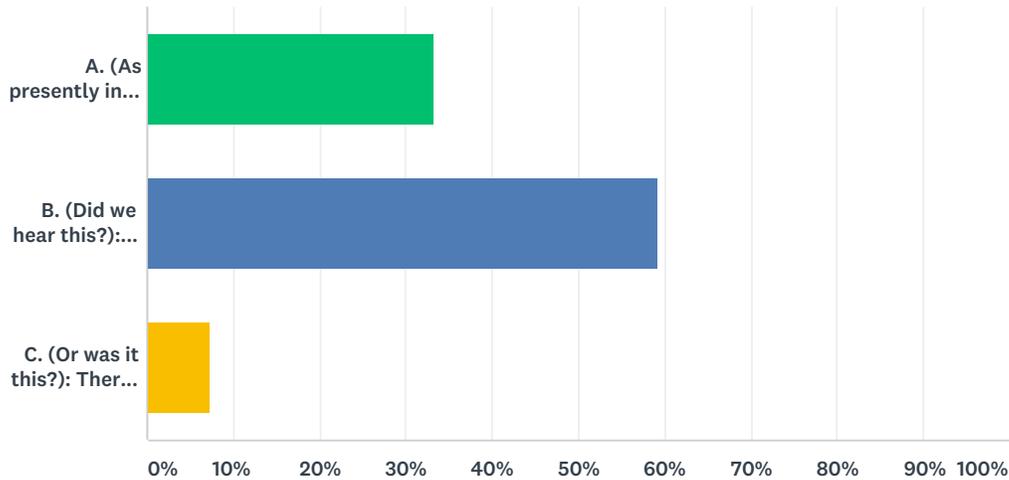
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7	This is a good clarification. There are only a few, if any, viable options regarding Long Point Road and Boone Hall at this time. This lets the community know that other options have been and will be considered over time as the situation changes.	10/31/2018 9:20 AM
8	I strongly believe that we should present all options that have been modeled to show traffic improvement, and then explain the reasons why the Plan Forum (or Town or whoever) decided that the social/historical/environmental/etc. costs of this project outweigh the traffic improvement. We need to be clear about articulating our values, while still presenting a thorough and pragmatic traffic study.	10/31/2018 9:04 AM

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## Q17 Choose your preferred incentive option (A, B, or C).

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): - Provide incentives to offset the cost of impact fees to encourage redevelopment within the hubs- Modify Town ordinances to encourage and facilitate the adaptive reuse of vacant or obsolete structures with a context-sensitive use.- Review and adopt appropriate incentives for attracting desired economic development opportunities, and to encourage development within hubs.	33.33% 9
B. (Did we hear this?): - Provide incentives to offset the cost of impact fees to encourage redevelopment within the hubs, to include grant programs to reimburse impact fees for qualified businesses.- Modify Town ordinances to encourage and facilitate the adaptive reuse of vacant or obsolete structures with a context-sensitive use to include grant programs to reimburse impact fees for qualified businesses.- Review and adopt appropriate incentives for attracting desired economic development opportunities, and to encourage development within hubs to include grant programs to reimburse impact fees for qualified businesses.	59.26% 16
C. (Or was it this?): There is no reason to offer incentives for any development. Let all development pay the full cost of offsetting the impacts of their development as determined through impact fees.	7.41% 2
<b>TOTAL</b>	<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Good economics incentives.	11/5/2018 4:14 PM
2	"Incentives" is a nebulous and also loaded term. What types of incentives? A number of incentives in the past have had very negative impacts and have not accomplished desired outcomes at all. Have no objection to grant programs, but depending what is meant by "qualified" businesses. What types of qualifications?--what is this aiming for? Given all the questions I would have to pick C.	11/5/2018 1:50 PM
3	the Town will NOT experience significant redevelopment if there is not an adjustment of the fees that are charged by the Town they are a barrier to entry that will prohibit redevelopment, new development, and annexation that will lead to significantly higher taxes during a period in increasing interest rates. The overall goal of our committie was financial sustainability for the town. this will not be accomplished under the current guidelines and fees structure.	11/5/2018 11:41 AM
4	Supporting the expansion of local businesses could be done with these grants.	11/3/2018 1:46 PM
5	The plan should provide general direction but allow the Council/staff the flexibility to recommend/adopt incentives based on specific circumstances. The whole approach to impact fees may need review	11/3/2018 9:12 AM

## Plan Forum Comprehensive Plan Feedback

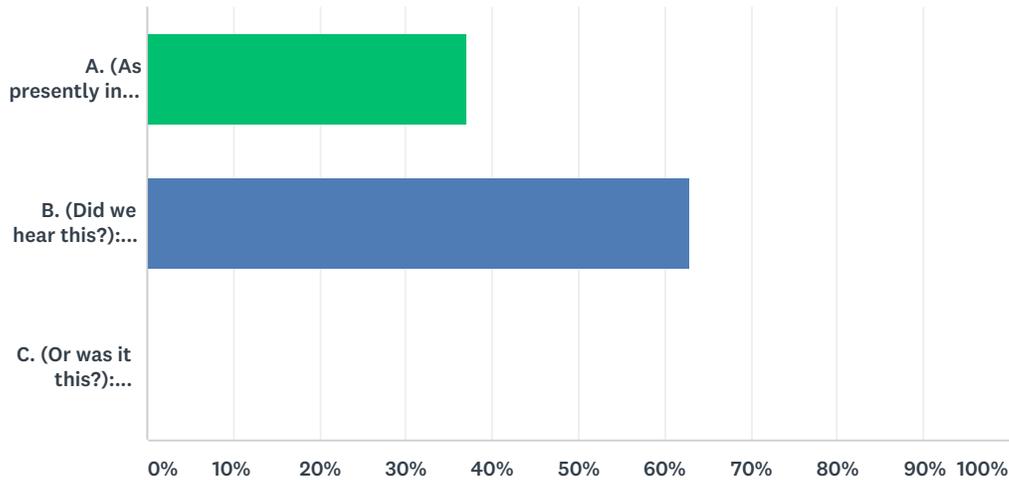
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6	lof the choices, B seems best, however I say a strong NO to the first bullet point, unless it is revised to replace the phrase “within the hubs” with “small, locally owned and operated businesses.” YES to the other bullet points. However, we should say something about what kind of businesses would be “qualified.” (Who decides this? The key is not to reduce impact fees or give grants or other incentives indiscriminately or to big developers.	11/3/2018 7:24 AM
7	Flexibility with regards to imposing impact fees around Mt P is needed. I'd refer to the dentist on Coleman who is asked to pay a fee she cannot afford and run the practice. Without flexibility we lean towards supporting only the big, publicly traded companies with national footprints. On the other hand... impact fees are only impactful until a future Town Council votes to eliminate them. Reliance on impact fees can and probably will backfire during future recessions. This is why Town Council needs flexibility to use them only when appropriate.	10/31/2018 11:20 AM
8	Definition B provides for additional clarification. The Town should support a system of incentivizing preferred types of business development. If done effectively, it will minimize tax impacts on the residents.	10/31/2018 9:25 AM
9	Yes, it is important to encourage the growth and development of businesses in Mt. Pleasant. We want to diversify our options for financial sustainability.	10/31/2018 9:06 AM

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## Q18 Choose your preferred impact fees option (A, B, or C).

Answered: 27 Skipped: 1

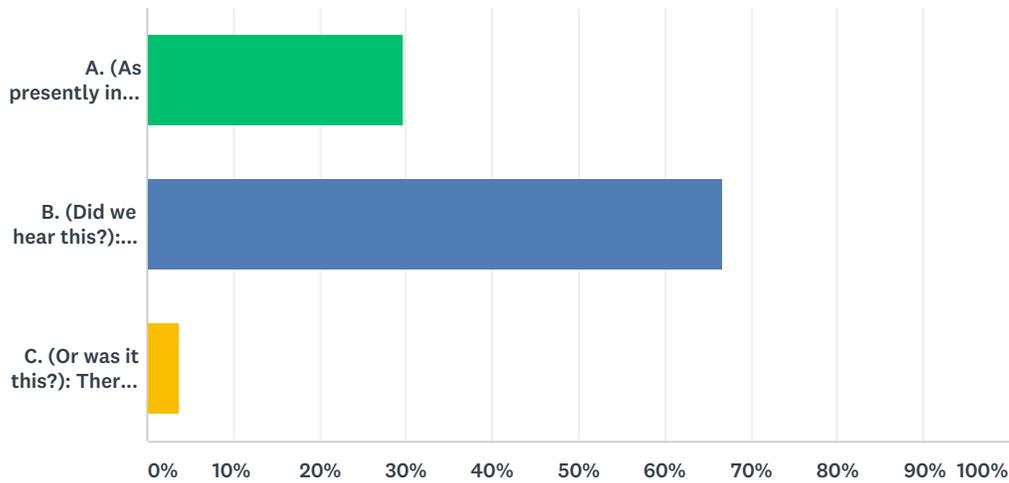


ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): Study the effect of impact fees on the local business community, and on the market for new business development, and if warranted, make modifications to facilitate the development of non-residential uses.	37.04%	10
B. (Did we hear this?): Study the effect of impact fees on the local business community, and on the market for new business development, and if warranted, make modifications to facilitate the development of desired uses in desired locations, to include the possible creation of impact fee zones or categories.	62.96%	17
C. (Or was it this?): Continue impact fee policies as currently written.	0.00%	0
<b>TOTAL</b>		<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	If B is feasible, I'm for it.	11/5/2018 11:49 PM
2	Excellent for start-up business and or relatively really small business- with limited staff.	11/5/2018 4:14 PM
3	none of the above.....question is leading as it stated that we are not desirous of ANY further residential which is driving our kids out of town impact fees are applicable to ALL development. The contemplation of different impact fees is fine as long as it is fairly distributed. the commercial properties already pay for the school tax .....how much do we think they can carry?????	11/5/2018 11:41 AM
4	Local businesses deliver greater return over time.	11/3/2018 1:46 PM
5	If done VERY sparingly, B might be ok. I am quite concerned, though, since the reality is that someone always has to pay for the impact! I hear the complaint that impact fees may kill deals for certain businesses (like the small business owner). But if there is an impact, who pays for it?! If not the one developing or redeveloping a property, then the taxpayers/citizens pay for it, which was our problem for way too long. We need to be sparing and selective about suggesting we go back to that.	11/3/2018 7:24 AM
6	I've tried to "get smart" on impact fees, which appear to have been implemented and/or increased way too late. I don't want these and other fees, to have a negative impact on locally owned businesses, wherein only national or regional enterprises can afford to be viable in the TOMP.	10/31/2018 9:25 AM

## Q19 Choose your preferred workforce housing incentive option (A, B, or C).

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): - Modify zoning and land development criteria to facilitate the creation of workforce housing, by potentially creating a new zoning category, streamlining processes, and providing lower-cost alternatives to certain development requirements, or incentives to developers.- Create opportunities within Mount Pleasant for the development of new workforce housing by supporting the work of local housing entities.	29.63%	8
B. (Did we hear this?): - Modify zoning and land development criteria to facilitate the creation of workforce housing in designated areas, by potentially creating a new zoning category, streamlining processes, and providing lower-cost alternatives to certain development requirements, or incentives to developers.- Create opportunities within Mount Pleasant for the development of new workforce housing by supporting the work of local housing entities, to include creation of a grant program to offset costs of impact fees.	66.67%	18
C. (Or was it this?): There is no reason to offer incentives for any development. Let all development pay the full cost of offsetting the impacts of their development as determined through impact fees.	3.70%	1
<b>TOTAL</b>		<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	B is not the way to go because once it becomes "certain areas," attainable housing becomes a stigma.	11/5/2018 11:51 PM
2	Isn't this mention within the Special Planned Areas and Mixed Neighborhood? Is this what is referred to as "in designated areas"? Or; Are we creating another area within this Comp-Plan other than what is being mentioned?	11/5/2018 4:26 PM
3	promote this and you will actually have some workforce housing.....create a land bank so developers can buy out of the requirement by Paying into the bank like charleston	11/5/2018 11:49 AM
4	Let's do this and not just talk about it.	11/3/2018 1:49 PM
5	I choce C since I don't like the other choices. For exceptions to impact fees for businesses, see my prior comments. Residential, if any, that is added to existing or proposed commerical hubs should be allowed ONLY if a certain, substantial (I would suggest 40%. 20% is way too low) percentage of that residential housing is lifecycle housing. (Housing that is "affordable"- see earlier definition/comments, which is for anyone with qualified income level (could be retirees, young people starting out, etc) but with preference given to those who work within town limits.) Also see my earlier comments (in first set of questions). No need to have separate category for workforce vs lifecycle.	11/3/2018 7:40 AM

Plan Forum Comprehensive Plan Feedback

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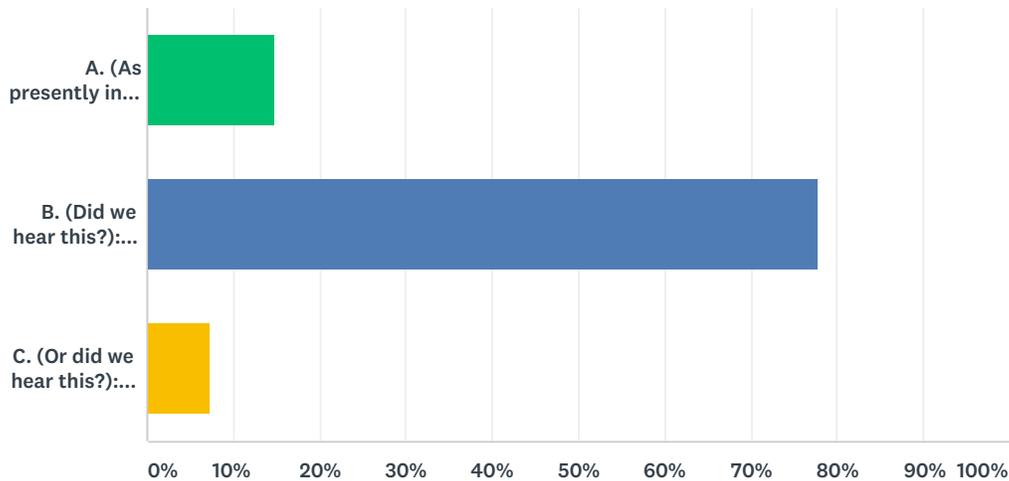
6 Definition B provides for a viable incentive and ties back to previously mentioned "designated areas".

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10/31/2018 9:29 AM

## Q20 Choose your preferred multi-family housing rehabilitation option (A, B, or C).

Answered: 27 Skipped: 1

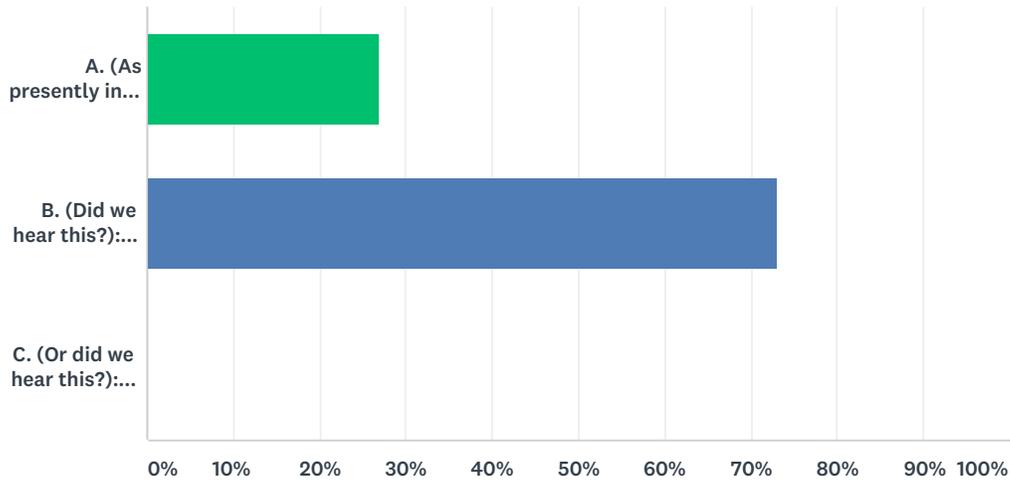


ANSWER CHOICES	RESPONSES	
A. (As presently in the Plan): Investigate opportunities for the rehabilitation of existing multi-family complexes into designated workforce/senior housing units.	14.81%	4
B. (Did we hear this?): Investigate opportunities and provide incentives to encourage the rehabilitation of existing multi-family complexes into designated workforce/senior housing units.	77.78%	21
C. (Or did we hear this?): Allow the market (including non-profit organizations) to handle any potential redevelopment/rehabilitation or multi-family units without any incentive from the Town.	7.41%	2
<b>TOTAL</b>		<b>27</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Since this is a serious concern, The Current non-profit and Town Should coll-orate to ensure all bases are covered to this much needed market area.	11/5/2018 4:26 PM
2	Why not in these boom times.	11/3/2018 1:49 PM
3	See my earlier comments about "lifecycle housing" - "affordable" and for anyone meeting the income eligibility criteria, with preference given to those working within town limits and seniors.	11/3/2018 7:40 AM
4	Without incentives, I'm not sure how we could encourage this type of redevelopment.	10/31/2018 9:29 AM

## Q21 Choose your preferred impact fees option (A, B, or C).

Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES
A. (As presently in the Plan): Study the effect of impact fees on the local housing market, and if warranted, make modifications to facilitate the development of affordable/workforce/lifecycle residential uses.	26.92% 7
B. (Did we hear this?): Study the effect of impact fees on the local housing market and if warranted, make modifications to facilitate the development of affordable/workforce/lifecycle residential uses, to include the possible creation of impact fee grants, zones, or categories.	73.08% 19
C. (Or did we hear this?): Continue impact fee policies as currently written.	0.00% 0
<b>TOTAL</b>	<b>26</b>

#	PLEASE PROVIDE ANY ADDITIONAL COMMENTS YOU HAVE ON THIS TOPIC.	DATE
1	Include all feasible options to support this much needed area in Affordable Home Ownership.	11/5/2018 4:26 PM
2	either A or B	11/5/2018 10:31 AM
3	See my earlier comments...	11/3/2018 7:40 AM
4	I feel like I've already answered this question???	10/31/2018 11:22 AM
5	B is a better definition.	10/31/2018 9:29 AM

## Q22 As a requirement for Plan Forum record-keeping purposes, please provide your name.

Answered: 27 Skipped: 1

ANSWER CHOICES	RESPONSES	
Name	100.00%	27
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

#	NAME	DATE
1	Mark Monaghan	11/6/2018 11:31 AM
2	LaShaun Key	11/6/2018 7:00 AM
3	Daniel Brock	11/5/2018 11:51 PM
4	Pearl Ascue	11/5/2018 4:27 PM
5	Catherine Main	11/5/2018 3:51 PM
6	Lucy Gordon	11/5/2018 1:55 PM
7	William H Barnwell iii	11/5/2018 11:50 AM
8	Pat Eardley	11/5/2018 11:13 AM
9	Adriane Smalls-Owens	11/5/2018 10:51 AM
10	Stephanie Hunt	11/5/2018 10:32 AM
11	R. Grant Gilmore III	11/5/2018 9:05 AM
12	Matt Jones	11/5/2018 8:56 AM
13	Hamer Darby	11/5/2018 8:03 AM
14	Pat Sullivan	11/4/2018 5:57 PM
15	Julie Hussey	11/3/2018 1:49 PM
16	randy glenn	11/3/2018 12:30 PM
17	Robert O'Neill	11/3/2018 9:14 AM
18	Pamela Ireland	11/3/2018 7:40 AM
19	Karin Peace	11/2/2018 8:01 AM
20	Jessica shipman	11/1/2018 3:17 PM
21	Jody McAuley	10/31/2018 11:22 AM

## Plan Forum Comprehensive Plan Feedback

22	Bruce Koedding	10/31/2018 9:29 AM
23	Kathryn Ellis	10/31/2018 9:08 AM
24	Tracy Blanchard	10/30/2018 3:37 PM
25	Michael Carmody	10/30/2018 10:18 AM
26	Ingrid Schneider	10/29/2018 6:49 PM
27	Scott Mesa	10/29/2018 4:27 PM
<b>#</b>	<b>COMPANY</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>ADDRESS</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>ADDRESS 2</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>CITY/TOWN</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>STATE/PROVINCE</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>ZIP/POSTAL CODE</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>COUNTRY</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>EMAIL ADDRESS</b>	<b>DATE</b>
	There are no responses.	
<b>#</b>	<b>PHONE NUMBER</b>	<b>DATE</b>
	There are no responses.	