



2040 Comprehensive Plan

NAVIGATING OUR FUTURE

ORD # _____

DATE



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Table of Contents

SECTION 1: INTRODUCTION.....	1
SECTION 2: POPULATION.....	7
SECTION 3: HOUSING.....	11
SECTION 4: CULTURAL RESOURCES.....	17
SECTION 5: NATURAL RESOURCES.....	23
SECTION 6: RESILIENCE.....	29
SECTION 7: ECONOMIC DEVELOPMENT.....	41
SECTION 8: COMMUNITY FACILITIES.....	51
SECTION 9: TRANSPORTATION.....	61
SECTION 10: PRIORITY INVESTMENT.....	71
SECTION 11: LAND USE.....	85

Maps

Map P1	Population Density.....	9
Map CR1	Historic Properties.....	20
Map R1	Flood Zones.....	32
Map R2	Overall Social Vulnerability	37
Map R3	CDC/ATSDR Themes	38
Map ED1	Tax Increment Financing District and Economic Incentive Areas.....	45
Map ED2	Percent in Poverty.....	47
Map CF1	Water and Sewer Service Area.....	54
Map CF2	Community and Cultural Facilities.....	60
Map T1	Sidewalk Analysis.....	64
Map T2	Traffic Accidents (2015-2022).....	68
Map PI1	Priority Investment Zones.....	83
Map L1	Land Use.....	87
Map L2	Zoning.....	91
Map L3	Overlay Districts.....	92
Map L4	Undeveloped Properties.....	95
Map L5	Environmental Constraints.....	97
Map L6	Future Land Use.....	102

Charts

Chart P1	Population.....	8
Chart P2	Median Age.....	8
Chart P3	Race by Percentage.....	10
Chart P4	Educational Attainment.....	10
Chart H1	Housing Occupancy.....	12
Chart H2	Type of Housing Stock.....	12
Chart H3	Percentage of Household Income.....	12
Chart H4	Single Family Housing Permits 2017-2022.....	14
Chart ED1	Unemployment Rates.....	42

Tables

Table P1	Median Household Income 2021 Estimates.....	8
Table R1	Annual Hazard Frequency and Estimated Losses.....	30
Table ED1	Labor Force Characteristics.....	42
Table ED2	Comparison of Employment by Type of Industry.....	43
Table T1	Projected Annual City Budget Needs for Maintenance and Resurfacing.....	67
Table T2	Needed Transportation Projects.....	69
Table PI1	Priority Capital and Operational Projects (Departmental) 2023-2033.....	73
Table PI2	Unfunded Resource Needs.....	78
Table PI3	Priority Planning Projects 2023 to 2033.....	79
Table PI4	A/H Tax Average (FY2019 – FY2022).....	80
Table L1	City of Georgetown Existing Land Uses by Category.....	86
Table L2	City of Georgetown’s Zoning Districts.....	88

Section 1

Introduction



A comprehensive plan is guidance document for government officials and citizens to effectively manage development growth and change while balancing it with the community's natural, cultural, social, economic, and capital resources. While a comprehensive plan is not regulatory in nature, it does set the stage for future policy change and capital investment. In late 2020, the City of Georgetown Planning Commission began the process of developing a new comprehensive plan to guide the City's development and public investment over the next 10 to 20 years.

To assist the City of Georgetown Planning Commission, a task force was established. The Task Force consisted of elected and appointed officials, City staff, business owners, and interested residents. The Task Force conducted several scoping sessions, with technical assistance provided by the Waccamaw Regional Council of Governments. The Task Force and Planning Commission believed that a concerted effort should be made to explain the relevance of key statistical information in each element and, where possible, provide comparative information. In addition, the Task Force and Planning Commission determined that the updated plan should provide actionable strategies with clear timelines and assign responsibilities for implementation. This plan is the culmination of the Task Force and Planning Commission's work and meets the statutory requirements of Title 6, Chapter 29 of the State of South Carolina Code of Laws. Within this plan, the City's development policies are provided as recommendations to support the plan's overarching goals.

"It is the function and duty of the local planning commission... to undertake a continuing planning program for the physical, social, and economic growth, development and redevelopment of the area within its jurisdiction. The plans and programs must be designed to promote public health, safety, morals, convenience, prosperity, or the general welfare as well as the efficiency and economy of its area of jurisdiction. Specific planning elements must be based upon careful and comprehensive surveys and studies of existing conditions and probable future development and include recommended means of implementation."

-South Carolina Local Government Planning Enabling Act of 1994

This comprehensive plan is divided into 11 sections, with the following required elements:





During ~~While~~ the development of this plan, the City completed its *Strategic Planning Report, 2020-2021*, that included a public survey. The survey asked residents 31 questions addressing strategic issues, proposed objectives, strengths, weaknesses, and opportunities with the City. There were 530 respondents between November 2020 and February 2021. The following represents the most selected strengths, weaknesses, opportunities and threats in the City that were identified by residents.

Strengths

- 1 Its historic and cultural heritage significance
- 2 Its location on Hwy 17 between two major tourist destinations
- 3 Inner Harbor for recreational and commercial purposes

Weaknesses

- 1 High poverty rate
- 2 Lack of entertaining amenities for all ages
- 3 Lack of unified vision from community leaders

Opportunities

- 1 More grants to fund infrastructure improvements
- 2 Increase entertainment venues and programs
- 3 Taking control to promote the City as a tourist destination

Threats

- 1 Aging stormwater infrastructure causing floods
- 2 Stagnant economy and income levels
- 3 Inability to attract young entrepreneurs

Throughout 2021, a Task Force met to provide direction for the plan and the City's future. Public input, the input of the Task Force, and direction from City staff and departmental leadership helped formulate the priorities in the plan. On October 25, 2023, a public input meeting about the plan was held from 4-6 pm in the Municipal Courtroom. The public input meeting was advertised through a press release, social media, and flyers in prime locations throughout the City. The public **was given the opportunity to** participate in the land use and visioning process during this meeting. Members of the Task Force met to discuss the draft plan following the public input session.

The Planning Commission held a workshop on April 9, 2024 to discuss the draft plan. A 30-day advanced public hearing notice **for the May 28, 2024 Planning Commission Public Hearing** was advertised through a press release, formal public notice **on the website**, and through social media. Public input was received, and revisions made according to that input. The Commission made a formal recommendation to the City Council on _____, 2024. The City Council held first reading on _____, 2024. The second reading and public hearing was held on _____, 2024, and City Council approved the plan.



The Plan will serve as the guiding document for growth, revitalization, capital improvements, and policy change for the next 10 years. The Planning Commission and City Council should utilize this plan to inform zoning ordinance revisions and zoning map amendments. City Council, appointed officials, and staff should also utilize this plan to inform decision-making, especially capital improvements. It will be the Planning Commission's responsibility to track the implementation of this plan and evaluate the need to revise the Plan within 5 years. Significant changes in the community, such as major new employers or a large-scale development may trigger the need to update the plan sooner. In



addition, neighborhood or other specialty plans may be developed and adopted as extensions of this plan. Even with potential amendments and revisions to the Plan, it should be updated in its entirety by 2034 to meet South Carolina Planning Enabling requirements and to ensure that growth, development, revitalization, and public investment remains relevant and reflective of community desires and needs.

VISION STATEMENT

To encourage development and redevelopment that complements our small-town character, preserves our historic, cultural and waterfront assets, fosters business growth and economic prosperity, and supports a high quality of life for all.

CORE VALUES

1

Small-Town Character

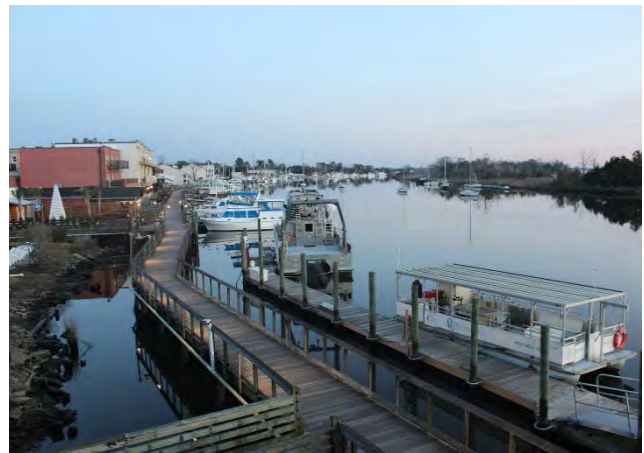
The City of Georgetown's tree-lined streets, gridded road network, and historic homes portray its small-town charm, making it an attractive place for those seeking a slower pace and higher quality of life than found in large cities. Future growth and development should accommodate a variety of housing types, while preserving and enhancing the City's small-town character.



2

Environment & Recreation

The City of Georgetown is surrounded by beautiful scenery and a natural landscape that provides many recreational activities for its residents and visitors. The trees, freshwater wetlands, marshes, waterways, and waterfront views and access should be preserved and celebrated.



3

History & Culture

Preservation of historic and cultural resources **are is** important for maintaining our character, while attracting new residents and visitors. The City's rice and port history, along with its Gullah Geechee roots are all significant to note. Our history, museums, waterfront, scenic views, and proximity to the beach make it an attractive destination and place to call home. Preservation of these resources is important for the City's future.

4

Economic Growth

Economic development and job growth are necessary to build a brighter future. The City has the ability to have a diversified economy that can build upon its existing skilled workforce to support new industries, light manufacturing, and small business growth, while maintaining and supporting its historic downtown, maritime culture, and nature-based industries.

CORE CHALLENGES

1

Housing Costs & Condition

Housing costs have increased, as well as demand; thus, decreasing the availability of workforce and affordable housing to match the incomes of our working class. There is need for a variety of housing types to meet all income ranges and family sizes. There are also many aging homes and neighborhoods that need maintenance and improvements to ensure the current housing stock remains safe and habitable for existing and future residents.

2

Population and Income

The population in the City of Georgetown has been in decline for the last few decades. The average household size has decreased over the last few decades with younger generations moving away and families in general being smaller. The income of City residents is lower than the County and State averages. There are also higher unemployment and poverty rates in the City than the County and State.

3

Transportation & Parking

While the City has a great street network, there remains a need for resurfacing and more on street parking and public parking lots to support economic growth in the downtown. The City's gateways on Hwy 17, 701, and 521 need aesthetic improvements with landscaped medians, access management improvements, improved bicycle and pedestrian crossings, and safe pull-off areas for public transit stops. In addition, there remains the need to improve the sidewalk network and build the East Coast Greenway through the City.

4

Flood & Storm Hazard

The City's location on Winyah Bay and proximity to the Atlantic Ocean make it vulnerable to flooding. Flood hazards continue to be a worry for the City ~~has~~ storms become worse and sea levels rise. The City's low-lying topography make it necessary for buildings to be designed and renovated to withstand flooding or even to be removed when appropriate. In addition, stormwater infrastructure upgrades, low-impact development practices, and open space preservation ~~with~~ **will** improve the City's resilience.

5

Industrial Operations

The Port of Georgetown closed in 2023 and was recently acquired by the County for redevelopment. Production at the Steel Mill has also been declining. New job opportunities should ~~can~~ capitalize on the existing skill sets of our residents or ~~the~~ provide the training to support new industrial uses, light manufacturing, and overall reinvestment in currently underutilized lands.

6

Aging Infrastructure

As the City continues to age, so does its infrastructure. Water and sewer lines, powerlines, stormwater drainage, and road maintenance all require capital investment to ensure they are functional for current and future residents and employers. Additionally, the City will need to be prepared for the costs to relocate or expand locally owned utilities to accommodate growth and annexation that will ultimately grow the City's tax base.

Section 2

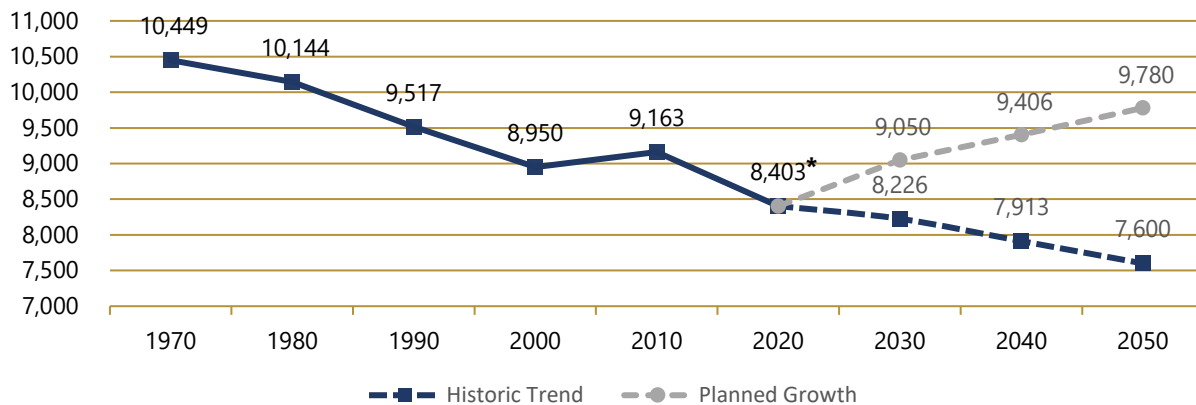
Population



Key Facts and Figures

According to the American Community Survey, Georgetown’s estimated 2021 population was 8,435 residents. This represents a 7.9% decline since 2010. Contrary to the population growth in Georgetown County and South Carolina, the City’s population has been slowly declining for over the last 60 years, with its peak population of 12,261 residents in 1960. The City’s declining population trends are expected to reverse with the subdivision growth that is already underway. Growth could further increase with improved zoning and infrastructure that can better accommodate infill development, redevelopment, and annexation.

**CHART P1
POPULATION (1990-2050)**

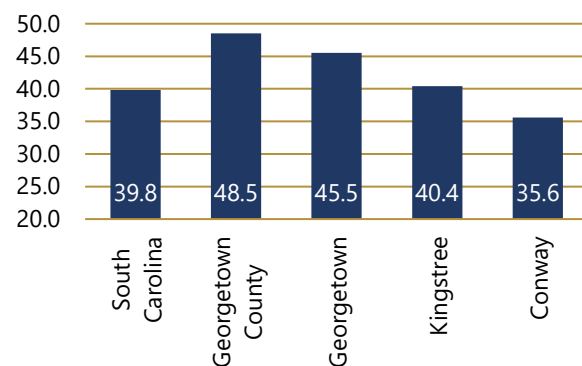


*Note that the 2020 Census may have underestimated population data because it was collected during the COVID-19 pandemic.

Age

The citywide median age is 45.5 years, which is an increase of 8.8 since 2010. This is due to an increase in the population of people older than 65 and a decrease in the population of people younger than 18. Georgetown’s percentage of females is 54.5 which is over 2% higher than both the County and the state.

**CHART P2
MEDIAN AGE**



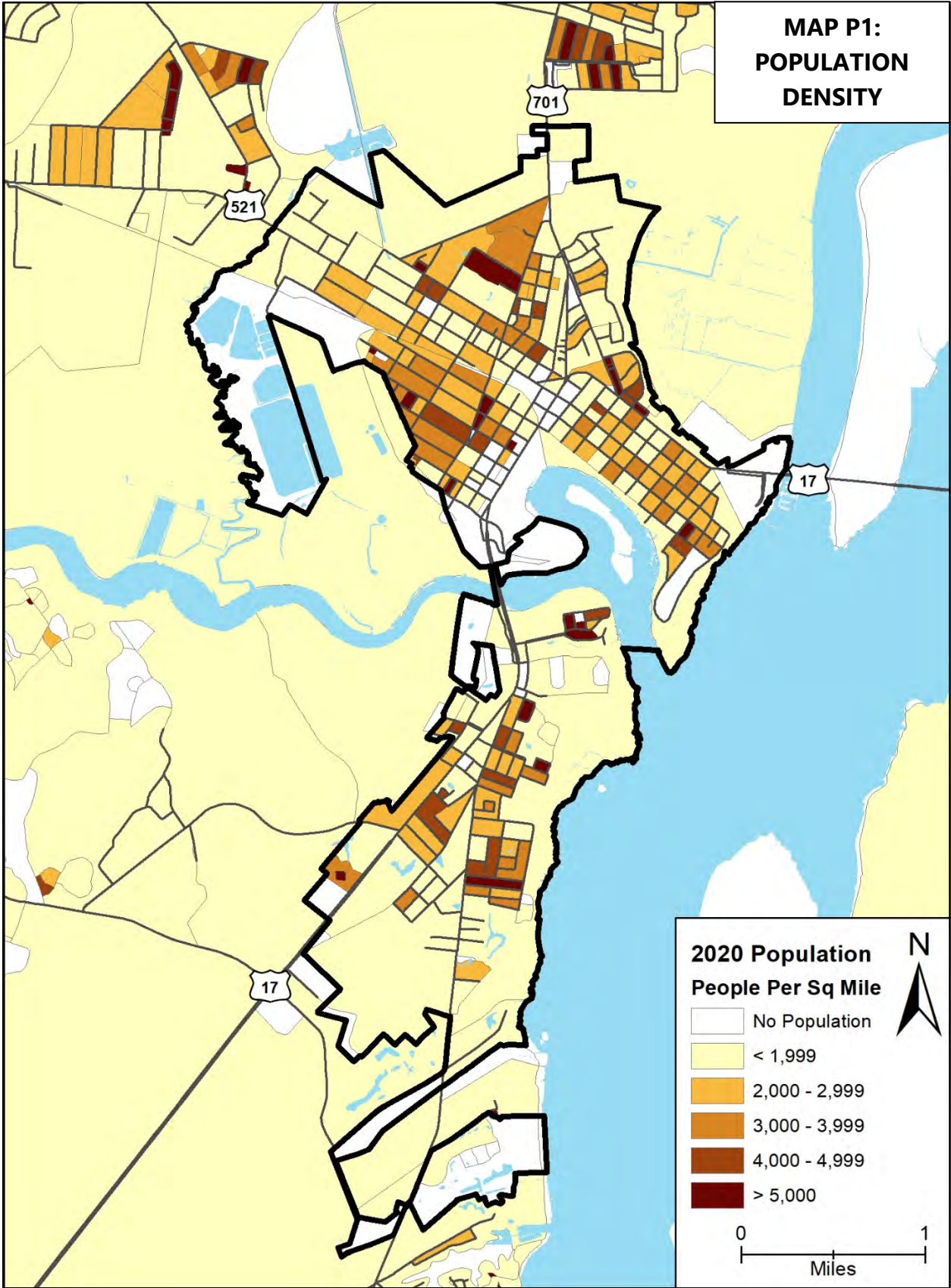
Poverty and Income

Poverty rates in the City are also higher than the County and State rates. The federal government defines poverty based on income before taxes and family size. It is estimated that in 2021, the poverty rate of individuals in the City is 23.6%. This compares to the County rate of 16.5% and the State rate of 14.6%.

**TABLE P1
MEDIAN HOUSEHOLD INCOME 2021 ESTIMATES**

	Median Income	% Change Since 2010
City of Georgetown	\$42,998	+44.7%
Georgetown County	\$55,719	+30.6%
South Carolina	\$58,234	+32.5%
United States	\$70,784	+43.2%

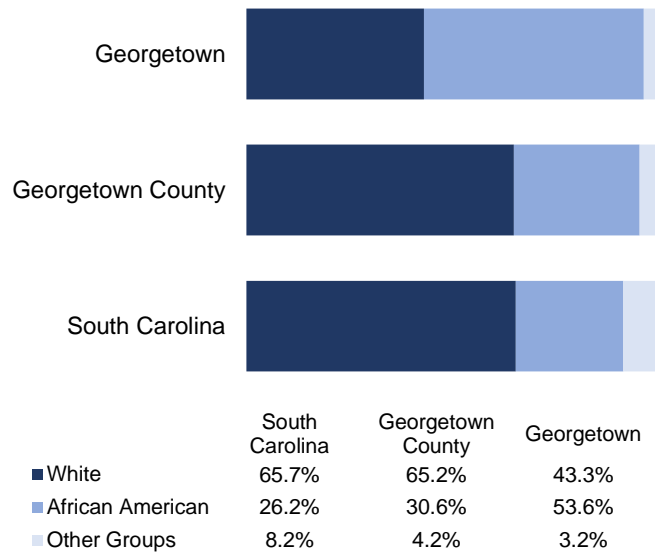
Source: US Census Bureau



Race

Throughout its history, Georgetown has been a community made up of families and individuals representing various cultural and ethnic backgrounds. **In 2021 Today**, African Americans make up most of Georgetown’s population. This contrasts the County and the state which both have over two times more Whites than African Americans. Across all the geographies, other racial groups make up a small percentage of the population.

**CHART P3
RACE BY PERCENTAGE**



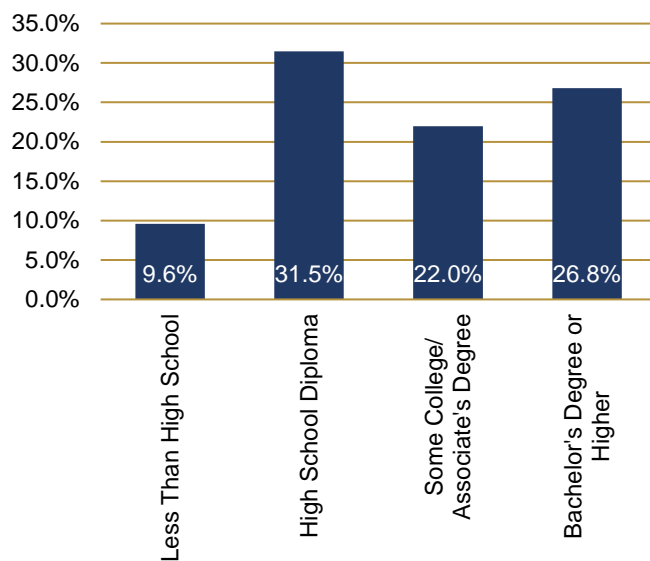
Household and Family Size

In the City of Georgetown, there are 3,535 households (ACS 2021). of those, 2,495 have children. There are 2,256 family households, meaning that there are two or more people living there that are related in some way, and 1,279 nonfamily households. 37.1% of households have one or more people 65 years and over, and 9.6% of total householders living alone are 65 years and over. The City of Georgetown’s average household size is 2.32, which is below the average household size for the County (2.43), state (2.51), and nation (2.60).

Educational Attainment

For the most part, positive trends related to educational attainment are visible with the City’s 25 year and older populations. The percentage of residents with a high school diploma or equivalent as their highest degree has risen from 29.6% to 31.5% between 2009 and 2021. The associate degree attainment has also risen from 7.1% to 10.2% during the same period. Attainment of at least a bachelor’s degree has remained relatively unchanged since 2009. One trend that has continued since 1990 is the increase in the number of people who began taking college level course work, but to date have not earned their respective degrees.

**CHART P4
EDUCATIONAL ATTAINMENT**



In conclusion, Georgetown’s population is continuing to slowly decline and is aging, resulting in smaller household sizes.

Retention of younger generations remains a challenge, which correlates to retention of individuals with higher education, job availability and housing affordability.

Section 3

Housing



Housing is Georgetown’s single largest land use. In 2021, over 35% of the developed lands within the City were occupied by residential uses. The topic of housing presents several land use considerations; however, housing extends beyond just a land use issue. The type, affordability, and availability of housing are quality of life issues. Quality housing is a key component in retaining residents and attracting people to live in Georgetown.

Key Facts and Figures

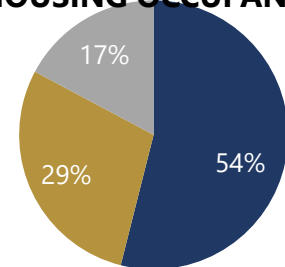
Housing Count

The most recent American Community Survey (ACS 2021) identified 4,270 residential units within the City. This housing count represents an increase of 90 housing units from the 2010 Census. In 2021, the Waccamaw Regional Council of Governments (WRCOG) performed a land use survey, which placed the City’s housing count at 4,501 units.

Occupancy and Type

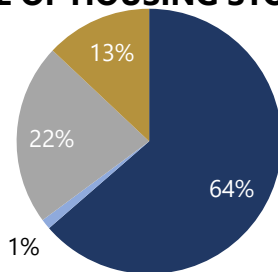
Homeownership rates remain below those of the State (70.3%) but are similar to those of the nation (64.6%). Within the City, homeownership rates are higher in the historic district extending toward East Bay Park and areas east of Black River Road. Vacancy rates within the City have steadily increased since 1990 and have followed the general trend of the State. The City’s housing vacancy rate was 17.2% (ACS 2021). This rate was much lower than Georgetown County’s average (28.2%) and was above the state average of 15.0%.

**CHART H1
HOUSING OCCUPANCY**



■ Owner ■ Rental ■ Vacant

**CHART H2
TYPE OF HOUSING STOCK**



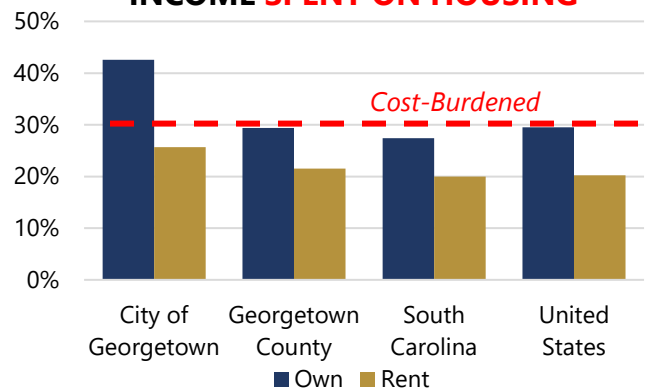
■ Single Family ■ Townhouses
■ Apartments ■ Mobile homes

In 2021, monthly housing costs for owner-occupied structures averaged \$1,526 and the median gross rent was \$920. The homeowner cost was higher than the County but lower than the national average, while renter costs were below the State and national average. **The cost of housing affordability is disproportionately higher a greater challenge in the City than the County, State, and nation, as a greater portion of household income is spent on housing. When more than 30 percent of a household income is spent on housing, the household is considered cost burdened. Homeownership is especially a financial burden in the City, because income levels are lower, indicating the need for higher paying jobs and the need for affordable housing solutions, especially for smaller families, young adults, and seniors. This means diversifying the housing stock.**

Home Value and Housing Cost

In 2010, the median value of a single-family, owner-occupied structure in the City of Georgetown was \$112,900, which increased in 2021 to \$158,100. Despite this increase, the 2021 median value of a single-family home was \$199,500 in the County and \$181,800 at the State level. More recent 2022 numbers indicate the median single-family sales price in the 29440-zipcode to be \$297,945 and climbing (CCAR, Sept 10, 2023). This sharp increase in cost, along with high interest rates, is making homeownership less attainable.

**CHART H3
PERCENTAGE OF HOUSEHOLD
INCOME SPENT ON HOUSING**



The City has ~~also~~ seen an increase in the use of short-term rental properties to meet tourist demand for accommodations. Even though these rentals can have a positive impact on the economy through increased tourism, they impact year-round availability of housing for locals, as it reduces the number of available long-term rentals and can inadvertently drive-up purchase prices because home buyers ~~must are now~~ ~~competeing~~ with commercial buyers.



Age and Condition

The City of Georgetown contains many older homes with 41% of the housing stock being constructed prior to 1960. The City of Georgetown contains many historic homes in various sections of the City with the largest concentrations occurring along Front, Prince, Duke, and Highmarket streets and their north to south intersecting streets. This area of the City is listed on the National Register of Historic Places and is protected by a local historic district designation (see the Land Use and Cultural Resources elements). Numerous preserved examples of 18th and 19th century architecture can be found in this district. Additional historic homes are located in Maryville, Willowbank, and the West End. Many of these properties would qualify for historic tax abatement through the Bailey Bill if they were renovated and designated as historic by either the City or the National Register of Historic Places.

An aging housing stock presents special challenges for the City in the areas of property maintenance, rehabilitation, and dilapidated housing removal. Because of the age of many of the homes throughout the City, including in the Historic District, there are homes that have fallen into disrepair. Disrepair can result in safety issues for residents. Continued deferred maintenance can result in a home no longer being habitable; thus, reducing the housing stock.

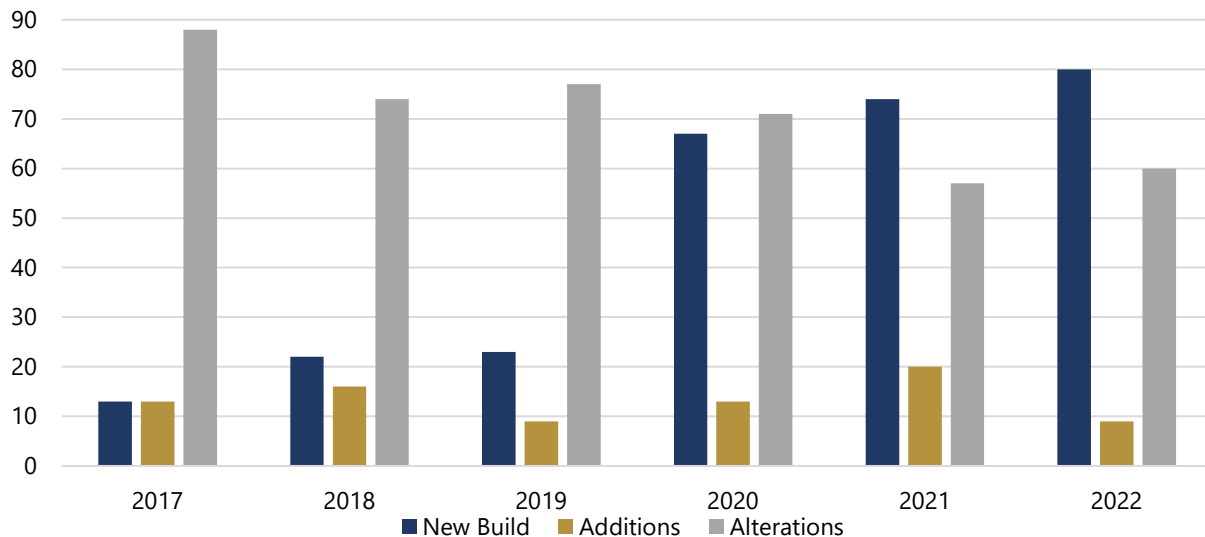
In cases where a property owner cannot maintain a safe, habitable structure, the owner is responsible for repairing or demolishing the home. Currently, the City is utilizing grant funding to cover the cost of demolishing 14 residential structures, ~~primarily~~ within the West End. The City will need to continue to implement an abatement program to ensure a safe environment for surrounding residents and to encourage future infill housing and community reinvestment.



Residential Growth

Since the Covid-19 pandemic, the City has experienced new residential growth that has yet to be captured by the Census. Infill development has occurred on available vacant lots throughout the City and within incomplete subdivisions located off South Island Road. The majority of the *Harbor Club* development has been completed, with many of these homes being constructed on raised slabs to meet floodplain regulations. From 2017 to 2022, 279 new single-family homes were constructed, primarily off South Island Road. During this same timeframe, one 128-unit multi-family development, *Richmond Place Apartments*, was constructed off North Fraser Street (Hwy 701) near major retailers. Several subdivisions are approved for development, yet have not broken ground, including *Bayview Estates* and *South Island Landing*. An estimated 300 units are anticipated as part of these developments. *South Island Plantation* also continues to build out with more than 150 single-family lots remaining to be developed. *Cravens Grant* remains largely undeveloped, with more than 250 lots remaining to be developed. Development in the southern part of the City will provide more housing opportunities for new residents. It will also attract second homeowners and capture buyers that are willing to commute to the greater Charleston area.

CHART H4
SINGLE FAMILY HOUSING PERMITS 2017-2022



Strengths

Attractive Neighborhood Character

Georgetown is known for its tree-lined streets and historic homes, making them attractive for future and current residents.

New Construction

New housing construction was limited during the pandemic, resulting in housing shortages and an increase in housing costs. Since then, the City has experienced a period of new growth that has the potential to increase the City's population.



Challenges

Deteriorating Housing Stock

The City of Georgetown contains many older homes and neighborhoods that are experiencing deterioration due to deferred maintenance and, in some cases, abandonment. This negatively impacts the availability of housing and results in community blight. An aging housing stock will present special challenges for the City in the areas of property maintenance, rehabilitation, and condemnation and removal of dilapidated homes.

Lack of Workforce and Affordable Housing

As a percentage of income, housing costs in the City exceed State and national averages. It is anticipated that this trend will continue if zoning reform does not occur. Lack of housing variety makes it difficult to retain local working class families, young adults, and aging seniors. It can also deter new industry and place significant burdens on existing businesses because of lack of locally available staff that have been priced out of the community. The City lacks middle housing, which describes non-single family residences that range from accessory dwelling units to apartment complexes. Middle housing provides size and pricing options for people of all income levels and stages of life. The City's Zoning Ordinance currently limits the ability to construct accessory dwelling units, duplexes, triplexes, quadraplexes, and units above commercial uses all as a result of one or a combination of regulations, like minimum lot sizes, density caps, setbacks, or parking minimums.

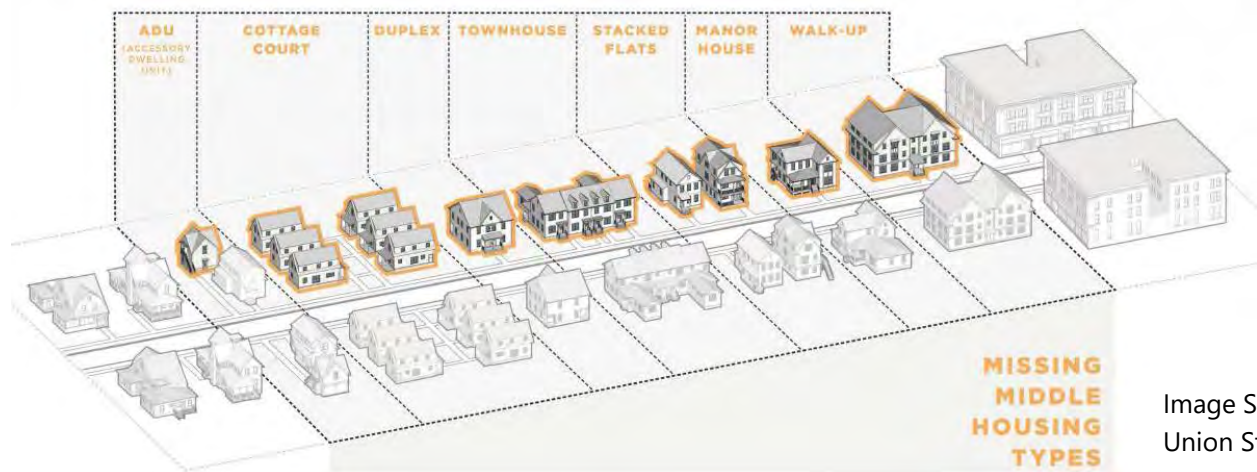


Image Source:
Union Studio

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Support the maintenance and retention of existing housing stock to protect the long-term viability of Georgetown’s residential areas.

- **Pursue Enforce** short-term rental regulations to ensure that viable permanent housing units are not removed from available housing stock, that the character of existing communities are not adversely impacted, and that buildings are inspected as accommodations. [short-term]
- Develop a mobile mapping tool to help Code Enforcement staff identify and track enforcement, repair, and abatement needs while in the field. [mid-term, then on-going]
- Pursue grant funding and community partners to assist homeowners with repairs. [on-going]
- Continue the “clean sweep” program and promote an educational campaign to expand such programs around the City. [on-going]
- Partner with the Center for Heirs Property Preservation **to** host annual workshops to help property owners settle heirs’ property issues and gain clear title. [short-term, then on-going]
- Consider the development of an ongoing, residential abatement program to reduce blight and stabilize communities. [mid-term]
- Hire an architectural firm to work with West End residents and property owners to develop a building plan design book that provides the community with approvable building plans that conform with the small lots, zoning constraints, and historic architecture of this community. [long-term]

Objective: Revise the zoning ordinance to support a variety of housing types.

- Amend the accessory dwelling unit and garage apartment definitions and standards to make them more feasible options for property owners to pursue with proper permitting. [short-term]
- Revise the multi-family dwelling definition to be more consistent with other communities. [short-term]
- Define housing types that are missing from the zoning ordinance, i.e., single-family attached, triplex, quadraplex, cottage court, and identify their allowable zoning districts. [short-term]
- Revise residential parking minimums, which make it difficult for any other residential uses other than traditional single family. [short-term]
- Evaluate existing residential lot sizes and widths to inform potential zoning amendments. [mid-term]
- Consider consolidating the number of residential zoning districts. [mid-term]
- Continue to utilize the Historic Design Guidelines to protect the character of the historic district. [on-going]

Objective: Develop and implement strategies that create workforce and affordable housing opportunities in Georgetown.

- Revise the Master Planned District as a floating overlay that would require market-based or performance-based incentives for developers to incorporate affordable or workforce housing units into plans. [mid-term]
- Partner with the County and non-profit agencies to identify and develop workforce housing in the City. [mid-term]
- Hire permanent staff member or consultant to assist the City with **addressing** housing through grant programs, partnerships, and project management. [long-term, then on-going]

Section 4

Cultural Resources





The City of Georgetown has an abundance of historic landmarks, cultural events, and historic architecture. These traditions, resources, and special places are important in sustaining the City's unique small-town identity.

Facilities and Museums

Kaminski House

[**SC Maritime Museum**](#)

Town Clock Tower

Rice Museum

Georgetown County Museum

Howard Center

Winyah Auditorium

Strand Theatre

Proposed Outdoor Pavilion

The Gullah Museum

Cultural Activities and Events

Farmer's Market

Wooden Boat Show

Winyah Bay Heritage Festival

Harborwalk Festival

The Taste of Georgetown

The Summer Concert Series

Annual Holiday Tour of Homes

Downtown Parades

Food, Beer, and Wine Festival

[**Art and Wine Walk**](#)

[**Plantation Tours**](#)



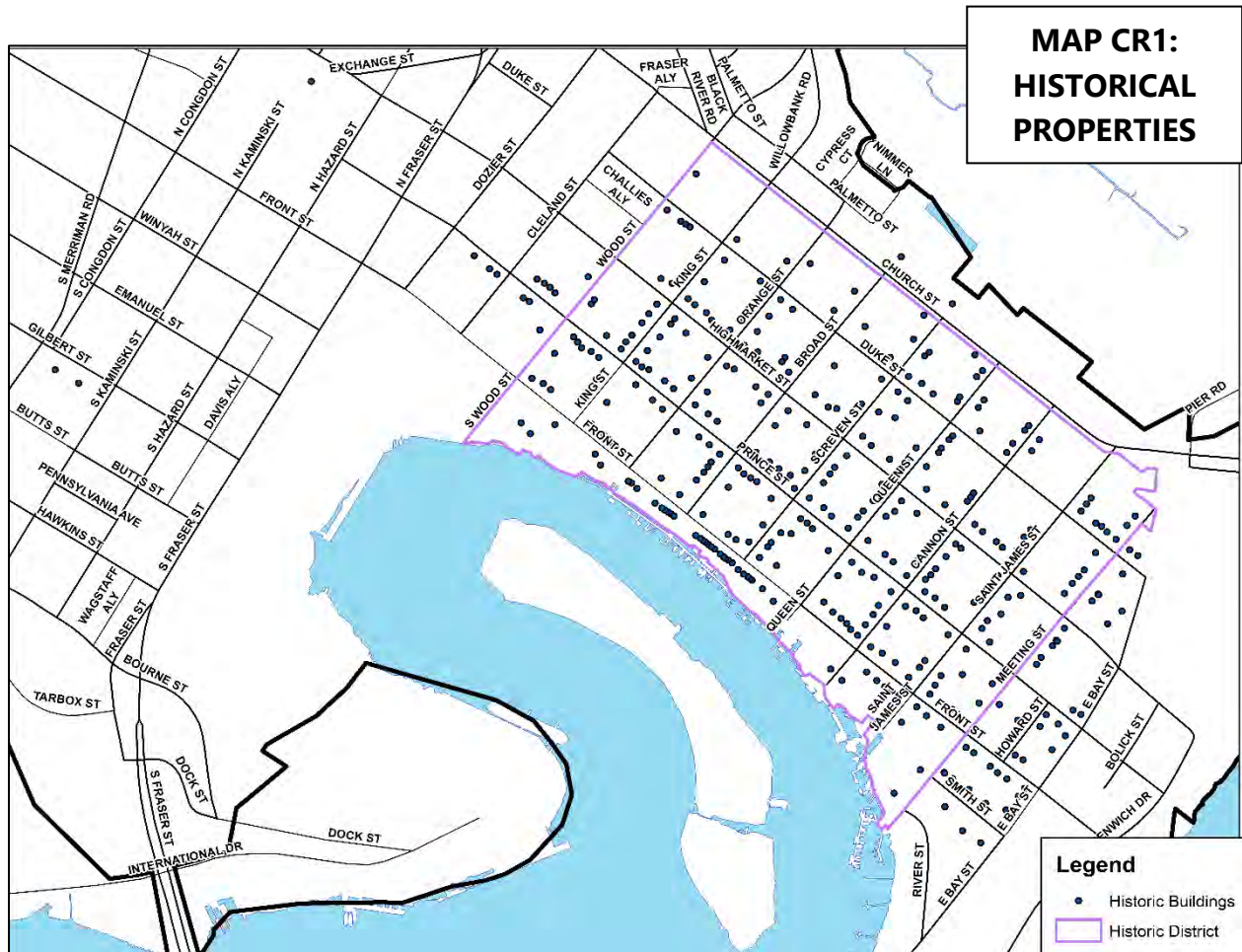
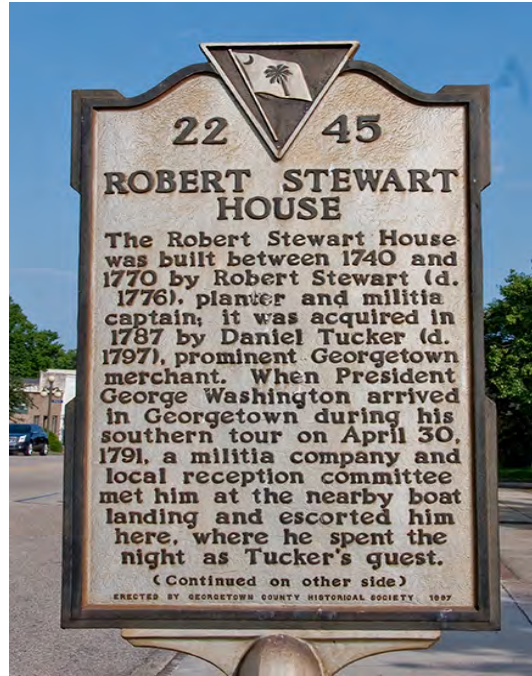


Source: Historic Georgetown

Strengths
Preservation

The historic nature of the City and desire to preserve the history and architecture within it has led to the historic designation of many of the older homes and important sites. In 1971, the historic district was listed on the National Register of Historic Places and ordinances have been adopted to protect and preserve the City's historic buildings.

The Architectural Review Board reviews exterior renovations, new construction, signage, and demolition in the City's historic district. No building permit is issued for these activities within the historic district until the ARB issues a Certificate of Appropriateness or Certificate of No Effect. In addition, the City has an Arts and Cultural Commission and a Community Appearance Board to further preserve the character of the City.



Front Street & Harborwalk Improvements

Many revitalization efforts in the historic downtown along Front Street have resulted in higher building occupancy rates than many downtowns in the region. The City and South Carolina Department of Health and Environmental Control developed a Special Area Management Plan to improve and promote development along the waterfront. Tourism generated by Georgetown's historic sites, the harbor, and the wide variety of restaurants and specialty stores downtown has the potential to spur additional commercial and residential development, along with the need for additional hotels, inns, and bed and breakfasts to support the influx of visitors for special events.

Maritime Culture and Outdoor Recreational Assets

Maritime and outdoor recreational opportunities are an integral aspect of the City's culture. There are several marinas along the waterfront and across the bay. Georgetown is home to several outdoor sporting events including the annual Georgetown Blue Marlin Tournament and more recently the Bassmaster Pro Series. These tournaments and events not only bring economic vitality to help the City but are major cultural resources for this maritime community.



Challenges

Aging Buildings

The City's Historic District is comprised of homes and a central business district that are aging and often expensive to preserve and maintain. Maintaining costs can make it challenging for existing property owners ~~and may deter potential buyers.~~



Review Process

New construction, additions, and even ~~changes in paint color~~ **demolitions** within the Historic District will trigger the need for the Architectural Review Board to evaluate and make a determination on the appropriateness of those changes. In cases where a variance is also needed, a property owner may ~~need~~ **have** to have their project reviewed by the Zoning Board of Appeals or even the Community Appearance Board.

While preservation of historic resources is especially important to preserving the City's character, the City should evaluate ways to make the review process more clear and easier for those wanting to invest and make improvements that will benefit the City's tax base without compromising the City's historic charm.

Natural Hazards

The City of Georgetown is at high risk of natural disasters that threaten the preservation of its historical sites and cultural heritage. Its proximity to the Atlantic Ocean and waterfront properties makes it more susceptible to severe storms and flooding, which can damage historical properties. Many structures within the City predate the National Flood Insurance Program and are not designed to withstand flooding. If significantly damaged, it can impact the ability for a property to rebuild with its former low-lying elevation. In 2013, a fire destroyed seven historical properties on Front Street.

Limited Accommodations

The City would greatly benefit from a more coordinated marketing strategy for its many historical and cultural attractions to bring more residents and tourists to the region. The lack of hotel accommodations within the City limits money spent by those who visit. Additional hotels, inns, and bed and breakfasts would not only allow the City to expand its tourism niches to include additional festivals and sporting events, it would also boost the City's economy.

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Continue to actively market, promote, and expand existing heritage resources and cultural events and offerings.

- Continue participation in the Main Street Program. [on-going]
- Develop a Cultural Arts District within the City. [mid-term]

Objective: Expand and maintain boat and waterfront access to support our community's maritime heritage, viewsheds, and commercial fishing and charter operations.

- Account for Harborwalk maintenance within the annual budget. [on-going]
- Conduct road closure actions and take local ownership of any remaining SCDOT-owned streetend segments that terminate at the waterfront so the City can preserve public access to its waterways. [short-term]
- Dedicate funding and pursue grant funding to support further expansion of the Harborwalk [mid-term, ongoing]

Objective: Preserve the history, historic buildings, and historic sites within the City.

- Assist with establishing additional buildings and sites to be placed on the National Register of Historic Places. [on-going]
- Fund an update to the Historic Resources Inventory that identifies national register eligible structures, sites and districts. [mid-term]
- Pursue additional historical markers throughout the City. [on-going]
- Educate the public and economic development stakeholders about the benefits of the Bailey Bill. [on-going]
- ~~Revise ordinance(s) to reduce the number of boards and commissions needed to review and approve a project, especially within the design overlay districts. [mid-term]~~
- Update the Waterfront Design Guidelines to support its expansion to redevelopment areas. [long-term]

Section 5

Natural Resources



Source: marinas.com

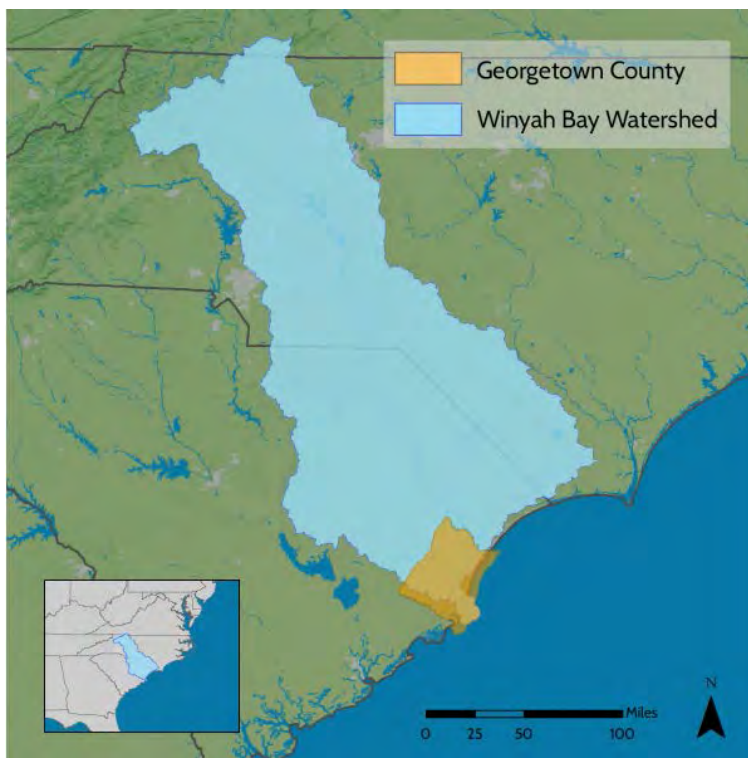
Georgetown and its surrounding area provides beautiful scenery and a multitude of recreational opportunities for residents and visitors alike. A notable feature of Georgetown’s natural landscape is its location relative to several important water bodies in South Carolina. The surrounding rivers are important economic and cultural resources for this area. As a historic port City and the third oldest city in the State, daily life in Georgetown has always involved activities on or near these water bodies.



Key Facts and Figures

Watershed systems function on a regional geographic scale, oftentimes extending well beyond municipal, County, and state political boundaries. Therefore, it is imperative for the City of Georgetown to be actively involved in regional watershed management efforts and to coordinate with other agencies and local governments throughout the state and the region. The City is located at the convergence of five rivers and is the terminus of the third largest watershed on the East Coast. ~~All this that~~ is impacted by agriculture, development, and industry. Winyah Bay is a brackish water estuary that these major rivers flow into ~~it~~. The North Inlet-Winyah Bay National Estuarine Research Reserve, located at Hobcaw Barony, is a joint National Oceanic and Atmospheric Administration (NOAA) and University of South Carolina research facility that is dedicated to studying this nationally significant estuary and uses it to promote environmental stewardship and education.

The wetlands in the City are typically made up of marshes or old historic rice fields from the nineteenth century. Their functions are diverse and include critical breeding, nesting, and feeding habitats for many species of waterfowl, mammals, and reptiles. Wetlands can be beneficial for water quality management, flood hazard reduction and provide recreational opportunities for bird watchers, hunters, canoeists, anglers, and more. The Nature Conservancy ~~is in the process of building~~ **has built** a living shoreline at Morgan Park as an erosion control strategy.



Source: US Climate Resilience Toolkit

Fishing, hunting, birdwatching, boating, and hiking are all popular activities that are integral aspects of the local culture. These activities, which are discussed in the Cultural Resources element, boost programs that help to conserve, protect, and enhance fish and wildlife and their habitats through consultation and cooperation between environmental groups in the Southeast.

Strengths

Waterfront and Scenic Views

The City of Georgetown has historically served as a working waterfront for economic purposes. Commercial fishing, ~~and~~ charter vessels, ~~and~~ **recreational boats** are still prevalent along the waterfront, ~~as well as recreational boating~~. The Harborwalk gives residents and visitors access to scenic, waterfront views through various restaurants, shops, and ~~other~~ recreational activities along the harbor. In 1983, the City and SCDHEC developed a *Special Area Management Plan* to encourage the creation of a cohesive waterfront-centered downtown along the Sampit River and expand the Harborwalk. The plan was updated in 1999 and has largely been implemented through public investment, zoning, and design guidelines; however, there remains ~~s~~ opportunities to continue to expand the Harborwalk and further protect water access, especially now that the port has closed and more waterfront ~~is~~ **will be** available for development.



Boating and sport fishing are very much engrained into the culture and identity of Georgetown. It is important to identify ways to continue to capitalize on this regional interest. Georgetown County recently expanded the Carroll Ashmore Campbell Marine Complex and now allows for small charter vessels to launch at County landings. Efforts are also currently underway to improve the landing at East Bay Park. Related water activities such as kayaking, sailing, sight-seeing tours can continue to be promoted in the Georgetown area.

Tree City USA

Georgetown is well known for its beautiful tree landscapes in the historic district and throughout the City. Promoting the stewardship of mature trees in the community, Georgetown joined forces with the Tree City USA program in 1995 to support the cultural, economic, and environmental value of the trees within the City. It has achieved Tree City USA status by meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry, and celebrating Arbor Day. From time to time, the state forester comes to inspect the trees. Legacy trees are beginning to show signs of decay and the City will need to develop a plan to replace them.

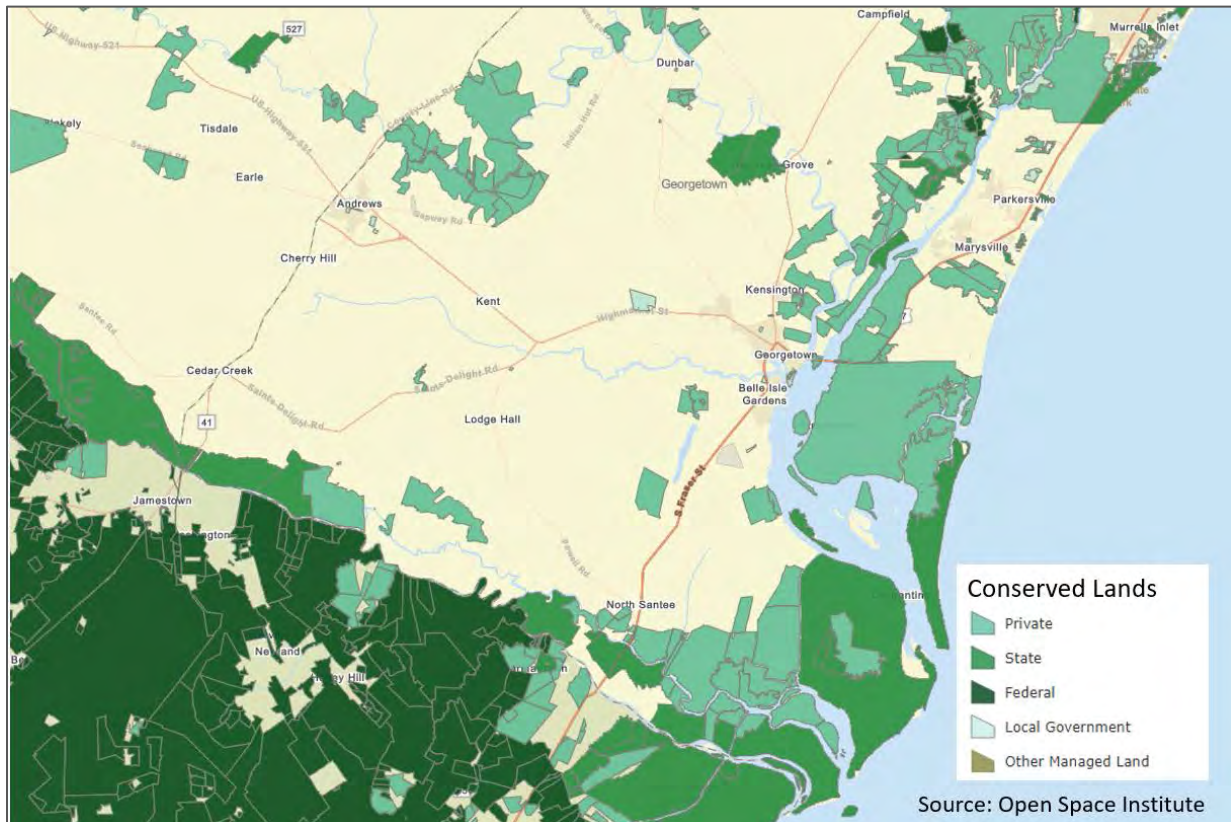


Air Quality

Maintaining good air quality is crucial to every aspect of community and commercial life in the City of Georgetown. As part of a comprehensive air quality management program, state and federal governments monitor ambient air quality and administer permitting programs to control the release of emissions into the atmosphere. The US Air Quality Index (AQI) is used to convey air quality. Higher AQI values indicate a greater level of air pollution. The closest air quality monitors for ground level ozone and PM2.5 are at Cape Romain and Coastal Carolina University. A reading between 0 to 50 reflects the air quality is satisfactory and air pollution poses little or no risk. For reference, the AQI for the City, on the date this plan was drafted was at 18. Charleston, SC and Los Angeles, CA at the same time and date were reading 25 and 57, respectively.

Surrounding Land Preservation

The City is bounded by conservation land to the north and south. The conservation efforts of Federal, State and private organizations serve as natural development boundaries on the outskirts of the City. In addition, they provide habitat, protection from storm surge, and outdoor recreational opportunities. The Nature Conservancy works to conserve the lands and waters to help address the impacts of biodiversity and climate crises. They currently have a preserve along the Black River. In addition, the Conservation Bank and the Open Space Institute are in the process of developing the Black River State Park to help preserve the cypress trees, wetlands, and other unique habitats and species along the river.



Environmental Non-Profit Groups

Keep Georgetown Beautiful (KGB) is part of a nationwide campaign to engage residents in taking responsibility for improving the environment and their communities. Litter prevention, waste reduction and

recycling, and community beautification are the program’s main focuses. Some volunteer service activities they sponsor include the annual River sweep, Great American Clean-up, and presentation for the monthly Yard of Excellence. In association with this program, the City implemented an Adopt-a-Street program in 2022. This program will engage community groups and residents with litter clean-up efforts throughout the City.

The Waccamaw Riverkeeper® is a program of the Winyah Rivers Alliance whose mission is to protect, preserve, monitor, and revitalize the health of the lands and water of the greater Winyah Bay watershed. They educate and advocate for the protection of the Waccamaw River Watershed and try to engage the local community as watchdogs and stewards of this important local resource that provides drinking water, recreational opportunities, habitat for important plant and animal life and aesthetic beauty for our families and our future.

Challenges

Brownfields

The City’s industrial past has left significant areas with environmental concerns. Brownfields are properties where the redevelopment or reuse of them may be complicated by the potential presence of a hazardous substance, pollutant, or contaminant. The cost to clean up these sites is high, making it difficult for infill development. Former dry cleaners, vacant shopping centers, and former gas stations are examples of brownfields that could limit redevelopment. Within these sites, there is a potential for groundwater and soil contamination from leftover chemical waste or underground storage tanks.

Water Quality Impairments

Several water quality impairments have been identified in the Georgetown area. The federal Clean Water Act prescribes a method for designation waterbodies as being impaired based on a list of water quality criteria and parameters. This water quality assessment, known as the 303 (d) list, is administered by SCDHEC, and is updated every two years. When water quality impairments are identified, a Total Maximum Daily Load (TMDL) allocation plan is developed to ensure that all known sources of pollution contributing to the impairment are limited so that water quality standards can be met. Protecting and monitoring water quality is essential to ensure that our waters are safe for swimming and the consumption of fish and shellfish. Poor water quality can result in killed fish, fish consumption advisories, and swim advisories.



Source: Georgetown County Economic Development

Poor Soil Suitability

Soil characteristics are a factor when assessing the feasibility of constructing roadways, residential and commercial buildings, and other vital physical infrastructure. Drainage in the City of Georgetown varies from moderate to very poor drainage which makes storm water management in the City a critical issue. Coupled with the fact that the highest elevation in the City limits is only 16 feet above mean sea level, this creates the potential for surface flooding during even moderate rainfall events and high tides.

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Preserve and protect invaluable wetland and water resources.

- Incorporate impervious cover limits into the zoning ordinance to encourage low impact development and minimize stormwater impacts on water quality. [mid-term]
- Revise the zoning ordinance to provide wetland protection incentives for new development. [mid-term]
- Expand the Conservation Preservation (CP) zoning district where appropriate to protect wetlands, marshes, and floodplains. [mid-term]
- Update the City's Stormwater Management Plan as needed to ensure consistency with State and Federal water quality protection mandates. [on-going]
- Ensure that the City's field personnel have completed the Certified Erosion Preventions and Sediment Control Inspector (CEPSCI) Program to know the proper installation, maintenance and inspection of erosion prevention and sediment control measures at construction sites. [short-term, then on-going]
- Help coordinate and maintain the Living Shoreline project around Morgan Park in attempts to reverse the effects of shoreline erosion and deterioration.
- Coordinate with SC Department of Natural Resources, Coastal Carolina University, and other area partners to pursue grant funding and volunteers to establish living shorelines where feasible along the City's waterfront. [on-going]

Objective: Preserve the unique diversity of wildlife and natural beauty in the Georgetown area.

- Continue to financially support and expand the litter reduction and beautification efforts of Keep Georgetown Beautiful. [on-going]
- Host an annual community-wide litter cleanup event to instill community pride. [short-term, then on-going]
- Apply for assistance from SCDNR and SCDHEC to remove and prevent derelict boats in our waterways. [short-term]
- Host an annual Arbor Day event to encourage planting of trees and beautification throughout the City. [short-term, then on-going]
- Maintain participation in the Tree City USA program. [on-going]
- Pursue grant funding to conduct a city-wide tree canopy analysis to ~~inform~~ **determine** planting and removal needs to support a healthy urban forest. [mid-term]
- Have a certified arborist on staff or under contract to support the Tree City USA program, help with tree preservation on public and private property, and ~~to~~ assist with enforcement of the City's tree protection regulations. [mid-term]
- Collaborate with area partners to provide public education programs in the City on low impact development for residential and commercial sites. [short-term, then on-going]

Objective: Preserve and expand waterfront access for the public's enjoyment, commercial and recreational boating, and scenic views.

- Evaluate zoning and design guidelines to ensure they preserve scenic views of the water and public access to it. [short-term]
- Expand the Harborwalk and ensure redevelopment of the port connects and expands public access. [mid-term]
- Increase boat launch access for all user groups by maintaining and expanding the capacity of existing launch sites and establishing additional launch sites where feasible. [on-going]

Section 6

Resilience



Source: The Baltimore Sun

All communities are susceptible to natural hazards, which can pose periodic risks to the safety of the public. Local governments, business owners and operators, and individual citizens must be fully aware of the vulnerability and level of exposure to natural hazard threats that are common to the region. Historically, the most threatening and potentially dangerous type of natural hazard in the Georgetown area is tropical weather events, such as hurricanes, tropical storms, and their associated flooding. Aside from hurricanes and other tropical events, the area is moderately susceptible to other natural hazards.

The best way to be resilient is to be prepared is to have a plan in place for both mitigating the worst effects of the shock as it is happening and during the recovery period. In 2020, the State’s planning enabling law was amended to require a Resilience Element as part of all local comprehensive plans. This element is designed to meet the requirements of the 2020 Resilience Element Act by providing an overview of each type of natural disaster that the City is prone to experience, as well as ways to mitigate their destructive effect. The following content integrates information from the Georgetown County Hazard Mitigation Plan with more local information.

Key Facts and Figures

Risk Vulnerability

The National Risk Index (NRI), developed by the Federal Emergency Management Agency (FEMA), provides a baseline of relative risk based on source data from academia, governments, and private industry. It is calculated based on a community’s expected annual loss, social vulnerability, and community resilience. FEMA integrates the Center for Disease Control’s (CDC) social vulnerability index to the risk measurement of the NRI. The City’s risk index ranges from very high in the northern part of the City to relatively high in the southern portion. Table R1 summarizes the annualized frequency and estimated annual losses for hazards that **could** affect the City.

**TABLE R1
ANNUAL HAZARD FREQUENCY AND ESTIMATED LOSSES**

Hazard	Annualized Frequency	Estimated Annualized Losses
Hurricane/Tropical Storms	0.327	\$15,947,344
Coastal Flooding	2.39	\$13,680
Riverine Flooding	1.125	\$322,588
Tornado	0.003	\$178,896
Earthquake	0.002	\$1,171,209
Strong Wind	2.54	\$28,607
Lightning	119.02	\$138,090
Hail	2.924	\$6,679
Winter Weather	0.3	\$7,353
Ice Storm	0.708	\$46,098
Landslide	0.011	\$8,686
Heat Wave	0.917	\$68,597
Wildfire	0.002	\$459,484
Drought	10.82	\$129
Tsunami	No Data	No Data

Source: FEMA’s National Risk Index Report for Census Tracts in the City of Georgetown. Annualized frequency is represented as an average of all Census tracts in the City.

Hazard History

Natural hazards that are present in the City of Georgetown include hurricanes/tropical storms, floods, tornadoes, earthquakes, wildfires, severe weather, severe winter weather, sinkholes, sea level rise, and pandemics. Georgetown County's Hazard Mitigation Plan should be referred to for a full analysis of the City's risk and vulnerability to natural hazards.

Hurricane/Tropical Storm

There have been 34 hurricanes/tropical storms that have landed in South Carolina since 1851, 15 of which affected Georgetown County. On September 30, 2022, Hurricane Ian made landfall in Georgetown as a Category 1 after passing over Florida where it caused severe damage. Since manufactured homes are not built on a permanent foundation, they have a higher risk of being dislodged by strong winds. In the City of Georgetown, 5.1% of all the residential units are manufactured homes. Due to the zoning ordinance restricting the locations of where manufactured homes can be placed, this percentage will likely stagnate or decline. In any case, rainfall and storm surges associated with hurricanes and tropical storms are often considered more of a threat than winds.

Flood

Floods can be divided into two types: coastal and riverine. Coastal flooding is caused by either or a combination of storm surge, king tides, or riverine flooding. Riverine flooding describes when a river or stream exceeds its natural or constructed capacity and overflows its banks. Georgetown's flat topography combined with its location at the confluence of several rivers and location along the Atlantic coast makes it susceptible to all types. According to the South Carolina State Hazards Assessment, there have been 62 flood/flash flood/coastal flood/heavy rain events between 1996 and 2018.

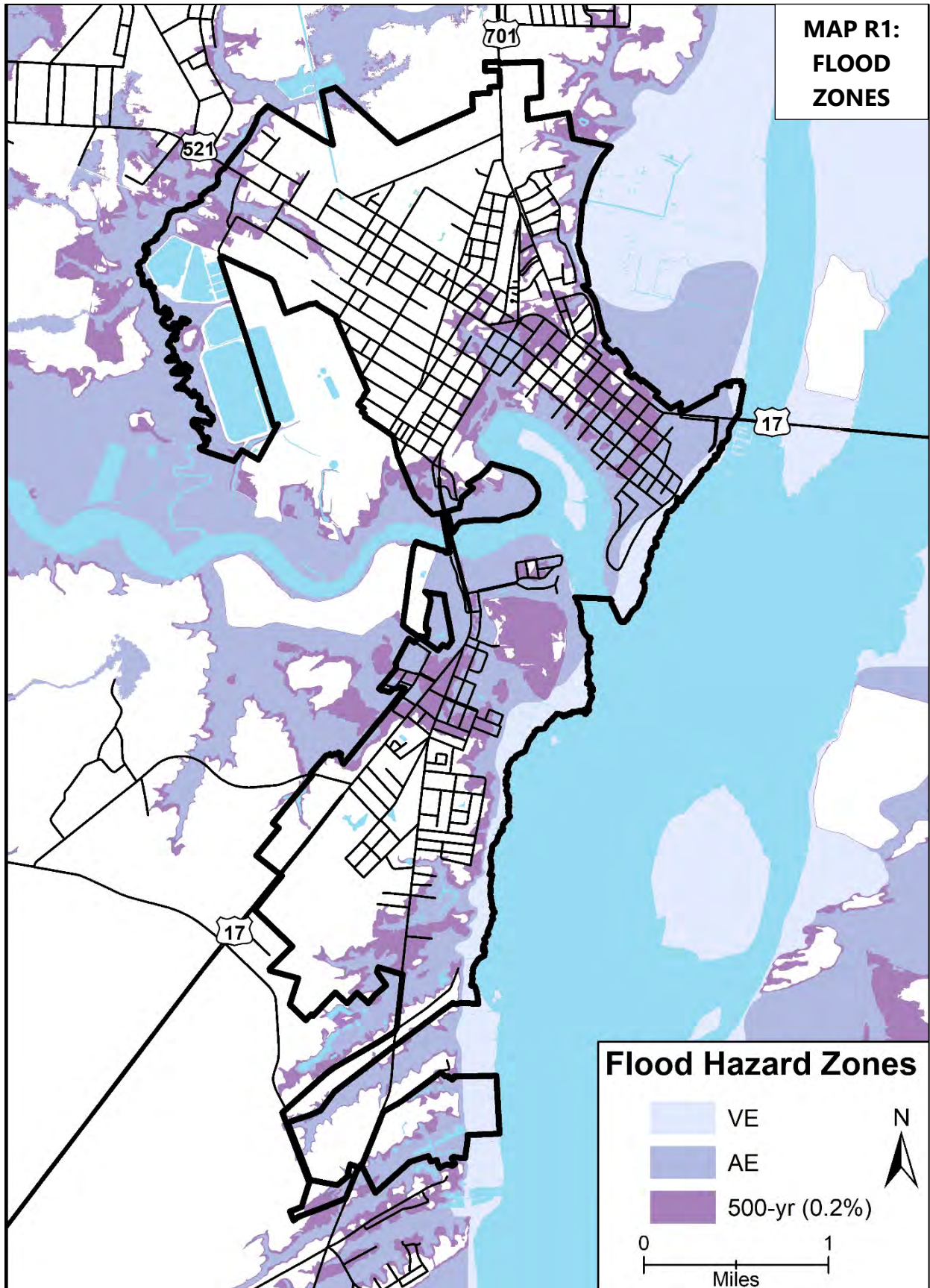


Coastal Flood

While hurricanes often come close to the City of Georgetown, often the impacts of storm surges are not as destructive as it is to communities on the immediate coast due to it being further inland and the ability of the large wetlands surrounding the rivers to absorb additional water. Despite being spared by major storm surge impacts with past storms, the City has many low lying areas that are susceptible to extreme high tides and storm surge. The City seems to be experiencing more frequent heavy rain events combined with high tides that are resulting in shallow coastal flooding with storm drain backups impacting the downtown and parts of Hwy 17. There remains a need for ongoing efforts to improve storm systems throughout the City.

Riverine Flood

Riverine flooding is easier to anticipate than other flooding; however, such flooding can be prolonged and shut down major thoroughfares and commerce. Most recently, riverine flooding associated with Hurricane Florence in 2018 threatened to close Hwy 17 between the Waccamaw bridges. The National Guard installed an aquadam to prevent the road's flood. Luckily, the water subsided and did not overtop the roadway.



Sea Level Rise

Sea level rise is caused by meltwater of land-based ice sheets and mountain glaciers and from ocean water thermal expansion resulting from Earth's warming climate. It is also influenced by land subsidence. NOAA's sea level rise viewer shows that a 2-foot rise in the sea level, which is expected to occur by 2100, would transform some parts of the City of Georgetown by permanently inundating areas that now only flood during extreme tidal and surge events. Below are some of the most alarming potential changes:



- The intersection of Orange and Front streets and several buildings on the harbor side of Front Street would be permanently inundated.
- The backs of the buildings on the harbor side of Front Street within the 900, 800, and 700 blocks may become part of the harbor.
- Almost all of the land east of East Bay Street, including a number of residential properties, may transition to being a wetland or open water, making East Bay boat launch inaccessible and most of East Bay Park inundated.
- Access to the Bayview community will be submerged, as well as a number of residential properties.
- Goat Island would be inundated and become marsh or a large shoal unless sedimentation or fill builds up the site.
- All of the City's marinas, including the Coast Guard Station, may be impacted, resulting in the need for shoreline stabilization to keep structures and parking lots from being submerged.

Most tidal wetlands are likely to become permanently inundated. If adjacent upland areas are developed, the land filled, or the shoreline armored, it will inhibit the ability of the marshes to naturally migrate as sea level slowly rises. This could result in fewer tidal wetlands; thus having significant impact on the natural flood defenses that marshes provide, along with diminished habitat needed for wildlife and fisheries.

Tornado

While often associated with states in the Great Plains, tornadoes are really a threat anywhere. They can produce winds that are difficult to address in building design, and therefore can be destructive to any structure. Between 1950 and 2022, there were 21 tornado events in Georgetown County which caused \$3.98 million in damage, 10 injuries, and 6 deaths. On October 11, 2002, an F-2 tornado struck the City of Georgetown and destroyed 5 manufactured homes, 2 houses, and a car. After leaving the City, it damaged an additional 103 buildings and several trees. Overall, it caused \$750,000 in damages (about \$1,220,000 in 2022 **dollars**) and injured 8 people. One major vulnerability is the lack of basements of most structures in the City of Georgetown. This vulnerability is heightened when considering basements are not allowed in flood prone areas. Additionally, manufactured homes are more vulnerable for the reasons mentioned in the hurricane/tropical storm subsection.

Earthquake

Despite nearby Charleston being an epicenter for earthquakes, the occurrence of them in the City of Georgetown is rare. In 315 years of records, there were only 10 “felt” seismic events in Georgetown County which were not significant enough to cause damage. Since there has not been a major earthquake in or near the City, the average number of events per year is considered 0.

Severe Weather

Severe weather refers to thunderstorms that produce wind, rain, lightning, and sometimes hail. This weather is common in the southeastern United States. Between 1996 and 2022, three major lightning events struck the City of Georgetown and caused \$55,000 worth of damage, \$50,000 of which occurred on June 13, 2001. There have been 15 events with strong winds in the City of Georgetown between 1960 and 2022 that caused \$59,000 worth of damage. Manufactured homes are more vulnerable to strong winds for the reasons mentioned in the hurricane/tropical storm subsection. There have been nine hail events in the City of Georgetown between 1982 and 2022 that amounted to \$1,000 in damage. The largest hailstone size recorded during these storms was 1.75 inches on May 16, 2003.

Severe Winter Weather

Severe winter storms are rare in the coastal region of South Carolina and if there are any, they last between one to three days. Infrastructure, such as utility lines and roads, are not designed for long periods of freezing weather and precipitation. Many residential buildings are also built above a crawlspace that is open to the elements. As a result, severe winter weather can cause power outages, make travel by roads treacherous, and freeze pipes in crawlspaces. Severe winter weather can be divided into ice storms and winter weather.



In 1973, Georgetown County received 11 inches of snow from a storm between February 8th and 11th. The storm, which stretched across the state, caused 8 fatalities, none of which were in the County. Snow accumulated to as much as 7 inches across the County in February of 2010 and 2 inches of snow were reported in January of 2018.

Winter Storm Pax produced 0.25 to 0.75 inches of freezing rain in January of 2014. It downed power lines and closed bridges, schools, and government buildings across Georgetown County. Damages from the storm were estimated to be over \$4 million (about \$5 million in 2022 dollars). The City of Georgetown experienced freezing rain in December of 2017 which caused several motor vehicle accidents and the closure of the LH Siau Bridge. A minor ice storm also occurred in the City on January 21, 2022.

Drought

While drought has impacted the City of Georgetown in the past, on the surface, there are minimal impacts; however, drinking water supply can be impacted, as the City withdrawals untreated water from the Pee Dee River and has two groundwater wells. An increase in water usage, combined with reduced rainfall can result in a lack of groundwater resources when surface waters are limited because of saltwater intrusion. Periods of prolonged drought can increase the cost of filtering the water for consumption. It also could increase the likelihood of sinkholes in the future if groundwater withdrawals significantly increase.

Sinkhole

Sinkholes are a natural geologic feature that is common in areas with underlying limestone, carbonate rock, salt beds, and other rock types that are soluble in water. The weathering and dissolving of the rock materials creates voids underground. When the spaces get too big, they can cause the land above them to collapse. There are 3 types of sinkholes: subsidence, dissolution, and collapse. Collapse sinkholes develop the fastest and are often the most destructive. These formed in the City of Georgetown in 2011.

After the sinkholes occurred, a study was performed that determined that construction in an area made up of fossiliferous marine limestone caused the sinkholes. Specifically, the installation of king piles for City Hall Stormwater Storage Facility penetrated the water table and water flowed out of the ground. Construction crews then pumped out the water that came up. A depression showed up in the area in July of 2011. Four months later, a catastrophic collapse occurred that destroyed a strip shopping center and severely damaged Georgetown City Hall. Since then, the holes were filled in but the land in that area remains vacant.

Pandemic

Pandemics are a rare occurrence, but in 2020 the United States experienced the emergence of COVID-19. The most prominent reaction was to isolate people by closing most public places and, if possible, require people to work remotely. Governments went as far as requiring businesses that were considered “not essential” to close. Schools closed and classes were taught online. If people were not able to isolate or had to leave their home, they were often required to wear personal protection equipment (PPE) such as surgical masks and social distance (remain 6 feet away from everyone else) when indoors. As a result, many governments embraced video calling software, cloud computing, and stocked up on PPE for their employees. Once COVID-19 vaccines were released in early 2021, the pandemic began to subside and by 2022, life had largely returned to the way it was in 2019.

These policies were for the most part successful. There was a learning curve for employees and the public for the video calling software and remote work but that was quickly overcome. In 2020 and 2021, there were several COVID-19 outbreaks among staff, but the hybrid schedule ensured that the staff of entire departments weren’t infected at once. Once the pandemic subsided in 2022, these policies eased.

Since the pandemic policy was successful, it could be reused when the next pandemic occurs. Additionally, if PPE was purchased to be provided to employees, then any leftovers should be kept available if another pandemic occurs unless they have an expiration date.

Strengths

National Flood Insurance Program

The City continues to participate in the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Association (FEMA). This program is designed to encourage communities to adopt floodplain management ordinances to regulate development in floodplains that exist within the municipal boundaries. The most up to date flood maps and Flood Damage Prevention ordinance were adopted by City Council on April 20, 2023.

Community Rating System Participation

As an incentive for instituting sustainable floodplain management practices, FEMA uses the Community Rating System (CRS) that credits local communities with flood insurance premium discounts backed by the federal government. Georgetown currently has a CRS rating of 7, which saves property owners 15% off their flood insurance premiums. The City will need to continue to pursue higher regulatory floodplain management standards and open space preservation in order to maintain and improve its CRS score and flood insurance rate reduction, **as this program requires that local governments continually find ways to reduce local risk to flooding to maintain the insurance savings for their constituents.**

City Hazard Mitigation Tools

In 1980, building codes were amended to bolster resistance to high winds and seismic events. Therefore, buildings built after 1980 are more likely to withstand hurricane force winds. Residential units built before 1980 amounted to 55.7%. There is a higher portion of older buildings in the City compared to the County and the state that **are not designed to resist high winds, seismic events, or floods making the City more vulnerable to such events.**

The City of Georgetown recently purchased an automatic sandbag filling machine to prepare for hurricanes. City residents and business owners can receive free sandbags upon request prior to a hurricane's arrival. Georgetown County officials are also allowed to use the machine if they provide their own sand and bags.

Weather Warning Devices

Georgetown County has installed National Oceanic and Atmospheric Administration (NOAA) weather radios in the EOC, senior citizen centers, and all schools and libraries in the County, including the City of Georgetown. The County also has a NOAA weather transmitter, WNG-628, that serves Georgetown, eastern Williamsburg County, and the coastal waters from Little River Inlet to South Santee River, SC.

Geographical Strengths

The rivers that frame the City of Georgetown are themselves framed by large swaths of wetlands and floodplains. These reduce flood velocities and peaks, absorb storm water runoff, and filter floodwater waste. Development of these areas is strictly prohibited. The probability of strong tornadoes hitting the City of Georgetown is low according to the National Weather Service. The coastal marine influence layer is less conducive to the formation of tornadoes stronger than F-2.

Challenges

Critical Facilities and Community Lifelines

It is crucial to be aware of what critical facilities and warning devices are currently in place to properly plan and to build resiliency. Lifelines are the most fundamental services that enable all other aspects of society to function (FEMA, 2023). There are seven different lifelines that include safety and security, food, water,

shelter, health and medical, energy, communications, transportation, and hazardous materials. For more details about these facilities, see the Community Facilities section of this plan and the Georgetown County Hazard Mitigation Plan.

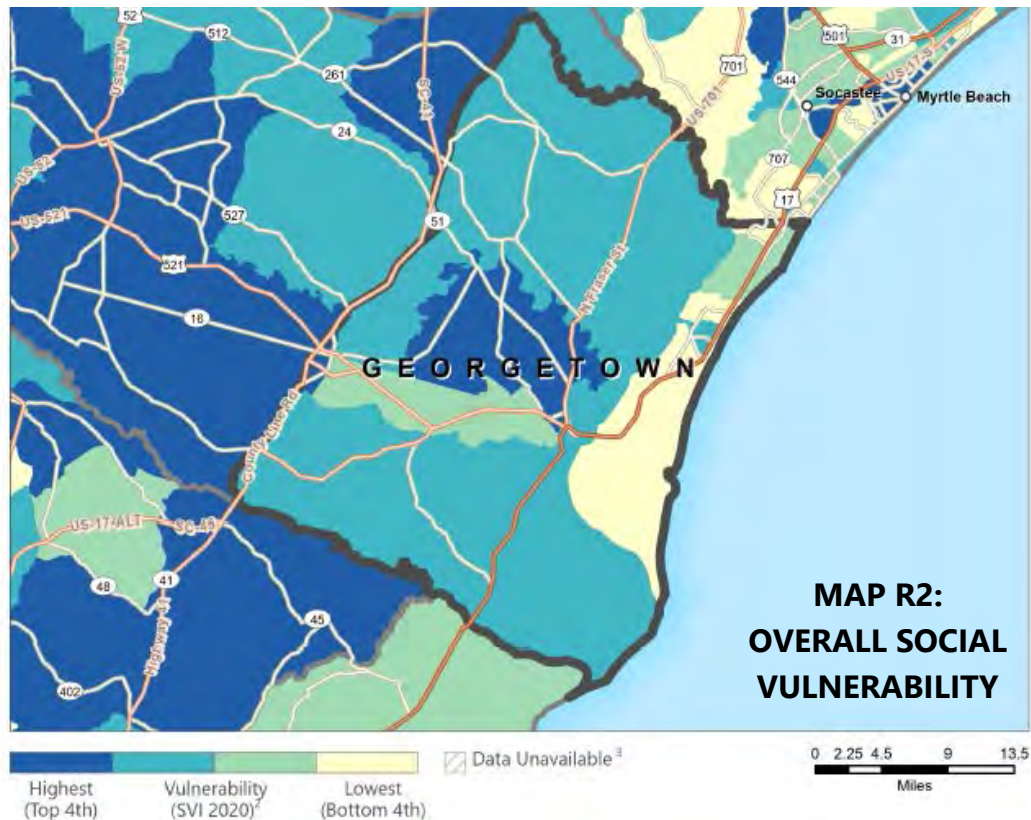
Infrastructure Vulnerability

Most infrastructure is located above ground and is therefore vulnerable to natural disasters. Below is a list of infrastructure types and the natural disasters they are the most vulnerable to:

- Infrastructure on poles or in grade-level utility boxes, such as telephone, electric, and communication cables, and transformers/switches, are vulnerable to hurricanes/tropical storms, tornadoes, strong winds, lightning, wildfires, and ice storms.
- Electrical and natural gas substations are vulnerable to ice storms, and floods.
- Above-ground tanks such as those containing liquefied petroleum gas, can become dislodged by floods, tornadoes, and strong winds if not properly anchored.
- Buildings, such as emergency response stations, hospitals, or treatment plants, are vulnerable to hurricanes/tropical storms, tornadoes, strong winds, floods, hail, winter weather, and earthquakes. Additionally, the staff of these facilities are vulnerable to any disaster that blocks roads to the facilities and pandemics.
- Roads and bridges are vulnerable to floods, earthquakes, ice storms, and winter weather.
- All of the above are vulnerable to both sinkholes and wildfires, though some infrastructure would have to be exposed to very high temperatures from wildfires to be damaged.

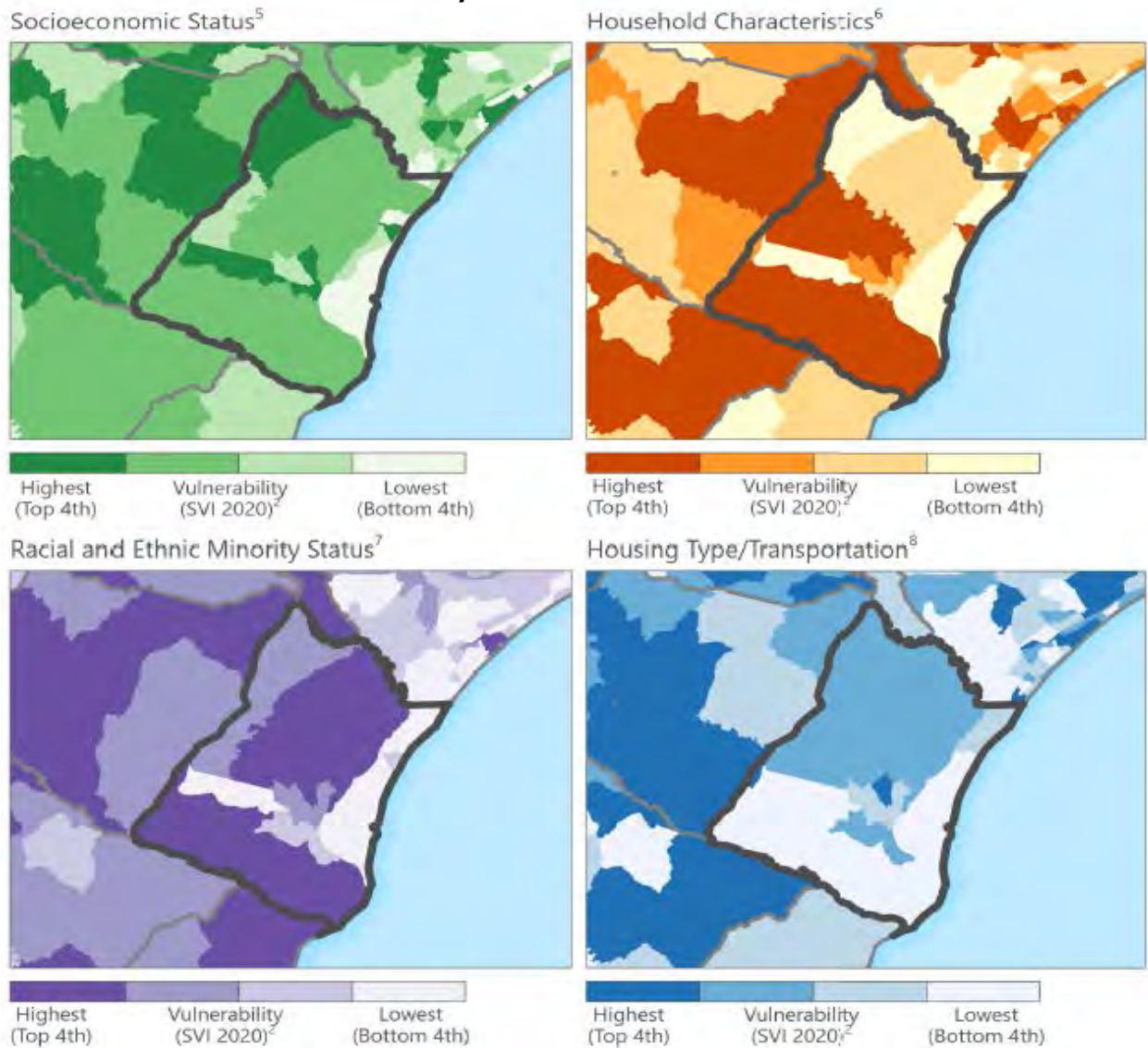
Social Vulnerability

When preparing to mitigate the risks and effects of natural disasters, it is important to understand the vulnerability of the City’s population. The Center for Disease Control and Prevention’s Agency for Toxic



Substances and Disease Registry uses the social vulnerability index (SVI) to help local officials identify communities that may need support before, during, and after a disaster. Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Reducing social vulnerability can decrease both human suffering and economic loss. The SVI uses 15 factors grouped into four themes to measure different variables in a community that may make the community more vulnerable in some areas than others. Due to several of these factors, the City of Georgetown has a higher vulnerability to natural disasters than other parts of the County and State.

**MAP R3:
CDC/ATSDR SVI THEMES**



Economic Vulnerability

A significant hazard event could impact the economic stability of the City of Georgetown. Given the elevated poverty and unemployment rates and the low median household income of residents in the City, a severe hazard event can ~~limit residents' ability to work~~ **significantly have more of an impact on them.**

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Continue to effectively administer a local floodplain management program to ensure public safety and reduce property damage risks and loss of life during severe flood events.

- Revise building height limits for structures in the regulatory floodplain to account for freeboard requirements. [short-term]
- Ensure there are at least two building officials trained as certified floodplain managers and in conducting flood damage assessments. [short-term, and on-going]
- Develop a damage assessment application to allow for easy and consistent damage assessment procedures, especially following a flood, for the City to identify disaster funding eligibility. [mid-term, then on-going]
- Consider increasing the freeboard to 3 feet above base flood elevation. [mid-term]
- Consider establishing base flood elevations within the 500-year floodplain. [mid-term]
- Provide flood insurance information annually to property owners and renters within the 100 and 500 year floodplain. [on-going]
- Continue participation in the Community Rating System. [on-going]

Objective: Account for the potential of at least 2 feet of sea level rise by 2100 when making public investments in low-lying areas of the City.

- Coordinate with area conservation partners to fortify low-lying areas using living shoreline techniques. [short-term, then on-going]
- Pursue federal and state grant funding to buy out low lying, flood prone areas, including, but not limited to lands around East Bay Park, Bayview Acres, and Goat Island. [mid-term, and on-going]
- Avoid upzoning property within V-flood zones and areas anticipated to be inundated by sea level rise. [on-going]
- Pursue transportation or mitigation funding to elevate low-lying roadway segments along critical thoroughfares and evacuation routes. [mid-term]
- Consider the establishment of a seawall, ~~or~~ battery, **or other methods** along the downtown waterfront to mitigate rising waters. [long-term]

Objective: Pursue mitigation measures for public infrastructure and private property to be more resilient to natural hazards.

- Participate in and help Implement the mitigation actions from the County Hazard Mitigation Plan. [on-going]
- Purchase generators for all critical facilities. [short-term]
- Continue the inspection and maintenance of tree clearance around overhead utility lines. [on-going]
- Bury utility lines where possible and when there is funding available. [on-going]
- Pursue significant stormwater infrastructure improvements and installation of backflow preventors where possible. [short-term, and on-going]

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Section 7

Economic Development



The state of the economy has a strong influence on the quality of life for residents. The City of Georgetown has many valuable resources which make it a competitive location to attract new businesses and qualified professionals. In addition, the natural beauty, history, and pleasant climate make the City a desirable destination for tourists and new retirees. It is important for a community to realize its own strengths and challenges to recruit certain types of industries in comparison to other communities in the County and beyond.



Key Facts and Figures

Labor Force Characteristics

According to 2021 ACS estimates, there were approximately 3,978 City residents in the active labor force, or 59.5% of the population aged 16 years and older. This is slightly more than the percentage from 2009 estimates. Private wage and salary workers make up 84.6% of Georgetown’s workforce. Government workers make up 8.6%, self-employed workers make up 6.2%, and unpaid family workers make up 0.6%.

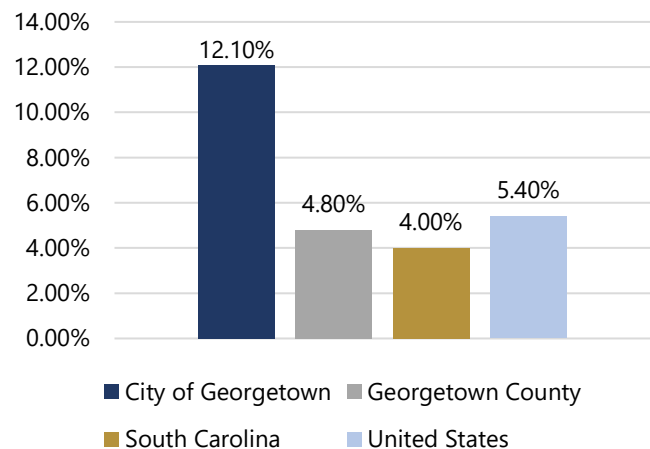
**TABLE ED1
LABOR FORCE CHARACTERISTICS**

Location	Persons in Labor Force	Percent of Adult Population in Labor Force
City of Georgetown	3,978	59.5%
Georgetown County	27,813	52.5%
South Carolina	2,479,690	60.5%

Employment

The City of Georgetown’s unemployment rate has ranged between 6.4% and 12.1% over the past 5 years. Due to states enacting policies to slow the spread of COVID-19, the unemployment rate across the U.S. skyrocketed. In 2021 unemployment rates for the City were 12.1%, while the rates in Georgetown County, the state, and the country were significantly better at 4.8%, 4.0%, and 5.4% respectively. After widespread vaccination for COVID-19 across the country occurred, unemployment rates have fallen to 9.1% in the City; however, they still remain high, indicating the dire need for jobs that match local skill levels or training opportunities in our community.

**CHART ED1
UNEMPLOYMENT RATES**



Type of Industry

Census data (ACS 2021) in Table E2 reveals that the 4 largest employment sectors for City residents are: education, health, and social services; retail trade; arts, entertainment, recreation, accommodation, and food; and finance, insurance, real estate, rental, and leasing. These employment sectors also coincide with the County. Of note is that there is a greater percentage of County residents (9.8%) working in manufacturing than in the City (5.5%), despite most manufacturing jobs being located in and directly adjacent to the City. In the future, it is expected that the distribution of employment by industry may slightly vary, accounting for people that have moved to the area and are working remotely.

**TABLE ED2
COMPARISON OF EMPLOYMENT BY TYPE OF INDUSTRY (2021 ESTIMATES)**

	City of Georgetown		Georgetown County		South Carolina	
	Persons Employed	% of Labor Force	Persons Employed	% of Labor Force	Persons Employed	% of Labor Force
Agriculture, forestry, fishing, hunting, and mining	51	1.5%	408	1.6%	20,276	0.9%
Construction	247	7.1%	1,705	6.6%	161,626	7.0%
Manufacturing	194	5.5%	2,541	9.8%	311,184	13.5%
Wholesale Trade	59	1.7%	278	1.1%	54,225	2.3%
Retail Trade	492	14.1%	3,251	12.6%	266,677	11.5%
Transportation, warehousing, and utilities	23	0.7%	866	3.3%	124,517	5.3%
Information	49	1.4%	187	0.7%	34,868	1.5%
Finance, insurance, real estate, and rental leasing	430	12.3%	1,910	7.4%	135,603	5.9%
Professional, scientific, management, administrative, waste management services	419	12.0%	3,041	11.8%	248,126	10.7%
Education, health, and social services	725	20.7%	6,389	24.7%	510,451	22.1%
Arts, entertainment, recreation, accommodation, and food services	456	13.0%	3,185	12.3%	226,013	9.8%
Public Administration	85	2.4%	732	2.8%	103,615	4.5%
Other Services	267	7.6%	1,386	5.4%	116,197	5.0%

Source: US Census Bureau.

Commuting Patterns

A person's place of residence is a significant factor to access employment in the regional job market. Having a sizable number of employment opportunities within a short commuting distance **also** enhances the desirability of locating to a community that can offer that. The average commute time for Georgetown residents is 24.5 minutes. This compares to the commute time for the County, which is 28.9 minutes, and for the State, which is 25.3 minutes.

Strengths

Tourism Development

Georgetown is located at the southern fringe of the Grand Strand region and is close to Charleston, which are both popular tourist destinations. The City has a vast wealth of assets, including Winyah Bay, nearby historic plantation sites, a downtown shopping and dining district, museums, significant historic sites and buildings, the Harborwalk, and a unique architectural style. All of these provide the City with a great foundation to develop a thriving tourism industry. All marketing efforts must be well coordinated with efforts that are occurring on the County, regional, and state level and target specific areas from which to draw visitors.



At the end of 2021, a development company purchased the Georgetown Times office on Front Street, demolished it, and began construction on a new 56 room boutique hotel on the site called The George Hotel—the following February. The George Hotel recently opened and has a full-service restaurant and bar on Front Street and a waterfront lawn and event space. Additionally, guests and visitors **will** have access to the adjacent marina for boating, sailing, fishing, and excursions. It is anticipated that this hotel will spearhead pedestrian activity downtown which will benefit other nearby businesses and possibly attract new ones.

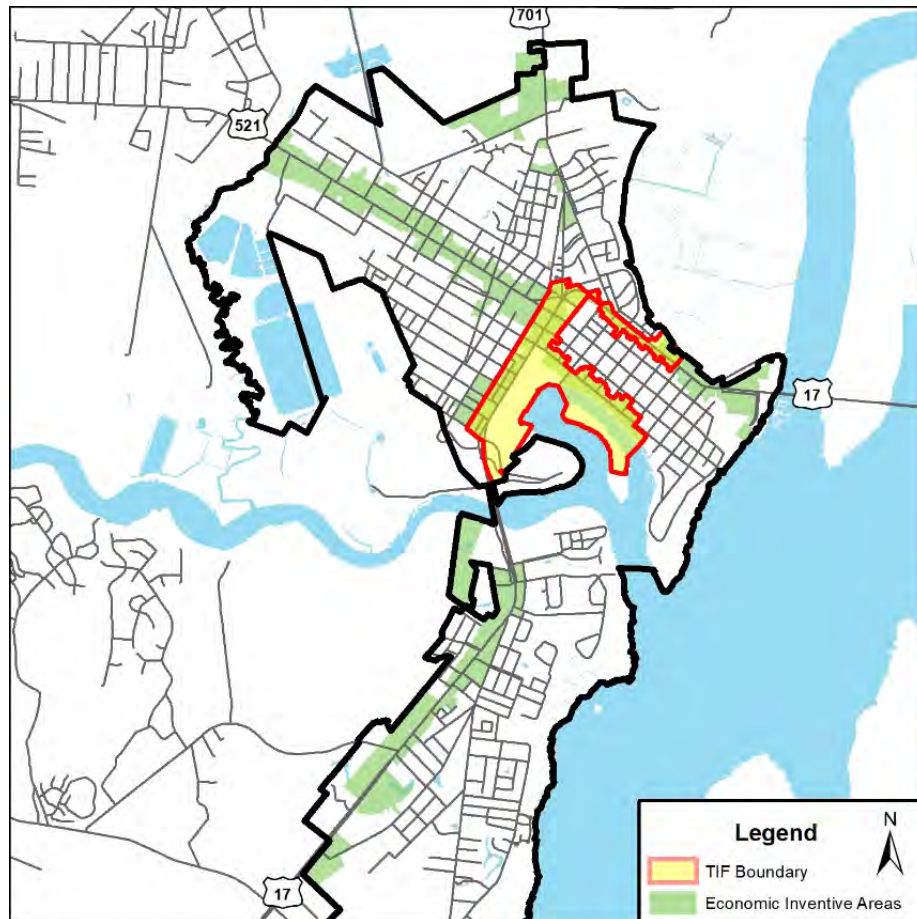
Opportunity Zone Designation

The entire City limits of Georgetown are within the boundaries of an opportunity zone. Opportunity zones are tax incentive districts that are designed to spur economic development and job creation. They are assigned specifically to economically distressed census tracts across the United States. This program essentially allows private investments on property, under certain conditions, to be eligible for capital gain tax incentives which become more favorable as time goes on. The results of this opportunity zone designation have already materialized. A developer has demolished an abandoned hotel on Church Street and has plans to redevelop the site and refurbish the adjacent Georgetown Electric Department building into luxury condos, an open-air market, and offices. On September 2, 2021, Georgetown City Council members voted to relocate the electric department to an undisclosed site and sell its property to the developer.

Tax Increment Financing District Establishment

In 2019, a tax increment financing (TIF) district was established, consistent with the Urban Core Overlay and the Front Street Business District to Hazard Street. A TIF district allows the property taxes generated from projects in blighted areas to be used to enhance infrastructure around the development and within the designated TIF District. Officials have identified twelve different projects that could utilize this funding source. These projects are listed in the Priority Investment section.

MAP ED1: TIF DISTRICT & ECONOMIC INCENTIVE AREAS



Economic Incentive Areas

The City of Georgetown's Council enacted the Economic Development Incentive Program to provide monetary benefits to properties developed within the incentive area. The incentive area, which is pictured above, includes all properties located within the general commercial, core commercial, and intermediate commercial districts of the City. To receive incentives, development must meet the following eligibility criteria:

- The development is consistent with the City Comprehensive Plan.
- Absent the provision of incentives, development would be unlikely to occur.
- The development must be located within the incentive area.
- The development must have a minimum threshold investment of \$1,500,000.00.

-
- The intended use of the development must be for one or more of the following business purposes:
 - Retail uses;
 - Tourism related business or activities;
 - Cultural arts activities and associated businesses;
 - Corporate headquarters; research and development;
 - High technology growth businesses;
 - And other uses determined by the council that meet the purpose of the incentive program.

Horry-Georgetown Technical College

On September 21, 2023, it was announced that the Economic Development Administration has an \$8 million grant to Horry-Georgetown Technical College to construct a new training facility to support marine technology workforce development at the Georgetown campus. The Marine Technology Center is for students in their Outboard Marine Technology and Boat Building programs, which are designed to help students get quality jobs while keeping up with the need for boat experts in the Grand Strand and supporting the growth of the marine industry in the State. It is expected to create more than 400 jobs and generate millions in private investment. This grant will hopefully help workforce development and address regional industry workforce needs.

Challenges

Elevated Unemployment and Poverty Rates

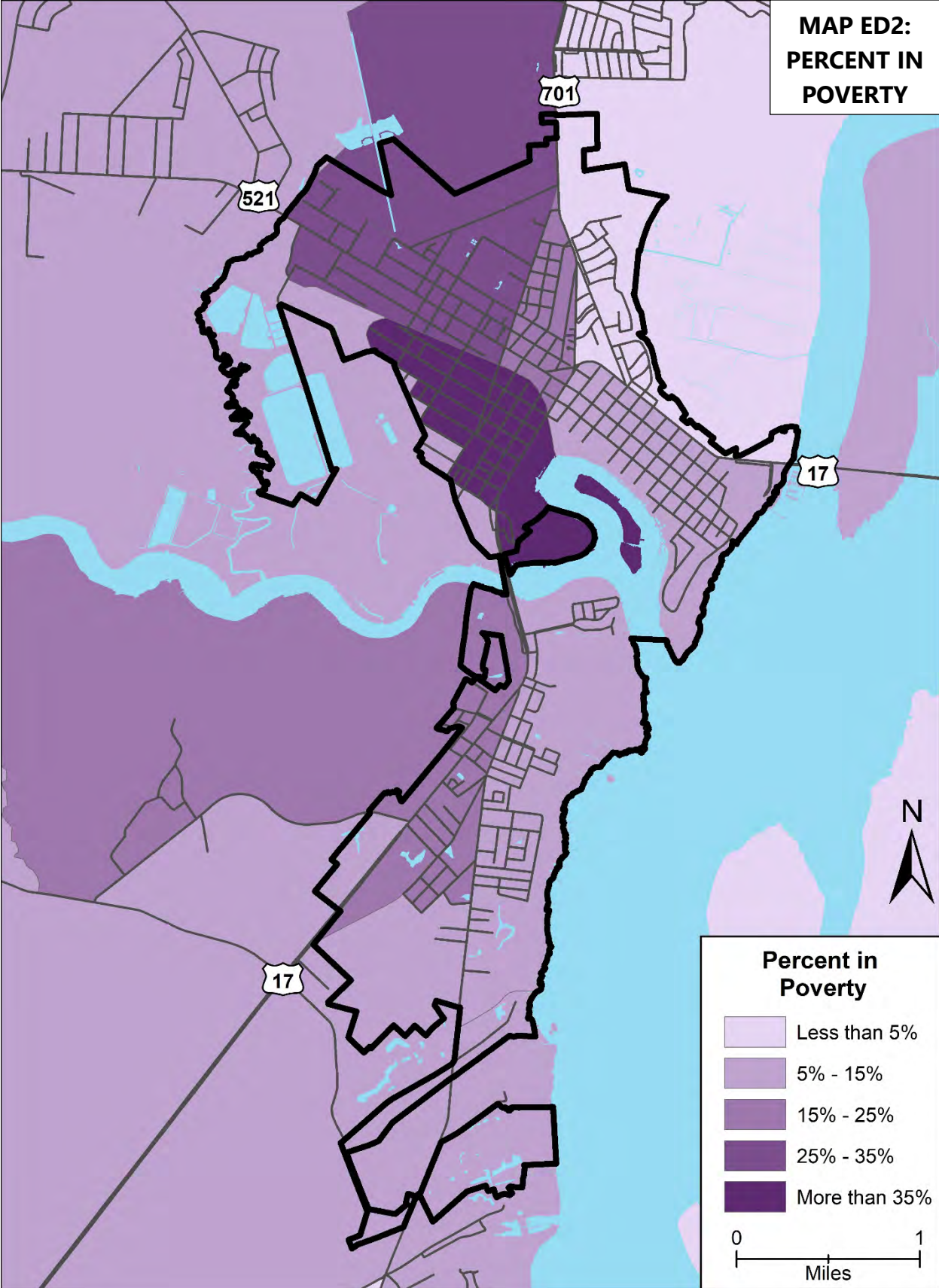
Overall, the City's unemployment rate and per capita income continue to improve; however, the City has experienced a decline in both the active labor force population and in specific industries including finance, insurance, real estate and rental and leasing, and professional, scientific, management, administrative, and waste management services sectors. The unemployment rate is also considered a lagging economic indicator. In other words, improvements in the unemployment rate will likely occur after improvements to other aspects of the economy. The unemployment rate of the City of Georgetown is 12.1% (ACS 2021). The persistently high individual and family poverty rate of 23.6% continues to be an impediment for the City's economic stability. Poverty is more prevalent in the City of Georgetown than in the County and State for most household compositions. The distribution of people living in poverty is not geographically balanced throughout the City. There are many neighborhoods within the City and surrounding area that have a significantly higher population of people living in poverty than in other areas of the County. It is important for the City to proactively address community concerns related to poverty.

Low Per Capita Income

Income statistics are provided by the US Census Bureau at the municipal level and, as the *Regional Economic Profile* indicates, the City of Georgetown has a lower per capita income level than that of Georgetown County and the State of South Carolina. Georgetown's per capita income is about \$24,428, compared to the County's per capita income at \$36,867 and the State's at \$32,823.

Lagging Higher Educational Attainment

Census data indicates that Georgetown lags over many other communities throughout the state in terms of higher educational attainment. Research has proven that there is a strong correlation between educational attainment, lifelong earning potential, and retention of those with higher education., ~~However, work from home is now more feasible than before.~~



Vacant and Underutilized Sites

There is not much undeveloped land available to locate new industries within the City limits. To address this reality, it is important for the City to partner with Georgetown County in their industrial recruitment, redevelopment of former industrial sites, and to pursue small scale manufacturing. Employees of new industries that may locate in Georgetown County will certainly consider living in the City and will likely spend a significant amount of their incomes on retail goods and services, leisure activities, and dining in Georgetown.

Within the immediate Georgetown area, there are some existing industrial sites, along with the former Port of Georgetown, the Steel Mill, and the Paper Mill. Due to unabated siltation of the Georgetown harbor, **large ships were are** no longer able to access the port. The prohibitive cost of dredging, combined with the State's funding preferences for the Port of Charleston and the inland ports at Greer and Dillon, hindered the operation of the port. Georgetown County has purchased the port from the authority and plans to prepare the site for redevelopment using grant funding. The federal government included \$6.5 million in the USACE budget to dredge the inner harbor, **which will benefit the recreational boaters and tourists visiting by the water.**

The Liberty Steel site was closed during the COVID-19 pandemic; however, the plant has since reopened despite its previous history of shutdowns. In 2016, the Urban Land Institute (ULI) conducted a study on the site's future viability. Among the ULI recommendations, the study concluded that transitioning the site from industrial to mixed-use would constitute an appropriate adaptive reuse of the land that would be a natural extension of the downtown and Harborwalk. The City has adjusted the zoning for the site to allow the site to transition from heavy industrial to mixed uses, should the site ever redevelop.



Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Encourage development and redevelopment of underutilized properties throughout the City.

- Create easily accessible marketing materials for developers and real estate agents to be able to convey the variety of redevelopment incentives in the City. [short-term]
- Conduct a commercial property condition assessment of the entire City to track commercial vacancies and presence of derelict commercial properties. [mid-term]
- Establish a commercial property condemnation program to remove blight and unsafe structures throughout the City, making properties more readily available for redevelopment. [long-term]
- Support the recommendations and guidelines contained within the ULI study, providing for the future redevelopment of designated areas in the City. [long-term]

Objective: Remove barriers to investment and redevelopment in the City.

- Add the Zoning Ordinance, Land Development Regulations, and Design Guidelines to Municode, **where all of the City's other ordinances are available [for viewing and downloading](#)**. [short-term]
- Ensure all development applications and forms are easily accessible on the City's website. [short-term]
- Maintain private sector plan reviewers and building officials via retainer to assist when there are permitting and inspection backlogs. [on-going]
- Revise the REDD district to ensure that redevelopment ~~can occur with greater~~ **[ease is more feasible and consistent with surrounding development](#)**. [mid-term]
- Revise overlays to improve clarity of regulatory requirements and to minimize overlapping districts that may conflict **with** and even impair redevelopment or historic preservation efforts. [mid-term]
- Revisit the City's parking requirements. [mid-term]
- Revise and modernize the City's use chart regarding businesses and employment sectors. [short-term]
- Revise and modernize the City's home occupation uses to foster more home-based businesses. [short-term]
- Pursue Environmental Assessment and Brownfields funding to assist with redevelopment opportunities in the City. [on-going]
- Evaluate if it is necessary for new development and annexations to tie into City utilities. [short-term]

Objective: Attract investors and reinvestment in the City.

- Continue funding the Main Street Program. [on-going]
- Maintain an Economic Development Director and a Main Street Program Director on staff. [on-going]
- Create a tourism management plan that explores local tourism opportunities and develops strategies to improve the local tourism market. [mid-term]
- Encourage startup companies and small business collaboration with Coastal Carolina University's Innovation Center. [on-going]
- Coordinate with Georgetown County School District, Horry Georgetown Tech, Coastal Carolina University, and Myrtle Beach Regional Economic Development to identify ways to improve education, training, and retention of local workforce. [on-going]

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- Coordinate with Georgetown County on the redevelopment of the former Port. [on-going]

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Section 8

Community Facilities



A local government has the responsibility to provide several basic services to help protect the health, safety, and general welfare of residents and their properties. The City of Georgetown and its partners have a critical responsibility of ensuring that the basic community facilities are in place to provide these key services for its citizens and businesses.

Key Facts and Figures

Administration

The administration staff consists of the city administrator, deputy city administrator, public information officer, human resources manager, and human resources generalist/administrative assistant. Currently, the administrative offices are located on Wood Street. City Hall is currently located on North Fraser Street. It houses the Planning and Community Development (P&CD) and Finance departments. P&CD administers the building permits, zoning, plan review, code enforcement, and GIS. The Finance Department handles all City finances, along with accounting, business licensing, City utility payments, and billing. Combined, City Hall has 16 full-time staff members within the municipal government that perform critical duties to ensure efficient communications and program administration for all departments.



Public Safety

The City of Georgetown Police Department is housed in the C. Spencer Guerry Law Enforcement Center. This state-of-the-art facility also serves as the Georgetown County 911 center, Emergency Management Division (EMD), and the City Municipal Court. The police department participates in the SC Accreditation program, SWAT program, and continuing education programs to ensure that all police officers are properly trained to effectively perform their law enforcement responsibilities.



The Georgetown City Fire Department has a full-time staff of 32 firefighters with an additional 8 volunteer firefighters. Many of the firefighters are certified Emergency Medical Technicians. **There are two stations in the City, Station 1 on Prince Street and Station 2 on South Fraser Street.**

Electric Utility Department

The City of Georgetown purchases power wholesale from Santee Cooper and the Southeastern Power Administration. This electric power provides street and security lighting in the City and is distributed for private use to residents and local businesses.

Public Works Department

The City of Georgetown Public Works Department consists of the Sanitation Division and the Street and Ground Maintenance Division. The Sanitation division is responsible for collecting solid waste materials from residents and small commercial customers throughout the City. The division also manages the City's recycling program which is currently available to residential customers only. The Street and Ground Maintenance division is responsible for the collection of yard debris and large trash items such as furniture and kitchen appliances. A ground maintenance crew is responsible for the landscaping and upkeep of City public spaces and right-of-ways.

Water Utilities Department

The City of Georgetown Water Utilities Department is responsible for providing 3 critical services for the community, including the supply, treatment, and distribution of potable drinking water, wastewater collections and treatment, and storm water management. A department manager oversees the operations and maintenance of the Water Utilities Department and the City's engineer works on Capital Improvement Projects (CIP) led by both the water utilities and public works departments.



Drinking Water Service

The City obtains untreated raw water from the Pee Dee River. Potable drinking water is also provided to the citizens of Georgetown by two groundwater wells. Raw water is treated at a water treatment plant that has the capacity to filter, treat, and distribute up to 6 million gallons of potable drinking water each day. In 2020, the City commissioned the design of a secondary water flocculation-sedimentation basin. The design was completed in 2021. In June of 2022, the City obtained a federal grant to build the basin.

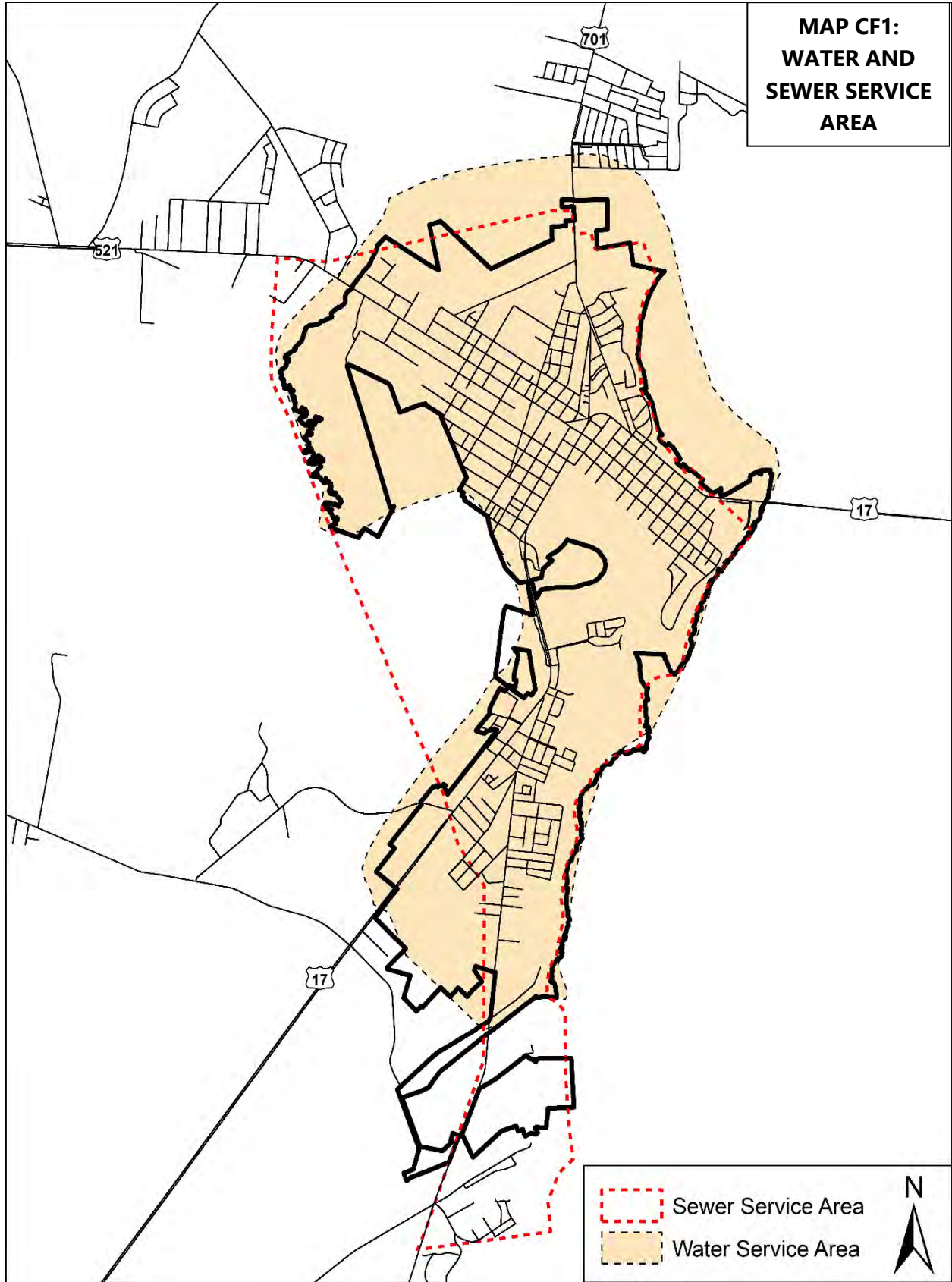


Wastewater Service

The City oversees the operation and maintenance of a regional wastewater treatment plant which serves the Town of Andrews, Georgetown County Water and Sewer District (GCWSD) service areas, and the City of Georgetown. This treatment plant is a sequential batch reactor (SBR) designed facility with a treatment capacity of 12 million gallons per day and its complex includes a laboratory, belt press, SBR's, and a chlorination building.

Storm Drainage Division

The Storm Drainage Division administers development regulations and maintains a series of storm water collection systems and outfall points throughout the City. This division has 5 full-time staff members.



Medical Services

Tidelands Georgetown Memorial Hospital

The Tidelands Hospital System is a full-service hospital and emergency medical facility that specializes in a multitude of medical care. The Georgetown Hospital System opened their first facility in 1950 at 606 Black River Road. After major renovations from 2018 to 2020, the hospital is a 121-bed, acute care facility offering 24-hour emergency services along with a wide range of inpatient and outpatient medical services. The hospital specializes in joint replacement, spine surgery, stroke, and chest pain to name a few.



Georgetown County EMS

Georgetown County provides emergency medical services across the entire County. While most ambulatory services have been privatized, County EMS still has emergency services that respond to car wrecks, home health emergencies, fires, and other emergency events.



Public Education

All public schools in the City of Georgetown are staffed and operated by the Georgetown County School District, which is headquartered in the Beck Administration Building in the City limits at 2018 Church Street.

Georgetown County Public School System

Within the Georgetown City limits, there is an elementary school, a middle school, and a high school offering general education. There is also an adult education center, a school for arts and sciences (located at Winyah Auditorium), and many day-care facilities located around the City.

Horry Georgetown Technical College (HGTC)

Located just a mile south of the City, the HGTC Georgetown Campus is an institution of higher learning that provides programs and services primarily for the residents of Georgetown County. Currently enrolling over 700 students each fall and spring semester, the 20-acre Georgetown campus specializes in fields of study like Accounting, Nursing, Machinery, Forestry, Medical Technology, and Business Administration.



Clemson University Extension Service

The Clemson Extension has agents that work closely with state extension specialists and researchers

located at various research and education centers located across the state. The Georgetown Extension Agents provide expertise in Agronomic Crops, Economic and Community Development, Food Safety and Nutrition, 4-H, Horticulture, Livestock and Forages, and Natural Resources.

Hobcaw Barony and the Belle W. Baruch Foundation

On November 14, 1968, Clemson University and the Baruch Foundation agreed to establish a research institute at Hobcaw Barony, located outside of the City across Winyah Bay. The mission today of the Clemson University Belle W. Baruch Institute of Coastal Ecology and Forest Science is “to conduct research and education programs focused on the ecology and management of the natural resources of the coastal region of South Carolina for the betterment of the state’s citizens.” In March of 1972, the University of South Carolina establish the university’s first research institute at Hobcaw Barony. Their mission is “to conduct research and support education to improve the management of marine and coastal resources and advance basic science for the well-being of people and their environments.” The Institution maintains the Baruch Marine Field Laboratory on Hobcaw Barony. In 2017, Francis Marion University, Coastal Carolina University, and the Belle W. Baruch Foundation entered a research and education partnership, creating the Belle W. Baruch Institute for South Carolina Studies, to engage in the study and research of the cultural, historical, and archaeological heritage of South Carolina.



Library System

The Georgetown County Library System (GCLS) consists of 5 libraries around the County. The mission of the GCLS is to “serve as a community resource that expands and enriches the lives of residents by providing and promoting the use of the library system’s information, education, and recreation resources.” GCLS’s main branch library is located on Cleland Street in the heart of the City of Georgetown, adjacent to the Georgetown County Judicial Center. The library provides a lending resource of books, audiobooks, musical CDs, DVDs, magazines, and other materials. The Georgetown library is the area’s leader for historical information and reference maps, dating back to the 1700’s.

Public Parking

According to the Georgetown Parking Study in 2016 by Haahs & Associates, Front Street has 213 on-street parking spaces and 242 off-street parking spaces for public use. All public parking in the City of Georgetown is free, but most of the on-street parking on Front Street has a two-hour time limit. If the City were to implement the Parking Study by adding additional on-street parking, whether paid or unpaid, it should be prepared to take on ownership and maintenance of the SCDOT roadway it plans to add the on-street parking to. Recently, the City purchased the former Steel Mill employee parking lot on Front Street, and it is now the Front Street parking lot. City officials are planning to build another public parking lot with 39 spaces (including 2 handicap spaces) on Cleland Street to provide a parking facility to the west of the Front Street business district. There is also ~~the desire to build~~ **long-term interest in building** a public parking garage to support businesses downtown. The City should explore a fee in lieu of parking to reduce parking requirements and encourage infill in its downtown.

Other Services and Facilities

In addition to the departments and community facilities managed by the City of Georgetown, residents require several other basic needs, services, and facilities which are provided by other entities including Tideland's Georgetown Hospital System, Georgetown County Parks and Recreation, and Georgetown County School Board.

Strengths

Low ISO Rating

Georgetown currently holds an Insurance Services Office (ISO) rating of 2, indicating that the City is providing an excellent level of fire protection service.

Hospital Renovations

The Tideland's Georgetown Memorial Hospital was renovated from 2018 to 2020. This continues providing the City with up-to-date medical facilities which will better serve its population.

Parks and Recreation

Georgetown residents and transient tourists alike have access to several recreational activities in the City of Georgetown. These areas include a system of parks, boat landings, and recreation centers operated by Georgetown County Parks and Recreation. East Bay Park/Morgan Park is a 64-acre multi-purpose passive and active recreational area with tennis courts, **pickleball**, a disc golf course, picnic areas, and a playground. Continued park expansion projects, such as an adaptive playground and additional amenity features need to be considered by the City. The local Farmer's Market currently sets up every Saturday at the old city hall site while the Bobby Alford pavilion at East Bay Park is being renovated. Some of the other notable facilities in the City include Carroll Campbell Marine Complex, the Harborwalk, Howard and Winyah Recreation Centers, Georgetown Senior Center, Beck Recreation



Area, and the Ben Cooper Splash Park. Additionally, there are several small pocket parks located along Front Street. The City does not have its own parks department; however, there remains recreation needs beyond the downtown core, especially if new growth and development occurs on the City's northern and southern bounds. The City should consider establishing its own parks department and expanding the recreational amenities and passive park space for existing and future residents.



Challenges

Temporary Location of City Hall

The South Carolina Department of Transportation completed a storm water drainage project in the area around South Fraser Street in 2011. This resulted in sinkholes that damaged several buildings in its vicinity. Georgetown's City Hall was one of the buildings damaged. Settlements from two lawsuits resulted in the City receiving more than \$3 million. In 2016, City Hall's staff were relocated to a vacant bank building on North Fraser Street after cracks appeared in the building's walls and floors. The old City Hall was demolished three years later. Its current location in the former bank is much smaller and is cramped. In August 2023, the City purchased the former steel mill administration building on S Hazard Street and will renovate it for the new city hall.

Aging Infrastructure

The City's infrastructure is aging which can strain its ability to deliver clean water, provide electricity, and convey stormwater. Population growth and migration, urbanization and climate change can further hinder infrastructure's ability to perform its necessary functions. The City will likely continue to experience financial challenges to maintain its aging infrastructure, resulting in rate increases to keep up with planned and emergency repairs. The City will need to evaluate if it can continue to provide water and sewer and electricity in **a more the most** cost-effective manner for its constituents than other providers. The City will also need to consider how maintaining municipal ownership may hinder development and annexation opportunities that could increase the local tax base. The City should have a reserve fund to provide financial support in the case of emergency repairs and should have grants matching funds allocated annually to support projects that need local matches.

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Ensure that public services and facilities meet the needs of residents and businesses.

- Relocate City Hall to the former Liberty Steel office. [short-term]
- Explore investments in advanced telecommunications infrastructure to enable Georgetown to become a more competitive business location and to provide an additional public service for residents and visitors. [short-term]
- Keep the old fire station in Maryville ~~for a future~~ **as a** quick response vehicle station, which may be combined with a police station. [on-going]
- Pursue adequate facilities for the Electric Utilities Department that can house all their staff, vehicles, and equipment. [mid-term]
- Continue to work with Georgetown County Water and Sewer District to ensure adequate water service provision in emergency situations and that regional wastewater treatment service is maintained. [on-going]
- Partner with Tideland's Georgetown Hospital System and continue to support the investments and additions in the Georgetown Memorial Hospital facility, along with other new facilities and community programs. [on-going]
- Continue to upgrade the City's stormwater infrastructure. [on-going]
- Provide ongoing training for municipal staff to maintain performance, safety, and operations. [on-going]
- Maintain competitive municipal wages to ensure retention and continuity of operations. [on-going]

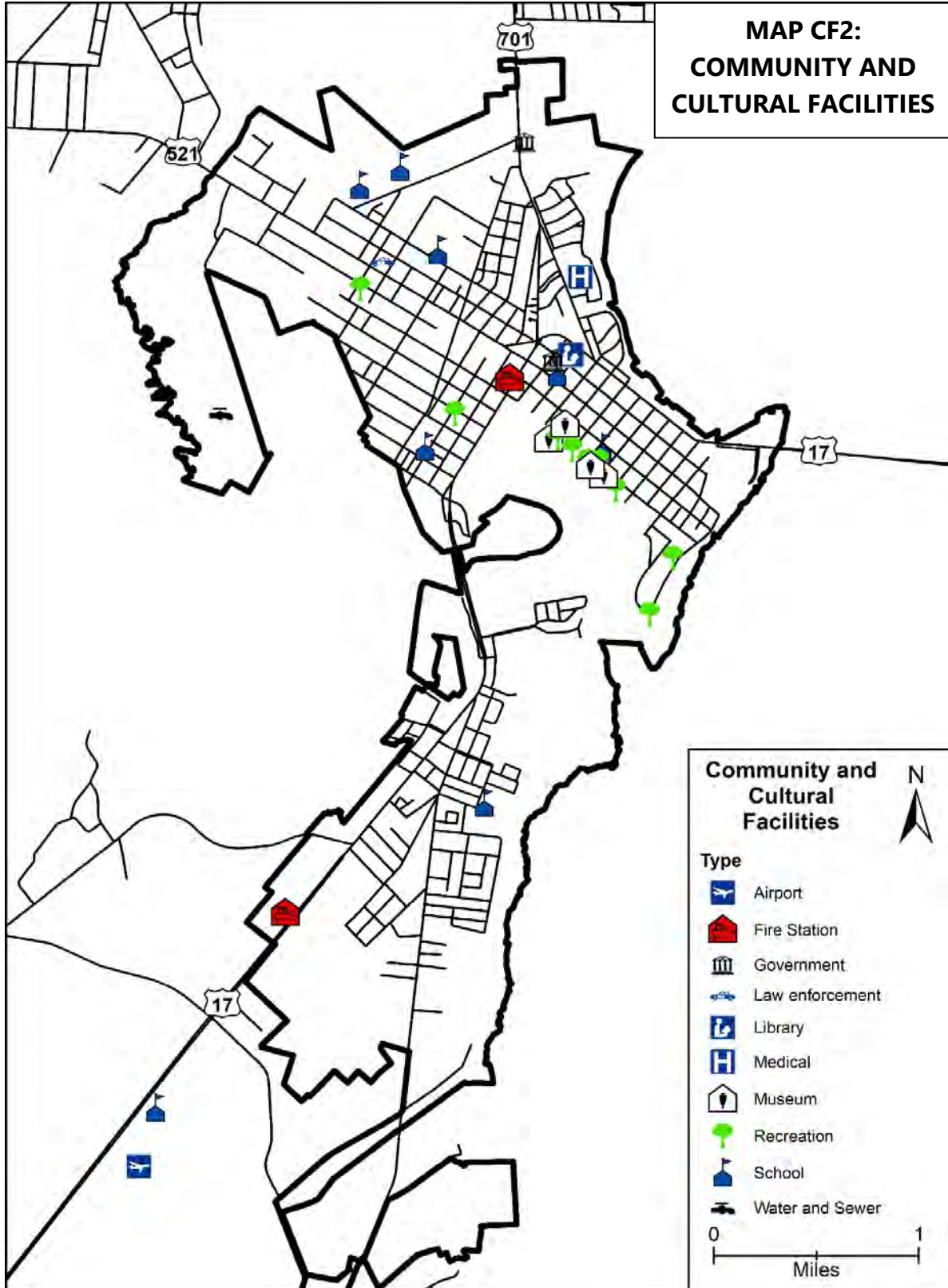
Objective: Ensure that public services and facilities are cost effectively managed and maintained to provide our community with the best rates without compromising quality.

- Develop a 10-year capital plan and cost analysis with rate projections to **evaluate the cost effectiveness to** maintain a local electric department as opposed to selling. [short-term]
- Develop a 10-year capital plan and cost analysis with rate projections to **evaluate the cost effectiveness to** maintain and update the City's Water and Sewer facilities as opposed to selling it to Georgetown County Water and Sewer District. [short-term]

Objective: Maintain and expand public amenities to serve existing and future residents.

- Establish funding to support municipal park improvements and expansions. [short-term]
- Consider developing a municipal parks department. [short-term]
- Continue to partner with Georgetown County Parks and Recreation Department to slowly take on maintenance and ownership of County parks within the City's jurisdiction. [mid-term]
- Develop a **additional** municipal park space in the Maryville **community to ensure recreation facilities keep up with growth**. [mid-term]
- Expand municipal park space and amenities in the West End community. [mid-term]
- Ensure that all new playground equipment is inclusive, including ADA and sensory accessible equipment. [on-going]
- Extend the Harborwalk between Wood and King St. [mid-term]
- Extend the Harborwalk throughout the inner harbor all the way around the port's authority property to the Hwy 17/Maryville bridge. [long-term]
- Expand street sweeping program and frequency to maintain City's aesthetics. [mid-term]
- Continue to invest in streetscapes along the main corridors by making the gateways to the City more attractive ~~to the transient population, have better~~ **and by improving** wayfinding and

signalization, and improve the tourist experience by having a pleasant environment to walk, dine, shop, relax, and enjoy. [long-term]



Section 9

Transportation



The ease with which goods, services, and people can move makes certain locations more desirable than others. Georgetown's history highlights the competitive advantage created by location and the natural features conducive to growth and economic prosperity. Situated on Winyah Bay at the confluence of several river systems, Georgetown served as an ideal port city. Raw materials, such as timber, indigo, cotton, and locally grown rice moving through Georgetown's port, account for much of the City's early success. Not only was Georgetown's port important for the transportation of raw materials and people, but it also made the City central to the settlement of the interior Pee Dee and Waccamaw regions. Today, Georgetown's transportation system consists of roads, sidewalks, public transit, rail, and nearby airports.



Key Facts and Figures

Georgetown's Streets

The City contains approximately 75 miles of streets. With accompanying rights-of-way, streets in Georgetown occupy approximately 300 acres. A total of 33 streets totaling 5.4 miles are owned by the City, the rest are owned/maintained by SCDOT. The City of Georgetown completed a pavement assessment survey in the spring of 2022 on the City's maintained streets. City officials plan to continue submitting funding requests to the Georgetown County Transportation Committee (CTC) to implement the recommendations from the study.

Traffic Counts

Average daily volumes on several major streets increased between the years 1989 to 2009. By percentage increase, Church Street noted the most significant rise with an average daily volume increase of approximately 98.4%. Other streets experiencing significant increases in daily volume over the last 30 years include Black River Road (40.3%), North Fraser Street (57.5%), and Front Street (44.8%). The level of service (LOS) of Georgetown's streets are generally good with LOS ratings of C, while other streets have worse or better ratings. Currently, Church Street has a daily traffic volume of 25,400, making it the busiest road in Georgetown. North Fraser Street, South Fraser Street, and Highmarket Street (west of Fraser Street) also have volumes exceeding 17,000 vehicles per day.

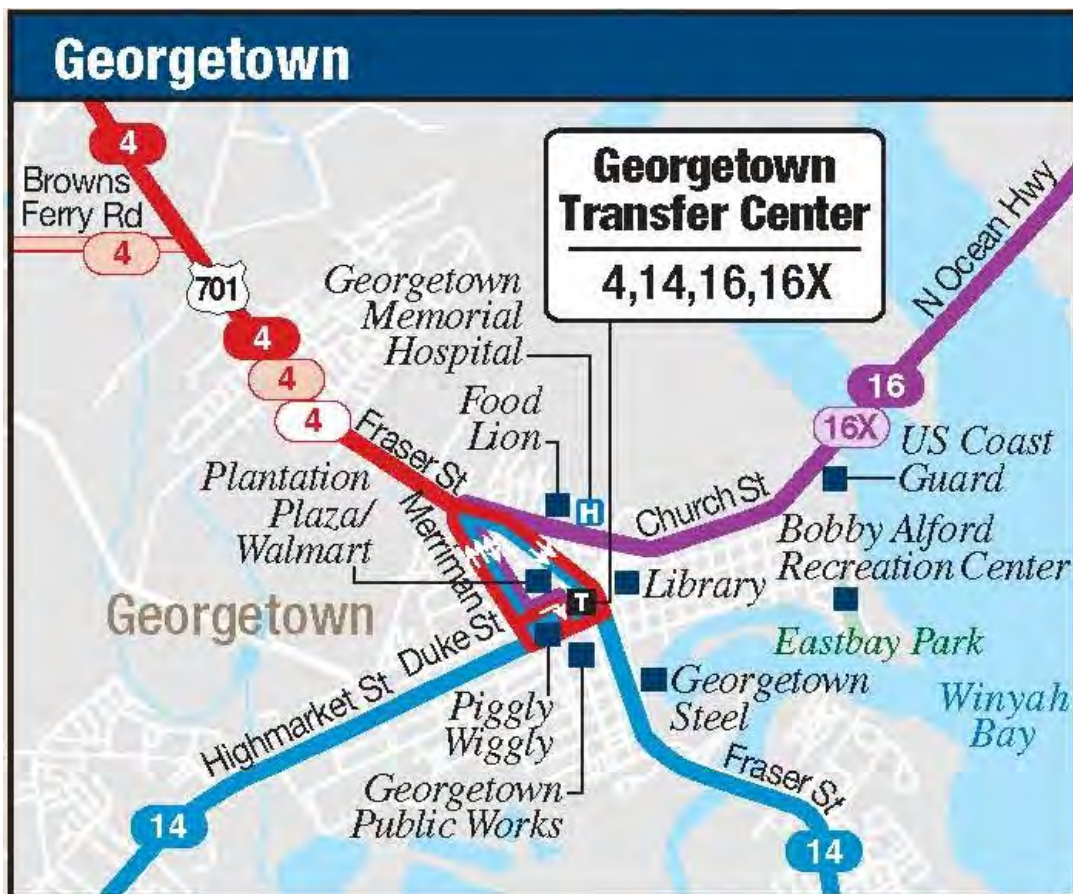
Public Parking

A total of 20 streets within the City of Georgetown have on-street parking. On-street parking is common in the historic district due to its wide rights-of-way and the presence of a downtown commercial district. Parking downtown has been the topic of several studies. In 2002, the Planning Commission performed a review of downtown parking, and another study was performed by Tim Haahs and Associates in 2016. According to the 2016 study, the downtown contained 424 on-street parking spaces with an additional 242 spaces contained in 6 off-street public parking lots. Parking on Front Street and in Lot B sees usage of over 90% during peak times. It is on the side streets and in the other public lots where spaces can usually be found. However, demands from the George Hotel and many new businesses could strain the parking supply. A proposed public parking lot or garage west of downtown will help to alleviate these issues.

The City has two parking lots in the Core Commercial District, one on Screven Street and one on Orange Street. The Screven Street parking lot has a total of 38 spaces (including one handicap). The Orange Street parking lot has a total of 44 spaces (including two handicap) and a charging station for electric vehicles. City officials are planning to build another public parking lot on Cleland Street. This parking lot will include 39 spaces with 2 handicap spaces, pervious pavers, solar powered lighting, and a charging station for electric vehicles. In addition, the City recently purchased property from the former Steel Mill for the Front Street Parking Lot.

Other Transportation Services

Alternative transportation facilities available in Georgetown include air, bus, port, and rail service. The closest airport to Georgetown is the Georgetown Airport (GGE). There are two commercial airports within 55 miles of the City to the north in Myrtle Beach and to the south near Charleston. Bus service is provided to the City by Coast Regional Transit Authority (Coast RTA). Routes connect Georgetown to cities as far west as the Town of Andrews and as far north as the City of North Myrtle Beach. City officials have discussed the need for public transportation and the possibility of implementing a two-year pilot project to have a Coast RTA cutaway bus servicing a local circular bus route. Long distance bus service is provided by Greyhound Bus Lines. Freight rail service is provided to Georgetown by CSX Transportation. More information about other transportation services can be found in the Grand Strand Area Transportation Study (GSATS) Metropolitan Transportation Plan.



MAP T1: SIDEWALK ANALYSIS





Strengths

Sidewalk System

The historic areas of the City, mainly the blocks encompassed by Front, Prince, Highmarket (east of Fraser Street), Duke, and Church streets, are serviced by sidewalks. Within these blocks, sidewalks are generally in good condition and are readily accessible. Outside of the historic areas, sidewalks are found along the City's major arterials except for segments of Black River Road and South Fraser Street at the Sampit River and south of Oakley Avenue. In 2019, sections of sidewalks along Church, North Fraser, and Highmarket streets were replaced and ramping Twith detectable surfaces built at intersections. SCDOT has placed handicap ramps on the

main corridors. **Sidewalk repairs are needed on several cross streets and outside of the immediate historic district. In addition, there remains a need to address the lack of or gaps in sidewalks on most local streets.** The City received funding from the CTC program to build some sidewalks in the West End community. Additionally, funding was earmarked by a State representative to build more sidewalks in that neighborhood in the future. Many residents enjoy commuting by bike and many of Georgetown's streets are conducive to this mode of travel, particularly streets within and adjacent to the City's historic district and the Maryville neighborhood. The City should also pursue the development of the East Coast Greenway in areas of the City where there are currently gaps in the sidewalk network.

Aesthetic Strengths

Perhaps the most visually appealing feature of Georgetown is its tree-lined streets and sidewalks and the proximity of adjacent buildings. This visual setting complements the area's history and distinguishes Georgetown as a uniquely southern city. The retention and planting of street trees speaks to the forethought of past City leaders and property owners. In 2007, the City Council amended the zoning ordinance to



include the "Design Overlay District for Main Corridors". This district provides additional standards for landscaping, signage, lighting, parking, and architectural detail partially to improve and upkeep the

appearance of Georgetown’s major streets. Construction of Brick Chimney Road, while outside of the City limits, will provide a perimeter road to connect US 701 to US 521, thus reducing truck traffic through downtown.

Challenges

Lack of Interstate Highway Access

The City’s availability of rail and air service are all favorable to growth; however, the City does not have direct access to an interstate highway. This impediment limits the ability of the City and County to attract new industry and other businesses reliant on truck transport.

Gateway Corridors

Streetscaping helps to improve safety while providing a greater sense of place for its users. It should be done according to road classification to ensure the right of way and traffic needs can accommodate it. Corridor segments with sufficient cross access, backdoor access, and onsite circulation may be candidates for median treatments. The thru traffic from trucks can cause damage to the pavement, debris, and an increase in traffic. A median-divided roadway improves traffic flow, reduces congestion, and increases traffic safety, in addition to reinvestment into a community. Landscaping and gateway features incorporated into median treatments improve the aesthetics of the corridor, in turn encouraging investment in the area. Lighting is another component of streetscaping that can not only improve safety, but also help people know that they have arrived at a destination.



The use of access management tools can help to improve traffic flow and safety along major corridors like US 17. Some of these techniques include increasing space between signals and interchanges, driveway location, spacing and design, use of exclusive turning lanes, median treatments, use of service and frontage roads, and land use policies that limit right-of-way access to highways. Improvements to the City’s gateways through streetscaping and an increase in access management will make transportation through the City easier while maintaining its aesthetic.

Level of Service

Increased traffic on the City’s major arteries is noteworthy. It is anticipated that this trend will continue, resulting in several arterial street segments falling below acceptable levels of service. The level of service for the City’s arterial roadways and the functionality of several of the City’s intersections will be a concern in upcoming years. Roadway conditions, for the most part, in the City are generally good. In 2022, the City had a Pavement Management Report completed. The pavement conditions from the report are displayed in Table T-1. Two exceptions are the main thoroughfares of South Fraser Street and West Highmarket Street. Due to heavy truck traffic on these roads, maintenance is more frequently needed. It should be noted that

some SCDOT owned roads are not in great condition. The growth of traffic on the City's arterial roadways has occurred despite a decline in the City's population and no major in-city development over the period observed. This suggests that much of the increased traffic has been due to population growth along the Waccamaw Neck and travel generated by growth in the Grand Strand's tourism and job market. As the southern gateway to the Grand Strand, this increased traffic presents an opportunity for the City's commercial interests. Arterials such as Church, South Fraser, North Fraser, and Highmarket streets will see level of service ratings fall below D, with some of the segments rating F. Gateway intersections identified by this plan and other notable intersections, such as the Black River Road and Church Street intersection, will also have impaired functionality.



Arterials such as Church, South Fraser, North Fraser, and Highmarket streets will see level of service ratings fall below D, with some of the segments rating F. Gateway intersections identified by this plan and other notable intersections, such as the Black River Road and Church Street intersection, will also have impaired functionality.

Roadway Conditions

The City of Georgetown has several roadways that are in need of resurfacing. In 2022, a Pavement Management Report was released, indicating that the City needed **0.8** miles of City-maintained roadways to be made over a 5-year timeframe. Reconstruction is recommended for portions of Indigo Ave, Martin St, W Church, Hampton Ct, Front St, and Palm Alley. A number of other roadway segments are recommended for **restoration**, preservation, and resurfacing during this same 5-year timeframe. Beyond City roadways, there remains a significant need for SCDOT roadways to be maintained and resurfaced, especially in the downtown **and the historic district. Improvements are needed Fraser Street due to heavy truck traffic.**

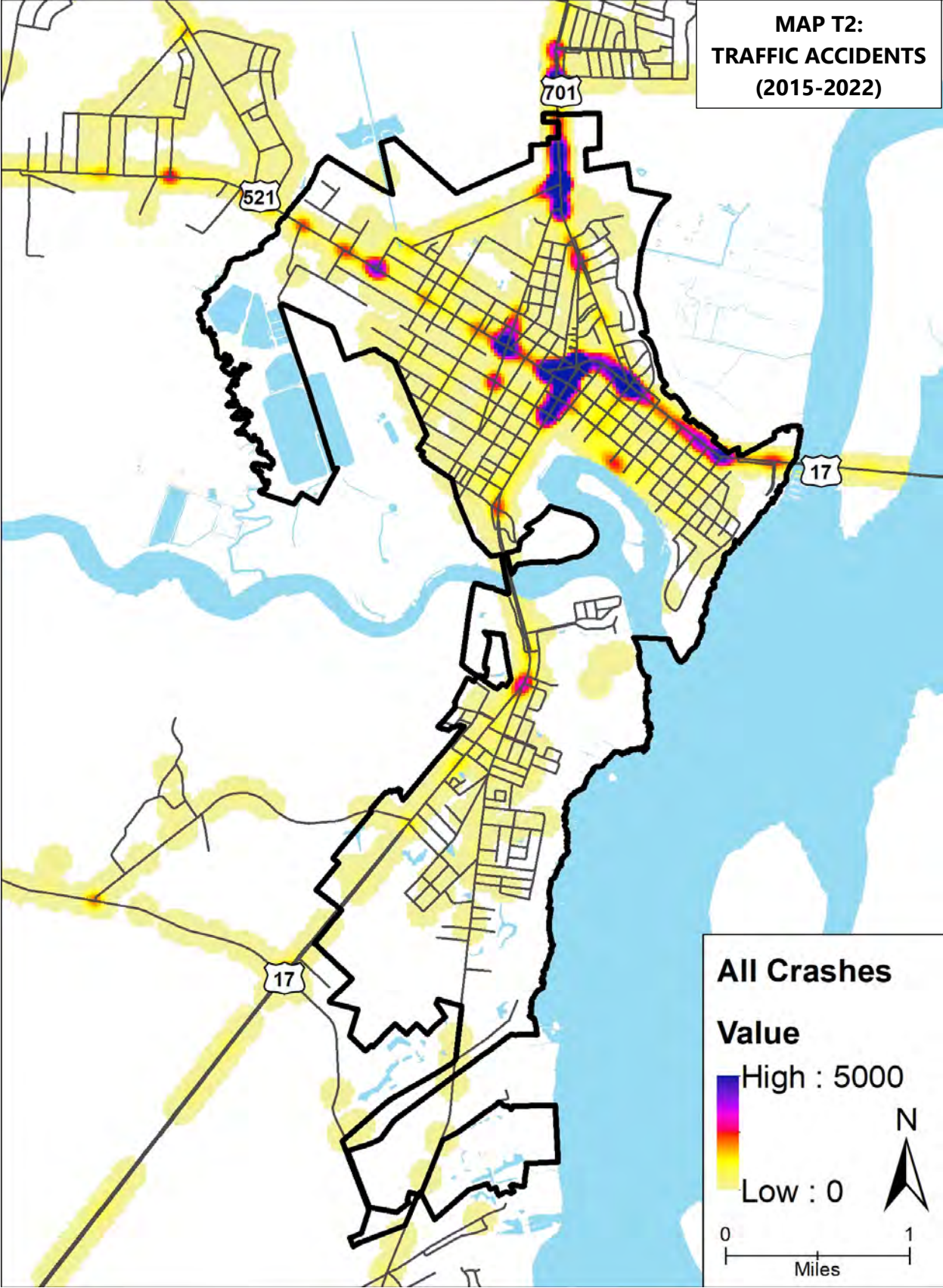
Fiscal Year	Preventive Maintenance	Preservation	Reconstruction	Estimated Costs¹
FY 24-25	\$0	\$0	\$440,313	\$440,313
FY 25-26	\$0	\$0	\$1,272,415	\$1,272,415
FY 26-27	\$0	\$123,716	\$368,690	\$492,407
FY 27-28	\$0	\$483,842	\$0	\$483,842
FY 28-29	\$109,863	\$307,872	\$0	\$417,735

¹ Costs are based on today's dollar at year 2022 with an annual inflation rate of 5% for the following fiscal years. Current events and inflation rates may impact actual pricing in the future.

Source: Terracon (2022)

Safety

The City of Georgetown has several roadways and intersections that need safety improvements. The heat map on the following page illustrates where accidents were concentrated from 2015-2022. Most accidents have occurred on N Fraser Street, Church St, and Highmarket St, especially where these three roads intersect and at major intersections. There has also been a concentration of accidents at the S Fraser St and S Island Rd intersection. Intersection improvements along the Hwy 701 corridor (N Fraser St) from N Merriman St to the City limits need to be evaluated. Some congestion and accidents may be alleviated in the future with the construction of Brick Chimney Road, which will connect Hwy 701 to 521 north of the City.



Priority Transportation Projects

This plan's Transportation and Land Use Elements identify several needed improvements within the City. Priority transportation projects in and around the City are listed in Table T1.

TABLE T2 NEEDED TRANSPORTATION PROJECTS		
Transportation Projects	Estimated Costs	Potential Funding Source (1)
New Construction/Widenings		
Add turning lanes and sidewalks to both sides of Anthuan Maybank Drive	TBD	GSATS/SCDOT
Extend Lincoln St to Anthuan Maybank Dr and add sidewalks to Lincoln St and Washington St	TBD	GSATS/SCDOT/Local Option Sales Tax
Extend Northgate Blvd to Brick Chimney Road (unincorporated area)	TBD	GSATS/Local Option Sales Tax/Developer
Extend Pringle Ferry Rd to future Northgate Blvd Ext (unincorporated area)	TBD	GSATS/Local Option Sales Tax/Developer
Parking		
Cleland Street Parking Lot Improvements (Funded)	\$360,933	CDBG/HTAX
Front Street Parking Lot Improvements	TBD	HTAX/TIF District Funds
Front Street Parking Garage	TBD	HTAX/TIF District Funds
Resurfacing		
Road Maintenance & Resurfacing (City Roads only)	\$3,106,712	General Fund
Intersection and Corridor Improvements		
Landscape, streetscape, and hardscape improvements in TIF District	\$2,500,000	TIF District Funds
North Fraser Street Corridor Improvements from Anthuan Maybank Drive to SC-51.	TBD	GSATS/SCDOT
New Cross Section of Highmarket and Saint James streets	\$2,600,000	SCDOT (Funded)
Access management and beautification along South Fraser Street	TBD	GSATS/SCDOT/TIF/HTAX
Intersection and Safety Improvements	TBD	GSATS/SCDOT
Pedestrian/Bicycle/Transit Improvements		
Complete the sidewalk network in the West End, including southside of S Merrian Road, S Hazard Street, S Congdon Street, and others	TBD	GSATS/SCDOT/CTC/CDBG
Sidewalks on Gilbert/Hawkins/Butts Sts (Funded)	\$330,000	Grant/Capital Reserve Fund
Extend the sidewalks along Black River Rd to US 701	TBD	GSATS/SCDOT
ADA Sidewalk and Ramp Improvements throughout	TBD	GSATS/SCDOT/CTC
East Coast Greenway along South Island Road	TBD	GSATS/SCDOT
Add bus pull-offs and covered stops where feasible	TBD	GSATS/SCDOT
Coast RTA Park and Ride Lot	\$350,000	GSATS/FTA
Multimodal Transit Hub in Georgetown County	\$4,000,000	GSATS/FTA
Note (1): CTC = County Transportation Committee, FHWA = Federal Highway Administration, GSATS = Grans Strand Transportation Study, SCDOT = South Carolina Department of Transportation, FTA= Federal Transit Authority, and CDBG=Community Development Block Grant.		

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Improve the appearance, safety, and function of Georgetown’s major corridors and intersections.

- Coordinate with GSATS, SCDOT, and Georgetown County to develop and implement a corridor study for N Fraser Street (US 701) from Anthuan Maybank Drive to SC-51. [mid-term]
- Coordinate with Georgetown County and GSATS to evaluate the feasibility of extending Northgate Blvd to Brick Chimney Rd and to connect Pringle Ferry Rd to this future extension to proactively plan for growth. [mid-term]
- Pursue a partnership with International Paper to beautify and remove woody debris from travel lanes and sidewalks along US 17 from the Liberty Steel Mill through Maryville. [long-term]
- Improve the safety of intersections within the Downtown. [on-going]
- Refine the “Design Overlay District for Main Corridors” standards within the zoning ordinance.
- Require collector roadways to be constructed in large developments to ensure street connectivity and dispersion of traffic occurs with large, master planned developments. [mid-term]

Objective: Continue to expand and improve the City’s bicycle and pedestrian network and experience.

- Revise the Land Development Regulations to require the construction of internal and external sidewalks for all new housing developments, public buildings, and significant commercial projects. [short-term]
- Develop a prioritized listing for sidewalk repair and construction along neighborhood streets. [short-term]
- Pursue TA funding and other sources to implement the sidewalk recommendations in the West End. [mid-term, then ongoing]
- Investigate the possibility of ~~creating walking trails to include the potential closure of~~ converting portions of East Bay Street/Greenwich Drive (bay side of East Bay Park) to ~~vehicular traffic~~ **walking trails, especially as flooding becomes more prevalent**. [long-term]
- Incorporate street trees into future sidewalk projects. [on-going]

Objective: Improve condition and connectivity of local roadways.

- Implement recommendations from the Pavement Management Report. [short to mid-term]
- Coordinate with GSATS and SCDOT to extend Lincoln St to Anthuan Maybank Drive and to add sidewalks to the full length of Lincoln and Washington streets. [mid-term]
- Require developers in Community Mixed Use Nodes to build collector roadways to connect to existing and planned roadways. [on-going]
- Advocate for resurfacing needs of arterial SCDOT roadways. [on-going]
- Pursue the transfer of some SCDOT roadways within the Downtown to the City for better pavement management and parking improvements. [mid-term]
- Improve street lighting along local streets and at intersections. [long-term]

Objective: Encourage the continuation and expansion of Coast RTA bus service within the City.

- Coordinate with Coast RTA to expand bus services into the West End community. [mid-term]
- Coordinate with Coast RTA to identify a site for a Park and Ride Lot within the City. [mid-term]

Section 10

Priority Investment



The realization of this plan's goals and objectives will require the expenditure of public resources. As there will always be limits to the availability of resources, policy makers will undoubtedly face competing demands for public monies. These expenditures include hard costs, such as money and personnel, and soft costs. The latter, soft costs, can include opportunity cost or the loss incurred by choosing one priority over the other. In many, if not most cases, gauging and subsequently managing the impact of lost opportunity is the more difficult policy determinant.

This element provides a listing of needed capital improvements, the costs and potential timeline associated with each, and possible funding sources available to the City. Additionally, this element makes recommendations for the creation of priority investment zones, or areas of the City where increased attention should be focused. The timeline and responsible entities associated with realizing each element's goals and objectives are further discussed in the implementation section of this plan.

Enabling Act Requirements

Capital Improvements Plan

In addition to meeting the statutory requirements contained within the Priority Investment Act, the priority investment element serves as an integral component of planning capital improvements. Capital improvements planning has long been a function of planning commissions, predating the 2007 act and the South Carolina Local Government Comprehensive Planning Enabling Act of 1994. The current planning enabling act provides:

"In the discharge of its responsibilities, the local planning commission has the power and duty to prepare and recommend for adoption.....a capital improvements program setting forth projects required to implement plans which have been prepared and adopted, including an annual listing of priority projects for consideration by the governmental bodies responsible for implementation prior to the preparation of their capital budget" (SC Code §6-29-340).

Per 2007 revisions in State mandated comprehensive plan elements, the Priority Investment Element requires an analysis of projected federal, state and local funds available for public infrastructure and facilities during the next 10 years and recommended projects for those funds. Such projects should address water and sewer needs, stormwater and drainage improvements, electric utility improvements, roadway, streetscape, sidewalk and public parking needs, public building needs, park improvements, anticipated Harborwalk upgrades and expansions, etc. This element should also identify needed projects that there may not currently be funding to support; however, acknowledgement of capital needs is critical for the pursuit of grant funding, changes in millage, or identification of alternative funding sources. The cost and potential funding sources associated with many of the recommended improvements may not be fully known or may change over time. As such, it is the intent of this element that an annual re-evaluation of the improvements identified within this element be conducted as part of the City's annual review of its capital improvement program.

The City has, in past years, promulgated a 10-year Capital Improvements Plan (CIP) for its utilities and incorporated those into its annual budget process. This element recommends the City revise their process to develop a 10-year CIP for all capital needs. The Planning Commission should annually review a list of priority capital projects for the Council's consideration as part of the capital budget. This review is to ensure consistency with the comprehensive plan and other City plans to ensure their implementation. It will also allow the City to proactively identify projects that need grant funding and that grant matching funds be incorporated into the budget to ensure that the City can proceed with a grant project, if awarded.

Priority Capital and Operational Projects

Departmental Projects

In preparation for the Community Facilities Element of this plan, information was solicited from the City's various departments regarding needed capital and operational expenditures over the next 10 years. Table PI-1 provides a listing of funded projects, a timeline for expected need/expenditure, and the projected costs associated with each activity as received from the departments. Several of the identified items related to equipment purchases on a routine or recurrent basis. It is anticipated that most of these recurrent items will be purchased by the City through the department's operational fund or capital fund. Larger projects, specifically those identified by the water utility department, may require funding sources in addition to those annually available to the department from budget appropriations. Potential or anticipated funding sources are identified in the succeeding portion of this section.

TABLE PI1

PRIORITY CAPITAL AND OPERATIONAL PROJECTS (DEPARTMENTAL) 2023-2033

General Administrative Projects	Estimated Timeline	Projected Costs	Potential Funding Source
GIS System	2023-2024	\$125,000	Capital Projects Reserve Fund/ Electric Utility Fund/ Water Utility Fund/ Wastewater Fund
New ERP System	2023-2024	\$250,000	General Fund
Christmas Light Expansion	2023-2024	\$32,000	HTAX
New City Hall	2023-2024	\$1,100,000	Capital Projects Reserve Fund
Total		\$1,507,000	

Fire Department Projects	Estimated Timeline	Projected Costs	Potential Funding Source
Replacement of Vehicle	2023-2024	\$60,000	Capital Projects Reserve Fund
Training Center Phase III	2023-2024	\$75,000	Capital Projects Reserve Fund
Portable and In-Car Radio Replacement	2023-2024	\$50,000	Capital Projects Reserve Fund
SCBA Air Pack Replacement Phase 1	2023-2024	\$85,000	Capital Projects Reserve Fund
Total		\$270,000	

Police Department Projects	Estimated Timeline	Projected Costs	Potential Funding Source
Replacement of Vehicle	2023-2024	\$62,500	Capital Projects Reserve Fund/ HTAX
Replacement of Vehicles	2023-2024	\$270,000	Capital Projects Reserve Fund
Portable Radios	2023-2024	\$126,575	SCDPS Grant/ Capital Projects Reserve Fund

In-Car Body Camara	2023-2024	\$63,554	SCDPS Grant/ Capital Projects Reserve Fund
Weapons Replacement	2023-2024	\$51,775	SCDPS Grant/ Capital Projects Reserve Fund
Body Armor	2023-2024	\$11,640	SCDPS Grant/ Capital Projects Reserve Fund
Total		\$586,044	

Public Works Department Projects	Estimated Timeline	Projected Costs	Potential Funding Source
WiFi in the Public Parks	2023-2024	\$157,108	CDBG
Cleland Street Parking Lot	2023-2024	\$360,933	CDBG/HTAX
Purchase Front St Parking Lot	2023-2024	\$145,000	HTAX
Baruch Park Restrooms	2023-2024	\$24,000	HTAX
Gilbert/Hawkins/Butts St Sidewalk Grant	2023-2024	\$330,000	Grant/ Capital Projects Reserve Fund
Concrete Planters	2023-2024	\$7,000	HTAX
Message Board (Clean Sweep/ Special Events)	2023-2024	\$15,000	HTAX
DSD Waste Containers Front Street and Parks	2023-2024	\$15,000	HTAX
Bobby Alford Contingency	2023-2024	\$100,000	City Match/HTAX
Howard School Park	2023-2024	\$125,000	HTAX
East Bay Park Improvements	2023-2024	\$52,500	HTAX
Willowbank Park: Replace Swings/ ADA Compliance	2023-2024	\$60,000	HTAX
Morgan Park Beautification	2023-2024	\$25,000	HTAX
New Automated Garbage Truck	2023-2024	\$350,000	Waste Management Fund
Downtown District Roll Out Carts	2023-2024	\$50,000	Waste Management Fund
Residential Roll Out Carts	2023-2024	\$55,000	Waste Management Fund
Total		\$1,871,541	

Electric Department	Estimated Timeline	Projected Costs	Potential Funding Source
Front St UG Infrastructure Upgrade-Materials	2023-2024	\$125,000	Electric Utility Fund
Front St UG Infrastructure Upgrade-Construction	2023-2024	\$900,000	Electric Utility Fund
Marina Drive Underground Loop	2023-2024	\$400,000	Electric Utility Fund

South Island Landing Development	2023-2024	\$470,000	Electric Utility Fund
Replace Substation Breakers	2023-2024	\$30,000	Electric Utility Fund
Repowering Morgan Park Parking Lot	2023-2024	\$50,000	Electric Utility Fund
Green Core Infrastructure	2023-2024	\$100,000	Electric Utility Fund
Misc. Line Upgrades	2023-2030	\$250,000/year	Electric Utility Fund
Transformers	2023-2030	\$80,000/year	Electric Utility Fund
US 17/521 Improvements	2026-2027	\$450,000	Electric Utility Fund
Double Circuit Anthuan Maybank Drive	2023-2024	\$100,000	Electric Utility Fund
Total		\$4,935,000	

Water Utilities Department	Estimated Timeline	Projected Costs	Potential Funding Source
Admin Office New Driveway Pavement	2024-2025	\$52,500	TBD
Admin Office New HVAC	2032-2033	\$30,000	TBD
Admin Office Roof Inspection/Sealing/Repairs	2025-2026	\$10,000	TBD
1/3 Cost of Equipment/Vehicle Shed	2026-2027	\$150,000	TBD
1/3 Cost- Renovate Maint Shop Office	2025-2026	\$25,000	TBD
Backhoe	2027-2028	\$150,000	TBD
Bayview Water Main Replacements	2029-2031	\$825,000	TBD
Dump Truck	2032-2033	\$175,000	TBD
Excavator	2030-2031	\$75,000	TBD
Front St Water Main replacement	2027-2029	\$1,150,000	TBD
GIS Utilities	2023-2024	\$31,250	Water Utility Fund
Littlebrook Drive Water Main Replacement	2029-2030	\$50,000	TBD
Maryville Pines Water Main replacement	2028-2030	\$825,000	TBD
Maryville Water Dist. Phase I	2023-2024	\$625,000	ARPA/ Water Utility Fund
Maryville Water Dist. Phase II	2024-2026	\$1,000,000	TBD
SCDOT Black River Widening-Engineering only	2023-2024	\$85,000	TBD
Replace Truck	2023-2024	\$40,000	Water Utility Fund
Water Meter Nodes	2023-2024	\$75,000	Water Utility Fund
West End Water Main Improvements	2025-2027	\$1,100,000	CDBG
West End Water Upgrades	2023-2024	\$1,104,580	ARPA/CDBG
Willowbank Water Main improvements	2024-2026	\$550,000	TBD
WTP Backwash Pump Replacement	2026-2027	\$75,000	TBD
WTP Condition Assessment	2023-2024	\$30,000	Water Utility Fund
WTP Hypochlorite Disinfection System	2025-2027	\$1,650,000	TBD
WTP HVAC Replacement	2024-2025	\$15,000	TBD
WTP New Filter Building	2026-2028	\$5,600,000	TBD

Raw Water Station Generator and Electrical Switchgear	2023-2024	\$790,000	Water Utility Fund/ Earmarked Funds-Hewitt
WTP Rehab Old Sedimentation Basin	2025-2026	\$500,000	TBD
WTP SCADA PLC Upgrade	2023-2024	\$160,773	ARPA
SCADA for Maryville Well	2028-2029	\$50,000	TBD
Second Sedimentation Basin	2023-2025	\$5,223,181	EDA/ Earmarked Funds- Hewitt/ Water Utility Fund
Tank Inspections, Cleaning, and Maintenance	2023-2033	\$45,000/year	TBD
Total		\$22,672,284	

Sewer Utilities Department	Estimated Timeline	Projected Costs	Potential Funding Source
1/3 Cost of Equipment/Vehicle Shed	2026-2027	\$150,000	TBD
1/3 Cost-Renovate Maint. Shop Office	2025-2026	\$25,000	TBD
Arrow Board	2024-2025	\$16,000	TBD
Backhoe	2027-2028	\$150,000	TBD
City Hall Lift Station Replacement	2023-2026	\$4,577,087	TBD
City Hall PS Force Main Replacement	2023-2026	\$6,880,631	TBD
Dump Truck	2031-2032	\$175,000	TBD
GIS System	2023-2024	\$31,250	Wastewater Fund
Hospital Sewer Line Re-Route	2024-2026	\$625,000	TBD
Lift Station/ Sewer Force Main Condition Assessment	2023-2024	\$35,000	Wastewater Fund
P.S. #17-Fogel Pump Station	2028-2030	\$300,000	TBD
P.S. #18-Belle Isle Pump Station	2024-2026	\$300,000	TBD
P.S. #20-Plantation Apartments	2025-2027	\$300,000	TBD
P.S. #5-Indigo Apartments	2026-2028	\$550,000	TBD
Pump Station Generators	2023-2024	\$196,000	FEMA
Replace Service Truck	2026-2027	\$50,000	TBD
Replace Vehicle	2023-2024	\$40,000	Wastewater Fund
Sanitary Line and MH Survey and CIPP-S Fraser	2023-2024	\$100,525	ARPA
Sanitary Sewer and MH Repairs S Fraser	2023-2024	\$500,000	Wastewater Fund/ ARPA
SCADA Add More Lift Stations	2024-2025	\$75,000	TBD
SCDOT Black River Widening-Engineering Only	2023-2024	\$85,000	TBD
Sewer Line (CIPP) Area TBD (One area each year)	2025-2029	\$2,000,000	TBD
Spare Lift Station Pumps and Monitors	2024-2033	\$300,000	TBD
Towable High Pressure Jet Machine	2025-2026	\$100,000	TBD
Towable Light Tower	2023-2024	\$15,000	TBD
WWTP Influent Life Station and new Submersible Pumps	2023-2024	\$1,375,000	TBD
Decant Pump	2023-2025	\$155,000	Wastewater Fund

Effluent Pumps: Replace all three pumps	2027-2028	\$750,000	TBD
Headworks Grit Chamber Equipment Replacement	2023-2024	\$454,500	TBD
Headworks Screen Replacement	2026-2027	\$500,000	TBD
Hoist at Chlorine Building: 2 Ton System	2028-2029	\$100,000	TBD
HVAC Replacement (Lab,Belt Press, Electrical Building)	2028-2029	\$40,000	TBD
Loader/Bobcat	2029-2030	\$50,000	TBD
Mixer Aerators	2025-2026	\$500,000	TBD
Press Building PLC	2024-2025	\$30,000	TBD
Roof Replacements (One per Year)	2025-2029	\$250,000	TBD
Sewer Force Main Replacement	2023-2024	\$1,030,631	SCIIP/ City Match/ Wastewater Fund
Sewer Pump Station #11	2023-2024	\$687,087	SCIIP/ City Match/ Wastewater Fund
Grit Removal System Replacement	2023-2024	\$500,000	Wastewater Fund
WWTP Condition Assessment	2023-2024	\$30,000	Wastewater Fund
SBR #1 Modifications / DO Control	2032-2033	\$2,000,000	TBD
SBR 2 & 3 Backup Modules	2024-2025	\$30,000	TBD
Sludge Holding Tank Replacement	2030-2031	\$1,500,000	TBD
Sludge Pump	2023-2024	\$20,000	Wastewater Fund
Sludge Truck	2024-2025	\$200,000	TBD
WWTP Condition Assessment	2023-2024	\$30,000	TBD
WWTP SCADA /PLC Upgrades	2022-2023	\$250,000	TBD
Total		\$28,058,711	

Storm Water Utilities Department	Estimated Timeline	Projected Costs	Potential Funding Source
1/3 Cost of Equipment/Vehicle Shed	2026-2027	\$150,000	TBD
1/3 Cost- Renovate Maint. Shop Office	2025-2026	\$25,000	TBD
Dump Truck	2027-2028	\$150,000	TBD
Historic District Stormwater System Improvements	2023-2026	\$6,250,000	EDA/ CDBG
N. Merriman Road-Congdon Street System	2024-2026	\$2,639,016	TBD
St. James Street System	2027-2028	\$554,000	TBD
Cannon Street System	2027-2028	\$1,191,000	TBD
Church Street-N. Merriman Street System	2027-2029	\$3,227,000	TBD
Highmarket – Broad Street System	2029-2031	\$2,141,000	TBD
S. Fraser-Bourne Street System	2030-2032	\$1,252,000	TBD
S. Fraser Street- Steel Mill System	2031-2033	\$2,399,000	TBD
Highmarket Street-Lee Street System	2031-2033	\$4,861,000	TBD
Highmarket Street System	2031-2033	\$1,702,000	TBD
Stormwater Management Plan Study-Maryville	2029-2030	\$150,000	

Replace Vehicle	2023-2024	\$55,000	Stormwater Utility Fund
Vactor Truck	2023-2024	\$450,000	Stormwater Utility Fund/ Earmarked Funds- Hewitt
Total		\$27,196,016	
Note: All costs are in 2021 dollars. Project information is per the individual city departments. UERS: Upon Establishing Revenue Stream, TIF: Tax Increment Financing, ARPA: American Rescue Plan Act.			

**TABLE P12
UNFUNDED RESOURCE NEEDS**

Department	Identified Need(s)	Long-Term Departmental Challenges
Administration		
Police Department	<ul style="list-style-type: none"> Implement a RMS reporting system to manage records and reports. Motorola P1 is currently used, but the system is faulty. New police substations would reduce response times to calls. Surveillance cameras are needed in "hot spots." 	Future needs will include increased manpower and additional equipment to meet demands.
Fire Department	<ul style="list-style-type: none"> Replace equipment as necessary to ensure that the City's ISO rating remains high. SCBA and apparatuses are needed. Retain the old Maryville fire station for a future quick response vehicle station, which may be combined with a police substation. New fire station in the northern quadrant with future annexations. 	With the increasing challenge of growth, meeting the needs of the community for Fire Inspections, Public Education, Emergency Medical Services demand, and Community Risk Reduction is becoming a challenge.
Water Department	<p>Water Division</p> <ul style="list-style-type: none"> The distribution system needs upgraded to include water line and fire hydrant replacements. <p>Wastewater Division</p> <ul style="list-style-type: none"> The sewer main needs rehabilitated using CIPP technology and manholes need replaced. The sewer pump station needs replaced. <p>Stormwater Division</p> <ul style="list-style-type: none"> The stormwater system needs cleaned, repaired, and upgraded to help mitigate flooding issues. 	Infrastructure and equipment is aging for all divisions. Seek grant funding to assist with financial future infrastructure upgrades and replacements.
Public Works	<ul style="list-style-type: none"> Ensure that equipment is maintained or replaced in a timely manner. Streetscape and corridor improvements, like on South Fraser Street from the Sampit River to the Five Points intersection. 	Work in conjunction with the Streets Department, GSATS, and SCDOT to make intersection and access management improvements, along with streetscape and beautification improvements.

Electric Department	<ul style="list-style-type: none"> Relocation of the Electric Department facility on Church Street to the Highmarket Street property. New street lighting. 	<p>Future needs will include increased manpower and additional equipment to meet demands.</p> <p>Recruiting and retaining qualified staff with available resources is also challenging.</p>
Other Services and Facilities	<ul style="list-style-type: none"> Extension of the Harborwalk New park space in Maryville and the West End. ADA/Accessible playground at East Bay Park Sidewalk projects. Establish more tourist attractions. 	<p>Need for dedicated staff to coordinate with property owners and Georgetown County on many of these improvements.</p>

Note: This list of resource needs was provided by the department heads of each respective department.

Other Agency Projects and Project Coordination

State law requires that the preparation of this element include coordination with “adjacent and relevant jurisdictions.” Prior to the development of the project listings incorporated in this element, correspondence soliciting information on anticipated or needed projects, within or adjacent to the City, was sent to Georgetown County Government, the Georgetown County School Board, the Georgetown County Water and Sewer District, and the South Carolina Department of Transportation (SCDOT).

The City of Georgetown has, in the past, worked with the County and other agencies to ensure the coordination of public projects. Coordination plays an important part in reducing project costs and ensuring the optimum timing of often-times conflicting or overlapping improvements. Recommended actions for increasing the level of coordination are contained in the goals and objectives of this element and in this plan’s implementation strategies.

Planning Activity Costs

The goals and objectives, as well as the implementation strategies discussed in the next chapter, outline various planning activities that will need to be undertaken. It is anticipated that many of the activities related to the City’s zoning ordinance and development regulations will be funded through annual departmental budgets and may be undertaken by existing staff. Table PI-3 lists needed planning projects over the next 10 years.

**TABLE PI3
PRIORITY PLANNING PROJECTS 2023 TO 2033**

Implementation Activity	Timeline	Potential Costs (Range)*
Zoning Ordinance (Comprehensive Update)	2024 to 2025	\$60,000 to 150,000
Historic Resource Survey	2024 to 2025	\$100,000+
Development Regulations (General Update)	2027 to 2028	\$60,000+
West End Residential Guidelines and Stock Plans	2028 to 2030	\$200,000+
Comprehensive Plan (Statutory 5-yr Review)	2027 to 2028	\$25,000+
Comprehensive Plan (Statutory 10-yr Rewrite)	2032 to 2033	\$70,000+
Total Planning Project Costs		\$515,000 to \$605,000

Notes: (*) Project costs may significantly vary if work completed by City staff, the Waccamaw Regional Council of Governments, or a private sector firm.

Anticipated and Potential Funding

General Budgetary Capabilities

Like most communities, the percentage of the City's budget available for discretionary capital expenditures is limited. For fiscal year 2023, the City of Georgetown's annual budgetary expenditures are expected to exceed \$42 million. This total is somewhat deceptive in that approximately 55% of budgetary revenue and expenditure are a direct result of the enterprise funds (i.e. electric, water, sewer, and sanitation services provided by the City). Of the current budget, approximately 30% is governmental funds (non-enterprise).

In recent years, the City has budgeted between 5% to over 13% of yearly expenditures for capital improvements and purchases. Capital improvements addressed through yearly appropriations have included vehicle and equipment purchases and utility and other facility upgrades.

Accommodation and Hospitality Tax Receipts

Monies available to the City as part of the yearly budgeting process include accommodations and hospitality tax receipts. Receipts from these taxes generate approximately \$1.1 million per year; however, this total is highly susceptible to economic conditions and, as such, has witnessed severe fluctuations over the past few years. With a new hotel being constructed in the City, along with short-term rentals being regulated, the City has the potential to see an increase in accommodation tax revenues.

Accommodations and hospitality tax revenues are budgeted by the City to partially fund special events, for the upkeep of City owned historic buildings, and to fund advertising to increase tourism. The City has established an accommodations and hospitality tax committee to review and make expenditure recommendations to the Council.

State law restricts the use of these funds to the following:

- Tourism-related buildings including, but not limited to, civic centers, coliseums, and aquariums.
- Tourism-related cultural, recreational, or historic facilities.
- Beach-access and nourishment.
- Highways, roads, streets, and bridges providing access to tourist destinations.
- Advertisements and promotions related to tourism development.
- Water and sewer infrastructure to serve tourism-related demand.

TABLE PI4
A/H TAX AVERAGE (FY2019 - FY2022)

	FY 2019	FY 2020	FY 2021	FY 2022	Average
State Accommodations	\$154,628	\$129,805	\$133,556	\$195,593	\$153,396
Local Accommodations	\$237,711	\$198,807	\$206,717	\$179,180	\$205,604
Local Hospitality	\$728,385	\$752,677	\$823,310	\$924,450	\$807,206
Totals	\$1,120,724	\$1,081,289	\$1,163,583	\$1,299,223	\$1,166,205

Tax receipts may also be used, under certain conditions, to fund public safety functions related to the above activities.

Accommodations and hospitality tax funds may be used to partially fund a portion of the capital projects identified by this element; however, a few of the projects would not qualify under the criteria established by the state. It should also be noted that several of the noncapital initiatives identified in the Population and Cultural Resources Elements could qualify if the City Council chose to consider funding in the future.

Grants and Similar Assistance

Federal grants provide communities with a potential funding source for capital projects and, in some cases, provide monies for personnel and/or operating expenses, particularly public safety and emergency services. Categorical grants are either project or formula based. Many grants, including Community Development Block Grants (CDBG), are geared toward low to moderate income and/or rural communities. In the past, the City has pursued grant funding with moderate success. CDBG funding has partially paid for improvements along Front Street and, most recently, has supplemented funding for drainage and water line improvements in the West End. In addition, Economic Development Grants (EDA) have funded stormwater improvements in the Historic District and expansion of the water treatment plant.

Project-based (competitive) grants also provide the town with a potential source for funding. These grants typically require a match from the local government. Grant opportunities that the City has pursued or may wish to consider pursuing include (but are not limited to): 1. Staffing for Adequate Fire and Emergency Response Grants (SAFER); 2. Assistance to Firefighters Grants (AFG); 3. Fire Prevention and Safety Grants (FP&S); 4. Hazard Mitigation Grant Program (HMGP); 5. Land and Water Conservation Fund (LWCF); 6. Parks and Recreation Development Fund (PRDF); and 7. Recreational Trails Program (RTP).

The preceding charts denote projects where grants should be pursued as potential funding sources.

Transportation Funding

Approximately \$15 million dollars total is available annually for regional transportation projects through the Grand Strand Area Transportation Study (GSATS). This Metropolitan Planning Organization (MPO) also coordinates approximately \$700,000 in annual transportation enhancement funds, which are allocated for requested bicycle and pedestrian improvements in the region. At this time, only one transportation project is identified within the GSATS long-range transportation plan. The identification of needed projects in this plan and the GSATS Metropolitan Transportation Plan will help improve the likelihood of a transportation project being funded, in addition to involvement in the GSATS planning Study Team and Policy Committee meetings. In addition to funding available through GSATS, the CTC coordinates the expenditure of gas tax funding for transportation improvements annually within Georgetown County. Funding from this source was obtained by the City of Georgetown for FY2023 to build sidewalks on Gilbert Street, a SCDOT owned and maintained street.

Table T-1 of the Transportation Element includes a project list from the GSATS Metropolitan Transportation Plan, along with transportation project needs that are not currently accounted for in other plans. As federal project funding is most often dependent upon the project appearing within the MPO's long range plan, it is imperative that priority transportation projects are forwarded for consideration and inclusion.

Priority Investment Zones

Statutory Basis

The 2007 Priority Investment Act granted local jurisdictions the ability to create priority investment zones. Market based incentives referenced in the act include density bonuses, relaxed zoning standards, reduced or waived fees, fast-track permitting, and design flexibility. The priority investment zone(s), as permitted under the act, could be combined with other economic revitalization tools common to "enterprise zones" and "tax increment financing districts" as provided in other jurisdictions.

Investment Zones in Georgetown

This element outlines the likely or potential investment of public monies in infrastructure improvements over the next 10 years. It is recognized that: 1. Funding will probably be insufficient to address all project needs as identified by this element; 2. Although public investment should be made citywide, certain areas

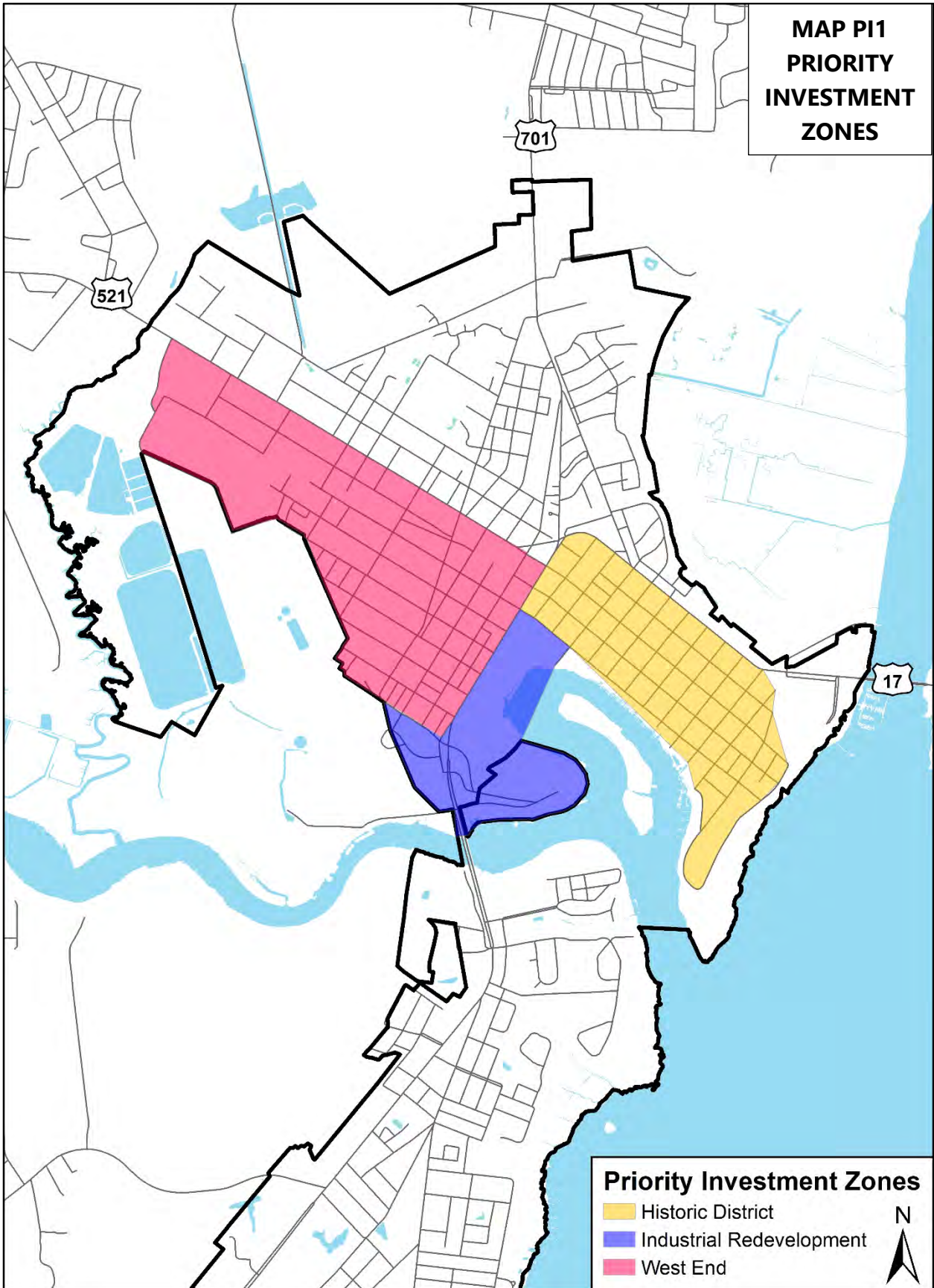
and corridors are strategic to the City's future economic vitality; and 3. Public improvements alone will not achieve revitalization without corresponding private investment.

In 2019, the City developed the Tax Increment Finance District to encourage infill development and reinvestment along the Highway 17 corridor and the Front Street business district. The TIF District will allow the City to direct the property taxes back into the area that it is collected, allowing for public improvements over time. Coinciding with this, the City developed an Economic Development Incentive for the general commercial, core commercial, and intermediate commercial zoning districts throughout the City to reduce permitting fees and provide tax incentives for large investments. Additionally, the City relaxed density standards along the Highway 17 corridor through the Urban Core Overlay District. A continual evaluation of these efforts needs to occur to ensure that the City reaps the intended benefits. Additionally, zoning needs to be continually evaluated to ensure that it encourages the type and scale of development that the public recommends.

The following are potential priority investment zones that the City should consider reinvesting in through direct financial investment, development incentives, and revised zoning that would make infill development and redevelopment more feasible. These include:

- 1) **West End Zone:** This zone could support the removal of dilapidated structures, homeowner repair and assistance programs, revised zoning provisions to allow for infill development, possible pursuit of architectural plans to help property owners navigate the development process, heirs property assistance, reduced or elimination of permit fees, and sidewalk repairs and installation, park expansion, and drainage improvements.
- 2) **Industrial Redevelopment Zone:** This zone would address needed revisions to the REDD District and design overlay districts to encourage future redevelopment of existing and former industrial site. Investment may include assistance with environmental assessments and cleanup. It may also include the expansion of the Waterfront Design Guidelines.
- 3) **Historic District Zone:** This potential priority investment zone could encourage rehabilitation of historic structures and removal of dilapidated buildings. The proposed district would address sidewalk repairs and crosswalk installations, façade and exterior rehabilitation incentives, zoning amendments to encourage increased density, and streetscape improvements.

The goals of creating these districts would be to increase and/or stabilize the City's housing stock, improve transportation and utility infrastructure, foster neighborhood cohesiveness, and improve the aesthetic quality of the City's corridors. In addition to incentives provided in the Priority Investment Act, such as permitting fee waivers or fast-track approvals, the City should consider providing supplemental incentives such as the coordinated investment of public monies. These investments could include sidewalk installation, the location of public buildings, and improvements to intersections, storm water drainage, water, and/or sewer.



Recommendations

The implementation of necessary infrastructure will require the ongoing identification, prioritization, and coordination of projects; the identification and securing of funding sources; and the designation of staff, committees, or other groups to oversee project execution. The needs of the City are to establish a formalized process for planning and implementation and to secure funding essential to implement the projects identified by this plan.

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Actively plan for and secure capital project funding.

- Maintain a comprehensive Capital Improvements Plan (CIP) with a time horizon of 10 years. [short-term]
- Continue to pursue funding sources, such as grants, capital projects sales tax, etc., to implement the capital improvements. [on-going]
- Develop, through the Planning Commission, a process for the annual review of the CIP with a recommendation to the City Council on priority projects (SC Code §6-29-340). [short-term]
- Coordinate with regional efforts to deliver locally funded projects by securing representation for the City on boards, commissions, and advisory boards (such as CTC, GSATS) responsible for the identification, funding, and oversight of capital projects. [short-term]
- Assign a member of the City's staff with the ongoing responsibility of grant and funding research. [short-term].
- Investigate the need to fund a full-time grant writer position. [short-term]
- Implement the priority investment zones with incentives, special standards, and public improvements customized to address the needs of identified areas or neighborhoods. [on-going]

Objective: Require the coordination of public project identification and construction with relevant agencies and service providers.

- Revise the Land Development Regulations to define a process for public facility review in accordance with §6-29-540 of the state code. [short-term]
- Consider the development of an official map that delineates planned roadways, infrastructure, and public buildings. [when needed]
- Develop, as part of the site plan and subdivision review process, a method for soliciting the comments of relevant agencies and services providers. [short-term]

Section 11

Land Use





Key Facts and Figures

The Land Use Element, including the future land use map and the recommendations, help synthesize the information from the previous elements, along with the public’s vision for future growth. Zoning, a primary tool for implementing a community’s growth and development policies, cannot be implemented without an adopted land use element. The land use element assists developers, private citizens, and policy makers in making informed development decisions. It also serves as the primary statement of the City’s growth policy.

Land Use Profile

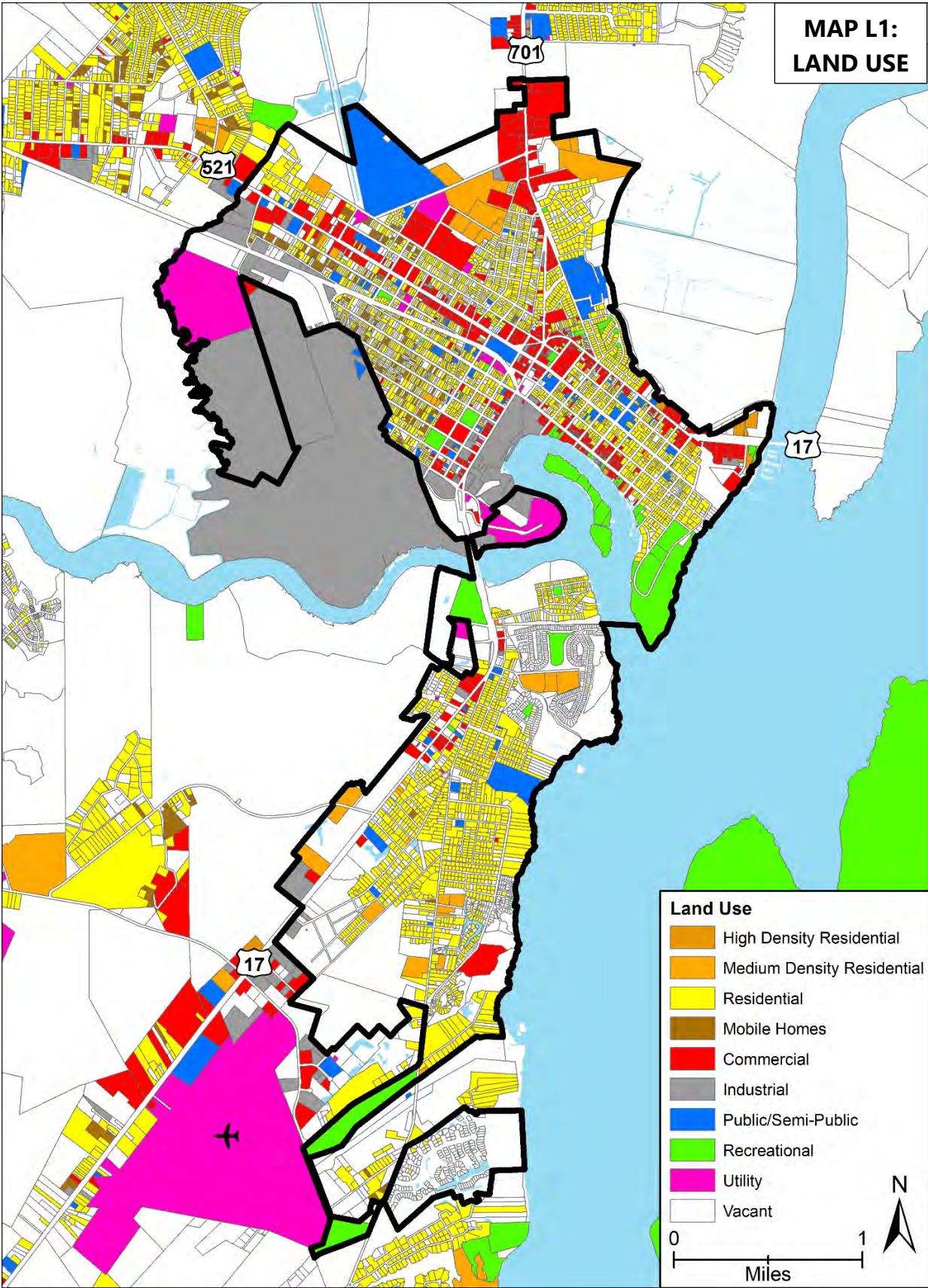
In 2021, the City included an area of approximately 4,795 acres, or 7.4 square miles. Of this total, approximately 882 acres consisted of undevelopable lands and water bodies, such as the Sampit River and marshes. Since the 1999 Comprehensive Plan, the total area of the City has increased by approximately 450 acres, with most of this being an annexed area along South Island Road. A more detailed analysis of the current land use can be found in the Appendix.

The arrangement of uses within the City follows historic growth patterns which have been established for several decades and remains substantially unchanged from the last comprehensive plan. Several factors contribute to this continuity, including but not limited to, the location and sizing of utilities and the City’s current zoning districts. Often, population or economic growth is a major catalyst for changes in the land use pattern. It is probable that the long-established land use pattern will continue into the foreseeable future. There is a need for infill development and redevelopment. While this plan advocates certain changes or an adjustment in zoning standards, these changes, although important, should not alter the overall land use pattern for most of the City.

**TABLE L1
EXISTING LAND USES BY CATEGORY**

Land Use Category	# of Parcels	Acres	% of Land in Georgetown	% of Developed Land
Single-family Residential	2,906	950.3	19.8	29.1
Two-family Residential	42	11.2	0.0	0.3
Multi-family Residential	63	154.8	3.0	4.4
Manufactured Homes	162	40.5	0.8	1.2
Manufactured Home Parks	13	11.5	0.2	0.4
Recreational	47	249.9	5.2	7.6
Public/Semi-public	144	267.66	5.6	8.2
Commercial	473	318.66	6.6	9.7
Industrial	54	345.24	7.2	10.5
Utility Uses	31	142.15	3.0	4.3
Vacant	1,888	1,521.52	31.7	N/A
Subtotal	5,810	4,001.92	83.4	75.7
Roads and Waterbodies	1	794.08	16.6	24.3

Source: WRCOG, 2021. GIS parcel series data furnished by Georgetown County and the City of Georgetown.



Current Zoning

The current zoning ordinance was first adopted in 1999, replacing the former zoning ordinance in its entirety. There are currently 16 zoning districts, an option for planned developments, and 3 overlay zones. MAP L2 shows the current zoning districts within the City.

**TABLE L2
CITY OF GEORGETOWN'S ZONING DISTRICTS**

Zoning District	# of Parcels	Parcel Acres	Vacant Parcels	Vacant Acres	Developed Acreage %
R1 District (Low Density)	1,651	1,071.02	247	225.37	79.0%
R2 District (Low Medium Density)	742	188.82	271	62.00	67.2%
R3 District (Medium Density)	315	123.85	100	52.05	58.0%
R4 District (High Density)	673	535.01	117	265.19	50.4%
R5 District (High Density)	703	158.56	245	51.86	67.3%
MR District (Medical Residential)	2	1.79	2	1.79	0.0%
IC District (Intermediate Commercial)	38	8.45	7	1.13	86.6%
CC District (Core Commercial)	125	25.57	13	0.77	97.0%
WC District (Waterfront Commercial)	8	4.11	4	1.01	75.4%
GC District (General Commercial)	672	561.35	170	241.88	56.9%
NC District (Neighborhood Commercial)*	26	28.55	4	0.48	98.3%
LI District (Limited Industrial)	9	70.15	6	43.85	37.5%
HI District (Heavy Industrial)	24	414.30	11	61.46	85.2%
CP District (Conservation Preservation)	32	154.38	22	69.33	55.1%
PS District (Public Service)	6	30.89	0	0.0	100.0%
PD District (Planned Development)	765	553.78	661	436.69	21.1%
REDD District (Redevelopment)	20	74.85	5	9.81	86.9%
Total	5,812	4,799.52	1,885	1,524.66	68.2%

Source: WRCOG, 2021. GIS parcel series data furnished by Georgetown County and the City of Georgetown. Note (*): Includes undeveloped parcels on Goat Island.

R1 District (Low Density Residential): The Low Density Residential District primary use is single-family detached dwellings; however, limited noncommercial activities, such as mini day cares, fraternal organizations, and utilities, area allowed as conditional uses. Minimum Lot Size: 10,000 sq ft

R2 District (Medium Density Residential): This district allows for single and two-family dwellings. This district, like the R1 District, limits nonresidential activities; however, a few additional nonresidential uses, such as government offices and schools, are permitted. Minimum Lot Size: 8,000 sq ft

R3 District (Medium to High Density Residential): The Medium to High Density Residential District allows for a variety of housing types, including single and two-family dwellings, multi-family and group dwellings, and manufactured homes are allowed in this district. Permitted nonresidential uses remain limited and are comparable to the R2 District. Minimum Lot Size: 8,000 sq ft

R4 District (High Density Residential): The R4 District includes lots within the City's historic residential district, properties along Lincoln Street, and a few other scattered sites. A variety of housing types, excluding manufactured homes, at a density slightly higher than the R3 District are permitted in this district. Permitted

nonresidential uses remain limited; however, the district allows a few additional uses above those of the R3 District, such as museums, post offices, and public assembly halls. Minimum Lot Size: 6,000 sq ft

R5 District (High Density Residential): The R5 District includes the City's West End. This district was added to the city's zoning ordinance in 2004 in an attempt to address concerns with the high number of lot and setback nonconformities within the West End area. A variety of housing types, excluding manufactured homes, are permitted in the R5 District. Permitted nonresidential uses remain limited and, with a few exceptions, are comparable to the City's R2 District. Minimum Lot Size: 5,000 sq ft

MR District (Medical Residential): The Medical Residential District is limited to 2 parcels adjacent to the hospital. Georgetown Memorial Hospital and surrounding properties originally occupied the majority of the MR District's area; however, the bulk of those properties were rezoned from MR to a PD District in 2015. Permitted uses within the MR District are hospitals and associated medical clinics. This district also allows single family and group dwellings.

IC District (Intermediate Commercial): The Intermediate Commercial District is located on Fraser Street adjacent to the steel mill. This district is designed to accommodate commercial uses on lots as small as 2,500 square feet with limited off-street parking. Uses permitted by this district are comparable to the City's general commercial district; however, dimensional requirements are reduced to accommodate smaller lots.

CC District (Core Commercial): The Core Commercial District includes the City's historic downtown. This district permits a variety of commercial uses typical to a historic downtown. Second story residential uses are also permitted in this district. In order for new development to fit in with the surrounding built form, this district has unique characteristics, such as minimal setbacks (in most cases, no setback), exemption from most parking requirements, and an allowance for certain over-water uses.

WC District (Waterfront Commercial): The Waterfront Commercial District is located at the waterfront terminus of St. James Street. District uses are limited to those designed to support or enhance the City's maritime interests. Examples of uses permitted within this district include docks, pier, wharves, marinas, and marine sales.

GC District (General Commercial): The General Commercial District permits the widest range of activities and is designed for highway-oriented commercial uses. Large sections of the City's major corridors, including Highmarket Street (west), Church Street, and Fraser Street, are zoned General Commercial.

NC District (Neighborhood Commercial): The Neighborhood Commercial District includes a few parcels along Congdon Street (West End area) and Black River Road. This district permits single-family dwellings and a limited number of nonresidential uses. Commercial uses are typically limited to building floor areas of 2,000 square feet or less.

LI District (Limited Industrial): The City's Limited Industrial District includes parcels adjacent to the former Port of Georgetown. This district permits commercial uses comparable to the City's GC District, with a few exceptions, and industrial uses such as warehousing and storage.

HI District (Heavy Industrial): The Heavy Industrial District includes properties along West and Ridge Streets in the western portion of the city. Public safety uses (police and fire), communications uses, including towers, and a wide range of industrial uses are allowed in this district.

CP District (Conservation Preservation): The Conservation Preservation District's primary purpose is to protect sensitive areas, such as marshes, wetlands, and shoreline areas. Uses within this district are limited to parks, open space, utilities, private docks, and boathouses.

PS Districts (Public Service): The PS District was created in 2005 and is designed to accommodate uses commonly provided by local, state, and federal governments. Examples of uses allowed within this district include police and fire stations, governmental offices, courthouse, libraries, jails, utilities, and recreational facilities.

PD Districts (Planned Development): These districts provide greater site design flexibility and are primarily intended for larger developments that incorporate mixed uses. Although this district can provide a high level of flexibility for setback and use, additional review and performance requirements are often imposed as part of the district's approval. Currently, the city has fifteen unique PD Districts.

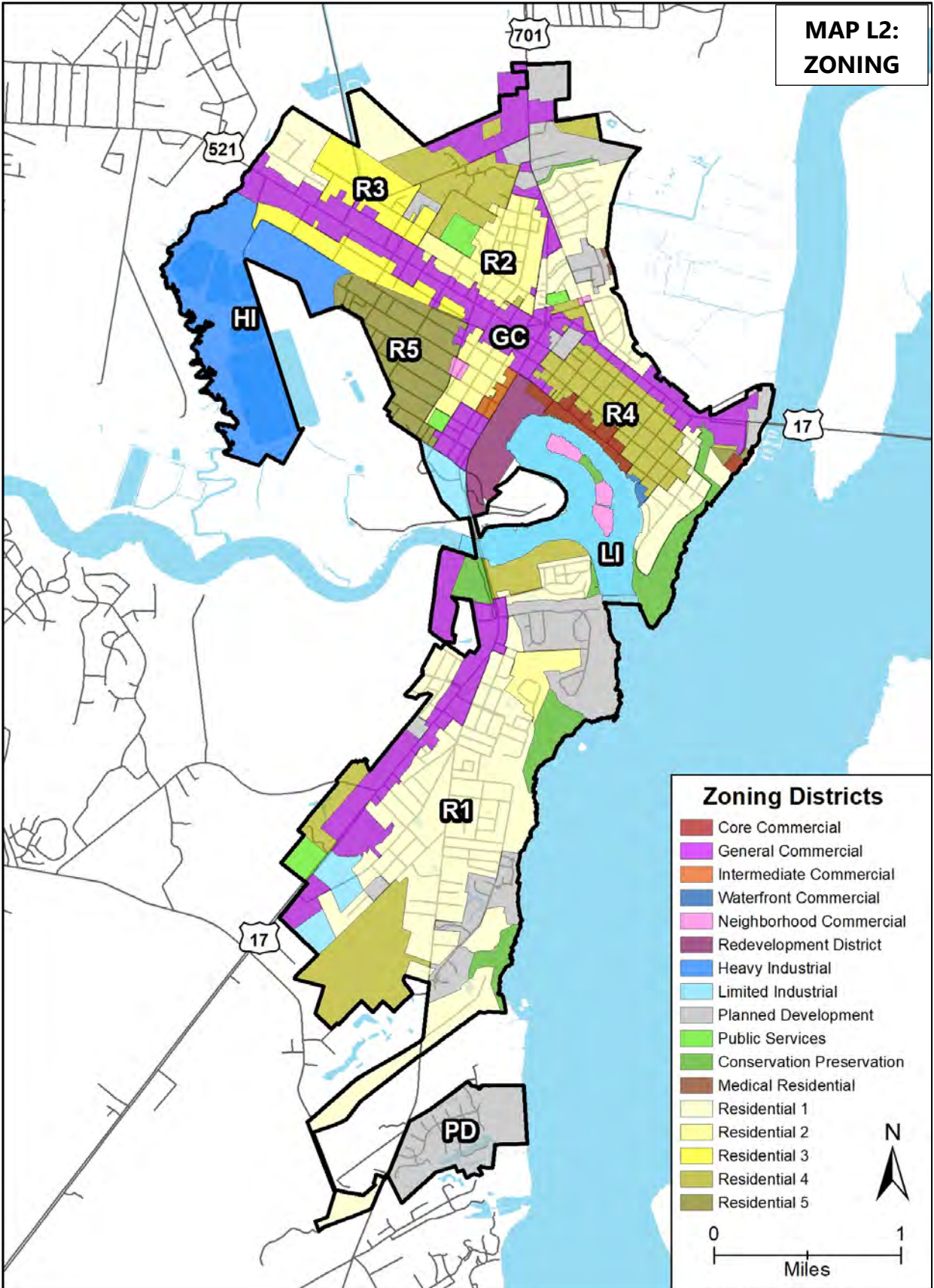
REDD Districts (Redevelopment): The Redevelopment district was created in 2017 to allow for the redevelopment of the Georgetown steel mill and properties adjacent to it. Uses permitted by it are similar to the uses permitted by the General Commercial zone. In addition to the base zoning, developers of property could, if they meet the necessary prerequisites, utilize one of three floating zones which allow for greater site design and use flexibility.

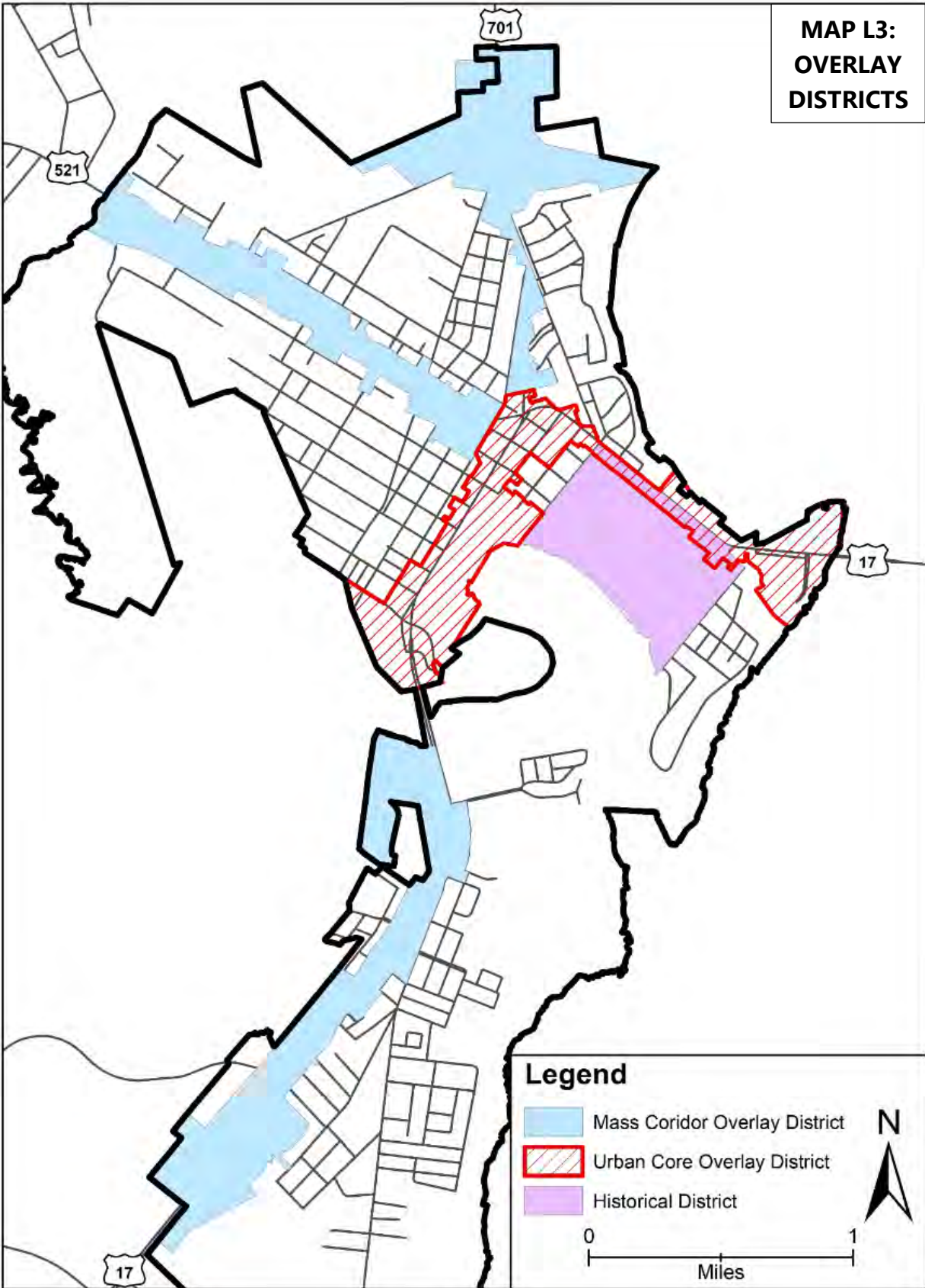
Overlay Districts

The City's zoning ordinance provides 3 overlay districts. These include the Historic Buildings District (HB District), the Main Corridor Overlay District (MCOD), and the Urban Core Overlay District (UCOD). Overlay districts provide an additional layer of design development standards and requirements. Georgetown's **HB District** is bounded by Church Street to the north, Front Street to the south, Wood Street to the west, and Meeting Street to the east. New construction and certain alterations to existing buildings, both residential and commercial, within the overlay require the approval of the City's Architectural Review Board as per their Georgetown Historic District Design Review Standards, dated October 2017. The requirements are designed to protect the architectural character of the historic buildings and streetscapes.

The second, the **Main Corridor Overlay District**, was created by the City in 2007. The overlay district originally included large portions of Church, Fraser, and Highmarket streets. Additional requirements for landscaping, signage, lighting, architectural detail, and parking are provided by this district. Unlike the HB District, design review and permitting are performed by the zoning administrator. Any variance to the MCO must go before the Community Appearance Board (CAB) for their review and approval. Since the adoption of the Urban Core Overlay District (UCOD), the boundary of the MCO was changed to only include North Fraser Street (west of the intersection Church Street) Highmarket Street (west of South Fraser Street) and US 17 (South Fraser Street) south of the Sylvan L. Rosen Bridge that spans the Sampit River.

The third design overlay district is the **Urban Core Overlay District**. It was adopted by the City Council on February 17, 2022. This overlay district includes both the north and south sides of Church Street, beginning at the LH Siau Bridge that spans the Great Pee Dee River, and both sides of Fraser Street to the Sylvan L. Rosen Bridge that spans the Sampit River. A portion of the UCO expands down Front Street to the east and South Kaminski Street and South Hazard Street to the west. . Any variance to the UCO must go before the Community Appearance Board (CAB) for their review and approval. Map L3 on the next page displays the 3 overlay districts. There are places in this district that overlap the historic district. In these cases, both the ARB and CAB review new projects and renovations.





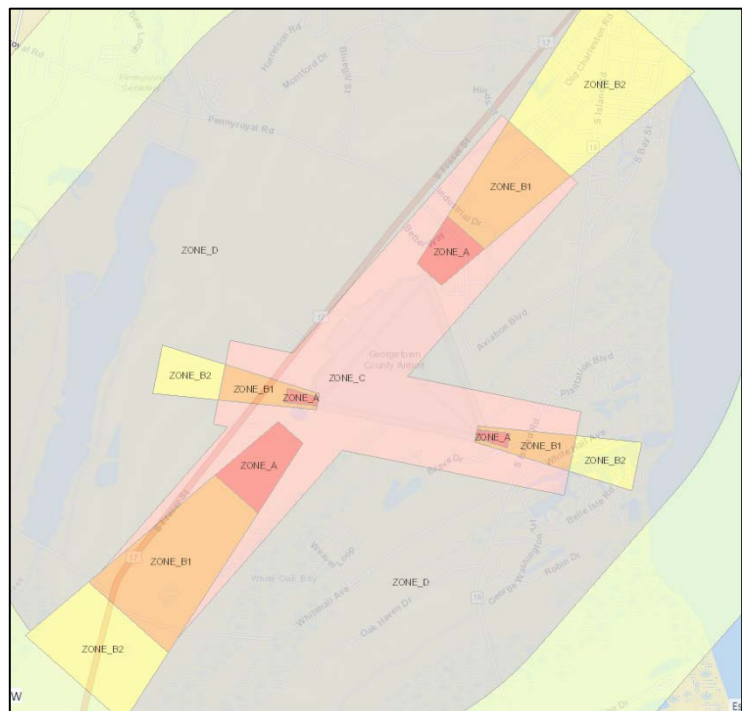
Annexation Areas

Traditionally, a property owner will seek to annex into a city if **the city** ~~it~~ can provide services, tax benefits, reduced development costs, or densities that are not allowable within the unincorporated area. Since 2000, the City has increased by approximately 450 acres, primarily due to the annexation of two planned subdivisions south of the Maryville community. These annexations have occurred primarily due to the City's water or sewer service areas and availability. A few large tracts of land directly outside of the City and partially within its sewer service area could accommodate significant growth that would benefit the City's tax base without comprising its small-town charm.

The potential for future annexation could be hindered by ~~the~~ **upfront costs to develop in the City, potentially less attractive zoning and density options, and delayed rezoning and development review times compared to the County.** ~~cost to run the City's electricity, development requirements, delayed review times, or lower densities than the County would allow.~~ Alternatively, the City ~~does not have impact fees and it~~ may be able to provide economic incentives depending on the requested zoning and new investment amount. If the City wants to encourage future annexation, it should consider the cost-benefit of operating its ~~own~~ electric utility and the cost to expand service. It should similarly evaluate its water and sewer service and if it can expand at the same cost or less than Georgetown County Water and Sewer District. The City should also evaluate its zoning to improve the ease **and speed** of ~~the~~ development review process and approval in comparison with the County. All of these factors play a role in a developer pursuing annexation. For the City to actively have individuals or businesses annex into the City, it will **also** need to evaluate its **impact fees**, tax rates and utility rates compared to those in the unincorporated area. There are over 2,000 residential housing units located outside of the City that may be willing to consider annexation for the right cost and for improved services, like trash pickup.

Airport Environs

Georgetown County operates an airport on the South of the City limits. The South Carolina Aeronautics Commission and the Federal Aviation Administration have land use and building height restrictions that supersede what is allowable by local zoning. Title 55, Section 55-13-5 of the SC Code of Laws requires that certain development applications within the Airport Safety Zones and Airport Land Use Zones, as shown in this map, are subject to review by the SC Aeronautics Commission for review and comment. The SCAC has a tool known as the Airport Compatible Land Use Evaluation (CLUE) Tool to help planning and permitting staff submit projects to their agency for review. This tool can also be used to review rezoning requests, densities, and building heights. While the airport is owned and operated by the County, the flight patterns of the aircraft that use it goes over property within the City. The City should make this



review part of its standardized review process to ensure that future development is not in conflict with the needs of the airport.

Strengths

Availability for New Construction

Undeveloped properties are located throughout the City. A total of 1,888 parcels or 1,521.5 acres are vacant. The majority of the City's vacant parcels are small, with a median lot size of 8,761.1 square feet. In the Maryville community, the Cravens Grant and South Island Plantation developments accounted for over 25% of these vacant parcels. Table L1 provides a count of the City's vacant lots by zoning district, while Map L4 on the following page shows where greenfield development opportunities are available within the City limits.

Use Standards and the Integration of Uses

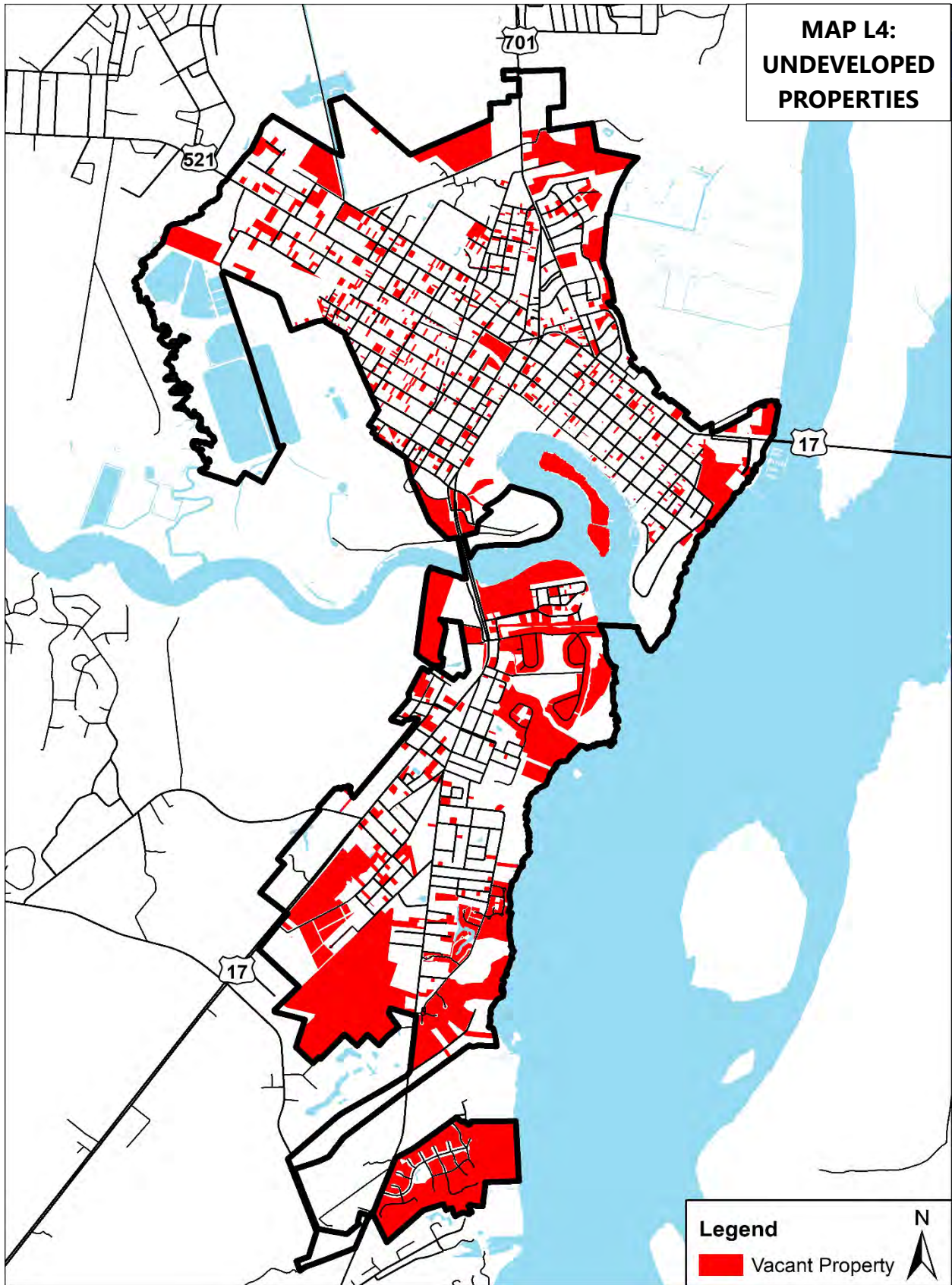
The City's zoning ordinance is considered exclusionary in that the mixture of housing types and nonresidential uses is prohibited or is extremely limited. In general, the City's uses conform to the use requirements of the various zoning districts; however, exceptions to this generalization can be found citywide. Continuance of these existing "non-conforming" uses are permitted by the zoning ordinance.

The Core Commercial and Neighborhood Commercial districts could be considered the zoning ordinance's closest attempt to allow for mixed-use development. Its application is limited by the sparse designation of this district and the district's restriction on multi-family housing. In addition, the neighborhood commercial district designation may not be suitable for large tracts or areas where compatibility, use transition, and the option for dense redevelopment are desired. Consideration should be given to the refinement of the Neighborhood Commercial District and the creation of a mixed-use district to accommodate the redevelopment of larger tracts.

Lot Size and Density

The median parcel size in the majority of the City's zoning districts meets the minimum lot size requirements. Only one district's median lot size is smaller than the minimum and that is Waterfront Commercial. In that district, the median lot size is 9,831.97 square feet while the requirement is 15,000 square feet. That is about 44% smaller than the requirement. Lots where the lot size is up to ~~30%~~ **45%** smaller than required are permitted for development by the zoning ordinance. Beyond the ~~30%~~ **45%** threshold, action by the City's Board of Zoning Appeals is required. This means that a new parcel in that district that is the same size as the existing median-sized parcel that the Board of Zoning Appeals would have to act.

As provided in the Land Use Profile, the average multi-family density in the City is 8.9 units per acre. Within and adjacent to the City's historic district, multi-family densities approach, and in some instances exceed, 20 units per acre. On February 21, 2019, the City updated their zoning ordinance to allow for up to 14 units per acre. While this ~~would~~ still renders s some of these existing uses nonconforming, it would be fewer than what the previous ordinance of 10 units per acre would render nonconforming. This recent change ~~would~~ allows the City to build population within the City's core. Instituting a reasonable limit on the number of units per structure should be considered **to protect the character of existing neighborhoods.**



Challenges

Setback Standards

Most of the structures within the City conform to current setback standards. Areas of the City where this generalization does not hold true are properties within the historic district and properties within the West End. There are short-term effects and long-term effects of these nonconformities. The short-term effects are probably minimal, mainly inconveniences to property owners seeking to expand or remodel and to the City's administration in enforcement. Over a long period of time, these standards have the potential to create a hodgepodge of building orientations that undermine the prominent streetscape. This is because the older sections of the City are noted for their streetscapes, the relationship of the street to adjacent structures, and the relationship of structures to other structures. Under the current zoning, these unique aspects are eroding.



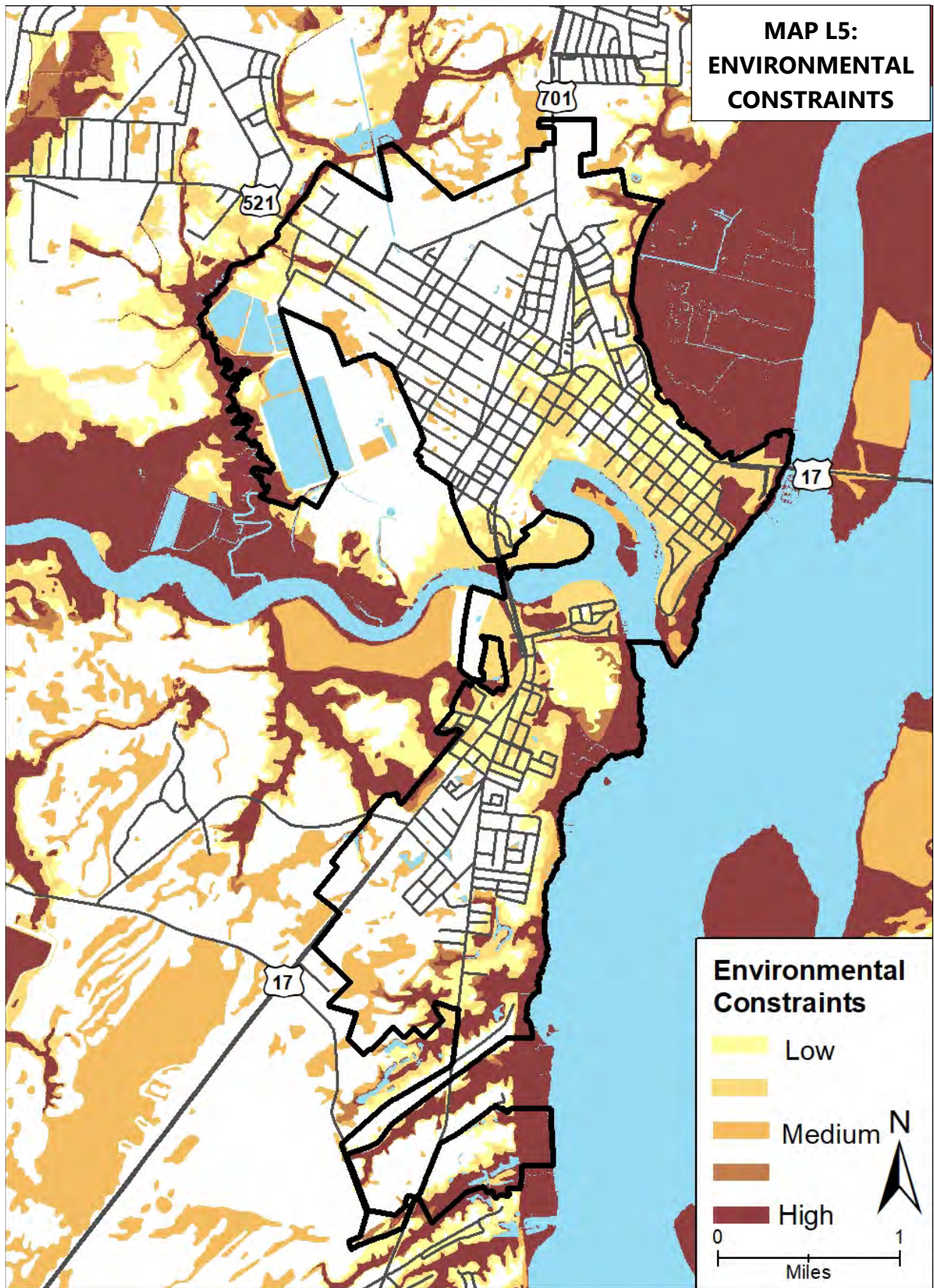
Under the current zoning, these unique aspects are eroding. ~~A reduction in the minimum setback requirements and the use of build-to-line requirements or the use of maximum building setbacks in the City's older quarters should be considered.~~ **Setback standards should be reevaluated in the older parts of the City to ensure that infill development aligns with the character of surrounding properties and historic development patterns.**

Environmental Constraints

The location of the City on the Black, Pee Dee, Sampit, and Waccamaw rivers defined the character of the City as a seaport. Creeks, streams, and rivers often provide natural boundaries for communities, particularly in the areas of water, sewer, and service delivery. The waterways, wetlands and floodplains can create significant environmental constraints for new development. Map L5 on the following page identifies where environmental development constraints may exist.

Regulatory Constraints

The City of Georgetown has adopted several ordinances that regulate development. These include zoning, development regulations, storm water management ordinance, and historic preservation guidelines. Zoning is the most significant of these regulatory constraints. As a constraint, zoning limits the use of property and can increase development costs by requiring onsite improvements such as parking, landscaping, and open space. In addition, zoning restrictions, when inappropriately applied, can unintentionally suppress natural market forces. **There is a continued need to evaluate how current local regulations support or hinder development. Similarly, there is a need to ensure that future revisions to regulations do not adversely impact the character of the City and established neighborhoods.**



Industrial Operational Issues and Nuisances

Sporadic operation and declining employment of the Steel Mill have over time significantly diminished the economic benefit of a large, waterfront industry located near the City's downtown. The COVID-19 pandemic severely lowered worldwide demand for steel which caused the mill to temporarily close. In February of 2022, operations at the Steel Mill resumed. Nuisances associated with these facilities, including noise, dust, and odor, are an inhibitor to nonindustrial infill within the City's core. The



Mill's appearance is incompatible with adjacent historic structures and provides a "first impression" of Georgetown for visitors entering the City from US 17 South. The Paper Mill, located just west of the Steel Mill, presents similar "first impression" concerns, primarily due to the odor generated from paper production. The Port of Georgetown ~~was~~ is one of only two port facilities owned and managed by the South Carolina State Ports Authority. Unfortunately, the port is no longer functional due to siltation eliminating the navigability of Georgetown's harbor and is currently a Brownfield project ~~owned by Georgetown~~ **County**. The reuse of former industrial sites is costly, but hopefully once the site is cleaned up, new businesses will be brought into the City.

Redevelopment

In 2013, a fire destroyed 7 historic structures on Front Street. The parcels that were once occupied by those buildings have been vacant ever since, leaving a gap in the street in what was once a continuous line of facades. While most of these parcels ~~that those buildings were built on~~ have been consolidated, redevelopment ~~of those vacant parcels~~ is challenging because they are located within a floodplain and



would require all new structures to incorporate a flood-proof foundation. Construction of such a foundation would vastly increase development costs and cause design implications for the historic district. In addition to flooding, sea level rise in the future will make it necessary for redeveloped properties to be elevated. The City and residents of the West End recognize the neighborhood as an area prime for redevelopment. ~~of its dilapidated structures,~~ **when restored, could** offer more affordable housing to its residents. The City has several underutilized shopping areas and

big box parking lots that could be used for redevelopment.

Recommendations

Short-term = 1 to 2 years Mid-Term = up to 5 years Long-term = greater than 5 years

Objective: Revise and modernize the Zoning Ordinance to support compatible development and redevelopment.

- Pursue a rewrite of the City's Zoning Ordinance, including consideration for the establishment of form-based codes that will better mirror the desired character for infill and redevelopment in the City's core and existing neighborhoods. [short-term]
- ~~Further~~ Implement the recommendations of the City of Georgetown's West End Redevelopment Plan through ~~additional~~ zoning amendments that will foster infill. [short-term]
- Revise the PDD and Master Planned Districts to remove the requirements to tie into City Water and Sewer and electricity. [short-term]
- Allow for indoor manufacturing in ~~Highway~~ **General** Commercial and other appropriate commercial and mixed-use districts. [short-term]
- Consider reducing the number of residential zoning districts and allowing for a greater variety of residential uses throughout the zoning ordinance. [mid-term]
- Consider removing the Public Services zoning district and simply allowing for public uses in other districts. [short-term]
- Consider removing the Medical Residential zoning district and simply broadening allowances for multi-family in other compatible districts. [short-term]
- Consider allowing mixed use development in the Neighborhood Commercial zone by mirroring the multi-family and group dwelling requirements currently in place for the Core Commercial zone. [mid-term]
- Revise the Land Development Regulations to reduce the minimum block length for new major developments and large commercial projects. [mid-term]
- Revise the REDD district to make it a true floating zone to support redevelopment of underutilized and vacant property throughout the City. [long-term]
- Remove reversion clause for zoning amendments to improve administration and consistency with implementation of the zoning ordinance. [short-term]
- Eliminate ~~zoning~~ provisions that required increased ~~for increasing~~ minimum lot width for duplexes and multi-family, as it will alter traditional neighborhood form and effectively only allows ~~for~~ single family uses throughout the City. [short-term]
- Establish an Airport Environs Overlay Zone. [short-term]

Objective: Protect and preserve the character of the City's existing historic districts and neighborhoods.

- ~~Continue the use of~~ **Strengthen** architectural and design guidelines for the City's historic district. [mid-term]
- Review and consider expanding the extent of the Waterfront District Design Guidelines to guide the expansion of the Downtown core ~~up the Sampit~~. [mid-term]
- Ensure that historic district and waterfront guidelines can be easily understood and are objectively administered. [on-going]
- Expand the City's Core and Neighborhood Commercial zoning to redevelopment areas along the waterfront and along the business area of the West End to support investment, small businesses, and the existing development framework. [mid-term]
- **Update the West End Redevelopment Plan. [mid-term]**

- **Consider the development of neighborhood and corridor master plans throughout the City to ensure the future development and infrastructure improvements align with individual community needs. [ongoing]**
- Consider the establishment of historic districts and design guidelines for the West End and Willowbank communities. [long-term]
- **Evaluate height limitations throughout the City to ensure that they align with the character of the existing community. [short-term]**
- Expand the City's Conservation Preservation District to include the low-lying areas, unprotected marshland, and floodways in the City or upon annexation. [on-going]

The Future Land Use Map and Its Role

The future land use map is an important policy and implementation tool for any comprehensive plan. It identifies how the community would like the City to develop over the next 10 to 20 years. The future land use map, definitions, and recommendations throughout this plan are intended to help the City's elected officials, appointed boards and commissions, and staff with future development decisions.

Future Land Use Definitions

The Future Land Use Map includes the following future land use categories that should be used by the City when evaluating zoning changes.

Conservation Preservation: These are sensitive areas, such as marshes, wetlands, and shoreline areas. Uses within this district are limited to parks, open space, utilities, private docks, and boathouses.

Forest/Agricultural: These areas include forest and agricultural lands, along with residential densities up to 2 units/acre. **These areas are located within the unincorporated area surrounding the City.**

Suburban Residential Low density residential, comprised primarily of single-family dwellings (including accessory dwellings) and duplexes, not to exceed 4 units per acre.

Neighborhood Residential: Residential uses, comprised of single-family (including accessory dwellings), duplex, triplex, quadraplex development with 4-6 units per acre.

Core Residential: Residential uses comprised of **single-family, duplexes, triplexes**/townhomes, apartments, and mixed residential uses at more than 6 units per acre. Density ~~caps~~ will be regulated **indirectly** by maximum height, parking standards, buffers, **historic guidelines**, and other zoning provisions.

Neighborhood Mixed Use: This future land use allows for small-scale commercial and office uses up to 5,000 square feet interior space. Residential units may be located above commercial and office uses. In addition, conversion of existing single-family homes into duplexes, triplexes, quadraplexes, and other multi-family is appropriate, along with new residential infill development not to exceed 6 units per acre.

Core Mixed Use: Core Commercial uses are intended for downtown development intensities, allowing for a large variety of commercial uses, office space, restaurants, accommodations, condos, and dwellings above non-residential uses. Big box commercial should be prohibited in these areas. Waterfront design guidelines will largely regulate the form of development in these areas.

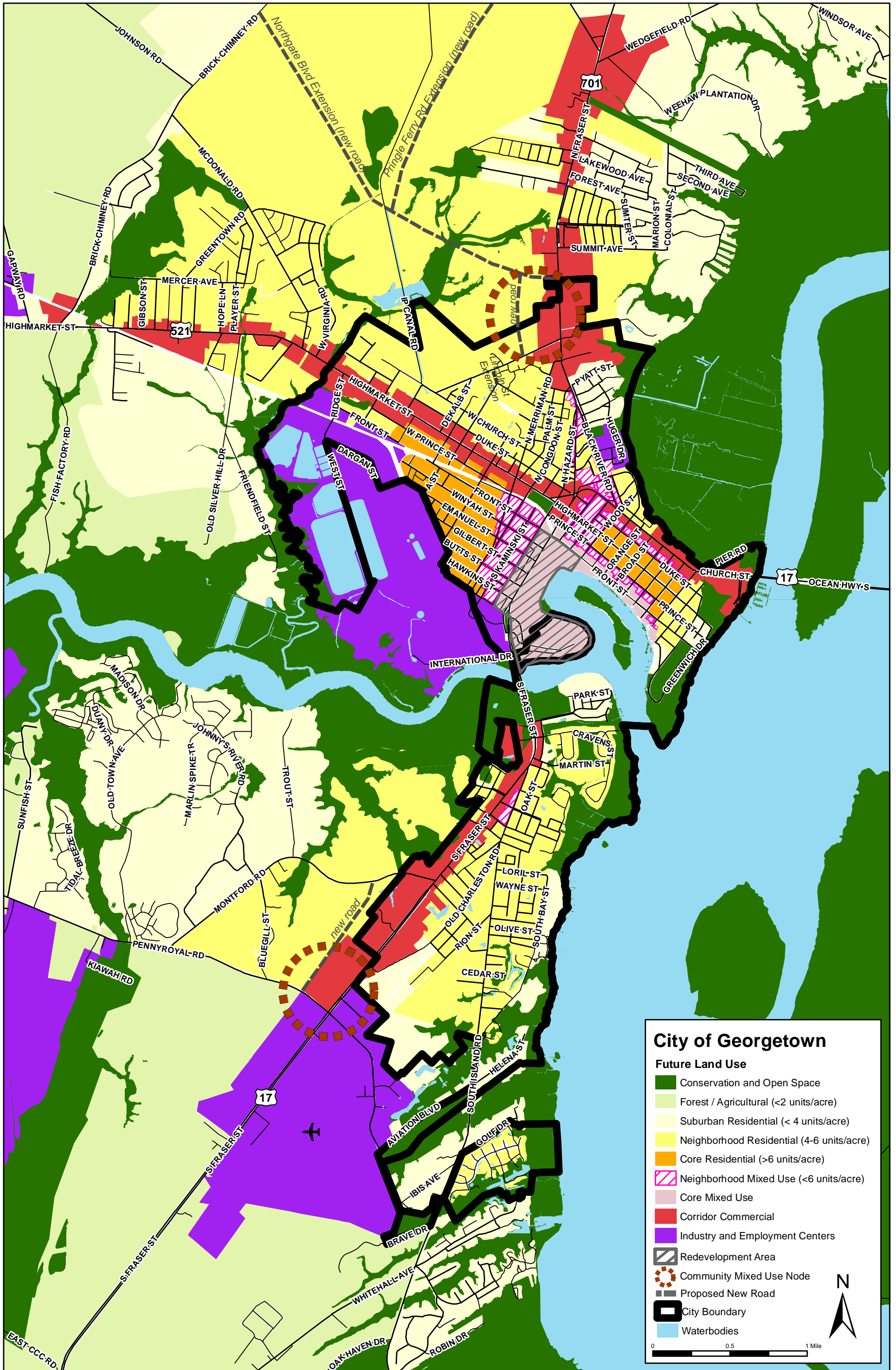
Corridor Commercial: This future land use will support larger scale commercial uses, services, automotive and repair shops, restaurants, medical offices, and multi-family development. This area will also support indoor, light industrial. There will be no limit on maximum residential density. Height limitations, parking

standards, and buffer requirements will regulate the intensity of development. Streetscape improvements will be necessary for new projects fronting major roadway corridors.

Industry and Employment Centers: This land use encompasses major employment centers, including the hospital and surrounding medical uses, in addition to traditional industrial sites. This use may encompass commercial and multi-family uses where it does not interfere with existing heavy industrial uses. Commercial and multi-family uses should be heavily evaluated during the rezoning process for their appropriateness in these areas.

Redevelopment Area: This area encompasses the N Fraser St (Hwy 17) gateway into downtown from the Sampit River to Highmarket St. It includes the former port site in the County, as well as other underutilized waterfront property. Redevelopment in these areas should be consistent with the ULI Study. The City should coordinate with the County on redevelopment of the Port. In addition, the Waterfront Design Guidelines should be extended to the waterfront properties in this area.

Community Mixed Use Node: These areas identify significant annexation opportunities for the City that should consist of large-scale, master-planned, mixed use development. Such development should support a high quality of life by providing park space, roadway connectivity, and sites for future public schools or other public facilities. The City should pursue development agreements to ensure adequate public facilities, infrastructure, and densities coincide with annexation. The City should coordinate with the County on future zoning changes in these areas, whether such zoning changes occur within the City's jurisdiction or the County's.



City of Georgetown

Future Land Use

- Conservation and Open Space
- Forest / Agricultural (<2 units/acre)
- Suburban Residential (<4 units/acre)
- Neighborhood Residential (4-6 units/acre)
- Core Residential (>6 units/acre)
- Neighborhood Mixed Use (<6 units/acre)
- Core Mixed Use
- Corridor Commercial
- Industry and Employment Centers
- Redevelopment Area
- Community Mixed Use Node
- Proposed New Road
- City Boundary
- Waterbodies

N
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