



Town of Kingstree

2020 Comprehensive Plan

Adopted by Town Council on 04/17/2023

Prepared by Waccamaw Regional Council of Governments

ORDINANCE NO. 2023-01

AN ORDINANCE TO ADOPT THE TOWN OF KINGSTREE 2020 COMPREHENSIVE PLAN AS MANDATED BY THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994.

WHEREAS, the 1994 South Carolina Local Government Comprehensive Planning Enabling Act, as amended, requires that the local planning commission develop and maintain a planning process which will result in the systematic preparation and continuing re-evaluation and updating of certain planning elements considered critical, necessary and desirable to guide the development and redevelopment of the areas within its jurisdiction; and

WHEREAS, the previous Kingstree Comprehensive Plan was adopted in 2009; and

WHEREAS, the Kingstree Planning Commission approved a Resolution recommending adoption of the Town of Kingstree 2020 Comprehensive Plan); and

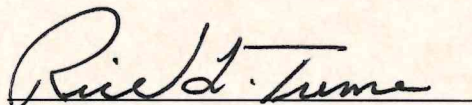
WHEREAS, the Town of Kingstree 2020 Comprehensive Plan (Exhibit A) will supersede the previously adopted plan and ordinance; and

WHEREAS, the Town of Kingstree Council has reviewed the draft of the Town of Kingstree 2020 Comprehensive Plan and has determined that the Town of Kingstree 2020 Comprehensive Plan should be adopted, approved and implemented in order to comply with the mandate of the South Carolina Local Government Comprehensive Planning Act of 1994, as amended; and

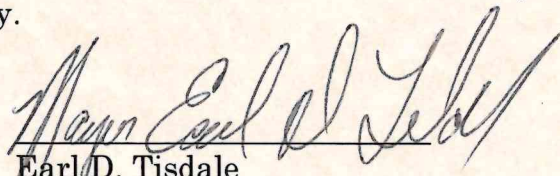
WHEREAS, if, for any reason, any part of this Ordinance is invalidated by a court of competent jurisdiction, the remaining portions of the Ordinance shall remain in full force and effect.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Council of the Town of Kingstree, South Carolina, duly assembled, does hereby adopt the Town of Kingstree 2020 Comprehensive Plan in accordance with the provisions of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, as amended.

PASSED AND RATIFIED IN COUNCIL, duly assembled the 17th day of April, 2023, and shall become effective immediately.

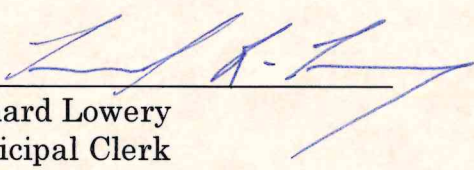


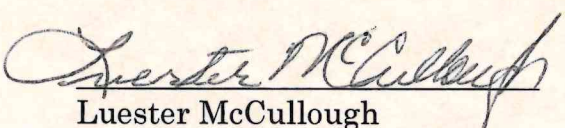
Richard L. Treme
Town Manager

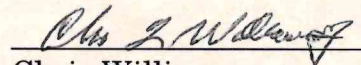


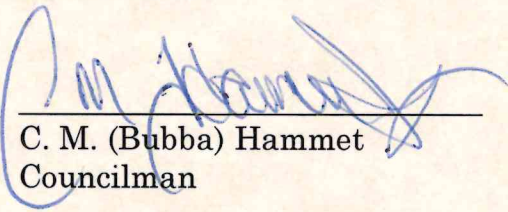
Earl D. Tisdale
Mayor

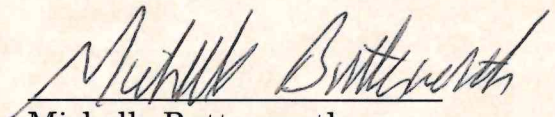
ATTEST:

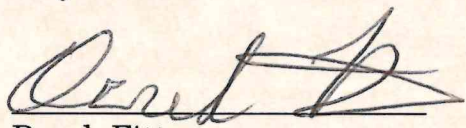

Leonard Lowery
Municipal Clerk

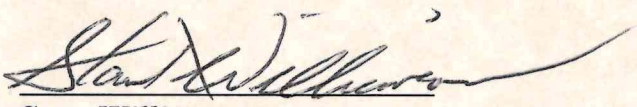

Luester McCullough
Councilwoman


Chris Williams
Councilman


C. M. (Bubba) Hammet
Councilman


Michelle Butterworth
Mayor Pro Tem

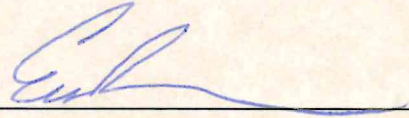

Derek Fitts
Councilman


Stan Williamson
Councilman

First Reading: March 20, 2023

Second Reading: April 17, 2023

This Ordinance No: 2023-01 has been reviewed by me and is hereby approved as to form and legality.


Evan Reynolds
Attorney for the Town of Kingstree

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INTRODUCTION

Since its founding in 1732 and later incorporation in 1866, the Town of Kingstree has experienced many changes. These changes have included a growth in population, increased prosperity, and the establishment of Kingstree as the center of government and commerce for Williamsburg County. Despite these changes, Kingstree remains a small town. Though not just geographically, as Kingstree's residents desire to retain those attitudes, values, and hospitality of a small town. This Comprehensive Plan is designed to help guide the town through the inevitable changes of the next ten to twenty years, while preserving the characteristics of the community that make Kingstree unique.

Title 6, Chapter 29 of the State of South Carolina Code of Laws requires that a community, desiring to engage in certain planning activities such as zoning must have a comprehensive plan and the plan must be updated periodically. The Town of Kingstree adopted a comprehensive plan in 2009. The *Town of Kingstree Comprehensive Plan, 2020* updates and replaces the 2009 plan in accordance with Section 6-29-510 (E) of the State Code.

A comprehensive plan serves many functions. First, the plan provides a summary of historic and current conditions affecting the community and the various elements of the plan. From this data, issues can be studied and the community's needs identified. Second, the plan provides a projection of future conditions and future needs. This forecasting allows policymakers to devise strategies for addressing impending problems or capitalize on approaching opportunities. Finally, the comprehensive plan provides policy statements in the form of goals and objectives.

The policy statements are perhaps the most important aspect of any comprehensive plan. These statements provide the legislative foundation for the town's land use ordinances and are designed to assist the decision-making process as issues emerge. Land use decisions and the text of a town's land use laws should be a reflection of the comprehensive plan's policy statements.

The policy statements contained within this plan are intended to provide guidance in the decision-making process; however, the policy statements of this plan are not intended as a straightjacket. Further decision-makers may face competing goals and not all future conditions can be foreseen. To reconcile the possibility of competing and, in some cases, contradictory goals, the 2009 plan provided three primary goals. These goals are retained by this plan and include:

- **Preserve the unique natural environment and historic culture of Kingstree,**
- **Achieve a stable, diversified economy with a viable balance between the industrial, agricultural, and service sectors, and**
- **Encourage a pattern of land use that promotes the highest degree of health, safety, efficiency, and well-being for all segments of the community.**

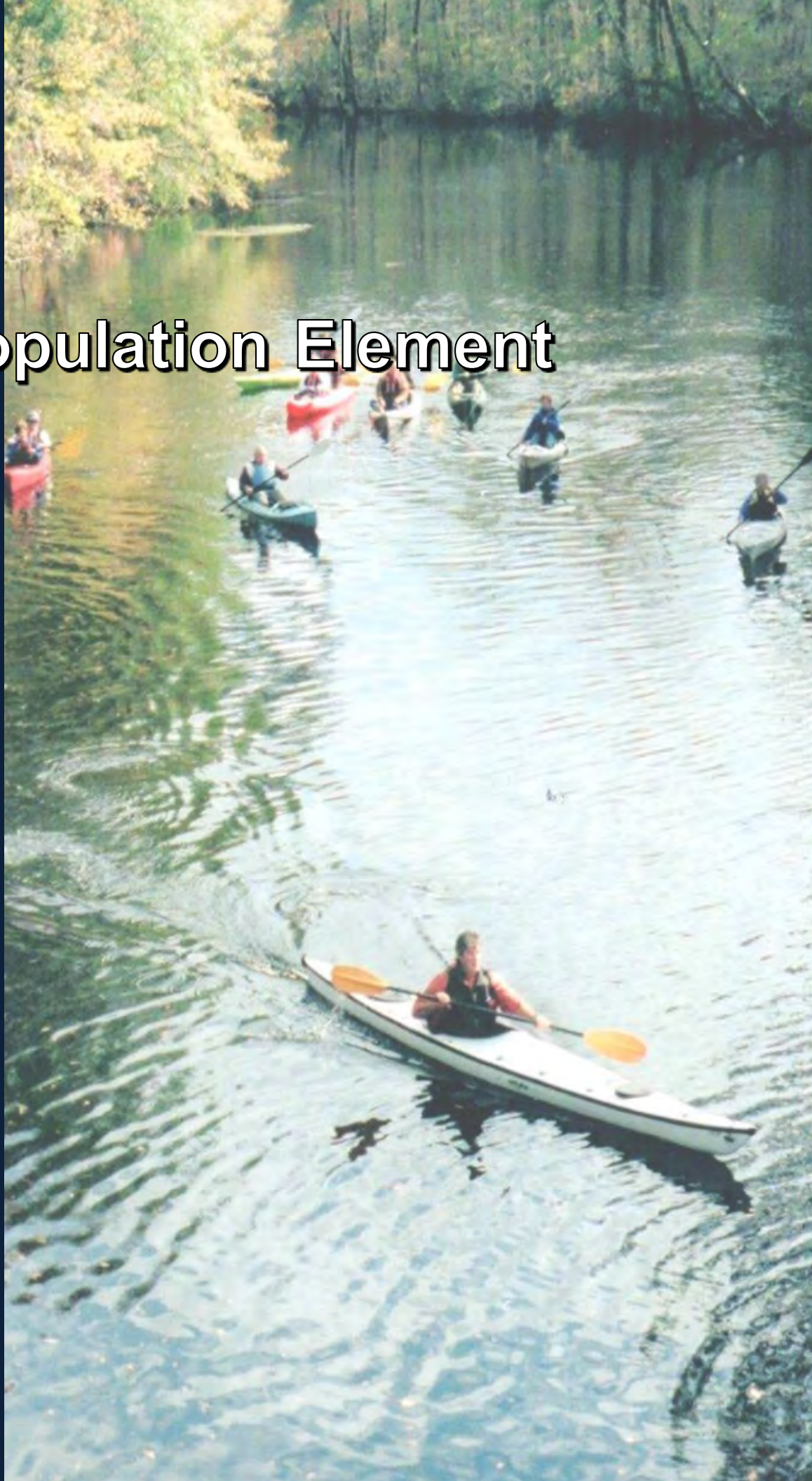
The sections contained in this plan are the basic elements required by Section 6-29-520 (D) of the State Code. These include population, economics, natural resources, cultural resources, community facilities,

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housing, land use, transportation, and priority investment. An additional required element added by the state in late 2020 is the Resiliency Element, which will be provided at a later date.

Population Element

“Since Kingstree’s establishment in 1732, the residents of this community have been the town’s greatest asset. The diverse population and friendly, small-town atmosphere contribute immensely to a community that many have proudly called home.”



POPULATION ELEMENT

Since Kingstree's establishment in 1732, the residents of this community have been the town's greatest asset. The diverse population and friendly, small-town atmosphere contribute immensely to a community that many have proudly called home. This element of the Comprehensive Plan will examine the various facets of Kingstree's population including population growth or decline, age, gender, race, and education. In conclusion, this element will examine community needs and establish achievable goals and objectives to be implemented over the next ten to twenty years.

General Characteristics

In the year 2010, the population of the town was 3,328. Females constituted 55.5 percent of the population and African-Americans represented the town's largest racial/ethnic group. The median age of the town's residents was 36.5 years and approximately 82 percent of the adult population had a high school diploma. Insert 2.1 provides a detailed comparison of Kingstree's population characteristics with surrounding communities.

The population of Kingstree has experienced periods of growth and decline. Within the past thirty years, the tendency has been a decrease in population. Table 2.1 provides the historic population for Kingstree and Williamsburg County.

Table 2.1 Population Comparison Kingstree and Williamsburg County, 1960 to 2010							
	1960	1970	1980	1990	2000	2010	20 Year Change
Kingstree	3,847	3,381 ▼	4,147 ▲	3,858 ▼	3,496 ▼	3,328 ▼	-15.9%
Williamsburg County	40,932	34,243 ▼	38,226 ▲	36,815 ▼	37,217 ▲	34,423 ▼	-6.9%
Source: US Census Bureau, 1960 through 2010 Decennial Census Data, SF-1.							

American Community Survey estimates suggest that the decline in the town and county's population has continued into this decade. Estimates for 2018 denote town and county populations of 3,122 and 31,794, respectively.

Unlike many communities, Kingstree's population has not been supplemented through annexation as the corporate limits of town have not been substantially altered in the last forty years. Despite recent declines in total population, the population density within the town is only marginally lower than in 1950.

Population Trends

A review of Census data reveals a number of population trends. These include:



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- **Age of Population:** Between 1980 and 2000, Kingstree's median age increased by 4.9 years. However, census data from 2010 reveals that this trend has reversed. That year, the median age was 36.5, which is 0.7 less than in 2000. The percentage of residents over the age of sixty-five exceed state and national averages.
- **Gender:** Gender percentages in the community have remained stable over the last twenty years. The percentage of female residents exceeds the state and national averages.
- **Race:** African-Americans represent the community's largest racial group exceeding state and national averages.
- **Education:** Education attainment has drastically increased since 2000. The percentage of residents over the age of twenty-five who had a high school diploma increased by 11.2 percent in 2000 to 82 percent in 2010. Additionally, the percentage of residents having a bachelor's degree or higher increased in 2010, rising from 22.8 percent in 2000 to 25.9 percent. Despite increases, educational levels remain slightly below state and national averages.
- **Household Size:** Household size continues to decrease. In 1980, the average household contained 2.8 persons. In 2010, household size had decreased to 2.4 persons. The trend of declining household size follows trends observed at the state and national levels.

Population Projections

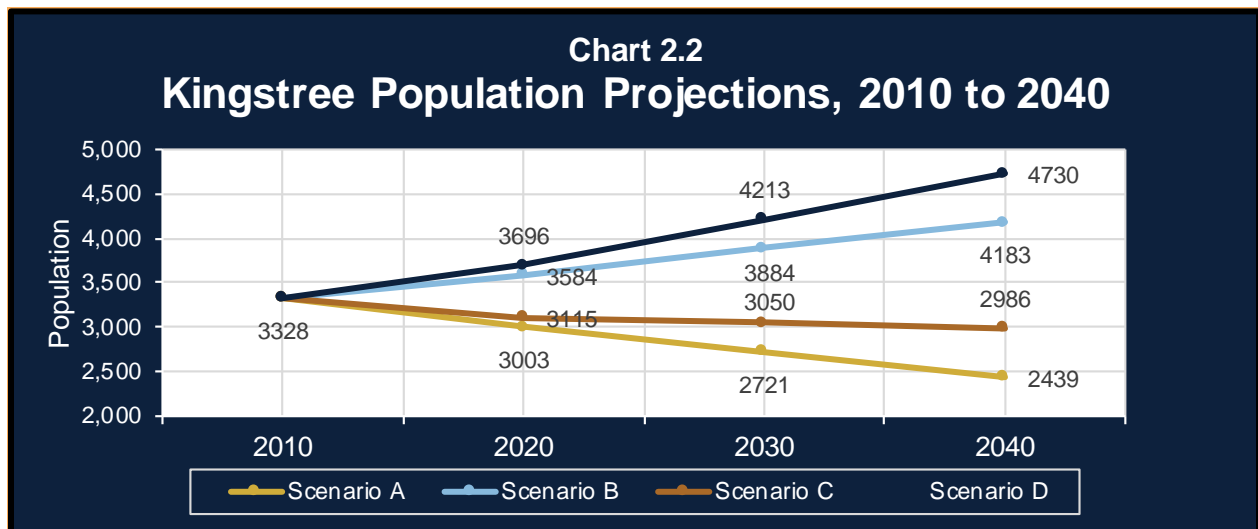
Provided in Table 2.2 are population projections for Kingstree to the year 2040. The projections include two possible scenarios for population growth and two possible scenarios for population decline. Those scenarios are:

- **Scenario A:** Kingstree's population will follow historic growth patterns. This scenario uses linear regression based on thirty years of population data to project population to 2040. Using this model, the town's population is projected to be 2,439 in twenty years.
- **Scenario B:** Kingstree's population will follow historic growth patterns but will be enhanced by annexation. This scenario uses the linear regression model of Scenario A but includes the time-staggered annexation of areas adjacent to the town as identified in previous studies. Using this model, the town's population is projected to increase to 4,183 by the year 2040.
- **Scenario C:** The population growth or decline of the town will follow the general trends of the county. This scenario uses linear regression based on population data for both the town and county. Under this model, a constant ratio of town to county population is used based on the thirty year average. This model projects the town's population to decline to 2,986.
- **Scenario D:** The town's population will follow the general trend of the county. Population loss will be more than offset by annexation. This scenario uses population projections for the county to

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forecast changes in the town's population. Time staggered annexation is assumed, similar to Scenario B. This model projects the town's population to increase to 4,730.

In the absence of annexation, the models suggest the town's population will range from 2,439 to 2,986 in the next twenty years.



Population Needs

A review of the Kingstree's population data reveals three needs:

- First, the size of the Kingstree's current population is roughly equivalent to the town's population in 1970. Recent data suggests that the population may continue to decline over the next two decades. A declining population presents a challenge in maintaining the town's tax base and diminishes the town's ability to retain business and industry. A comprehensive growth and retention strategy is needed.
- Second, the population of Kingstree is aging. An increasingly older population presents challenges in maintaining a viable workforce. In addition, an older population requires special consideration in housing, transportation, and the availability of community facilities.
- Finally, the level of educational attainment of adult residents remains below average. This affects the town's ability to recruit business and industry. In addition, as educational attainment is linked to income, suppressed earnings impact all aspects of the town's commerce that are dependent upon the economic viability of residents.

Population Goals and Objectives

Goal 1: Establish and maintain consistent population growth that is managed and balanced, by:

- A. Developing a comprehensive annexation policy that maintains Kingstree's small-town character and considers:
 - 1. The impact of annexation on the tax base,
 - 2. The impact of annexation on service delivery,
 - 3. The informational needs of prospective residents and property owners in choosing annexation,
 - 4. The need to maintain a diverse population,
- B. Encouraging population growth by building density within the town's existing limits, by:
 - 1. Encouraging infill development,
 - 2. Examining the potential for residential occupancy in the downtown, and
 - 3. Examining zoning provisions which limit density and consider increasing allowable density in cases where:
 - a. Increased density is consistent with established or historic building patterns,
 - b. Increased density can be adequately served by water, sewer, police protection, and fire protection,
 - c. Transportation facilities such as streets and sidewalks are sufficient to meet the demands of a highly concentrated population,
- C. Establishing an achievable and desirable rate of growth for the town,
- D. Developing programs, policies, and initiatives which encourage people to move to Kingstree, and
- E. Developing programs that enhance the quality of life and encourage residents to remain in Kingstree.

Goal 2: Recognize that demographic trends suggest that the age of Kingstree's population will continue to increase. The town will need to prepare for an aging population, by:

- A. Developing training programs that assist older residents in remaining part of the workforce,
- B. Developing health care programs aimed at the wellness and fitness of the aging population,
- C. Actively recruiting health care facilities and providers to locate within town,
- D. Providing new forms of transportation to assist the less mobile population, and

- E. Providing public or private programs that allow older residents to continue home ownership by providing assistance in their safety, their nutrition, and the maintenance of their homes.

Goal 3: Recognize that increasing the educational attainment of the town's residents is key to increasing the economic base of Kingstree and enhancing the quality of life. Efforts to increase the community's educational opportunities should include:

- A. Maintaining continuous dialog with the Williamsburg County School District and Williamsburg Technical College to identify needs,
- B. Examining zoning provisions which preclude or discourage the siting of new schools or other educational uses within the town limits,
- C. Collecting information from prospective business and industrial uses on workforce needs,
- D. Coordinating business and industrial recruitment activities with local educational providers to ensure that the required skill-sets can or will be provided, and
- E. Identifying key areas for training or workforce enhancement and encourage the expansion of educational offerings in those fields.

Goal 4: Continuously monitor changes in demographic conditions in order to provide timely updates to the town's policy and decision-makers.

Goal 5: Establish and maintain strategies to attract and retain young professionals by:

- A. Consistently maintaining infrastructure,
- B. Providing diverse housing options,
- C. Encouraging development of child-care facilities through zoning,
- D. Allowing for the development of entertainment options and experience based gathering places through zoning and greenspaces such as:
 - 1. Dynamic spaces such as cafes, microbreweries, beer gardens, farmer's markets, pocket and/or pop-up parks, and
 - 2. Large public spaces for events such as festivals, concerts, and dancing,
- E. Allow for the development of high speed internet infrastructure,
- F. Targeting millennials when marketing the town,
- G. Implementing the Rec Trail expansion and providing the other forms of passive recreation proposed in the Kingstree Downtown Roadmap, 2020.

Implementation

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Population Growth and Stabilization	<ul style="list-style-type: none"> ➤ Annexation Policy: A policy should be developed which considers areas for potential annexation and the criteria for strategic or immediate annexation. This policy should be designed to assist the Town Manager in identifying annexation opportunities. The policy will also assist the Planning Commission and service providers in pre-planning activities. This activity should be coordinated with the Land Use Element. Initiator: Town Manager and Council. Duration of Activity: Six to Twelve Months. ➤ Trend Monitoring: Available data, such as residential building permits, population estimates, etc., should be continuously monitored and reported to the town's policy and decision makers bi-annually. Census 2020 information should be reviewed and reported within six months of release. Initiator: Community Planning and Development Department. Duration of Activity: Continuous.
Special Demographic Needs	<ul style="list-style-type: none"> ➤ Aging Needs: This item is addressed in the implementation component of the Housing and Community Facilities Elements.
Enhancing Educational Opportunities	<ul style="list-style-type: none"> ➤ School Siting: This item should be implemented in accordance with the Land Use and Community Facilities Element. A comprehensive review of the zoning ordinance post this plan's adoption should include a review of the siting restrictions applicable to educational uses. Emphasis should be given to allowing neighborhood schools to locate within the town limits provided necessary transportation and public infrastructure are in place. Initiator: Planning Commission. Duration of Activity: Six to Eighteen Months. ➤ Workforce Development: This item is addressed in the implementation component of the Economic Element.



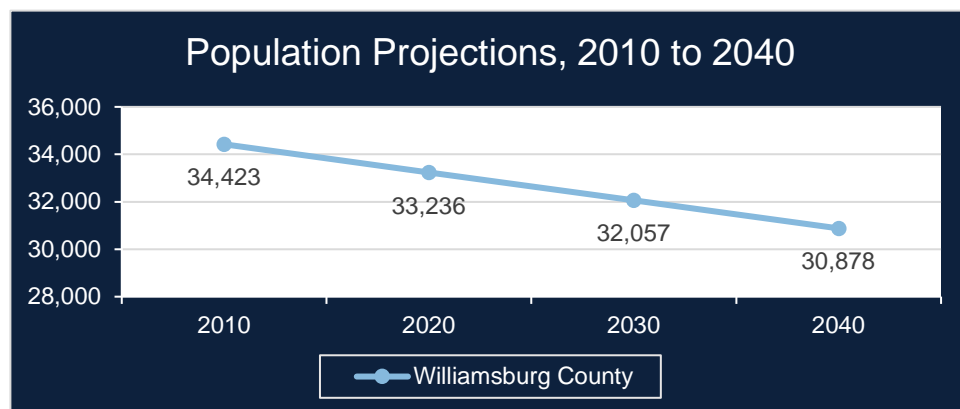
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Regional Demographic Profile

POPULATION

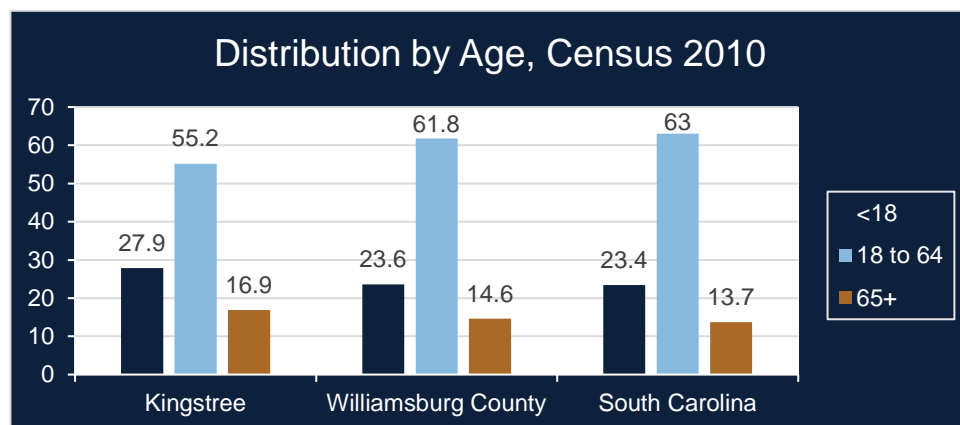
	Total Population (2010)	2000 to 2010 Population % Change	2017 Population Estimate (% Change)
Kingstree	3,328	-5%	3,150 (-5.7%)
Williamsburg County	34,423	-8.12%	32,256 (-6.7%)
South Carolina	4,625,364	13.26%	4,893,444 (5.5%)



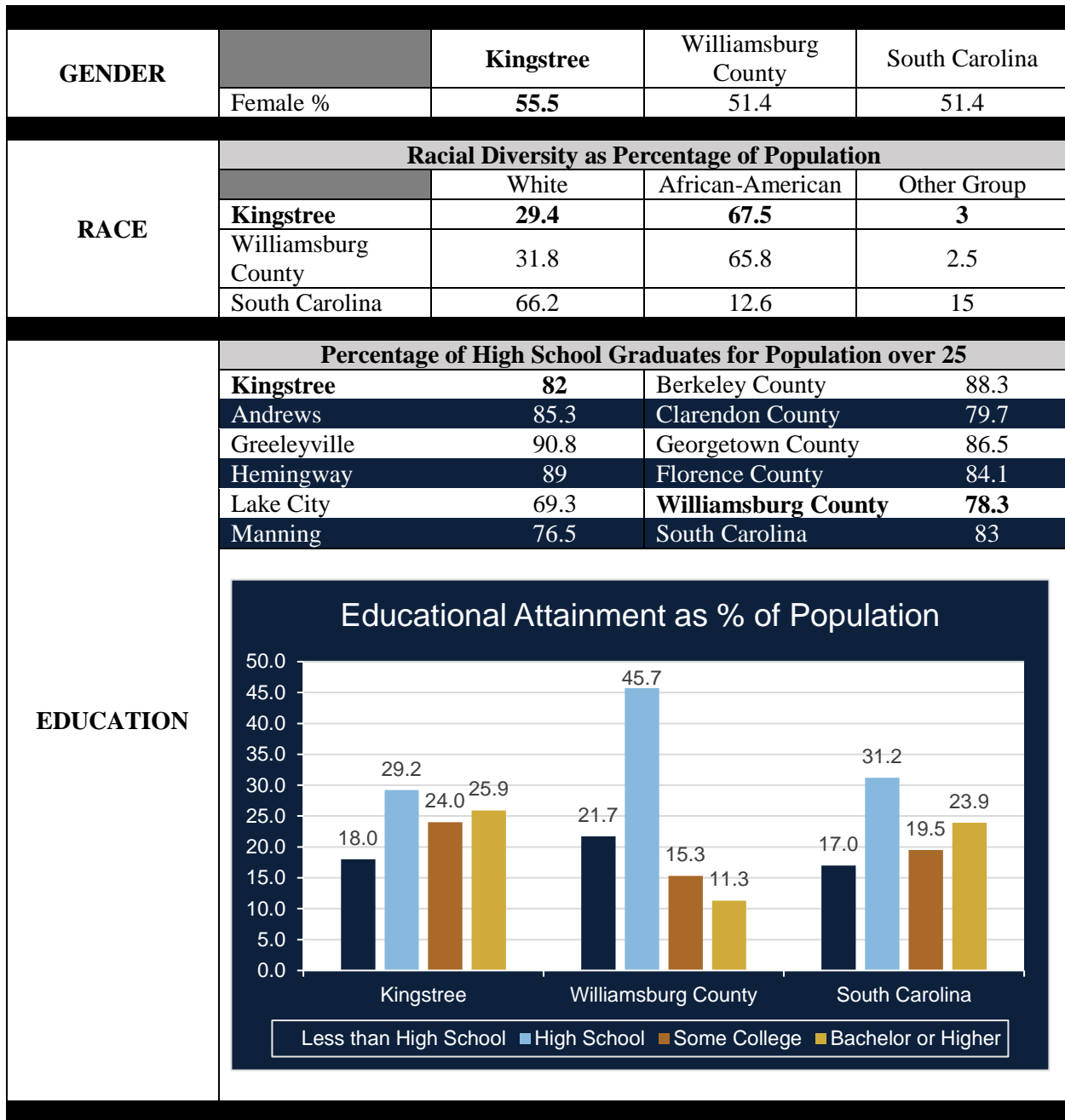
AGE

Comparison of Median Age, Census 2010

Kingstree	36.5	Berkeley County	34.5
Andrews	36	Clarendon County	41.4
Greeleyville	41.3	Georgetown County	45.4
Hemingway	47.1	Florence County	37.6
Lake City	34	Williamsburg County	40.2
Manning	39.2	South Carolina	37.9



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Sources: United States Census Bureau, Census 2010
United States Census Bureau, American Community Survey 2009-2017

Economic Element

“Kingstree has a variety of unique businesses that provide remarkable goods and services to its citizens and visitors.”

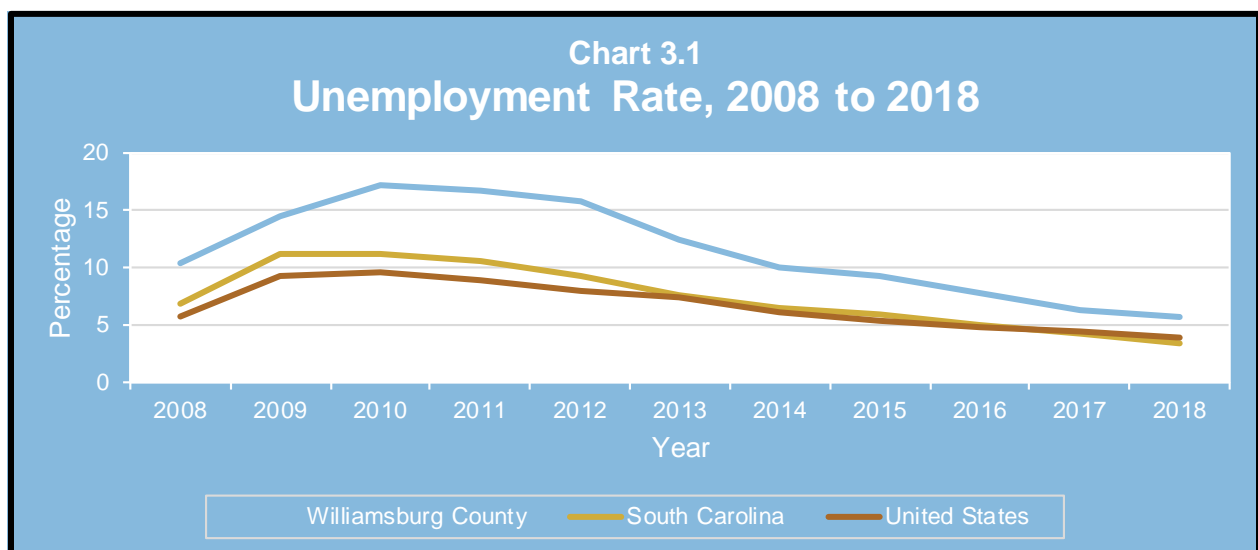


ECONOMIC ELEMENT

Kingstree has a variety of unique businesses that provide remarkable goods and services to its citizens and visitors. The economic conditions of the town, created in part by these businesses, are intrinsically linked to the economic fortunes of the county and region. This element will provide a summary of past and present economic conditions within Kingstree and Williamsburg County. An examination of community's needs and provide strategies and implementation objectives for addressing those needs will conclude this element.

The Labor Force and Employment

In 2010, Kingstree's labor force consisted of 1,081 residents. This represented a 16.3 percent decline from 2000. Between 2000 and 2010, the county's labor force decreased by 1,745 persons to consist of 13,314 residents in 2010. Recently released American Community Survey data for the years 2013 through 2018 suggests that the county's labor force has contracted to 12,679 residents.



Historically, the town and county's unemployment rates have exceeded national and state averages. For the past three decennial censuses, the unemployment rate for Kingstree has declined. In the years 1990, 2000, and 2010, the rate was 11 percent, 9.9 percent, and 8.2 percent respectively. The chart above provides a comparison of county, state, and national unemployment data since 2008.

Income

In 2010, the per capita income for a Kingstree resident was \$11,731. Males employed full-time earned on average \$40,191, while females earned \$24,096. Williamsburg County's per capita income for the same period was \$13,513. Average earnings for males and females employed full-time were \$41,279 and \$26,864, respectively. American Community Survey data for the years 2013 to 2018 denote an increase in the county's per capita income to \$21,426.

Kingstree's historic trend of steadily increasing per capita, household, and family incomes has reversed. From 1989 to 1999, per capita income increased by eighty-seven percent. From 1999 to 2010, per capita income decreased by forty-four percent. Increases and decreases in income exceed inflation for both decades. Income for Kingstree's residents remained below state and national averages and this gap appears to be widening. In 1999, Kingstree's per capita income was ninety-four percent of the state average and sixty-six percent of the national average. By 2010, the gap had widened to half of the state average and thirty-eight percent of the national average. Insert 3.1 provides a comparison of residents' income with income levels of surrounding communities.

Industry and Place of Employment

Education, health care, and social services were Kingstree's largest employers in 2010. This sector employed thirty-nine percent of the workforce or 348 residents. The retail trade and manufacturing sectors employed 18 and 12.2 percent of the workforce, respectively. Although the second and third largest sectors by persons employed, the retail trade and the manufacturing sector experienced declines between 2000 and 2010. In 2010, the retail sector employed thirty-three fewer residents. In the manufacturing sector, the number of residents employed declined from 127 to 110.

Nearly half (46.9 percent) of Kingstree's workforce were employed within the town. Approximately three-fourths (74.2 percent) work within Williamsburg County. Between 2000 and 2010, the employment pattern by place marginally declined. Since 2000, the average commute time to work drastically decreased from twenty-five minutes to sixteen minutes. The drop in commute times is likely due to fewer residents traveling outside of the county to get to their jobs and a decline in the percentage of the total population in the labor force. Insert 3.1 provides a comparison of occupation types and commute times for Kingstree and surrounding communities.

Economic Trends and Needs

A review of the area's economic data reveals the following trends:

- The number of residents in the labor force has declined.
- Unemployment rates for Kingstree and Williamsburg County remain higher than the state and national averages.
- Income levels in Kingstree have increased substantially; however, levels remain below state and national averages.
- The number of residents employed in the manufacturing and retail sectors has declined.
- The majority of residents continue to work within Williamsburg County.
- Commute times have decreased substantially.

From a review of the trends, the community needs include enhanced workforce development and business recruitment and retention.

Economic Goals and Objectives

Goal 1: Recognize and enhance the vital role that the local government plays in economic and community development in the areas of:

- A. Securing state and federal resources,
- B. Pursuing and implementing utility expansions,
- C. Providing public safety,
- D. Creating a climate conducive to growth, and
- E. Ensuring that all segments of the community are involved and receive equitable services.

Goal 2: Provide a climate that is conducive to economic viability, by:

- A. Coordinating recruiting efforts with existing local, state, and federal agencies in an effort to attract business,
- B. Developing an annexation plan for existing commercial areas outside of the town limits,
- C. Improving the town's water and sewer capabilities,
- D. Improving property and building aesthetics/maintenance,
- E. Improving the town's recreational facilities and capitalizing on the town's recreation potential, and
- F. Promoting the town's tourism potential and the potential development of the Francis Marion Trail.

Goal 3: Recognize that low per capita income and the inequitable balance of wealth greatly affect the retail market and the attractiveness of the community. These characteristics can be changed by:

- A. Improving the educational system and employment opportunities within the community,
- B. Establishing a marketing system which encourages people to move into the community, and
- C. Improving the quality of housing to attract in-migration.

Goal 4: Recognize that the community's educational level affects the ability to recruit business and industry. Proactive measures should be taken that enhance educational opportunities (See Goal 3 of Population Element).

Goal 5: Strive to eliminate impediments to businesses locating or expanding in the community, by:

- A. Providing development review and permitting processes which can be easily understood, are efficient in application, and lead to predictable results,
- B. Examining the town's tax and business license fee structure and provide, when possible, local incentives for businesses to locate within the community,
- C. Examining zoning provisions and, when appropriate, refining provisions that unduly burden new or expanding businesses, and
- D. Permitting, under certain conditions, home occupations as a means of stimulating local entrepreneurship.

Goal 6: Strive to enhance the downtown area by:

- A. Emphasizing the need for downtown revitalization and implementing the recommendations of the Kingstree Downtown Master Plan, 2009 (see also the Transportation Element) and the Kingstree Downtown Roadmap, 2020,
- B. Encouraging businesses that generate foot traffic to locate in the downtown to activate storefronts, and
- C. Establishing the downtown branding and marketing activities outlined in the Kingstree Downtown Roadmap, 2020 plan.

Implementation

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Workforce Development	<p>➤ Improve Educational Opportunities: Local educational opportunities and course offerings should be designed to build a workforce with the skills that are attractive to existing and prospective employers. Although the town does not have direct oversight or control over educational offerings, the town can play an important role in: (1). Supporting grants and other funding initiatives originated by the school district and other educational providers, (2). Facilitating the placement of in-town schools and other educational offerings through permissive zoning standards and infrastructure assistance, and (3). Developing a method of collecting and reporting information from contacts with prospective business interests on vital skills and workforce needs. This activity should occur in cooperation with the Williamsburg County School District,</p>

<p>Workforce Development</p>	<p>Williamsburg Technical College, the Williamsburg County Chamber of Commerce, and the Williamsburg County Economic Development Board (see also Goal 3 and the “Trend Monitoring” implementation strategy in the Population Element). Initiator: Town Manager. Duration of Activity: Continuous.</p> <p>➤ Grow the Workforce: This activity is tied to the Population, Housing, and Community Facilities Elements. Workforce stabilization or growth can be triggered by implementing policies that make Kingstree’s housing stock attractive, i.e. availability, affordability, quality and convenience to job sites, recreational offerings, and consumer markets.</p>
<p>Business Recruitment and Retention</p>	<p>➤ Permitting and Development Approval Processes: The Planning Commission should, as part of its review of the town’s zoning and development regulations, examine the permitting and review processes. In addition, fees assessed during the review process should be compared with other jurisdictions to ensure competitiveness. Initiator: Planning Commission. Duration of Activity: Six to Twelve Months and thereafter Continuous.</p> <p>➤ Tax and Business License Fee Structure: Tax and licensing fees should be continuously reviewed and compared with other jurisdictions to ensure competitiveness. Information and input from stakeholders, such as the Chamber of Commerce, should be solicited during this process. Initiator: Finance Director and Town Council. Duration of Activity: Continuous.</p> <p>➤ Infrastructure Readiness: Infrastructure improvements should be coordinated with the future land use map and the annexation policies of this plan. In addition, the town should provide for the oversight of improvements identified in the downtown master plan and the downtown roadmap plan either through delegation of this function to the Planning Commission or some other review body or department. Initiator: Town Manager and Town Council. Duration of Activity: Oversight established in Six to Eighteen Months and thereafter Continuous.</p> <p>➤ Community Appearance: The town should pursue proactive enforcement of property maintenance standards (see property maintenance enforcement in the Housing Element).</p>

Regional Economic Profile (2010 Census)

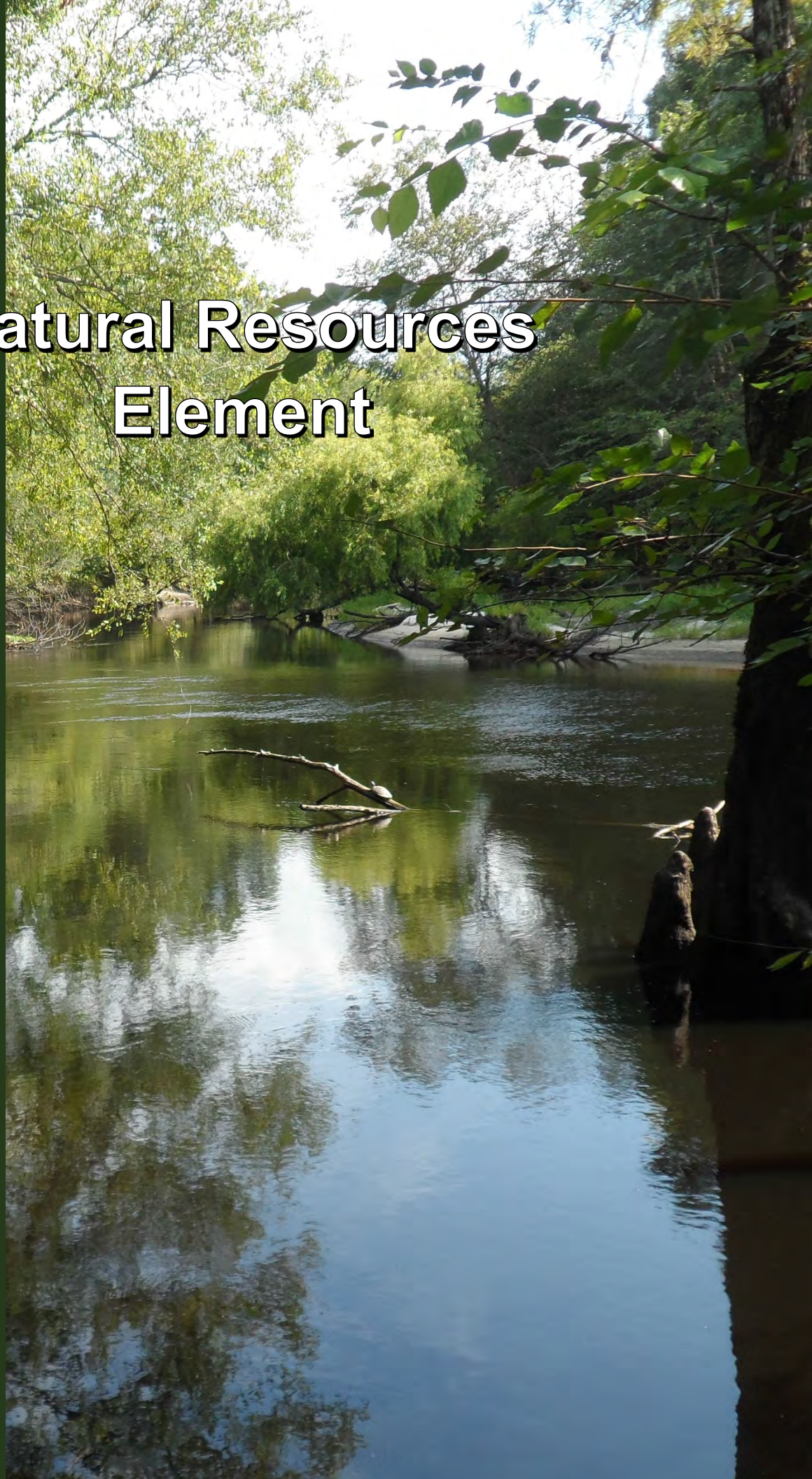
LABOR FORCE	Labor Force Characteristics			
		Kingstree	Williamsburg County	South Carolina
	Persons in Labor Force	1,081	13,314	2,243,697
	% of Adult Population in Labor Force	48.2	48.4	62.9
	Persons in Armed Forces	0	6	37,212
OCCUPATION	Occupations as Percentage of Workforce Employment			
		Kingstree	Williamsburg County	South Carolina
	Management, Professional, or Similar	33.6	20.6	31.8
	Service	16	19.4	17.2
	Sales and Office	30.2	26	25.3
	Natural Resources, Construction, and Maintenance	4.7	11.7	10.8
	Production, Transportation, and Material Moving	15.5	22.3	14.9
INCOME	Per Capita Income			
	Kingstree	\$11,731	Berkeley County	\$27,010
	Andrews	\$13,119	Clarendon County	\$16,562
	Greeleyville	\$12,210	Georgetown County	\$23,942
	Hemingway	\$13,573	Florence County	\$21,932
	Lake City	\$14,039	Williamsburg County	\$13,513
	Manning	\$15,621	South Carolina	\$23,443
COMMUTE	Average Commute to Work Time in Minutes			
	Kingstree	16	Berkeley County	26.3
	Andrews	21.5	Clarendon County	26.6
	Greeleyville	21.4	Georgetown County	23.7
	Hemingway	22.8	Florence County	21.6
	Lake City	19	Williamsburg County	24.8
	Manning	22.4	South Carolina	23.2

Source: United States Census Bureau, Census 2010

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Natural Resources Element

“The Kingstree area is known for its natural beauty. This beauty includes an abundant variety of plants and wildlife and the soils and water resources conducive to their survival.”



NATURAL RESOURCES ELEMENT

The Kingstree area is known for its natural beauty. This beauty includes an abundant variety of plants and wildlife and the soils and water resources conducive to their survival. This element will provide a summary of Kingstree's natural resources and establish goals to perpetuate and protect these valuable assets.

Soils

Twenty-five basic soil associations could be found within the Town of Kingstree. Predominant soils in the Kingstree area include the Noboco, Candor, and the Hobcaw associations. The Noboco and the Candor associations are well suited for development while the Hobcaw association has severe constraints for development. This last association is primarily located in the Black River floodplain in the western portion of the town.

The Soils Map, Map Exhibit 4.1, displays the predominant soil types for Kingstree and Table 4.1, below, provides a brief description of each soil. A detailed soils map and complete soils description can be found in the [Soil Survey of Williamsburg County](#) prepared by the USDA Soil Conservation Service in 1989.

Table 4.1 Soils Types Common to the Kingstree Area		
Symbol	Soil Name	Description/Development Potential
AuA	Autryville Sand	<i>This soil is well drained. Autryville sand is well suited for most engineering uses related to community development.</i>
BnA	Bonneau Fine Sand	<i>This soil is well drained. Bonneau fine sand is well suited for most engineering uses related to community development. It has severe limitations for septic tank absorption because ground water can become contaminated during the wet season. This soil has slight limitations for dwellings without basements and for small commercial buildings.</i>
CaA	Candor Sand (0 to 2% slope)	<i>This soil is somewhat excessively drained. Candor sand is well suited for most engineering uses related to community development; however, droughtiness is a limitation for some uses.</i>
CaB	Candor Sand (2 to 6% slope)	<i>This soil is somewhat excessively drained. Candor sand is well suited for most engineering uses related to community development. Limitations are slight for septic tank absorption fields and dwellings without basements.</i>
CIA	Chipleigh Sand	<i>This soil is moderately well drained. Chipleigh Sand is moderately well suited for most engineering uses related to community development. Limitations are severe for septic tank absorption fields due to a high seasonal water table.</i>
CmB	Chisolm Loamy Fine Sand	<i>This soil is well drained. Chisolm sand is well suited for most engineering uses related to community development. Limitations are moderate for septic tank absorption fields because of the seasonal high water table. This soil has slight limitations for dwellings without basements and moderate limitations for small commercial buildings.</i>
Co	Coxville Loam	<i>This soil is poorly drained. Coxville loam is very poorly suited for most engineering uses related to community development. This soil has</i>

		<i>severe limitations for dwellings without basements and for small commercial buildings because of the seasonal high water table; however, the effects of these limitations can be lessened by using surface drainage systems and by shaping the land to increase surface runoff.</i>
EmA	Emporia Loamy Sand (0 to 2% slope)	<i>This soil is well drained. Emporia sand is well suited to most engineering uses related to community development. There are no major management concerns for urban uses; however, the seasonal high water table and moderately slow permeability are severe limitations for septic tank absorption fields.</i>
EmB	Emporia Loamy Sand (2 to 6% slope)	<i>This soil is well drained. Emporia sand is well suited to most engineering uses related to community development. There are no major management concerns for urban uses; however, the seasonal high water table and moderately slow permeability are severe limitations for septic tank absorption fields.</i>
EuA	Eunola Loamy Sand	<i>This soil is well drained. Eunola sand is moderately well suited to most engineering uses related to community development. Limitations are severe for septic tank absorption fields. This soil has moderate limitations for dwellings without basements and for small commercial buildings.</i>
FxB	Foxworth Sand	<i>This soil is somewhat excessively drained. Foxworth sand is well suited for most engineering uses related to community development. Limitations are moderate for septic tank absorption fields. This soil has slight limitations for dwellings without basements and for small commercial buildings.</i>
GoA	Goldsboro Loamy Fine Sand	<i>This soil is moderately well drained. Goldsboro sand is moderately well suited for most engineering uses related to community development. This soil has severe limitations for septic tank absorption fields. Goldsboro sand has moderate limitations for dwellings without basements and small commercial buildings because of the seasonal high water table.</i>
Gu	Gourdin Loam	<i>This soil is poorly drained. Gourdin Loam is very poorly suited for most engineering uses related to community development. This soil has severe limitations for dwellings without basements and small commercial buildings. Problems caused by these limitations are difficult to correct.</i>
Hb	Hobcaw Sandy Loam	<i>This soil is very poorly drained. Hobcaw Sand Loam is very poorly suited to most engineering uses related to community development. Limitations are severe for septic tank absorption, dwellings without basements, small commercial buildings, and lawns and landscaping because of the hazard of flooding and the seasonal high water table.</i>
HvB	Hornsville Sandy Loam (2 to 6% slope)	<i>This soil is moderately well drained and is moderately well suited for most engineering uses related to community development. Limitations are severe for septic tank absorption fields and are moderate for dwellings without basements and small commercial buildings.</i>
JoA	Johns Fine Sandy Loam	<i>This soil is moderately well drained. Johns Fine Sandy Loam is very poorly suited to most engineering uses related to community development. Limitations are severe for septic tank absorption fields, dwellings without basements, and small commercial buildings. The problems generally are not economically feasible to correct.</i>

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Le	Leon Sand	<i>This soil is poorly drained and is very poorly suited for most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table. Problems caused by these limitations can be reduced by using surface drainage systems and shaping the land to increase runoff.</i>
Ln	Lynchburg Fine Sandy Loam	<i>This soil is somewhat poorly drained and is very poorly suited for most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table. Problems caused by these limitations can be reduced by using surface drainage systems and shaping the land to increase runoff.</i>
NoA	Noboco Loamy Fine Sand	<i>This soil is well drained. Noboco sand is well suited for most engineering uses related to community development. There are no major management concerns related to urban uses; however, the high seasonal water table can be a severe limitation for septic tank absorption fields.</i>
Og	Ogeechee Fine Sandy Loam	<i>This soil is poorly drained and is very poorly suited to most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table.</i>
Px	Paxville Fine Sandy Loam	<i>This soil is very poorly drained and is very poorly suited to most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table.</i>
Ra	Rains Fine Sandy Loam	<i>This soil is poorly drained and is poorly suited to most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table.</i>
Rt	Rutlege Loamy Sand	<i>This soil is very poorly drained and is very poorly suited to most engineering uses related to community development. It has severe limitations for septic tank placement, dwellings without basements, and small commercial buildings due to the seasonal high water table.</i>
Ud	Udorthents, Loamy	<i>This soil class is composed of a nonhomogenous mixture of various soil types. Drainage conditions vary and the suitability of this soil type for development needs to be determined onsite.</i>
Wh	Wahee Sandy Loam	<i>This soil is somewhat poorly drained and is very poorly suited for most engineering uses related to community development.</i>
Ym	Yamassee Sandy Loam	<i>This soil is somewhat poorly drained and is very poorly suited for most engineering uses related to community development.</i>
Source: <i>Soil Survey of Williamsburg County, South Carolina</i> , United States Department of Agriculture, Soil Conservation Service, 1989.		

Vegetation and Wildlife

Kingstree is rich in botanical resources. The area contains a mixture of cultivated fields, grasslands, evergreen forests, deciduous forests, and some mixed forests. Examples of hardwood trees commonly found include oak, poplar, sweetgum, and dogwoods. Evergreen trees include pine and cedar. Other shrubs and plants include sweetbay, blueberry, cutgrass, bluestem, goldenrod, beggarweed, and partridge pea.

Due to the variety of the vegetation in Kingstree, many different animal species are supported with food and shelter. Major game species in the area include white-tailed deer, eastern wild turkey, bobwhite quail, and mourning dove. Other wildlife include rabbit, fox, raccoon, squirrel, duck, goose, heron, beaver, mink, opossum, weasel, skunk, and muskrat. The area is also the home of a number of rare, threatened, or endangered plant and animal species. Table 4.2 provides a listing of these species.

The area's vegetation and wildlife are not only important to the health of the environment but it is an important economic resource for the region. Many properties are farmed and forested and other parcels are leased for hunting and fishing. Wildlife habitat can be created or improved by planting appropriate vegetation, by maintaining the existing plant cover, or by promoting the natural establishment of desirable plants.

Table 4.2 Rare, Threatened, and Endangered Species Inventory (Species Found in Williamsburg County)		
Scientific Name	Common Name	Legal Status
ACIPENSER BREVIROSTRUM	SHORTNOSE STURGEON	OF STATE CONCERN
ACIPENSER OXYRINCHUS	ATLANTIC STURGEON	STATE ENDANGERED
ALLIGATOR MISSISSIPPIENSIS	AMERICAN ALLIGATOR	STATE THREATENED
ALOSA AESTIVALIS	BLUEBACK HERRING	OF STATE CONCERN
AMPHICARPUM MUEHLENBERGIANUM	BLUE MAIDEN-CANE	OF STATE CONCERN
AANDROPOGON MOHRII	BROOMSEDGE	OF STATE CONCERN
CASTILLAJA COCCINEA	SCARLET INDIAN- PAINTBRUSH	OF REGIONAL CONCERN
CLEMMYS GUTTATA	SPOTTED TURTLE	STATE THREATENED
COREOPSIS GLADIATA	SOUTHERN TICKSEED	OF STATE CONCERN
CORYNORHINUS RAFINESQUII	RAFINESQUE'S BIG-EARED BAT	STATE ENDANGERED
CYSTOPTERIS PROTRUSA	LOWLAND BRITTLE FERN	OF STATE CONCERN
DANAUS PLEXIPPUS	MONARCH BUTTERFLY	OF STATE CONCERN
FIMBRISTYLIS VAHLII	VAHL FIMBRY	OF STATE CONCERN
GALEARIS SPECTABILIS	SHOWY OCHIS	OF STATE CONCERN
GENTAINA AUTUMANALIS	PINE BARREN GENTIAN	OF STATE CONCERN
HALIAEETUS LEUCOCEPHALUS	BALD EAGLE	STATE THREATENED
HELENIIUM PINNATIFUDUM	SOUTHERN SNEEZEWEED	OF STATE CONCERN
HOTTONIA INFLATA	FEATHERFOIL	OF STATE CONCERN
HYDROLEA CORYMBOSA	CORYMB FIDDLELEAF	OF STATE CONCERN
HYPERICUM HARPERI	N/A	OF STATE CONCERN
ILEX AMELANCHIER	SARVIS HOLLY	OF STATE CONCERN
LACHNOCAULON BEYRICHIANUM	SOUTHERN BOG-BUTTON	OF STATE CONCERN
LIPOCARPHA MICRANTHA	DWARF BULRUSH	OF STATE CONCERN
LOBELIA BOYKINII	BOYKIN'S LOBELIA	OF STATE CONCERN
MACBRIDEA CAROLINIANA	CAROLINA BIRD-IN-A-NEST	OF STATE CONCERN
MOXOSTOMA ROBUSTUM	ROBUST REDHORSE	OF STATE CONCERN
MYCTERIA AMERICANA	WOOD STORK	STATE ENDANGERED
OXYPOLIS CANBYI	CANBY'S DROPWORT	FEDERAL/STATE ENDANGERED
PERIMYOTIS SUBFLAVUS	TRICOLORED BAT	OF STATE CONCERN
PHYSOSTEGIA LEPTOPHYLLA	SLENDER-LEAVED DRAGON-HEAD	OF STATE CONCERN
PICOIDES BOREALIS	RED-CKOADED WOODPECKER	FEDERAL/STATE ENDANGERED

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PLAGIOCHILA SULLIVANTII	SULLIVANT'S LEAFY LIVERWORT	OF STATE CONCERN
PLATANTERA INTERGRA	YELLOW FRINGLESS ORCHID	OF STATE CONCERN
POLYGALA HOOKERI	MILKWORT	OF STATE CONCERN
POLYGALA NANA	DWARF MILKWORT	OF STATE CONCERN
PTEROGLOSSASPIS ECRISTATA	CRESTLESS PLUME ORCHID	OF STATE CONCERN
RHEXIA ARISTOSA	AWNED MEADOWBEAUTY	OF STATE CONCERN
RHEXIA CUBENSIS	WEST INDIAN MEADOW- BEAUTY	OF STATE CONCERN
RHYNCHOSPORA BREVISETA	SHORT-BRISTLE BALDRUSH	OF STATE CONCERN
SCHWALBEA AMERICANA	CHAFFSEED	FEDERAL/STATE ENDANGERED
SCIURUS NIGER	EASTERN FOX SQUIRREL	OF STATE CONCERN
SIDEROXYLON LANUGINOSUM	GUM BUMELIA	OF STATE CONCERN
SIDEROXYLON RECLINATUM	N/A	OF STATE CONCERN
SPIRANTHES LONGILABRIS	GIANT SPIRAL LADIES'- TRESSES	OF STATE CONCERN
XYRIS DIFFORMIS VAR FLORIDANA	FLORIDA YELLOW-EYED GRASS	OF STATE CONCERN
XYRIS SEROTINA	ACID-SWAMP YELLOW- EYED GRASS	OF STATE CONCERN
XYRIS STRICTA	PINELAND YELLOW-EYED GRASS	OF STATE CONCERN

Source: South Carolina Department of Natural Resources, 2019.

Topography

Kingstree is relatively flat with elevations ranging from a height of sixty-nine feet to a low of less than forty feet. Topographic data is available for the Kingstree area on the U.S. Geological Survey as shown on Map Exhibit 4.2. This map shows elevation contours at twenty-foot intervals.

Drainage

Generally, the natural drainage in Kingstree is poor because of the flatness of the land and the high water table. In 1977, the Kingstree Swamp Canal was constructed by the U.S. Army Corps of Engineers to improve the drainage of the area, especially during large storm events. The drainage has improved; however, the canal requires periodic cleaning and long-term maintenance/repair is needed to address siltation. Regular maintenance of roadway ditches is also important to prevent the flooding of the streets and property.

Water Resources

Ground water in Kingstree is abundant. The Town of Kingstree uses a number of aquifers as its potable water source. These aquifers are located approximately 700 to 800 feet and 850 to 1,250 feet below the ground surface and supply the town with an acceptable quantity and quality of water. Yields from the principal aquifers range from 250 to 1,000 gallons per minute (GPM). As its principal water sources, the town uses the Middendorf and the Cape Fear aquifers. Other potential water source areas include the Shallow and Black Creek formations.

Surface water in Kingstree is available from the Black River. According to the Environmental Protection Agency's 2008 Water Quality Program, the water quality of the Black River is good. The fresh water is suitable for primary recreation activities like swimming and secondary activities like fishing and boating. After conventional treatment, the water is suitable as a drinking water source. Industrial and agricultural operations can also utilize water from the Black River.

Other surface water is found in the Kingstree Swamp Canal and area wetlands including the Kingstree Swamp. Under certain conditions, this water shows less than desirable water quality. This lower water quality is not necessarily due to pollutants from agricultural or industrial development, but may be caused from natural decomposition of the dense vegetation in the area.

Areas of Special Consideration

The Black River borders the southwestern edge of Kingstree. This river and its surrounding wetlands are critical to the health of the natural environment as it provides abundant wildlife habitat, flood storage, recreational opportunities, and many other benefits. Of particular importance is Gilland Park. Constructed in 1989, this park is composed of four acres and is situated on the banks of the Black River. Active recreation opportunities at the park include boat access to the river, picnic areas, and playground facilities. Passive recreation opportunities include bird and wildlife viewing.



The Black River in Kingstree provides a source of fresh water, recreation, and is home to numerous plant and animal varieties.

Natural Resources Needs, Goals, and Objectives

Protection of Kingstree's natural resources is critical to the economic and social well-being of residents. The following goals and objectives have been established in order to encourage the protection and enhancement of these resources:

Goal 1: Encourage a balance between development and environmental needs in order to protect the beauty and natural resources of Kingstree, by:

- A. Requiring that new development sites incorporate the preservation of trees and other wildlife into their design,
- B. Restricting development in environmentally sensitive areas such as the Black River floodplain,
- C. Encouraging vegetated buffers between new and existing developments, and
- D. Restricting the location and permitting of certain uses which, by their production of air or water pollutants, have the potential to degrade the natural environment.

Goal 2: Protect and enhance the water quality of Kingstree, by:

- A. Requiring the mandatory connection of uses to sanitary sewer facilities when available,
- B. Limiting the intensity of uses in areas where sanitary sewer facilities cannot be provided,
- C. Prioritizing sewer extensions to areas where soil conditions are not conducive to septic tank placement,
- D. Developing regulations to prohibit the illicit discharge of pollutants,
- E. Requiring the incorporation of sediment control measures for new construction projects,
- F. Restricting the storage or placement of noxious materials within or adjacent to the flood plain of the Black River, and
- G. Prohibiting the direct discharge of storm water into the Black River.

Goal 3: Encourage the stewardship of public areas to ensure that the unique ecology will be available for future generations, by:

- A. Fostering the public's awareness of Kingstree's natural and scenic resources and promoting the preservation of these areas,
- B. Identifying threats, such as litter, pollution, inappropriate use, and combating potential degradation through education and enforcement, and
- C. Developing and securing funding mechanisms, such as grants, to assist in the upkeep and expansion of public areas.

Goal 4: Increase public access to the Black River and wetland inhabitants, by:

- A. Developing and enhancing trails along the Black River and educating the public on the value of these resources,
- B. Emphasizing the significance of the Black River to Kingstree's founding and incorporating the river experience into the town's historic initiatives,
- C. Developing and securing funding through grants and other sources to assist in the development of trails and other river amenities, and
- D. Protecting the most sensitive areas of the river from overuse or overdevelopment.

Goal 5: Promote the preservation of trees and other natural vegetation, by:

- A. Refining and enforcing the town's landscaping and tree protection ordinance,
- B. Encouraging the preservation of trees during the redevelopment process,
- C. Encouraging the inclusion of easements into the platting of new subdivisions that protect wetlands, floodplains, and other scenic or natural areas, and
- D. Investigating the inclusion of zoning incentives that encourage tree preservation and planting.

Goal 6: Promote the maintenance and enhancement of surface water drainage patterns, by:

- A. Investigating the development of a storm water management ordinance for large commercial projects or projects located in sensitive drainage areas,
- B. Requiring the inclusion of drainage easements and retention structures into the design of new subdivisions,
- C. Monitoring existing drainage infrastructure and developing a prioritized listing of needed improvements/repairs, and
- D. Implementing drainage improvements and maintenance activities identified in the Kingstree Downtown Master Plan, 2009 and the Kingstree Downtown Roadmap, 2020.

Implementation

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Landscaping and Tree Preservation	➤ Regulatory Review: The review of the zoning ordinance, as outlined in preceding elements, should include a review of the landscaping and tree protection provisions contained in Article 14. The town may wish to consider establishing special standards for tree planting along the town's primary entrances and establishing additional requirements for tree removal in sensitive areas such as lands adjacent to the Black River.
	➤ Incentive Based Initiatives: The Planning Commission should investigate the inclusion of zoning based incentives to encourage the planting of trees and landscaping. Such incentives, to include both density and use, could be incorporated into planned development or zero-lot-line provisions.
	➤ Grants/Enhancements: The town should identify areas of needed landscaping improvement along the town's streets and planting opportunities in the town's parks or other sensitive areas. Grants and funding should be pursued to include (but not limited to) SCDOT Transportation Enhancement funding and Community Forestry grants, as administered through the South Carolina Forestry Commission.
Water Quality and Critical Area Use/Protection	➤ Development Regulations: The town should consider the development of a storm water management ordinance for larger commercial sites and new subdivisions. In addition, new site development should include a provision for sediment control.
	➤ Zoning Ordinance: The review of the town's zoning ordinance should include a review of uses permitted in proximity to the town's watercourses and areas adjacent to the Black River.

Cultural Resources Element

“The Town of Kingstree has a long and rich history spanning nearly three centuries.”



CULTURAL RESOURCES ELEMENT

The Town of Kingstree has a long and rich history spanning nearly three centuries. This element provides a brief history of the town and identifies important historic and cultural resources within the community. In the final section, this element provides goals, objectives, and implementation strategies to assist in the long-term protection of these resources.

History of Kingstree

When the English first settled in America, the present State of South Carolina was part of the continent that King Charles II of England had granted to eight Lords Proprietors in 1663. In 1729, the Crown bought the rights of the Proprietors and divided the area into what is now North and South Carolina. The next year, King George II ordered eleven townships to be laid out in the interior of the province. Williamsburgh on the Wee Nee (Black River) was one of these. A group of forty Scots-Irish settlers were the first to be granted land by the King of England in 1732. These settlers had pushed their way up the Black River from Georgetown into present day Williamsburg County.

A community was carved out of the wilderness on a bluff near the present Town of Kingstree. Each family of the original settlers was allocated a half-acre town lot and fifty acres within Williamsburgh Township. The town was laid out with a meeting ground in the center and a stockade stood on the site of the present cemetery in Kingstree. On this land, the first church (Presbyterian) was built in 1736.

At the time the first land grants were given to settlers, the King claimed the straightest and biggest of all “white pine” trees to be marked with an arrow to show that they were reserved for the King’s naval stores. These trees were to be used as masts on His Majesty’s ships. As the settlers disembarked to set up their community, they were struck by the beauty of these tall “white pine” trees and, in particular, a large pine tree growing on the east bank of the river. This pine was promptly named the King’s Tree and became synonymous with the town. Eventually, the town was renamed Kingstree.

In the early days, the town prospered as an agricultural center due to the area’s rich farmland. Corn, rice, hemp, flax, cattle, and timber were important products. The Black River supported the transport of raw materials to and finished goods from the Port of Georgetown.

During the American Revolution, the area became an important recruiting focus for the patriot cause with many residents serving in “Marion’s Brigade”. Patriot activity led to the brief encampment of British Colonel Banastre Tarleton in Kingstree. The British presence escalated to the “Battle of Kingstree” on the night of August 27, 1780. Patriot casualties totaled twenty with ten captured, and British casualties totaled fifteen with fifteen captured. After this small battle, Colonel Francis Marion learned that British troops vastly outnumbered him and decided not to risk another engagement. He then disbanded the majority of his men and temporarily camped in North Carolina.

Following the Revolution, the town continued to prosper. The growth of the local economy accelerated with the widespread cultivation of cotton. Cotton remained an important agricultural crop until the mid-twentieth century when tobacco eclipsed its prominence. In 1820, Kingstree became the county seat of Williamsburg County and in 1823 a courthouse was constructed. Today, Kingstree remains the center of government and commerce for the county.

Historic Buildings

The town retains many historic structures and landmarks. A portion of downtown Kingstree is designated as an historic district. This district, listed on the National Register of Historic Places in 1982, contains forty-eight significant properties and is situated on Main Street between Hampton Avenue and Jackson Street. Portions of Hampton Avenue and Academy Street were also included in the district. Most of the district's buildings were constructed between 1900 and 1920 and are examples of nineteenth century vernacular architecture. "Details such as arched doorways and windows, cast-iron columns and pilasters, decorative or corbelled brickwork, and pressed tin interior ceilings are present on most of the district's buildings."



Williamsburg County's Historic Courthouse

Prominent within the historic district is the Williamsburg County Courthouse located on Main Street. Constructed in 1823, the courthouse was designed by Robert Mills. Although remodeled in the early 1950's, the courthouse retains its Roman neoclassical design to include Doric columns, a raised first floor, and pediment with lunette. (South Carolina Department of Archives and History). A listing of countywide National Registry properties is included in Table 5.1:

Table 5.1 National Register of Historic Places in Williamsburg County			
Significant Structure/Place	Location	Year(s) Constructed	Year of Registry
Thorntree (Witherspoon House)	Nelson Boulevard, Kingstree	1749	1970
Gamble House	Nesmith vicinity	Unknown	1978
John Calvin Wilson House	Indiantown vicinity	1847	1982
Kingstree Historic District	Downtown Kingstree (48 Properties)	Various (1823-1930)	1982
Scott House	Live Oak Street, Kingstree	1843	1982
Clarkson Farm Complex	Greeleyville vicinity	1928	1988
M.F. Heller House	Academy Street, Kingstree	1845/1895	1994
Colonel John Gotea Pressley House	North Academy Street, Kingstree	1855	1997
New Market	Greeleyville vicinity	1820	1998
Salters Plantation House	Gapway Road, Salters	1898	2000
McCollum-Murray House	C.E. Murray Boulevard, Greeleyville	1906	2006
Source: South Carolina Department of Archives and History per the National Park Service's listing dated October 18, 2019.			

The Williamsburg Hometown Chamber periodically sponsors walking tours of historic sites within the

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town. In addition to properties in the downtown and the National Register sites above, examples of other historic buildings and sites in Kingstree are included in Table 5.2:

In the 1990's, the town established an Architectural Review Board (ARB). The town's core commercial district, which includes the historic downtown, falls under the jurisdiction of this board. New construction, structural alterations, sign placements, and demolitions require the review and issuance of a Certificate of Appropriateness by the board. Additional responsibilities of the ARB include performing historic property inventories and making recommendations on the historic designation of properties and structures.

Table 5.2 Non-Registered Historic Structures and Sites in Kingstree		
Name	Location	Approximate Year Constructed
Fleming-Jenkinson House	N. Academy Street	1770
Watson-Jenkinson House	Brooks Street	1827
Heller-Arnette House	Academy Street	1840
Cooper House	North Academy Street	1853
Hamby-Pressley House	West Academy Street	1855
Old Methodist Parsonage	West Church Street	1888
Saint Alban's Episcopal Church	305 Hampton Avenue	1889
Kellahan Park	Green/Kelly/Live Oak Avenue	1895
Palmetto House	South Academy Street	1895
Cox House	North Academy Street	1898
Carr-Martin House	Third Avenue	1900
Epps-Inman House	Live Oak Avenue	1906
McKenzie-Brockington House	East Brooks Street	1906
Snyder House	Live Oak Avenue	1906-1910
First Baptist Church	Academy Street	1913
Williamsburg Presbyterian Church	North Academy Street	1913
Hupp-Kinder House	Third Avenue	Unknown/prior to 1914
O'Bryan House	Academy Street	1917
Nexsen House	Academy Street	1917
Hill-Welch House	Third Avenue	1921
Green-Evans House	Third Avenue	1921
Harrington-Boyd House	East Brooks Street	1923
US Post Office	Mill Street	1935
Source: Williamsburg HomeTown Chamber publication <i>Kingstree, South Carolina a Stroll Through History</i> .		

Museum and Historical Society

The Williamsburg Historical Society operates the Williamsburg Historical Museum. In 2000, the museum moved from the old Exchange Bank building on Main Street to the old Carnegie Library at 135 Hampton Avenue. Artifacts and exhibits including books, photographs, and items on loan from local families are displayed in the building. Additionally, the museum maintains a collection of the *County Record* newspaper with microfilmed editions available from 1897 to 2006. Occasionally, the museum

sponsors book signings, art exhibits and has even previously hosted traveling Smithsonian exhibits. Due to growth in the size of museum's collection, the historical society acquired property on Hampton Avenue, adjacent to the museum, for use as a possible future museum annex.

The historical society owns and maintains the Thorntree House and use it for special events. James Witherspoon built the house in 1749 and is the oldest known residence in the Pee Dee area of South Carolina. Originally located six miles south of Kingstree, the house was moved to its present location on Nelson Boulevard as part of a restoration project. As one of only a few remaining examples of early plantation homes constructed entirely of native materials, the Thorntree was added to the National Historic Register in 1970. In January of 2021, the house's exterior was renovated.



Historic Thorntree House

Arts

The Williamsburg County Arts Council (WCAC) is a group that recognizes, celebrates, and promotes the unique cultural heritage of Williamsburg County. They also develop opportunities that will advance the arts as an integral part of the lifelong process. The council's office and arts gallery are located in downtown Kingstree.

The income to support the WCAC's budget is derived from membership dues, grants, city and county accommodations taxes, public programs of the council, local business-industry contributions, and commissions from gallery sales. Some of the art programs and cultural activities the Williamsburg Arts Commission has initiated and maintain include a countywide arts gallery, an annual Black Heritage Festival, a community theater program, an arts-in-education program, and a quarterly publication.

Festivals and Special Events

As part of the town branding created in the Kingstree Downtown Roadmap 2020, the dates and names of some of the events have been changed and one new event was created.

During the third weekend in October, the town sponsors the annual "Pig Pickin Festival". This festival, which replaced the Old Fashioned Days Festival, includes a golf tournament, carnival rides, live music, a parade, and a fireworks show. The festival also includes several cooking contests, most notably a BBQ cook-off held on Saturday.

Since 1995, the Williamsburg Hometown Chamber has hosted the King's Tree Trials. Held in the Cedar Swamp Community, approximately ten miles east of Kingstree, this event consists of nine quarter and thoroughbred horse races. This well attended event also includes a variety of vendors, concessions, tailgating, and race related activities.

Other events include Kingstree Live, Eggstravaganza, Black River Festival, and several Christmas festivities. Kingstree Live is held on four Friday nights in May, June, July, and August and features live music performances, food and drink vendors, and activities for children. Eggstravaganza is a large Easter egg hunt held the weekend prior to Easter. The Black River Festival is a new festival held in May in

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coordination with the first Kingstree Live concert and includes a 5K race, a wild game cook-off, youth and archery tournaments, a rock wall, and educational exhibits. The Christmas festivities are in December and include a Christmas parade and a Christmas tree lighting ceremony.

Planned Community Resources

In January of 2019, Williamsburg County, the Town of Kingstree, the Williamsburg Historical Society, and the Williamsburg Tourism Board entered a partnership to establish the Williamsburg County African American Museum Annex after receiving two matching grants. This new museum will be located in the historical society's museum annex on Hampton Avenue. Exhibits at the museum will showcase the history of Farmers Telephone Cooperative, Santee Electric Cooperative, Civil Rights and African American history, and other significant events in Williamsburg County that were important to the African American community. There will also be seating space for lectures, book presentations and signings, and other programs that the society presents during the year. The museum's opening date is not yet determined.

Needs, Goals, and Objectives

Kingstree has a rich history. The cultural needs of the town are to identify and preserve the town's historic structures and assets, and effectively market Kingstree's cultural resources. These needs are addressed in the following goals and objectives:

Goal 1: Recognize the importance of Kingstree's historic downtown and protect downtown structures of architectural significance by:

- A. Developing design guidelines that are architecturally appropriate and ensuring that requirements can be objectively administered,
- B. Retaining existing regulations that require certificates of appropriateness prior to demolition, structural alterations or new construction within the downtown historic district,
- C. Pursuing façade grants and other available funding to assist downtown property owners in improving the appearance of historic structures,
- D. Guarding against the deterioration of historic structures by developing property maintenance standards,
- E. Performing periodic inventories/assessments of the town's historic building stock to assess deterioration and threats to structural viability,
- F. Providing incentives, through zoning, which allow for the adaptive reuse of historic structures, and
- G. Encouraging second and third story occupancy.

Goal 2: Promote and protect Kingstree's history by:

- A. Performing extensive surveys/documentation and pursuing National Register designation for the town's historic structures outside of the immediate downtown,
- B. Considering the expansion of the town's historic district to incorporate the town's older residential neighborhoods, and
- C. Considering the development of design guidelines for areas outside the downtown and soliciting the input of affected property owners in this initiative.

Goal 3: Promote activities that increase the public’s awareness of local cultural resources and encourage tourism by:

- A. Supporting the initiatives of and, when appropriate, partnering with the Williamsburgh Historical Society and the Williamsburg County Arts Council on projects that promote Kingstree and local tourism,
- B. Improving methods of disseminating information on Kingstree to include:
 1. Improving the town’s website and providing links to other relevant websites,
 2. Encouraging the historical society and arts council to consider the development of websites,
 3. Investigating the feasibility of government access television, Pursuing the development of an information area in town hall for brochures and local attraction information, and
 4. Continuing to work with the Chamber of Commerce on tourism initiatives and the promotion of local events.
- C. Encouraging local involvement on regional boards and commissions that support tourism or promote historic preservation initiatives.

Implementation Strategies

The implementation of this element’s goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

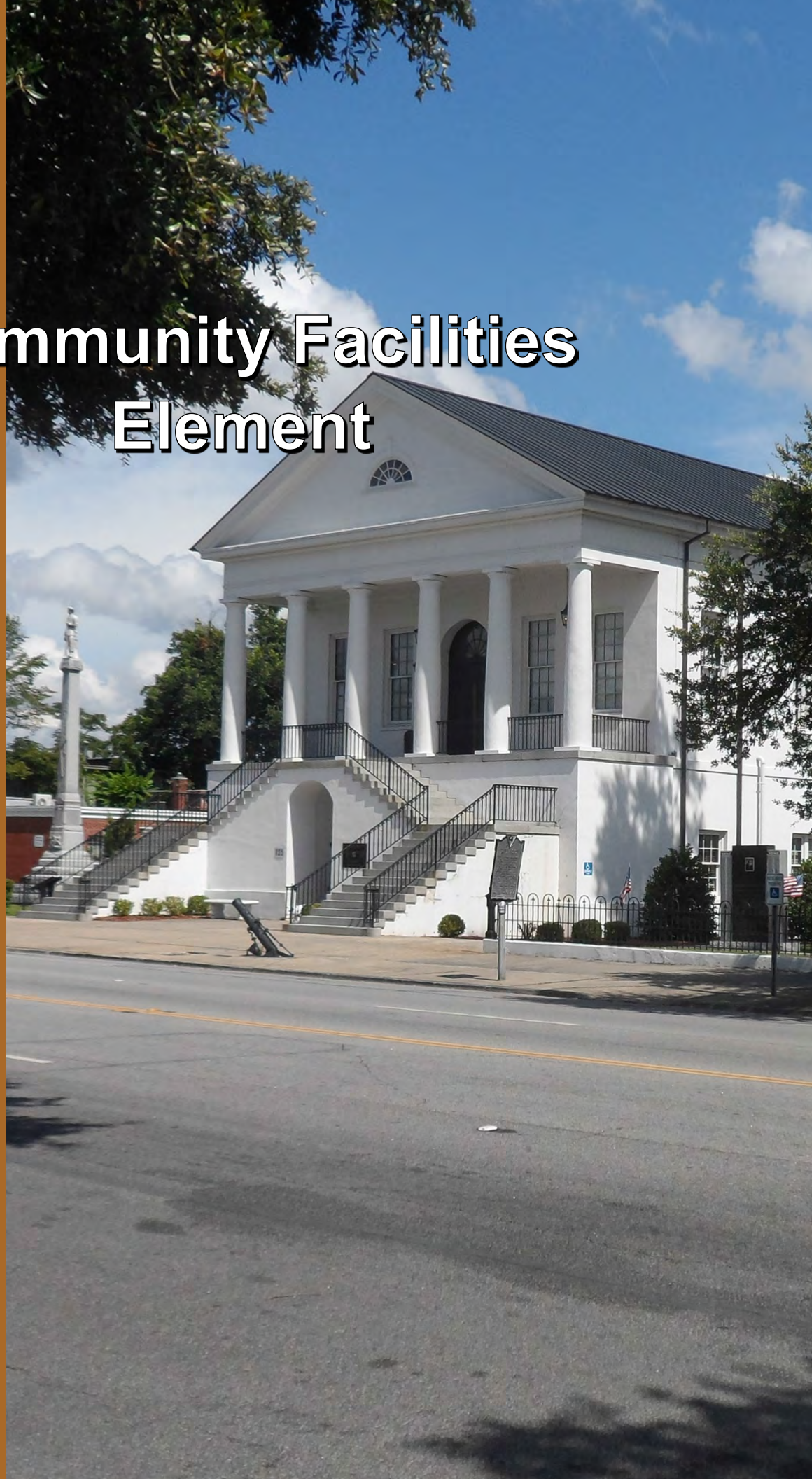
Goals and Objectives Implementation Strategies	
Identified Need	Activities
Protection of Historic and Cultural Assets	<p>➤ Design Guidelines (I): The town should develop design guidelines to supplement the Historic Preservation Ordinance. The initial guidelines should be appropriate to the downtown setting. (See also Land Use Element). Initiator: Architectural Review Board and the Community Planning and Development Department. Duration of Activity: Eighteen Months and thereafter Continuous.</p> <p>➤ Residential Historic District Creation: The town should consider the creation of an historic district (or enlargement of the existing district) to include historic residential properties in the vicinity of Academy Street. Initiator: Architectural Review Board and the Community Planning and Development. Duration of Activity: Twenty-Four Months.</p> <p>➤ Design Guidelines (II): Pending a determination on historic district creation or expansion, the town should develop residential design guidelines to supplement the Historic Preservation Ordinance. The guidelines for the new (or expanded) district should be appropriate for a residential or mixed use setting. Initiator: Architectural Review Board and the Community Planning and Development. Duration of Activity: Thirty-Six to Forty-Eight Months.</p>

Protection of Historic and Cultural Assets

- **Historic Inventory:** As an ongoing and continuous activity, historic properties within the town should be inventoried with an updated assessment of structural condition, use and potential threats. *Initiator:* Architectural Review Board and the Community Planning and Development Department. *Duration of Activity:* Continuous on a Three Year Cycle.
- **Historic Register Nomination:** The town contains several older and potentially significant properties that are not listed on the National Historic Register. The ARB should, with agreement of the property owner(s), investigate the possibility of nominating additional properties for inclusion on the register. *Initiator:* Architectural Review Board and the Planning and Community Development Department. *Duration of Activity:* Continuous.
- **Façade and Other Preservation Grants:** The town should actively pursue façade and other historic preservation grants. Grant opportunities should be identified by the Community Planning and Development Department and reported to the Town Manager. Potential properties for funding assistance should be identified during the inventory process above. *Initiator:* Community Planning and Development Department. *Duration of Activity:* Continuous.
- **Work with Williamsburg County to Look at Opportunities for State and Federal Historic Tax Credits:** Improvements to historic structures within the Town of Kingstree can be offset by using tax credits. The State of South Carolina employs the Bailey Bill, which freezes the assessed tax value at the pre-improvement rate. Abandoned Building Tax Credits can help with revitalizing commercial structures that have been at least sixty-six percent vacant for five years. *Initiator:* Community Planning and Development Department. *Duration of Activity:* Continuous.

Community Facilities Element

“The ability to provide essential services impacts a community’s growth and its retention of residents.”



COMMUNITY FACILITIES ELEMENT

The ability to provide essential services impacts a community's growth and its retention of residents. Provision of police and fire protection, water, sewer, and other services is an important measure of the quality of life and an invaluable service provided to town residents. This element provides a summary of municipal services and services furnished by non-municipal providers. It also provides a listing of needs identified by the various departments, establishes goals and objectives, and provides specific activities to be implemented following the adoption of this plan.

Municipal Structure

The Town of Kingstree was incorporated in 1866 and operates under a manager-council form of government. A mayor and six council members, all of whom serve four-year staggered terms, are elected by the residents of the town. Elections are non-partisan. Council members are elected from single member districts while the mayor is elected at large. Day-to-day administration of town affairs are conducted by a town manager who is selected by and serves at the pleasure of council. In addition to these duties, the town manager appoints professional staff to carry out the town's business.

Municipal Services and Services

In 2020, the Town of Kingstree operated under a budget of \$3.7 million and employed a staff of fifty-three. The town provides a full range of services including police and fire protection, water and sewer, recreation, planning and zoning, and general administrative services. A description of town facilities and services is provided below:

- ❖ **Administration.** The legislative, judicial, and executive/administrative functions of town government are conducted at the Frank H. McGill Municipal Complex (town hall) which is located at 401 North Longstreet Street. This facility houses six full time employees and one part time employee, and includes office space for the mayor, town manager, town clerk, human resources, community planning and enforcement, business licensing, municipal court, finance, and other support offices. Town hall includes space for public meetings including the town council, municipal court, planning commission, and meetings of the town's various committees and boards.



Frank H. McGill Municipal Complex

On November 1, 2019, a groundbreaking ceremony took place for the construction of the Richard L. Treme Public Safety Complex located on two vacant parcels adjacent to town hall totaling 1.1 acres. After some minor construction delays, the building was opened in September of 2020. The

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building now houses both the police and fire departments. It has 19,000 square feet of floor space, the fire station in the northern portion, five fire truck parking bays in the center, and the police station in the southern portion.

- ❖ **Police Protection.** The Kingstree Police Department is located on Longstreet Street in the Richard L. Treme Public Safety Complex and has a force of fourteen full-time certified officers. A fleet of fifteen marked and unmarked patrol vehicles and a victim's advocate vehicle are maintained by the department. All vehicles are equipped with speed cameras, in-car 800 radio, and patrol rifle racks.



Richard L. Treme Public Safety Complex

- ❖ **Fire Protection.** The town's Fire Department is located on Longstreet Street in the Richard L. Treme Public Safety Complex and consists of eight full-time firefighters supplemented by a force of twenty-eight volunteers. Staff areas of specialization include rescue diving, vehicle extraction, hazardous material operations, SCFA instruction, and low angle rescue. Three fire engines, an aerial ladder truck, a rescue truck, a brush truck, a quick response vehicle, a fire chief vehicle, and an aluminum boat make up the department's vehicle complement. In September of 2020, the department also relocated into the new Richard L. Treme Public Safety Complex.

Mutual aid agreements are maintained with Clarendon County, Williamsburg County, Lake City, Manning, and the South Lynches Fire Department. The department provides automatic aid to Williamsburg County for all calls up to three miles outside the town limits and the county ladder truck responds to all in-town commercial and two-story residential fires. In 2019, the Insurance Services Office's (ISO) rating for the town was three on a scale of one to nine.

- ❖ **Water Services.** The town provides potable water for residential, commercial, and industrial uses. Four wells that are controlled and operated manually provide the water supply. In 2009, the pumping capacity from these wells was 4.03 million gallons per day. That year, the daily demand averaged 1.2 to 1.3 million gallons and maximum daily demand was 1.6 million gallons. Table 6.1 provides the town's wells, with corresponding capacities.

**Table 6.1
2009 Town of Kingstree Well Capacity**

Well	Capacity	Gallons Per Day
Highway 377	600 GPM	864,000 GPD
Brockington	600 GPM	864,000 GPD
Fennel Field	600 GPM	864,000 GPD
County Camp Well	1000 GPM	1,440,000 GPD
Total	2800 GPM	4,032,000 GPD

Source: Town of Kingstree, 2009

Three tanks provide water storage for the town. These include County Camp, Pepsi Tank, and the Rocktown Tank. Collectively, these tanks store 700,000 gallons with an average fill time of four hours. The water distribution system consists of water mains ranging in size from two to fourteen inches in diameter. Most of the town's water lines are six inches in diameter. Map Exhibit 6.1 denotes the location of water lines and the location of the town's water tanks.

- ❖ **Sewer Service.** Public sewer is provided to town residents. The department is made up of four staff members complimented by a fleet of two vehicles. Kingstree's sewer treatment plant is located on Nelson Boulevard and consists of the following components: One aerated grit chamber, two oxidation ditches, one belt press, one clarifier contact chamber, and three basins with a volume of 10,000 cubic feet. Average daily treatment volume is 1.7 millions of gallons per day (MGD) and the plant's capacity is 3.5 MGD. Treated wastewater is discharged into the Black River. Sludge is disposed in the Lee County Landfill. Recently, officials have considered either expanding the capacity of the sewer treatment plant or reconfiguring its treatment process due to several cases of discharge contamination. Map Exhibit 6.2 denotes the location of the town's sewer lines and treatment plant.
- ❖ **Solid Waste Disposal.** The town contracts with a private company to provide curbside collection of residential solid waste, commercial solid waste, and yard waste. Recyclables are collected by the town. Solid waste is disposed of in the Williamsburg County Landfill located four miles southwest of Kingstree. In recent years, 11.9 acres of the municipal solid waste landfill has closed and construction of a new landfill on the site has started and is currently awaiting South Carolina Department of Health and Environmental Control (SCDHEC) certification approval.
- ❖ **Parks and Recreation.** The town's recreation department main facility is located at 375 Nelson Boulevard and is staffed by four full-time employees. This facility is the town's largest and consists of two practice fields, one tee ball field, two little league baseball fields, one little league softball field, four tennis courts, a gymnasium with exercise equipment, and an outdoor basketball court. A two-story canteen building, restrooms, showers, and a storage building are part of the complex. Sports programs sponsored by the Parks and Recreation department have certified coaches and referees.

Three public parks are maintained by the town's recreation department. These include Gilland, Kellahan, and Welch Parks:

- **Gilland Park** is located on the banks of the Black River and offers a public boat landing, swimming, fishing, a walking path, covered picnic area, a gazebo, volleyball court, benches along the river, and playground equipment. This park contains lighting, a public parking area, and restroom facilities.



Kellahan Park

- **Kellahan Park** is located at the intersection of Kelly, Live Oak, and Green Streets, contains swings, a gazebo, benches, picnic tables, a decorative fountain, and lighting.
- **Welch Park**, located near the downtown on Academy Street, is the town's smallest park. This park contains a decorative fountain, benches, and lighting.

Other Services and Facilities

A number of community facilities and services are provided in Kingstree that do not fall under the direct purview of the town government. A description of these services is provided below:

- ❖ **Library System.** The Williamsburg County Library System operates a main library in Kingstree and a branch library in Hemingway. Located on Jackson Street, the library's main branch is an 8,000 square foot building that opened in 2000. Over 40,000 items including a periodical collection of forty-eight magazines and eleven newspapers are available for public use at the library. In addition to paper materials, DVDs, CDs, e-books, e-audiobooks, and video games are also available to patrons. The library system is part of SCLENDS which offers about three million additional items. A bookmobile that visits local schools, daycares, and nursing homes throughout Williamsburg County is also provided.
- ❖ **Emergency Medical Services.** Emergency medical services (EMS) are provided by Williamsburg County. In the 2000s, the county has established a centralized 911 dispatch center. This center is located at 203 N. Brooks Street in Kingstree. The county's EMS facility is located at 205 Thurgood Marshall Boulevard and is contained within the headquarters of the Williamsburg County Fire Department.
- ❖ **Schools.** Public schools located within Kingstree fall under the administration of the Williamsburg County School District. For the 2019-2020 school year, the district enrolled 5,043 students. In the Kingstree area, the school district operates four schools with a total enrollment of 1,918. The area's schools and enrollments are provided in Table 6.2:

Table 6.2 Kingstree Area Schools			
School Name	Location	Grades	Enrollment
W M Anderson Primary	500 Lexington Avenue	PK-2	471
Kenneth Gardner Elementary	1503 Woodland Drive	3-5	405
Kingstree Middle Magnet	710 Third Avenue	6-8	412
Kingstree Senior High	615 Martin Luther King Avenue	9-12	630
Williamsburg Academy*	1000 Sandy Bay Road	PK-12	416
Total			2,334
(*) Private School. Source: <i>Public School Review, 2019</i> and <i>Private School Review, 2019</i> .			

Williamsburg Technical College is a comprehensive, two-year community/technical college located on the Martin Luther King Jr. Highway in Kingstree. Founded in 1969, the college

offers a variety of programs including nine associate degree, three diploma, and twenty-four certificate programs. The college is located on a forty-one acre campus that includes four buildings. In 2017, the college had 732 students enrolled. Of this amount, 194 were full-time students and 538 were part-time students.



Williamsburg Technical College provides post-secondary educational opportunities for area residents.

- ❖ **Medical Facilities.** The Williamsburg Regional Hospital, located on Nelson Boulevard, provides residents with inpatient and out-patient general medical, surgical, and twenty-four hour emergency care. Operating under a critical access designation, the 58,000 square foot hospital facility provides twenty-five inpatient beds. In 2009, the hospital employed 187 persons and is affiliated with eleven local, private practices.

In 2000, the hospital expanded to provide a 13,559 square foot Medical Plaza and Rehabilitation Center. The new facility is located near the hospital's main campus on Nelson Boulevard. A year later, the hospital transitioned to a community owned facility and receives funding from various sources including Williamsburg County, the Duke Endowment, and the Williamsburg Hospital Auxiliary.

In October of 2015, a heavy rainfall and corresponding 100-year flood event occurred in Kingstree and caused widespread damage to the town. During the storm, the Williamsburg Regional Hospital's roof leaked and the leakage damaged major hospital equipment and the structure itself. On February 6, 2016, the State of South Carolina closed the hospital due to the discovery of toxic black mold within the structure. After the closure, a twenty-three bed 24,352 square foot temporary hospital made up of eight interconnected modular buildings was built on the site and opened on December 16, 2016. Currently, the hospital still operates out of that temporary building.

Map Exhibit 6.3 denotes the location of Kingstree's existing, under construction, and proposed public facilities.

Planned Community Facilities

- An additional park named Black River Landing is under construction. In December of 2019, a 1.79 acre property adjacent to the Black River and the public Mill Street Landing was purchased by the town for use as a park which will include a farmer's market, an amphitheater, canoe rentals, an educational facility, and an event space. Two of the four buildings on the site have been demolished and the remaining two are being refurbished into a storage building for canoes, public restrooms, and an educational facility. The foundation of the largest demolished building was preserved and will be used for a public event building and stage to be known as the Shed at Black River Landing (construction has not yet started). When completed, the Black River Landing will be one of the four parks that make up the Black River State Park which will be established once all of its parks are completed. As of August 2021, the Black River Landing was still under construction and an opening date was not yet determined.



Proposed Black River Landing Park site plan
Source: Kingstree Downtown Roadmap Final Report

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- In February of 2019, the Medical University of South Carolina (MUSC) signed a letter of intent with the Williamsburg Regional Hospital and Lake City Community Hospital authorizing MUSC to construct, own, and operate a new \$50 million replacement hospital. Located at 3555 US Highway 52 between Kingstree and Lake City, the new 63,500 square foot hospital will have twenty-five in-patient beds, two operating rooms, a sixteen bay emergency treatment area, and the latest telehealth technologies. Diagnostic facilities will include a CT scanner, MRI, mammography, and a radiology department including nuclear medicine. Laboratory, respiratory, pharmacy and other ancillary services will be available onsite. The new hospital has a targeted opening date of January 2023.



Proposed hospital concept
Source: McMillan Pazdan Smith
Architecture

- A new senior center is proposed for the site of former Kelley Memorial Hospital following demolition. The 12,200 square foot Murdaugh Senior Center will include a dining area, and rooms for games, crafts, and exercise. Some funding for the project has already been secured. In July of 2020, the developer submitted plans to the Kingstree Board of Zoning Appeals and received a variance reducing the front setback. Completion should occur between 2023 and 2024.



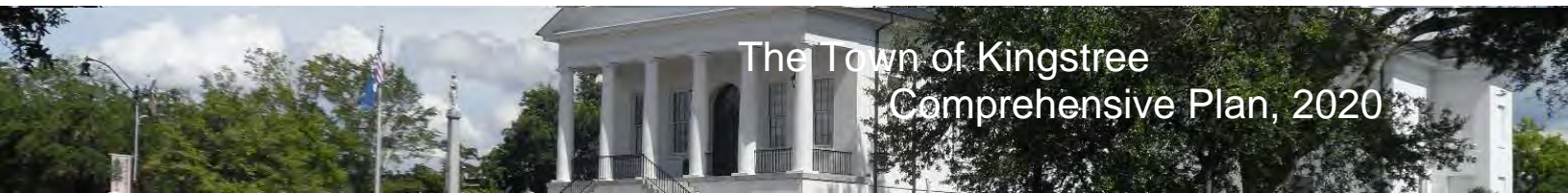
Proposed Murdaugh Senior Center
concept
Source: Beaufort Design Build

- In 2019 and 2020, the Kingstree Downtown Roadmap was commissioned. A master plan, the Roadmap recommends the construction of a number of new public facilities within the downtown area to stimulate revitalization. These recommendations are significant and include:
 - Formalizing the parking lot within the block of Main, Jackson, Mill, and Academy streets.
 - Constructing a pocket park at the vacant lot located at 116-118 East Main Street with landscaping, a flexible lawn, a deck area, seating, overhead string lighting, and murals on the walls of the adjacent buildings.
 - Utilizing the vacant lot at 119-127 East Main Street as a temporary park with modular amenities and movable seating.

Facility Needs

This section examines the public facility needs of the town. From a review of the town's community facilities, the following needs were identified:

- The impact of new development on the level-of-service should be considered.



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- The impact that annexation can have on existing services should be considered.
- The compatibility of new infrastructure should be coordinated and ensured.
- The improvements should be identified and prioritized.
- Funding required to implement improvements should be explored.
- Residents should be involved in identifying opportunities for improving public facilities and services.

In addition to the general needs enumerated above, the various town departments were asked to identify needs and goals affecting their individual departments. Table 6.3 provides a listing of identified needs:

Table 6.3 Departmental Needs	
Department	Identified Facility, Equipment, and Operational Needs/Goals
Police	<ul style="list-style-type: none">• New police vehicles are needed.
Fire	<ul style="list-style-type: none">• Three new vehicles are needed.• Continue to lower the ISO rating.• Several full-time firefighters are needed over the next ten years.
Wastewater	<ul style="list-style-type: none">• An expansion or reconfiguration of the sewer treatment plant is needed to reduce cases of discharge contamination.
Parks and Recreation	<ul style="list-style-type: none">• An expansion of the gymnasium is needed.

Source: Town of Kingstree, 2020.

Goals and Objectives

Goal 1: Provide for the efficient and orderly extension of utilities and other public services by:

- A. Ensuring the provision and adequacy of municipal services as part of the permitting and subdivision review process;
- B. Requiring that appropriate easements are secured prior to development or the extension of utilities; and,
- C. Requiring that non-municipal public service providers, e.g. private utilities and schools, notify the town of pending projects and improvements.

Goal 2: Promote annexation policies that consider and protect the town's financial position and the need to maintain a high level of municipal services by:

- A. Prioritizing annexations to areas where services exist or can be easily extended;
- B. Performing feasibility studies prior to annexing large areas;
- C. Discouraging the extension of municipal services to unincorporated areas where annexation is undesired or is not feasible; and,

- D. Requiring that “consent to annexation” requests are provided prior to the extension of water or sewer infrastructure outside the town limits.

Goal 3: Provide the highest level of public safety at a reasonable cost to the taxpayers, by:

- A. Actively pursuing federal and state grant monies to assist in the upgrade of police and fire equipment;
- B. Continuing to work with the county in an effort to share resources and supplement the town’s level-of-service; and,
- C. Identifying methods of cost saving to residents through increases in public safety’s level of service, e.g. lower the ISO rating.

Goal 4: Improve the town’s public facilities by:

- A. Developing a capital improvement plan that prioritizes needs and capital expenditures;
- B. Providing sufficient resources to fund needed improvements either through a capital budget or other committed funding sources;
- C. Actively pursuing grants and budgeting sufficient funds to meet match obligations; and,
- D. Actively pursuing town representation on regional boards and commissions charged with infrastructure funding.

Goal 5: Involve the residents of the town in the identification of problems and opportunities as it relates to municipal facilities, infrastructure, and services by:

- A. Investigating the creation of neighborhood planning units with advisory groups to assist in the identification of infrastructure needs (see also the Housing Element);
- B. Developing a standardized system for collecting, reporting and addressing resident comments, complaints, or suggestions;
- C. Continuing to provide a forum to receive residents comments during town meetings; and,
- D. Ensuring that residents are informed and have the opportunity to provide input during the development of the capital improvement plan.

Goal 6: Allow for the development of additional community facilities that utilize the Black River by:

- A. Regularly removing debris that impedes the flow of water of the river, and
- B. Continuing the development of the Black River Landing.

Implementation

The implementation of this element’s goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Compatibility of New Development and Infrastructure	<ul style="list-style-type: none"> ➤ Development Regulations: The town should continue the use of development regulations as a means of ensuring new subdivisions are adequately serviced by water, sewer, and police and fire protection. As part of the pending review/update of these regulations, public facility requirements should be re-evaluated. Once completed and accepted, water and sewer infrastructure become the responsibility of the town to maintain. The emphasis of the review should require high quality materials and construction while at the same time ensuring that required installations are not cost prohibitive. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> 6 - 18 months. ➤ Coordination of Review: A formalized process should be developed to ensure significant developments are reviewed by the town's departments/service providers prior to permitting. The comments and/or requirements of the various service providers should be incorporated into the review and staff reports of Community Planning and Development Department. <i>Initiator:</i> Community Planning and Development Department. <i>Duration of Activity:</i> Continuous. ➤ Public Project Review: The Planning Commission should require public facilities, outside the direct oversight of the town, are reviewed pursuant to § 6-29-540 of the State Code. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Continuous. ➤ Coordination of Facilities and Zoning: The town's zoning districts and map should include the availability/capacity of services. Rezoning and zoning reviews should consider the potential for increased service demands resulting from a zoning change. Input from the water, sewer, police, and fire department heads should be solicited during the review of these requests. <i>Initiator:</i> Community Planning and Development and Planning Commission. <i>Duration of Activity:</i> Continuous. ➤ The Impact of Annexation: Annexation has the potential to impact the town's existing level-of-service. Feasibility studies, even when not required by statute, should be held for significant annexations, and should actively solicit input from the town's department heads. In addition, a formalized process should be instituted that times annexation and the assignment of an original zoning designation. <i>Initiator:</i> Town Manager/Council/Planning Commission. <i>Duration of Activity:</i> Continuous.
Project Identification, Prioritization, and Funding	<ul style="list-style-type: none"> ➤ Capital Improvement Plan: Following the adoption of this plan, the Planning Commission, in consultation with the Town Council, Town Manager, and various department heads, should develop a prioritized listing of needed capital improvements (See § 6-29-340 of the State Code and the <i>Priority Investment Element</i> of this plan). This listing should be submitted to the Town Council for

<p>Project Identification, Prioritization, and Funding</p>	<p>consideration and potential incorporation into an adopted Capital Improvements Plan. The Town Council should consider developing a capital budget to fund needed improvements as identified by this activity. Initiator: Planning Commission and Town Council. Duration of Activity: 12 – 24 months thereafter annually.</p> <ul style="list-style-type: none"> ➤ Grant Funding: The town should actively pursue grants to help fund identified projects. Consider employing a part-time grant writer or solicit the services of other agencies to assist in this. The budgetary process should include sufficient contingency funding to provide required match monies should grants become available. Initiator: Town Manager and Town Council. Duration of Activity: 3 - 6 months; thereafter continuous.
<p>Service Level Monitoring and Public Involvement</p>	<ul style="list-style-type: none"> ➤ Neighborhood Planning: The Planning Commission and Town Council should explore the establishment of neighborhood planning units with advisory groups from each. The advisory groups could be instrumental in identifying neighborhood concerns and public facility needs (<i>see also the Housing Element</i>). Initiator: Town Council and Planning Commission. Duration of Activity: Investigation/Establishment 12 - 24 months; thereafter continuous. ➤ Resident Input: A method for tracking, reporting, and resolving resident concerns, suggestions, etc. should be developed. Methods could include service card surveys, suggestion boxes, and/or developing a periodic public workshop-citizens forum. The tracking of comments should be centralized with reporting to the Town Manager for prioritization/referral/resolution. Initiator: Town Manager. Duration of Activity: Establishment – 3 - 6 months – thereafter continuous.

Housing Element

“In order for a municipality to function properly, effective housing is necessary to provide for the wellbeing of both the place and the people who live there.”



HOUSING ELEMENT

In order for a municipality to function properly, effective housing is necessary to provide for the wellbeing of both the place and the people who live there. Often times, housing take up the largest amount of land within a municipality. Kingstree is no exception. Housing represents the community's largest land use with the town's residential districts occupying approximately one-half of all land within the town. Aside from the obvious land use implications, the availability, affordability, and quality of the housing stock affects the ability of Kingstree to retain and attract residents. This element will examine the characteristics of existing housing including type, location, period of construction, and costs. Additionally, this element examines Kingstree's housing needs and establishes achievable goals and objectives to be implemented over the next ten to twenty years.

Total Housing Stock, Type, and Occupancy

In 2010, the US Census Bureau identified 1,569 housing units within the town. This total represents a decrease of forty-six units from the 2000 Census. Single-family detached housing units were the predominant housing type accounting for just over sixty percent of the total housing count. Table 7.1 provides a comparison of Kingstree's housing type with the county, state, and nation.

Table 7.1 Housing Type as a Percentage of Housing Stock, 2010							
Housing Unit Type	Kingstree	Williamsburg County	South Carolina	United States	Kingstree % ▲ or ▼ than:		
					WC	SC	US
Single-Family Detached	60.6 %	57.6 %	65.3 %	63.2 %	▲	▼	▼
Single-Family Attached	3.9 %	0.6 %	2.5 %	5.9 %	▲	▲	▼
Two-Family	3.1 %	0.7 %	2.1 %	3.7 %	▲	▲	▼
Multi-Family (3 or more units)	30.4 %	6.4 %	12.6 %	21.0 %	▲	▲	▲
Mobile Home	2.0 %	34.6 %	17.4 %	6.2 %	▼	▼	▼
Boat, RV, Van, etc.	0.0 %	0.1 %	0.1 %	0.1 %	▼	▼	▼

Source: US Census Bureau, 2010 Decennial Census, STF-1

Two major conclusions could be drawn from Table 7.1. First, there is a higher percentage of multi-family housing stock in Kingstree than in the county, state, and nation. This is largely due to the Kingstree Housing Authority operating several multi-family complexes. In addition, many planned unit developments focusing heavily on multi-family housing have been built. Second, Williamsburg County has lower percentages than Kingstree, the state, and the nation in the first four categories due to its disproportionately high percentage of mobile homes. It could also be concluded that Kingstree's percentage of single-family housing is very similar to county, state, and the nation, and that the percentage of single-family attached and two-family housing is considerably higher than the county and slightly higher than the state.



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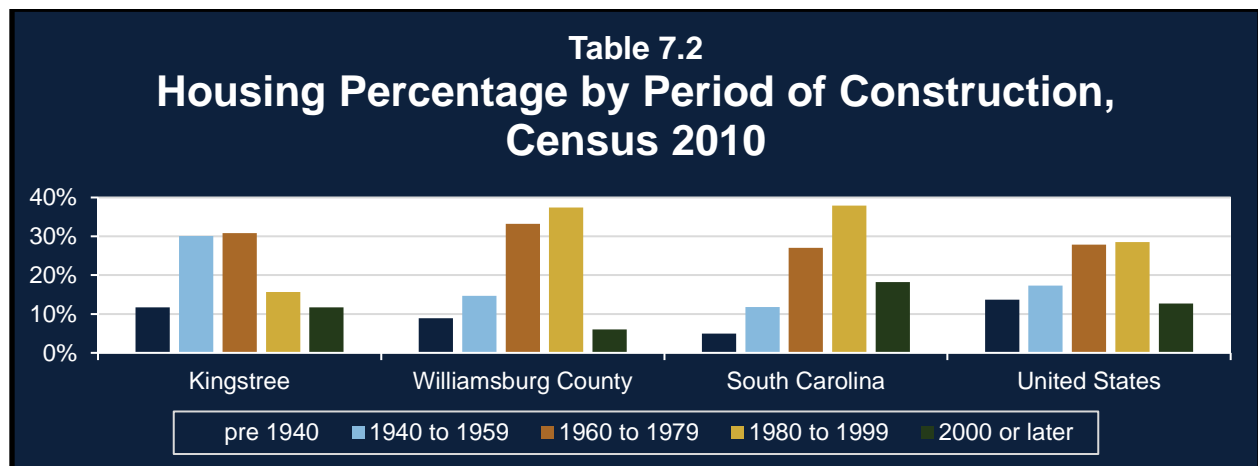
In 2010, approximately eighty-five percent of the town's housing units were occupied. Of these, forty percent were owner occupied units. The percentage of rental units in the town exceeded county, state, and national averages.

Home Value and Housing Costs

The median value of Kingstree's single-family owner occupied homes was \$85,500 in 2010. This represents a value appreciation of nineteen percent from 2000. Countywide, home values increased by six percent over the same period. In 2010, monthly housing cost including mortgage for owner-occupied housing units averaged \$864. The median gross rent was \$371. As a percentage of household income, homeowner and renter costs exceeded the state and national average. Insert 7.1 provides a comparison of housing value and costs for Kingstree and neighboring communities.

Period of Construction

The housing stock in Kingstree is older than in many communities. Per the 2010 Census, the median year of home construction in Kingstree was 1966. Approximately sixty-one percent of Kingstree's housing units were constructed between 1940 and 1980. Post 2000 construction accounts for approximately one-tenth of the total housing stock. The chart below compares the period of housing construction for Kingstree with the county, state, and nation.



Recent Construction

In this decade, new home construction in Kingstree has remained limited. From 2010 to 2018, the American Community Survey estimated that approximately 86 new housing units have been constructed within the town limits.

Housing Trends and Needs

A review of Census, permitting, and general housing data reveals the following trends and needs for the community:

- New housing construction is limited. Houses constructed between 1980 and 2000 or later account for twenty-eight percent of the total housing stock. This percentage is significantly lower than county, state, and national averages. Recent permit data suggests this trend will continue in the absence of population growth.
- Due to limited new construction, needs include ensuring that new homes are built to quality construction standards to guarantee their longevity and directing new construction to areas that maintain density, ensure compatibility, and reduce the need for public infrastructure expenditures.
- The lack of new construction translates into a housing stock that will continue to age. An aging housing stock will present special challenges for the town in the areas of property maintenance, rehabilitation, and dilapidated housing removal.
- The value of housing units continues to steadily increase; however, past appreciation has been well below state and national averages. As home values are not solely dependent upon an individual property but are more dependent on the neighborhood in which a home is located, concentration should be given on the neighborhood level to address the needs of:
 - Property maintenance, rehabilitation, and dilapidated housing removal,
 - Crime reduction,
 - Upgrading public facilities such as water, sewer, and sidewalks,
 - Increasing neighborhood recreational opportunities, and
 - Protecting properties from storm water and riverine flooding.
- As a percentage of income, housing costs exceed state and national averages. Unabated, it is anticipated that this trend will continue. As such, policies and programs should be implemented that address the cost of housing.
- Several residential areas in the town have high rates of nonconforming housing due to small lot sizes and inappropriate zoning. Three problems can arise for owners of nonconforming housing. One, it can be difficult to obtain loans and other types of financing resulting in the inability to make necessary repairs. Two, often times an addition to a house would require a variance which can be lengthy process and may not be granted. Finally, the limited buildable area of vacant lots in those areas caused by the inappropriate zoning designation is undesirable for new construction.

Goals and Objectives

Goal 1: Ensure the continued quality of the town's housing stock, by:

- A. Enhancing enforcement of the town's property maintenance code,
- B. Promptly identifying at-risk neighborhoods and structures,
- C. Requiring that new housing units are built to acceptable standards, by continuing and refining the one and two-family building code's enforcement, and
- D. Developing programs that promote the timely rehabilitation or removal of dilapidated housing units.



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Goal 2: Protect existing neighborhoods from inappropriate densities and uses through the refinement and enforcement of the town's zoning ordinance.

Goal 3: Create programs that foster affordable housing choices, by:

- A. Defining affordable housing and realizing that, in buying or renting housing, affordability is dependent upon the economy of the community,
- B. Locating affordable housing in areas that ensure compatible size, scale, density, and value,
- C. Identifying the barriers that keep people from home ownership, such as, but not limited to:
 - 1. Credit,
 - 2. Down payments,
 - 3. Closing costs,
 - 4. Financing,
 - 5. Lot availability,
 - 6. Maintenance requirements,
 - 7. Unexpected costs,
- D. Creating safe environments through active crime and drug prevention programs established by law enforcement agencies which foster neighborhood development,
- E. Encouraging a variety of affordable housing choices to all income levels,
- F. Continuously examining the town's zoning and development ordinances to identify and eliminate requirements that unnecessarily increase the costs of housing, and
- G. Encouraging legislation at the local, state, and federal levels that will provide financial incentives for the development of low-to-moderate income housing.

Goal 4: Create neighborhoods that are livable and stimulate resident interaction, by:

- A. Installing and maintaining sidewalks to establish neighborhood connectivity,
- B. Creating densities which are compatible and that emphasize transition,
- C. Designing neighborhoods with open spaces, common areas, and passive recreational areas thereby creating neighborhood focal points, and
- D. Locating neighborhood businesses that are not intrusive or incompatible.

Goal 5: Recognize the importance of the town's historic homes and sites, by:

- A. Creating an inventory of significant contributing structures and components,
- B. Encouraging preservation and discouraging demolition where appropriate,
- C. Maintaining a Historic Preservation Commission which is responsible for protecting designated sites and structures,
- D. Rehabilitating structures in accordance with Section 106 of the Department of Interior standards, and
- E. Promoting the tourism value of Kingstree's historic homes and sites.

Goal 6: Ensure that new subdivisions and building sites are viable for long-term residential use, by:

- A. Adopting development regulations which require the review of newly created lots to ensure:
 - 1. Access to public streets,
 - 2. Water and sewer infrastructure,
 - 3. Fire protection,
 - 4. Storm water runoff control,
 - 5. Flood protection,
- B. Identifying areas, through appropriate zoning, that are conducive to residential uses and minimize the potential for incompatibility,
- C. Locating residential areas with consideration to highway access, employment centers, educational and public facilities, and pedestrian and vehicular circulation patterns, and
- D. Encouraging the inclusion of sidewalks, parks, and other amenities in new subdivision and housing development design.

Goal 7: Involve all citizens in the housing programs and policies, by:

- A. Providing information about housing rehabilitation, eligibility for assistance, and federal housing programs,
- B. Providing information to builders and developers about housing opportunities in Kingstree, and
- C. Establishing a housing committee to identify housing needs and groups or individuals having special needs.

Goal 8: Encourage the use of infill housing strategies and encourage the maintenance of housing density, by:

- A. Conducting inventories of existing lots within residential areas to gauge infill potential,
- B. Evaluating zoning provisions which limit density and providing increased density opportunities where appropriate,
- C. Examining the potential for housing opportunities in the downtown,
- D. Addressing common barriers which prevent density such as:
 - 1. Zoning restrictions,
 - 2. Lack of infrastructure,
 - 3. Parking,
 - 4. The need for transitional areas,
 - 5. Heirs property, and
 - 6. Dilapidated structures.



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Goal 9: Amend the residential zoning code in areas where the current code is inappropriate to better reflect the character of those areas and reduce the number of nonconforming structures. These areas are:

- A. The neighborhood north of Main Street and east of the railroad,
- B. The neighborhood south of Main Street and west of Longstreet Street,
- C. Residential zoned properties along Wilkerson Street,
- D. The neighborhood surrounding Graham Street, and
- E. Residential zoned properties along Thorne Avenue.

Implementation

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Housing Quality	<ul style="list-style-type: none"> ➤ Building Code: The town should maintain the adoption of the latest edition of the International Residential Code and should continue to provide a certified inspector for local enforcement and plan review. <i>Initiator:</i> Town Council and Town Manager. <i>Duration of Activity:</i> Continuous. ➤ Property Maintenance Code: The town should maintain the adoption of the latest edition of the International Property Maintenance Code and should continue to provide an inspector for enforcement. <i>Initiator:</i> Town Council and Town Manager. <i>Duration of Activity:</i> Continuous. ➤ Housing Stock Monitoring: Following the adoption of this update, a proactive inspection and continuous inventorying of the town's housing stock should occur. The purpose of this activity is to identify changes in the housing count and changes in the condition of houses and neighborhoods in order to facilitate a proactive enforcement of the property maintenance code. <i>Initiator:</i> Community Planning and Development Department. <i>Duration of Activity:</i> Initially within six months of the plan's update. Thereafter, this activity should occur no less than semi-annually.
Maintaining Housing Density	<ul style="list-style-type: none"> ➤ Zoning Ordinance Review: The town's zoning ordinance should be reviewed to examine density, compatibility, and the costs associated with public infrastructure improvements: <ul style="list-style-type: none"> • Density: A comprehensive review of the density provisions contained within the zoning ordinance should commence upon adoption of this update. Specifically, the town's densities should be examined as well as possible zoning impediments to infill housing. A review of housing

<p>Compatibility, and Reduced Public Expenditures</p>	<p>potential in and near the downtown should be coordinated with the <u>Kingstree Downtown Master Plan, 2009</u> and <u>Kingstree Downtown Roadmap, 2020</u>.</p> <ul style="list-style-type: none"> • Compatibility: A comprehensive review of the town’s zoning maps should be conducted to identify areas of potential conflicts between allowed uses and housing densities. Nuisance mitigation provisions contained within the zoning ordinance’s text should also be reviewed. • Public Expenditures: Areas identified for housing initiatives or increased density should consider the availability of existing public infrastructure. The zoning map should be reviewed to harmonize density with existing services. This review should be coordinated with the Community Facilities Element. <p><i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Six to Eighteen Months.</p>
<p>Maintaining Home Value</p>	<ul style="list-style-type: none"> ➤ Dilapidated Housing and Property Maintenance Enforcement: The town should pursue a proactive enforcement of these ordinances in an effort to maintain property values. Semi-annual reports of enforcement activities should be prepared and distributed to the Planning Commission and Town Council. <i>Initiator:</i> Town Manager – Community Planning and Development Department. <i>Duration of Activity:</i> Continuous. ➤ Neighborhood Planning: The Planning Commission and Town Council should investigate the establishment of neighborhood planning units with advisory groups from each unit. The advisory groups could be instrumental in identifying neighborhood concerns and improvements, assisting in the development of neighborhood plans, and identifying areas for improved enforcement. <i>Initiator:</i> Town Council and Planning Commission. <i>Duration of Activity:</i> Investigation/Establishment – Twelve to Twenty-Four Months thereafter Continuous.
<p>Affordability and Choice</p>	<ul style="list-style-type: none"> ➤ Development Regulations Review: Following the adoption of this update, the Planning Commission should review the town’s development regulations. Concentration should be given to identify areas that unnecessarily contribute to the costs of housing development. This review should occur simultaneously with the Commission’s review of the zoning ordinance. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Six to Eighteen Months. ➤ Zoning Ordinance Review: <i>See above.</i>



Affordability and Choice

➤ **Funding Assistance:** The town should actively investigate loan and grant opportunities to assist in the rehabilitation of housing and the construction of affordable housing. Potential grant and loan opportunities available to the municipality, local developer, renters, or homeowners could include:

- **SC State Housing Loan Programs:**
 - First Mortgage Program
 - Single Parent Program
 - Individual or Family Disability Program
 - Extended Lock Program
 - USDA Guaranteed Rural Housing Program
- **Housing Trust Fund:**
 - Emergency Repair and Owner-Occupied Rehabilitation Program
 - Rental Housing Assistance Program
- **Home Funds for Ownership and Rental Housing**

Opportunities for funding should be investigated and, when available, information should be disseminated to local builders and residents. When appropriate, the town should consider soliciting the assistance of the Council of Governments or other entities to secure funding.

Initiator: Town Manager and Community Planning and Development Department. **Duration of Activity:** Continuous.



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Regional Housing Profile

HOUSING	General Housing Characteristics			
		Kingstree	Williamsburg County	South Carolina
	Total Housing Units	1,569	15,359	2,137,683
	% Single Family Detached	60.6	57.6	65.3
	Median Year Built	1966	1974	1983
	Median Number of Rooms	5.3	5.4	5.5
OCCUPANCY	Occupancy as Percentage of Total Housing Cost			
		Kingstree	Williamsburg County	South Carolina
	% Owner Occupied	40	63.7	58.4
	% Renter Occupied	45.4	21	25.8
	% Vacant or Seasonal	14.6	15.3	15.7
VALUE	Median Value of Single Family Owner-Occupied Structures			
	Kingstree	\$85,500	Berkeley County	\$149,700
	Andrews	\$95,800	Clarendon County	\$89,100
	Greeleyville	\$81,000	Georgetown County	\$174,700
	Hemingway	\$88,500	Florence County	\$108,400
	Lake City	\$82,900	Williamsburg County	\$67,200
	Manning	\$96,600	South Carolina	\$134,100
HOUSING COST	Monthly Gross Rent			
	Kingstree	\$371	Berkeley County	\$844
	Andrews	\$442	Clarendon County	\$533
	Greeleyville	\$534	Georgetown County	\$720
	Hemingway	\$510	Florence County	\$607
	Lake City	\$524	Williamsburg County	\$477
	Manning	\$561	South Carolina	\$701
	Monthly Owner-Occupied Housing Costs with Mortgage			
	Kingstree	\$864	Berkeley County	\$1,254
	Andrews	\$981	Clarendon County	\$819
	Greeleyville	\$833	Georgetown County	\$1,271
	Hemingway	\$963	Florence County	\$1,043
	Lake City	\$902	Williamsburg County	\$845
	Manning	\$867	South Carolina	\$1,167

Source: United States Census Bureau, Census 2010



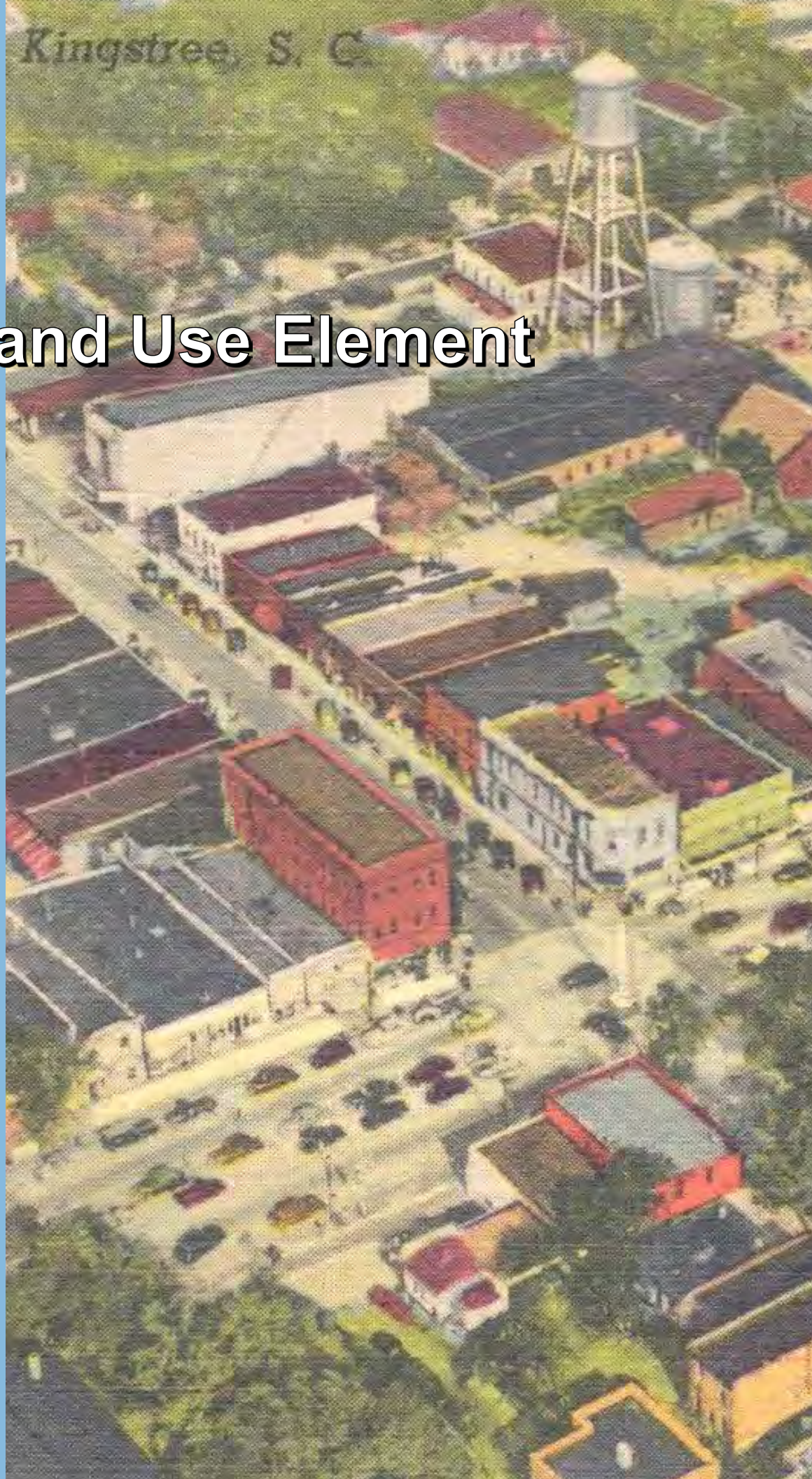
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Kingstree, S. C.

Land Use Element

“All municipalities, no matter their size or location, are made up of land uses. It is one of the many aspects that truly define a place.”



LAND USE ELEMENT

All municipalities, no matter their size or location, are made up of land uses. It is one of the many aspects that truly define a place. Therefore, the Land Use Element is a principal component of any comprehensive plan. Under South Carolina law, an adopted land use element is required prior to a community engaging in zoning. Further, a community's zoning standards are valid only if they are a reflection of the community's policies as expressed in the land use element.

In general, this element examines existing land uses within the town and land uses on the town's periphery. This element provides a discussion of obstacles to development, examines issues related to annexation and future growth, and provides a future land use map that projects the location and prevalence of future land uses is also provided by this element. Additionally, the element provides goals and objectives to serve as the town's policy statements as it relates to development. The final section of this element discusses strategies for implementing the town's goals.

Land Use Survey and Methodology

In June and July 2019, the Waccamaw Regional Council of Governments' staff (WRCOG) conducted a land use survey of the Town of Kingstree and areas immediately adjacent to the town. Parcel data for the survey was furnished by Williamsburg County. The survey catalogued the uses of all parcels and collected data of the structural appearance of primary structures. For the purpose of data reporting, land use categories include:

- **Single-Family Residential Uses:** This category includes stick built and modular single-family units that are located on an individual lot.
- **Two-Family Residential Uses:** This category includes duplexes and lots which contain two, detached housing units.
- **Multi-Family Residential Uses:** This category includes apartment complexes and all lots containing three or more residential units, attached or detached.
- **Trailer or Manufactured Home Uses:** This category includes all trailer homes and manufactured homes not on a permanent foundation. Lots containing more than one trailer or manufactured home are separately denoted as two-family residential uses or multi-family residential uses.
- **Commercial Uses:** This category includes all retail trade, wholesale trade, finance, insurance and real estate services, business services, repair services, and professional services.
- **Recreational Uses:** This category includes public tennis courts, swimming pools, parks, and similar recreational or open areas.

- **Industrial Uses:** This category includes all manufacturing, fabricating, and warehousing activities.
- **Public/Semi Public Uses:** This category includes educational, governmental, hospital, and religious uses.
- **Utility Uses:** This category includes wastewater treatment plants, public wells, water towers and other water delivery systems, communication towers, electric substations, and similar uses.
- **Vacant:** This category includes lots with no structures or other visible use (excluding agricultural uses which are included in this category).

In addition to their use, residential structures were split into two different categories based on street view assessments: inhabitable and uninhabitable. An uninhabitable structure has visible deterioration to the point that habitation is unlikely. Noticeable features may include extensive fire damage, failure of the roof system, failure of walls or other supporting elements, collapsed porches and entries, substantial foundation failure, and/or multiple door/windows open to the elements. Similarly, commercial structures were split into two categories based on street view assessments: occupied or unoccupied. An unoccupied structure is a structure that does not have any business in it regardless of its condition.

Profile of Existing Land Uses

The Town of Kingstree is 3.2 square miles (2,048.9 acres) in area and contains 1,941 parcels. Approximately seventy-six percent of these parcels or sixty-six percent of the town's total land area is developed. A discussion of existing land uses within the town is provided in the following paragraphs. Table 8.1 has a detailed summary of Kingstree's land uses. Also, the Existing Land Use Map, Exhibit 8.1, denotes the location of the town's various uses.

- ❖ **Single-Family Residential.** Single-family residential dwellings comprise the town's largest individual land use, occupying approximately thirty-four percent of all developed land. There are 1,015 single-family parcels which accounts for roughly half of the town's parcels or 52.2 percent. The median lot size for a single-family use is 15,246 square feet (0.35 acres).
 - **Location of Uses:** Although single-family structures are located town-wide, the heaviest concentration of single-family homes is located in the northwest quadrant. In this area, housing extends beyond the town limits along or near Sandy Bay Road. A second concentration of single-family uses can be observed north of Main Street and east of the railroad. This area consists of modest homes on smaller lots. Also, this area contains a high percentage of vacant parcels and a mixture of residential and commercial uses.
 - **Other Observed Trends:** The majority of the houses throughout the town appear to have been built during the 1950s and 1960s. Portions of the northwest quadrant, west of Longstreet Street, contain the town's newer homes. There are a total of thirty-one single-family structures that are considered uninhabitable within the town limits. Uninhabitable



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buildings are largely scattered with a concentration in the neighborhood north of Main Street and east of the railroad.

- ❖ **Duplex Uses.** Two-family uses occupy seven acres or 0.5 percent of the town's developed land. Twenty-one parcels contain duplex uses and the median lot size is 0.28 acres.
 - **Location of Uses:** These uses are located on scattered sites with a concentration along Second Avenue between Gourdin and Logan streets.
 - **Other Observed Trends:** The majority of the duplexes are buildings built specifically to be a duplex and were not converted from a single-family use. Two lots consisted of two single-family uses, with one lot consisting of two houses and another lot consisting of a house and a mobile home. One duplex was considered uninhabitable and one of two houses on a single lot was considered uninhabitable.
- ❖ **Multi-Family Uses.** Multi-family uses occupy eighty-three acres or 4.1 percent of the town's developed land. Twenty-seven parcels contain multi-family uses and the median lot size is 2.18 acres.
 - **Location of Uses:** These uses are located generally on the east side of the railroad with a few scattered sites on the west side. Particularly, a large concentration of multi-family uses exists in a ring around the intersection of Martin Luther King Jr. Highway and Main Street.
 - **Other Observed Trends:** Multi-family uses consist of former single-family dwellings that were converted to apartments or rooming homes, privately held apartment complexes, and units that are maintained by the Kingstree Housing Authority. There are no uninhabitable multi-family structures.
- ❖ **Trailers and Mobile Homes.** Trailers and mobile homes occupy a minor percentage of land in the town. Twenty-three units are classified in this category (an additional four units were classified as two-family or multi-family due to multiple structures on a single lot). These dwellings occupied 7.9 acres or a negligible 0.5 percent of developed land within the town. The median lot size for a trailer or manufactured home is 7,841 square feet.
 - **Location of Uses:** The majority of trailers and mobile homes in the town are located north of Main Street and east of the railroad. Another concentration exists in the neighborhood south of Main Street and adjacent to the Black River.
 - **Other Observed Trends:** Trailers and manufactured housing are restricted under the Kingstree Zoning Ordinance. As such, many of the existing placements are older dwellings and the structural appearance of these units is poor. Despite this observation, there is only one structure that appears to be uninhabitable.
- ❖ **Commercial Uses.** Commercial uses in the town occupy 152 acres or 10.6 percent of all developed land. Two hundred fifty-eight parcels are devoted to commercial uses with a median lot size of 18,949 square feet. The town's commercial structures contain an estimated 1,149,500 square feet of floor area.

- **Types of Uses:** For this comprehensive plan, commercial uses were divided into four different categories: retail, office, travel, and restaurant. Detailed information about these parcels can be found in Insert 8.1.

Retail uses include all retail trade (including auto parts stores) and wholesale trade. They make up sixty percent of all commercial uses. Office uses include all finance, insurance and real estate services, business services, and professional services. Travel uses include gas stations and their convenience stores, repair garages, car washes, and dealerships. The category also includes hotels, motels, and bed and breakfasts. Restaurant uses include take-out, sit-down, and fast-food restaurants.

- **Location of Uses:** By location and function, Kingstree's commercial areas can be classified as three types: the central business district (CBD), highway oriented commercial, and spot or neighborhood commercial.

The CBD is located on Main Street and extends from the Black River to Martin Luther King Jr. Highway (SC Highway 377). One block of Mill Street near the railroad tracks is also included in the CBD. Naturally, the heaviest concentration of retail and office uses could be found in this area. In addition, there is a single restaurant use.

Highway commercial is located adjacent to major highways entering Kingstree. The most notable example of this commercial type is along US Highway 52 (Longstreet Street). This area is divided in two nodes and is separated by residential uses. One of the commercial clusters is located adjacent to the CBD just north of Main Street. Restaurant uses are heavily concentrated in that area. Another cluster is located north of Gourdin Street and extends beyond the town limits. A heavy concentration of automobile related uses can be found there. Other examples of highway oriented commercial include areas along East Main Street, Thurgood Marshall Highway, and Martin Luther King Jr. Highway.

The final functional type of commercial area is located in various spots throughout the town and is often intermixed with residential uses.

- **Other Observed Trends:** Uses in Kingstree's CBD are typical of a small downtown. These commercial uses include banks, department stores, the railroad station, post office, and government buildings. Highway commercial area uses include automobile and equipment sales, hotels, fast-food restaurants, gas stations, convenience stores, and similar uses. Neighborhood and spot uses include convenience stores, package stores, daycares, and various professional offices. Mixed uses are observed in all areas of town except the extreme northwestern quadrant. There are a total of thirty-three unoccupied commercial buildings, the majority of which are in the CBD.
- ❖ **Recreational Uses.** Recreational uses occupy fourteen parcels and comprise a relatively small percentage of land in Kingstree, 58.6 acres or 4.1 percent of developed land. Notable recreational uses include the Kingstree Recreational Park located on Nelson Boulevard and Gilland Memorial Park located at the terminus of Singleton Avenue.



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- **Location of Uses:** With the exception of the northwest quadrant, recreational uses are scattered throughout the town, with the largest one located in the southern part.
 - **Other Observed Trends:** There is a park located on Second Avenue between Bower and Kelly streets that appears to be abandoned and is not being maintained.
- ❖ **Industrial Uses.** Industrial uses occupy a small percentage of land in Kingstree, approximately fourteen acres or one percent of developed land. There are fourteen industrial parcels with a median size of 34,412 square feet.
- **Location of Uses:** Industrial uses essentially form a ring around the CBD, with three located along the Seaboard Coast Line and several intermixed with commercial and residential uses. A single site in the southern part of the town is outside of this ring.
 - **Other Observed Trends:** Industrial uses along the railroad primarily consist of warehousing. Two industrial buildings located near Main Street are unoccupied.
- ❖ **Public/Semi-Public Uses.** Public and semi-public uses are found on approximately 18.9 percent of the town's developed land and occupy 272 acres and eighty-one parcels.
- **Types of Uses:** As part of the analysis, public/semi-public uses were divided into education, religious, fraternal, parking, cemetery, government, hospital, and government storage/maintenance categories. Detailed information about these parcels can be found in Insert 8.1.

Education parcels include schools, colleges, libraries, and museums. These have the highest acreage of any type of public/semi-public uses with a total of 150.4 acres. Religious parcels include churches and other houses of worship. Fraternal parcels include fraternal organization lodges. Parking parcels include public parking lots and parking lots for other public/semi-public uses. Cemetery parcels include cemeteries and memorial gardens. Government parcels include general government services such as the Williamsburg County Courthouse. Hospital parcels include parcels associated with the Williamsburg County Hospital and the parcel with Kelley Memorial Hospital. Government storage/maintenance parcels include outdoor storage and maintenance operations for government entities.

- **Location of Uses:** The largest concentration of government parcels are located in the CBD. This is due in part to Kingstree being the county seat and having a higher percentage of governmental offices as a result. In terms of land area, the largest government parcels are located near Nelson Boulevard. Education and government uses are scattered town-wide. Similarly, churches are located throughout the town and often located in residential areas. There are no fraternal uses within Kingstree, but there are four of them located just outside the town limits. Parking uses are concentrated in the CBD, where the town owns two large public lots. Government storage/maintenance, hospital, and cemetery parcels are usually located at the edges of the town and usually larger.
- **Other Observed Trends:** Public/semi-public uses are not immune to abandonment. Kelley Memorial Hospital is one abandoned public/semipublic building. Vital Aging of

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Williamsburg County owns the parcel it occupies and has plans to demolish it and build a new senior center on the site. Additionally, a church and a public parking lot occupying four parcels located along Railroad Avenue north of Mill Street appear to be abandoned.

Table 8.1
Kingstree's Existing Land Uses by Land Use Category, 2019

Land Use Category	Number of Parcels	Acres	Percent of Kingstree's Land Area	Percent of Developed Land
Single-Family Residential	1,014	489.2	23.9%	34.0%
Two-Family Residential	21	7.0	0.3%	0.5%
Multi-Family Residential	27	83.0	4.0%	4.1%
Trailer or Manufactured Home	23	7.9	0.4%	0.5%
Commercial	257	148.2	7.4%	10.3%
Recreation	14	58.6	2.9%	4.1%
Industrial	15	18.6	0.7%	1.3%
Public/Semi-Public	81	271.8	13.3%	18.9%
Utility	12	80.7	3.9%	5.6%
Streets, Railroads, and Other Rights-of-Way	7	273.3	13.3%	19.0%
Vacant	470	610.5	29.8%	N/A
Total	1,941	2,048.9	100%	100%

Source: WRCOG staff assessment based on land use survey data, GIS parcel series data furnished by Williamsburg County, and zoning data provided by the Town of Kingstree.

*Note: Percentages are rounded which may result in a total exceeding 100 percent.

- ❖ **Utility Uses.** Utility uses occupy approximately eighty-one acres or 5.6 percent of all developed land in the town. Twelve parcels are devoted to utilities.
 - **Location of Uses:** Large utility uses are located near the town limits, while the majority of the smaller utility uses are scattered throughout the town.
 - **Other Observed Trends:** The two largest utility sites are the town's wastewater treatment facility and the Duke Energy substation. These two sites account for eighty-three percent of the land area in this use category. Both facilities are located on Nelson Boulevard.
- ❖ **Streets, Railroad, and Other Rights-of-Way.** Town streets, the railroad, and other rights-of-way occupy approximately 273 acres or 19 percent of the town's developed land. A detailed discussion of the town's streets and other rights-of-way is contained in the Transportation Element of this plan.
- ❖ **Vacant.** Approximately one third of the land in Kingstree is vacant. By acreage, the bulk of this vacant land is located adjacent to the Black River and consists of larger tracts impacted by flooding and wetlands. By parcel, the majority of the town's 470 vacant parcels are located near the Seaboard

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Coast Line or are located in the northeastern quadrant of town. Vacant parcels in this area are generally small with many at or near 6,000 square feet.

Profile of Existing Zoning Districts

A discussion of existing and future land uses must include a discussion of zoning. The Town of Kingstree has been zoned for several decades with the latest zoning ordinance adopted in 2011. Presently, the town is divided into eleven zoning districts. These include three residential districts, four commercial districts, one industrial district, two limited use or conservation districts, and planned development districts. A summary of the town's zoning districts and the availability of land in each district is provided below in Table 8.2.

Table 8.2 Kingstree Zoning Districts by Estimated Area and Utilization				
Zoning District	Parcel Acres	Number of Parcels	Vacant Acres	Vacant Parcels
Conservation Preservation	602.3	33	317.9	14
Forest and Agriculture	57.2	4	11.7	2
Low Density Residential (R-10)	592.3	1,132	126.1	229
Medium Density Residential (R-8)	107.2	252	57.9	107
High Density Residential (R-6)	69.8	70	5.6	19
Core Commercial (CC)	34.5	141	5.5	21
Highway Commercial (HC)	407	259	79.4	66
Neighborhood Commercial (NC)	7.2	16	0.9	3
Office Commercial (OC)	1.5	3	0.6	1
Limited Industrial (LI)	26.1	14	3.7	6
Planned Development (PD)	33.2	12	1.2	2
Total	1,938.2	1,936	610.45	470
Source: WRCOG staff assessment based on field survey data, GIS parcel series data furnished by Williamsburg County and zoning data provided by the Town of Kingstree.				

Profile of Area Uses

The interaction of uses along the town's periphery is an important consideration in the discussion of the town's land uses. This plan identifies seven study areas adjacent to the town limits. These areas are illustrated in Map Exhibits 8.2 through 8.8. Williamsburg County does not have zoning. As such, the study areas contain a mixture of residential and nonresidential uses. Areas immediately adjacent to the town are primarily residential with the study areas containing 1,121 dwellings. Unlike the town, approximately twenty percent of the residential structures are trailers or manufactured homes. Approximately eighty-nine structures or eight percent of all the dwellings appeared to be uninhabitable during field assessments conducted in June and July of 2019. Table 8.3, on the next page, provides a summary of land uses within the seven study areas.

Table 8.3
Characteristics of Study Areas

Study Area	Total Area (Acres)	Lots	Residential Units	Estimated Commercial Floor Area	Uninhabitable and Unoccupied Structures
A	479.5	301	229	0	2
B	559.7	273	178	15,500	28
C	74.5	72	18	206,500	6
D	182.2	632	283	47,000	56
E	291.1	278	240	8,000	8
F	151.9	109	79	33,000	3
G	644.8	157	94	1,500	9
Total	2,383.7	1,822	1,121	311,500	112

Source: Field Survey conducted June and July 2019 by WRCOG staff.

Note 1: Uninhabitable structures refer to residential structures. Unoccupied structures refer to commercial and industrial structures.

Note 2: Study areas are derived from the Kingstree Annexation Study dated June 1980. Areas were modified per annexations. Study Area G includes minor modifications based on the availability of parcel data.

Opportunities and Constraints to Development

Properties within the Town of Kingstree are generally supportive of development and have access to public streets and are served by potable water and sewer. The town provides fire protection, police protection, recreation, and sanitation services. A complete listing of services can be found in the Community Facilities Element of this plan.

Kingstree is Williamsburg County's seat of government. As such, the town contains a higher percentage of land devoted to public uses. The proximity to services and the potential for expanded public uses may make the town attractive for future development. In addition, despite a relatively small population, the population immediately surrounding the town is approximately 12,500. This surrounding population, coupled with Kingstree's location along a major north to south roadway (US Highway 52), may support additional residential and commercial development.

Future development in Kingstree is constrained by a number of factors. Potential obstacles to development include:

- **Lack of Population Growth:** Kingstree's current population is roughly equivalent to the town's population in 1970. Projections indicate that the trend of limited growth will continue. A growing internal population often spurs commercial growth. In the absence of population growth, additional commercial land uses will be constrained unless driven by external markets or populations.
- **Economic Characteristics:** Two significant demographic factors are income and workforce population. Income is required to stimulate internal commercial activity and workforce population is needed to attract new commercial and industrial development.



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As income and workforce population are below state averages, new commercial and industrial activity will be constrained.

- **Wetlands and Flood Hazard Areas:** The town is bordered to the west and south by the Black River. Flood plains and wetlands adjacent to the river occupy an estimated 400 acres or approximately twenty percent of all land within Kingstree. The town's largest undeveloped tracts are located in the southwestern area. Regulatory requirements and site feasibility issues will temper future development in this portion of town.
- **Lack of Large Undeveloped Tracts:** Currently the town contains 470 vacant parcels. Most of these parcels are small and were formerly home sites. These parcels provide the potential for infill development; however, due to their size, many would not support additional subdivision.
- **Zoning and Development Regulations:** Zoning and development regulations can be an opportunity for or constraint to development. As an opportunity, zoning provides a level of assurance to existing and potential property owners in the stability of surrounding land uses. Zoning and development regulations help to maintain property value by protecting against nuisances. As a constraint to development, zoning and development regulations restrict the use of property and impose requirements for subdivision thus affecting the ability to develop or redevelop property.

Annexation

An important consideration for any comprehensive plan is the total geographic area to be served by the municipality. Towns typically grow through annexation and this growth should be anticipated and be addressed, at least in general terms, by the land use element. The history of Kingstree is one of fairly stable corporate limits. Whether the town's tendency, to forgo annexation, continues is unclear.

In 1980, the Waccamaw Regional Council of Governments, at the request of the town, performed an annexation study. Included in the study was an analysis of seven areas located adjacent to the town limits. These areas are illustrated on Map Exhibits 8.2 through 8.8. In 2004, an additional annexation study was performed for tracts along Longstreet Street to include properties previously identified as "Area C" in the 1980 plan. The conclusion of the 1980 plan, and further supported for Area C by the 2004 plan, was that annexation had the potential for a negative financial return; however, Area C was recommended as the first candidate for annexation because "it has the greatest potential for economic development." Areas A and E were also identified as viable areas for future annexation research and consideration.

This plan does not advocate an aggressive annexation posture. Based on previous studies, the widespread annexation of the study areas would be financially infeasible. Also, the past decisions and policy direction given by the Town Council has approached the issue of annexation with caution. Despite these inhibiting factors, past studies suggest that the annexation of portions of Study Areas A, C, and E may have future merit. As such, it is unrealistic to believe that no annexations will occur during this plan's ten to twenty year time horizon. In the event the town pursues annexation in the future, this plan provides general land use data for the study areas, provides general policy statements (goals) to augment the decision making

process, and provides a future land use map to assist policy makers in zoning and land use decisions should these areas be annexed.

Future Land Uses and Implementation Tools

It is not anticipated that Kingree's fundamental land use pattern will change over the time horizon of this plan. This is due to three factors. First, the land use pattern in Kingree is well established and has not been substantially altered in the past few decades. Second, rapid population growth, which often precedes and accelerates land use changes, is not forecast. Finally, changes to a major infrastructure component, such as a new highway or large public or private project, are not foreseen. While there are proposals in place to widen nearby US Highway 521 to four lanes, that road is likely too far away for those proposed changes to have a significant impact on Kingree.

In the absence of these factors, incremental changes in land use will occur. Homes and buildings will need to be replaced either through the reuse of existing sites or by relocation to other sites. Existing buildings and uses will be converted or readapted to other uses. Small commercial expansions along the fringe of the town's existing commercial districts will occur. Although these changes may be slow, each should be viewed as an opportunity to improve upon the built environment.

Many tools are available to communities to affect and improve upon the built environment. The primary tools used by communities are zoning and development regulations. Zoning ordinances help to determine desired uses and, in residential areas, compatible densities that are appropriate for a piece of property. In addition, the zoning districts establish standards for lot size, the height of structures, setbacks from streets and property lines, the number and size of signs, parking, and the size of buildings in relation to lot size (building coverage). Development regulations control the subdivision of property and establish standards for street, utility, and drainage improvements. As these tools help determine the viability of existing uses and the direction and frequency of future uses, the constant review and refinement of zoning and other development laws/policies are a priority.

A Future Land Use Map, Map Exhibit 8.9, is included in this plan to serve as a guide for the future zoning of property in Kingree. In addition, Map Exhibit 8.10 provides zoning guidance for the study areas should annexation be pursued in the future. The below sections of this plan establish policies and implementation strategies designed to assist in the land use decision-making process.

Land Use Needs

The following are identified as land use needs for the Town of Kingree:

- Improve the aesthetic appearance of the town to include the downtown and the town's primary entrances.
- Continue revitalization efforts in the downtown.
- Address property maintenance issues.

- Develop infill strategies for the town's vacant lots.
- Build density where it is appropriate.
- Eliminate incompatible land uses and develop transitional strategies.
- Build community involvement.
- Analyze existing zoning codes and development regulations for potentially outdated language.
- Streamline the development review and approval process.

Land Use Goals and Objectives

Goal 1: Promote the efficient use of land, by:

- A. Encouraging developments to locate in areas where existing services are readily available thus minimizing the need for utility extensions, new street creation, and other increased service costs,
- B. Encouraging the rehabilitation of existing buildings,
- C. Encouraging infill development and devising strategies that increase the desirability of the town's vacant lots,
- D. Establishing zoning standards which stress the compatibility of structures with respect to:
 - 1. Height,
 - 2. Size and scale,
 - 3. Location,
 - 4. Intensity,
 - 5. Impervious coverage,
 - 6. Appearance,
 - 7. Density,
 - 8. Use,
- E. Evaluate and consider refining standards for the subdivision and development of property which ensure:
 - 1. The provision of water, sewer and public infrastructure to buildings and lots,
 - 2. Access of new lots and development sites to public streets,
 - 3. The protection of structures and improvements from flooding, fire, and overcrowding,
 - 4. The preservation and replanting of native trees, plants, and ground cover,
 - 5. The continued protection of graded or disturbed areas from erosion,
 - 6. The continued protection of water quality,
 - 7. The protection of sensitive natural areas, and

- F. Ensure that all new uses and development sites are reviewed for conformance with the town's standards, and when appropriate, that public input is solicited prior to the approval of certain uses.

Goal 2: Provide adequate and convenient sites for future business, industry, educational, and recreational facilities and improve existing sites and facilities, by:

- A. Creating zoning districts which are of sufficient size and location to accommodate commercial and industrial uses,
- B. Analyzing the creation of commercial and industrial districts and all nonresidential sites by considering:
 - 1. Trip generation characteristics and the impact on existing and planned roads,
 - 2. Drainage patterns and the impact on existing and planned drainage systems,
 - 3. Compatibility with surrounding land uses,
 - 4. Compatibility with future land use patterns,
 - 5. Utility and public service impacts,
- C. Prohibiting spot zoning and the introduction of incompatible uses, and
- D. Providing placement options for educational and recreational uses in residential and commercial districts when those uses are compatible and do not create nuisances.

Goal 3: Evaluate the existing zoning ordinance and determine how effective it has been in ensuring that the residential standards create districts, that:

- A. Promote appropriate transition in housing densities,
- B. Define nuisances to residential land uses as:
 - 1. Automobile lights, outdoor lights, illuminated signs,
 - 2. Loud noises,
 - 3. Vibrations,
 - 4. Dust and dirt,
 - 5. Air pollution and noxious odors,
 - 6. Litter or junk,
 - 7. Outdoor storage, and/or
 - 8. Loss of privacy,
- C. Provide adequate buffering, screening, or other techniques that mitigate nuisances to residential areas. Mitigation efforts should include the use of:
 - 1. Fences,
 - 2. Walls,
 - 3. Physical barriers,
 - 4. Vegetation,
 - 5. Physical separation, and/or
 - 6. Building orientation,
- D. Allow commercial and professional uses in residential areas only under limited conditions in:

1. New residential developments where the commercial or professional uses mainly serve residents of the development and are similar in character and intensity to the residences,
 2. Older or redeveloping areas when the commercial or professional uses' nuisances can be mitigated,
 3. Older or redeveloping areas when the commercial or professional use is compatible to residential structures in:
 - a. Size,
 - b. Scale,
 - c. Height,
 - d. Mass,
 - e. Architecture,
 - f. Placement, and/or
 - g. Intensity,
 4. Planned Development Districts where the commercial or professional use is a designed and integral component of the development,
- E. Prohibit incompatible commercial and professional uses from residential districts. When compatibility can be achieved, permit select nonresidential uses only as conditional uses or special exceptions,
- F. Prohibit incompatible industrial uses from residential districts,
- G. Promote the creation of recreational uses within residential districts only when the uses do not create nuisances or nuisances can be substantially mitigated, and
- H. Allow for the placement of public and semi-public uses in residential districts only when the uses are compatible. Uses, which pose the potential of nuisance creation or incompatibility, should be allowed only as a conditional use or special exception.

Goal 4: Provide for the efficient and orderly extension of utilities and municipal services, by:

- A. Arranging zoning districts to restrict high utility demand uses in areas where existing capacities and facilities exist or can be readily provided,
- B. Securing utility and/or drainage easements, when needed, during the subdivision or site development review process,
- C. Requiring, as a condition of service, "consent to annexation agreements" for water and sewer extensions outside the town limits,
- D. Coordinating the development review process to ensure that input is solicited regarding police protection, fire protection, sanitation, electric, water and sewer providers prior to permit issuance,
- E. Maintaining and enforcing standards for utility construction when performed by private developers,
- F. Recognizing that storm water facilities are part of the town's utility infrastructure; as such, consideration should be given to the impact of storm water runoff during the development review process, and
- G. Considering the cost of utility extensions and municipal services when annexation is pursued.

Goal 5: Promote the maintenance and/or enhancement of the aesthetic qualities within the town, by:

- A. Refining and enforcing the town’s property maintenance standards,
- B. Refining and enforcing the town’s landscaping ordinance,
- C. Considering increased landscaping standards for the town’s primary corridors and pursuing grants or other funding sources for enhancement projects,
- D. Pursuing grants to improve the facades of downtown storefronts,
- E. Developing streetscape standards for residential areas,
- F. Developing specific guidelines in conjunction with the town’s historic preservation ordinance, and
- G. Considering the impact of excessive signage and developing thoughtful regulations which balance the interests of the commercial and public sectors.

Goal 6: Enhance the viability of Kingstree’s Downtown, by:

- A. Encouraging commercial and professional uses in the Core Commercial District including:
 - 1. Restaurants,
 - 2. Entertainment facilities,
 - 3. Hotels,
 - 4. Retail businesses,
 - 5. Offices,
 - 6. Financial institutions,
 - 7. Governmental offices,
- B. Encouraging commercial and professional uses to locate in the downtown, by:
 - 1. Offering incentives through land use regulations,
 - 2. Constructing parking facilities,
 - 3. Offering financial assistance through public and private institutions and tax increment financing,
 - 4. Pursuing the adaptive reuse of existing buildings and underutilized parcels, and
- C. Implementing the recommendations of the Kingstree Downtown Master Plan.

Implementation

The implementation of this element’s goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
	➤ Design Guidelines: The town should develop design guidelines to supplement the Historic Preservation Ordinance. Presently, review by the Board of Architectural Review is limited by the lack of objective and defined standards. Initiator: Architectural Review Board and

<p>Aesthetics and Compatibility</p>	<p>Community Planning and Development Department. <i>Duration of Activity:</i> Eighteen Months and thereafter Continuous.</p> <ul style="list-style-type: none"> ➤ Corridor Planning: The town should consider adopting corridor standards for Longstreet Street, East and West Main Street, Martin Luther King Jr. Highway, and Thurgood Marshall Highway. These standards could supplement existing landscaping and transportation related zoning requirements. In addition, the town may wish to investigate the development of Design Guidelines to address new development at the town’s entrances. <i>Initiator:</i> Planning Commission and Town Council. <i>Duration of Activity:</i> Twelve to Twenty-Four Months. ➤ Longstreet Street Corridor Preservation: The town should consider preserving the residential character of the Longstreet Street corridor between Hirsch Street and Cooper Street. This preservation should work in concert with the corridor planning strategies listed above. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Twelve to Twenty-Four Months. ➤ Transportation Enhancement Grants: The town should actively pursue transportation enhancement funding. Projects should be identified and ranked in priority by either the Planning Commission or Town Council with grant applications prepared by the Community Planning and Development Department. <i>Initiator:</i> Town Council. <i>Duration of Activity:</i> Continuous.
<p>Downtown Revitalization</p>	<ul style="list-style-type: none"> ➤ Use Review: A comprehensive review of the uses permitted in the town’s core commercial district should be performed. The use review should encourage residential densities in and around the immediate downtown to support retail development. Also, marginally appropriate uses should be identified and allowed only as conditional uses or special exceptions. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Nine to Eighteen Months. ➤ Building Orientation: Zoning ordinance provisions should incorporate both a minimum and maximum setback standard to ensure a uniform wall line for downtown buildings. In addition, core commercial districts height restrictions should incorporate minimum standards (See also the <u>Kingstree Downtown Master Plan</u>). <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Six to Twelve Months. ➤ Design Guidelines: <i>See Aesthetics above.</i> ➤ Transportation Enhancement and Facade Grants: <i>See Aesthetics above.</i> ➤ Tax Increment Financing District: The town should explore the potential of a tax increment financing district as a mechanism to help fund improvements identified in the <u>Kingstree Downtown Master Plan</u>. <i>Initiator:</i> Town Council. <i>Duration of Activity:</i> Twenty-Four to Forty-Eight Months.

Property Maintenance	➤ See Property Maintenance Code in the Housing Element.
Infill Strategies	➤ Vacant Lot Strategies: Infill strategies should be approached from three perspectives. First, make the town's vacant lots more attractive for development. This can be accomplished by ensuring that the town's vacant lots are clean of debris, litter, junk, etc. through the strict enforcement of the town's property maintenance code. Second, identify regulatory impediments that unreasonably prohibit or restrict development. The town's zoning ordinance should be reviewed and flexible standards should be created with respect to lot size and setback (primarily for the northeastern quadrant). Third, the town should investigate the creation of a land bank or other not-for-profit mechanism to secure abandoned property for development through public or private resources. Initiator: Planning Commission and Town Council. Duration of Activity: Twelve to Thirty-Six Months.
Density	➤ Zoning Ordinance Density Review: See the Housing Element. Density should be reviewed with special emphasis given to areas immediately adjacent to the downtown and areas within the northeastern quadrant. In addition, the ordinance's provisions that allow the creation of planned development districts should be re-evaluated to clarify the intent and circumstances under which this option is available. Initiator: Planning Commission. Duration of Activity: Nine to Twenty-Four Months.
Transitional Strategies	➤ Mixed Use Compatibility: The existing zoning ordinance should incorporate special exception provisions that provide, under certain conditions and subject to review, the allowance of mixed uses. Attention should be given to areas along Longstreet Street and areas adjacent to the downtown where commercial and residential uses intersect. For the Longstreet Street corridor, consideration should be given to allowing the transition of residential zoning to Highway Commercial or Neighborhood Commercial zoning where the zones are contiguous. For noncontiguous properties, the creation of a mixed-use district should be considered with appropriate mitigation. Mitigation measures should employ limitations on signage, vehicular traffic, building orientation, buffering, etc. where residential and nonresidential uses adjoin (see also the Future Land Use Map). Initiator: Planning Commission. Duration of Activity: Twelve to Twenty-Four Months.
Community Involvement	➤ Neighborhood Committees: The town may wish to explore the creation of neighborhood committees. Where sufficient interest exists, these citizen groups could be instrumental in identifying concerns/issues at the street level to include identifying code and property maintenance violations, making recommendations on public expenditures in the respective neighborhoods, identifying potential beautification projects, and identifying other land use concerns.

	<p>Initiator: Planning Commission and Town Council. Duration of Activity: Eighteen to Thirty-Six Months and thereafter Continuous.</p>
<p>Incompatible Zoning District Replacement</p>	<p>➤ Incompatible Industrial Zoning District Replacement: The town may wish to explore the removal and replacement of the existing Light Industrial zone located between the Seaboard Coast Line, Bower Street, Second Avenue, and Kelly Street. An analysis of that zone's land use indicates only one industrial use within that zone. Since that zone is almost completely surrounded by residential uses, any new industrial facilities built in that area would be incompatible. Additionally, the streets accessing those parcels are not conducive to heavy truck traffic. There are currently commercial uses south of Scott Street in the Light Industrial zone so consideration should be given to changing those parcels to Highway Commercial and the rest of the district to R-10. Initiator: Planning Commission. Duration of Activity: Eight to Twelve Months.</p> <p>➤ Incompatible Residential Zoning District Replacement: The town may wish to explore the removal and replacement of the existing R-10 residential zone located north of Main Street and east of the Seaboard Coast Line. An analysis of that zone's land use indicates that approximately seventy percent of existing structures in that area are nonconforming. The most common reason for nonconformity are setback violations due to relatively small lot sizes and prohibitive setback requirements. Either creating a new zone for that district or changing the zoning of that district to R-6 would substantially lower the number of nonconformities which in turn would benefit the existing property owners and make the area more attractive for new investment. Initiator: Planning Commission. Duration of Activity: Eight to Twelve Months.</p>
<p>Development Review Process</p>	<p>➤ Development Regulation Review: Following the adoption of this plan, the Planning Commission should review the process for development approval. Existing and new processes should allow, when possible, for concurrent review when multiple approvals are required. Also, the required items for submission and the timetable for review should be examined in an effort to increase review efficiency. Initiator: Planning Commission and Community Planning and Development Department. Duration of Activity: Twelve to Twenty-Four Months.</p>

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Profile of Land Use Subcategories

COMMERCIAL SUBCATEGORIES				
PARCELS	Retail	Office	Vehicle and Lodging	Restaurant
	155	59	30	13
UNITS	Retail	Office	Vehicle and Lodging	Restaurant
	153	58	30	12
ACRES	Retail	Office	Vehicle and Lodging	Restaurant
	66.91	44.90	27.90	8.48
MEDIAN LOT SIZE (ACRES)	Retail	Office	Vehicle and Lodging	Restaurant
	0.14	0.48	0.58	0.53
MEDIAN LOT SIZE (SQUARE FEET)	Retail	Office	Vehicle and Lodging	Restaurant
	6,098.4	20,908.8	25,264.8	23,086.8
UNOCCUPIED BUILDINGS	Retail	Office	Vehicle and Lodging	Restaurant
	24	4	4	1
PUBLIC/SEMI-PUBLIC SUBCATEGORIES				
PARCELS	Education	Religious	Parking	Cemetery
	14	21	12	4
	Government Service	Hospital	Government Storage	
	24	4	2	
UNITS	Education	Religious	Parking	Cemetery
	12	20	0	0
	Government Service	Hospital	Government Storage	
	26	8	4	
ACRES	Education	Religious	Parking	Cemetery
	150.37	24.03	4.22	29.78
	Government Service	Hospital	Government Storage	
	33.75	41.71	6.94	
MEDIAN LOT SIZE (ACRES)	Education	Religious	Parking	Cemetery
	7.35	0.74	0.33	1.9
	Government Service	Hospital	Government Storage	
	1.03	9.56	3.47	
MEDIAN LOT SIZE (SQUARE FEET)	Education	Religious	Parking	Cemetery
	320,166	32,234	14,375	82,764
	Government Service	Hospital	Government Storage	
	44,867	416,434	151,153	

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Transportation Element

“From a planning perspective, the location, access, capacity, and interconnectivity of the transportation system help to shape the built environment.”



Transportation Element

Transportation facilities are typically a community's largest public infrastructure asset and, conversely, its largest liability. From a planning perspective, the location, access, capacity, and interconnectivity of the transportation system help to shape the built environment. The viability of planned and existing infrastructure helps to direct the location of new developments and to create or sustain economic centers. From a budgetary perspective, the construction and maintenance of transportation facilities are expensive, often-requiring policy makers to balance the demands of transportation and other community facility needs. Because of transportation's significance, state law now requires the adoption of a transportation element prior to implementing development regulations.

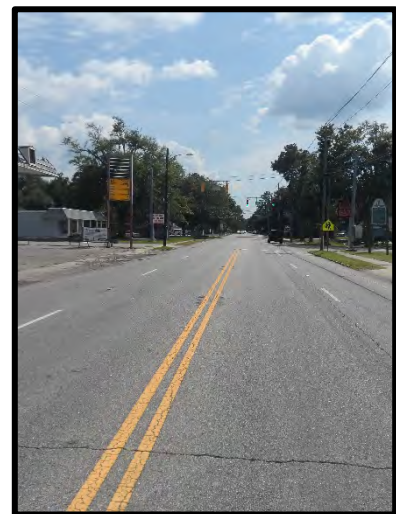
This element will examine the town's transportation infrastructure to include streets and rights-of-way, sidewalks, and pedestrian mobility, and alternative transportation modes such as air and rail travel. Community needs and goals/objectives for improving the town's transportation system will be provided. In the final section of this element, strategies for implementing the town's goals will be discussed.

Inventory of Streets and Rights-of-Way

The town's transportation system is comprised primarily of state maintained rights-of-way. The system includes 101 streets occupying approximately 250 acres in area or roughly twelve percent of Kingtree's total land area.

❖ **Primary Roads.** The town's primary roadways include US Highway 52, SC Highway 261, SC Highway 377, SC Highway 527, S-44, and S-186. A brief description of each is included below:

- **US Highway 52** is Kingtree's most significant roadway from the standpoint of traffic counts, length through town, and the external markets it connects. US Highway 52, or Longstreet Street for most of its in-town extent, is an undivided four-lane highway. On the outskirts of town, US Highway 52 transitions to a divided four-lane highway. This road connects Kingtree to the cities of Charleston to the south and Florence to the north. Because of the road's high traffic counts, the Longstreet Street corridor has been an area of increased commercial activity for the past several decades.



US Highway 52 (Longstreet Street) is the town's primary north to south connector.

- **SC Highway 261** is the town's primary east to west thoroughfare and, along with SC Highway 527, provides access through the downtown. Beginning as a two-lane road east

of town, SC Highway 261 transitions to an undivided four-lane highway entering the town limits. At Jackson Street and extending westward, the four-lane highway is divided by a fourteen foot landscaped median. SC Highway 261, also known as Main Street, connects Kingstree to the towns of Hemingway to the east and Manning to the west. Main Street has historically been the town's principal commercial corridor; however, this prominence has been challenged in recent decades by commercial growth along Longstreet Street (US Highway 52). The future significance of Main Street and plans for corridor revitalization are discussed later in this element.



**Main Street in Kingstree's Historic
Downtown**

- **SC Highway 377**, also known as the Martin Luther King, Jr. Highway, connects Kingstree to the Town of Lane and provides access to US Highway 521 south of town. This road, which terminates in Kingstree, is a four-lane undivided highway for its entire in-town extent.
- **SC Highway 527** connects Kingstree with Andrews to the southwest and US Highway 378 to the northwest. Throughout the town, this thoroughfare's functional classification and street name changes. Entering town from the southwest, SC Highway 527, known as Thurgood Marshall Highway, serves as a collector. At Eastland Avenue (S-270), the SC Highway 527 Bypass begins. This section, known as Nelson Boulevard, provides an alternate route to avoid delays in the Central Business District. The primary section of SC Highway 527 extends beyond Eastland Avenue to combine with SC Highway 261 through the downtown. At US Highway 52, SC Highway 527 recombines with the US Highway 527 Bypass to form Longstreet Street. SC Highway 527 exits the town as West Academy Street, a minor arterial roadway.
- **State Route 44 (S-44)**, also known as Sandy Bay Road, serves as a collector. This two-lane road provides access to and from residential areas northwest of Kingstree including the communities of Broad Swamp and Sandy Bay.
- **State Route 186 (S-186)**, also known as Eastland Avenue, serves as a collector providing access to residential neighborhoods and industrial developments on Kingstree's eastern fringe. This two-lane



**Eastland Avenue is an important
collector.**

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street meets Thorne Avenue to form Old Lake City Highway, which serves as a north to south alternate to US Highway 52 around Kingstree.

Table 9.1, below, provides a listing and characteristics summary of the major streets within Kingstree:

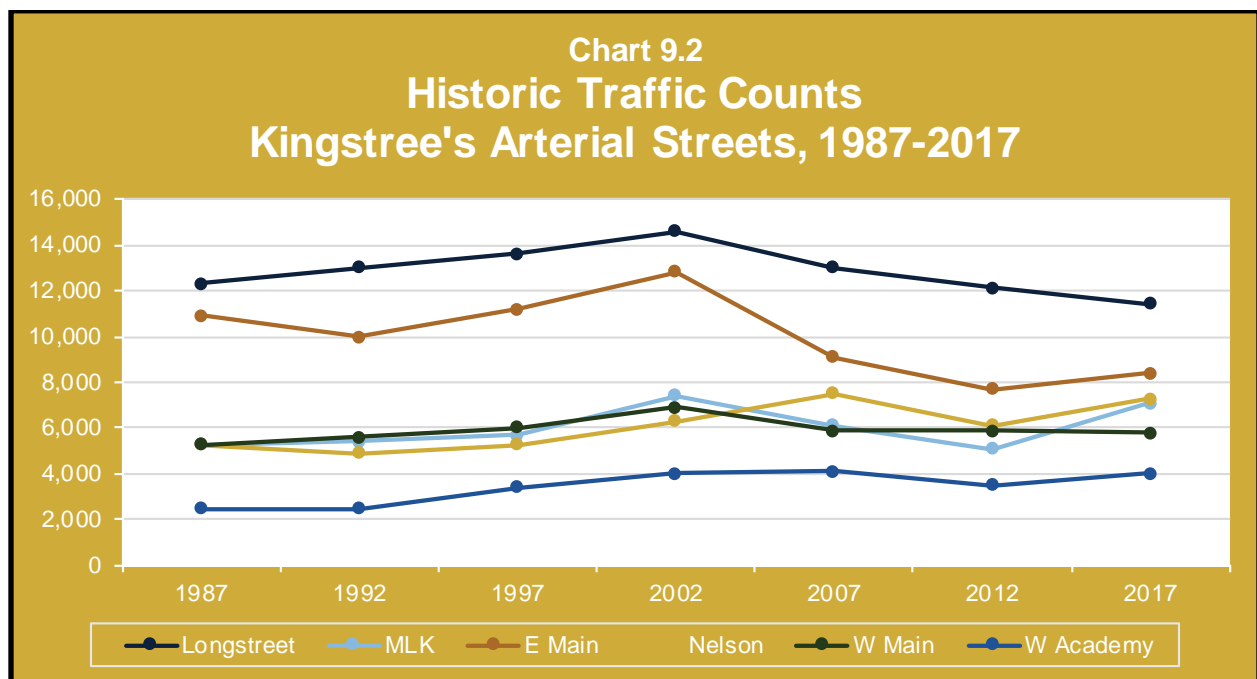
Table 9.1 Inventory of Kingstree's Major Streets, 2019			
Street Name	Number of Lanes	Lane Width	Classification
Academy Street (West) (SC Highway 527)	Four	12.5'	Minor Arterial
Eastland Avenue (S-186)	Two	10.5'	Minor Collector
Longstreet Street (at Brooks Street) (US Highway 52/SC Highway 527)	Four	10'	Principal Arterial
Longstreet Street (at Thornton Road) (US Highway 52)	Four	12'	Principal Arterial
Main Street (East) (SC Highway 261)	Four	9' to 11.5'	Minor Arterial
Main Street (West) (US Highway 52/SC Highway 261)	Four with median	10' to 12'	Principal Arterial
Martin Luther King Jr. Highway (SC Highway 377)	Four with center turn lane	12'	Minor Arterial
Nelson Boulevard (SC Highway 527)	Four with center turn lane (east) Two Lanes (west)	11.5' to 12'	Minor Arterial
Sandy Bay Road (S-44)	Two	12.5' to 13.5'	Major Collector
Thurgood Marshall (SC Highway 527)	Four with center turn lane	12'	Major Collector
Source: SCDOT and FHA, 2006 (Classification), WRCOG, 2008 (Field Assessment). Note: No changes have occurred since those years.			

❖ **Ownership and Maintenance.** SCDOT owns and maintains ninety-three percent of the town's streets. Only seven streets are owned and maintained by the town. Those streets are listed and described below.

- Porter Street, which connects Ashton Avenue to Nelson Boulevard along Kingstree Recreational Park,
- Wee Nee Drive, which is part of a subdivision in the southern part of town,
- Stallion Drive, which is along Williamsburg Academy,
- Tomlinson Street, which connects Brooks Street to Eastland Avenue,
- Lexington Street within Frierson Homes,
- Reed Street, which connects Wee Nee Drive to Nelson Boulevard and services three apartment complexes,
- Gardner Court, which services an apartment complex along Railroad Avenue, and
- Graham Street, which connects King Street to Wheeler Street.

- ❖ **Traffic Counts and Level of Service.** Traffic counts for Kingstree's major streets have significantly decreased over the past ten years. The town's major arterials experienced only slight traffic volume growth. Longstreet Street's (US Highway 52/SC Highway 527) volume grew by five percent while West Main Street's (US Highway 52/SC Highway 261) declined by approximately two percent. Martin Luther King Jr. Highway's (SC Highway 377) traffic volumes grew by sixteen percent, Nelson Boulevard's volume grew by five percent, and West Academy Street's volume decreased by five percent.

Chart 9.2, below, graphs traffic counts from 1987 to 2017.



Level of Service (LOS) is a measure of the relationship between a street's capacity and traffic demand. Speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety are all factors considered in measuring a street's LOS. The Transportation Research Board's Highway Capacity Manual defines each ranking as follows:

Level of Service A represents free flow. Individual users are unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is high.

Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A.

Level of Service C is the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user.

Level of Service D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience.

Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult.

Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaches a point that exceeds the amount that can traverse a point. Queues form behind such locations. Operation within the queues are characterized by stop-and-go waves. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in cyclic fashion.

Table 9.3 provides level of service data for Kingstree's arterial and collector roadways. Due to a lack of growth in the volume of traffic experienced on the town's roadways, the level of service remains high.

Table 9.3 Level of Service for Kingstree Streets, 2018				
Street Name	V/C Ratio (2018)	LOS (2018)	2018 Traffic Count	Ten Year Daily Traffic Count Range
Academy Street (West) (SC Highway 527)	0.38	A	4,100	3,500-4,400
Eastland Avenue (S-186)	0.61	B	5,300	4,800-5,800
Longstreet Street (at Brooks Street) (US Highway 52/SC Highway 527)	0.80	C	11,700	11,400-12,700
Longstreet Street (at Thornton Road) (US Highway 52)	0.46	A	6,700	5,900-7,100
Main Street (East) (SC Highway 261)	0.80	C	8,600	7,400-9,900
Main Street (West) (US Highway 52/SC Highway 261)	0.20	A	5,800	5,700-6,500

Martin Luther King Jr. Highway (SC Highway 377)	0.65	B	7,000	5,100-7,600
Nelson Boulevard (SC Highway 527)	0.69	B	7,500	6,100-8,100
Sandy Bay Road (S-44)	0.22	A	1,850	1,800-2,500
Thurgood Marshall (SC Highway 527)	0.71/0.56	B/A	6,100	4,800-6,100

Source: South Carolina Department of Transportation (Traffic Counts) and the [Highway Capacity Manual](#) (Level of Service). *The traffic count station along Thurgood Marshall coincides with the two-lane to four-lane transition. LOS is provided for the two-lane and four-lane segments.

❖ **Pedestrian Facilities.** Town pedestrian facilities include sidewalks and crosswalks. In addition, the Kingstree Recreational Trail is a pedestrian facility that also allows cyclists. The trail was built in 2003 and connects Brooks and Main streets to the Kingstree Recreation Park.

- **Sidewalk Locations:** The majority of the sidewalks can be found in the central part of Kingstree and along arterial and collector roads. Most of the streets in the central area such as Main, Longstreet, and Academy have sidewalks on both sides. Outside the central area, the streets with sidewalks tend to have them only on one side. Examples of these streets are Green, Brockington, and most of Live Oak. Many streets in Kingstree lack sidewalks altogether. These streets are prominently in the northwest and southern part of the town such as Willtown, Clearview, and Reed. Streets and roads outside of the town limits generally do not have any sidewalks. Within the town limits, a total of nine streets have sidewalks on both sides their whole length and twenty-three streets have segments with sidewalks on both sides. Twelve streets have a sidewalk on one side their whole length and twenty-two streets have segments with a sidewalk on one side. Forty-one streets did not have sidewalks their whole length and thirty-two streets had segments that did not have any sidewalks. Out of the seven study areas, only A, D, and E had a few streets with a sidewalk on one side with the rest of the streets not having any. All the other study areas did not have any sidewalks. Map Exhibit 9.3 depicts the sidewalk network within the town limits and the seven study areas and which intersections were ADA compliant in 2018.
- **Sidewalk Length:** Many streets have sidewalk network gaps resulting in only certain segments having sidewalks and not the entire street. An example of this is Live Oak Street which has one segment with no sidewalk and two segments with a sidewalk on one side. For street segments with sidewalks on both sides, Cooper Street has the median length at 1,296 feet. Lexington Street has the median length of street segments with one sidewalk at 1,072 feet. The median length of segments with no sidewalks is 997 feet long, and Sandy Bay Road Extension is this length. Longstreet Street has a 9,512 foot or 1.8 mile long segment with sidewalks on both sides, making it the longest of any street segment with or without sidewalks in Kingstree. Table 9.4 depicts the lengths of street segments with and without sidewalks for the town and the study areas. Overall, thirty-five percent of the streets have sidewalks on both sides, twenty-four percent have a sidewalk on one side, and forty-one percent do not have any sidewalks within the town limits. The total length of

streets with sidewalks on one side in the study areas was 20,671 feet. This represented twelve percent of the total length of streets; the remaining eighty-eight percent did not have any sidewalks.

- Sidewalk Width:** The town's most significant sidewalks are located in or near the downtown. Sidewalks along the downtown portion of Main Street range from thirteen to eighteen feet in width. Outside of the immediate downtown, Main Street's sidewalks average five feet in width. Along the town's principal artery, Longstreet Street, the sidewalks are far less significant than those found in the downtown and average five feet in width. Nelson Boulevard, Martin Luther King Jr. Highway, and Thurgood Marshall Highway also have sidewalks that average five feet in width. Eastland Avenue and Sandy Bay Road's sidewalks are narrower than the town's other major roadways, averaging four feet in width. Sidewalks in study areas A, D, and E had an average width of four feet.
- Intersection Accessibility:** The Americans with Disabilities Act requires ramping at intersections and detectable surfaces at the edge of ramps. Intersections within the downtown have crosswalks and sidewalks that are ramped at most intersections but do not have detectable surfaces. Most of the sidewalks along Longstreet Street and Nelson Boulevard have ramping, detectable surfaces, and striped crosswalks at major intersections. Out of the 161 intersections with sidewalks in the town, only thirty-five or twenty-two percent of them were ADA compliant with ramping and detectable surfaces in 2018. Thirteen of those were along Longstreet Street and Nelson Boulevard. Only three out of thirty-four or eight percent of intersections in the three study areas with sidewalks were ADA compliant. Map Exhibit 9.3 depicts the sidewalk network within the town limits and the seven study areas and which intersections were ADA compliant in 2018.

Table 9.4
2018 Sidewalk Lengths

Area	Total Length of All Streets	Total Length of Side-walks on Both Sides	Percent of Side-walks on Both Sides	Total Length of Side-walks on One Side	Percent of Side-walks on One Side	Total Length of Streets Without Side-walks	Percent of Streets Without Side-walks
Kingstree	187,471'	64,758'	35%	44,988'	24%	77,725'	41%
Study Area A	37,280'	0'	0%	6,880'	18%	30,350'	82%
Study Area B	29,507'	0'	0%	0'	0%	29,507'	100%
Study Area C	13,922'	0'	0%	0'	0%	13,922'	100%
Study Area D	31,135'	0'	0%	4,708'	15%	26,427'	85%

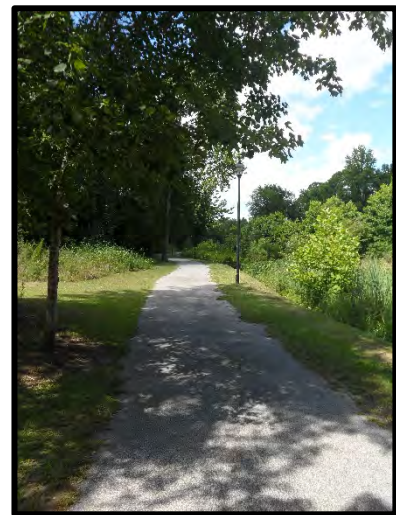
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Study Area E	24,563'	0'	0%	9,083'	37%	15,479'	63%
Study Area F	15,094'	0'	0%	0'	0%	15,094'	100%
Study Area G	16,953'	0'	0%	0'	0%	16,953'	100%
All Study Areas	168,404'	0'	0%	20,671'	12%	147,734'	88%
Overall Total	357,850'	64,758'	18%	65,659'	18%	227,434'	64%

Source: Aerial imagery provided by Williamsburg County GIS and GIS parcel series furnished by the County.

Common issues for many streets include: incomplete sidewalks or sidewalks that have gaps or extend for only a portion of the street, sidewalks that are only located on one side of the right-of-way, sidewalks that are narrow and lack wheelchair accessibility, and sidewalks which are in need of maintenance.

- ❖ **On-street Parking.** Designated on-street parking is primarily limited to Kingstree's downtown. The Kingstree Downtown Master Plan, 2009 estimated over 1,000 on-street and off-street parking spaces were available along or near Main Street. Estimates conducted as part of this element's preparation suggest that as many as 400 of the 1,000 spaces are located within the rights-of-way of Main, Mill, Hampton, North and South Academy, West Railroad, and North and South Jackson Streets. Additional on-street parking is available along West Brooks and Church Street; however, these areas are not clearly delineated, or striped, for parking.



Kingstree's Recreational Trail

Outside of the downtown area, on-street parking is limited. Commercial uses utilize off-street surface parking lots, as the town's arterial or collector roads were not designed to accommodate on-street parking. In the town's residential areas, on-street parking occurs on many streets; however, parking areas are not clearly delineated and parking appears haphazard.

Alternate Transportation Facilities

Area transportation facilities include:

- **Bus and Shuttle Service:** The Williamsburg County Transit System (WCTS) provides fixed route and demand response bus service for area residents. All nine of WCTS's fixed routes originate and terminate in Kingstree and operate every day of the year with the exception of Christmas. All of the routes serve large portions of the county and connect to Myrtle Beach. WCTS provides demand response five days per week to residents needing transport to area pharmacies and medical providers. In addition to in-town location, this service provides transport to all in-county

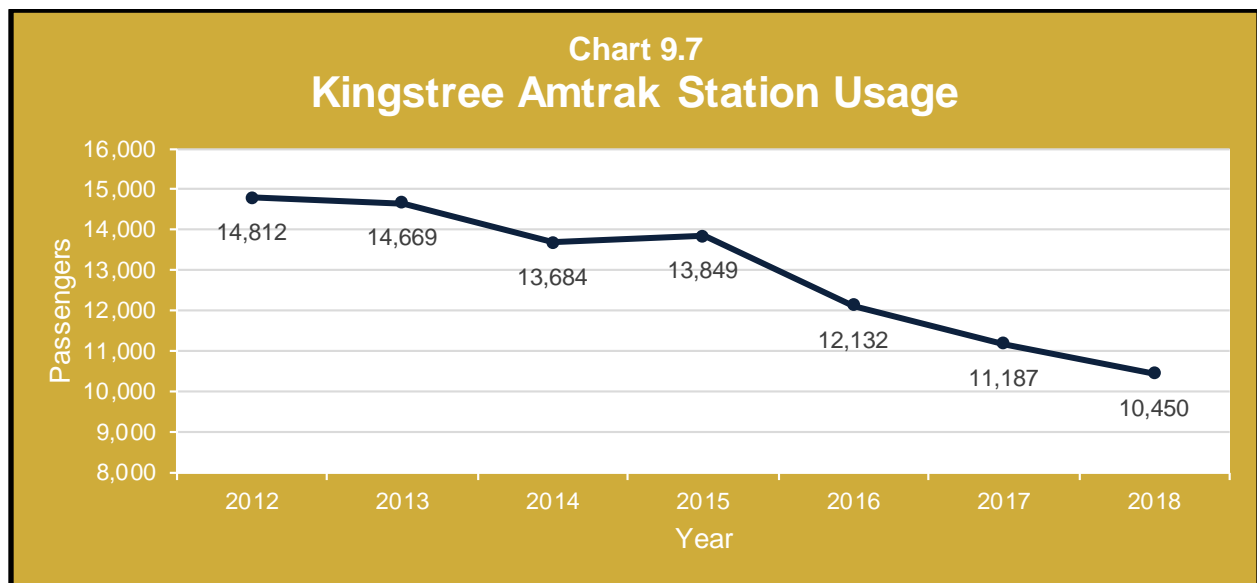
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communities and the out-of-county cities of Charleston, Columbia, Georgetown, Florence, Lake City, Manning, and Sumter. In 2018, the transit provider operated twenty-eight demand response vehicles and ten buses bringing the fleet total to thirty-eight.

Long distance bus services are not located within town. Greyhound provides interstate service and has stations in Georgetown, Florence, Charleston, Columbia, Sumter, and Myrtle Beach. Megabus also provides interstate service and has a station in Columbia.

- **Rail Service:** CSX Transportation (CSXT) owns and maintains the rail line that runs through the center of town. This rail is classified as a “Service Lane” or key corridor route. As a Class I rail line, both passenger and freight are transported through Kingstree. On average, twenty-six trains per day cross Main Street.

Amtrak provides passenger service from Kingstree. Two trains, the Palmetto and the Silver Meteor make daily stops in Kingstree. The Palmetto services a route from Savannah, Georgia to New York City, New York and the Silver Meteor services a route from Miami, Florida to New York City, New York. In 2018, 10,450 passengers boarded or disembarked Amtrak in Kingstree. By volume, Kingstree’s station was the state’s fifth largest in 2018. Chart 9.7 shows the number of riders using the station from 2012 to 2018:



Amtrak ridership in the state of South Carolina is steadily declining. The Kingstree station is no exception. This trend may likely continue, but improvements to infrastructure could change that.

- **Airports:** The Williamsburg County Regional Airport (CKI) is located approximately three miles west of Kingstree in the Sandy Bay community. This unattended general aviation airport consists of a small terminal and a single runway that is seventy-five feet wide and 5,000 feet in length. Pilot controlled runway precision approach path indicator lights (PAPI) are available. Aviation fuel is

available upon request. There are a total of thirteen aircraft based at Williamsburg County Regional Airport consisting up of nine single-engine airplanes, two multi-engine airplanes, and two helicopters. For the twelve month period ending on June 9, 2020, there were an average of 116 aircraft operations (takeoffs and/or landings) per week. Of these, eighty-four percent was local general aviation, fifteen percent was transient general aviation, and one percent was military aviation.

No commercial airports are located within Williamsburg County; however four commercial airports are within a two-hour drive of the town. These include: Florence Regional Airport (FLO) (forty miles), Charleston International Airport (CHS) (sixty-six miles), Myrtle Beach International Airport (MYR) (seventy-four miles), and the Columbia Metropolitan Airport (CAE) (ninety-two miles).

- **Water Ports:** Williamsburg County does not contain an inland port. The nearest inland port is operated by CSXT and is located fifty-seven miles northeast of Kingstree near the City of Dillon and the nearest seaport is located forty-five miles southeast of Kingstree in the City of Georgetown. The Port of Georgetown is a dedicated break-bulk and bulk cargo facility handling steel, salt, cement, aggregates, and forest products. While the Port of Georgetown is still in operation, the depth of the harbor is not conducive to ship traffic due to siltation. As a result, the port is currently only used for container and rail loading and unloading. Proposals are in place to dredge the harbor to a depth usable to barge traffic. Large commercial seaports are located in Charleston and Wilmington, North Carolina.

Projections

Future traffic volumes and a roadway's corresponding level of service are dependent upon several factors. These include population growth and changes in the land use pattern, the growth of internal and external economic markets, new roadways or other improvements, and changes in driving patterns. The projections and assumptions contained within the Population, Economic, and Land Use Elements of this plan suggest that changes in three of the underlying factors will continue to be incremental. Per a review of the *State Transportation Improvement Program*, the *State Program*, and the *Rural Long Range Transportation Plan*, no new roadways or major roadway improvements are currently programmed for the town. As such, it is anticipated that future traffic volumes will follow a historic pattern of slow to moderate growth.

**Table 9.5
Traffic Projections, 2020 to 2040**

Street Name	Projected Traffic Count and Level of Service					
	2020	2020 LOS	2030	2030 LOS	2040	2040 LOS
Academy Street (West) (SC Highway 527)	3,900	A	3,700	A	3,500	A
Eastland Avenue (S-186)	5,100	B	4,900	B	4,600	B
Longstreet Street (at Brooks Street) (US Highway 52 / SC Highway 527)	11,300	B	10,000	B	8,700	B

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Longstreet Street (at Thornton Road) (US Highway 52)	6,600	A	6,900	A	7,100	A
Main Street (East) (SC Highway 261)	7,800	B	7,200	B	6,700	B
Main Street (West) (US Highway 52/SC Highway 261)	5,800	A	5,500	A	5,300	A
Martin Luther King Jr. Highway (SC Highway 377)	7,000	B	7,400	B	7,900	B
Nelson Boulevard (SC Highway 527)	7,600	B	7,800	B	8,000	B
Sandy Bay Road (S-44)	1,900	A	1,800	A	1,700	A
Thurgood Marshall (SC Highway 527)	5,900	B/B	6,400	B/B	7,000	C/B
Note: Projected counts are based on linear regression utilizing historic SCDOT counts, 2006 to 2018. *The two LOS ratings for Thurgood Marshall Highway are for the two-lane and four-lane segments.						

Table 9.4, above, provides a forecast of future traffic volumes and the level of service for Kingstree's major roads. The forecast utilizes historic traffic data from 1987 to 2008 to project future conditions using linear regression. Based on this model, the level of service for Kingstree's streets remains high for the next twenty years. The lowest rated streets are along sections of Longstreet Street closest to the downtown and the Thurgood Marshall Highway where the road transitions to two lanes.

Two factors that would affect the above assumptions. The first is the rerouting of truck traffic to the south of the downtown via Nelson Boulevard and Martin Luther King Jr. Highway. Secondly is the reduction of Main Street's driving lanes from four to two. Either improvement or change will affect Main Street's level of service.

Planned Transportation Improvements

In 2007 and 2008, the Kingstree Downtown Master Plan was prepared. Additionally, in 2019 and 2020 the Kingstree Downtown Roadmap was prepared. These plans recommend a number of changes within the downtown area in an effort to stimulate revitalization. Transportation related recommendations are significant and include:

- Reducing the number of lanes on Main Street between Jackson Street and east of the railroad from four to two.
- Utilizing a portion of the area gained thorough lane reduction to install angled on-street parking.
- Installing a planted median along Main Street from Academy Street to just west of Jackson Street.

- Making general intersection improvements to include tighter corner radii, bump-outs, enhanced crosswalks (such as building them with bricks or stamped concrete), installing dedicated left-turn lanes along Main Street at Hampton and Jackson Streets, and providing a right-in and right-out only at Railroad Avenue.
- Implementing “gateway streetscapes” in transitional areas along the east and west boundaries of the downtown.
- Formalizing the parking within the block of Main, Jackson, Mill, and Academy streets, then removing the parallel parking along Academy Street and widening its sidewalk.
- Installing wayfinding signage and additional ornamental lighting.
- Filling in gaps in street trees with additional street trees and providing additional sidewalk amenities such as tables and chairs near eateries.
- Replacing the holly trees planted in various areas along Main Street with live oak trees.
- Implementing midblock crosswalks along Main Street.
- Rerouting truck traffic from Main Street to Nelson Boulevard (SC Highway 527) and Martin Luther King Jr. Highway (SC Highway 377). This would require improving Main Street’s intersection with SC Highway 377 to accommodate truck-turning movements.

Since its approval in 2009, several of the recommendations of the Kingstree Downtown Master Plan have been implemented, with the latest being the completion of the public parking lot in the center of the block bounded by Main Street, Academy Street, Mill Street, and Hampton Avenue on February 11, 2019. However, the remaining recommendations are presently unfunded and are still in the conceptual stage. By far, the proposed lane reduction along Main Street has the greatest potential to affect the town’s overall traffic pattern. It is recommended, prior to committing substantial resources toward Main Street’s lane reduction, that a traffic impact study be performed to ensure that acceptable levels of service can be maintained. Should the town decide not to pursue the lane reduction, many of the recommended transportation improvements remain viable in a slightly modified form.

Transportation Needs

As part of this element’s preparation, the following needs were identified:

- The town’s sidewalks need to be improved. Sidewalks are located throughout town; however, in many places the sidewalks are incomplete, are in need of repair, and/or may be inaccessible to persons with disabilities due to a lack of ramping, lack of detectable surfaces, or insufficient width. In addition, some of the town’s high use streets, streets near the Kingstree Senior High School and Williamsburg Technical College, and streets near the Williamsburg County Transit Center still lack sidewalks.

- Pedestrian and bicyclist facilities, specifically in high traffic areas and in the downtown, need to be improved. Recommendations contained in the Kingstree Downtown Master Plan, 2009 and Kingstree Downtown Roadmap, 2020 to include improvements to crosswalks should be implemented.
- The appearance of the town's streets needs to be improved specifically in the downtown, along the town's primary streets, and at the town's entrances.
- The town needs to protect existing streets from excessive curb cuts, visual nuisances, and physical encroachments.
- As most of the streets in town are state owned/maintained, a high level of coordination and continuous communication with SCDOT is needed.
- The town needs to identify and pursue funding sources to implement transportation improvements.
- The town needs to continuously monitor and identify any deficiencies in traffic flow and safety on the town's streets. If deficiencies are discovered, then the town needs to work with SCDOT to resolve them.

Transportation Goals and Objectives

Goal 1: Improve the aesthetic appearance and functionality of Kingstree's downtown streets, by:

- A. Investigating the placement of underground utilities
- B. Considering decorative and way-finding signage,
- C. Coordinating sidewalk repair and maintenance with SCDOT,
- D. Incorporating pavement textures, "street print", and/or decorative elements in sidewalk and pedestrian crossings,
- E. Developing a uniform landscaping motif,
- F. Considering the implementation of the recommendations contained in the Kingstree Downtown Master Plan, 2009 and the Kingstree Downtown Roadmap, 2020, and
- G. Identifying and budgeting matching funds for grants and state enhancement monies.

Goal 2: Improve the aesthetic appearance and functionality of the town's primary entrance corridors, by:

- A. Investigating the placement of underground utilities,
- B. Actively pursuing state enhancement grants for corridor beautification,
- C. Considering the development of special standards (overlay district) for the town's primary entrances to address landscaping, signage, and curb cuts,
- D. Ensuring that new ornamental street lights and sidewalk amenities in the downtown are consistent with the other existing ornamental street lights and sidewalk amenities, and

- E. Pursuing active communication with SCDOT on transportation decisions that affect the appearance and functionality of the town's primary streets.

Goal 3: Develop policies and regulations that protect the existing street system from degradation, by:

- A. Requiring that all new multi-family residential, commercial, and industrial development plans are reviewed for the proposal's impact. The review should consider:
 - 1. The location and alignment of proposed curb cuts and entrances,
 - 2. The need for sidewalks and pedestrian access,
 - 3. The location and size of proposed signage in relation to the right-of-way,
 - 4. The need for new rights-of-way and easements,
 - 5. The impact of surface water drainage generated by the new development,
 - 6. The need for utility cuts and subsequent street repair, and
 - 7. The impact of traffic generation on adjacent streets.
- B. Limiting access for high-traffic generating uses to major and minor arterial streets, and
- C. Restricting the direct discharge of storm water into the right-of-way.

Goal 4: Maintain a transportation system that is friendly to pedestrians and bicyclists, by:

- A. Maintaining low speed limits conducive to a pedestrian environment,
- B. Preserving sidewalk accessibility by restricting sidewalk encroachments,
- C. Exploring the removal of pedestrian impediments, such as utility poles, in conjunction with the undergrounding of utilities,
- D. Developing a process for sidewalk inspection, reporting, and repair, and
- E. Implementing pedestrian and bicycle improvements as identified in the Kingstree Downtown Master Plan, 2009 and Kingstree Downtown Roadmap, 2020.

Goal 5: Reduce the visual impact of off-street parking, by:

- A. Requiring that new off-street parking in the Core Commercial District be located to the rear of the building and
- B. Giving consideration to establishing a maximum number of parking spaces in a single lot and/or the inclusion of a minimal setback for parking into the zoning ordinance.

Goal 6: Improve traffic flow and safety on the town's streets by:

- A. Widening the segment of Nelson Boulevard between Maple Street and Martin Luther King Jr. Highway to four lanes if determined by a traffic study,

- B. Adding a protected left turn signal phase for northbound Longstreet Street at its intersection with Academy Street if a traffic signal study shows one would improve traffic flow and safety,
- C. Converting the four-way stop to a two-way stop at the intersection of Brooks and Jackson streets and establishing a signal at Longstreet Street and Mill Street if determined by a traffic study, and
- D. Continuously monitor for additional deficiencies and work with SCDOT to resolve them if they appear.

Goal 7: Work with other public transportation providers to ensure their services benefit the town by:

- A. Encouraging Williamsburg Transit Authority to establish additional routes that remain partially or fully within the limits of the Town of Kingstree,
- B. Encouraging Amtrak to schedule stops in Kingstree during meal times which could provide an additional customer base for local restaurants,
- C. Coordinating special town events with scheduled train stops, and
- D. Considering working with the Williamsburg HomeTown Chamber to create a program where Amtrak riders who show their ticket at a participating downtown business receive a discount.

Goal 8: Improve the lighting of town streets by:

- A. Considering the provision of street lighting at intersections and areas that currently lack lighting within the town limits,
- B. Continuing to ensure that burned out street lights are replaced in a timely manner, and
- C. Continuing to replace all of the town's street lights when new and more efficient street lighting technology is introduced or becomes affordable.

Implementation

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Downtown Transportation Improvements	➤ Improvement Selection: The <u>Kingstree Downtown Master Plan, 2009</u> and <u>Kingstree Downtown Roadmap, 2020</u> identifies a number of transportation related improvements. Using the CIP as a baseline, the proposed improvements should be ranked determine the sequencing, design, and costs. Initiator: Town Manager and Council Duration: Six to Twelve Months

<p>Downtown Transportation Improvements</p>	<ul style="list-style-type: none"> ➤ Coordination: Once a determination of improvements has been made, coordination with SCDOT will be required. This process should involve the preparation of preliminary designs, cost estimates for installation, options for funding, and coordination with other service providers such as Duke Energy. The Town Manager and/or Council should designate an individual or committee to oversee this process. Initiator: Town Manager and Council Duration: TBD ➤ Funding: Options for funding should be identified during the coordination stage (<i>See also Downtown Revitalization, page 66</i>).
<p>New Street Creation</p>	<ul style="list-style-type: none"> ➤ Development Regulation Review: The town's development regulations should be reviewed by the Planning Commission after the adoption of this element. The concentration of review should be to include developing composition standards for new street construction, specify storm water discharge standards, and clarify the requirement for sidewalk placement, underground electric and communication utilities, and include construction standards. In addition, the development regulation should clearly specify the process for street dedication and bonding. Initiator: Planning Commission Duration: Twelve to Twenty-Four Months
<p>Aesthetics & Functionality</p>	<ul style="list-style-type: none"> ➤ Corridor Planning: The town should consider adopting corridor standards for Longstreet Street, East and West Main Street, Martin Luther King Jr. Highway, and Thurgood Marshall Highway. These standards could supplement existing landscaping and transportation related zoning requirements (<i>See also the Land Use Element</i>). Initiator: Planning Commission Duration: Twelve to Twenty-Four Months ➤ Parking Standards: The parking standards of the zoning ordinance should be reviewed after the adoption of this element. For the downtown, consideration should be given to requiring that off-street parking be located to the rear of buildings. Initiator: Planning Commission Duration: Six to Twelve Months ➤ Consistent Ornamental Street Lights and Sidewalk Amenities in Downtown: The town should ensure that any new ornamental street lights and other sidewalk amenities installed in downtown remain consistent. If the type that is consistent is no longer available for purchasing, then all the ornamental street lights and sidewalk amenities should be replaced with a type that is available. Initiator: Planning Commission Duration: Six to Twelve Months ➤ Underground Utility Transition: The town, in conjunction with the coordination activities undertaken for downtown improvements, should consider creating a preliminary timetable for transitioning to underground utilities starting in the downtown and moving outward. This activity should be done in coordination with SCDOT and Duke Energy. Initiator: Town Manager Duration: TBD

<p>Pedestrian Facilities</p>	<ul style="list-style-type: none"> ➤ Sidewalk Placement, Maintenance, and Upgrade: The town should maintain a prioritized listing of sidewalk improvements to include the placement of sidewalks for underserved streets, the upgrading of sidewalks to provide accessibility, and the restoration of improperly maintained or deteriorating sidewalks (See also the Priority Investment Element). <i>Initiator:</i> Community Planning and Development Department <i>Duration:</i> Twelve to Twenty-Four Months and thereafter Annually
<p>Traffic Studies</p>	<ul style="list-style-type: none"> ➤ Nelson Boulevard Traffic Study: A traffic study should be performed for Nelson Boulevard prior to implementation of the truck route. The study should consider whether or not the segment between Maple Street and Martin Luther King Jr. Highway should be widened to four lanes. Incidentally, the existing bridge crossing the railroad is currently wide enough to accommodate four lanes and may not need to be rebuilt if the segment is widened. This activity should be done in coordination with SCDOT. <i>Initiator:</i> Town Manager and/or Council <i>Duration:</i> Six to Twelve Months ➤ Longstreet Street Traffic Signal Study: A traffic signal timing study should be performed for the traffic signals on Longstreet Street to determine any deficiencies. The study should also consider whether or not the addition of a protected left turn signal phase for northbound Longstreet Street at its intersection with Academy Street would improve traffic flow and safety. If flow and safety is improved, that signal should be upgraded. This activity should be done in coordination with SCDOT. <i>Initiator:</i> Town Manager and/or Council <i>Duration:</i> Six to Twelve Months ➤ Brooks Street Traffic Study: A traffic study should be performed for the nine block area bounded by Longstreet Street, Brooks Street, Hampton Avenue, and Main Street and commence after the completion of the Black River Landing. The study should determine if the four-way stop at Jackson Street should be converted to a two-way stop with the right-of-way assigned to Brooks Street traffic, and if there is enough traffic at the intersection of Mill Street and Longstreet Street to warrant a traffic signal. This activity should be done in coordination with SCDOT. <i>Initiator:</i> Town Manager and/or Council <i>Duration:</i> Six to Twelve Months ➤ If possible, the above three traffic studies should be combined.

Priority Investment Element

“This element is designed to provide guidance in the prioritization, solicitation, and expenditure of funding.”



PRIORITY INVESTMENT ELEMENT

Priority Investment Act

In 2007, the South Carolina General Assembly amended the state’s planning enabling laws to require the inclusion of a Priority Investment Element as part of any local comprehensive plan. The new law provides:

“A priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, ‘adjacent and relevant jurisdictions’ means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, ‘coordination’ means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunities for adjacent and relevant jurisdictions and agencies to provide comment to the planning or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action”.

This element is designed to provide guidance in the prioritization, solicitation, and expenditure of funding. As priority projects, funding sources, and the potential cost of improvements will change over the time horizon of this plan, this element should be reviewed annually by the Planning Commission.

Project Coordination and Notification

Many of the infrastructure providers identified by the Priority Investment Act are outside the jurisdiction of the town and are not reliant upon the town for funding. These entities have their own oversight authority (board), budgets, and capital improvement plans. As specified in this element’s goals and objectives, the town should continuously request notification and input on infrastructure projects that affect the town and its residents.

As part of this element’s compliance with the Priority Investment Act, a listing of projects, as identified by this element, were provided to Williamsburg County Government, the Williamsburg County School District, and the South Carolina Department of Transportation for review and comment. In addition, agency sponsored projects requiring coordination, were solicited for inclusion and are provided in Table 10.2.

Priority Projects (Departmental)

In preparation for this element, the town’s various departments were asked to provide a priority listing of needed projects and anticipated project expenditures over the next ten years. Information received from the town’s departments was reviewed by the Planning Commission for consistency with this plan’s needs,

goals, and objectives. Table 10.1 provides a listing of recommended priority projects, timelines for anticipated start/completion, and potential sources for project funding.

Table 10.1 Priority Capital & Operational Projects (Departmental) 2021 through 2029				
Water Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
	None			
Sewer Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
1	Sewer Treatment Plant Expansion	TBD	\$1,000,000	RD/CDBG
Sewer Projects Subtotal			\$1,000,000	
Fire Department Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
2	Fire Engine Replacement (2)	2025-2028	\$1,000,000	RD/GF
3	New Rescue Truck	2021	\$325,000	RD/GF
4	Firefighters (New) (5)	2021-2029	\$1,260,000 (\$35,000 per employee per year)	GF
Fire Dept. Projects Subtotal			\$2,585,000	
Police Department Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
5	Police Officers (New) (10)	2021-2024	\$2,800,000 (\$35,000 per year)	GF
6	Police Vehicle Fleet Replacement (16)	2021-2029	\$720,000 (\$45,000 per vehicle)	GF/DOJG
Police Dept. Projects Subtotal			\$3,520,000	
Recreation Department Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
7	Gymnasium Addition	2021	\$80,000	GF/CDBG
Recreation Dept. Projects Subtotal			\$80,000	
Street Department Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
	None			
Total Department Projects			\$7,185,000	
Total Department Projects Minus New Payroll Costs			\$3,125,000	

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Note: The following acronyms are used: Community Development Block Grant (CDBG), Department of Justice Grants (DOJG), General Fund (GF), the US Department of Agriculture's Rural Development Grant and Loans Program (RD), Duke Energy Grant (DEG), and Pee Dee Land Trust (PDLT). *Estimated Costs are preliminary and may vary once plans are developed. Estimated Costs are in 2020 dollars. **Indicates projects/activities that are also recommended in the Downtown Master Plan and the Kingstree Downtown Roadmap Plan.

Priority Capital and Maintenance Projects (Non-Departmental)

In addition to projects administered by the town's departments, several projects were identified that fall outside of the departmental structure or involve activities to be performed by other relevant jurisdictions. Projects identified by the town's administration or by relevant jurisdictions were reviewed for consistency with this plan and are included in Table 10.2.

Table 10.2 Capital & Maintenance Projects (Other), 2021-2029				
Road and Highway Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
1	Martin Luther King Jr. Highway and Main Street Intersection Improvement**	2021-2022	\$700,000	SCDOT Funds (Currently Funded)
Drainage Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
2	Drainage improvements at Jackson Street, the intersections of Gilland and Academy streets and Madison and Lexington avenues, the Kingstree Canal, and the Black River	TBD	TBD	TBD
Revitalization Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
3	Black River Landing**	2021-2022	TBD	DEG, PDLT, GF
4	Murdaugh Senior Center	2021-2024	TBD	CDBG, RD
Total Estimated Costs			\$700,000	
Note: The following acronyms are used: Community Development Block Grant (CDBG), Department of Justice Grants (DOJG), General Fund (GF), the US Department of Agriculture's Rural Development Grant and Loans Program (RD), Duke Energy Grant (DEG), and Pee Dee Land Trust (PDLT). *Estimated Costs are preliminary and may vary once plans are developed. Estimated Costs are in 2020 dollars. **Indicates projects/activities that are also recommended in the Downtown Master Plan and the Kingstree Downtown Roadmap Plan.				

Priority Capital Projects (Downtown)

The Kingstree Downtown Master Plan, 2009 and the Kingstree Downtown Roadmap, 2020 is discussed in the Land Use Element and Transportation Element of this plan. Several transportation projects including the reduction of travel lanes for Main Street are identified by both master plans. Although this plan does not fully endorse the reduction of travel lanes, pending additional activities as outlined in the Transportation Element, many of the items identified by the master plans are consistent with the

recommendations of this plan. Table 10.3 provides a listing of priority projects identified by the master plans.

Table 10.3 Downtown Master Plan Projects, 2021-2029				
Downtown Capital Projects		Preliminary Timeline	Estimated Costs*	Potential Funding Source
1	Bike Racks (4) and Signage (4)	2021-TBD	\$7,000	SCDOT Enhancement Funding
2	Truck Traffic Rerouting Implementation (Signage, Striping)	2022	\$50,000	SCDOT Enhancement Funding/TBD
3	Reduce Lanes on Main Street/Streetscape	TBD	\$2,200,000	SCDOT Enhancement Funding/TBD
4	Gateway Streetscapes (2)	2021	\$600,000	SCDOT Enhancement Funding/TBD
5	Formalize Parking Within Block of Mill, Academy, Main, and Jackson streets	TBD	TBD	TBD
6	Main Street Pocket Parks	TBD	TBD	TBD
Total Estimated Costs**			\$2,857,000	
Note: The following acronyms are used: Community Development Block Grant (CDBG), Department of Justice Grants (DOJG), General Fund (GF), the US Department of Agriculture's Rural Development Grant and Loans Program (RD), Duke Energy Grant (DEG), and Pee Dee Land Trust (PDLT). *Estimated Costs are preliminary and may vary once plans are developed. Estimated Costs are in 2020 dollars. **Indicates projects/activities that are also recommended in the Downtown Master Plan and the Kingstree Downtown Roadmap Plan.				

Priority Planning Projects

This plan's implementation will require the review and updating of the town's zoning ordinance and development regulations. Design guidelines and other performance standards as outlined in the Land Use Element of this plan, the Kingstree Downtown Master Plan, 2009, and the Kingstree Downtown Roadmap, 2020 will need to be developed. Table 10.4 provides a prioritized listing of planning activities.

Table 10.4 Kingstree Planning Projects/Activities, 2021-2029				
Plan Implementation Components		Preliminary Timeline	Estimated Costs*	Potential Funding Source
1	Zoning Ordinance Review & Update**	2021-2022	\$12,000	GF
2	Comprehensive Plan Review	2024-2025	\$18,000-\$30,000	GF
3	Comprehensive Plan Update	2029	\$18,000-\$30,000	GF
Total Planning Projects			\$48,000-\$60,000	
Note: The following acronyms are used: Community Development Block Grant (CDBG), Department of Justice Grants (DOJG), General Fund (GF), the US Department of Agriculture's Rural Development Grant and Loans Program (RD), Duke Energy Grant (DEG), and Pee Dee Land Trust (PDLT). *Estimated Costs are preliminary and may vary once plans are developed. Estimated Costs are in 2020 dollars. **Indicates projects/activities that are also recommended in the Downtown Master Plan and the Kingstree Downtown Roadmap Plan.				

Cost Summary

Approximately ten million dollars will be needed over the next ten years to implement Kingstree's priority projects:

Departmental Projects	<i>Water</i>	\$ 0
	<i>Sewer</i>	\$1,000,000
	<i>Fire</i>	\$2,585,000
	<i>Police</i>	\$3,520,000
	<i>Recreation</i>	\$ 80,000
	<i>Street</i>	\$ 0
Capital & Maintenance (Other)		\$ 700,000
Master Plan Implementation		\$2,857,000
Planning Activities		\$48,000 - \$60,000
Gross Total		\$10,802,000
Minus Projects Currently Funded by Others		\$ 700,000
Net Total		\$10,102,000

It is not anticipated that the town's general fund will fully support the cost of the projects outlined by this element. As such, the town should actively pursue a combination of grants and other low interest loan opportunities as indicated in the preceding tables.

Needs, Goals, and Objectives

The identification, prioritization, and implementation of future projects will require coordination with the county, state, and federal governments. Coordination should include the town's active pursuit of funding and collaboration with other relevant jurisdictions on projects of common interest.

Goal 1: Periodically review and update the priority project listings as new opportunities and funding sources become available.

Goal 2: Pursue grant opportunities in an effort to defray costs to the town.

Goal 3: Coordinate the identification and implementation of future projects with other relevant jurisdictions.

Goal 4: Actively seek representation for the town on boards, commissions, and other advisory bodies that provide the identification, funding, and/or oversight for the area's capital projects.

Goal 5: Require that plans for capital improvements, performed by other agencies or jurisdictions, be submitted for review by the town to include a determination of conformance with the town's comprehensive plan and zoning ordinance.

Goal 6: Provide opportunities for public review and involvement in the selection and refinement of future projects.

Implementation Strategies

The implementation of this element's goals and objectives should be coordinated with the other elements of the Comprehensive Plan. Specific implementation activities include:

Goals and Objectives Implementation Strategies	
Identified Need	Activities
Project Identification, Prioritization, and Funding	<ul style="list-style-type: none"> ➤ Project Identification and Update: Following the adoption of this plan, the Planning Commission should annually review the listing of priority projects contained in this element. Following the annual review, an updated listing and status report should be provided to the Town Manager and Council. This activity may be combined with the Capital Improvement Plan and Capital Budgeting activities identified in the Community Facilities Element. <i>Initiator:</i> Planning Commission. <i>Duration of Activity:</i> Annually. ➤ Capital Improvement Plan: See the Community Facilities Element. ➤ Grant Funding: See the Community Facilities Element.
Project Coordination	<ul style="list-style-type: none"> ➤ Public Project Review: The Planning Commission should formalize the process for requiring that public facilities are reviewed pursuant to Section 6-29-540 of the State Code. See also the Land Use Element and the Community Facilities Element.

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CONCLUSION

The elements of this plan provide detailed information on the town's population, economy, natural and cultural resources, community facilities, housing, land use, transportation, and priority investment needs. Goals and objectives are also provided to serve as the town's policies regarding growth and development. Finally, this plan offers implementation strategies designed to help realize each element's goals.

With the adoption of this plan, the town fulfills a primary requirement of Title 6, Chapter 29 of the State Code. Although an important step, this plan's adoption represents only the first step. Effective community planning requires the continuous review of the town's development ordinances, the proactive monitoring and response to changing development trends, and the implementation of policies designed to encourage the wise and timely use of resources. This plan outlines several implementation activities to be undertaken following the adoption of this plan. Where opportunities for improvement exist, ordinances and policies should be amended in keeping with the goals contained herein.

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NOTES

The following are notes relating to the plan that have not already been provided on the tables, charts, and maps presented in the previous sections.

Note 1: The Town of Kingstree Comprehensive Plan, 2020 is an update to the Kingstree Comprehensive Plan, 2009. Where appropriate, passages from the 2009 plan have been retained and are incorporated into this plan without further citation.

Note 2: Information on the town's services was collected per questionnaires with the individual service providers, information provided by the Planning and Building Department, newspaper articles as cited in the reference section of this plan, and/or information contained on the provider's website as cited in the reference section of this plan.

Note 3: Information on the estimated costs and timelines for capital improvements were provided by the Town of Kingstree's various departments.

Note 4: Some information in the plan was gathered utilizing the aerial imagery from Google Earth, Google Maps, Bing Maps, and Historic Aerials.

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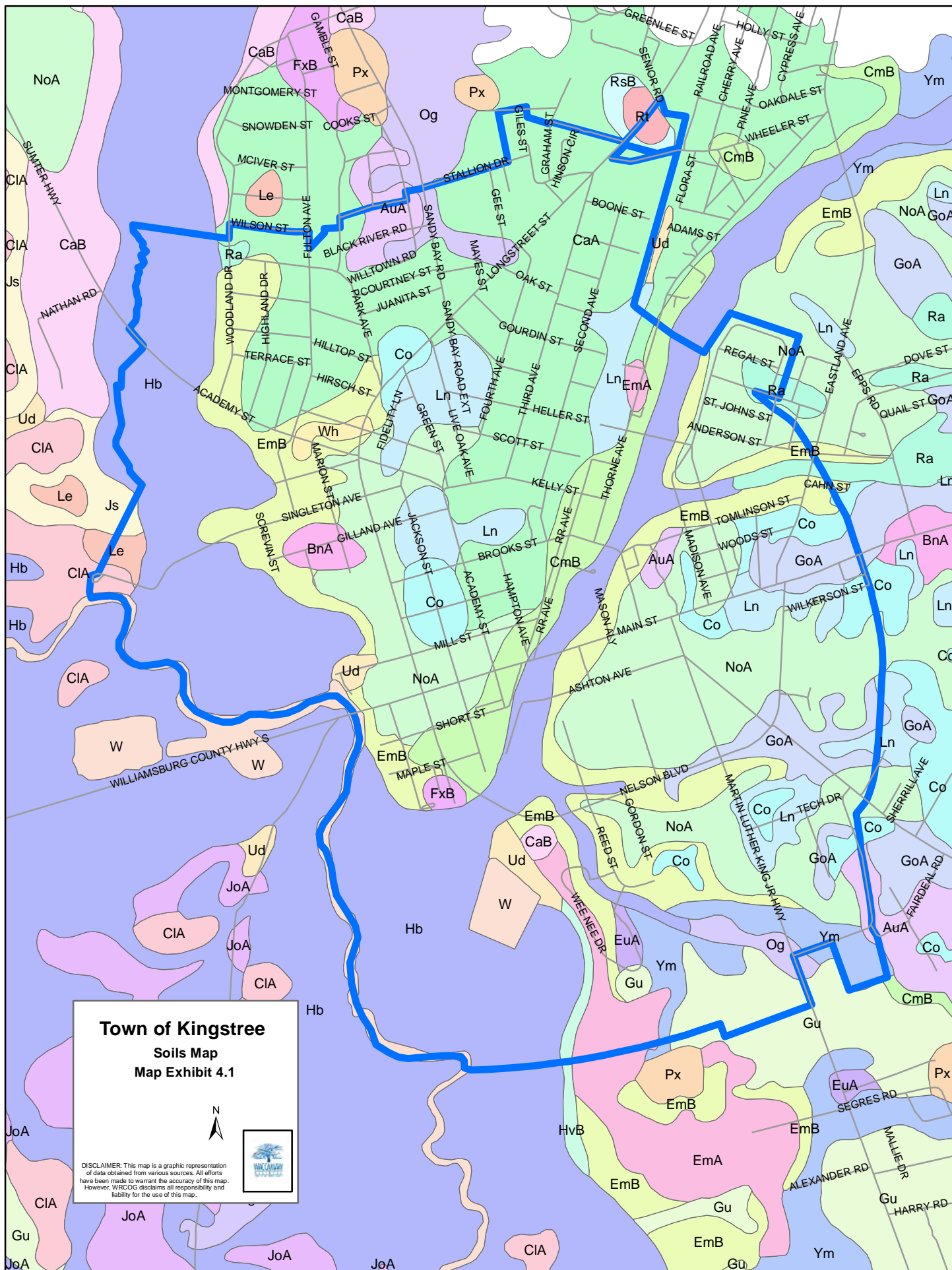
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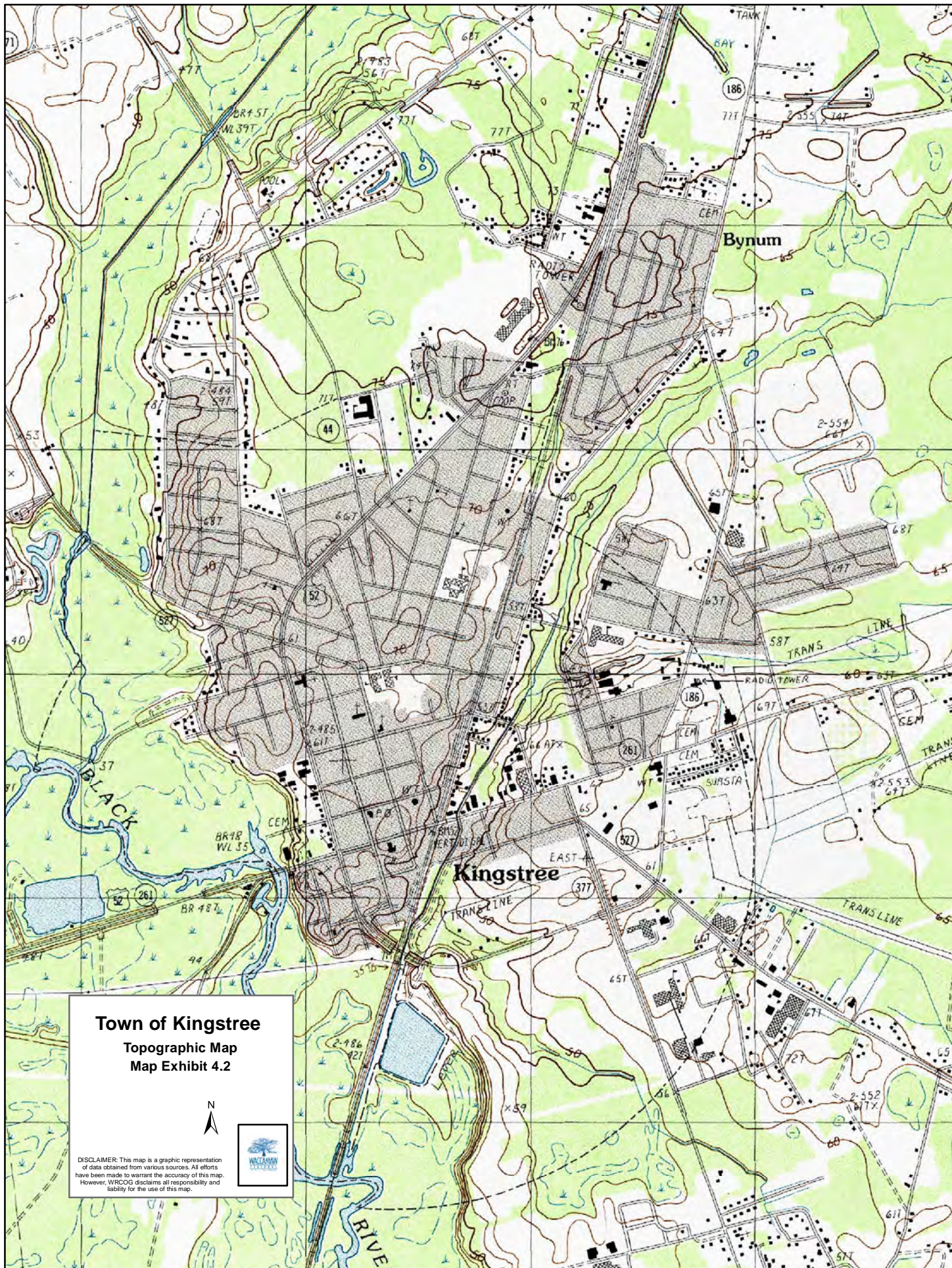
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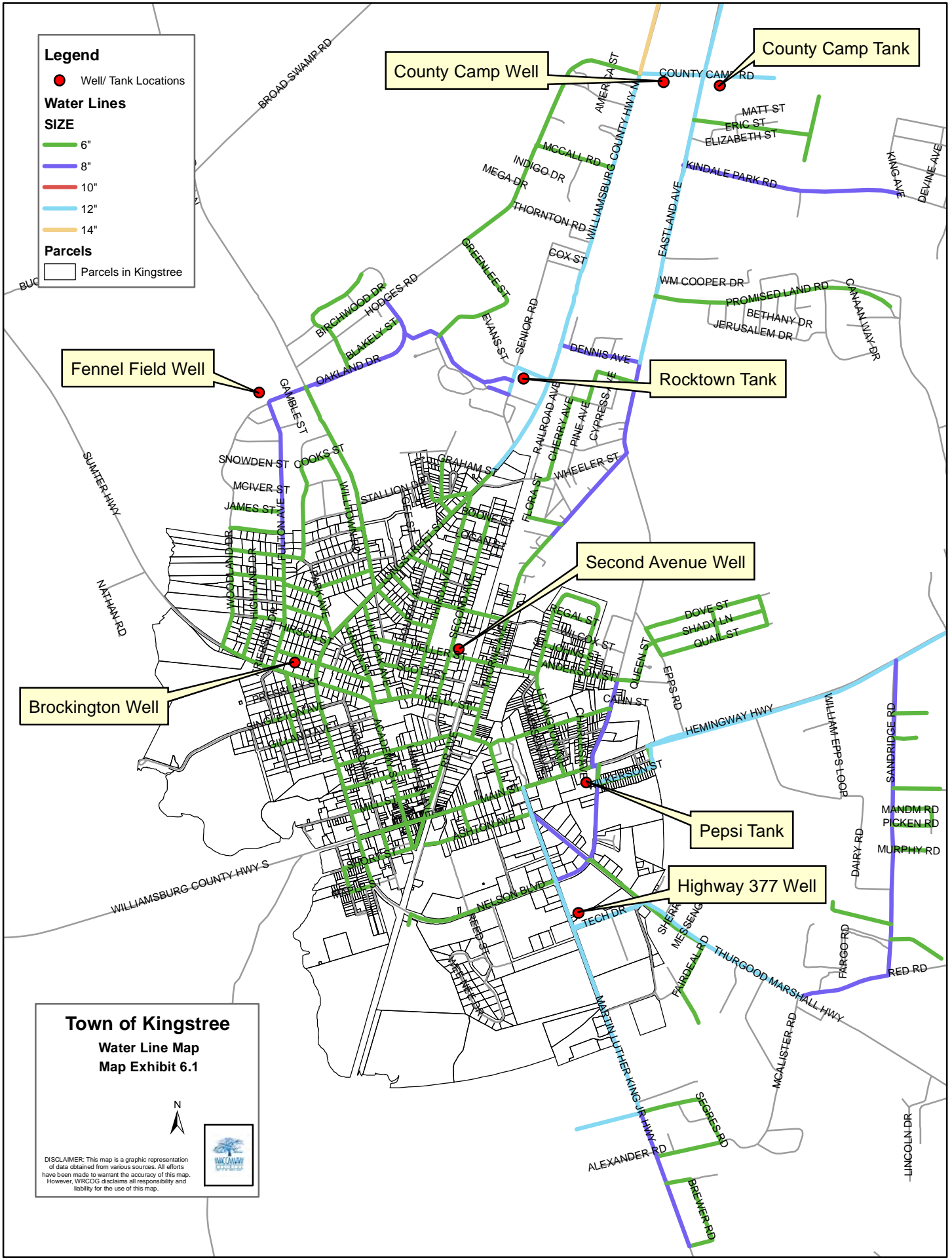




Town of Kingstree
Topographic Map
Map Exhibit 4.2



DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map.



Legend

● Well/ Tank Locations

Water Lines

SIZE

- 6"
- 8"
- 10"
- 12"
- 14"

Parcels

□ Parcels in Kingstree

Fennel Field Well

County Camp Well

County Camp Tank

Rocktown Tank

Second Avenue Well

Brockington Well

Pepsi Tank

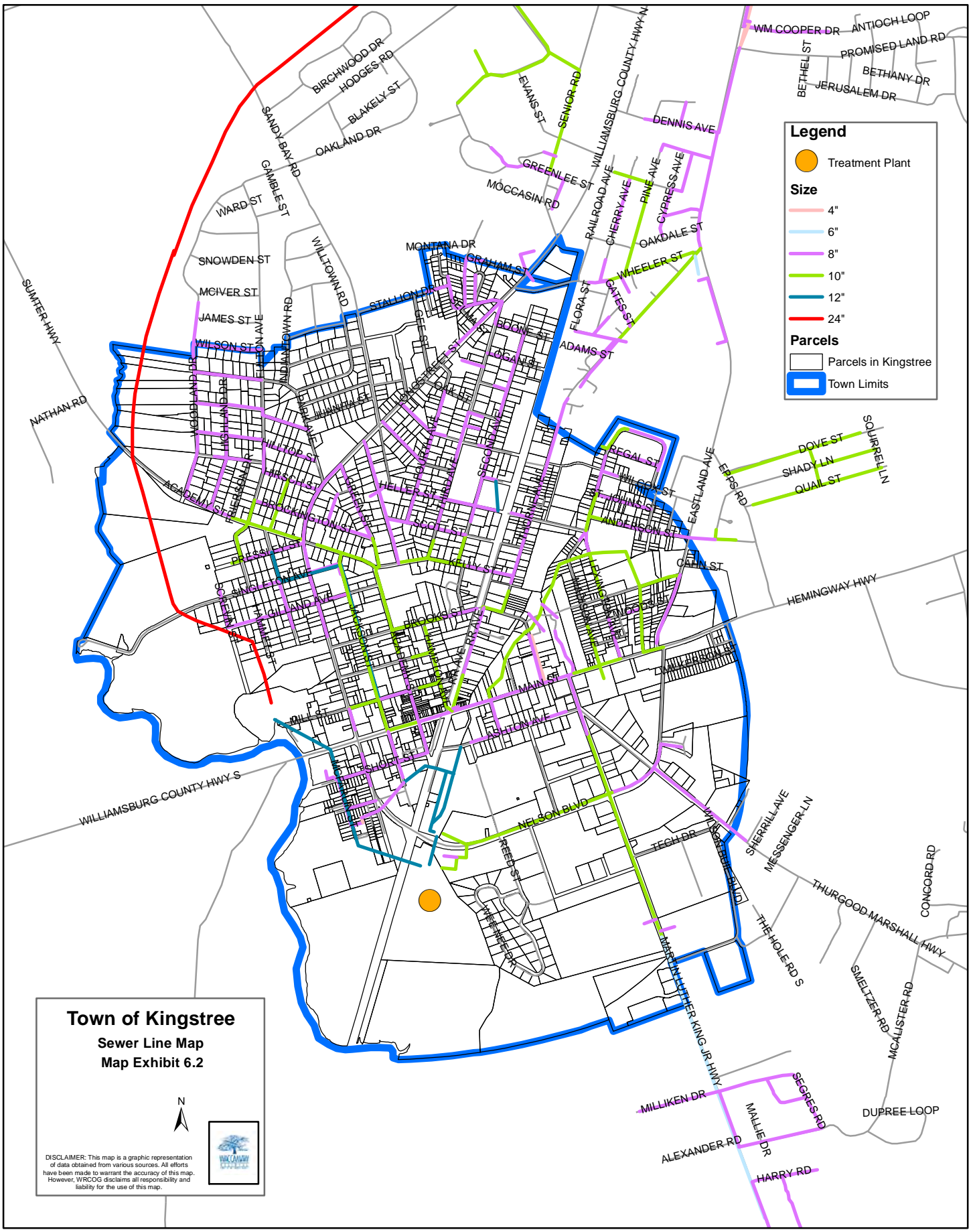
Highway 377 Well

Town of Kingstree

Water Line Map
Map Exhibit 6.1



DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map.



Legend

Treatment Plant

Size

- 4"
- 6"
- 8"
- 10"
- 12"
- 24"

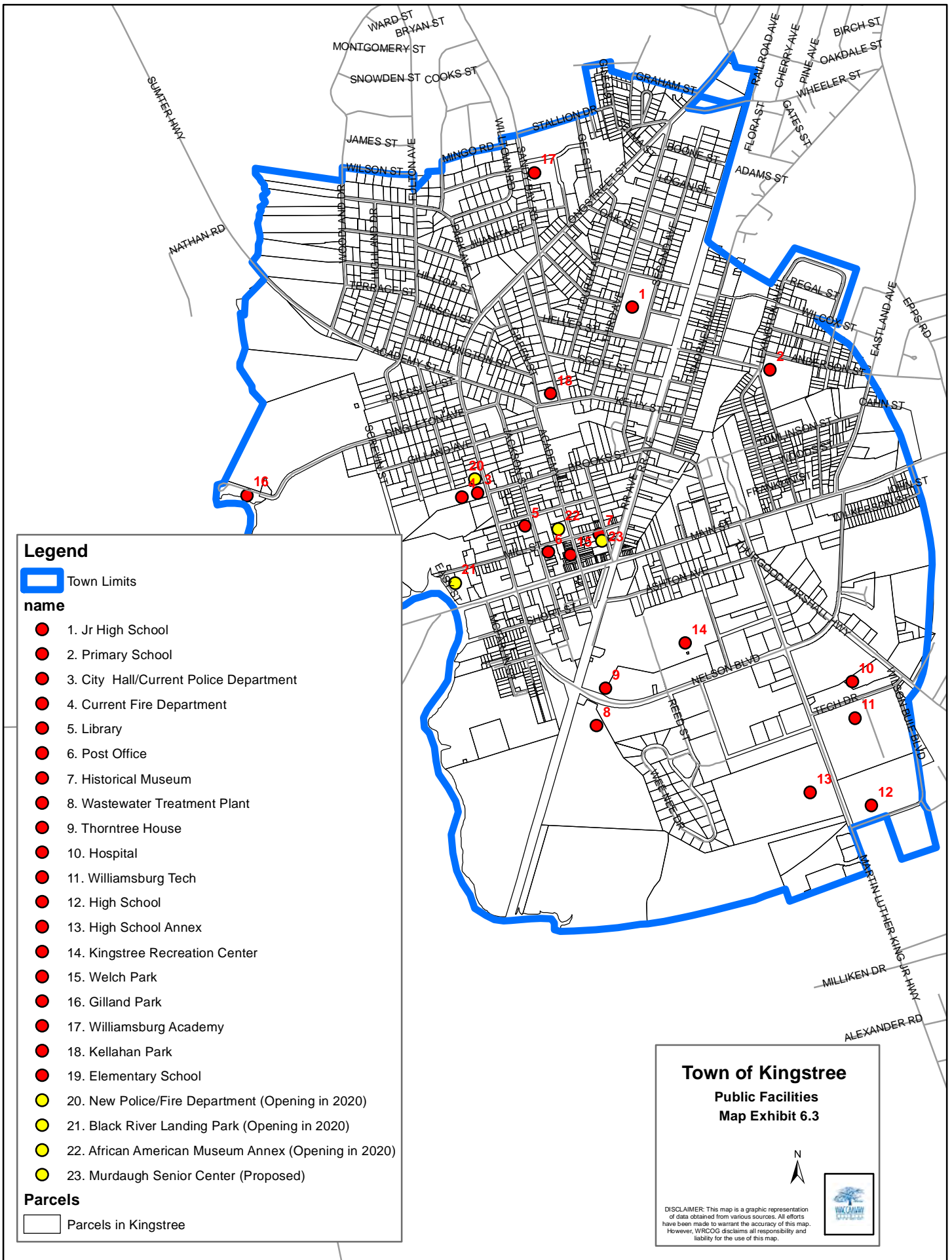
Parcels

- Parcels in Kingtree
- Town Limits

Town of Kingtree
Sewer Line Map
Map Exhibit 6.2

N

DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map.



Town of Kingstree

Existing Land Use Map
Map Exhibit 8.1

Legend

 Town Limits

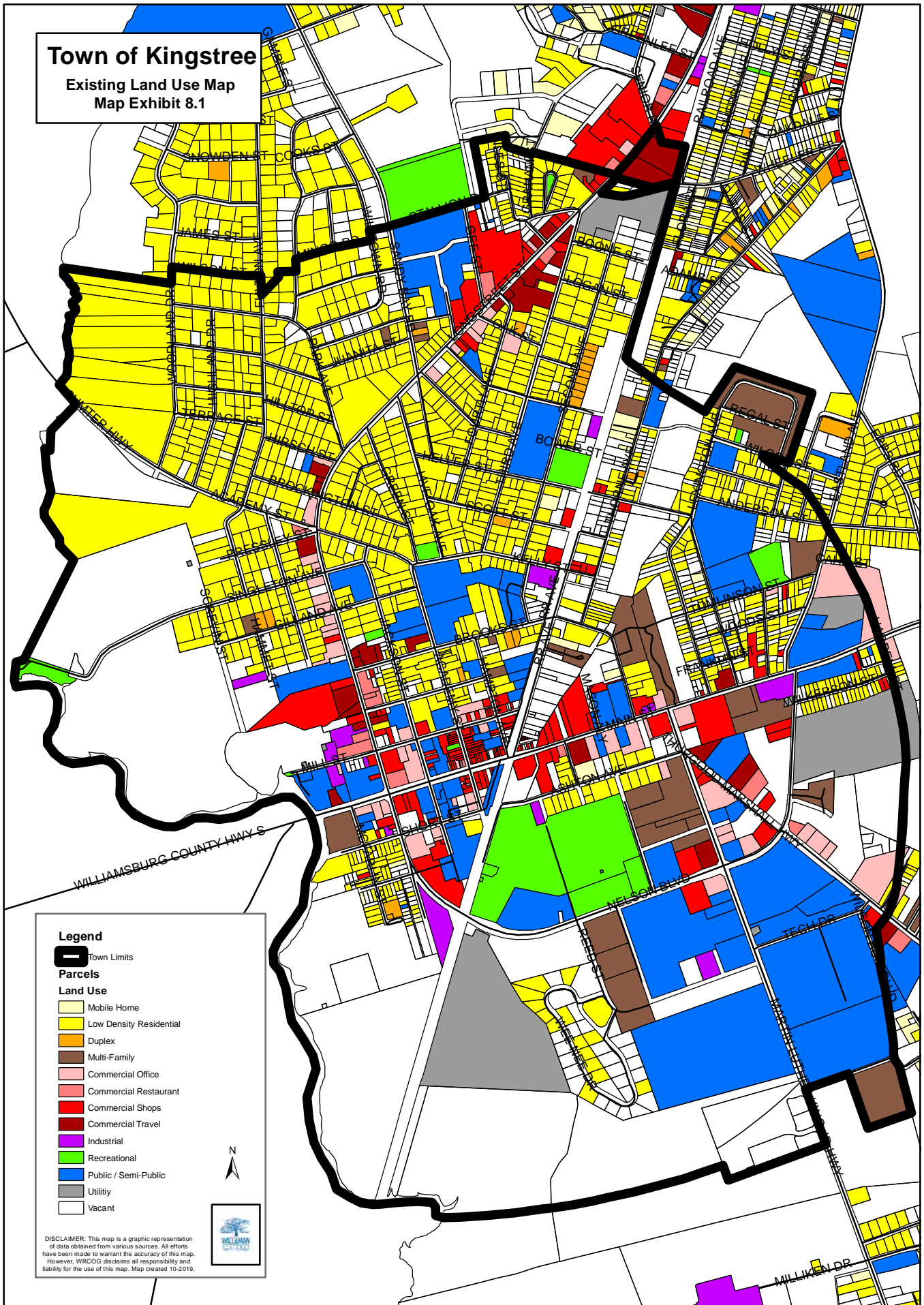
Parcels

Land Use

-  Mobile Home
-  Low Density Residential
-  Duplex
-  Multi-Family
-  Commercial Office
-  Commercial Restaurant
-  Commercial Shops
-  Commercial Travel
-  Industrial
-  Recreational
-  Public / Semi-Public
-  Utility
-  Vacant



DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map. Map created 10-2019.



Town of Kingstree **Study Area A Land Use** **Map Exhibit 8.2**

Legend

Parcels

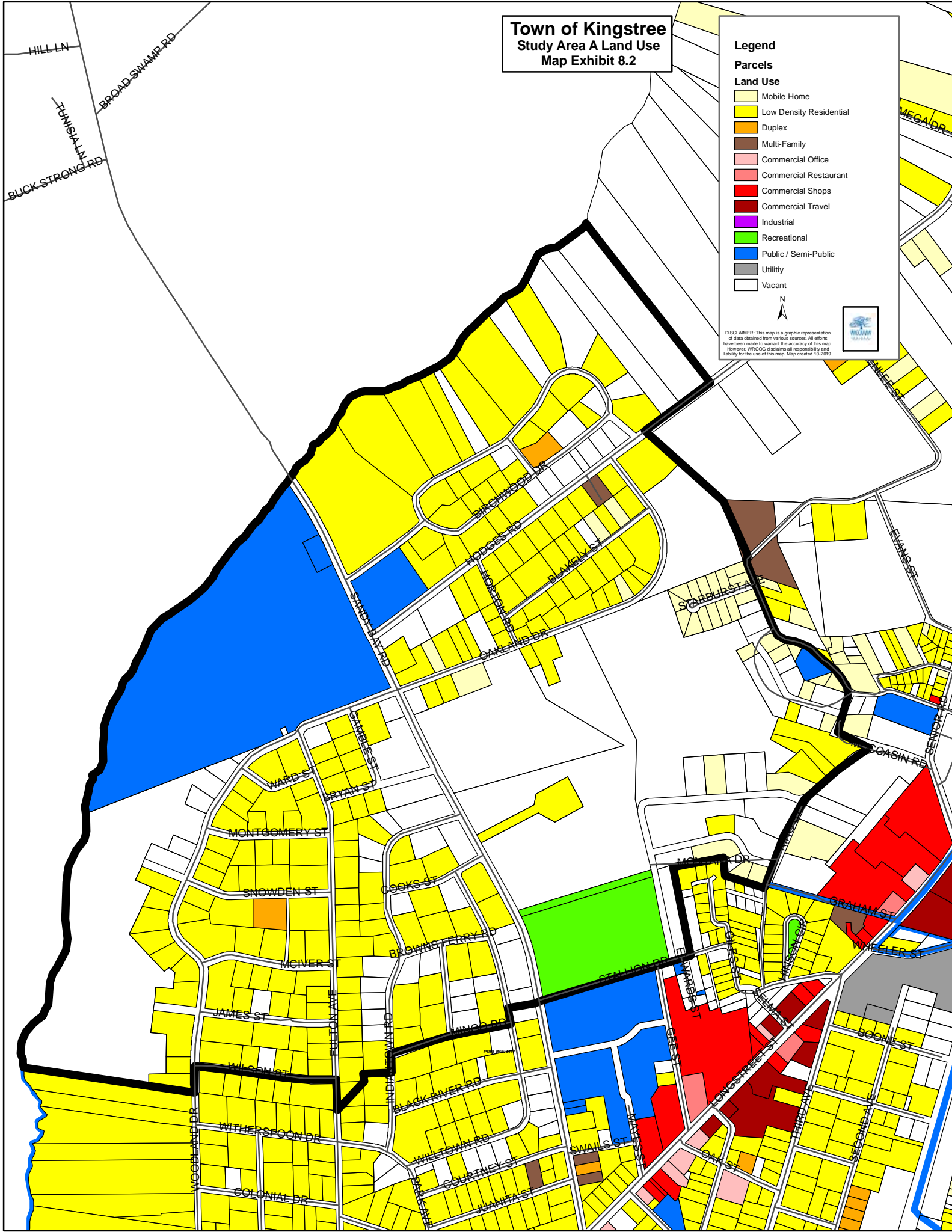
Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant

N

WRCOG

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Town of Kingstree
Study Area B Land Use
Map Exhibit 8.3

Legend

Parcels

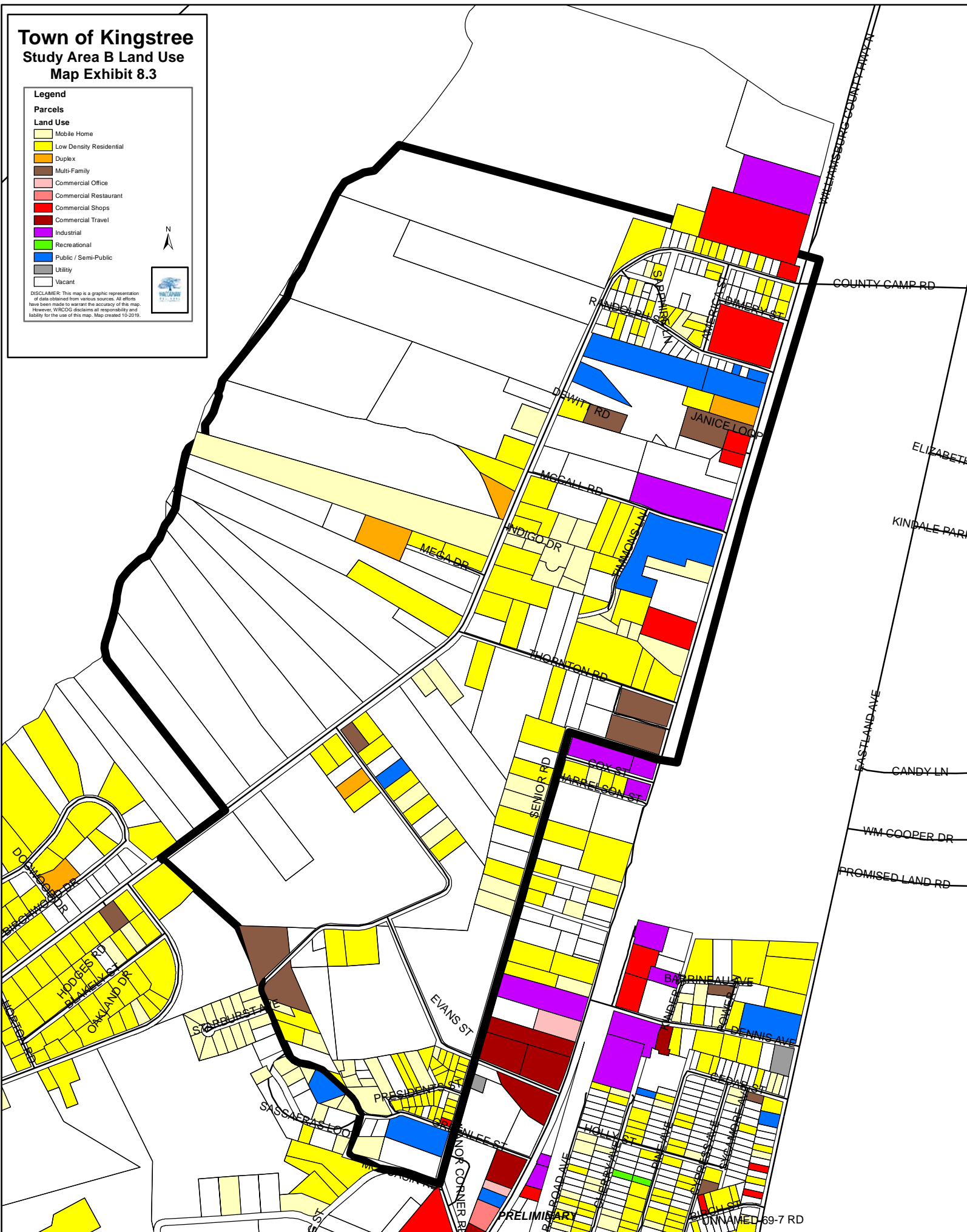
Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant

N



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Town of Kingstree **Study Area C and C1 Land Use** **Map Exhibit 8.4**

Legend

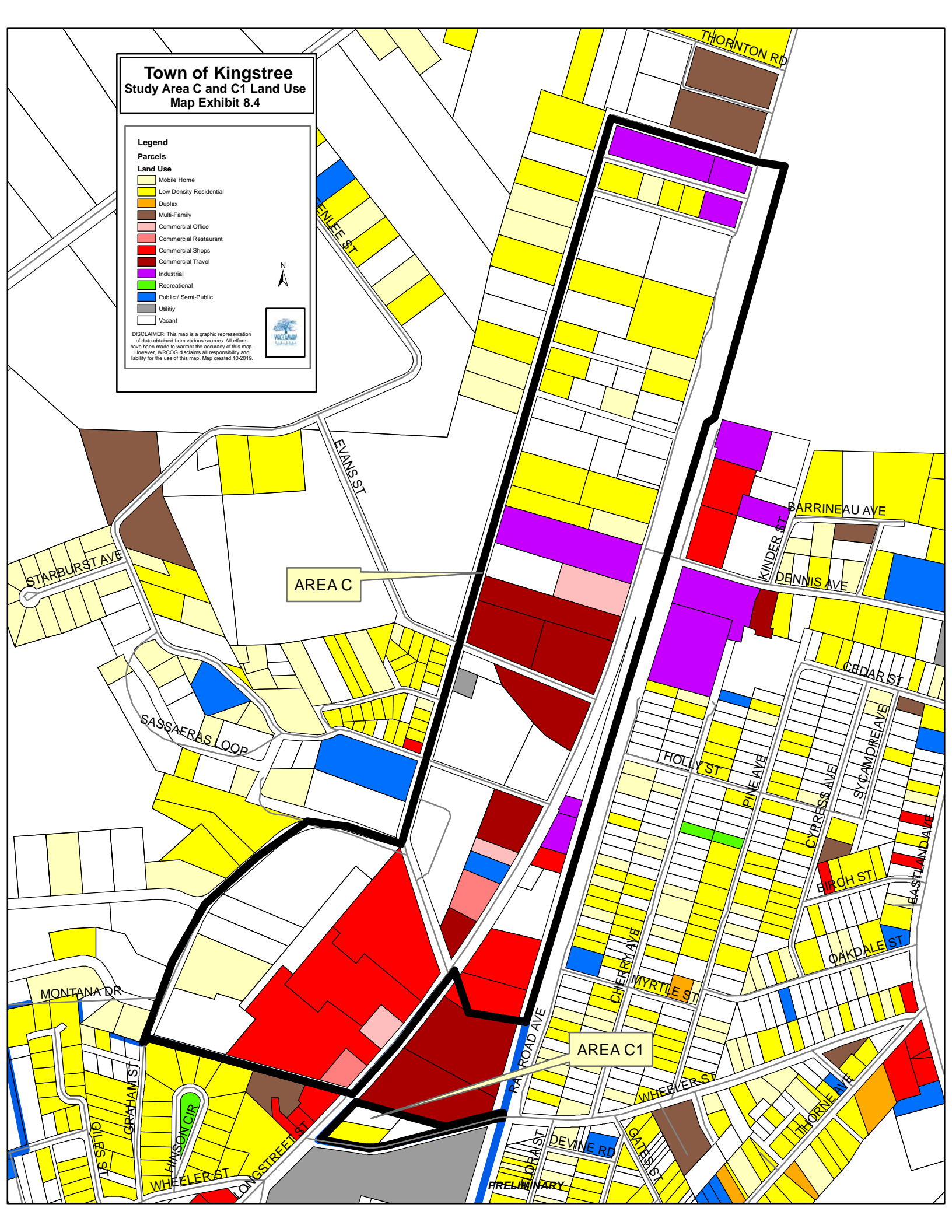
Parcels

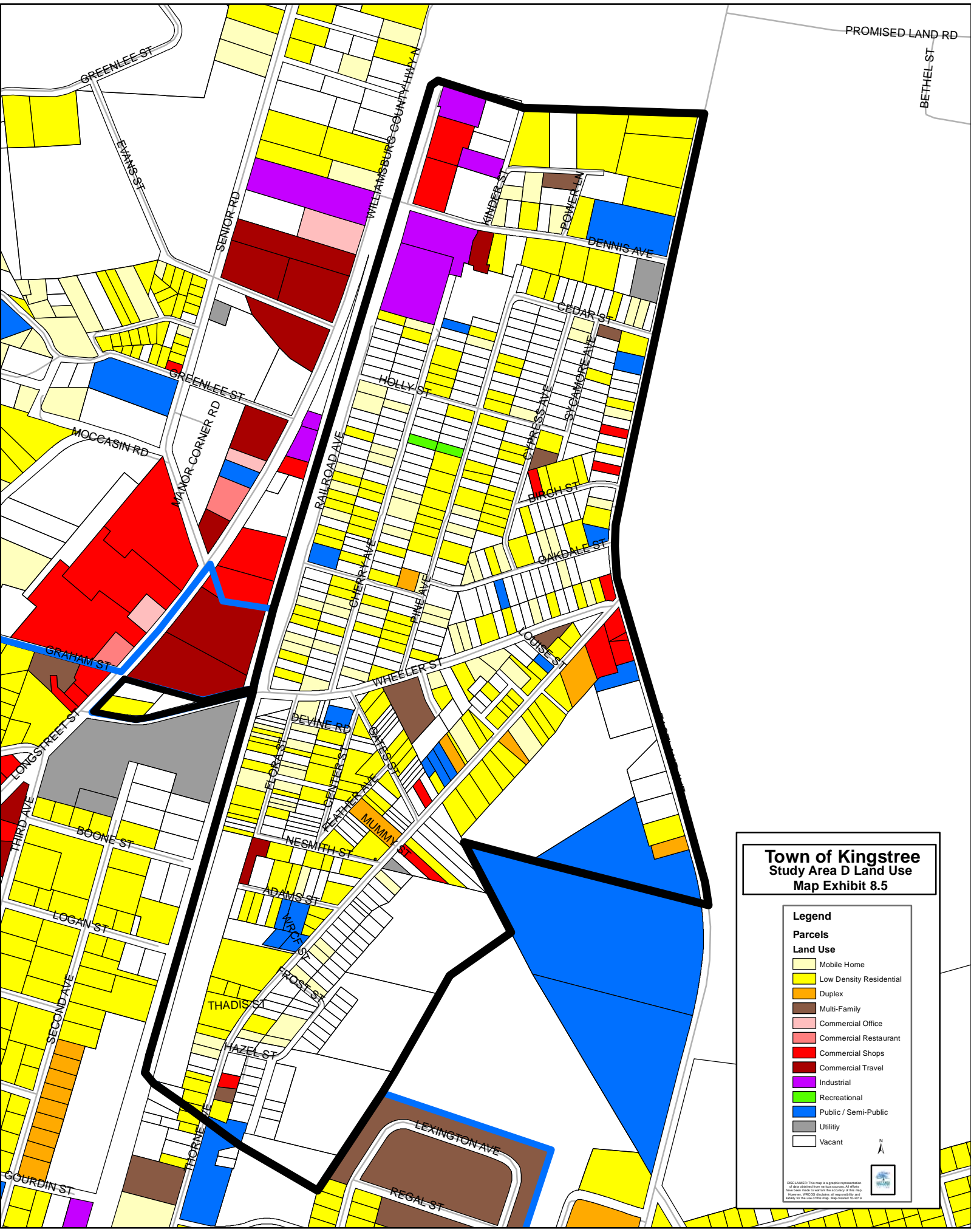
Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant



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PROMISED LAND RD

BETHEL ST

Town of Kingstree Study Area D Land Use Map Exhibit 8.5

Legend

Parcels

Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant



DISCLAIMER: This map is a graphic representation of data collected from various sources. It does not constitute a warranty of accuracy or liability. The map is provided for informational purposes only. Map created 02/2015.

Town of Kingstree **Study Area E Land Use** **Map Exhibit 8.6**

Legend

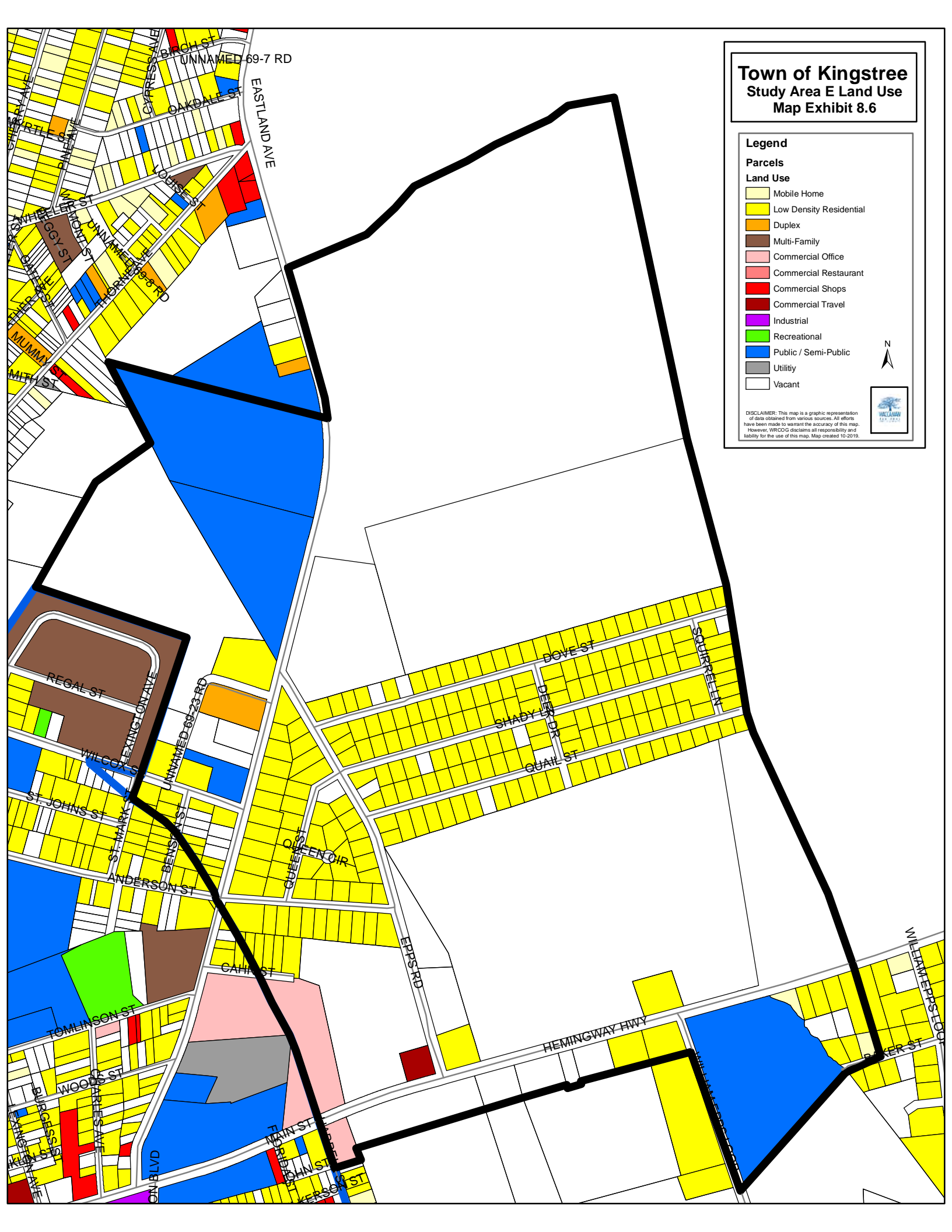
Parcels

Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant



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Town of Kingstree **Study Area F Land Use** **Map Exhibit 8.7**

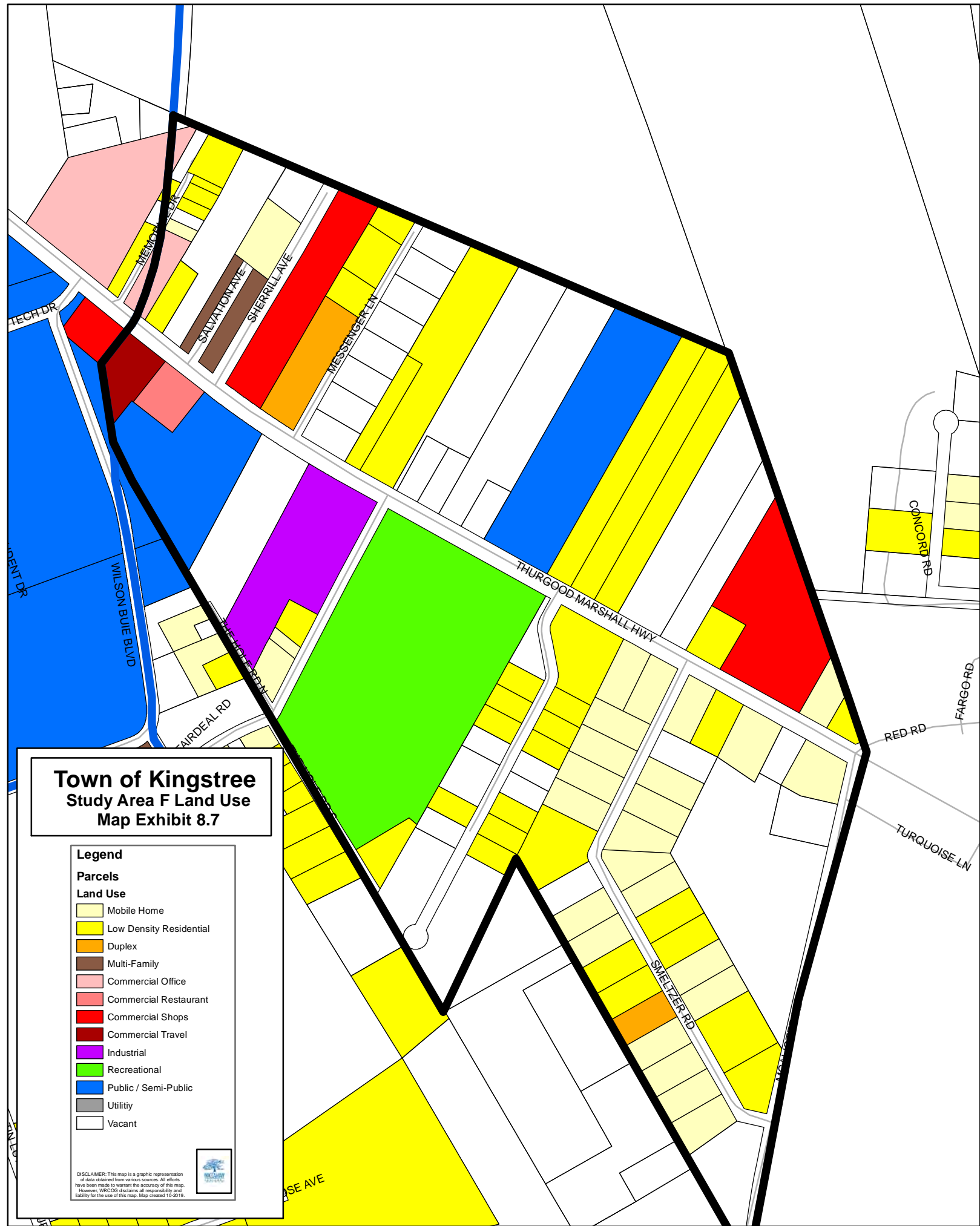
Legend

Parcels

Land Use

-  Mobile Home
-  Low Density Residential
-  Duplex
-  Multi-Family
-  Commercial Office
-  Commercial Restaurant
-  Commercial Shops
-  Commercial Travel
-  Industrial
-  Recreational
-  Public / Semi-Public
-  Utility
-  Vacant

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Town of Kingstree **Study Area G Land Use** **Map Exhibit 8.8**

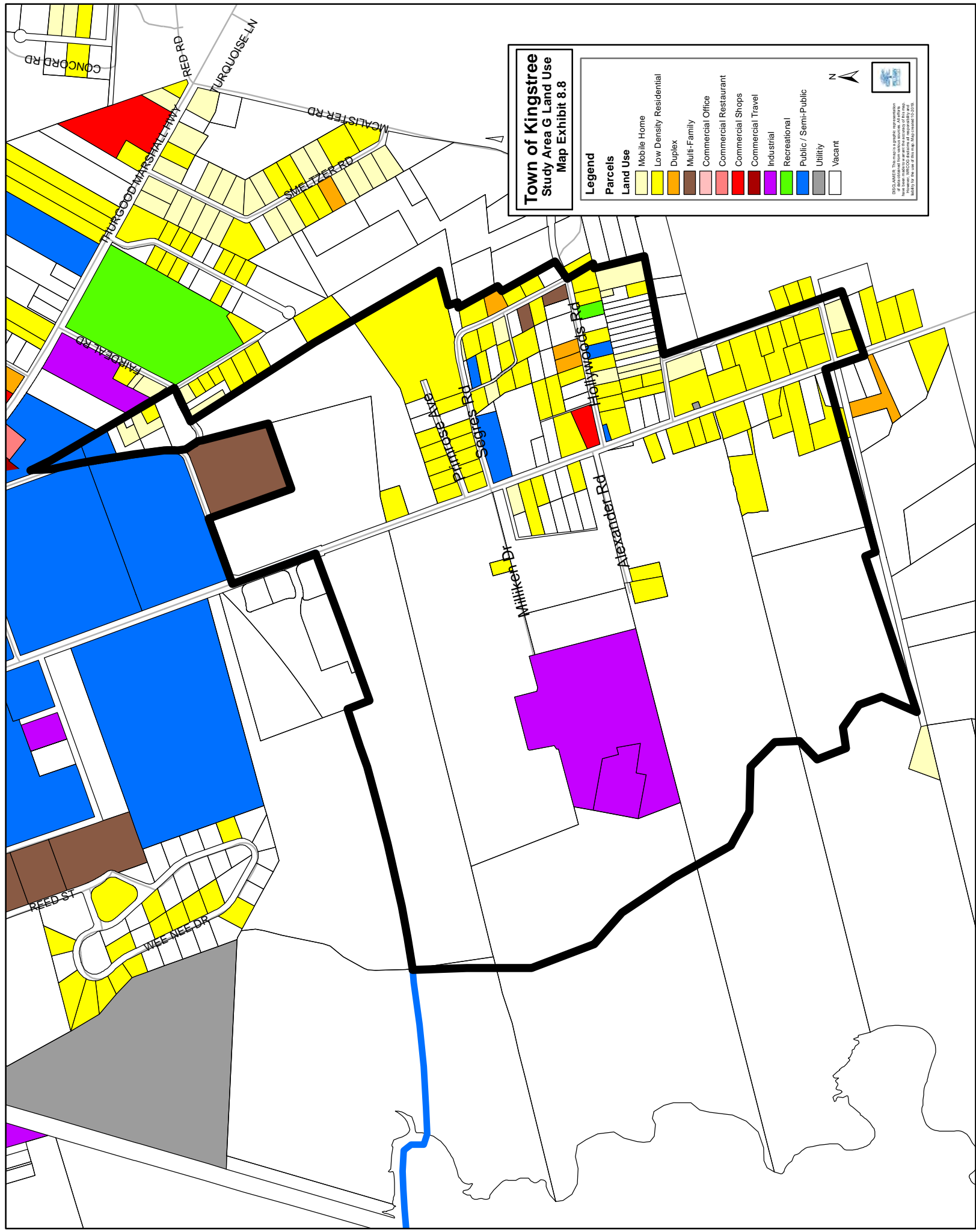
Legend

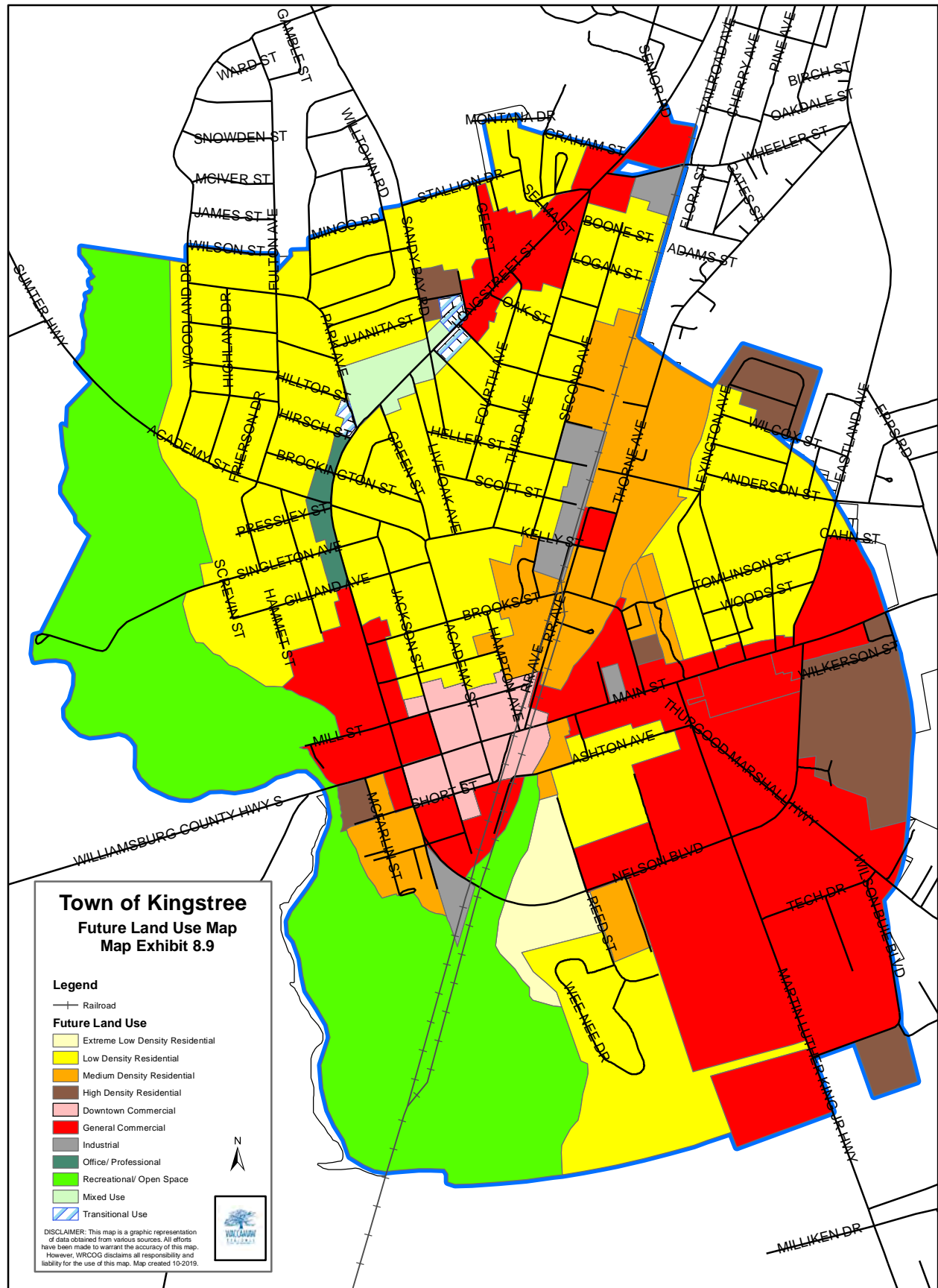
Parcels

Land Use

- Mobile Home
- Low Density Residential
- Duplex
- Multi-Family
- Commercial Office
- Commercial Restaurant
- Commercial Shops
- Commercial Travel
- Industrial
- Recreational
- Public / Semi-Public
- Utility
- Vacant

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Town of Kingstree

Future Land Use Map

Study Areas

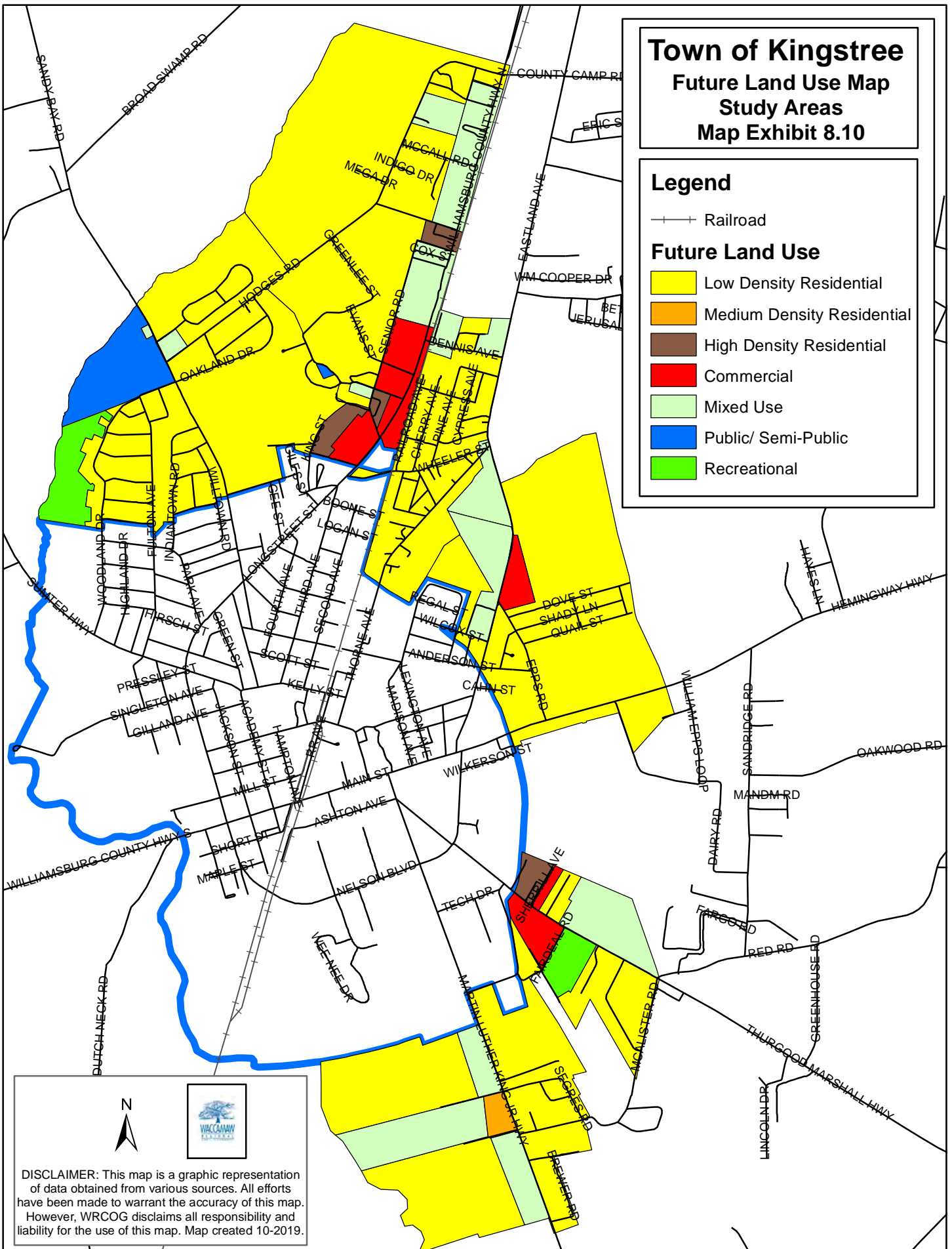
Map Exhibit 8.10

Legend

—+—+— Railroad

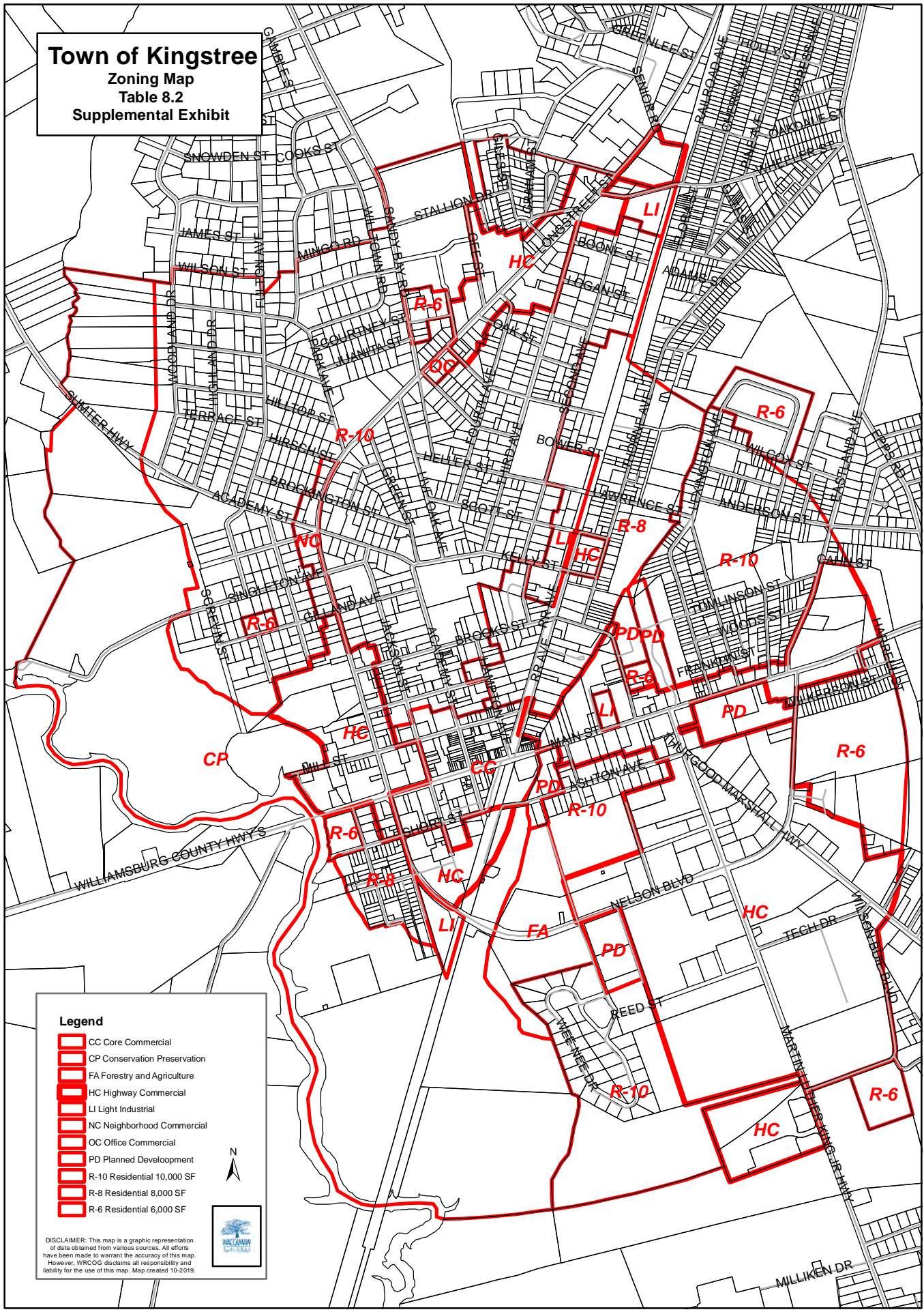
Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Public/ Semi-Public
- Recreational



DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map. Map created 10-2019.

Town of Kingstree
Zoning Map
Table 8.2
Supplemental Exhibit



Legend

- CC Core Commercial
- CP Conservation Preservation
- FA Forestry and Agriculture
- HC Highway Commercial
- LI Light Industrial
- NC Neighborhood Commercial
- OC Office Commercial
- PD Planned Development
- R-10 Residential 10,000 SF
- R-8 Residential 8,000 SF
- R-6 Residential 6,000 SF



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Town of Kingstree
Comprehensive Plan
Study Areas
Table 8.3
Supplemental Exhibit

Legend

 Town Limits

2019 Study Areas

-  A
-  B
-  C
-  C1
-  D
-  E
-  F
-  G

