

# THE LOWCOUNTRY LOWLINE



## CONCEPTUAL MASTER PLAN

DESIGNED FOR:  
THE CITY OF CHARLESTON  
THE FRIENDS OF THE  
LOWCOUNTRY LOWLINE

PREPARED BY:  
DESIGNWORKS  
DESIGN DIVISION, CITY  
OF CHARLESTON



The City of Charleston

# LOWCOUNTRY LOWLINE



Friends of the Lowcountry Lowline



DesignWorks, Landscape Architecture and  
Urban Planning



Design Division, City of  
Charleston



## SPECIAL THANKS TO OUR MAJOR DONORS:

- The Darla Moore Foundation
- Evening Post Industries
- Greystar Real Estate Partners
- Frank Hagood Associates
- John M. Rivers Jr. Foundation
- Raven Cliff Co., LLC
- The Speedwell Foundation

# FROM THE CHAIRMAN OF THE FRIENDS OF THE LOWLINE BOARD

Dear Community:

Around ten years ago, when a couple of us bumped over the former railroad crossing at Mount Pleasant Street and looked south down the abandoned, weed-choked Norfolk-Southern right-of-way, it was difficult to picture the Lowline.

Some had suggested that the location, the convergence of King and Meeting Streets with Morrison Drive, might one day be the new gateway to Charleston. The defunct rail line could play an important role in this vision but the challenge seemed monumental.

With me that day was Mike Messner, an ardent advocate for parks and public greenspace. Mike became the driving force behind the Lowline. I barely knew him at the time, but over the course of our work together we've become good friends and partners.

First, there was the multi-year challenge of striking a deal with the railroad for the corridor. Mike waded right into the fight negotiating an extraordinary deal for the Friends and all the citizens of Charleston.

As we publish this Conceptual Master Plan, we can see the Lowline coming to life before our very eyes. When we began working on it we could barely glimpse how many ways it could benefit Charleston.

In addition to providing a safe, desirable place to walk, run or ride a bike, the Lowline will re-knit neighborhoods severed by I-26. It will help with Charleston's stormwater and tidal problems. It will be a venue for community art, for outdoor performances and concerts, for meeting people. The Lowline will in essence be Charleston's high road – an inclusive place that brings diverse people together, north, south, east and west.



We are thrilled to release this Conceptual Master Plan, which represents the dedication and work of the entire Lowline team (our nonprofit as well as that of Mayor Tecklenburg and City of Charleston staff). The collaborative effort is a point of pride for me and for all of us on the Lowline team.

And very soon, the Lowcountry Lowline will be a big point of pride for all of Charleston.

Very truly yours,



Tom Bradford

## SPECIAL THANKS TO OUR BOARD MEMBERS:

Board Members: Barney Blackeney, W. Andrew Gowder Jr., D. Frank Hagood, Winslow Hastie, Harry Lesesne, Michael Messner, Ron Owens, Scott Parker, Rev. Matthew Rivers; Scott Watson, Todd Wigfield, Mimi Van Wyck

Executive Assistant to the Board: Megan Mills

# LETTER FROM THE MAYOR OF THE CITY OF CHARLESTON

Dear Citizens of Charleston:

I'm excited to announce the completion of this Conceptual Master Plan for the Lowcountry Lowline. When constructed, the Lowline will repair the long-ignored physical divide that runs along the center of the peninsula, converting it into an active multi-use pathway system and a linear park of various widths. It will serve and connect neighborhoods from the Upper Peninsula to Marion Square.

Charleston will join the rank of cities that have converted abandoned rail corridors in their city centers, but ours will be done in a way that reflects Charleston's unique needs and character. The project addresses our top city-building priorities: affordable housing, transportation and flooding.

- **Flooding:** implements recommendations of the Dutch Dialogues, captures and stores runoff from I-26, revitalizes Newmarket Creek, ties into to the King/Huger drainage project, and uses previous pavers in hardscape areas.
- **Transportation:** fills a missing link in the bicycle-pedestrian network, provides a safe way to move around away from automobile conflicts, reknits neighborhoods, and supports the preferred alignment of the planned Lowcountry Rapid Transit system.
- **Affordable Housing:** we are developing nearly 70 units of affordable housing on the Lowline, it will reduce household transportation costs for nearby residents, it is located within close proximity to hundreds of Charleston Housing Authority properties, and it opens a connection to the Cooper River Bridge area (where another 250 affordable housing units are planned or under construction).

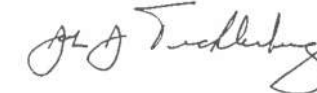
The Lowline continues our City's legacy of constructing a vibrant public realm that has demonstrated civic and economic value. It will be for residents and visitors, for those on and off the peninsula. The City has played a key role in the delivery of this plan and the project as a whole.

We acquired and secured the land, and tested for potential environmental contamination. We have negotiations with the South Carolina Department of Transportation to ensure their properties are used for Lowline open space and parking, and that areas below I-26 are improved, enlivened, safe and activated as part of the project. I've directed relevant City staff to work closely with the Friends of the Lowline on planning and implementation strategies, which has led to the production of this Conceptual Master Plan.



This project will involve a wide-variety of funding sources and will be implemented in phases. Sources of capital will include philanthropy, grants, and development incentives. More importantly, look for ways you can be directly involved in the project through fundraising, volunteerism and advocacy. It's now time to put ideas into action and seize the many opportunities provided by this transformative project.

Most sincerely yours,



Mayor, City of Charleston

## SPECIAL THANKS TO CITY COUNCIL AND CITY DEPARTMENTS:

City Council Members: Marie Delcioppo; Kevin Shealy; Jason Sakran; Robert M. Mitchell; Karl L. Brady, Jr.; William Dudley Gregorie; Perry K. Waring; Michael S. Seekings; A. Peter Shahid, Jr.; Harry Griffin; Ross A. Appel; Carol Jackson

Department Leaders: Jason Kronsberg, Parks Department; Jacob Lindsey, Department of Planning, Preservation, and Sustainability; Keith Benjamin, Department of Traffic and Transportation

# TABLE OF CONTENTS

## 1.0 WHAT IS THE LOWLINE?

CORE PRINCIPLES	2
CONTEXT MAPS	4
OWNERSHIP	10
SCALE COMPARISONS	12
THE HALSEY MAP	14
SITE HISTORY	16
NEIGHBORHOODS	20
COMMUNITY VOICES	22

## 2.0 CONCEPTUAL MASTER PLAN

CONCEPTUAL MASTER PLAN	26
THE URBAN CORE	28
THE PARKS	30
THE NORTH CENTRAL CORRIDOR	32

## 3.0 WATER

ELEVATION MAP	36
WATER FLOWS	37
DRAINAGE BASINS	38
HOW MUCH WATER?	40
WATER STRATEGIES	42
TEMPORARY WATER STORAGE	44
STORMWATER WETLANDS	46
FLOODABLE PARK SPACE	48
CAPTURE AND TREAT RUNOFF	50
INFILTRATE STORMWATER	51

## 4.0 MOBILITY

MOBILITY STRATEGIES	54
LOWCOUNTRY RAPID TRANSIT	56
PEOPLE PEDAL PLAN	58
NEIGHBORHOOD CONNECTIONS	60
BIKEWAY AND PEDESTRIAN PATH SECTIONS	62
MID-BLOCK CROSSINGS	70

## 5.0 PLANTING

PLANTING STRATEGIES	74
SUN-SHADE ANALYSIS	76
PLANTING TYPOLOGIES	78

## 6.0 THE LOWLINE IS...

PERSPECTIVE VIEWPOINTS	86
URBAN CORE	88
LOWLINE PARK	92
NEWMARKET PARK	96
BIKEWAY AND PATH	100
THE COLUMNS	104

## 7.0 PROGRAMMING

THE URBAN CORE	110
THE PARKS	112
THE NORTH CENTRAL CORRIDOR	114

## 8.0 IDENTITY

COMPONENTS OF IDENTITY	118
CASE STUDY: THE BENTWAY	120
LOWLINE BRANDING	122

## 9.0 APPENDIX

ADDITIONAL RESOURCES	125
CITATIONS	126



# 1.0

## WHAT IS THE LOWLINE?

### THE LOWLINE IS...

...**PUBLIC INFRASTRUCTURE** ENHANCING THE LIVES OF ALL THE CITIZENS OF CHARLESTON.

...THE **CENTRAL SPINE** OF A REGIONAL PARK AND MOBILITY SYSTEM CONNECTING DOWNTOWN TO WEST ASHLEY, NORTH CHARLESTON, AND MT. PLEASANT.

...**TRANSFORMING** AN ABANDONED RAIL LINE AND NEGLECTED HIGHWAY CORRIDOR INTO A PLACE SUPPORTING AND EXPRESSING THE EIGHT SURROUNDING NEIGHBORHOODS.

...MAXIMIZING THE STORAGE AND TREATMENT OF STORMWATER, ADDRESSING CITY-WIDE **FLOODING**.

...A CONTINUOUS GREEN CORRIDOR ENHANCING **BIODIVERSITY** AND PROVIDING PLACES FOR ACTIVE AND PASSIVE **RECREATION**.

...**UNIQUE TO CHARLESTON**.

# CORE PRINCIPLES



## SOCIAL RESILIENCE

---

- AFFIRM THE EQUALITY OF ALL PEOPLE
- PROVIDE EASY ACCESS TO ALTERNATIVE MODES OF TRANSPORTATION
- ENCOURAGE INCLUSIVE SOCIAL GATHERING AND UNIFICATION



## CULTURAL RESILIENCE

---

- BE AUTHENTICALLY CHARLESTON
- CELEBRATE OUR CITY'S UNIQUE HISTORY
- COMBAT DISPLACEMENT OF LOCAL RESIDENTS BY SUPPORTING LOCAL NEIGHBORHOODS



## ENVIRONMENTAL RESILIENCE

---

- EMBRACE WATER AND STORE RUNOFF SUSTAINABLY
- STRENGTHEN ECOLOGICAL FUNCTIONS OF THE PENINSULA
- PROMOTE HEALTH AND WELLNESS FOR HUMANS AND NATURE ALIKE



## ECONOMIC RESILIENCE

---

- CREATE VALUE IN THE URBAN CORE
- BE FINANCIALLY SELF-SUSTAINING
- PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES



# REGIONAL CONTEXT

**NORTH  
CHARLESTON**

**WEST  
ASHLEY**

**MOUNT  
PLEASANT**

**THE LOWLINE WILL BE THE  
CENTRAL SPINE OF A LINEAR  
PARK SYSTEM CONNECTING  
DOWNTOWN TO WEST  
ASHLEY, NORTH CHARLESTON,  
AND MOUNT PLEASANT.**



# PENINSULA CONTEXT

THE LOWLINE IS PART OF THE BROADER PARK SYSTEM ON THE CHARLESTON PENINSULA. IT WILL ADD SIGNIFICANT OPEN SPACE AND WILL PROVIDE IMPORTANT CONNECTIVITY BETWEEN EXISTING PARKS.

LOWCOUNTRY  
LOWLINE

CHARLESTON  
INTERNATIONAL AIRPORT

NORTH CHARLESTON

MT. PLEASANT STREET

LAUREL ISLAND

MOUNT PLEASANT

THE CITADEL

HAMPTON PARK

CIGAR FACTORY

RAVENEL  
BRIDGE

BRITTELBANK PARK

MEDICAL DISTRICT

MARION SQUARE

AQUARIUM WHARF

COOPER RIVER

WEST ASHLEY

CITY MARINA

COLLEGE OF CHARLESTON

CHARLESTON MARKET

WATERFRONT PARK

ASHLEY RIVER

COLONIAL LAKE

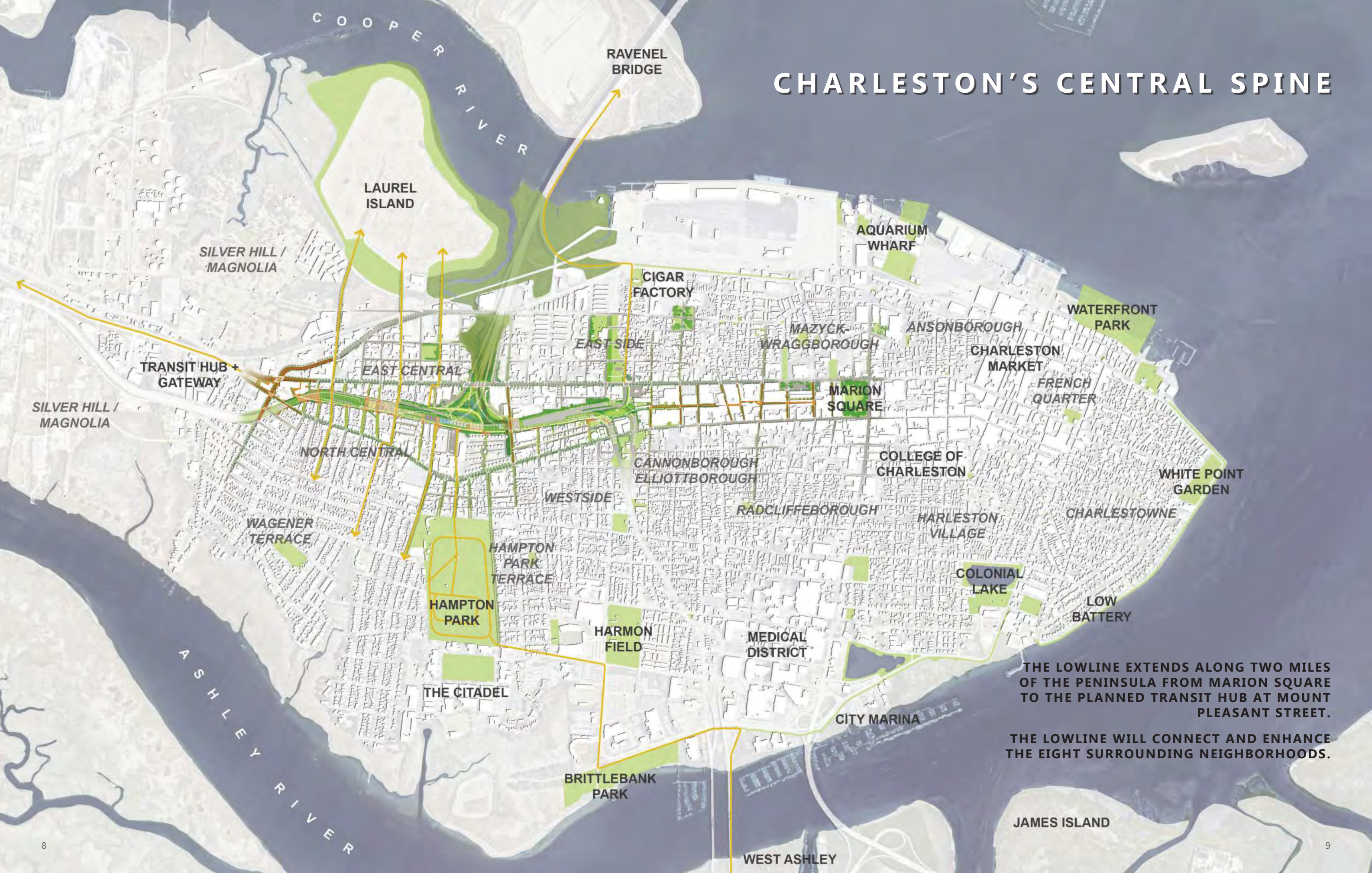
LOW BATTERY

WHITE POINT GARDEN

JAMES ISLAND



# CHARLESTON'S CENTRAL SPINE



THE LOWLINE EXTENDS ALONG TWO MILES OF THE PENINSULA FROM MARION SQUARE TO THE PLANNED TRANSIT HUB AT MOUNT PLEASANT STREET.

THE LOWLINE WILL CONNECT AND ENHANCE THE EIGHT SURROUNDING NEIGHBORHOODS.



# OWNERSHIP

The Lowline was originally intended to be a trail along the 40' wide former rail corridor that was purchased by the City of Charleston and the Friends of the Lowline in 2017. This purchase extended from Mt. Pleasant Street to the North, and to just below Spring Street on the South.

After studying the area further, it was clear that this area could be expanded through a combination of approaches.

In the 1970s, the City of Charleston entered into a lease agreement with the South Carolina Department of Transportation (SCDOT) to lease land beneath parts of the overpass to create the "I-26 Linear Park" with paved trails, a playground, and sports courts. The plan shown in this conceptual master plan has expanded that leased area to include all of the area beneath SCDOT elevated highways. This plan more than doubles the acreage

of the original I-26 Linear Park and enables the Lowline to be a truly engaging park with multiple uses, not simply a linear greenway park.

Before the Friends of the Lowcountry Lowline (The Friends) secured the right to purchase the rail corridor from Norfolk Southern, some sections of the former line south of Spring Street were sold off to private owners. Working together with these owners through a combination of easement agreements, the Lowline can extend further south all the way to Marion Square, as a series of alleys that snake between buildings.

The pedestrian alleys that run parallel to King Street from Ann Street to Hudson Street are examples of where this type of development has already occurred. Hudson Alley is an especially great example of how businesses can engage with this newly created pedestrian street frontage.

**THROUGH PARTNERSHIPS WITH PRIVATE OWNERS AND SCDOT, THE LOWLINE IS ABLE TO REACH ITS FULL POTENTIAL.**

## KEY

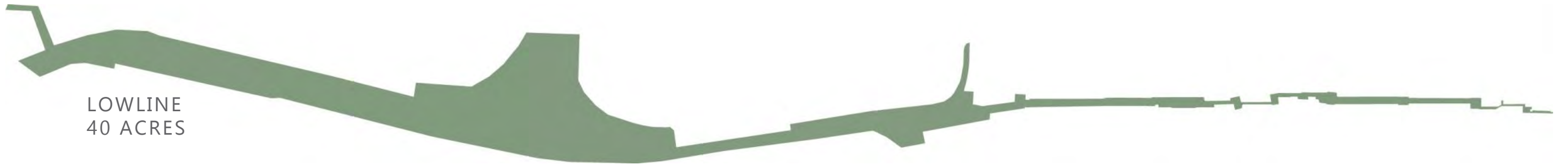
- SCDOT OWNED LAND
- CITY OWNED OR CONTROLLED LAND
- CITY OWNED LAND IMPORTANT FOR ACCESS
- PRIVATE OWNERSHIP



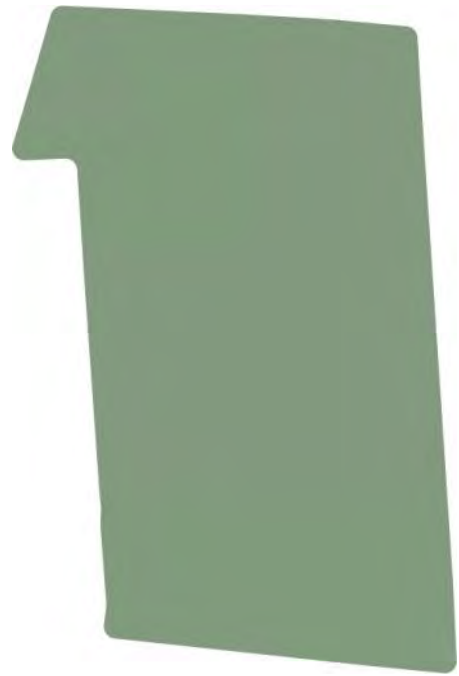


# SCALE COMPARISONS: EXISTING PENINSULA PARKS

THE LOWLINE WILL BE THE SECOND LARGEST  
PARK ON THE PENINSULA.



LOWLINE  
40 ACRES



HAMPTON PARK  
60 ACRES



BRITTLEBANK PARK  
17 ACRES



MARION SQUARE  
6 ACRES



WATERFRONT PARK  
4 ACRES



# THE HALSEY MAP, 1949<sup>1</sup>

Known as The Halsey Map, the map at right was created in 1949 by Alfred O. Halsey. It shows the growth of the City of Charleston since its founding and includes mapped features of historical events through the years.

Over the years, many creeks have been filled to create new land for the growing City of Charleston. It is in these places where Charleston continues to face some of the most persistent flooding.

Since the Lowline traverses many of the drainage areas of these old creeks, it provides an opportunity to help with flooding in these areas - if the Lowline is able to infiltrate and store stormwater on site, it will be less total volume of water that drains towards these old creek beds at peak times and during storm events. This will help these areas to have less flooding over time.

The Halsey Map identifies two fortifications that the Lowline crosses - one from the Revolutionary War, just north of Marion Square, and one from the War of 1812 on modern day Line Street.





# SITE HISTORY

## THE RAILROAD

.....● **1827**

The South Carolina Canal and Rail Road Company is chartered by the state legislature. The company aims to connect inland markets to the port of Charleston by rail.

.....● **1830**

The "Best Friend of Charleston" takes it's inaugural journey down the rail line on Christmas Day. It becomes the first locomotive in the nation to have regularly scheduled passenger rail service.

.....● **1894**

The South Carolina Canal and Rail Road Company becomes the Southern Railway.

.....● **1982**

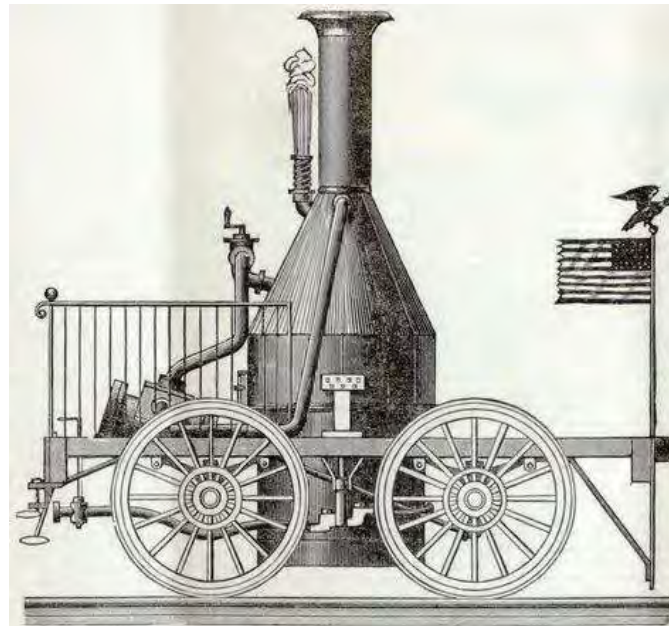
Southern Railway becomes Norfolk Southern Corporation.

.....● **2004**

The rail line is used for the last time to transport newsprint for the Post and Courier newspaper.

.....● **2017**

After years of negotiations, the City of Charleston and the Friends of the Lowcountry Lowline purchase the rail right-of-way from Norfolk Southern.



From Top: The Best Friend of Charleston, the first train to run on the tracks of the Lowline<sup>2</sup>; The Grove Street Station<sup>3</sup>; A bond for the South Carolina Railway Company<sup>4</sup>

# SITE HISTORY

## THE INTERSTATE

.....● **1957-1969**

Interstate 26 begins construction in Columbia, and progresses towards Charleston. The segment through downtown Charleston is one of the last to be completed, with many homes and businesses demolished to make room for the new highway.



Image of I-26 being constructed<sup>5</sup>



The images of houses were taken by SCDOT to document the structures and properties that would be affected by the construction of I-26.

From Top Right: 693 King Street<sup>6</sup>; 82 Fishburne Street<sup>7</sup>; 35 Mount Pleasant Street<sup>8</sup>



# SITE HISTORY

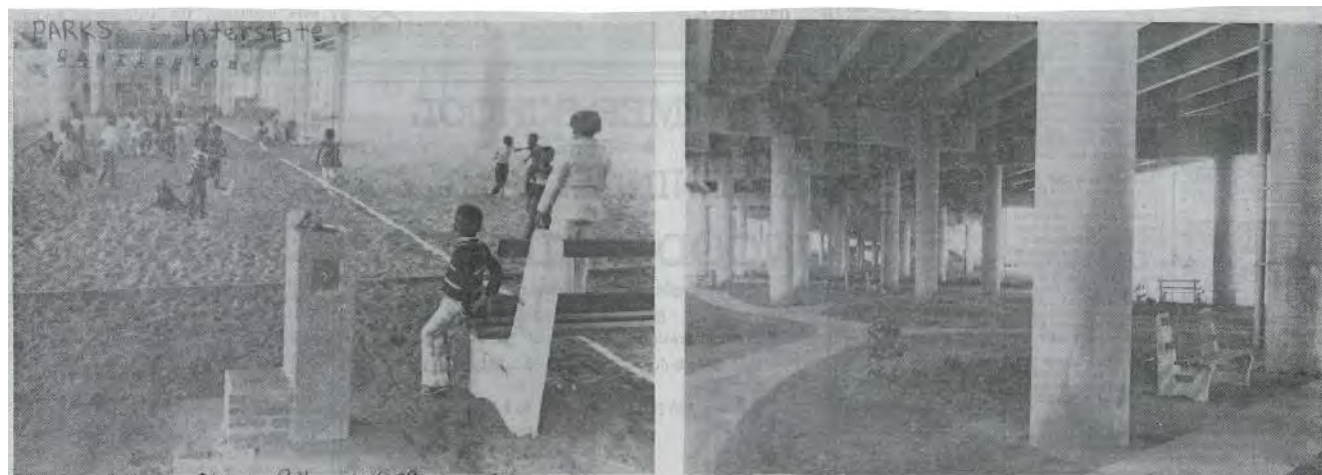
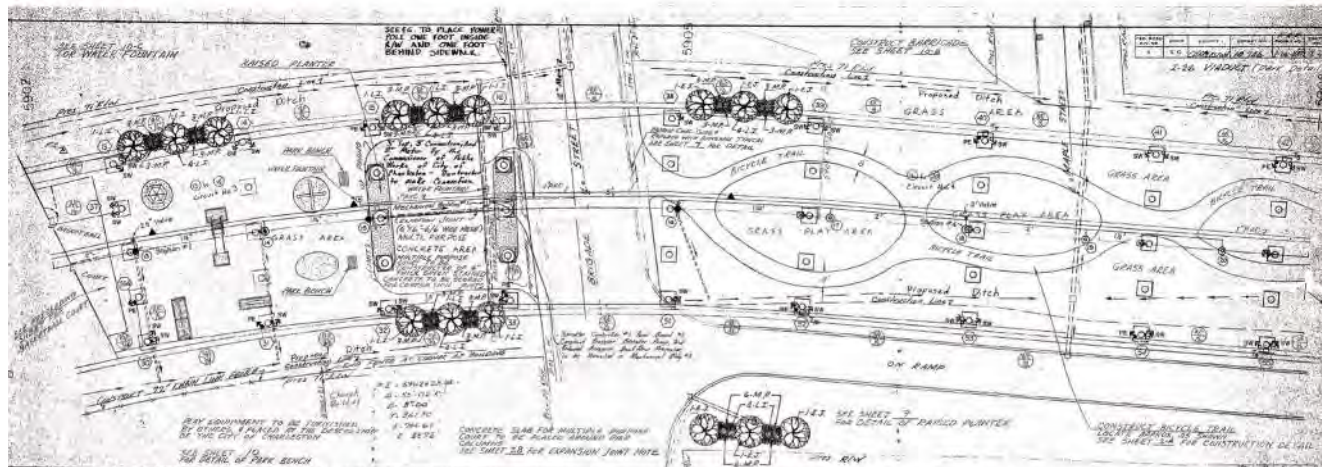
## THE I-26 LINEAR PARK

### 1976

The City of Charleston and newly elected Mayor Joseph P. Riley, Jr. create the I-26 Linear Park beneath the interstate. Though underutilized this park provided sports courts, sidewalks, and a playground for neighborhood residents. The lease agreement between the City of Charleston and SCDOT is an important precedent for the lease that the Lowline is seeking for recreational use of the land beneath the overpasses of I-26.

### 'Unique' Park Will Be Built Under I-26 Ramp

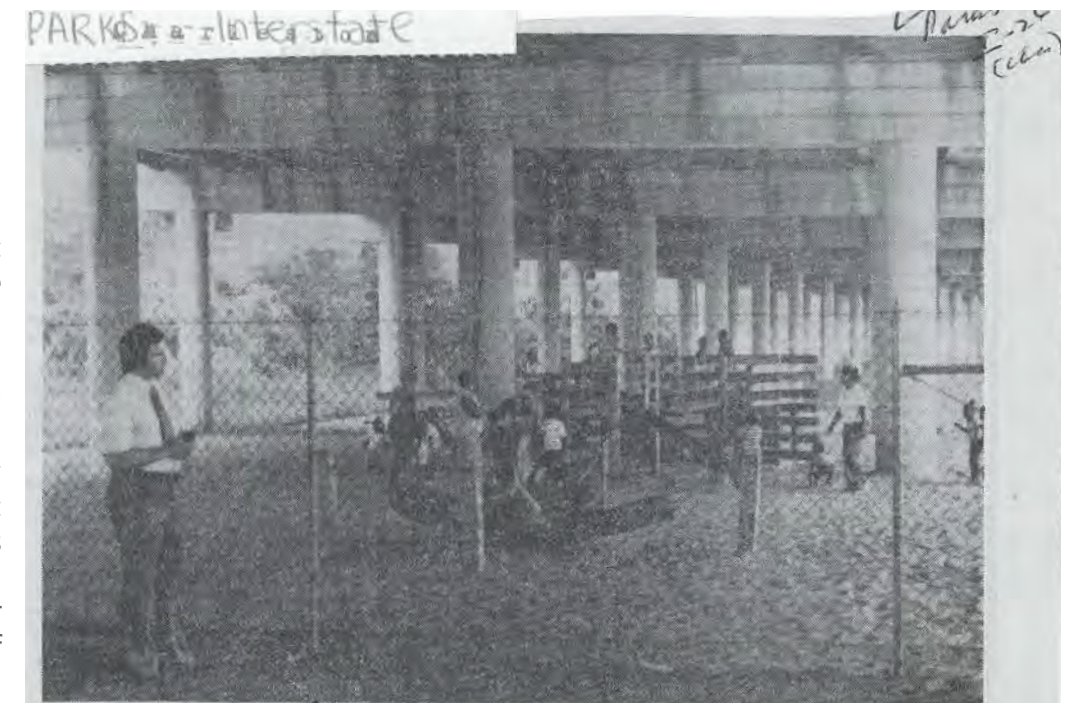
A "unique" park is in the works for the City of Charleston. The almost one-mile long, 15.5-acre park will be constructed beneath the I-26 ramps between Mt. Pleasant and Huger streets. Work on the project has been under way for several years, but Charleston City Council Tuesday night made the final decision necessary to begin. The actual construction of the park will be funded by the federal government and the state highway department. The city was required, however, to provide up to \$25,000 when needed for such items as playground equipment. John Green, associate director of the county Parks, Recreation and Tourist Commission, which is coordinating the project, said bike trails, multi-purpose courts, tennis courts and passive recreational areas are included in the plans for the park.



**INCOMPLETE, BUT FUN** — Pre-schoolers from the St. Matthew's Church Head Start Center are delighted with the nearly complete park under I-26. The mile-long park between Mount Pleasant and Huger streets was designed by the Charleston County Park, Recreation and Tourist Commission, financed by state and federal funds and will be operated by the Charleston Department of Leisure Services. The park includes playgrounds, tennis and basketball courts, picnic grounds and landscaped areas. Lighting will make the area usable at night and in inclement weather. (Staff Photo by Johnson).

This page, from top: A clipping from the Charleston Evening Post, May 17, 1977<sup>11</sup>; a clipping from the Charleston Evening Post, May 9, 1980<sup>12</sup>.

Opposite page, from top: A clipping from the News and Courier, January 1, 1976<sup>9</sup>; original plans for the park by the City of Charleston; a clipping from the Charleston Evening Post, April 4, 1977<sup>10</sup>.



**INTERSTATE PARK** — Chris Barton, a Charleston city architect, watches as children play in a new city park created under Interstate Highway 26 between Huger and Mount Pleasant streets. The 15-acre park is believed to be the first in the nation to use areas under elevated interstates. Dedication ceremonies for the park scheduled for Monday were postponed and have not been rescheduled. (Staff Photo by Jordan)



City maintenance crews clean up broken glass and trash.

## Riley Rebutts Charges Against I-26 Park

A 17-acre park under Interstate 26 has stirred community criticism and raised city officials' defenses. Critics have labeled the park a haven for drug pushers and other undesirables. Mayor Joseph P. Riley Jr. contends that the park has helped to lessen crime in the area rather than encourage it. Riley called a press conference Thursday afternoon to rebut charges made earlier in the week by local attorney Bernard R. Fielding. Fielding is acting as attorney to a retired schoolteacher who fears repercussions from construction of a similar park near her Radcliffeborough home. Speaking Tuesday before the city Real Estate Committee, Fielding said the I-26 park had deteriorated significantly since opening three years ago and that it has become a "haven for drug pushers and other undesirables." He said his client, Eletha M. Macbeth, feared that a proposed park near her property would be subject to the same deterioration and that her own safety would be threatened. Riley said Fielding was "very unfair" and called See PARK, Page 2-B, Col. 1



# NEIGHBORHOODS

The Friends and the City of Charleston recognize this is an important and transformative project that will affect all neighborhoods along the Lowline. However, as demonstrated in other cities, the introduction of significant public improvements like the Lowline can exacerbate challenges such as gentrification. While these neighborhoods are already experiencing gentrification, the City and several non-profit organizations are focused on providing affordable housing for all citizens and combating gentrification.

Addressing affordability in the communities surrounding the Lowline is critical to the success of the project. The City is constructing affordable housing on two sites near the Lowline, which will add to the significant number of affordable housing units in the area. The Lowline will reduce transportation costs by providing access to new cycling and pedestrian routes, which is one of many strategies for improving housing affordability. Currently, the vast majority of affordable housing on the peninsula is within a half mile of the Lowline.

The Lowline is committed to promoting affordable housing and resources as the project moves forward. The Friends are working collaboratively with the City and related community organizations to find better ways to inform residents of existing resources and to develop new strategies to address housing affordability and gentrification in the communities surrounding the Lowline.

To find out more about the City's affordable housing initiatives, visit <https://www.charleston-sc.gov/233/Housing-Community-Development>.





# COMMUNITY VOICES

The Friends are committed to making the Lowline a park that is created by the community and for the community. In March 2020, the COVID pandemic derailed the traditional public engagement process. In the face of this, the Lowline debuted a new interactive website with all of the information that would have gone into public meetings. They released videos, created an online survey, activated their Instagram account,





reached out to community leaders, and went door-to-door in surrounding neighborhoods to distribute information.

The Friends continue to coordinate community clean up days for the future Lowline in partnership with local non-profit organizations. They are planning COVID-appropriate events that will activate the Lowline in the near term.



Megan Mills, a former founding board member, and current Executive Assistant to the Board. Above, she is shown facilitating a meeting with the skating community to talk about their skate park (left), and hosting an information session during a community cleanup event (right).

## STAY CONNECTED!

-  <https://lowcountrylowline.org/>
-  @lowcountrylowline
-  @lowcountrylowline
-  @thelowline

## COMMUNITY FEEDBACK REFLECTED IN THE CONCEPTUAL MASTER PLAN FOR THE LOWLINE INCLUDE:

### WATER



"Water garden/flooding relief"

---

"Interactive water feature"

---

"Flooding remediation feature"

"I really hope the Lowline will equally serve walkers, runners, and cyclists, in part by keeping them apart from one another."

---

"I love the idea of splitting bikers and walkers, including splitting the bikers by direction. I agree that's a challenge on the bridge currently and see this design as very intelligent."

---

"Looking forward to having a safe walk/bike path for the peninsula."

### TRANSIT



### GREEN SPACE



"The green spaces that are shown in the renderings look really pretty. Please make sure they can stay green"

---

"I hope the focus of the Lowline will be nature and plant life, rather than business and making money. People need fresh air, and to spend time in nature."

---

"Some way to learn from the green space would be excellent as well as weaving in pollinator friendly plants."

"Please integrate the current skate park. It is beneficial to the youth community"

---

"Dog park! And generous amounts of trash cans."

---

"I prefer the passive activities to the active. But a playground would be great."

### PROGRAMMING





# 2.0

## CONCEPTUAL MASTER PLAN

THE CONCEPTUAL MASTER PLAN REPRESENTS THE **VISION** FOR THE LOWLINE.

THE CREATION OF THIS VISION WAS A **COLLABORATIVE PROCESS** THAT UNCOVERED MANY **UNEXPECTED OPPORTUNITIES**.

THE LOWLINE RESPONDS TO ADJOINING **NEIGHBORHOODS**, RESULTING IN **THREE DISTINCT DISTRICTS** ALONG ITS LENGTH: THE URBAN CORE, THE PARKS, AND THE NORTH CENTRAL CORRIDOR.



# CONCEPTUAL MASTER PLAN





# URBAN CORE

- THE URBAN CORE DISTRICT OF THE LOWLINE RUNS FROM MARION SQUARE TO LINE STREET.
- THIS DISTRICT CURRENTLY HAS THE MOST DIVERSE MIX OF USES AND THE HIGHEST DENSITY ON THE PENINSULA
- THE LOWLINE IN THE URBAN CORE IS ENVISIONED TO BE A SERIES OF ALLEYS
- SOME PORTIONS OF THE LOWLINE ALREADY EXIST AS ALLEYS BETWEEN MARY AND HUDSON STREETS
- THE SIDE STREETS THAT CONNECT KING AND MEETING STREETS WILL BECOME IMPORTANT ACCESS POINTS. IMPROVEMENTS TO THESE CONNECTING STREETS WILL BE INCLUDED IN THE LOWLINE
- THIS NETWORK OF INTERCONNECTED PEDESTRIAN WALKWAYS WILL ENHANCE THE ENTIRE DISTRICT





# THE PARKS

- THE PARKS DISTRICT RUNS FROM LINE STREET TO ROMNEY STREET
- IT IS BOOKENDED BY TWO NEW PARK SPACES: NEWMARKET PARK TO THE NORTH AND LOWLINE PARK TO THE SOUTH
- LOWLINE PARK IS A LARGE OPEN SPACE DESIGNED FOR EVENTS AND GATHERINGS
- NEWMARKET PARK IS AN ENHANCED SALT- AND FRESH-WATER ECOSYSTEM
- NEWMARKET PARK PROVIDES A NATURAL AMENITY FOR THE PUBLIC TO ENJOY WHILE ALSO ENHANCING STORMWATER MANAGEMENT FOR THE SURROUNDING NEIGHBORHOODS





# THE NORTH CENTRAL CORRIDOR

- THE NORTH CENTRAL CORRIDOR RUNS FROM ROMNEY STREET TO THE PLANNED TRANSIT HUB ON MOUNT PLEASANT STREET
- THE NORTH CENTRAL CORRIDOR PROVIDES AREAS FOR ACTIVE AND PASSIVE RECREATION IN "THE COLUMNS" BENEATH THE ELEVATED HIGHWAY
- THE COLUMNS ALSO PROVIDES AMPLE SPACE TO HOST A NEIGHBORHOOD MARKET
- THIS DISTRICT WILL INCLUDE POCKET PARKS WHERE NEIGHBORHOOD STREETS END INTO THE LOWLINE PROPERTY
- THE POTENTIAL TRANSIT ORIENTED REDEVELOPMENT OF THE PARKS DEPARTMENT PROVIDES AN OPPORTUNITY TO CREATE A NEW PEDESTRIAN DISTRICT AT THE NORTH END OF THE LOWLINE





# 3.0

## WATER

FLOODING AND WATER MANAGEMENT ARE A **TOP PRIORITY** FOR THE CITY OF CHARLESTON AND THE FRIENDS.

THE LOWLINE WILL FOLLOW THE RECOMMENDATIONS FROM THE **DUTCH DIALOGUES** CHARLESTON REPORT.

THE LOWLINE WILL PLAY A SIGNIFICANT ROLE IN THE FUTURE OF **WATER MANAGEMENT** FOR THE PENINSULA.

THE LOWLINE PROVIDES 40 ACRES OF OPEN SPACE ENABLING THE IMPLEMENTATION A VARIETY OF STRATEGIES THAT **EMBRACE AND MANAGE** WATER.

STORMWATER STORAGE ON THE LOWLINE **OPENS STORMWATER CAPACITY** IN THE SURROUNDING NEIGHBORHOODS.

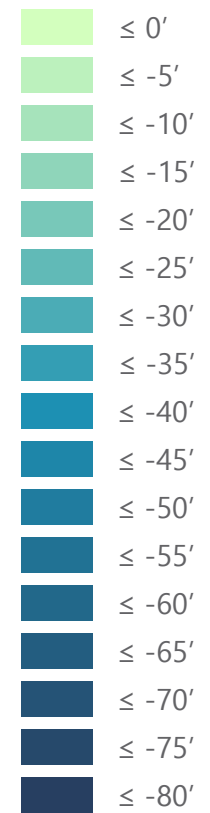


# ELEVATION MAP<sup>13</sup>

TOPOGRAPHY  
0-20'



BATHYMETRY  
0-20'



KING STREET, ONE OF THE OLDEST ROADS ON THE PENINSULA, FOLLOWS THE NATURAL RIDGE.



# WATER FLOWS

THE OLD RAIL LINE MOSTLY FOLLOWS THE NATURAL RIDGE OF THE PENINSULA, EXCEPT WHERE IT CROSSES NEWMARKET CREEK, CREATING AN IMPOUNDMENT.



- NATURAL RIDGE
- LOWLINE
- ← WATER FLOWS



# DRAINAGE BASINS

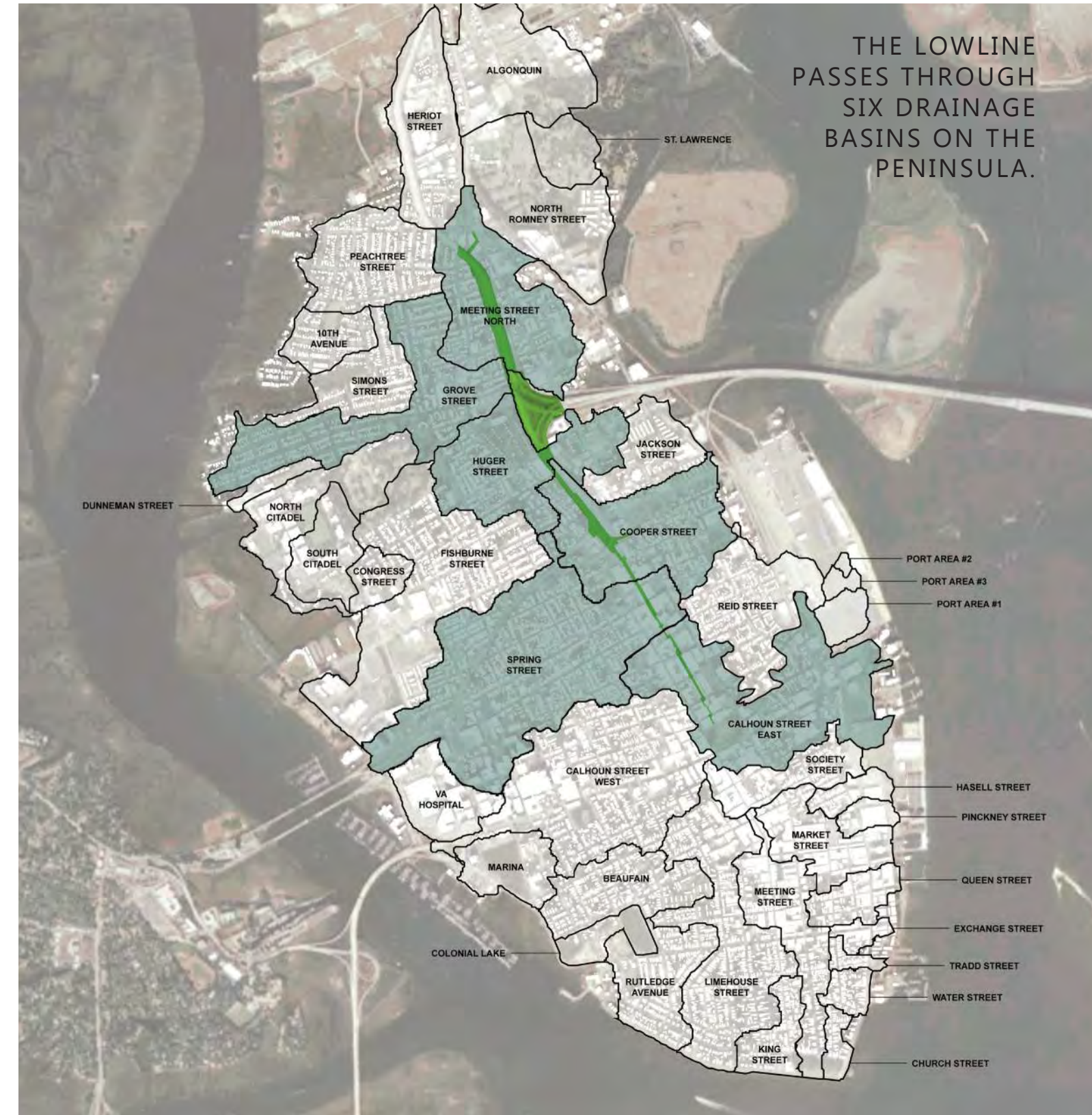
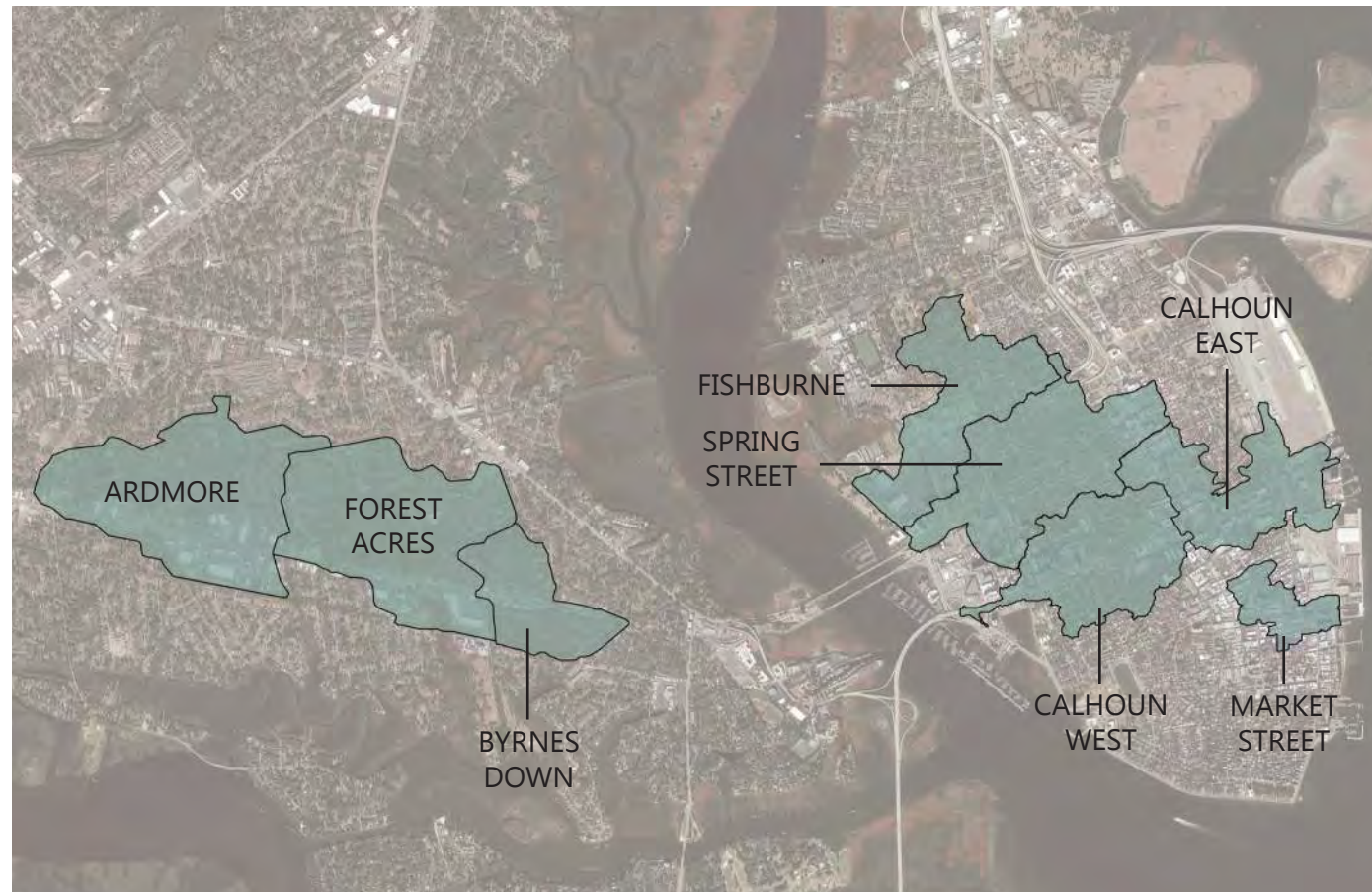
## WHAT IS A DRAINAGE BASIN?

A drainage basin is an area within which stormwater collects and drains to a common outlet. A drainage basin is defined by the topography of an area. The peninsula of Charleston is divided into many different drainage basins, shown in the image on the opposite page.

## ONGOING DRAINAGE PROJECTS

Since the early 2000's the City has invested millions of dollars making improvements to the stormwater drainage system. They have made progress, but there is still much to be done. The Lowline will function as both usable park space and public infrastructure that manages flooding.

YEAR	PROJECT	COST
2020	SPRING/ FISHBURNE	<b>\$154,000,000</b>
2018	MARKET STREET	<b>\$30,000,000</b>
2017	FOREST ACRES	<b>\$15,000,000</b>
2007	BYRNES DOWN	<b>\$6,700,000</b>
2001	CALHOUN EAST	<b>\$15,800,000</b>
2000	ARDMORE	<b>\$5,000,000</b>
	TOTAL:	<b>\$226,500,000</b>



THE LOWLINE  
PASSES THROUGH  
SIX DRAINAGE  
BASINS ON THE  
PENINSULA.



# HOW MUCH WATER?

BASIN NAME	RUNOFF FROM THE 10-YEAR 24-HOUR STORM (IN ACRE-FEET)
MEETING STREET NORTH	60
GROVE STREET	60
HUGER STREET	52
COOPER STREET	65
SPRING STREET	135
CALHOUN STREET EAST	87

## WHAT IS THE 10-YEAR, 24-HOUR STORM?

In Charleston, the 10-year, 24-hour storm means that there is a 10% chance every year that within a 24-hour period, we will have 6.41 inches of rain.

## WHAT IS AN ACRE-FOOT?

An acre-foot is a volume unit used in stormwater calculations.

Marion Square is six acres (see graphic below). If it were filled with one foot of water, it would be holding six acre-feet. If it were filled with three feet of water, it would be holding 18 acre-feet.

## MARION SQUARE:



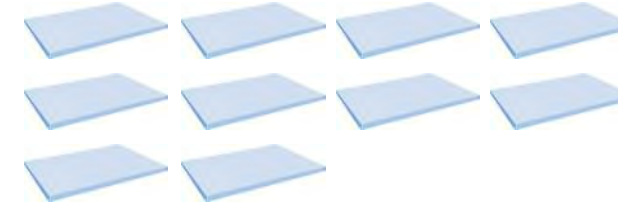
1 LOWLINE = 7 MARION SQUARES



THIS PAGE ILLUSTRATES THE RUNOFF VOLUMES FROM THE TABLE OPPOSITE. FOR EACH BASIN, THE ACRE-FEET OF RUNOFF IS TRANSLATED INTO HOW MANY MARION SQUARES (1 FOOT DEEP) WOULD BE REQUIRED TO ACCOMMODATE THE RUNOFF.

### MEETING STREET NORTH

60 Ac-ft = 10 Marion Squares (1 foot deep)



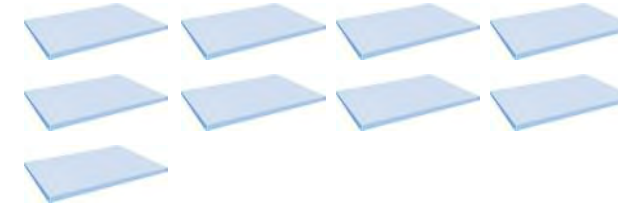
### GROVE STREET

60 Ac-ft = 10 Marion Squares (1 foot deep)



### HUGER STREET

52 Ac-ft = ~9 Marion Squares (1 foot deep)



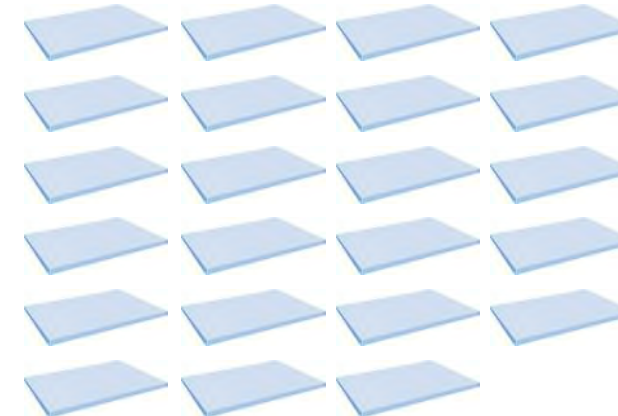
### COOPER STREET

65 Ac-ft = ~11 Marion Squares (1 foot deep)



### SPRING STREET

135 Ac-ft = ~23 Marion Squares (1 foot deep)



### CALHOUN STREET EAST

87 Ac-ft = ~15 Marion Squares (1 foot deep)



THROUGH SEVERAL DIFFERENT STRATEGIES, THE LOWLINE HAS THE POTENTIAL TO ALLEVIATE RUNOFF.

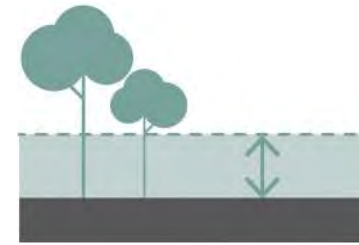


# WATER STRATEGIES

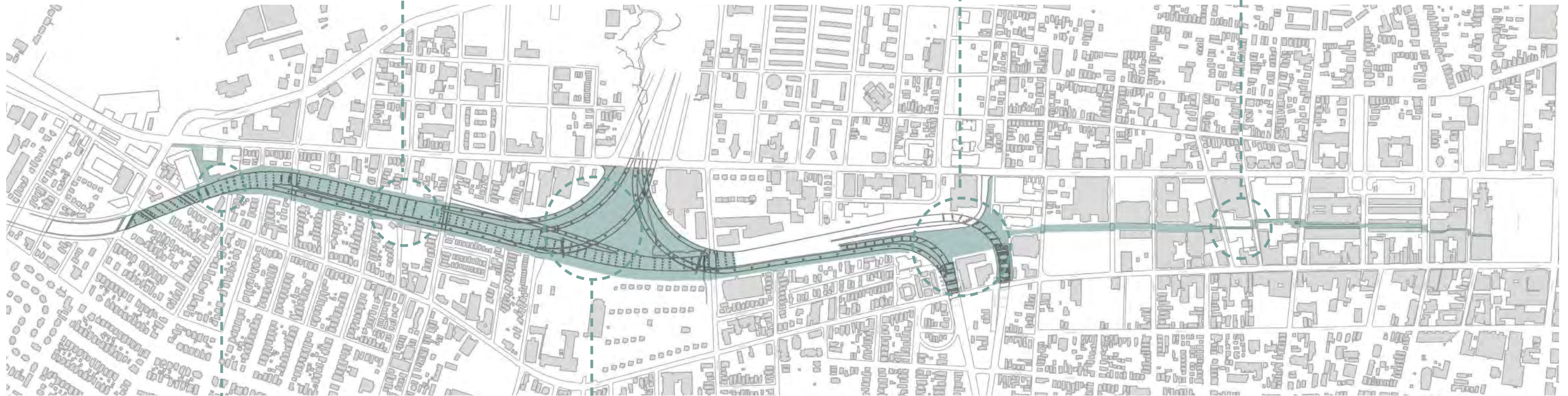
CAPTURE AND TREAT RUNOFF FROM ELEVATED ROADWAYS.



CREATE FLOODABLE PARK SPACE



INFILTRATE STORMWATER



TEMPORARILY STORE WATER

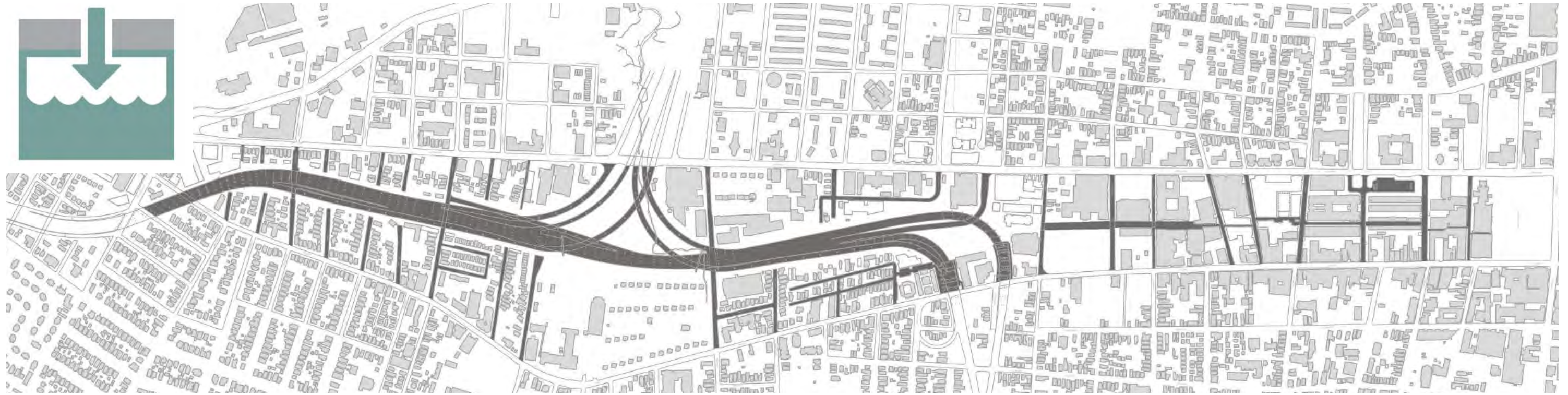


EXPAND CAPACITY AND QUALITY OF EXISTING **STORMWATER WETLANDS**

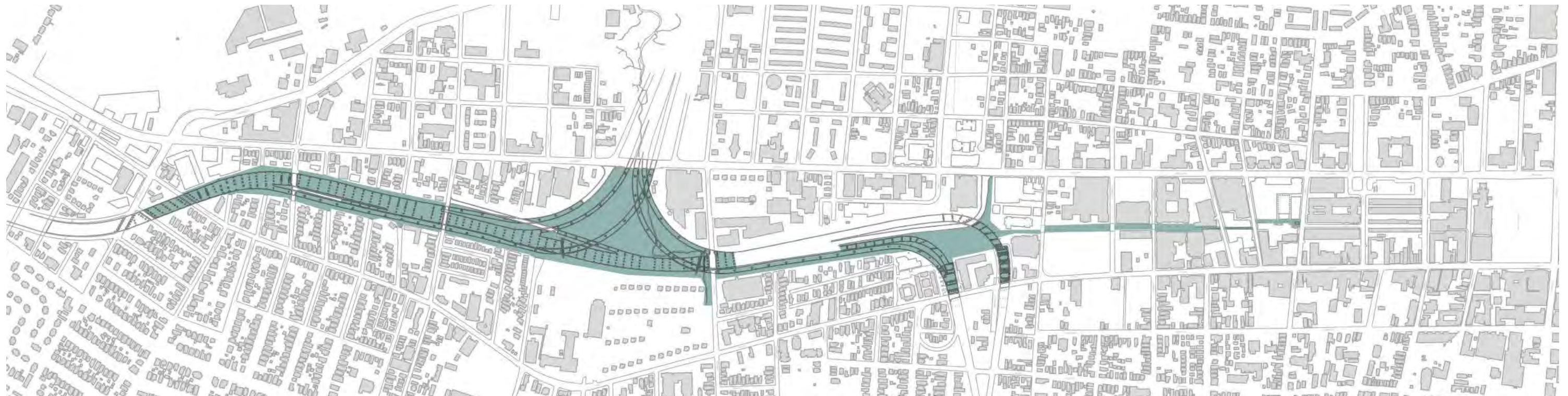
**SITE CONDITIONS INCLUDING ELEVATION, SOILS, AND WATER TABLE WILL AFFECT THE FEASIBILITY OF THESE STRATEGIES.**



# TEMPORARY WATER STORAGE



IMPERVIOUS SURFACES POTENTIALLY IMPACTING THE LOWLINE



POTENTIAL AREAS FOR WATER STORAGE ALONG THE LOWLINE

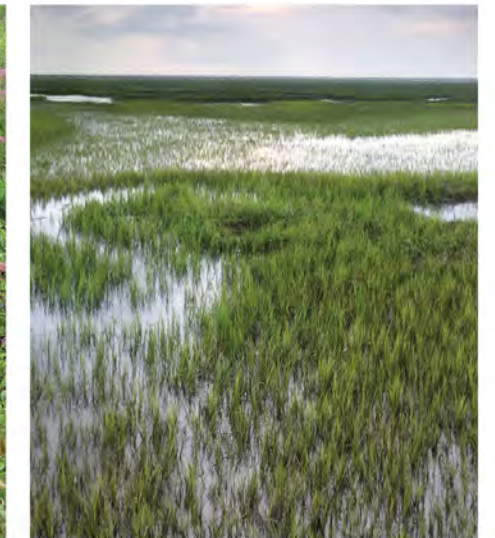
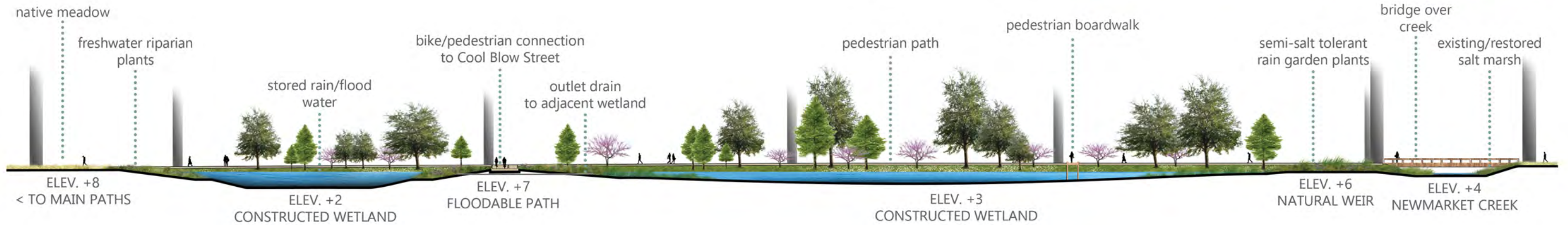


# STORMWATER WETLANDS: NEWMARKET PARK

The proposed Newmarket Park on the Lowline is a stormwater wetland that functions to detain, retain, and filter stormwater runoff. It also provides the opportunity to create an interactive ecological park that supports wildlife, adds recreation space, and brings public awareness to healthy water management.

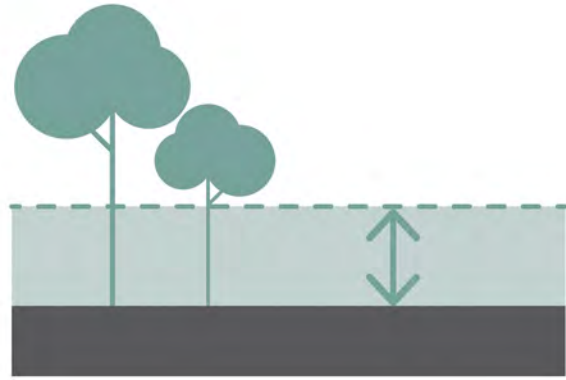


This design advocates for the daylighting of Newmarket Creek on Huger Street. The old rail line created an artificial ridge which cut short the natural reach of the creek, causing flooding to the west. By providing an outlet to Newmarket Creek under the Lowline, the flooding at the intersection of King and Huger Streets could be alleviated.





# FLOODABLE PARK SPACE: LOWLINE PARK



Lowline Park provides the opportunity to create a large, open park space with typical park amenities that is allowed to flood in heavy rains to become temporary stormwater infrastructure.



THESE IMAGES SHOW AN IMAGINED LANDSCAPE THAT FUNCTIONS AS THE LOWLINE PARK COULD - OPEN PARK SPACE IN DRY CONDITIONS, AND WATER STORAGE DURING WET CONDITIONS



Mill Race Park in Indiana, designed by Michael Van Valkenburgh Associates.

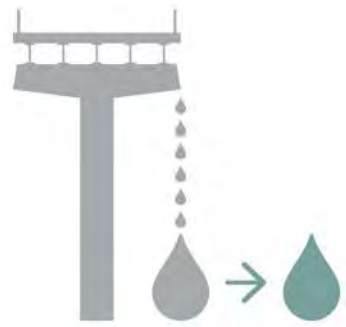


The park is designed to accommodate seasonal flooding from two rivers.





# CAPTURE AND TREAT RUNOFF



Capturing and treating all runoff created by the elevated roadways is a priority for the Lowline. This will reduce runoff to the adjacent basins.

Runnel



Rain gardens



Bioswales



Current Site Conditions: Runoff from the overpass



Current Site Conditions: Rain at Newmarket Park



# INFILTRATE STORMWATER



Stormwater can be infiltrated in several different ways, depending on site conditions. In the urban core, infiltration will likely be limited to smaller rain gardens and permeable paving. Along the North Central Corridor, with more space, bioretention areas, bioswales, and vegetated filter strips can be used.

Permeable paving



Curbs cuts to rain gardens



Retrofitted downspout



Current Site Conditions: Stormwater from Hurricane Dorian





# 4.0

## MOBILITY

THE LOWLINE IS A NEW **MOBILITY CORRIDOR** ALONG THE SPINE OF THE PENINSULA.

THE LOWLINE PROVIDES SAFE **BICYCLE AND PEDESTRIAN** CIRCULATION ALONG ITS ENTIRE LENGTH, BECOMING AN INTEGRAL PART OF THE CITY'S **PEOPLE PEDAL PLAN**.

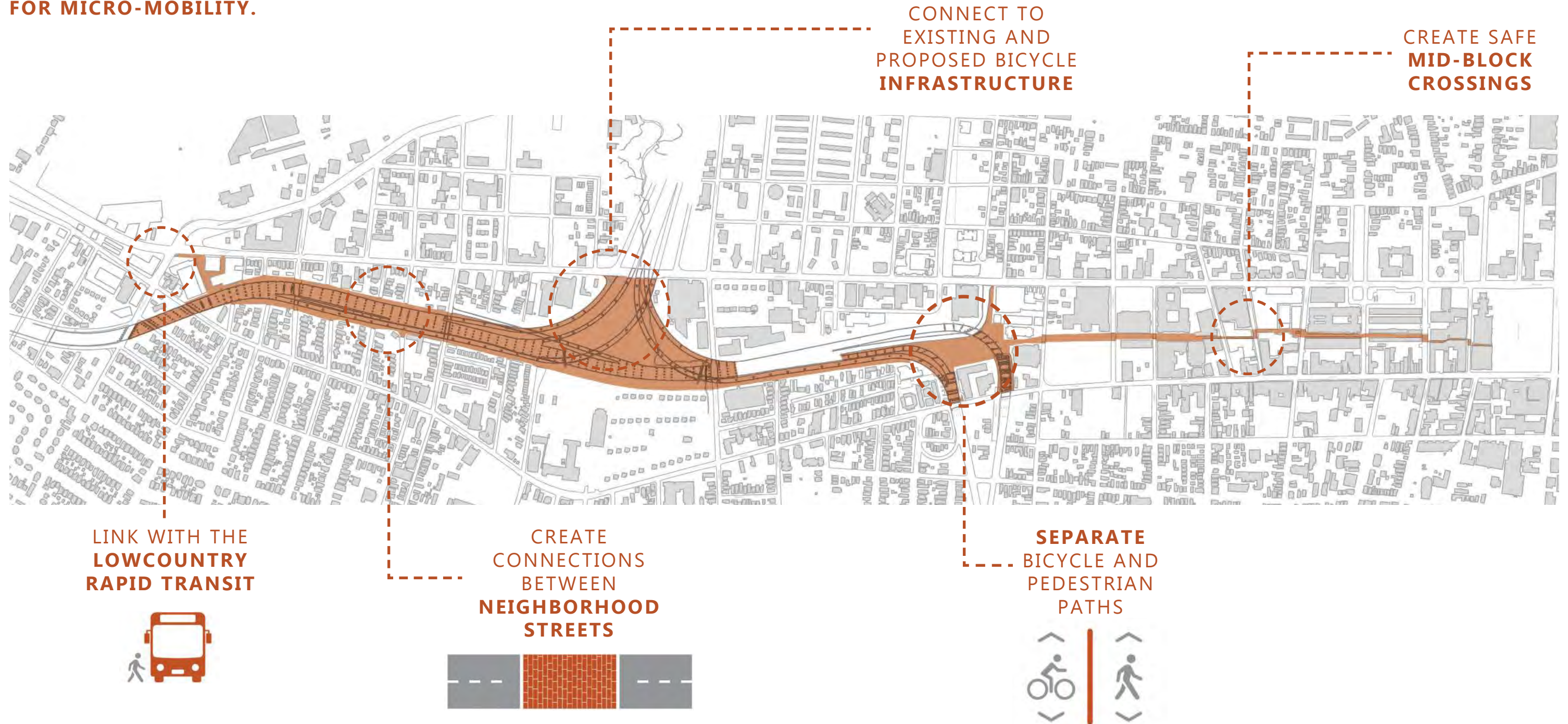
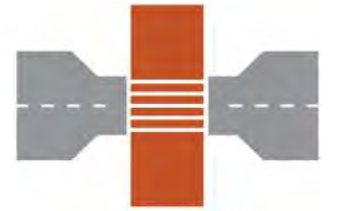
THE LOWLINE CONNECTS TO AND SUPPORTS THE FORTHCOMING **LOWCOUNTRY RAPID TRANSIT**.

THE LOWLINE HELPS **TRANSFORM** THE WAY PEOPLE MOVE AROUND THE LOWCOUNTRY.



# MOBILITY STRATEGIES

THESE STRATEGIES WILL BE IMPLEMENTED ALONG THE ENTIRE LENGTH OF THE LOWLINE TO ENSURE A SAFE, EFFECTIVE NEW CORRIDOR FOR MICRO-MOBILITY.





# LOWCOUNTRY RAPID TRANSIT



The forthcoming Lowcountry bus rapid transit system (LCRT) will enter downtown Charleston at Mount Pleasant Street. The preferred alignment shown at right was selected for further study by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) in June 2020<sup>14</sup>.

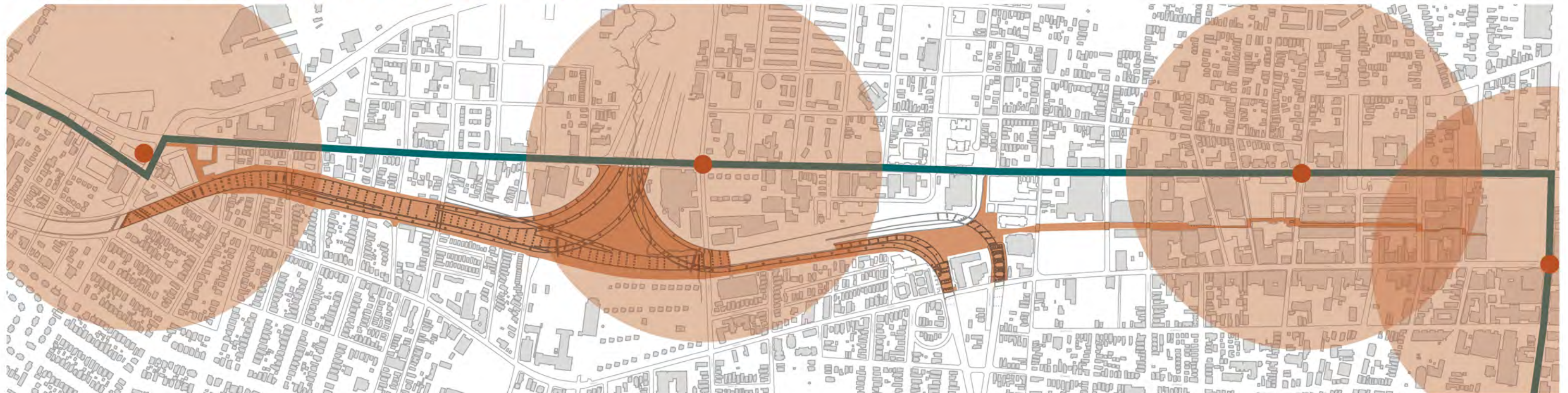
The transit hub at Mount Pleasant Street provides an opportunity for redevelopment of the city-owned parcel where the Parks Department is currently housed. Connecting the Lowline to the transit hub provides an engaging setting for people to disembark from the bus rapid transit system and continue their journey down the Peninsula by bike or foot via the Lowline.



## TRANSIT HUB + GATEWAY



## PROPOSED LCRT STOPS ALONG THE LOWLINE WITH 1/4 MILE RADIUS





# PEOPLE PEDAL PLAN



The City of Charleston's People Pedal Plan is a new vision for a robust urban bikeway system on the Charleston Peninsula. Such a system will benefit all modes of travel, including automobiles. The urban bikeway network will be composed of segments and intersections of various types. This is the first comprehensive bicycle infrastructure study for the Peninsula and is a vital first step in creating a multi-modal transportation system.

The Lowline will become the key central spine of this peninsula-wide plan, enhancing connections for multi-modal transportation by providing safe and comfortable paths for cyclists and pedestrians alike.



Example of a painted bike lane with a bike box at the intersection.



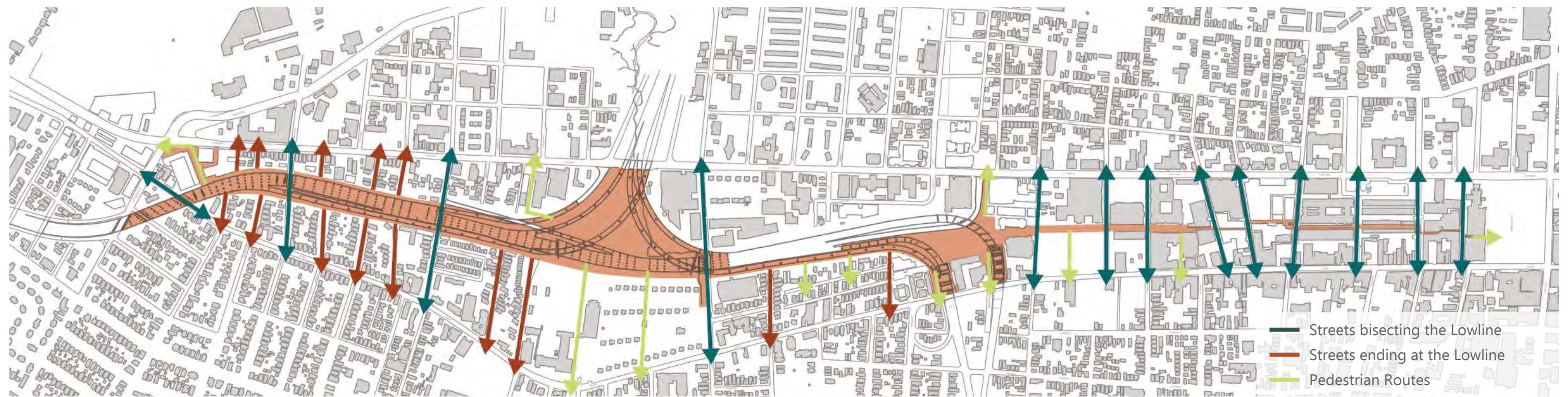
Example of a separated two-way cycle track.



# NEIGHBORHOOD CONNECTIONS



I-26 and the Norfolk Southern rail corridor separated the neighborhoods to the east and west. The Lowline aims to reinforce neighborhood connections by filling the gaps between dead-end streets, encouraging pedestrian and bicycle access along and across the Lowline. The Lowline will function as the central spine of the Peninsula.





# BIKEWAY AND PEDESTRIAN PATH

## WHERE IS THE PATH?



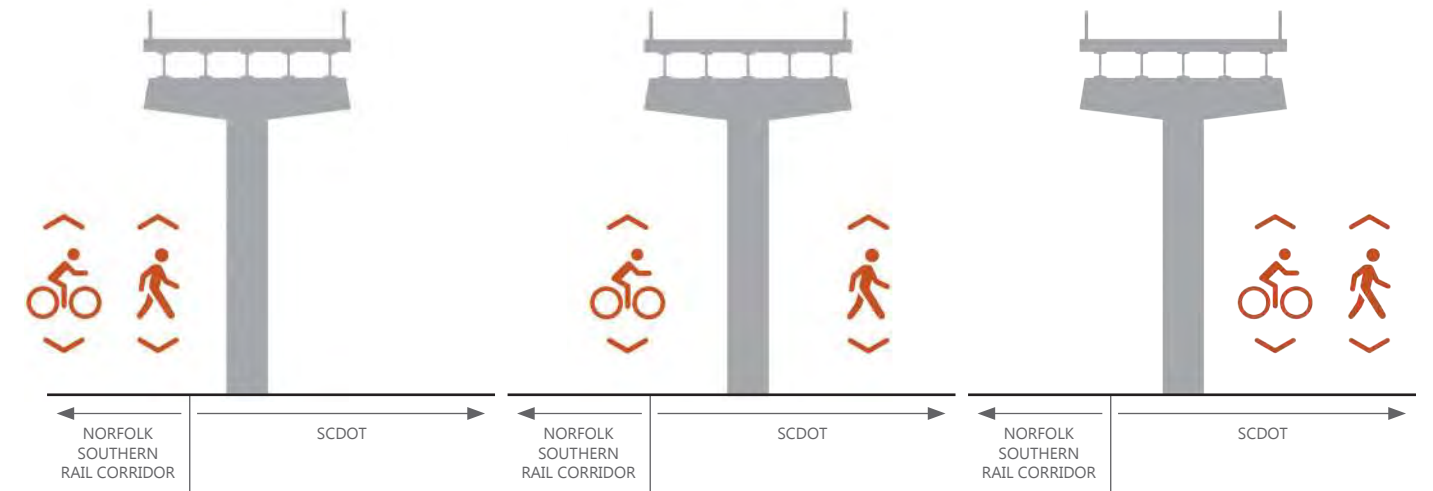
The following minimum design criteria have been established for the design of the Lowline pathways:

- The bikeway will be a minimum of 12' wide, allowing for two 6' lanes of travel.
- The pedestrian path will be a minimum of 10' wide.
- The paths will be separated by a 6' minimum planted median to minimize pedestrian-bicycle conflict
- There will be designated crossings to allow for safe access across the bikeway.



In certain areas where the Lowline is narrow and in conflict with SCDOT restrictions, these criteria may be adjusted.

When the Lowline was originally imagined, it was assumed that the limitation would be the Norfolk Southern rail right-of-way. As the process has developed, it has become evident that through additional leases from SCDOT, the Lowline can extend under the overpass. This has allowed greater flexibility in the design of the Lowline north of Huger Street. Three possible scenarios are illustrated below.





# SECTIONS

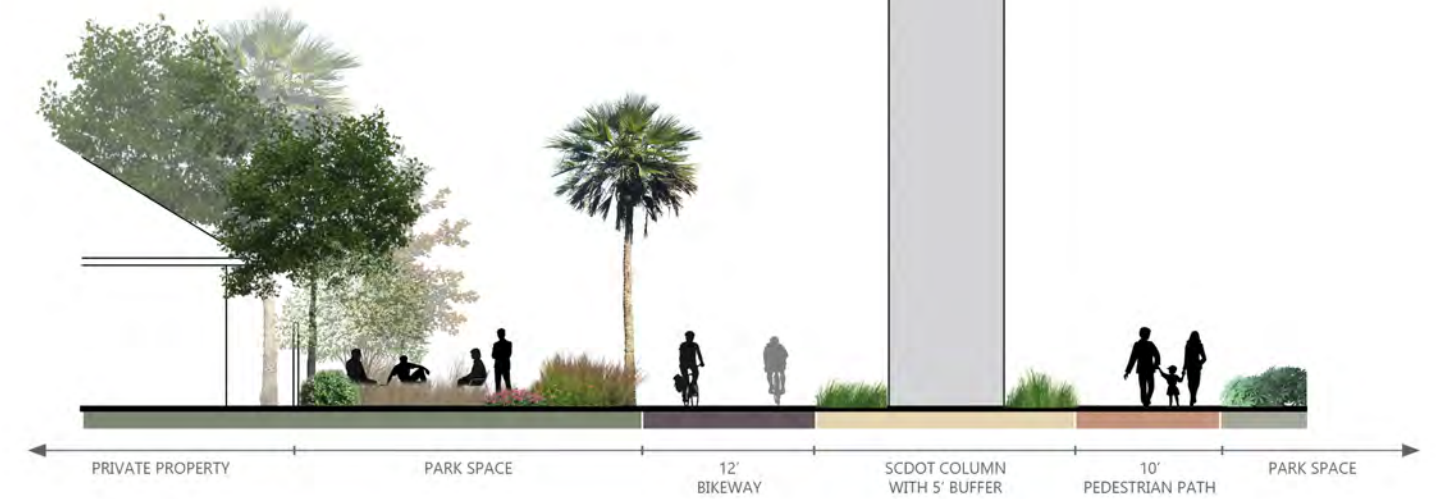
The following sections illustrate what is envisioned for the Lowline in different districts.



## SECTION 1: PLAZA AT MT. PLEASANT STREET

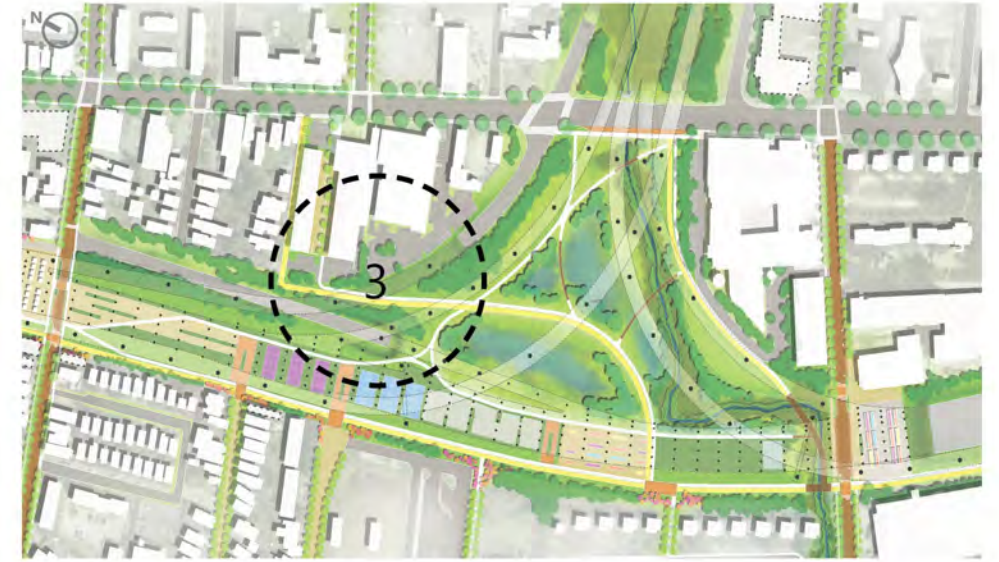


## SECTION 2: THE COLUMNS





# SECTIONS

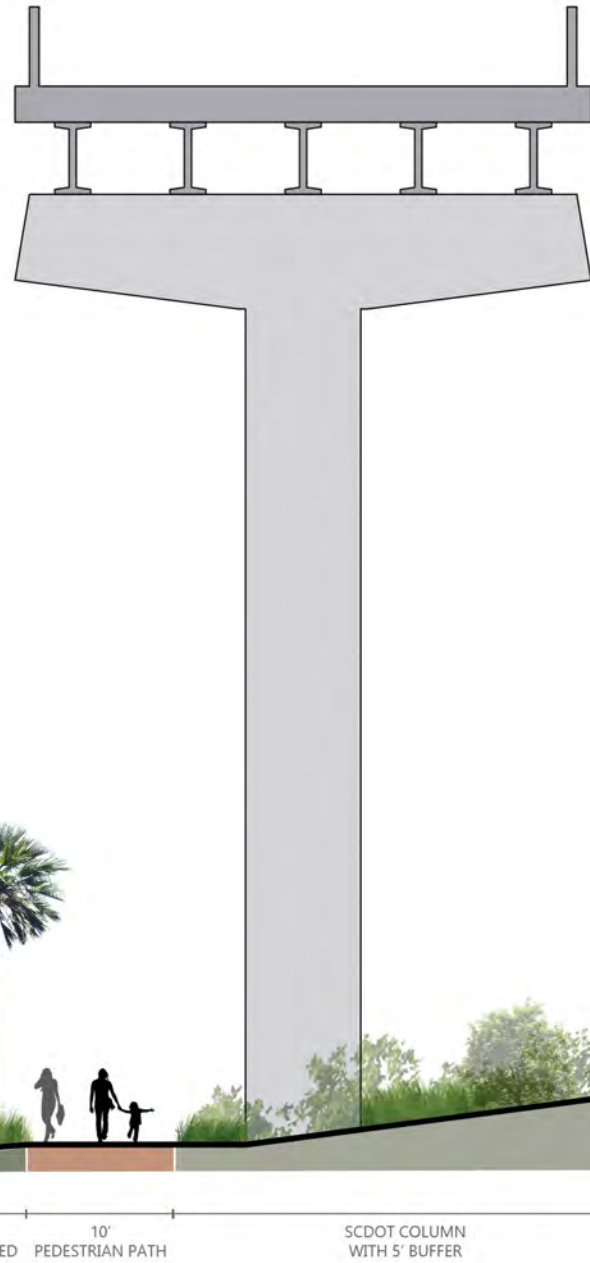


SECTION 3:  
SPORTS COURTS AT NEWMARKET PARK





# SECTIONS



SECTION 4:  
NORTH OF LOWLINE PARK

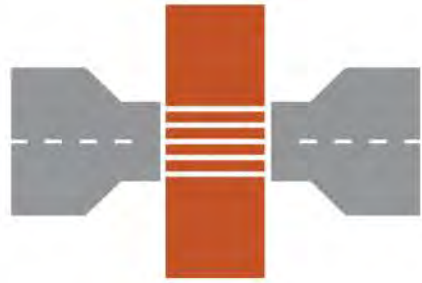


SECTION 5:  
WOOLFE STREET





# MID-BLOCK CROSSINGS

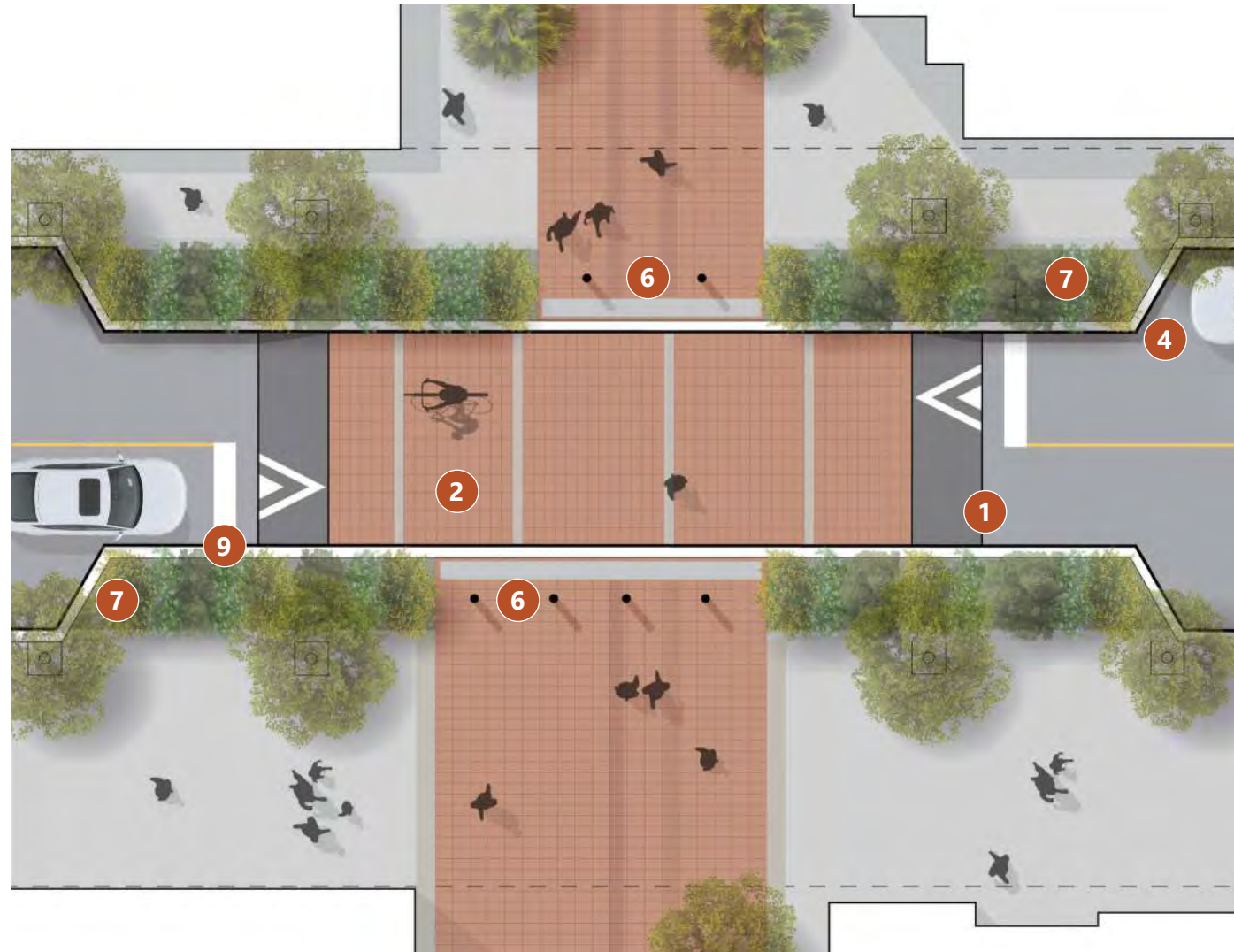


To provide the safest mid-block crossings, the City of Charleston should acquire from SCDOT the ownership of all streets that cross the Lowline. This allows streetscape improvements including street trees to be implemented on all streets bisecting the Lowline.

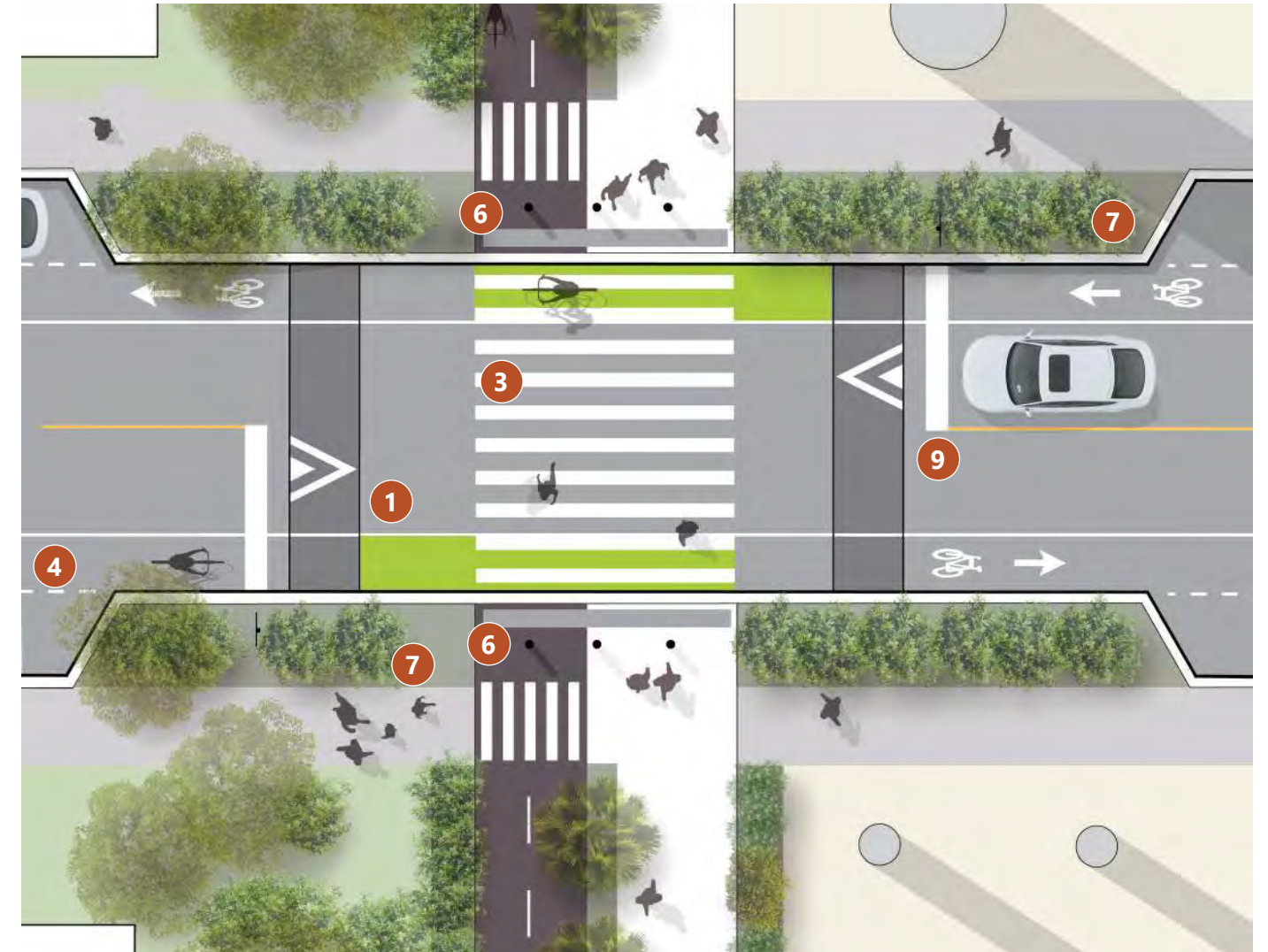
MID-BLOCK CROSSINGS COULD INCLUDE:

- 1. RAISED SPEED TABLES
- 2. SPECIALTY PAVING
- 3. PAINTED CROSSWALKS
- 4. NARROW VEHICLE LANES
- 5. SIGNAGE
- 6. BOLLARDS
- 7. PLANTED CURB EXTENSIONS
- 8. PEDESTRIAN ACTIVATED SIGNALS
- 9. PAINTED STOP LINES FOR CARS

## MID-BLOCK CROSSING: URBAN CORE



## MID-BLOCK CROSSING: NORTH CENTRAL CORRIDOR





# 5.0

## PLANTING

THE LOWLINE IS ENVISIONED TO BE A LUSH, **BOTANICALLY DIVERSE CORRIDOR** FOR PEOPLE TO ENJOY.

THE PLANTING WILL BE **TRUE TO CHARLESTON**.

THE GREENING OF THE LOWLINE WILL PROVIDE A **SPONGE FOR STORMWATER** AND A **FILTER** FOR POLLUTANTS.

THE PLANTING WILL **SUPPORT AND ENHANCE ECOSYSTEM SERVICES**.

THE DESIGN IS INTENDED TO BE **LOW MAINTENANCE** WITH SELECT AREAS RECEIVING MORE CARE.

THE PLANT PALETTE WILL HONOR THE CITY'S RICH **HORTICULTURAL HISTORY**.



# PLANTING STRATEGIES



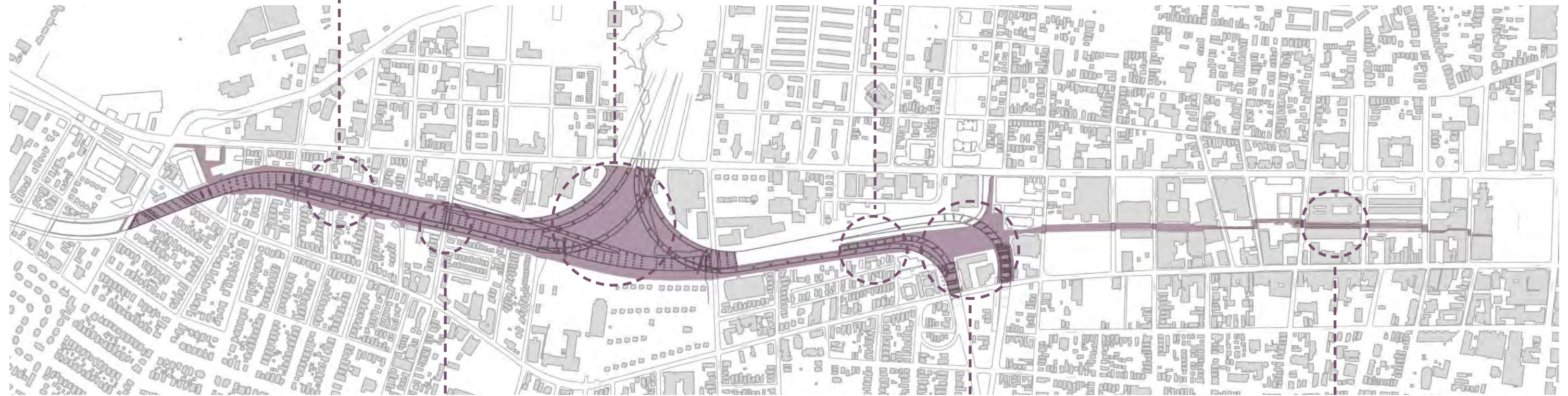
DEVELOP A **FULL SHADE** PLANT PALETTE FOR THE OVERPASSES



CREATE A **WETLAND PARK** WITH WATER-LOVING AND WATER-TOLERANT SPECIES



UTILIZE **NATIVE AND POLLINATOR-FRIENDLY** SPECIES TO SUPPORT BIODIVERSITY



MAXIMIZE USE OF **FULL SUN** AREAS FOR PLANTING



PROVIDE SPACES FOR PEOPLE TO **ENGAGE WITH NATURE**



EMPLOY A **TRADITIONAL AND HISTORICAL** PLANT PALETTE FOR A CONGRUOUS URBAN CORE





# SUN-SHADE ANALYSIS



The following diagram shows the approximate sun/shade patterns that will guide the planting design along the Lowline corridor. The design will maximize the use of areas with full/mostly full sun exposure for planting areas, leaving heavily shaded space under the overpasses for social gathering and programming purposes.



-  FULL SUN/  
MOSTLY FULL SUN
-  PART SUN/  
PART SHADE
-  FULL SHADE/  
MOSTLY FULL SHADE



# PLANTING TYPOLOGIES

## KEY



OVERPASS  
SHADE  
GARDEN



NATIVE  
SAVANNA



FRESHWATER  
WETLAND



SALT  
MARSH



PARK  
SPACE



TRADITIONAL  
CHARLESTON  
GARDEN





# TRADITIONAL CHARLESTON GARDEN



# PARK SPACE



REPRESENTATIVE SPECIES



Boxwood



Sago Palm



Liriope



REPRESENTATIVE SPECIES



Turf



Live Oak



Azalea



# WETLANDS

## SALT MARSH



**REPRESENTATIVE SPECIES**



Spartina Cordgrass



Black Needle Rush



Sea Oxeye Daisy

## FRESHWATER MARSH



**REPRESENTATIVE SPECIES**



Common Rush



Iris



White Star Sedge

# OVERPASS CORRIDOR

## NATIVE SAVANNA



**REPRESENTATIVE SPECIES**



Sweetgrass



Goldenrod



Butterfly Milkweed

## OVERPASS SHADE GARDEN



**REPRESENTATIVE SPECIES**



Dwarf Palmetto



Ferns



Fatsia



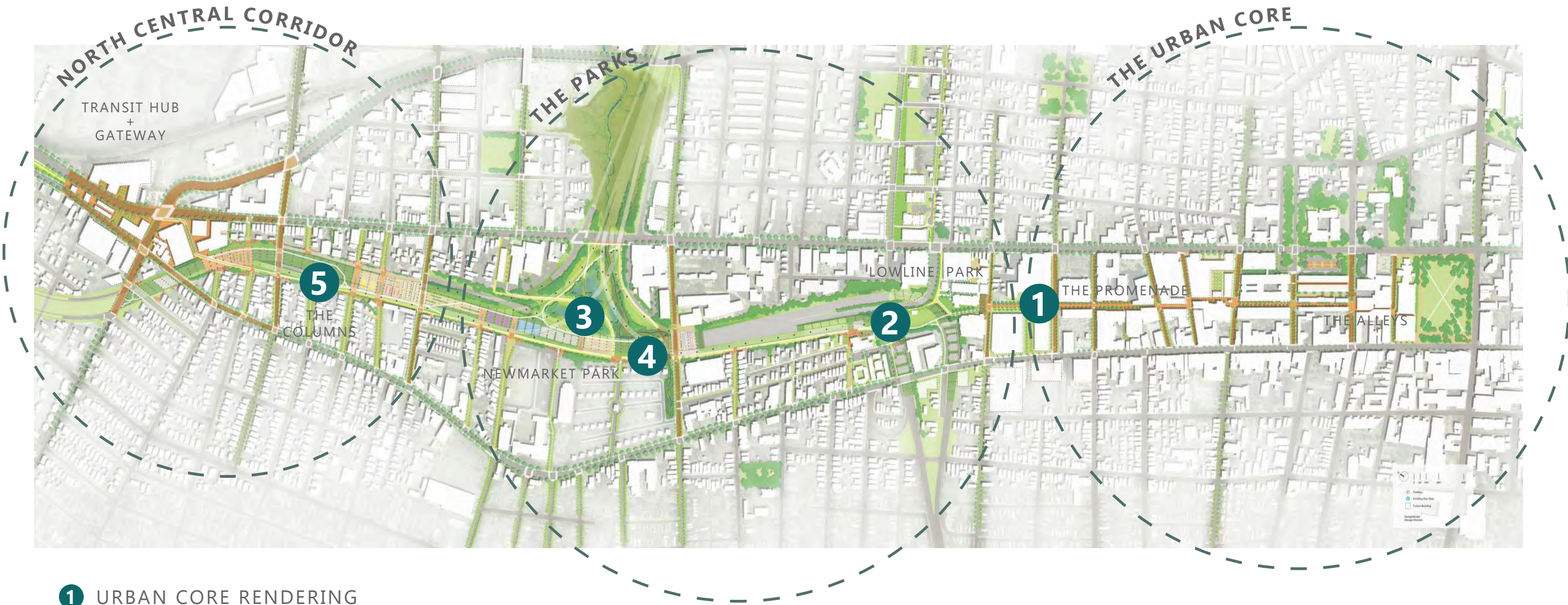
# 6.0

## BEFORE & AFTER

THE FOLLOWING RENDERINGS SHOW THE **TRANSFORMATION** OF THE LOWLINE.



# RENDERING VIEWPOINTS



- 1 URBAN CORE RENDERING
- 2 LOWLINE PARK RENDERING
- 3 NEWMARKET PARK RENDERING
- 4 BIKEWAY AND PATH RENDERING
- 5 THE COLUMNS RENDERING



EXISTING





PROPOSED





EXISTING





# LOWLINE PARK

PROPOSED





EXISTING





PROPOSED





# BIKEWAY AND PATH

EXISTING





# BIKEWAY AND PATH

PROPOSED





EXISTING





PROPOSED





# 7.0

## PROGRAMMING

THE FRIENDS INTEND TO IMPLEMENT A **SELF-SUSTAINING** BUSINESS MODEL FOR THE OPERATION OF THE LOWLINE.

THE LOWLINE IS DESIGNED TO **GENERATE REVENUE** FOR MAINTENANCE AND OPERATIONS.

THE LOWLINE WILL PROVIDE SPACE FOR BOTH **ACTIVE AND PASSIVE RECREATION**.

THERE WILL BE **GATHERING AND SOCIAL SPACES** DESIGNED FOR, AND WITH, THE NEIGHBORHOODS.

PROGRAMMING WILL BE **SPECIFIC TO EACH DISTRICT**, RESPONDING TO THE EXISTING NEIGHBORHOODS.



# THE URBAN CORE

Green Space and Trees



Public Plazas



Tourism and Sightseeing



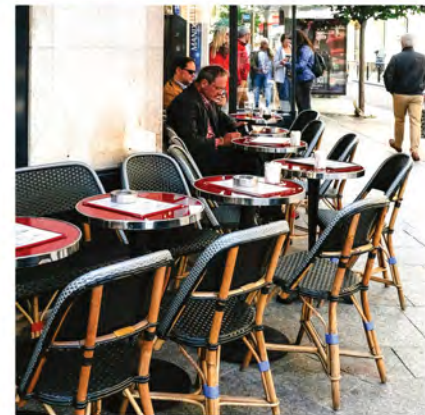
Museums



Retail and Shopping



Alleys



Outdoor Dining

Hospitality

Pop-up Retail

Historic/Cultural Institutions

Historical Markers

Outdoor market





# THE PARKS

Walking and Bike Paths



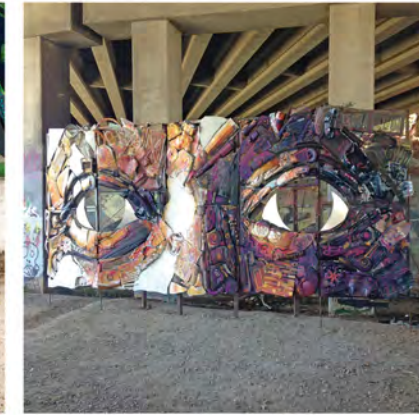
Public Performance



Playground



Public Art



Large Events



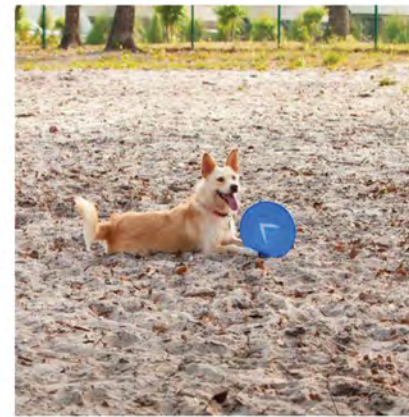
Sports Courts



Ecological Park



Beer Garden



Dog Park



Active Recreation



Passive Recreation





# THE NORTH CENTRAL CORRIDOR

Public Transportation



Public Plazas



Outdoor Dining



Neighborhood Market



Social Gathering



Playground



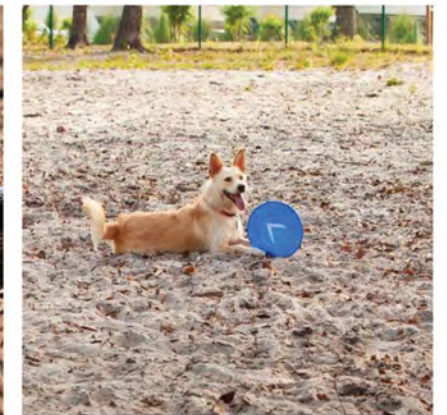
Active Recreation



Food Trucks



Outdoor Games



Dog Park





# 8.0

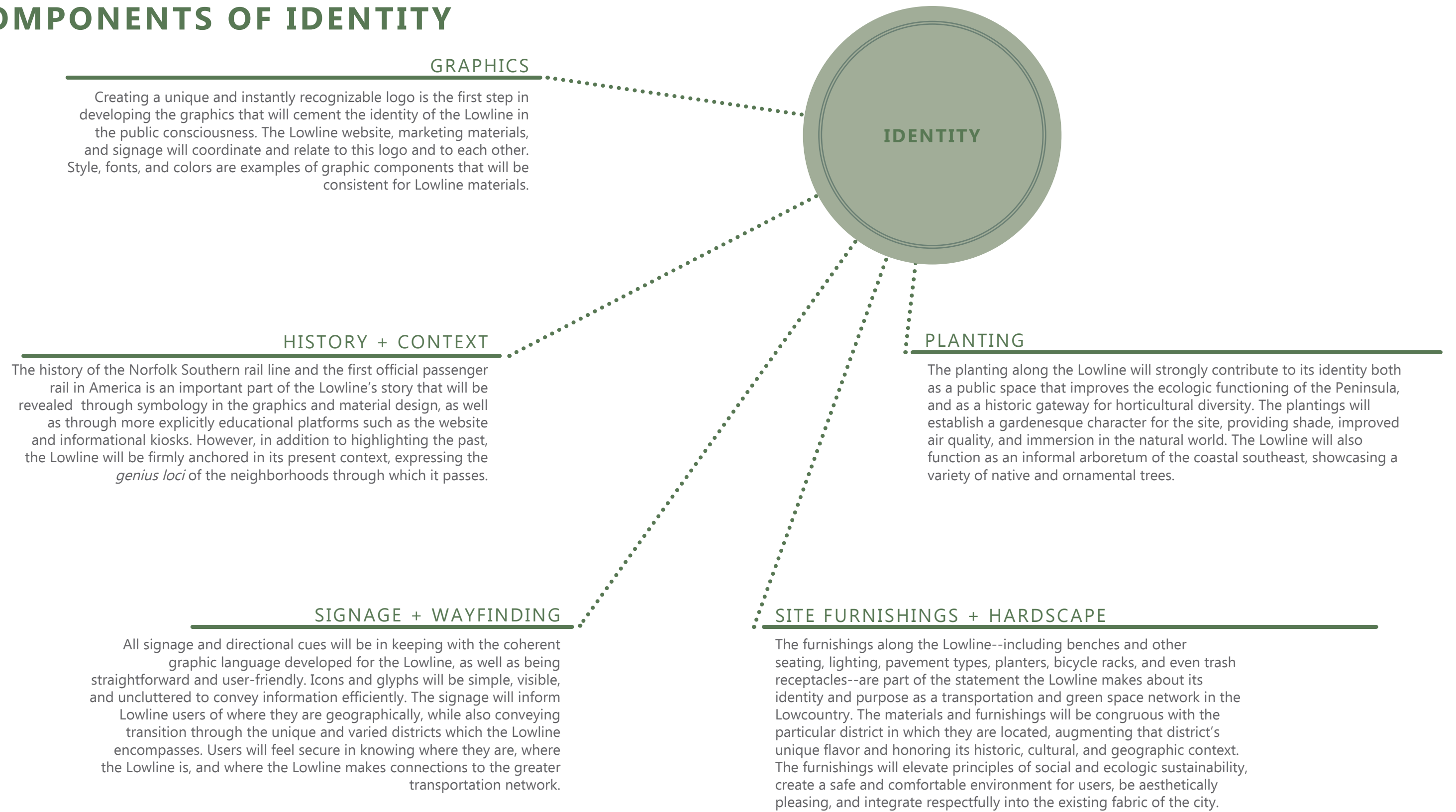
## IDENTITY

AS A KEYSTONE PIECE IN THE LARGER GREEN SPACE NETWORK OF CHARLESTON, THE LOWLINE WILL HAVE SOME ELEMENTS THAT PROVIDE A **UNIQUE AND RECOGNIZABLE** IDENTITY.

THIS IDENTITY WILL **HONOR** THE SITE'S HISTORY, RESPECT THE HISTORIC NEIGHBORHOODS AND CELEBRATE THIS **NEW PUBLIC PARK**.



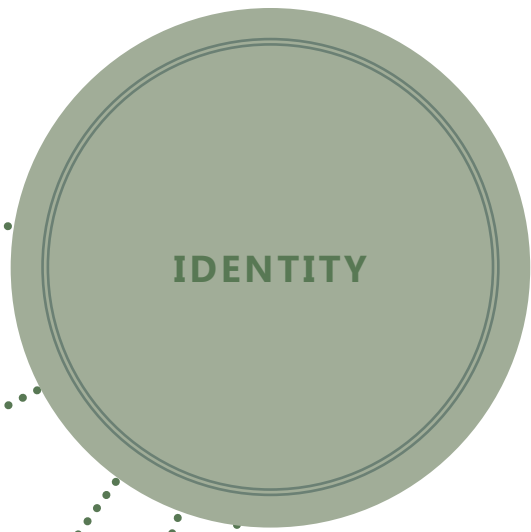
# COMPONENTS OF IDENTITY





# CASE STUDY: THE BENTWAY

## GRAPHICS



The Bentway in Toronto is an excellent case study for the Lowline. This linear public park encompasses a little over a mile of gathering, performance, and recreational spaces beneath the Gardiner Expressway. The park's name comes from the infrastructure that envelops it: the concrete "bents" that hold up the road above. The shape of the bent is integral to the site's iconography and logo, and is utilized in creating unobtrusive, but visible signage. The planting embraces the current and past ecology of the site, featuring marsh species that would have existed on the historic Lake Ontario shoreline, and using flowing grasses to represent the movement of the water. Art installations explore aspects of Toronto's history and context with such subjects as the area's First Nations, ecologic heritage, and industrial manufacturing past.

## HISTORY + CONTEXT



## PLANTING



## SIGNAGE + WAYFINDING



## SITE FURNISHINGS + HARDSCAPE





# LOWLINE BRANDING

The Friends recently completed a branding exercise with Obviouslee Marketing. Obviouslee helped the Lowline to create new logos, colors, fonts, icons, and brand guidelines.

These pages show the result of that work, and show a few of the logos, graphics and icons that will come to represent the Lowline. This is an important first step in creating a tangible identity for the Lowline, and will tie in nicely with other built elements of the Lowline as the project moves into future phases.

**LOGO USAGE**

**Do's**  
When using the logo throughout the brand, only use it within the guidelines expressed in this document.

LOWCOUNTRY LOWLINE 6

**COLOR PALETTE**

**Color Terms Defined**  
Pantone (aka PMS or "spot color") colors should be used when printing on paper and only when the printer has been specified to use PMS ink. They should never be used on the web or for anything being printed in CMYK.

CMYK (aka "4-color") colors should be used for printing on paper, apparel and other collateral, and only when the printer has been specified to use CMYK ink.

RGB and HEX colors are used for digital applications.

Always double check with your printer to clarify appropriate color profile and file format for any print project.

<b>CHARCOAL</b> PMS: 447 C CMYK: 69/59/64/54 RGB: 59/55/59 HEX: 373837	<b>CEMENT</b> PMS: 447 C (15%) CMYK: 12/9/10/0 RGB: 221/221/220 HEX: D0DDDC
<b>YELLOW</b> PMS: 109 C CMYK: 1/16/100/0 RGB: 254/209/3 HEX: FE0103	<b>GREEN</b> PMS: 368 C CMYK: 59/2/100/0 RGB: 118/188/67 HEX: 76BC43
<b>TEAL</b> PMS: 3272 C CMYK: 100/4/50/0 RGB: 0/163/154 HEX: 00A39A	

LOWCOUNTRY LOWLINE 11

**COLOR PALETTE**

**Balance**  
This is a visual guide of weight given to each of the brand colors.

Charcoal is weighted heavily because it can be used as a background color in certain circumstances like cover pages or divider slides and is the main color for typography. The rest of the brand colors are weighted evenly to show equal representation of each section of the Lowcountry Lowline.

Concrete is to be used as a supporting color and should not be used as heavily as the four other primary brand colors.

LOWCOUNTRY LOWLINE 12

**TYPOGRAPHY**

**Fonts**  
The fonts used in the logo are Gill Sans Nova Condensed Bold and Interstate Black.

Gill Sans Nova Condensed Bold should be used for headlines with standard letter spacing. Interstate Black should be used for subheads or callouts with wide letter spacing and all caps. And Interstate Regular is a complementary font to the logo that can be used for body copy with standard letter spacing. See usage example on page 15.

\*All font licenses can be found in the Adobe Creative Cloud at [www.Fonts.Adobe.com](http://www.Fonts.Adobe.com).

**Gill Sans Nova Condensed Bold**  
abcdefghijklmnopqrstuvwxy  
1234567890

**INTERSTATE BLACK**  
ABCDEFGHIJKLMNPNPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxy  
1234567890

Interstate Regular  
ABCDEFGHIJKLMNPNPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxy  
1234567890

LOWCOUNTRY LOWLINE 13





## APPENDIX

### IMPLEMENTATION RESOURCES

This master plan is intended to be a framework plan from which further research and design is developed. The following documents have been commissioned by the Friends and the City of Charleston to support the implementation of this conceptual master plan.

They provide more detail and depth to the ideas generated during the master planning process. They are intended to complement and expand the work presented here. Links to these documents can be found on the Lowcountry Lowline website (<https://lowcountrylowline.org/>).

#### STORMWATER STRATEGY AND COST ESTIMATE

Prepared by Kimley Horn, released August 2020

This document was prepared by Kimley Horn based on the design principles and stormwater strategies laid out in this conceptual master plan document. The work was needed to further refine what was possible from a stormwater standpoint, and to begin to think about funding strategies based on the initial cost estimate. As of August 2020, based on the existing master plan document, the Lowline is estimated to cost \$36.5 million, of which \$12.5 million is dedicated to stormwater infrastructure.

#### LOWLINE AFFORDABLE HOUSING REPORT

Prepared by the City of Charleston Design Division, released August 2020

This report provides a capacity and massing study for a City-owned parcel along the Lowcountry Lowline. It identifies critical opportunities and essential off-site improvements to ensure the site is positioned for public-private development.

#### DESIGN GUIDELINES AND PHASING STRATEGY

Prepared by the City of Charleston Design Division, released November 2020

This document guides the detailed design and phased implementation of the project. Flexible design guidelines help provide more information in advance of Design Review Committee submittal. The phasing strategy outlines a geographically segmented approach to use coordination strategies, incentives and various sources of funding to get the work done. The document also provides guidance to shape an agreement with the South Carolina Department of Transportation for parking and recreation uses of their property.

#### PUBLIC ENGAGEMENT REPORT

Prepared by Friends of the Lowcountry Lowline, forthcoming

This report is intended to summarize the findings of the public outreach and survey conducted by the Friends of the Lowcountry Lowline beginning in March 2020.

#### THE LOWLINE HISTORY PROJECT

Prepared by Friends of the Lowcountry Lowline, forthcoming

The Lowline History Project is intended to provide rich historical detail to the Lowline Corridor. The project intends to understand the history of the Lowline site, the people who built and used the railroad, and the fabric of the surrounding neighborhoods. The Lowline itself will provide an outdoor museum experience that can provide permanent and temporary exhibit spaces for historical and contemporary cultural activities.



# END NOTES

<sup>1</sup> Halsey, Alfred O., Historic Charleston on a Map, digital scan, South Carolina Historical Society, accessed October 22, 2020.

<sup>2</sup> Best Friend of Charleston, digital scan, accessed August 26, 2020, <https://railroad.lindahall.org/essays/locomotives.html>.

<sup>3</sup> Andrews, George, Grove Street Station sees the last day of SAL passenger service to Charleston, photograph, Abandoned Rails, accessed August 26, 2020, <https://www.abandonedrails.com/charleston-subdivision>.

<sup>4</sup> South Carolina Railway Co. bond 1881, digital scan, 9 x 12.5 in, accessed August 26, 2020, <http://www.oldstocks.com/south-carolina-railway-co-bond-1881/>.

<sup>5</sup> Aerial Photo, photograph, The Post and Courier, accessed October 18, 2020, [https://www.postandcourier.com/news/local\\_state\\_news/why-highways-were-designed-to-run-through-black-communities-sc-faces-historic-dilemma-again/article\\_576f3fce-0976-11eb-a46c-635e6fad5d38.html](https://www.postandcourier.com/news/local_state_news/why-highways-were-designed-to-run-through-black-communities-sc-faces-historic-dilemma-again/article_576f3fce-0976-11eb-a46c-635e6fad5d38.html)

<sup>6</sup> South Carolina Department of Transportation, I-26 Photo 1013, photograph, The Margetta Childs Archives, Historic Charleston Foundation, accessed October 21, 2020, <https://lcdl.library.cofc.edu/lcdl/catalog/lcdl:56291?tify={%22view%22:%22info%22}>

<sup>7</sup> South Carolina Department of Transportation, I-26 Photo 0993, photograph, The Margetta Childs Archives, Historic Charleston Foundation, accessed October 21, 2020, <https://lcdl.library.cofc.edu/lcdl/catalog/lcdl:56271>

<sup>8</sup> South Carolina Department of Transportation, I-26 Photo 0174, photograph, The Margetta Childs Archives, Historic Charleston Foundation, accessed October 21, 2020, <https://lcdl.library.cofc.edu/lcdl/catalog/lcdl:55452?tify={%22view%22:%22info%22}>

<sup>9</sup> "'Unique' Park Will Be Built Under I-26 Ramp", News and Courier (Charleston, SC), January 15, 1976, digitized microfilm, The South Carolina Room, Charleston County Library.

<sup>10</sup> "Incomplete, But Fun", Evening Post (Charleston, SC), April 4, 1977, digitized microfilm, The South Carolina Room, Charleston County Library.

<sup>11</sup> "Interstate Park", Evening Post (Charleston, SC), May 17, 1977, digitized microfilm, The South Carolina Room, Charleston County Library.

<sup>12</sup> "Riley Rebutts Charges Against I-26 Park", Evening Post (Charleston, SC), May 9, 1980, digitized microfilm, The South Carolina Room, Charleston County Library.

<sup>13</sup> Waggoner & Ball, Elevation Peninsula, Dutch Dialogues Charleston, accessed August 21, 2019.

<sup>14</sup> Lowcountry Rapid Transit, Proposed Station Areas, Berkeley-Charleston-Dorchester Council of Governments, accessed September 4, 2020.



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