

# **AGENDA**

## **FINANCE COMMITTEE**

**2/21/19**

J. Elliott Summey, Chairman  
Henry E. Darby  
Jenny Costa Honeycutt  
Anna B. Johnson  
Brantley Moody  
Teddie Pryor  
A. Victor Rawl  
Herb Sass  
Dickie Schweers

**AGENDA  
FINANCE COMMITTEE  
February 21, 2019  
5:00 PM**

1. MINUTES:
  - o February 12, 2019 – Finance Committee
    - Request to Approve Council/Salisbury
  
2. RESOLUTIONS:
  - A) Black History Month
    - Miller/Darby/Staff
    - Request to Adopt
  - B) Engineers Week
    - Request to Adopt
  
3. SALES TAX UPDATE – ROADS
  - A) Update
    - Miller/Thigpen
    - Presentation
  - B) TST SC 41 Corridor Improvements-Accept Town of Mt. Pleas. Funding
    - Request to Approve
  - C) Central Park Riverland Drive Intersection - Design Alternative 3
    - Request to Approve
  
4. PALMETTO GOODWILL INDUSTRIES
  - Presentation
  - Honeycutt/Mungin/Hughes
  
5. ADDITIONAL HOURS FOR ASSOCIATE PROBATE JUDGE
  - Request to Approve Condon
  
6. NASA PARTNERSHIP
  - A) Update
    - Miller/Limehouse
    - Presentation
  - B) SC NASA EPSCoR Grant
    - Request to Approve
  
7. 1357 REMOUNT ROAD PROPERTY TRANSFER
  - Request to Approve Miller/Smalls
  
8. ENVIRONMENTALLY ACCEPTABLE PACKAGING & PRODUCTS
  - Request to Approve Rawl/Dawson
  
9. PERSONNEL MATTER
  - Executive Session

1.

**MINUTES**

# CHARLESTON COUNTY COUNCIL

## MEMORANDUM

TO: Members of Finance Committee

FROM: Kristen Salisbury, Clerk of Council

DATE: February 14, 2019

SUBJECT: Finance Committee Minutes

At the Finance Committee meeting of February 21, 2019, the draft minutes of the February 12, 2019 Finance Committee meeting will be presented for approval.



# 2.

# RESOLUTIONS

CHARLESTON COUNTY COUNCIL

MEMORANDUM

TO;           Members of Finance Committee

FROM:        Kristen Salisbury, Clerk of Council

DATE:        February 20, 2019

SUBJECT:     African American History Month Resolutions

This item was added to the agenda at the request of Councilmember Darby. Resolutions honoring individuals who have made contributions regarding the African American experience in Charleston will be prepared for consideration. Resolutions will be prepared for:

Dr. Timothy Brown  
Ellen Dressler-Moryl  
Robert Fludd  
Coakley Hilton  
Itaski Jenkins  
Dr. Mary Ann Kohli  
Dot Scott

These individuals will be honored at the County Council meeting of February 26, 2019.



## A RESOLUTION OF CHARLESTON COUNTY COUNCIL

*Recognizing February 17-23, 2019 as Engineers Week in Charleston County*

**WHEREAS**, engineers apply scientific, mathematical, economic, social, and practical knowledge to design, build and maintain roads, bridges, structures, machines, materials, and processes; and,

**WHEREAS**, engineers use scientific and technical knowledge and skills to find innovative ways to create and to address society's needs; and,

**WHEREAS**, engineers face the major technological challenges of our time – from rebuilding communities devastated by natural disaster, cleaning up the environment, and assuring safe, clean, and efficient sources of energy, to designing information systems that will speed our country into the future; and,

**WHEREAS**, engineers make significant contributions to building and infrastructure, keeping our water clean and our environment protected, meeting energy needs, advancing information technology, and creating ways to coexist with our natural environment; and,

**WHEREAS**, Charleston County Council joins Professional Engineers of South Carolina in recognizing the role engineers play in public health, safety, and the welfare of all citizens.

**NOW, THEREFORE BE IT RESOLVED** that Charleston County Council does hereby proclaim February 17-23, 2019 to be

## ENGINEERS WEEK

in Charleston County and encourage citizens to applaud the efforts of our local engineers whose skills are central to our quality of life and competitive edge.

**CHARLESTON COUNTY COUNCIL**

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J. Elliott Summey, Chairman  
February 26, 2019

**3A.**

**SALES TAX  
UPDATE – ROADS**

CHARLESTON COUNTY COUNCIL

MEMORANDUM

TO: Members of Finance Committee

FROM: Kristen Salisbury, Clerk of Council

DATE: February 14, 2019

SUBJECT: Sales Tax Update – Roads

At the Finance Committee meeting of February 21, 2019, Transportation Development Director Steve Thigpen will give a presentation on the roads portion of the Transportation Sales Tax.

# Transportation Development *Project Briefing*

February 21, 2019

# FY 2020 Allocation Carry Over Projects

## Intersections

Calhoun Street – James Island Connector at Courtenay Drive Intersection  
River Road at Maybank Highway  
Center Street at Ben Sawyer Boulevard Signal  
Ashley Hall Plantation Road Right Turn Lane Extension  
SC 7 - SC 171 Intersection Improvements (Design)

## Drainage

Morrison Court Drainage Project

## Bike / Pedestrian

Azalea Drive Sidewalk (Easton Street to Cosgrove Avenue)  
Lighthouse Point Boulevard Sidewalk  
West Ashley Bikeway Crossing (SC 61)

## Local Paving

Trexler Avenue Improvements  
Victory Lane Paving

# Highway 41 Corridor Improvements

## Funding

\$129.3 million budgeted from the 2016 Transportation Sales Tax

## Status

- Due to the need for a federal wetland permit, the Project is going through the National Environmental Policy Act (NEPA) process
  - Narrowed down to 2 alternatives (1, 7a) and a No Build Option
  - Performing detailed reviews of impacts
  - Evaluating US 17 at Highway 41 intersection options
- Town of Mount Pleasant has formally opposed Alternative 7a
- Project will not include connection to Billy Swails Boulevard



# Interim Improvements

The Town of Mount Pleasant Council, stakeholders, and the public have stressed a need for immediate relief on Highway 41. The Project Team identified a short-term solution, including an additional southbound lane on Highway 41 from Bessemer Road to US 17.

## Cost Estimates

\$200,000 – Design & Permitting (Town)

\$3 Million – Construction, Utility Relocation, and Right of Way

## Approval

Yellow Sheet to County Council for February 21, 2019 meeting.  
Town Council second reading to provide funding is scheduled for  
March 12, 2019.

# Project information update

meetings

March 2019

Hold Public Information

Meeting

August 2019

Complete USACE permit, EA  
FONSI & Public Notification

August 2020

Procure Design Build

December 2020

Interim Improvements

Completion

December 2020

2022 - 2025

Estimated Construction

2019

2020

2021

2022

2023

2024

2025

November 2019

Submit Draft Environmental  
Assessment (EA)

July 2019

County identifies preferred  
alternative

2021 - 2022

Final Plans

An aerial photograph showing the intersection of Central Park Road and Riverland Drive. The image includes a parking lot with several cars, a building with a white roof, and various trees and vegetation. The text 'CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT' is overlaid in large white letters across the top half of the image.

# CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT

Project Manager: Devri DeToma, P.E.

# PURPOSE

To improve safety and traffic flow for all modes of transportation at the intersection of Central Park Road and Riverland Drive while minimizing impacts to grand trees.

The South Carolina Department of Transportation (SCDOT) deemed this intersection a high priority due to the 23 crashes and 1 fatality in a 3-year period.

# PROJECT ALTERNATIVES

The Transportation Development Department **studied 8 alternatives**. The project team **eliminated 5 alternatives** that either failed to improve traffic flow or impacted more than 10 grand trees.

Staff held a Public Meeting on October 24, 2018 to present the **3 reasonable alternatives** and to receive the public's feed back.



# ELIMINATED ALTERNATIVE EXAMPLE

Right of Way Impacts	1.12 Acres		
Grand Tree Impacts	9		
2040 Peak Hours	AM	School	PM
Level of Service	B	B	F





# ALTERNATIVE 1



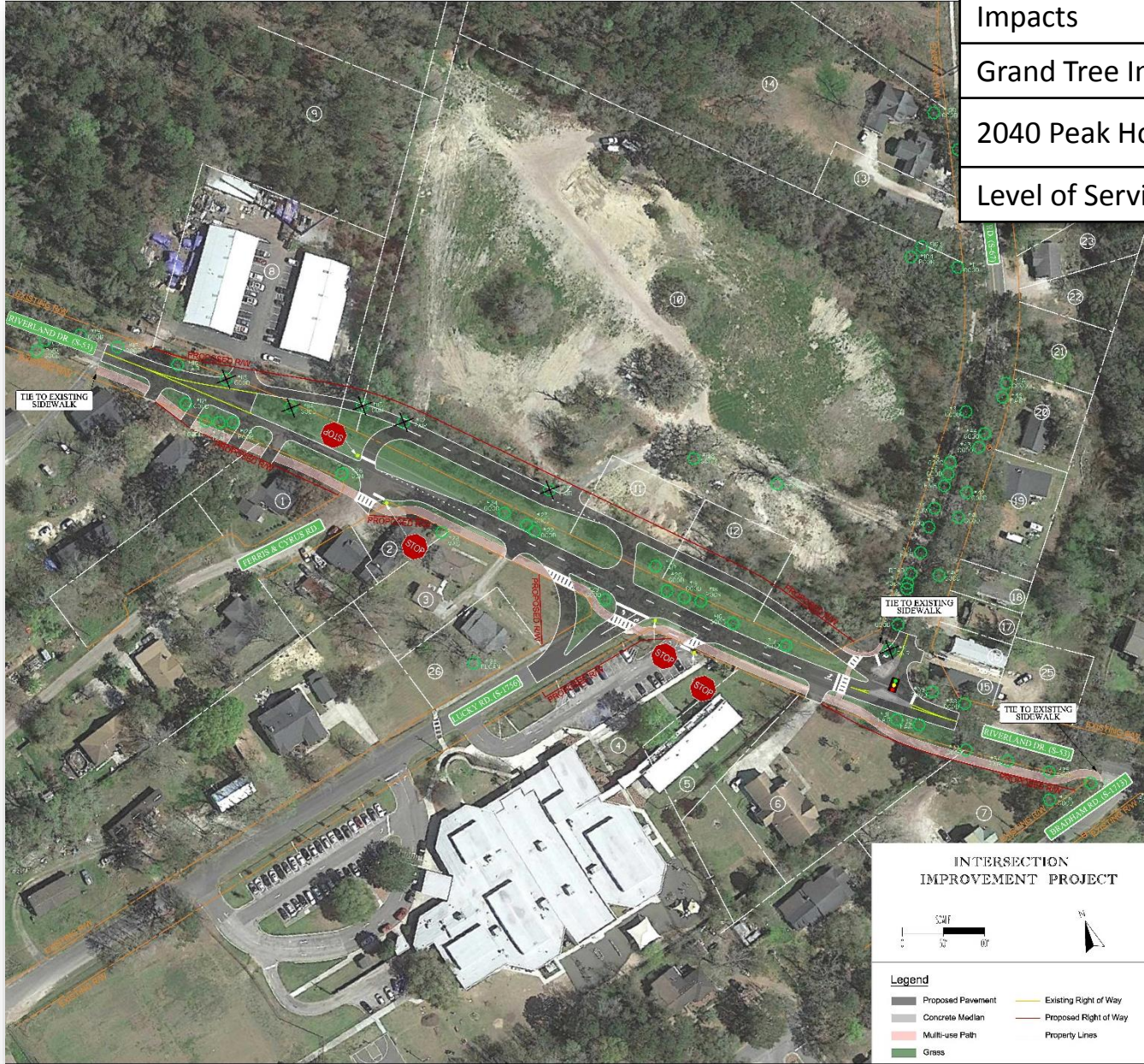
Right of Way Impacts	0.77 Acres		
Grand Tree Impacts*	10 (10)		
2040 Peak Hours	AM	School	PM
Level of Service	B	B	B

\*The first number represents the total number of grand trees impacted and the number in parenthesis indicates how many of those are Grand Oaks.



# ALTERNATIVE 2

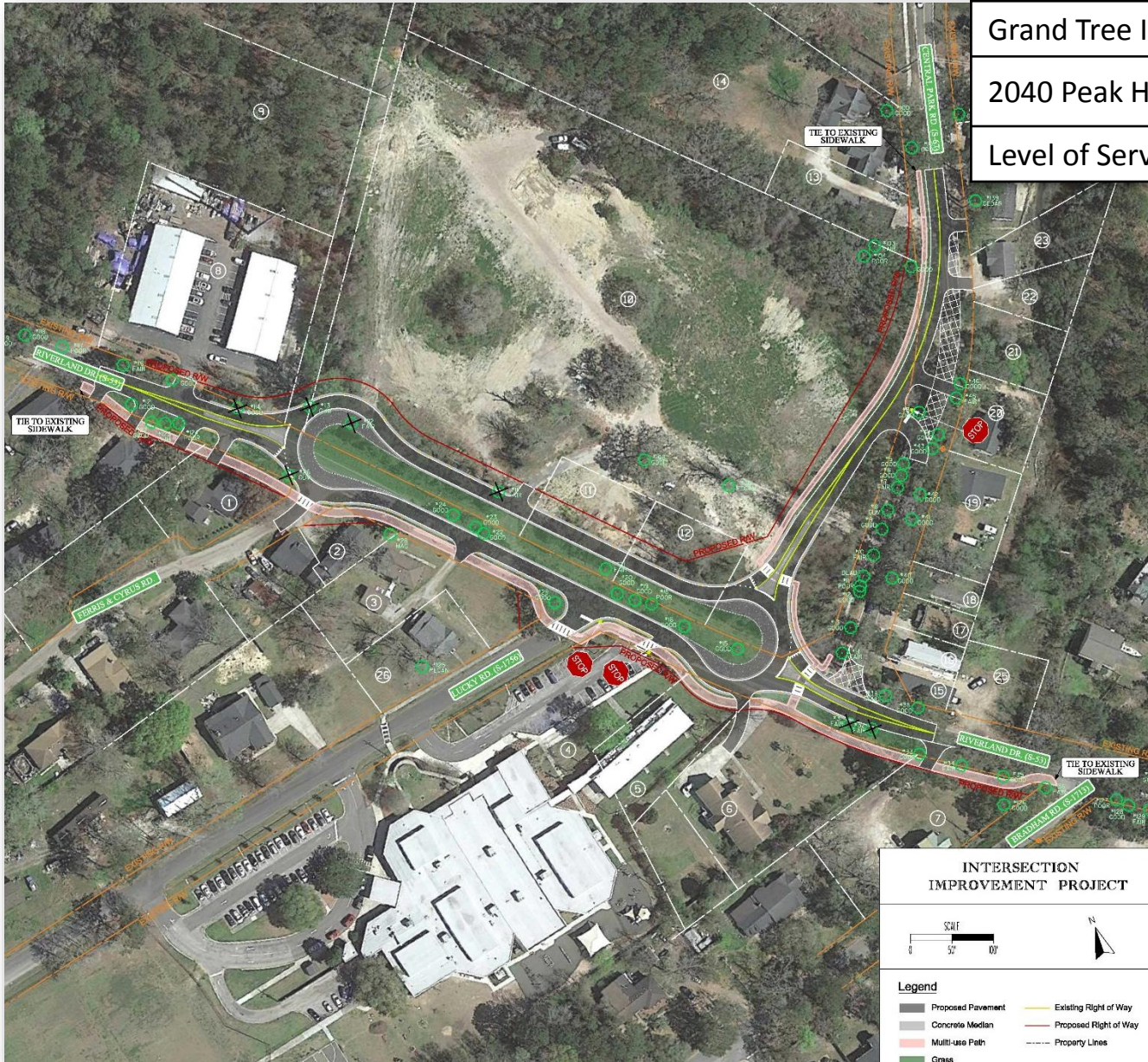
Right of Way Impacts	1.23 Acres		
Grand Tree Impacts*	6 (5)		
2040 Peak Hours	AM	School	PM
Level of Service	B	B	B





# ALTERNATIVE 3

Right of Way Impacts	2.16 Acres		
Grand Tree Impacts*	7 (3)		
2040 Peak Hours	AM	School	PM
Level of Service	C	B	B



This project received 307 comments during a 36-day period: 79 paper and 228 online.

## Alternative Preferences

Alternative	Number in Favor	Percentage in Favor
Alternative 1	44	14.33%
Alternative 2	10	3.26%
Alternative 3*	231	75.24%
Combination of Alternatives	2	0.65%
No Options	20	6.51%

\*Alternative 3 also received the most support from Stakeholders.

# PUBLIC COMMENT

Important Factors      Number in Favor      Percentage in Favor

Improved Safety	211	68.73%
Improved Traffic Flow	195	63.52%
Bike/Pedestrian Options	149	48.53%
Minimized Tree Impacts	110	35.83%
Anti-Traffic Light	44	19.30%
Minimized Property Impacts	32	10.42%

# COST ESTIMATE

Least Expensive

Alternative 1	Alternative 2	Alternative 3
\$4,105,000	\$4,278,000	\$4,630,000

Cost estimates include construction, right of way, inspection, and utilities. The difference in cost between Alternative 1 and 3 is \$525,000.

# RIGHT OF WAY IMPACTS

	Alternative 1	Alternative 2	Alternative 3
Number of Impacted Parcels	9	12	14*
Acquisition Area	0.77 Acres	1.23 Acres	2.16 Acres
Displacements	1	0	0

\*This alternative will make two parcels undevelopable.



# SAFEST ALTERNATIVE

Safest Design		
Alternative 1	Alternative 2	Alternative 3
Probability for all crash types reduced, except rear end collisions	Probability for all crash types reduced, angle collisions still possible	Overall number of crashes and crash severity reduced

Staff recommends Alternative 3 because it best meets the purpose of the project and has the most public support.

# Thank You



**3B.**

**TST SC 41**

**Corridor**

**Improvements/**

**Town of Mt.**

**Pleasant Funding**



**COMMITTEE AGENDA ITEM**

TO: JENNIFER J. MILLER, COUNTY ADMINISTRATOR

THROUGH: JIM ARMSTRONG, DEPUTY ADMINISTRATOR *JBA*

FROM: STEVE THIGPEN, DIRECTOR *ST* DEPT. TRANSPORTATION DEVELOPMENT

SUBJECT: TST SC 41 CORRIDOR IMPROVEMENTS

REQUEST: ACCEPT FUNDS FROM THE TOWN OF MOUNT PLEASANT AND AUTHORIZE DESIGN OF SC41 INTERIM IMPROVEMENTS

COMMITTEE OF COUNCIL: FINANCE DATE: FEBRUARY 21, 2019

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Signature of		Individual Contacted
	Yes	N/A	
Legal Department	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u><i>John Gardner</i></u>
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community Services	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item
				\$0.00

**NEED:** Identify any critical time constraint.

**BUDGET OFFICER SIGNATURE:** *Frank Hale*

Fiscal impact: Funding is available in the roads portion of the 2nd Transportation Sales Tax.

**ADMINISTRATOR'S SIGNATURE:** *JJ Miller*

**ORIGINATING OFFICE PLEASE NOTE:**

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

## **SITUATION**

The SC 41 Corridor Improvements project has been allocated \$129.3M of the projected revenue to be collected by the 2016 TST referendum. The project is a significant project that requires a federal action, and therefore is subject to National Environmental Policy Act (NEPA) procedures. The federal action is an Individual Wetland Permit that must be issued by the US Army Corps of Engineers (USACE), and USACE must act as the NEPA Lead Agency and approve the NEPA findings in order to issue the permit.

The project is currently in the middle of the NEPA phase, and construction is estimated to begin in 2022.

Traffic on SC 41 within the corridor is currently operating at a Level of Service F (the worst service rating) during peak traffic hours. Since the beginning of the NEPA process in September 2017, the public, Town of Mount Pleasant Councilmembers, and the Stakeholders Working Group for the project (which includes three County Councilmembers) have expressed the urgency of providing traffic relief as soon as possible. The project team responded by developing a concept for an interim improvement project along the southern segment of SC 41:

- The proposed project would construct an additional southbound lane on SC 41 from Bessemer Road to US 17, and provide minor changes to the traffic signal timing and lane assignments at the SC 41 / US 17 intersection.
- Traffic studies for the proposed project show that it will provide substantial traffic relief on that segment of SC 41.
- USACE has verified that construction of the proposed interim project does not jeopardize the NEPA process for the SC41 Corridor Improvements project, and construction of the interim project will not influence which alternative is selected.
- The wetland impact of the interim project is such that a Nationwide Wetland Permit can be obtained, which avoids the lengthy process of securing an Individual Wetland Permit
- The estimated cost to design and permit the project is \$200,000 and the estimated cost of construction, construction management, utility relocation, and right-of-way (if needed) is approximately \$3,000,000. The majority of the interim project construction could still be utilized as part of the Corridor project.

Transportation Development believes the most efficient and expedient way to complete the interim project is to amend the current SC 41 Corridor Improvements design contract to provide design and permitting for the interim improvements project. Once funding is identified and secured for construction of the project, we would follow with procurement of a construction contractor via a competitive IFB, and construction oversight services would be contracted via a work order to our Construction, Engineering and Inspection (CE&I) on-call consultant.

The Town of Mount Pleasant Council has passed first reading to provide the County with \$200,000 to use for the design effort. Second reading to finalize their authorization is planned at their March 12, 2019 meeting.

## **ACTION REQUESTED OF COUNCIL**

Approve Department Head recommendation.

## **DEPARTMENT HEAD RECOMMENDATION**

Allow the Transportation Development Department to accept funding of \$200,000 from the Town of Mount Pleasant for design and permitting of the interim improvement project, and authorize staff to negotiate and award a contract amendment to the current SC 41 Corridor Improvements design contract for those services once the funding transfer is approved by Mount Pleasant Town Council.

**3C.**

**Central Park Road/  
Riverland Drive  
Intersection  
Design**



**COMMITTEE AGENDA ITEM**

TO: JENNIFER J. MILLER, COUNTY ADMINISTRATOR

THROUGH: JIM ARMSTRONG, DEPUTY ADMINISTRATOR *JBA*

FROM: STEVE THIGPEN, DIRECTOR *ST* DEPT. TRANSPORTATION DEVELOPMENT

SUBJECT: CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS

REQUEST: APPROVAL OF DESIGN ALTERNATIVE 3 AND EXERCISE THE USE OF EMINENT DOMAIN

COMMITTEE OF COUNCIL: FINANCE DATE: 02/21/2019

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Signature of		Individual Contacted
	Yes	N/A	
Legal Department	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u><i>[Signature]</i></u>
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community Services	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item
	TTE038806			

**NEED:** Identify any critical time constraint.

**BUDGET OFFICER SIGNATURE:** *Mark Hill*

Fiscal impact: *Funding previously approved from the Roads portion of the 2nd Transportation Sales Tax.*

**ADMINISTRATOR'S SIGNATURE:** *[Signature]*

**ORIGINATING OFFICE PLEASE NOTE:**

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

## **SITUATION**

The 2016 Sales Tax Referendum listed James Island Intersection and Pedestrian Improvements under Projects of local significance that may be funded. One project that was presented at public meetings prior to the referendum vote included the Central Park Road and Riverland Drive Intersection Improvements. The purpose of the proposed project is to improve the safety and traffic flow at the intersection of Riverland Drive and Central Park Road for all modes of transportation while minimizing the impacts to grand trees.

The county contracted with AECOM per Council Directive 17-368 dated December 6, 2017 for engineering services for the project. AECOM evaluated several alternatives and identified the three attached alternatives that met the objectives.

The three alternatives were presented to the public meeting on October 24, 2018 and were posted on the department's website for Charleston County citizens that could not attend. Over 300 comments were received and 75% preferred Alternative 3. Several Stakeholders have submitted letters supporting Alternative 3 as well.

While Alternative 3 has the largest impacts to right of way, it is the safest option since vehicular conflict points are minimal. It also has the least amount of grand tree impacts. The cost difference of all alternatives is less than 10% ranging from \$3,760,000 to \$4,070,000.

In order to move this project forward, staff also requests that Council also approve the use of eminent domain. It is intended that the actual condemnation actions would be filed only in cases where it appears that a settlement is not imminent. The right of way acquisition process is the most unpredictable portion of a Transportation Sales Tax Project schedule. A negotiated purchase of right of way depends on the willingness of affected property owners to reach a mutually agreeable settlement. Therefore, the entire schedule can be negatively impacted when the attempted acquisition of one or more individual properties cannot be resolved through reasonable negotiations.

Staff remains extremely sensitive to the rights of the property owners affected by this project, and has directed that the right of way consultants continue to exercise all due care when negotiating with the owners. It is staff's intent to continue coordination with the property owners during the condemnation process in an effort to reach settlements out of court.

## **ACTION REQUESTED OF COUNCIL**

Approve Department Head recommendation

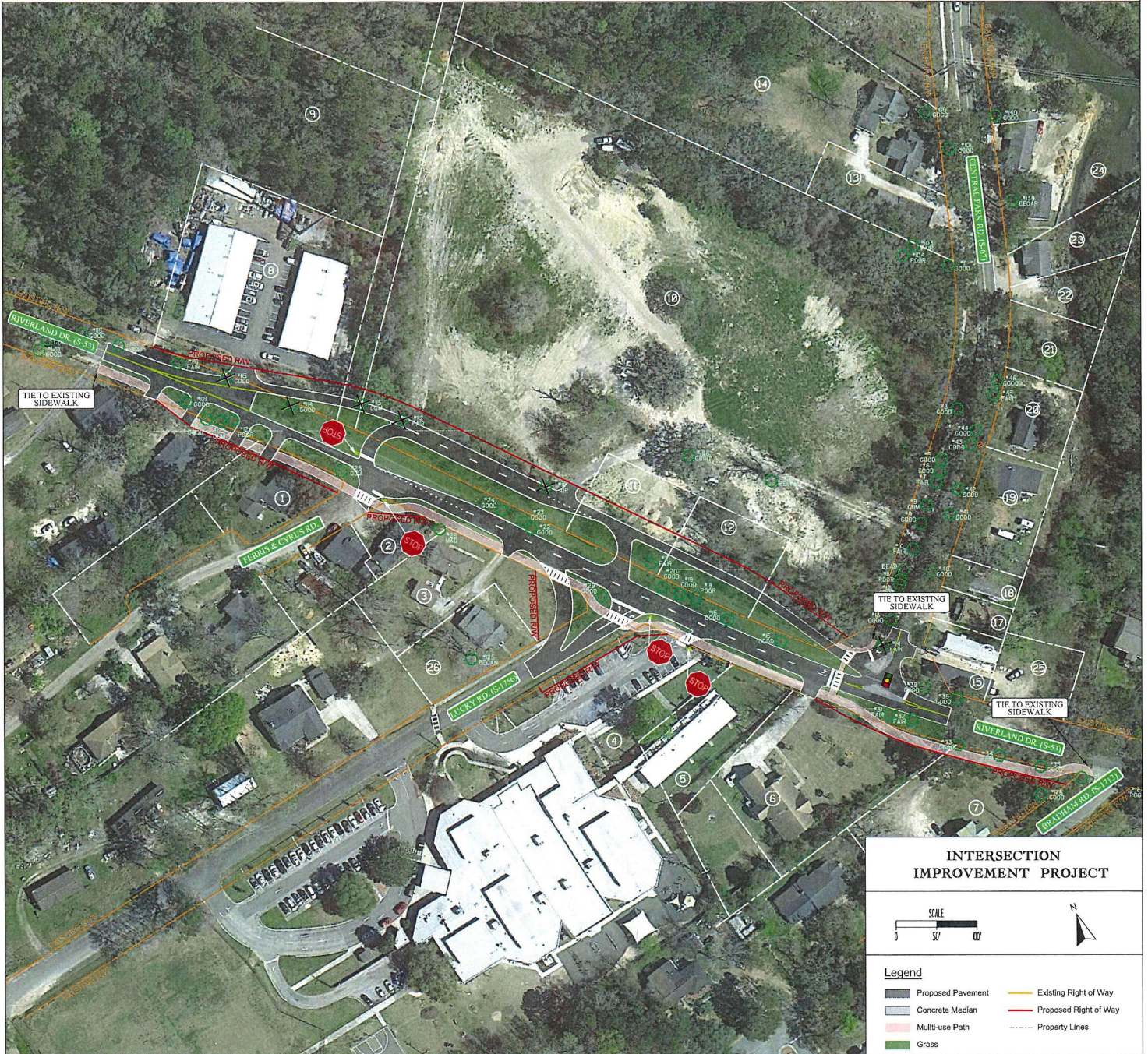
## **DEPARTMENT HEAD RECOMMENDATION**

The Department Head recommends that Council approve moving forward with the design of Alternative 3 and the attached resolution which authorizes the use of eminent domain Central Park Road and Riverland Drive Intersection Improvements.















Resolution # \_\_\_\_\_

Adopted: \_\_\_\_\_

**A RESOLUTION**

**AUTHORIZING THE EXERCISE OF EMINENT DOMAIN TO ACQUIRE TITLE TO OR INTERESTS  
IN REAL PROPERTY FOR THE PURPOSE OF CONSTRUCTING ROAD IMPROVEMENTS FOR  
THE  
CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT**

**SECTION I. FINDINGS**

**THE COUNTY COUNCIL OF CHARLESTON COUNTY, IN MEETING DULY ASSEMBLED,  
HEREBY FINDS AS FOLLOWS:**

**WHEREAS**, as a project being undertaken as part of its Transportation Sales Tax Program, Charleston County intends to construct certain improvements to the Central Park Road and Riverland Drive Intersection on James Island in Charleston County, SC (the "Project"); and

**WHEREAS**, the plans for the improvements will be shown on the technical drawings entitled "Construction Plans" (the "Plans"); and

**WHEREAS**, the Plans will depict, *inter alia*, the existing roadway, the proposed roadway and the privately-owned properties and portions of properties that the County seeks to acquire to complete the Project; and

**WHEREAS**, said Plans are subject to refinement and revision as additional design efforts and investigations are undertaken regarding the roadway alignment and the Project's components, including but not limited to sidewalks, utilities, drainage facilities and the traveling surface; and

**WHEREAS**, the acquisition of the privately-owned properties will be accomplished in accordance with the eminent domain laws of the State of South Carolina; and

**WHEREAS**, it is in the best interests of the citizens of Charleston County to acquire title to or an interest in the privately-owned properties in order to complete the Project; and

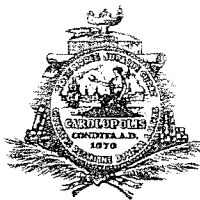
**WHEREAS**, public purposes, health, welfare, and safety, including, but not limited to, the facilitation of commerce and the convenience of the traveling public will be served by acquiring the properties and completing the Project; and

**WHEREAS**, the properties acquired will be for a public use, including but not limited to, the improvement of a publicly-owned thoroughfare in Charleston County.

## **SECTION II. ACTIONS AUTHORIZED**

As a result of the findings set forth above, and by virtue of the powers granted to the County under the constitution and statutes of the State of South Carolina, the Charleston County Council hereby authorizes and directs the following:

Charleston County Council hereby authorizes the exercise of eminent domain to acquire full title or a property interest in the privately-owned property that will be shown on the above-described Plans, as the same may be refined or revised from time to time, for the Project. Council expressly authorizes the acquisition of the parcels that will be identified on the above-described Plans, in whole or in part, as the needs of the Project so require.



# City of Charleston

JOHN J. TECKLENBURG

MAYOR

January 11, 2019

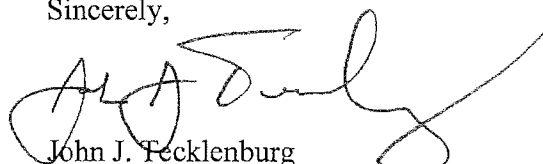
Mr. Steve Thigpen  
Director  
Charleston County Transportation Development  
4045 Bridge View Drive, Suite C-204  
North Charleston, SC 29405

Dear Mr. Thigpen:

My staff has presented me the three alternatives that are under consideration to improve safety and mobility for the intersection of Riverland Drive and Central Park Road. While all of the options appear to be feasible, the City has chosen to support Alternative 3. Alternative 3 has overwhelming support based on the summary of public responses provided to us by your staff. Alternative 3 also provides good traffic flow with comparable levels of service to the other alternatives, impacts the least amount of grand oaks (3), and ensures multimodal access with the addition of the shared use path. Traffic flow in the area should also improve with the future connection of the Mark Clark. This alternative will provide a tremendous improvement to safety and mobility for Murray Lasaine Elementary and will improve access and livability for the adjacent neighborhoods.

Please accept this letter as the City's support for Alternative 3 for the Central Park Road at Riverland Drive Intersection Improvement Project. The City is committed to working with Charleston County and the SCDOT to provide the citizens of James Island safe and efficient routes for all modes of transportation. The hard work you and your staff are doing to improve transportation and mobility for James Island will have a tremendous impact on the citizens of our City and County. I am available to discuss the City's support for this project with you further should you or anyone else with Charleston County have any questions.

Sincerely,



John J. Tecklenburg  
Mayor, City of Charleston

JJT:kb

Copy to:

Mr. Keith Benjamin, director, Department of Traffic and Transportation

P.O. Box 652, CHARLESTON, SOUTH CAROLINA 29402  
843-577-4727 TECKLENBURGJ@CHARLESTON-SC.GOV

RESOLUTION # 2018-13

**A RESOLUTION TO RECOMMEND ALTERNATIVE #3 FOR THE CENTRAL PARK AND RIVERLAND INTERSECIION IMPROVEMENT PROJECT**

WHEREAS, the Town of James Island participated in several Stakeholders meetings with Charleston County and their consultants to identify the best solution for this key intersection on James Island; and

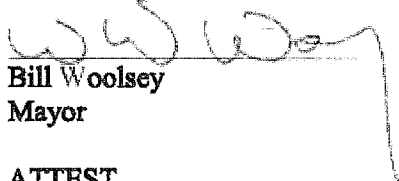
WHEREAS, on September 26, 2018, the Stakeholder group was presented with three alternatives and Alternative #3, the Dual Roundabout Matrix, seems to best achieve the goals of the community; and

WHEREAS, Alternative #3 serves to move the traffic along the Central Park and Riverland Drive Corridor while maintaining pedestrian safety and preserving the most grand trees thus protecting the character of this historic corridor; and


WHEREAS, the Town of James Island understands that the consensus of the Stakeholder group, Murray Lasaine Elementary School, and the public sentiment gathered at the October 24<sup>th</sup> Public Meeting are all in support of Alternative #3; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Town of James Island hereby supports Alternative #3, the Dual Roundabout Matrix Design, as the best solution for the Central Park and Riverland Intersection Improvement Project.
2. This Resolution becomes effective upon its adoption

  
Bill Woolsey  
Mayor

ATTEST

  
Frances Simmons  
Town Clerk

Adopted and approved this 20<sup>th</sup> of December, 2018

## Devri Detoma

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**Subject:** FW: Central Park/Rivers form  
**Expires:** Saturday, August 10, 2019 12:00 AM

**From:** Charleston County Government <noreply@charlestoncounty.org>  
**Sent:** Wednesday, November 21, 2018 7:25 AM  
**To:** George Nobles <GNobles@charlestoncounty.org>; emily.swearingen@aecom.com; natalie@joystcommunications.com; Devri Detoma <DDetoma@charlestoncounty.org>; Transportation Development <TransportationDevelopment@charlestoncounty.org>  
**Subject:** Central Park/Rivers form

Preference:  
3 All right turns, traffic continues to flow, makes the most sense

### Comments:

November 21, 2018 Dear Ms. Detoma, Thank you for the opportunity to comment on the three design alternatives presented for further analysis for the Central Park/Riverland Drive Intersection Improvements project. As the Principal of Murray-LaSaine Elementary School (MLES), it is a priority to have safe and connected multi-modal improvements through this project. The mission of MLES is to prepare each student to become a functioning, respectful member of a diverse society. We will provide a meaningful, stimulating, child-centered environment that emphasizes a positive atmosphere while promoting opportunities for optimum development. Through active involvement of students, staff, administration, family and the community, MLES will empower every child to become a lifelong learner while enhancing their desire to learn. MLES is located directly in the center of the project study scope. Our building was recently renovated, and we offer our lifelong learners both traditional and Montessori options from age 3 through grade 8. We have over 380 students currently enrolled and 60 staff members. We have an involved parent community and strong relationships with our many community partners. We are pleased to see that all three proposed alternatives include: filling sidewalk gaps along Central Park Road and Riverland Drive; installing a 10' multi-use path along Riverland Drive in front of MLES that would link to existing sidewalks; controlling the Central Park/Riverland intersection for calmer motorized traffic and reduced speeds. In October 2018, Murray-LaSaine sent out a survey to our parents and staff to determine how many families are currently biking or walking to school, and how many would like to if the route was safe. Out of approximately 200 families and staff, we received 103 responses. Here is what we learned: 72.8% live less than 5 miles from MLES (23.3% of those live less than 1 mile from MLES) and 20.4% have biked or walked to MLES (the majority of those do so daily). Of the respondents who have not biked or walked to MLES, most explained they do not because it is too dangerous. When asked: if the biking/walking route to and from MLES was safe and connected, would you bike/walk more often? 51.1% said yes and 24.4% said maybe. We also asked respondents about their experiences walking and biking to MLES. Repeated themes centered on: Speeding cars on Riverland Drive and near Lucky Road: no enforcement of current speed limits, including in school zones and where children are waiting for the bus and walking to school, and it is dangerous to cross; Car crashes have been witnessed at this location frequently; Motorists often nearly hit the crossing guard; Sidewalks are lacking. Where sidewalks exist, they are unsafe: they are too narrow, unlit, and cracked from cars running off the road. Suggestions included some kind of barrier or curb to protect pedestrians; It is silly and a shame to be contributing to traffic congestion by driving children to school when they live so close. Respondents also identified other bicycle and pedestrian connection needs in the area. They want to see Camp Road, Riverland Terrace, the James Island County Park, Riverland Crossing, Woodland Shores, Riverland Drive, Fleming Road, Maybank Highway, Yorktown Drive, and Hollings Road

connected to MLES with safe bicycle and pedestrian paths. Please ensure a safe, connected multi-use path with proper crossings is built in this intersection project. It is important for the safety and wellbeing of our students, staff, and neighbors. Thank you for this opportunity to provide feedback and to be involved with this project.  
Sincerely, Meredith Wallace Principal, MLES

Factors:  
safety  
traffic  
bike-ped

Name:  
Meredith Wallace

Email:  
[meredith\\_wallace@charleston.k12.sc.us](mailto:meredith_wallace@charleston.k12.sc.us)

Contact Preference:  
email

## Devri Detoma

---

**From:** Henderson, Timothy R <HendersoTR@scdot.org>  
**Sent:** Monday, January 14, 2019 10:25 AM  
**To:** Devri Detoma  
**Subject:** RE: Central Park and Riverland Intersection Improvements

**CAUTION:** This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

Devri,

I don't think the Department should pick a preferred alternative but would look at whichever is submitted to make sure it meets our design criteria and standards. We would require any landscape medians and nonstandard items be maintained by the City and/or County. Looks like Alternative #3 is getting the most votes and would certainly improve this entire corridor. If you need anything please don't hesitate to contact us.

Thanks

Tim

**From:** Devri Detoma [mailto:DDetoma@charlestoncounty.org]  
**Sent:** Thursday, December 20, 2018 2:47 PM  
**To:** JasonC@scccl.org; tecklenburgj@charleston-sc.gov; bwoolsey@jamesislandsc.us; wilderb@jipsd.org; akellahan@jamesislandsc.us; benjamink@charleston-sc.gov; Johnson, Joshua A.; DBennett@CCPRC.com; Mmoldenhauer@ccprc.com; seaboltc@jipsd.org; jburns@ridecarta.com; hoffmand@jipsd.org; James R. Wilson (JWilson@ccroadwise.com); Henderson, Timothy R; Katie Zimmerman; meredith\_wallace@charleston.k12.sc.us  
**Subject:** Central Park and Riverland Intersection Improvements  
**Importance:** Low

\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\*

Good afternoon all:

We are currently working on updating our website for the above referenced project to include the results of public comments for the above referenced project. We received over 300 comments and I have attached a draft matrix for your information.

We are going to take the results to Council and brief them on the project after the New Year. I would like to formally request a letter from each stakeholder indicating which Alternative or Alternatives they support and why. Please submit your letter no later than January 11<sup>th</sup> so I can include your letters in County Council packet. I have already received a letter from Charleston Moves and Murray-LaSaine Elementary. Here is the link identifying the Alternatives:

<https://roads.charlestoncounty.org/projects/james-island/central-river-meeting.php>

Thank you for your participation on the project and Happy Holidays-

Devri DeToma, P.E.  
Charleston County Transportation Development  
4045 Bridge View Drive



**CHAIRMAN**  
Teddie Pryor

**VICE CHAIRMAN**  
Charles Ackerman

**SECRETARY**  
Vacant

**TREASURER**  
John Tecklenburg

**EXECUTIVE DIRECTOR**  
Ronald E. Mitchum

PLANNING, PARTNERSHIP & PROSPERITY

January 7, 2019

Ms. Devri DeToma, P.E.  
Charleston County Transportation Development  
4045 Bridge View Drive  
N. Charleston, SC 29405

RE: Central Park Rd. and Riverland Dr. Intersection Improvements

Dear Ms. DeToma, P.E.,

As the managing agency for Charleston Area Regional Transportation Authority (CARTA) and BCD Regional Transportation Management Association, (dba TriCounty Link), we appreciate the opportunity to participate in the planning process to improve the intersection of Central Park Road and Riverland Drive. The collision and traffic flow data demonstrate the necessity of this project. This letter is to express support for the alternative that best addresses the objective of the intersection improvement for all modes of transportation.

As of January 6, 2019, CARTA no longer provides transit service on this corridor. Transit service is provided by TriCounty Link, operating 22-foot transit vehicles. It is requested that two existing bus stops at Riverland Dr. and Lucky Rd. southbound and Riverland Dr. and Central Park Rd. northbound be retained and accommodated in the final design. If CARTA were to provide service in the future, it is requested that the selected alternative accommodate the turning radius of a 40-foot vehicle.

Thank you for your time and consideration. Please feel free to contact me at 843.529.2128 or [jburns@ridecarta.com](mailto:jburns@ridecarta.com).

Sincerely,

Jeffrey Burns, AICP  
Senior Planner





January 11, 2019

Devri DeToma, P.E.  
Charleston County Transportation Development  
4045 Bridge View Drive  
North Charleston, SC 29405

**Re: Central Park Road and Riverland Drive Intersection Improvements**

Dear Ms. DeToma:

Per your request, this letter is submitted on behalf of Charleston County Park & Recreation Commission (CCPRC), regarding the proposed safety and capacity improvement designs being considered for the intersection of Central Park Rd. and Riverland Dr. While CCPRC is not directly impacted by the project, our agency headquarters building and James Island County Park (one of our most prominent regional parks) are both on Riverland Drive, and are likely to benefit indirectly from the proposed improvements.

As Charleston County Transportation Development (CCTD) leads the effort to re-design and assess benefits of design alternatives, we yield to your team as to which design best accomplishes the project's intent. We understand that the possible design scenarios present tradeoffs – including, but not limited to:

- 1) Impacts to private and public property for required right-of-way expansion;
- 2) Impacts to grand trees of various species and health;
- 3) Expanded safety and capacity for local residents and commuters traveling by motorized vehicles, parent and bus drop-off and pickup at Murray-Lasaine Elementary School; and,
- 4) Improved safety and capacity for non-motorized travel modes, like bicyclists and pedestrians.

CCPRC is pleased to see that all three of the design alternatives include a minimum 8-ft-wide multi-use path, which is consistent with both CCPRC's People 2 Parks Bike-Walk Plan and BCD COG's Riverland Drive Scenic Corridor Management Plan. Beyond addressing basic safety concerns for motorists, bicyclists, and pedestrians, including a path in the preferred alternative will support our employees and park patrons alike in their desire to bike and walk to our headquarters building and James Island County Park (...when future connections are made).

Consistent with our desire to be responsible stewards of the environment, taxpayer dollars, and private property rights, we encourage CCTD to select whichever alternative (or a combination thereof) best balances impacts to private property and grand trees – prioritizing Grand Gums as most desirable for removal and "Good Condition" Grand Oaks as least desirable for removal. We realize that the primary purpose of the design alternatives is to demonstrate their major circulation-related differences, and we encourage CCTD to further study opportunities to reduce right-of-way and tree impacts within each design alternative before selecting a preferred option.

Thank you for the opportunity to comment. Please don't hesitate to contact me or my staff if we can further assist your team in this project.

Sincerely,

David Bennett  
Executive Director,  
Charleston County Park & Recreation Commission



November 23, 2018

Devri Detoma  
Project Engineer  
Transportation Development  
Charleston County  
[ddetoma@charlestoncounty.org](mailto:ddetoma@charlestoncounty.org)

**RE: Central Park/Riverland Drive Intersection Improvements project**

Dear Ms. Detoma,

Thank you for the opportunity to comment on the three alternative designs for the Central Park/Riverland Drive Intersection Improvements project.

Charleston Moves represents over 3,000 activists and advocates for mobility by bicycle, foot and public transit for the improved health and well-being of greater Charleston. Mobility choice is important for successful people, neighborhoods, business districts, and overall economic competitiveness. We advocate to make Charleston healthier, happier and more equitable by transforming our streets and pathways into safe corridors for multiple modes of movement. Charleston Moves' core message is that everyone — including the driving public — benefits when people walk, ride bikes or take transit.

We are pleased to see all three alternatives include gap-filling of sidewalks along Central Park and Riverland, controlling the major intersection for calmer motorized traffic and reduced speeds, and most importantly, installation of a 10' multi-use path along Riverland in front of Murray-LaSaine Elementary School (MLES) that would link to existing sidewalks. Shared (or multi-use) paths for both Riverland and Central Park have been included in the Walk Bike BCD plan. A multi-use path along Riverland is absolutely vital for the success of this project to address two serious issues: safety and traffic congestion.

Currently, many families are riding bikes or walking to MLES in a dangerous situation as motorists speed and threaten the life of the school's crossing guard. Several parents have witnessed car collisions and cars speeding onto sidewalks (supported by the project presentation data, which includes 23 crashes during 3 year period). A multi-use path, improved sidewalks, and properly safe crossings must be included for the safety of all, including motorists, in this

project. As the project presentation asserts, much of the traffic congestion is from “excessive” school traffic delays. Several MLES parents have pointed out the absurdity of driving their children to school (less than 5 miles in many cases), and contributing to traffic congestion.

Additionally, because this road is a scenic highway and has water/sewer infrastructure in the right-of-way, the road cannot (and should not, based on induced demand) be expanded much further. Therefore, in order to properly address traffic congestion, the mode share must be split, requiring safe and connected bike/ped infrastructure to encourage more users on bike and foot.

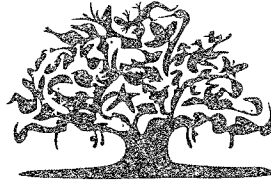
Because the project purpose “is to improve the safety and traffic flow at the intersection of Riverland Drive and Central Park Road for all modes of transportation while minimizing impacts to ‘grand’ trees,” we are leaning towards a preference for Alternative 3. Alternative 3 would impact 7 grand trees (3 oaks). The multi-use path also extends further in Alternative 3, with more connections for people on bikes and foot. However, Alternative 1 includes a traffic light which is likely safer for people crossing on bikes and foot. With Alternative 3 and its single-lane roundabouts, consideration for pedestrian crossing beacons, such as HAWK signals, must be studied in-depth and ensure safe crossings for people on foot.

Please ensure whatever alternative moves forward continues to include a wide and connected multi-use path, safe and marked, lighted/signaled crossings for people on bike and foot, and the most up-to-date research on safe and successful signals for people on bike and foot.

Thank you.

Sincerely,

Katie Zimmerman  
Executive Director  
Charleston Moves



COASTAL  
CONSERVATION  
LEAGUE

January 23, 2019

Ms. Devri Detoma, P.E.  
Project Manager  
Charleston County Transportation Development  
4045 Bridge View Drive  
North Charleston, SC 29405

**Proposed Central Park Road and Riverland Drive Improvements**

Dear Ms. Detoma,

Thank you for providing the opportunity for interested parties to submit comments regarding the proposed improvements to Central Park Road and Riverland Drive on James Island. The Coastal Conservation League has reviewed the three proposed alternatives and believes that Alternative 3 will have the least overall impacts to the scenic corridor while providing the safest bicycle and pedestrian improvements for the area.

Central Park Road has increasingly become a primary corridor for commuters accessing parts of James and Johns Island and congestion and safety concerns have grown in recent years. This intersection has several significant grand live oak trees making any improvements to the corridor a major challenge.

The Conservation League believes that any improvements to the area must have a primary focus on providing bicycle and pedestrian accommodations due to the fact that there is an elementary school and numerous homes adjacent this intersection.

Alternative 3 manages to preserve the highest quality grand trees, has minimal impact to right-of-way, provides a reasonable level of services, and provides bicycle and pedestrian infrastructure.

Sincerely,

Jason Crowley  
Director of Communities & Transportation  
South Carolina Coastal Conservation League

*"Nature and Community in Balance"*

P.O. Box 1765 • Charleston, S.C. 29402-1765 • Telephone (843) 723-8035 • Fax (843) 723-8308  
[www.CoastalConservationLeague.org](http://www.CoastalConservationLeague.org)

4.

**PALMETTO  
GOODWILL  
INDUSTRIES**

CHARLESTON COUNTY COUNCIL

MEMORANDUM

TO: Members of Finance Committee  
FROM: Kristen Salisbury, Clerk of Council  
DATE: February 14, 2019  
SUBJECT: Palmetto Goodwill

This item is added to the agenda at the request of Councilmember Honeycutt. At the Finance Committee of February 21, 2019, Mr. Reginald Hughes from Palmetto Goodwill will make a presentation.

**5.**

**ADDITIONAL  
HOURS FOR  
PROBATE JUDGE**



**COMMITTEE AGENDA ITEM**

**TO:** JENNIFER J. MILLER, COUNTY ADMINISTRATOR  
**FROM:** IRV CONDON **DEPT.** PROBATE COURTS  
**SUBJECT:** ADDITIONAL PROBATE JUDGE HOURS  
**REQUEST:** INCREASE ASSOCIATE PROBATE JUDGE FTE FROM 0.70 TO 1.00  
**COMMITTEE OF COUNCIL:** FINANCE **DATE:** February 21, 2019

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Yes	N/A	Signature of Individual Contacted
Legal Dept.	<input type="checkbox"/>	<input type="checkbox"/>	_____
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community Services	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item

**NEED:** Identify any critical time constraint.

**BUDGET OFFICER SIGNATURE:** *Laak Hill*

**Fiscal impact:** Funds are NOT available in the FY19 Probate Courts budget for the additional Probate Judge's hours. If the additional hours are approved, the \$23,000 in additional costs in FY19 would need to be transferred from the Administrator's budget and the \$70,000 in additional costs in FY20 would need to be absorbed within the FY20 budget.

**ADMINISTRATOR'S SIGNATURE:** *Jennifer J. Miller*

**ORIGINATING OFFICE PLEASE NOTE:**



## **SITUATION**

Judge Condon is requesting that one of the associate judge's time be increased from 0.70 FTE to 1.00 FTE during FY19 in order to cover the ever increasing workload as the population ages and Charleston grows and to cover the Veterans Court. G/C cases, Commitment, and Estate cases are increasing at about 10% percent per year. The Veterans Court has received approval from Chief Justice Beatty and is ready to start February 2019.

The Estate Division presently has over 3,600 open estate files and court personnel are opening and closing more than 200 cases each month. More than 1200 hearings were docketed in the Estate Division of the Probate Court, and the Court has seen an increase in the number of litigated cases, lengthier court trials, and administrative rule to show cause hearings. Estate case openings has increased each year from 1,884 in 2012 to 2,224 in 2018.

The Commitment Division had an increase of more than 15% percent with 1,670 new cases for the 2018 calendar year. In addition, Involuntary Outpatient Treatment Orders are usually for non-compliance for both mental health and alcohol and drug treatment cases has resulted in an increased amount of Rule to Show Cause examinations and hearings being scheduled by staff and heard by judges. The opiate epidemic is an additional factor for consideration of the increase in involuntary commitments.

The Guardian and Conservator Division of the Court has had an increase in routine court filings, court hearings, as well as emergency filings and emergency hearings.

Veterans Treatment Court will start in the coming weeks and has been in the planning process for about a year. Veterans Treatment Court will require an additional afternoon of judge's time for the staffing session and the court session.

## **ACTION REQUESTED OF COUNCIL**

Approve the Probate Judge's recommendation for an increase in FTEs.

## **ELECTED OFFICIAL'S RECOMMENDATION**

Approve the increase of the Special Associate Probate Judge from 0.70 FTE to 1.00 FTE.

## **ADMINISTRATOR'S RECOMMENDATION**

Consider the Elected Official's recommendation.

**6.**

**NASA  
PARTNERSHIP**

CHARLESTON COUNTY COUNCIL

MEMORANDUM

TO: Members of Finance Committee

FROM: Kristen Salisbury, Clerk of Council

DATE: February 14, 2019

SUBJECT: NASA Partnership Update

At the Finance Committee of February 21, 2019, Kevin Limehouse will make a presentation regarding the success of the NASA visit and continuing partnerships moving forward.

**COMMITTEE AGENDA ITEM**

TO: JENNIFER J. MILLER, COUNTY ADMINISTRATOR  
 DEPUTY ADMINISTRATOR  
 TRANSPORTATION/  
 PUBLIC WORKS

FROM: JAMES D. ARMSTRONG *SJA* DEPT. \_\_\_\_\_

SUBJECT: SC NASA EPSCOR GRANT

REQUEST: REQUEST TO APPROVE

COMMITTEE OF COUNCIL: FINANCE DATE: February 21, 2019

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Signature of		Individual Contacted
	Yes	N/A	
Legal Dept.	<input type="checkbox"/>	<input type="checkbox"/>	_____
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community Services	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>Neil Marion</u>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item

**NEED:** Identify any critical time constraint.

**BUDGET OFFICER SIGNATURE:** Rand Hill

Fiscal impact: In kind match will be provided through staff costs.

**ADMINISTRATOR'S SIGNATURE:** J. Miller

**ORIGINATING OFFICE PLEASE NOTE:**

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

## **SITUATION**

Charleston County is seeking grant funding in the amount of \$20,000 from the National Aeronautics and Space Administration (NASA) through the College of Charleston's SC NASA Established Program to Stimulate Competitive Research (EPSCoR) Research Infrastructure Development (RID) Grant Program. The RID program provides support for projects to fulfill NASA's mission requirements in support of NASA's Vision to reach for new heights and reveal the unknown. SC NASA EPSCoR provides seed grant support for competitively selected projects of benefit to both NASA and the South Carolina jurisdiction. Proposals selected for funding include strong research components, and successfully demonstrate:

- 1) strong NASA ties
- 2) the significance of the project to SC's vision for competitiveness in science, technology, engineering and mathematics (STEM)
- 3) make evident their potential for growth and sustainability.

If awarded, grant funding would be utilized for two projects that meet the grant's criteria.

The first project will enhance educational and outreach events hosted by the Charleston County Contracts and Procurement Office of Business Opportunities during Small Business Week through the "One Small Step to One Giant Opportunity" program. The goal of this program is to familiarize small businesses in the South Carolina jurisdiction with NASA's Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR) programs.

The second project will provide funding for members of the NASA Partnerships Team to travel to Kennedy Space Center to present information to NASA program managers about Charleston County's Launch with NASA Small Business Forum and STEM Expo. Charleston County's successful program will be the model on which future small business forums and expos are conducted by NASA Marshall Space Flight Center in Huntsville, Alabama. The team will also work with NASA staff to become more familiar with additional resources and opportunities to enrich Charleston County's partnership with NASA through technology transfers and innovative solutions that could have applications in a variety of Charleston County Government's departments.

An in-kind match is required for this funding and can be accomplished through staff costs. There are no FTE's or vehicles associated with the above referenced grant program.

## **ACTION REQUESTED OF COUNCIL**

Authorize acceptance of grant funding from the College of Charleston's SC NASA EPSCoR Research Infrastructure Development Grant Program.

## **DEPARTMENT HEAD'S RECOMMENDATION**

Authorize staff to apply for and, if awarded, accept grant funding in an amount not to exceed \$20,000 from the College of Charleston's SC NASA EPSCoR Research Infrastructure Development Grant Program with the understanding that an in-kind match is required for this funding and can be accomplished through staff costs. The grant period expires May 6, 2019.



**7.**

**1357 REMOUNT  
ROAD**



**COMMITTEE AGENDA ITEM**

TO: JENNIFER J. MILLER, COUNTY ADMINISTRATOR

THROUGH: WALT SMALLS, CHIEF DEPUTY ADMINISTRATOR *W.L.S. 2-15-19*

FROM: TIM PRZYBYLOWSKI DEPT. FACILITIES

SUBJECT: 1357 REMOUNT ROAD

REQUEST: AUTHORIZATION TO TRANSFER PROPERTY TO DISABILITIES BOARD

COMMITTEE OF COUNCIL: FINANCE DATE: 2/21/2019

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Signature of		Individual Contacted
	Yes	N/A	
Legal Department	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u><i>[Signature]</i></u>
Procurement/Contracts	<input type="checkbox"/>	<input type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community Services	<input type="checkbox"/>	<input type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item
				\$0.00

**NEED:** Identify any critical time constraint.

BUDGET OFFICER SIGNATURE: *Leah Gile*

Fiscal impact: No additional impact

ADMINISTRATOR'S SIGNATURE: *J. J. Miller*

**ORIGINATING OFFICE PLEASE NOTE:**

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

## **SITUATION**

The County entered a Lease Agreement (“Lease”) with the Disabilities Board (“Board”), dated June 1, 1997, and expiring May 31, 2032, for County property located at 995 Morrison Drive. Pursuant to the Lease, the Board currently occupies 34,230 square feet and 145 parking spaces. In accordance with Article 23 of the Lease Agreement, the County can, if deemed necessary, relocate the Board upon 180-days’ notice. On August 2, 2018, the County sent a letter of intent notifying the Board of its plan to purchase the property at 1357 Remount Road for the expressed purpose of relocating the Board to the Remount Road property. The Board indicated a portion of the Remount Road property is suitable for its use. The County completed closing on 1357 Remount Road on January 10, 2019.

In exchange for terminating the Lease, the County would prepare a Horizontal Property Regime (“HPR”) plan effectively subdividing the parent parcel (*see attached*), and the County would convey up to approximately 40,000 square feet of existing building space to the Disabilities Board at no cost. The Board has agreed to fully fund the design, permitting, and construction of all improvements needed to occupy its portion of the HPR and will be responsible for all operating, maintenance, custodial, insurance, and associated future capital needs. The Board must occupy its portion of the HPR and vacate 995 Morrison Drive no later than July 31, 2020.

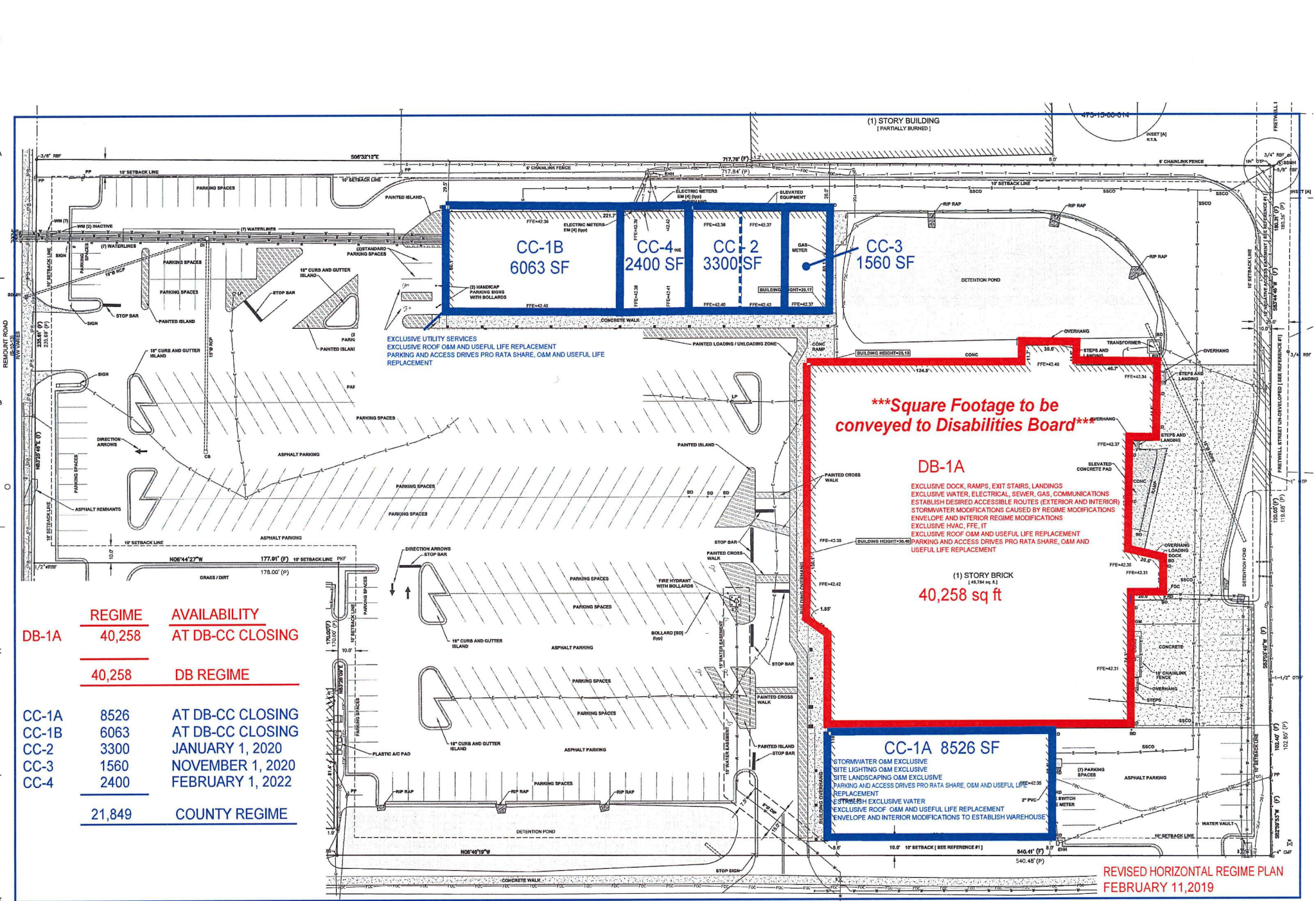
## **ACTION REQUESTED OF COUNCIL**

Approve the Department Head Recommendation.

## **DEPARTMENT HEAD RECOMMENDATION**

- (1) Authorize the Chairman of Council to execute the Agreement to Terminate Lease in Exchange for Condominium Ownership of 1357 Remount Road;
- (2) Authorize Staff to convert 1357 Remount Road to a Horizontal Property Regime; and
- (3) Authorize the transfer of up to 40,000 square feet of the Horizontal Property Regime to the Disabilities Board.





	<u>REGIME</u>	<u>AVAILABILITY</u>
DB-1A	40,258	AT DB-CC CLOSING
	40,258	DB REGIME
CC-1A	8526	AT DB-CC CLOSING
CC-1B	6063	AT DB-CC CLOSING
CC-2	3300	JANUARY 1, 2020
CC-3	1560	NOVEMBER 1, 2020
CC-4	2400	FEBRUARY 1, 2022
	21,849	COUNTY REGIME

**\*\*\*Square Footage to be conveyed to Disabilities Board\*\*\***

**DB-1A**  
 EXCLUSIVE DOCK, RAMPS, EXIT STAIRS, LANDINGS  
 EXCLUSIVE WATER, ELECTRICAL, SEWER, GAS, COMMUNICATIONS  
 ESTABLISH DESIRED ACCESSIBLE ROUTES (EXTERIOR AND INTERIOR)  
 STORMWATER MODIFICATIONS CAUSED BY REGIME MODIFICATIONS  
 ENVELOPE AND INTERIOR REGIME MODIFICATIONS  
 EXCLUSIVE HVAC, FFE, IT  
 EXCLUSIVE ROOF O&M AND USEFUL LIFE REPLACEMENT  
 PARKING AND ACCESS DRIVES PRO RATA SHARE, O&M AND  
 USEFUL LIFE REPLACEMENT

(1) STORY BRICK  
 40,258 sq ft

**CC-1A 8526 SF**  
 STORMWATER O&M EXCLUSIVE  
 SITE LIGHTING O&M EXCLUSIVE  
 SITE LANDSCAPING O&M EXCLUSIVE  
 PARKING AND ACCESS DRIVES PRO RATA SHARE, O&M AND USEFUL LIFE  
 REPLACEMENT  
 EXCLUSIVE EXCLUSIVE WATER  
 EXCLUSIVE ROOF O&M AND USEFUL LIFE REPLACEMENT  
 ENVELOPE AND INTERIOR MODIFICATIONS TO ESTABLISH WAREHOUSE

REVISED HORIZONTAL REGIME PLAN  
 FEBRUARY 11, 2019

**8.**

**ENVIRONMENTALLY  
ACCEPTABLE  
PACKAGING &  
PRODUCTS**

Ordinance No. \_\_\_\_

Adopted \_\_\_\_\_

**AN ORDINANCE REGULATING THE USE OF SINGLE USE PLASTIC CARRYOUT BAGS AND POLYSTYRENE/PLASTIC FOAM PRODUCTS AND PROMOTING THE USE OF REUSABLE CARRYOUT BAGS AND RECYCLABLE PAPER CARRYOUT BAGS AND OTHER MATTERS RELATING THERETO**

WHEREAS, single use plastic carryout bags distributed by food or grocery establishments, food providers, retailers, stores, shops, sellers, vendors, and other merchants to customers and used for carrying, transporting, or storing purchased goods or products has a detrimental effect on the environment of Charleston County and the State of South Carolina; and

WHEREAS, single use plastic carryout bags that are put into in the curbside recycling bins used throughout the County for recycling purposes hinder the recycling process by impeding the sorting and packaging processes and damaging the machinery; and

WHEREAS, single use plastic carryout bags that are not put into the curbside recyclable bins and instead thrown away or discarded by other means, contribute to overburdened landfills, threaten wildlife and marine life, degrade and litter the beaches and other natural landscapes of Charleston County and South Carolina's coast; and

WHEREAS, regulating the use of polystyrene/plastic foam products and encouraging the use of locally recyclable or compostable material will further protect the beaches and other natural landscapes of Charleston County; and

WHEREAS, other municipalities within the incorporated areas of the County have adopted ordinances banning the use of single use plastic carryout bags by food or grocery establishments, food providers, retailers, stores, shops, sellers, vendors, and other merchants in packaging goods and products after purchase, and regulating the use of polystyrene/plastic foam products; and

WHEREAS, Charleston County Council wishes to create a uniform standard regarding the ban of the use of single use plastic carryout bags and polystyrene/plastic foam products throughout the County, and finds that it is in the best interest of the citizens and residents of the County, environment, and marine life to reduce the use of single use plastic carryout bags and polystyrene/plastic foam products by business establishments and to encourage the use of reusable carryout bags and recyclable paper carryout bags.

NOW, THEREFORE, be it ordained by the County Council of Charleston County, South Carolina, in meeting duly assembled, County Council adopts the above-stated

recitals as findings of fact and enacts the following Ordinance:

## SECTION ONE: PURPOSE AND INTENT

This purpose and intent of this Ordinance is to ban the use of single use plastic carryout bags for distribution and use by food or grocery establishments, food providers, retailers, stores, shops, sellers, vendors, and other merchants for their customers to carry, transport, or store purchased goods or products, and ban the distribution of polystyrene/plastic foam products. Business establishments are encouraged to make reusable carryout bags available for sale, recyclable paper carryout bags available for such distribution and use, and use locally recyclable and compostable material.

## SECTION TWO: DEFINITIONS AND INTERPRETATIONS

The following words, terms and phrases, when used in this Ordinance, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

“Business establishment” Any food or grocery establishment, food provider, retail, or commercial enterprise that provides single use plastic carryout bags to its customers through its employees, agents, or independent contractors associated with that business. The term includes, but is not limited to, retailers, stores, shops, sellers, vendors, warehouses, merchants or any other entity that sells goods and products that use and distribute single use plastic carryout bags to their customers to carry, transport, or store purchased goods or products purchased from the business establishment.

“Charleston County facility” Any building, structure, or vehicle owned and operated by Charleston County, its agents, agencies, and departments.

“Compostable” All material in the product or package, when composted in an industrial or municipal compost operation, will break down, or otherwise become part of, usable compost in a safe timely manner.

“Customer” A client, purchaser, buyer, patron, shopper, and consumer who purchases goods, products, or merchandise from a business establishment.

“Disposable food service ware” Any product, including but not limited to, containers, clamshells, bowls, plates, trays, cartons, cups, straws, stirrers, napkins, and other items designed for one time use with prepared food, take out food, and left overs.

“Food or grocery establishment” Any sales outlet, shop, vehicle, or other place of business that sells or conveys food or beverages, in which the food or beverage is predominately contained, held, or wrapped in packaging.

“Food provider” Any vendor, business, organization, entity, group, individual, or food or grocery establishment that offers food or beverage to the public.



“Polystyrene/plastic foam” A blown expanded and extruded polystyrene, often called Styrofoam, or other plastic foam processed by multiple techniques into consumer products. The products generally include, but are not limited to, cups, bowls, plates, trays, clamshell containers, meat trays, egg cartons, coolers, ice chests, shipping boxes, packing peanuts, and beach or pool toys.

“Reusable carryout bag” A carryout bag specifically designed and manufactured for multiple reuse that meets the following criteria:

- A. Displays in a highly visible manner on the bag exterior, language describing the bag’s ability to be reused and recycled;
- B. Has a handle, except that handles are not required for carryout bags constructed out of recyclable paper with a height of less than fourteen (14) inches and width of less than eight (8) inches; and
- C. Is constructed out of any of the following materials:
  - (1) Cloth, canvas, or other washable fabric, or other durable materials whether woven or non-woven;
  - (2) Recyclable plastic with a minimum thickness of 4 mils; or
  - (3) Recyclable paper.

“Single use plastic carryout bag” A plastic bag, made predominantly from light weight plastic derived from petroleum or other biologically based sources, provided by a business establishment to a customer at the point of sale for the purpose of carrying, transporting, and storing the purchased goods or products.

### SECTION THREE: REGULATIONS

- A. No person may provide single use plastic carryout bags at any County facility, County-sponsored event, or any event held on County property.
- B. No business establishment in the unincorporated areas of Charleston County may provide single use plastic carryout bags to its customers.
- C. Business establishments within the unincorporated areas of Charleston County are strongly encouraged to provide prominently displayed signage advising customers of the benefit of reducing, reusing and recycling and promoting the use of reusable carryout bags by customers.
- D. No person may provide polystyrene/plastic foam products at any County facility, County-sponsored event, or any event held on County property.

- E. No food or grocery establishment or food provider within the unincorporated areas of Charleston County may provide disposable food service ware containing polystyrene/plastic foam to its customers.
- F. All Charleston County facilities shall use recyclable or compostable products for disposable food service ware.
- G. No business establishment within the unincorporated areas of Charleston County may sell, rent, or provide any polystyrene/plastic foam product to its customers, except as exempted in this Ordinance.

#### SECTION FOUR: EXEMPTIONS

This Ordinance shall not apply to the following:

- A. Laundry dry cleaning bags, door-hanger bags, ice bags, newspaper bags, or packages of multiple bags intended for use as garbage, pet waste, or yard waste;
- B. Bags provided by physicians, dentists, pharmacists or veterinarians to contain prescription drugs or other medical necessities;
- C. Bags used by a customer inside a business establishment to:
  - (1) Contain bulk items, such as produce, nuts, grains, candy, or small hardware items;
  - (2) Contain or wrap frozen foods, meat, or fish, whether or not prepackaged;
  - (3) Contain or wrap flowers, potted plants or other items to prevent moisture damage to other purchases; or
  - (4) Contain unwrapped prepared foods or bakery goods;
- D. Bags used by a non-profit organization or other hunger relief charity to distribute food, grocery products, clothing, or other household items; and
- E. Bags of any type that the customer brings to the store for their own use for carrying away from the store goods that are not placed in a bag provided by the store.
- F. Products made from polystyrene/plastic foam, which are wholly encapsulated or encased by a more durable material, including but not limited to surfboards, boats, and life preservers.
- G. Any product purchased, prepared, or packaged outside the unincorporated areas of Charleston County and sold in or delivered in those areas.

- H. Emergency, Hospital, and Medical Supply and Services Procurement: In an emergency situation and for immediate preservation of the public peace, health or safety, County facilities, food vendors, County franchises, contractors and vendors doing business with the County shall be exempt from the provisions of this Ordinance.

#### SECTION FIVE: REQUESTS FOR EXEMPTIONS

- A. A food or grocery establishment or food provider may request an exemption from the requirements of this Ordinance, for a period up to one year, upon written request to the Charleston County Planning Commission showing that this Ordinance would create an undue hardship or practical difficulty not generally applicable to other persons in similar circumstances.
- B. A business establishment may request an exemption to sell or provide polystyrene/plastic foam products, upon written request to the Planning Commission showing a public health and safety requirement or medical necessity for the product.
- C. All requests for exemption shall be submitted to the Planning Commission in writing only and include all information necessary for the Planning Commission to make a decision, including, but not limited to, documentation showing factual support for the requested exemption. No public or in-person presentation for or against the request shall be permitted.
- D. The Planning Commission may approve the request for exemption in whole or in part, with or without conditions. The Planning Commission shall issue its decision, in writing, within forty-five (45) days of receipt of the request. The decision of the Planning Commission shall be final. The Planning Commission shall provide a semi-annual record of the requests and its decisions to the Environmental Management Committee of County Council.

#### SECTION SIX: ENFORCEMENT AND PENALTIES

- A. The Charleston County Sheriff's Office has the primary responsibility for enforcement of this Ordinance. Secondary responsibility shall belong to any enforcement officer or official of the County.
- B. Any business establishment that violates or fails to comply with any of the provisions of this Ordinance after written warning notice has been issued for that violation shall be deemed guilty of a misdemeanor. The penalty shall not exceed one hundred (\$100.00) dollars for a first violation; two hundred (\$200.00) dollars for a second violation within any twelve-month period; and five hundred (\$500.00) dollars for each additional violation within any twelve-month period. Each day that a violation continues will constitute a separate offense.

- C. In addition to the penalties set forth in this section, repeated violations of this Ordinance by a person who owns, manages, operates, is a business agent of, or otherwise controls a business establishment, may result in the suspension or revocation of the business license issued to the business establishment for the premises on which the violations occurred. The County will not issue or renew a business license until all outstanding fines against the business establishment for violations of this article are paid in full.
- D. Violation of this article is declared to be a public nuisance, which may be abated by the County by restraining order, preliminary and permanent injunction, or other means provided by law, and the County may take action to recover the costs of the nuisance abatement.

**SECTION SEVEN: EFFECTIVE DATE AND REVIEW**

This Ordinance shall take effect six (6) months after third reading.

**SECTION EIGHT. SEVERABILITY**

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

ADOPTED and APPROVED in meeting duly assembled this day of February, 2019.

CHARLESTON COUNTY COUNCIL

\_\_\_\_\_  
By: J. Elliott Summey  
Chairman of County Council

ATTEST:

By: \_\_\_\_\_  
Kristen L. Salisbury  
Clerk to Charleston County Council

First Reading: February , 2019  
Second Reading: February , 2019  
Third Reading: March , 2019



9.

**PERSONNEL MATTER**

CHARLESTON COUNTY COUNCIL

MEMORANDUM

TO: Members of Finance Committee  
FROM: Kristen Salisbury, Clerk of Council  
DATE: February 20, 2019  
SUBJECT: Personnel Matter

At the Finance Committee meeting of February 21, 2019, there will be a need for an executive session to discuss a personnel matter.