CITY COUNCIL

A. Roll Call

B. Invocation – Councilmember Griffin

C. Pledge of Allegiance

D. Presentations and Recognitions

1. Proclamation recognizing National Police Week

2. Proclamation recognizing Mental Health Awareness Month (Requested by Councilmember Marie Delcioppo) (To be distributed under separate cover)

3. Proclamation recognizing National Safe Boating Week

E. Public Hearings

Any person who speaks at a City Council meeting shall conduct himself or herself in a manner appropriate to the decorum of the meeting and is asked to observe Section 2-28 (a) of the Code of the City of Charleston, Rules of Decorum.

Please use one of the following methods to request to speak at the meeting or provide comments for City Council. Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, May 11th:

1. Request to speak (via Zoom or telephone) or leave a comment via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;

2. Request to speak (via Zoom or telephone) or leave a comment for City Council by completing the form at http://innovate.charleston-sc.gov/comments/.

3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401

1. City of Charleston Climate Action Plan

F. Act on Public Hearing Matters

G. Approval of City Council Minutes:

1. April 20, 2021 Special Meeting
H. Citizens Participation Period

Any person who speaks at a City Council meeting shall conduct himself or herself in a manner appropriate to the decorum of the meeting and is asked to observe Section 2-28 (a) of the Code of the City of Charleston, Rules of Decorum.

Please use one of the following methods to request to speak at the meeting or provide comments for City Council. If requesting to speak, you must join by telephone using the conference call number listed at the top of the agenda. Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, May 11th:

1. Request to speak or leave a comment via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;

2. Sign-up to speak or leave comments for City Council by completing the form at http://innovate.charleston-sc.gov/comments/ by Tuesday, May 11th at 12:00 p.m.

3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401

I. Petitions and Communications:

1. Resolution to proceed with the November 2021 election using current district maps and to instruct Legal staff to continue to research and advise Council on all legal options once the new maps have been drawn and adopted.

2. Update on the City’s response to COVID-19 - Mayor John J. Tecklenburg, Shannon Scaff, Emergency Management Director, and Tracy McKee, Chief Innovation Officer

3. An Emergency Ordinance to extend Emergency Ordinance No. 2021-007, adopted by the City Council of Charleston on January 26, 2021, as extended by Emergency Ordinance No. 2021-032, adopted by the City Council of Charleston on March 23, 2021, which amended Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) to create a Special Parking District Overlay Zone for the purpose of eliminating minimum off-street parking requirements applicable to certain uses within the district and which changed the Zone Map, which is a part thereof, so that properties designated as Charleston County TMS Nos. 457-04-02-007 to 012, 457-04-02-014 to 033, 457-04-02-035 to 041, 457-04-02-081, 457-04-02-111, 457-04-02-113 to 134, 457-04-02-157 to 172, 457-04-02-175 to 182, 457-04-02-184 to 191, 457-04-02-193 to 194, 457-04-04-009 to 023, 457-04-04-039, 457-04-04-041 to 047, 457-04-04-092, 457-04-04-094 to 105, 457-04-04-107 to 111, 457-04-04-117, 457-04-04-129 to 130, 457-04-04-150 to 154, 457-04-04-157 to 160, 457-04-04-163, 457-04-04-167 to 201, 457-04-04-258 to 269, 457-04-04-271 to 277, 457-04-04-307 to 320, 457-04-04-322, 457-08-01-039 to 044, 457-08-01-046, 457-08-01-048 to 064, 457-08-01-072, 457-08-01-078, 457-08-01-080, 457-08-01-088 to 090, 457-08-01-095 to 117, 457-08-01-125 to 127, 457-08-01-141 to 156, 457-08-01-163, 457-08-02-020 to 026, 457-08-02-032 to 038, 457-08-02-135, 457-08-02-159 to 161, 457-08-04-003, 457-08-04-015 to 017, 457-08-04-019, 457-08-04-0191, 457-08-04-020 to 032, 457-08-04-035 to 040, 457-08-04-042, 457-08-04-088, 457-08-04-091, 457-08-04-131, 457-08-04-133 to 134, 457-08-04-137 to 143, 457-08-04-148 to 149, 457-08-04-154 to 156, 457-08-04-184 to 188, 457-12-02-009 to 010, 457-12-
02-041, 457-12-02-046 to 049 and 457-12-04-015 were included within the Special Parking District Overlay Zone.

4. Resolution on Continuing Response to the spread of COVID-19

5. Emergency Ordinance extending certain Emergency Ordinances related to COVID-19

J. Council Communications:

K. Council Committee Reports:

1. Committee on Public Works and Utilities: (Meeting was held Monday, May 10, 2021 at 4:00 p.m.)
   
   a. Stormwater Management Department Updates:
      
      (i) Medical District Tunnel Extension at Ehrhardt St – Approval of a HUD CDBG MIT Grant Agreement to assist in mitigating flooding in the Charleston Medical District by extending the Spring/Fishburne deep tunnel system to Ehrhardt St. Award amount is $9,964,190.00 with a City match of $4,245,646.

2. Committee on Traffic and Transportation: (Meeting was held Tuesday, May 11, 2021 at 2:00 p.m.)
   
   a. Charleston County TST/CTC Project Update
   b. Eastside Community Development Corporation Residential Parking District Expansion (Ordinance)
   c. Traffic Calming Update
   d. Director’s Update
   e. Discussion

Give first reading to the following bill from Traffic and Transportation:

An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 19, Section 19-277(9) to extend the boundaries of Eastside Neighborhood Residential Parking Permit Boundary to include additional portions of Grace Bridge, Lee, Jackson and Harris Streets within the Eastside Neighborhood Designated Residential Parking Permit District.

3. Committee on Ways and Means:

   (Bids and Purchases
   (Budget Finance and Revenue Collections: Year 2020 2nd Amendment to General Fund and Enterprise Expenditure Budget [Ordinance]
   (Budget Finance and Revenue Collections: Year 2020 2nd Amendment to General Fund and Enterprise Revenue Budget [Ordinance]
   (Budget Finance and Revenue Collections: An ordinance providing for the issuance and sale of Waterworks and Sewer System Refunding Revenue Bonds of the City of Charleston in one or more series in the aggregate principal amount of not exceeding $160,000,000 and other matters relating thereto.
   (Budget Finance and Revenue Collections: Approval of the Third Amendment to the contract with JLA to act as the City’s representative during the design and construction
of the Magnolia PUD. The scope of the services is to act as an approved reviewing consultant for the City of Charleston. As the reviewing consultant, JLA will assist with the review of construction documents, shop drawings and pay requests. They will also assist with the observation of construction to verify that it is satisfactory with project requirements. JLA will also attend construction site meetings. All final approvals will be made by the City. The amount needed is $100,000. Fees will be paid from the Charleston Neck TIF.

(Police Department: Approval of a Memorandum of Understanding between the City of Charleston Police Department and Homeland Security Investigations designating a CPD Officer(s) as a Custom Officer(s) excepted with authorization to investigate and enforce a full range of Federal offenses related to human trafficking.

(Police Department: Approval of a Memorandum of Understanding between the City of Charleston Police Department and the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) with access to National Integrated Ballistic Information Network (NIBIN) data through the NIBIN Enforcement Support System (NESS).

(Police/Fire Department: Approval to submit the 2021 Port Security Grant in the amount of $1,020,553 for a SAFE Boat Vessel and Digital X-ray systems to be used when dealing with explosive devices. The Fire Department is requesting updated technology for the Haz-Mat Response Unit, Trench Rescue equipment with trailer, and Marine Firefighter Training. The request is to budget a 25% cash match of $255,139 for Budget year 2022.

(Housing and Community Development: Approval to request the Mayor and City Council approve $120,000 additional funding to develop two affordable rental apartments at 191,193,195 Romney Street. The development will include two affordable and two market-rate rental homes. The affordable rental homes will be restricted to those earning at or below 60% of the Area Median Income. Council previously approved an allocation of $40,000 in 29th Year HOME Investment Partnerships Program funding to P.A.S.T.O.R.S, Inc. for this development. The additional $120,000 is necessary for construction of the two affordable apartments and would be funded from prior year-HOME Investment Partnerships Program income funds.

(Housing and Community Development: Request the Mayor and City Council approve $120,000 additional funding to develop two affordable rental apartments at 60 Nassau Street. The affordable rental homes will be restricted to those earning at or below 60% of the Area Median Income. Council previously approved an allocation of $40,000 in the 29th Year HOME Investment Partnerships Program funding to P.A.S.T.O.R.S, Inc. The additional $120,000 is necessary for construction of this development. The property is a historic property and additional considerations had to be made in the construction of the apartments. Funding will be derived from HOME Investment Partnerships Program-Program Income.

(Housing and Community Development: Approval to request the Mayor and City Council approve a Third Amendment to the City’s Agreement with Terracon Consultants, Inc. The Amendment provides a $60,000 increase in funding available to facilitate environmental reviews on the City’s scheduled affordable housing developments and rehabilitation projects in 2021. Environmental reviews are required by HUD to facilitate action on each of the additional affordable housing developments and rehabilitation projects.

(Housing and Community Development: Approval to request the Mayor and City Council approve submission of an application to the Department of Housing and Urban Development (HUD), Healthy Homes Division for an Older Homes Modification Grant in the amount of approximately $1,250,000 that will provide maintenance and modification services to persons 62 years of age and older, earning eighty (80%) percent and below the Area Median Income (AMI). The services will allow elderly persons who own their
homes to secure modifications that will assist them with aging in place. The goal is to complete 150 homes over three (3) years; investing $5,000 per home. Partners who will implement the modification services include Operation Home, Charleston Habitat for Humanity and the Sustainability Institute. No match is required.

(Stormwater Management: Approval of a HUD CDBG MIT Grant Agreement for the Ehrhardt St. Shaft Project to assist in mitigating flooding in the Charleston Medical District by connecting a tunnel to President and Cannon St. tunnels. The award amount is $9,964,190 with a City match of $4,245,646 for a total funding of $14,209,836. A City match of $852,903 will come from previously leveraged design costs and the remaining $3,392,743 will come from the Drainage Fund.

(Request approval authorizing the Mayor to execute on behalf of the City three Easements to Dominion in order to construct, maintain, operate, replace, and alter thereon and thereunder one or more lines for the transmission or distribution of electric energy, a line or lines of pipe to be buried to such depth so that it will not interfere with ordinary cultivation of said land, with valves, tieovers and appurtenant facilities, for the transportation of gas, oil petroleum products or any other liquids, gases or substances which can be transported through a pipe line. The property is owned by the City of Charleston. (TMS No. 457-07-04-034) (The SW Corner of Chisolm Street), (TMS No. 457-03-01-096) (The NW corner adjacent to Ashley Avenue), (TMS No. 352-10-00-001) (The SW Corner of 1350 Orange Grove Road).

(Request authorization for the Mayor to execute any necessary documents and take any necessary action to accept, on behalf of the City of Charleston, a temporary construction easement over property owned by The Citadel Trust, Inc., for the renovations to Stoney Field. The property is owned by the Citadel Trust, Inc. (TMS No. 460-00-00-031) (Northwest corner of Hagood Avenue and Fishburne Street).

(An ordinance amending Ordinance No. 2019-128, adopted December 3, 2019, by authorizing the Mayor to execute, on behalf of the City of Charleston, that certain Fourth Amendment to Option to Lease by and among the City of Charleston, as landlord; and Flatiron Partners, LLC and Classic Development Company, LLC, as tenants, under which the Ground Lease attached to the Option is revised to include language required by lender(s) for the development of the James Lewis, Jr. Apartment site.

(Request authorization for the Mayor to execute a Declaration of Easements and take any other necessary action to memorialize the existence of a new permanent 40’ City of Charleston subsurface tunnel easement and a new permanent variable width drainage easement on property owned by the City, commonly known as Harmon Field. (201 President Street) (TMS No. 460-07-03-001).

(Request authorization for the City to take all necessary actions and execute all necessary documents to accept a drainage easement from St. James Church, James Island, S.C., over property designated as Charleston County TMS No. 425-01-00-032, as shown on pertinent plat. The property is owned by St. James Church, James Island, S.C. (Camp Road; TMS No. 425-01-00-032)

(Consider the following annexation:
-- 1453 S Edgewater Drive (0.47 acre) (TMS# 349-13-00-008), West Ashley, (District 11). The property is owned by Constantine D and Cherie A Liollio.

Give first reading to the following bills from Ways and Means:

An ordinance to make additional appropriations to meet the liabilities of the City of Charleston for the fiscal year ending December 31, 2020.
An ordinance to recognize the usage of additional funds to meet additional appropriations authorized by Ordinance 2021-______ for the fiscal year ending December 31, 2020.

An ordinance providing for the issuance and sale of Waterworks and Sewer System Refunding Revenue Bonds of the City of Charleston in one or more series in the aggregate principal amount of not exceeding $160,000,000 and other matters relating thereto.

An ordinance amending Ordinance No. 2019-128, adopted December 3, 2019, by authorizing the Mayor to execute, on behalf of the City of Charleston, that certain Fourth Amendment to Option to Lease by and among the City of Charleston, as Landlord; and Flatiron Partners, LLC and Classic Development Company, LLC, as Tenants, under which the Ground Lease attached to the option is revised to include language required by Lender(s) for the Development of the James Lewis, Jr. Apartment site.

An ordinance to provide for the annexation of property known as 1453 S Edgewater Drive (0.47 acre) (TMS# 349-13-00-008), West Ashley, Charleston county, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by Constantine D and Cherie A Liollio.

L. Bills up for Second Reading:

(City Council may give second reading, order to third reading, give third reading, and order engrossed for ratification any bill listed on the agenda as a second reading.)

1. An ordinance authorizing the Mayor to execute on behalf of the City a First Amendment to the Development Agreement with HPH Properties, LP, dated August 1, 2015, pertaining to lands located in the West Ashley area of the City comprising approximately 299 acres and bearing Charleston County TMS Nos 301-00-00-033, 301-00-00-042, 301-00-00-043, 301-00-00-054, 301-00-00-057, and 301-00-00-114.

2. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that subject properties on St. Philip Street, Line Street, King Street and Ackermans Court (Peninsula) (approximately 0.83 acre) (TMS# 460-08-02-111, 114, 118 through 121 and a portion of TMS# 460-08-02-015, 109, 110, 112, 117 and 122) (Council District 4), be rezoned from General Business (GB) classification to Mixed-Use/Workforce Housing (MU-1/WH) classification. The properties are owned by Evening Post Industries.

3. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that subject properties on St. Philip Street, Line Street, King Street and Ackermans Court (Peninsula) (approximately 1.9 acre) (TMS# 460-08-02-011 through 013, 113 and a portion of TMS# 460-08-02-010, 015, 109, 110, 112 and 117) (Council District 4), be rezoned General Business (GB) classification to Mixed-Use/Workforce Housing (MU-2/WH) classification. The properties are owned by Evening Post Industries.

4. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 334 Folly Road (James Island) (approximately 0.49 acre) (TMS #424-05-00-028) (Council District 11), be rezoned from Limited Business (LB) classification to General Business (GB) classification. The property is owned by Refuel.
5. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 254 Coming Street (Peninsula) (approximately 0.03 acre) (TMS #460-08-02-062) (Council District 3), be rezoned from Diverse Residential (DR-2F) classification to Commercial Transitional (CT) classification. The property is owned by Francis J. Iwanicki and Caroline Von Asten.

6. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 860 Morrison Drive (Peninsula) (approximately 1.76 acres) (TMS #459-02-00-002 and 005) (Council District 4), be rezoned to be included within the Accommodations Overlay. The property is owned by John Ritter.

7. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 30 and 30C F Street (Peninsula) (approximately 0.16 acre) (TMS #463-16-03-049 and 050) (Council District 4), be rezoned from Diverse Residential (DR-1) classification to Diverse Residential (DR-2F) classification. The property is owned by ELP Properties.

8. An ordinance amending Ordinance no. 2019-128, adopted December 3, 2019, by authorizing the Mayor to execute, on behalf of the City of Charleston, all necessary documents to enter into that certain Third Amendment to Option to Lease by and among the City of Charleston, as Landlord; and Flatiron Partners, LLC, and Classic Development Company, LLC, as Tenants, under which the Tenants’ option to enter into the Ground Lease is extended to August 31, 2021. (AS AMENDED)

9. An ordinance to provide for the annexation of property known as 807 Savage Road (0.193 acre) (TMS# 309-15-00-053), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 7. The property is owned by Andrew Dufresne and Grace Dufresne.

10. An ordinance to provide for the annexation of property known as Clements Ferry Road (0.15 acre) (TMS# 271-00-02-153), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1. The property is owned by Sweewater Apts SC PH II LLC.

11. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending the Marshes at Cooper River Planned Unit Development (PUD) Master Plan and Development Guidelines (originally adopted by Ordinance #2015-078 and last amended by Ordinance #2018-095) located off Clements Ferry Road (Cainhoy) (approximately 36.09 acres) (original TMS# 267-00-00-004, 005, 010, 050 through 057, 069 and 071) and by changing the Zone Map to include property located on Clements Ferry Road (Cainhoy) (Berkeley County) (approximately 0.15 acre) (TMS# 271-00-02-153) (Council District 1), in the PUD. The property is owned by Marshes at Cooper River Homeowners Association et al. (DEFERRED FOR PUBLIC HEARING)

12. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Article 2, Part 3, Table of Permitted Uses to add Utility-Scale Battery Storage Facilities as a principal use category and make this use a permitted use within the Light Industrial and Heavy Industrial Zoning Districts. (DEFERRED)(Expires March 23, 2022)
13. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 114 Magnolia Road (West Ashley) (approximately 0.20 acre) (TMS #418-13-00-166) (Council District 3), pending annexation into the City of Charleston, be zoned Single-Family Residential (SR-2) classification. The property is owned by Matt Prendergast. (DEFERRED) (Expires March 23, 2022)

14. An ordinance to provide for the annexation of property known as 114 Magnolia Road (0.20 acre) (TMS# 418-13-00-166), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 3. The property is owned by Matt Prendergast. (DEFERRED)

15. An ordinance to amend Sec. 2-23(b) of the Code of the City of Charleston to provide for keeping summary minutes and video recordings of its proceedings. (DEFERRED)

16. An ordinance to provide for the annexation of property known as 3338 Maybank Highway (approx. 1.1 acre) (TMS# 279-00-00-035), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Consultants, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)

17. An ordinance to provide for the annexation of property known as 3328 Maybank Highway (approx. 4.588 acre) (TMS# 279-00-00-031), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Kulick Properties, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)

18. An ordinance to provide for the annexation of property known as 3320 Maybank Highway (approx. 2.278 acre) (TMS# 279-00-00-029), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by 1108 St Gregory St, LLC. (DEFERRED AT THE REQUEST OF THE APPLICANT)

19. An ordinance to amend Chapter 29, Article V1, Sec. 29-240 of the Code of the City of Charleston pertaining to the procedure of accident reporting. (DEFERRED)

20. An ordinance to amend Article III (Stormwater Management Utility) of Chapter 27 (Stormwater Management and Flood Control) of the Code of the City of Charleston, South Carolina, by eliminating the “Homestead Exemption” in Sec. 27-140(a), applicable to the payment of Stormwater Utility Fees; by deleting Sec. 27-132(j), (k), and (l), which contain certain findings associated with the adoption of the “Homestead Exemption” with respect to Stormwater Utility Fees; and to provide that the elimination of the “Homestead Exemption” in Sec. 27-140(a) shall not apply until January 1, 2020. (DEFERRED FOR PUBLIC HEARING)

M. Bills up for First Reading:

N. Miscellaneous Business:

1. The next regular meeting of City Council will be Tuesday, May 25, 2021 at 5:00 p.m.
In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation or other accommodation please contact Janet Schumacher at (843) 577-1389 or email to schumacherj@charleston-sc.gov three business days prior to the meeting.
PROCLAMATION

WHEREAS, there are more than 800,000 law enforcement officers serving communities across the nation, including the remarkable men and women of the City of Charleston Police Department; and

WHEREAS, since the first recorded death in 1786, more than 22,611 law enforcement officers in the United States have made the ultimate sacrifice and been killed in the line of duty, including 22 members of the City of Charleston Police Department; and

WHEREAS, it is important that all citizens understand the duties and responsibilities of their local police department, and that members of our own police department recognize their duty to serve the people by safeguarding life and property, protecting them against violence or disorder, and by protecting the innocent against deception and the weak against oppression or intimidation; and

WHEREAS, the names of the dedicated public servants killed in the line of duty are engraved on the walls of the National Law Enforcement Officers Memorial in Washington, D.C.; and

WHEREAS, 394 new names of fallen heroes will be added to the National Law Enforcement Officers Memorial this spring, including 295 officers killed in 2020 and 99 officers killed in previous years; and

WHEREAS, the service and sacrifice of all officers killed in the line of duty will be honored during the National Law Enforcement Officers Memorial Fund’s 33rd Annual Candlelight Vigil on the evening of May 13, 2021; and

WHEREAS, May 15 is designated as Peace Officers Memorial Day in honor of all fallen officers and their families, and U.S. flags should be flown at half-staff; and

WHEREAS, we publicly salute the service of law enforcement officers in our community and in communities across the nation and thank them for all they do to safeguard the lives of our citizens.

NOW, THEREFORE, I, John J. Tecklenburg, Mayor of the City of Charleston, on behalf of City Council, do hereby proclaim May 9–15, 2021 in the City of Charleston to be:

NATIONAL POLICE WEEK

IN WITNESS WHEREOF, I do hereby set my hand, and cause the seal of Charleston to be affixed, this 11th day of May in the year of 2021.

John J. Tecklenburg, Mayor
PROCLAMATION

WHEREAS; Charleston’s citizens and visitors alike are fortunate to have plentiful access to a wide variety of recreational boating opportunities; and

WHEREAS; due to the high interest in boating as an enjoyable pastime, our waterways can become crowded and boating, for the unprepared, can become a hazardous activity; and

WHEREAS; not knowing or obeying the Navigational Rules, known as the nautical “Rules of the Road,” drinking alcohol or taking drugs while operating a boat, or choosing not to wear personal flotation devices are examples of dangerous boating behavior; and

WHEREAS; on average, more than 600 people in the U.S. die each year in boating-related accidents, most due to drownings that could have been prevented through the use of a life jacket; and

WHEREAS; the vast majority of such accidents are caused by human error or poor judgment and are not the result of equipment failure or environmental factors; and

WHEREAS; modern life jackets and personal floatation devices are both more comfortable and more attractive than those of years past, and should be used by all members of the boating public to ensure their personal safety and avoid preventable tragedies.

NOW, THEREFORE, I, John J. Tecklenburg, Mayor of the City of Charleston, on behalf of City Council, do hereby urge all those who boat to wear life jackets and practice safe boating habits, and hereby proclaim May 22 – 28, 2021 in the City of Charleston to be:

NATIONAL SAFE BOATING WEEK

IN WITNESS WHEREOF, I do hereby set my hand and cause the seal of Charleston to be affixed, this 11th day of May in the year of 2021.

John J. Tecklenburg, Mayor
NOTICE OF PUBLIC HEARING
CLIMATE ACTION PLAN

Notice is hereby given that the City Council of the City of Charleston, South Carolina will conduct a public hearing to consider the Climate Action Plan.

The hearing will be held on May 11, 2021 commencing at 5:00 p.m. The hearing will be held virtually via Conference Call #1-929-205-6088; Access Code: 912 093 416.


The public may participate using one of the following options:

Requests to speak at the meeting and comments must be received by 12:00 p.m., Tuesday, May 11th:

1. Request to speak (via Zoom or telephone) or leave a comment for City Council via voice mail at 843-579-6313. If requesting to speak, please provide your name and telephone number;

2. Request to speak (via Zoom or telephone) or leave a comment for City Council by completing the form at http://innoate.charleston-sc.gov/comments/

3. Mail comments to: Clerk of Council, 80 Broad Street, Charleston, SC 29401

Jennifer Cook
Clerk of Council

In accordance with the American with Disabilities Act, people who need alternative formats, ASL (American Sign Language) interpretation or other accommodation please contact Janet Schumacher at (843) 577-1399 or email to schumacher@charlestonsc.gov three business days prior to the meeting.
West Ashley Greenway
Our vision is to substantially reduce carbon pollution in an equitable way and improve the health and quality of life of Charlestonians now and in the future.

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VISION

The Lowcountry's marsh ecosystems are powerful carbon sequestration assets. For more information about our carbon sinks, see page 24.

Photo credit: The Nature Conservancy
EXECUTIVE SUMMARY

This five-year Climate Action Plan reflects the latest science, aligns with international standards for greenhouse gas (GHG) reduction, is synergetic with other City plans, and emphasizes the importance of ongoing, equitable community engagement.

Both climate adaptation and mitigation solutions are important to achieve community resilience. Since adaptation measures (those that better prepare our community for the impacts of climate change) are the primary initiatives in the City's Flooding and Sea Level Rise Strategy, the Climate Action Plan builds on that base by focusing on climate mitigation measures to reduce emissions and ultimately address the root cause of climate change.

Implementation of the Climate Action Plan will put us on a path to achieving the following short and long term science-based emission reduction goals:

- Reduce emissions 56% below 2018 levels by 2030
- Reduce emissions to net zero by 2050

The strategies and initiatives to achieve the above goals are summarized within each chapter.

PURPOSE

Charleston's Climate Action Plan acknowledges the risks that climate change poses and lays out innovative strategies and actions to reduce GHG emissions, the “carbon footprint,” of both our City government operations and the community at large. The plan calls for common sense approaches and recommends cutting-edge policies to curb climate change. Its adoption will open the door to an array of local benefits and help set a new standard for cities nationwide, potentially globally. Our ultimate goals: to reduce energy use and waste, create local jobs, improve air quality, preserve our local landscape and history, and reduce climate-related risk to people and property for years to come.

This plan enhances the City of Charleston's participation as a signatory of Climate Mayors, a coalition of 470 municipalities committed to addressing climate change at the local level.
COMMUNITY ENGAGEMENT PROCESS

The City of Charleston recognizes that active and ongoing collaboration with the community is necessary to advance climate action and sustainability. For this action plan to be implemented, it is imperative the residents of Charleston support it and therefore play a critical role in creating the content of the strategy.

A robust community engagement process began in fall 2020 and lasted six months. An initial survey and public meeting to gather community feedback kicked off the start of the project. The Office of Resilience and Sustainability also created six new working groups to guide the content of the action plan. The working groups were made up of a diverse group of community members who volunteered their time all winter participating in group meetings. Members included residents, business owners, developers, designers, stakeholder groups, technical experts and City elected officials and staff.

The new Climate Action Plan Taskforce led the initiative with leadership support from the Resiliency and Sustainability Advisory Committee and City Council.

Five subcommittees were formed to dive deeply into specific subject areas and create the first draft of the action list.

1. Buildings Subcommittee
2. Transportation Subcommittee
3. Waste Subcommittee
4. Carbon Sinks Subcommittee
5. Education & Community Engagement Subcommittee

A second community survey and public meeting were held in March 2021 to gather community feedback on the draft strategies and actions the committees worked on all winter.

The Climate Action Plan Taskforce and the Resiliency and Sustainability Advisory Committee reviewed recommendations from the subcommittees and the public feedback, ultimately forming and supporting the content in the final action plan.

CREDITS AND ACKNOWLEDGMENTS

This report was completed in April 2021 by the City of Charleston’s Office of Resilience and Sustainability with support from ICLEI Local Governments for Sustainability.

Special thanks to all the community members, elected officials and technical experts who volunteered their time serving on committees to help shape the action plan.

FIGURE 1: CLIMATE ACTION PLANNING PROCESS
RESILIENCY & SUSTAINABILITY ADVISORY COMMITTEE
Christine von Kolnitz
CM Carol Jackson
CM Dudley Gregorie
CM Kevin Shealy
Danny Kassis
Doug James
Kendra Stewart
Mark Messersmith
Mayor John Tecklenburg
Rick DeVoe
Ron Mitchum
Scott Barhight
Stewart Weinberg

CLIMATE ACTION PLAN TASKFORCE
Aaron Bowman
Amber Johnson
Belvin Olasov
Ben Brownlee
Bill Eubanks
Bill Knight
Brandon Markland
Christine von Kolnitz
CM Karl Brady
CM Marie Delcioppo
CM Mike Seekings
Danielle Richardson
Danny Kassis
Darcy Everett
Dennis Knight
Eddy Moore
Edgar Sada
Ian Sanches
Jonatan Guerrero Ramirez
Joshua Robinson
Katie McKain
Kelly Thorvalson
Libby Smith
Marcus McDonald
Mark Wilbert
Minister Sonya Buncum
Omar Muhammad
Ray Huff
Rev. Dr. Brian Henderson
Stewart Weinberg

BUILDINGS SUBCOMMITTEE
Aaron Bowman
Adam Baslow
April Magill
B.D. Wortham-Galvin
Belvin Olasov
Bill Knight
Brian Turner
Bryan Cordell
Chloe Stuber
Chris Carnevale
Christine von Kolnitz
CM Mike Seekings
CM Ross Appel
Craig Knowlton
Dan Battista
Darcy Everett
Dennis Knight
Drew Gravitt
Eddy Moore
Edgar Sada
Edmund Most
Eric Pohlman
Erin Minnigan
Jeffrey Roberts
John Morris
Josh Dix
Joshua Robinson
Katie McKain
Ken Granata
Kim Hlavin
Kindall Brantly
Kristopher King
Lilli Butterfield
Omar Muhammad
Patrick Head
Ray Huff
Richards Gregory
Stacey Barrington
Stewart Weinberg
Tammy Coghill
Tommy Manuel
Wes Chappell
Winslow Hastie

TRANSPORTATION SUBCOMMITTEE
Andrea Melock
Ben Kessler
Brandon Markland
Chip Wyatt
Chris Carnevale
CM Karl Brady
CM Mike Seekings
Edgar Sada
Jason Crowley
Jennifer Humphreys
Jim Hamilton
Jonathan Guy

EDUCATION SUBCOMMITTEE
Anya Breitenbach
Arian Bonetto Fernandez
Ashley Hampton
Ben Brownlee
Bill Knight
Bridget Lussier
Caroline Rothkopf
Danielle Richardson
David Quick
Deborah Batzer
Derrick Milligan
Edgar Sada
Evan Shea
Jamie Gillette
Jasmine Gil
Jen Wright
John Mitchell
Julia Piermattei
Katie McKain
Leslie Skardon
Lisa Gethard
Merrie Koester
Omar Muhammad
Rachel Kelley Barry
Sara Rutledge
Scott Curtis
Stewart Weinberg
Susan Lyons

WASTE SUBCOMMITTEE
Adelaide Bates
Alec Cooley
Beezer Molten
Betsy LaForce
Cheryl Carmack
Chip Wyatt
Christina Moskos
Christine von Kolnitz
CM Karl Brady
Edgar Sada
Erin Dovey
Ian Sanches
Jonatan Guerrero Ramirez
Karalee Nielsen Fallert
Katie McKain
Kelly Thorvalson
Lia Collabello
Lucy Davis
Marlo
Matt Alltop
Natasha Viswanathan
Renee Orth
Shawn Smetana
Stacey Bailey
Stewart Weinberg
Vikki Matis
Wyatt Ball

CARBON SINKS SUBCOMMITTEE
Amy Scaroni
Belvin Olasov
Bill Eubanks
Bridget Lussier
Clark DeCiantis
Connor Fraser
CM Carol Jackson
David Quick
Doug Hatler
Edgar Sada
Enrique Grace
Erin Smith Stephens
Grace Lewis
Jessica Norris
Joey Buzby
Katie McKain
Kim Manganello
Kristin Miguez
Libby Smith
Liz Fly
Patrick Dollason
Sharon Richardson
Steve Dudash
Stewart Weinberg
Vanessa Gongora
Wyatt Ball

Climate Action Plan | Introduction
OUR GREENHOUSE GAS EMISSIONS

CITYWIDE INVENTORY

In 2018, the total emissions citywide (within City of Charleston limits) were 1,337,254 metric tons of carbon dioxide equivalent (MtCO$_2$e).

Buildings accounted for nearly 65% of citywide emissions at 867,200 MtCO$_2$e and remain the largest sector of pollution citywide.

Citywide Emissions are tracked within four distinct sectors:

1. **Buildings** includes energy use in residential, commercial, government, and industrial buildings.
2. **Transportation** includes emissions from cars, motorcycles, and trucks, but not boats, ships, planes or rail, whose contributions could not easily be estimated.
3. **Waste** includes landfill emissions from residential, commercial, and government waste picked up by City haulers.
4. **Other** includes direct emissions from industries that are not fully captured by the above categories. Life cycle emissions from products and services consumed could not be easily estimated and are not included.

GOVERNMENT INVENTORY

In 2018, the total emissions from City of Charleston government operations were 28,568 MtCO$_2$e.

Government emissions seem separate but are calculated into the citywide emissions inventory too. **Government operations make up 2% of total citywide emissions.**

Government Emissions are tracked within four distinct sectors:

1. **City buildings** include all City offices and facilities and their associated lighting, such as ball field and parking lights.
2. **Street lights** include light poles that line our streets.
3. **Fleet** includes all vehicles in the City fleet, such as cars, trucks, and major construction equipment. This figure includes police and fire public safety vehicles too.
4. **Employee commute** includes employee transportation to and from work.

LIFE CYCLE EMISSIONS

Charleston’s greenhouse gas inventory is a sector-based inventory and identifies emissions from where they are produced. It is important to note there are also life cycle emissions from the production of products and services that are not easily calculated. The sector-based inventory does not account for global carbon emissions that result from local consumption of goods that were produced in other places (i.e. cell phones, clothes, furniture, food) and services (i.e. health care, banking).

Life cycle carbon emissions are the net carbon emissions produced throughout the life of individual products and services — “cradle to grave.” Life cycle emissions include the upstream emissions that come from: (1) producing and distributing a product before it’s ever purchased by a consumer, (2) the use of the product and (3) decomposition of the product in a landfill.

Let’s take, for example, a cell phone. To produce a cell phone, fossil fuels and metals are extracted and processed into plastics and other raw materials. Electrical components and computer chips also need to be manufactured. Those components are shipped and assembled into the final product. Once the product is created it is shipped and distributed to wholesalers and retailers, often all over the world. It is transported again when it is purchased by a consumer. Once the consumer begins using the cell phone, it directly uses energy, generating carbon emissions for the rest of its life. Then there are transport emissions to dispose of the product too, and even though some phones can be recycled, many end up in our landfills. So think twice before upgrading a cell phone, washing machine or car to the latest and greatest model and remember there is a lot of embodied carbon in products and services.

Remember:

• **WHAT WE BUY MATTERS.** Some studies now show the consumption of food, goods and services can account for up to 50% of a household’s emissions, with the majority of those emissions coming from the production of goods and services, followed by emissions from the actual use.

• **GOODS VS. SERVICES.** Goods generally have a greater carbon intensity than services, but there are some exceptions. For example, airplane travel produces a high amount of pollution.

Consumption based emissions include those associated with the production of goods and services produced outside of Charleston but imported for consumption by residents. Source: C40 Cities

Photo credit: Historic Charleston Foundation

The most sustainable building is the one that is already built. This is due to all the embodied carbon from the materials and construction.

Charleston has a long history preserving buildings, this home on Legare Street was built in 1772 and has been preserved beautifully for hundreds of years. A primary energy efficient feature of this classic single house is the south-facing piazzas that reduce solar load and help to channel the breeze.

YOU CAN HELP! Be mindful of what you buy and aware of its full life cycle carbon footprint.
OUR EMISSIONS REDUCTION GOALS

In 2017, Mayor Tecklenburg signed Climate Mayors coalition to accelerate climate progress in Charleston. In doing so, he pledged to demonstrate leadership on climate change and uphold the spirit of the Paris climate agreement by pursuing actions to achieve an 80% reduction in emission levels by 2050. Following more recent science based targets from the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5C and using the

One Planet City Challenge calculation method, the 2021 Climate Action Plan expands our goal and establishes the following GHG emissions reduction targets for both City government operations and Charleston citywide:

- Reduce emissions 56% below 2018 levels by 2030
- Reduce emissions to net zero by 2050

Net zero means we add no more than we take away.

PROGRESS SPOTLIGHT

PRIORITYSTAT

The new Mayor's Office of Innovation has created a performance management tool called PriorityStat. The tool helps City staff track if our goals are being achieved, and also helps inform our residents to know the same.

The stat programs revolve around the Mayor's greatest priorities. With flooding being one of the Mayor's highest priorities, the first stat program created under the PriorityStat umbrella is FloodStat. It has the goal of protecting our City and citizens from the impact of flooding and sea level rise and has five different key performance indicators and many metrics. Carbon pollution is one of the many metrics tracked in FloodStat. Use the FloodStat tool to track progress on our emission reduction goals.

FloodStat meets the first Thursday of most months, rotating through departments based on the established reporting timeframe for their metrics. FloodStat meetings are open to the public. These meetings are designed to foster an environment of accountability and collaboration, and represent a strong partnership between the Mayor's Office and department leadership and their shared interest in using data to drive performance and decision-making.

For questions or comments about the data presented here, please reach out to the Office of Innovation using this form.

% of total emissions by sector (most recent audit)

FloodStat Dashboard | CO2e emissions
Climate Action Plan | Introduction

As emissions are generated from throughout the community, everyone has a role to play in reducing them. Working together, we can achieve our ambitious carbon reduction goals and play an important role in mitigating climate change. To achieve Charleston's emissions reduction goals two main impacts need to occur:

1. This action plan needs to be implemented and it is imperative the entire Charleston community begins to re-imagine how we use energy, how we get to our destinations, and how we purchase and dispose of products. While this action plan outlines policies and programs that will help catalyze community action, it is ultimately up to the people of Charleston to take action at individual, group and institutional levels.

2. The success of Charleston's emissions reduction goals also highly depends on our utilities' continual focus on phasing out fossil fuel energy sources and taking advantage of renewable energy opportunities.

The emissions projections in Figure 4 below illustrate how the actions in this strategy add up to put us on a path to meet the 2030 reduction goal. As the Climate Action Plan is only a 5-year strategy, there is more work to do and we anticipate advances in technology, affordability, and climate mitigation policy to facilitate more progress toward achieving net zero emissions by 2050. It is also important to note this model doesn’t account for carbon offsets, such as planting trees or the potential for utility scale carbon capture, which could benefit from further research.

The “business as usual” line in Figure 4 is the line depicting future emissions if this action plan were not implemented. It takes into account a population increase estimated to be 232,419 people by 2050 (City of Charleston Planning Department). It also takes into account the utilities’ plans for reducing fossil fuels over time— it uses state utility source mix data for 2018 when 44% of the electrical mix was produced by coal and natural gas (both fossil fuels), and anticipates the utilities reducing the fossil fuel mix to 22% by 2050 with a reduction in coal but an increase in natural gas.

Forecasting emissions reductions in some areas is straightforward and in other areas is complex. For example, emissions from zero carbon activities are relatively simple to estimate than those from electric vehicle use or transit ridership. Most of the actions are interrelated and should be considered as a whole instead of a line-item list. Thus, instead of presenting each action as a specific amount of emissions impact, reductions are aggregated.

REPORTING ON IMPLEMENTATION PROGRESS

City staff will continue to advocate for improving data collection methodology through implementation and will report on climate action progress a few ways:

1. By continuing to update the FloodStat dashboard after an emissions inventory is performed to reflect progress on emissions reduction goals.

2. By keeping residents informed of the status of actions in this plan via our online implementation plan found at www.charleston-sc.gov/climate-action.

3. By producing an annual progress report for City Council and the public the end of each year.

STAFFING UP

To work on new projects and achieve goals faster, it will be helpful to consider expanding staff capacity. i.e. staff focused on pursuing renewable energy opportunities and staff focused on community engagement.

---

**FIGURE 4: CHARLESTON CITYWIDE GHG EMISSION FORECAST**

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid Waste</td>
<td>Solid Waste</td>
</tr>
<tr>
<td>Transportation</td>
<td>Transportation</td>
</tr>
<tr>
<td>Industrial Energy</td>
<td>Industrial Energy</td>
</tr>
<tr>
<td>Residential Energy</td>
<td>Residential Energy</td>
</tr>
<tr>
<td>Commercial Energy</td>
<td>Commercial Energy</td>
</tr>
<tr>
<td>Business as Usual - Grid Improvement</td>
<td>Business as Usual - Grid Improvement</td>
</tr>
<tr>
<td>Short Term Reduction Goal (56%)</td>
<td>Short Term Reduction Goal (56%)</td>
</tr>
<tr>
<td>Long Term Reduction Goal (100%)</td>
<td>Long Term Reduction Goal (100%)</td>
</tr>
</tbody>
</table>
BENEFITS OF CLIMATE MEASURES

In addition to addressing climate change, measures taken to reduce greenhouse gas emissions produce a number of additional benefits for people and the economy of Charleston. Eleven major “co-benefits” were identified that are expected to arise from the suite of reduction strategies included in this plan.

FIGURE 6: CRITERIA TO DETERMINE THE CO-BENEFITS OF EACH ITEM

<table>
<thead>
<tr>
<th>Co-Benefits</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>1</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL Co-Benefits</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COST SAVINGS

The most obvious co-benefit is the potential for significant cost savings. Many of the measures in this plan pay for themselves by reducing costs to the City and its residents. Encouraging energy efficiency, water efficiency, and adoption of renewable energy will result in lower utility bills for residents and businesses. Promoting use of alternative transportation such as bicycling, walking, public transit, ride-sharing, and electric vehicles will lead to cost savings compared to fueling and maintaining a gasoline or diesel vehicle. City government can also enjoy substantial savings through increased efficiencies in buildings, facilities operations, and vehicle fleets.

ECONOMIC DEVELOPMENT & RETENTION

This action plan includes initiatives to support and incentivize locally held businesses, which will foster local economic development while reducing GHG emissions. The plan will enhance community vibrancy by promoting compact, mixed-use development and pedestrian- and bike-friendly neighborhoods. Initiatives to expand the City’s tree canopy and greenspace will increase residential property values, viability of local businesses, and the City’s appeal to outdoor recreationists. Renewable energy is a growing sector that can spur business and job growth during design, manufacture, and installation of measures, such as energy efficiency, renewable energy and sustainable construction.

PUBLIC HEALTH

Climate mitigation actions that reduce GHG emissions also reduce other air pollutants such as particulate matter, \(SO_x\), \(NO_x\) and ozone that are linked to asthma and other respiratory diseases, especially in children. This plan also increases opportunities for active lifestyles by promoting compact development and working to increase pedestrian/bicycle infrastructure. In addition, expanding urban tree canopy and greenspace can reduce stress, promote physical activity, and reduce rates of asthma, cardiac disease, and strokes from improved air quality. More trees will also help cool our city streets, reducing heat-related illnesses as our climate warms.

ECOSYSTEM PROTECTION

Globally, GHG mitigation helps to prevent negative impacts on ecosystems, including biodiversity loss, ocean acidification, soil degradation, water pollution, and the loss of ecosystem services. Many actions in the plan focus on protecting water quality and these support the health and viability of the Lowcountry’s unique marshes and wetlands, which are major assets that absorb carbon and floodwaters. Waste reduction activities, particularly those focused on single-use plastic products, can help reduce the effects of harmful plastic pollution in our saltwater and freshwater ecosystems too.

CLIMATE ADAPTATION & RESILIENCE

Many climate mitigation actions also help enhance climate resilience to the impacts of climate change, such as flooding. For example, planting trees increases carbon sequestration while also protecting against flooding by absorbing stormwater. Rooftop solar energy installations, when paired with battery backup, can increase resilience by providing backup power in the aftermath of a hurricane. Protecting carbon sinks supports healthy wetlands and marshes which are important flood protection measures during king high tides and storm surges. While the City already has a climate adaptation plan focused on addressing the impacts of climate change and has completed a Vulnerability Assessment in 2020 to help identify measures to increase community resilience, it is important to note many actions in this plan also support adaptation.
MOBILITY
Getting from place to place easily is an important priority for many Charlestonians, and many of the initiatives in this plan actually help increase mobility in addition to their climate mitigation benefits. For example, improving traffic signal infrastructure and the timing of traffic lights reduces vehicle wait time at traffic lights. Concentrating development in compact centers with a mix of uses, services and housing, reduces long commute times and the number of cars on the road.

SAFETY
Many of the action items also support a safer Charleston. For example, improving intersection crossings, wayfinding and protected bike lanes helps make a safer experience for pedestrians and cyclists.

BEAUTIFICATION
The plan includes many initiatives that will also improve aesthetics and beautify Charleston. For example, planting more trees and improving tree protection requirements for developers.

HISTORIC & CULTURAL PRESERVATION
It is no secret that the people and places in Charleston help make our community unique. This action plan outlines various items that support preserving our historic and cultural assets. For example, creating design guidelines for renewable energy in the historic district not only increases opportunities for homeowners and businesses to produce their own clean energy, but also supports a consistent approach to design review to protect the cultural and historical integrity of our historic district. In addition, existing buildings are inherently the most sustainable buildings, because they are already built.

RAISE AWARENESS & ROLE MODEL
Often people want to learn more by viewing a demonstration project in the community before committing to taking individual action. This plan outlines numerous opportunities for community members and City government to help lead by example. For instance, as the City progresses with a Fleet Transition Plan, it may help Charlestonians become more aware of the potential for electric vehicles in their day-to-day lives.
Social equity can also be a co-benefit and it should be a major consideration when creating a climate action plan. Research shows that vulnerable populations such as the elderly or chronically ill, people with lower incomes, and people of color are more at risk when it comes to experiencing impacts of climate change. These communities already experience institutional and systematic oppression that result in less access to resources, capital, and services. Climate change exacerbates these gaps. By targeting programs and making changes to services or infrastructure before extreme events happen, we can mitigate the most devastating impacts to already vulnerable populations.

Equity is when all individuals have access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential. We have a shared fate as individuals within a community and communities within society. All communities need the ability to shape their own present and future. Equity is both the means to healthy communities and an end that benefits us all.

Climate equity ensures the just distribution of the benefits of climate protection efforts and alleviates unequal burdens created by climate change. This requires intentional policies and projects that simultaneously address the effects of and the systems that perpetuate both climate change and inequity. Government action alone is not enough to address climate change; everyone must be a part of the solution. Currently, however, not everyone has equitable opportunities to participate and benefit.

Communities of color and low-income populations have historically been underserved by programs and investments and underrepresented in decision making on climate policy. Lack of low-carbon, safe transportation options, inefficient housing and the inability to afford healthy food are examples of disparities experienced by these communities that result in fewer benefits from climate action opportunities. These inequities primarily result from ongoing institutional racial bias and historical discriminatory practices that have resulted in the inequitable distribution of resources and access to opportunities.

Climate change exacerbates health disparities and is a public health emergency, disproportionately harming the most vulnerable among us – children and pregnant women, people with low income, the elderly, people with disabilities and chronic illnesses, and marginalized people of all races and ethnicities. The health threats of climate change include increased exposure to extreme heat, reduced air quality, more frequent and intense natural hazards, increased exposure to infectious diseases and aeroallergens, effects on mental health, and increased risk of population displacement and conflict.

Climate change is likely to amplify the impacts of these existing inequities. In addition, the many economic and health benefits of carbon reduction investments are not shared equitably across the City.

**Equity is integrated in the following ways:**

- The strategy was developed with a community working group, the Climate Action Plan Taskforce. It was made up of a diverse group of stakeholders from grassroots groups, business representatives, faith and spiritual communities, and neighborhoods. This group vetted all the action items with equity and climate justice in mind.
- Representatives from the City’s Special Commission on Equity, Inclusion, and Racial Conciliation served on the Climate Action Plan Taskforce and vice versa. Some taskforce members also served on the Special Commission’s subcommittee group called Health Disparities and Environmental Justice.
- Each of the action items in this plan was assessed and evaluated on whether they help to uplift climate equity and reduce disparities.
- Climate equity is included in the overall Climate Action Plan vision.
ASSESSMENT CRITERIA

The Climate Action Plan Taskforce created assessment criteria for each subcommittee to evaluate their proposed action items. The assessment criteria used a stoplight approach weighted scale to help determine the priority of each draft action item and whether or not they should be included in the final draft.

Each strategy and action was created and reviewed by a group of stakeholders who considered the following criteria:

- Is the item within the City’s authority?
- What is the GHG emissions reduction potential?
- Is it feasible from a cost perspective?
- Is it feasible from a staff capacity perspective?
- Is it feasible from a community and political support perspective?
- Does it provide multiple co-benefits?
- Can it reduce inequity?
- Does it benefit vulnerable communities?
- What is the timeframe to implement it?
- Is this a priority the community has been asking for?

GREENHOUSE GAS REDUCTION POTENTIAL

The potential for greenhouse gas reductions per action item were estimated to help evaluate the impact of each item as well as a priority.

- Low GHG Reduction Potential
- Medium GHG Reduction Potential
- High GHG Reduction Potential

COST

An estimated cost of each item was considered to help evaluate and prioritize actions using the following scale:

$ = $0 - $10,000
$$ = $10,001 - $50,000
$$ = $50,001 - $100,000
$$$$ > $100,000

PRIORITY

The subcommittees determined the overall priority in the action plan by analyzing the preliminary assessment criteria results. It was challenging determining priorities as all items play an important role towards achieving our goals. In the end, priorities were categorized as:

- Low priority
- Medium priority
- High priority

FIGURE 5: CRITERIA TO ASSESS DRAFT ACTION ITEMS

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is it within City authority?</td>
<td>2</td>
</tr>
<tr>
<td>GHG Emissions Reduction Potential</td>
<td>3</td>
</tr>
<tr>
<td>Provides Co-Benefits</td>
<td>3</td>
</tr>
<tr>
<td>Equity</td>
<td>3</td>
</tr>
<tr>
<td>Ability to Implement (Financial)</td>
<td>3</td>
</tr>
<tr>
<td>Ability to Implement (Political)</td>
<td>3</td>
</tr>
<tr>
<td>Ability to Implement (Staff Capacity)</td>
<td>3</td>
</tr>
<tr>
<td>Timeframe to Implement</td>
<td>3</td>
</tr>
<tr>
<td>Benefit to Vulnerable Communities</td>
<td>3</td>
</tr>
<tr>
<td>Community Priority</td>
<td>3</td>
</tr>
<tr>
<td>Priority in CAP</td>
<td>3</td>
</tr>
</tbody>
</table>

(Note: The table entries are placeholders and should be replaced with actual values based on the assessment criteria.)
BUILDINGS

PRIMARY TARGETS

• Reduce 117,080 MtCO$_2$e from buildings by 2025.

• Increase square footage of buildings achieving certification program status, such as Charleston RISES.

• Identify feasibility and funding opportunities for renewable energy on City buildings.

OVERVIEW

This chapter focuses on programs, projects and policies to reduce emissions from energy use in buildings. Energy consumed in buildings accounts for 65% of Charleston’s total GHG emissions.

Improving the efficiency of our existing building stock and reducing energy needs contribute significantly to achieving Charleston’s goals. Once buildings have undergone energy efficiency improvements and the waste has been eliminated, then a next step is to evaluate renewable energy opportunities. It will also be important to transition so future construction of buildings operate on electricity, are not reliant on natural gas, and are compatible with our community’s climate goals.

EQUITY CONSIDERATIONS

Often, families that can least afford high-cost utility bills live in homes that are not energy efficient. These households may lack the ability to prioritize or pay for energy efficiency improvements, or to access renewable energy options, particularly since both of these often require up front capital investment to benefit from long term savings. It is important to note that renters can also be at a disadvantage as they do not have the same ability to implement and gain the benefits as property owners.

It will be important to prioritize actions that mitigate issues related to affordability, such as communicating with low income homeowners who may qualify for no cost energy audit and weatherization programs, and expanding financial mechanisms for those low-middle income homeowners who may not qualify for free retrofits but might still need assistance securing up front funding.

EXPECTED BENEFITS BESIDES CARBON REDUCTION

1. Beautification
2. Cost savings
3. Cultural preservation
4. Economic development and retention
5. Ecosystem and water quality protection
6. Enhance climate adaptation
7. Historic preservation
8. Mobility improvement
9. Public health and air quality protection
10. Raise awareness and be a role model for others
11. Safety improvement

COMMUNICATION & EDUCATION OPPORTUNITIES

Opportunities for education campaigns to better involve the Charleston community in meeting our goals include:

• Encourage energy and water efficiency and conservation, include the promotion of existing energy audit and weatherization retrofit programs

• Lifestyle actions to support community use of renewable energy

• Create more awareness to designers of energy efficiency opportunities and sustainable construction methods and materials, such as passive solar

PARTNERS

The State of South Carolina will be an important partner in helping to create new equitable funding opportunities for low-middle income homeowners to retrofit and for new construction to be energy efficient from the beginning.

EXTERNAL FUNDING OPPORTUNITIES

• SC Energy Office ConserFund low interest loan

• SC Energy Office mini-grant
**STRATEGY:** Increase energy efficiency and conservation

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>Support efforts to strengthen the energy code at the state level and advocate for state building policies that align with carbon neutrality by 2050 and other initiatives in the SC Energy Efficiency Roadmap</td>
</tr>
<tr>
<td>B2</td>
<td>Support state efforts and explore local equitable gap funding opportunities for energy efficiency in new construction and upgrades to existing construction</td>
</tr>
<tr>
<td>B3</td>
<td>Consider expanding incentives for sustainable construction and renewable energy via the zoning code, such as building certification programs like Charleston RISES</td>
</tr>
<tr>
<td>B4</td>
<td>Increase staff capacity and funding to conduct a facilities assessment plan and continue improving energy efficiency of existing City buildings, and to ensure new City buildings lead by example by being energy efficient and pursuing industry best practices that align with carbon neutrality by 2050</td>
</tr>
<tr>
<td>B5</td>
<td>Create mechanical, electrical and plumbing standards that include energy efficiency for City facilities</td>
</tr>
<tr>
<td>B6</td>
<td>Consider creating stronger guidelines above minimum code for new City construction, include total cost of ownership standards and consideration of a tailored Charleston RISES certification</td>
</tr>
<tr>
<td>B7</td>
<td>Assess feasibility of expanding staff capacity and training to strengthen enforcement of energy code compliance</td>
</tr>
<tr>
<td>B8</td>
<td>Consider developing or adopting alternative standards that expand allowable construction method options to include those which are inherently more energy efficient and sustainable, such as rammed earth</td>
</tr>
<tr>
<td>B9</td>
<td>Explore opportunities to restart the Green Business Challenge</td>
</tr>
<tr>
<td>B10</td>
<td>Support state efforts for the disclosure of utility data by property sellers</td>
</tr>
</tbody>
</table>

**YOU CAN HELP!** For ways to reduce your energy consumption and make your home more energy efficient visit [www.charleston-sc.gov/2020/You-Can-Help](http://www.charleston-sc.gov/2020/You-Can-Help)
### TABLE 1 (CONTINUED): BUILDINGS ACTION PLAN

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>B11</td>
<td>Support renewable energy projects including community solar and other initiatives, such as those in the SC Energy Efficiency Roadmap</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>B12</td>
<td>Create design guidelines for renewable energy standards in the historic district</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Investigate the feasibility of renewable energy and battery storage opportunities for City facilities and plan for future funding opportunities</td>
<td>$$</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>

#### STRATEGY: Promote and plan for renewable energy

- **B11**: Support renewable energy projects including community solar and other initiatives, such as those in the SC Energy Efficiency Roadmap.
- **B12**: Create design guidelines for renewable energy standards in the historic district.
- **B13**: Investigate the feasibility of renewable energy and battery storage opportunities for City facilities and plan for future funding opportunities.

---

**An Energy Conservation Corps member performs testing to determine appropriate energy efficiency improvements to help reduce utility bills and wasted energy.**

**Solar panels were installed and energy efficiency upgrades were performed on this home on Reid Street through a grant the City and the Sustainability Institute partnered on.**

**YOU CAN HELP!** If you are interested in installing solar on your home, do an [initial assessment](#). Get the facts about [how solar works](#) and understand [consumer information](#).
Energy efficiency is a critical, yet often overlooked, component of a resilient energy system and an imperative first step to take before considering renewable energy opportunities. The City of Charleston has prioritized energy efficiency to ensure our buildings and facilities are performing as efficiently as possible and not wasting energy. These actions save money and reduce carbon emissions from building operation.

To jumpstart the effort, the City partnered with Johnson Controls International in an energy management performance contract in 2001. Through this effort and with leadership and support from the City Parks Department, which oversees facilities, the City is making improvements to reduce energy and water use throughout our 4.2 million square feet of building space and 1,806 acres of parks!

The improvements are saving millions of dollars, renewing aging inefficient infrastructure (through reinvestment of the savings), and reducing lifetime emissions from City operations by over 180,000 tons of CO$_2$.

Below are some energy efficiency project highlights. Some initiatives were part of the energy performance contract and others were performed independent of that project with leadership from the Facilities Division of the Parks Department.

- Install high efficiency LED fixtures with sensors in parking garages
- Install LED bulbs as lighting upgrades in City facilities
- Replace inefficient chillers, air handling units and HVAC units, particularly those reliant on R22 refrigerant as the product is phasing out and has major environmental concerns
- Install programmable thermostats at multiple locations
- Link the City’s diverse and widespread facilities into one systemwide control dashboard
- Install VendingMiser® technology on cold beverage and snack machines throughout the City
- Renovate facilities, clean ducts, replace windows, and address any building envelope concerns
- Install new WeatherTrak irrigation system throughout
- Implement water conservation measures at City parks
- Renovate MLK pool enclosure

<table>
<thead>
<tr>
<th>FEATURED PROJECTS</th>
<th>TONS OF CO$_2$ SAVED ANNUALLY</th>
<th>KWH SAVED ANNUALLY</th>
<th>ONE-TIME UTILITY REBATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stadium lights at the Joseph P. Riley, Jr. Ballpark, Stoney Field, and Volvo Car Stadium were upgraded to LED</td>
<td>57</td>
<td>118,454</td>
<td>$74,060</td>
</tr>
<tr>
<td>Parking garages at Gaillard, Aquarium, Visitor’s Center, Marion Square, Charleston Place, Concord, and Queen were upgraded with LED lights and sensors</td>
<td>293</td>
<td>607,796</td>
<td>$44,350</td>
</tr>
<tr>
<td>Aging HVAC Chiller equipment at Dock Street Theatre was replaced with energy efficient technology</td>
<td>29</td>
<td>60,817</td>
<td>$13,747</td>
</tr>
</tbody>
</table>
TRANSPORTATION

PRIMARY TARGETS

- Reduce 73,142 MtCO$_2$e from transportation by 2025.
- Increase publicly accessible electric vehicle charging infrastructure 100% by 2023.
- Reduce Vehicle Miles Traveled (VMTs) 4% by 2025.

OVERVIEW

This chapter focuses on programs, projects and policies to reduce emissions from transportation. The second largest emitter, transportation accounts for 25% of citywide emissions at 337,618 MtCO$_2$e.

Besides emitting greenhouse gases, transportation fossil fuels also produce a host of criteria air pollutants when combusted, reducing local air quality and affecting our health. The more we walk, ride bikes and take public transit, the less emissions and air pollution there will be from vehicles. Charleston is a small city so public transit is focused on key dense corridors that have the population to support regular routes. That means residents and visitors need access to other opportunities to get around besides automobiles. One exciting new opportunity to travel will be on the new Lowcountry Rapid Transit, a state-of-the-art bus rapid transit system, learn more at lowcountryrapidtransit.com.

Mass adoption of autonomous vehicles will have impacts that are not yet clear. They could increase vehicle miles traveled and congestion, and they could improve mobility by eliminating the need to own and store a personal vehicle.

EQUITY CONSIDERATIONS

Some neighborhoods are not as well connected as others, which puts a strain on residents that need to travel longer to access public transit or bike paths. Better transportation options can improve health outcomes and economic opportunities for disconnected communities through reduced air pollution and greater access to regional jobs. A lot of equity considerations relate to public transit that our partners are focused on, such as consistency in access, gap services and affordable fares.

EXPECTED BENEFITS BESIDES CARBON REDUCTION

1. Beautification
2. Cost savings
3. Cultural preservation
4. Economic development and retention
5. Ecosystem and water quality protection
6. Enhance climate adaptation
7. Historic preservation
8. Mobility improvement
9. Public health and air quality protection
10. Raise awareness and be a role model for others
11. Safety improvement

COMMUNICATION & EDUCATION OPPORTUNITIES

Opportunities for education campaigns to better involve the Charleston community in meeting our goals include:

- Support community use of electric vehicles
- Advocate for multi-modal transportation and specifically humanize people traveling on bike, foot and transit with appropriate branding and messaging.

PARTNERS

The South Carolina Department of Transportation will be an important partner in helping to create safer opportunities to bicycle and walk around the City. The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) and the Charleston Area Regional Transportation Authority (CARTA) are also key partners to advance public transit in the area as the City does not manage transit. The BCDCOG also plays an integral role to support bicycle and pedestrian planning in the region.

EXTERNAL FUNDING OPPORTUNITIES

- SC Energy Office ConserFund low interest loan

16 City of Charleston, South Carolina

Track our Progress! Visit www.charleston-sc.gov/climate-action
## TABLE 2: TRANSPORTATION ACTION PLAN

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMiSSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>STRATEGY: Increase use of public transit systems</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T1</td>
<td>Require new large development projects located along existing or planned transit corridors to install bus stop shelters and transportation infrastructure like turnouts</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>STRATEGY: Increase employee commuter options</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>Explore opportunities with CARTA to create an employer transit program for part-time City staff riders, such as charging fees based on use</td>
<td>$$$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>T3</td>
<td>Review existing temporary City telecommuting policy and adopt permanent policy</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>STRATEGY: Embrace electric and other low or no emission motors</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T4</td>
<td>Expand publicly-accessible electric vehicle charging infrastructure, especially at ride share, mobility hubs, on-street peninsula access and City parking facilities</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>T5</td>
<td>Create policy to require charging stations in new large commercial construction and consider EV ready requirements for smaller projects</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>T6</td>
<td>Create a plan to transition the City fleet and other small engines to alternative fuel vehicles, include vehicle replacement standards and charging infrastructure</td>
<td>$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>T7</td>
<td>Consider options to phase in alternatives to gas powered small inefficient engines</td>
<td>$</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>STRATEGY: Improve land use policy to reduce vehicle miles travelled</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T8</td>
<td>Concentrate development in compact, walkable centers that are well connected to public transit and offer a mix of uses, services and housing options</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>T9</td>
<td>Right-size parking codes including implementing parking maximums and explore opportunities to allow developers to pay into a parking in-lieu fund</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>
### STRATEGY: Increase bicycle and pedestrian activity

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>T10</td>
<td>Re-examine options for new bike share programs, including electric options, and expand bike share access to City employees</td>
<td>$</td>
<td>$</td>
<td>High</td>
</tr>
<tr>
<td>T11</td>
<td>Improve and expand bicycle and pedestrian facilities and infrastructure, such as intersection improvements, bicycle repair service stations and bicycle corridors identified in the People Pedal Plan</td>
<td>$$</td>
<td>$$</td>
<td>Medium</td>
</tr>
<tr>
<td>T12</td>
<td>Establish temporary and permanent car free areas such as rethinking curb spaces</td>
<td>$$</td>
<td>$$</td>
<td>High</td>
</tr>
<tr>
<td>T13</td>
<td>Transition existing Complete Streets resolution into ordinance prioritizing pedestrians at key crossings</td>
<td>$</td>
<td>$</td>
<td>High</td>
</tr>
<tr>
<td>T14</td>
<td>Expand consistent wayfinding signage to increase safety and the user experience</td>
<td>$$$</td>
<td>$$$</td>
<td>Medium</td>
</tr>
</tbody>
</table>

### STRATEGY: Reduce idling

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>T15</td>
<td>Explore creative options to enforce the City’s existing anti-idling policy</td>
<td>$</td>
<td>$</td>
<td>Low</td>
</tr>
<tr>
<td>T16</td>
<td>Improve traffic signal infrastructure on the peninsula and synchronize signal timing to benefit all modes</td>
<td>$$$</td>
<td>$$$</td>
<td>Low</td>
</tr>
<tr>
<td>T17</td>
<td>Encourage virtual community meetings or those located along transit routes and near stops, as possible</td>
<td>$</td>
<td>$</td>
<td>Low</td>
</tr>
</tbody>
</table>

### PARTNERSHIP EFFORTS

- Support electric shorepower at a new cruise terminal
- Support the BCDCOG’s efforts in exploring the use of zero-emission water transportation
- Explore opportunities with BCDCOG to provide gap services for first/last mile trips for residents not located on transit corridors such as park-and-rides and supporting vanpool and carpool programs
- Collaborate with partners to promote viability of electric vehicle rentals for visitors at the airport, local hotels, and tourist attractions

**Photo credit: SC Energy Office**
Walking and biking produce zero emissions and help improve overall mobility by reducing vehicle miles traveled. In Charleston, our low-medium density forces us to acknowledge that most travelers still need a vehicle every now and then, but traveling by car is not the only way people in Charleston want to get around. A common request the City hears from residents is to expand opportunities to safely walk and cycle around our City. This is an important part of Charleston's multi-modal transportation system that aims to give residents and visitors convenient, efficient, and equitable mobility options. Below are some exciting projects that aim to improve pedestrian and bicycle mobility and connectivity around Charleston.

PEOPLE PEDAL PLAN
Charleston's vision for a robust urban bikeway system on the peninsula is outlined in the People Pedal Plan. It includes the most appropriate corridors for bicycle travel and where new investment should be allocated. The plan is the first comprehensive bicycle infrastructure study for downtown Charleston and was codified in the 2018 Citywide Transportation Plan as well as BCDCOG's Long Range Transportation Plan. For more information visit: designdivision.org/peoplepedal.

ASHLEY RIVER CROSSING
A FY2019 US Department of Transportation BUILD grant funded project, the Ashley River Crossing is a bicycle and pedestrian bridge that will connect West Ashley and Downtown Charleston. It is a key connection along the East Coast Greenway identified in the People Pedal Plan and it unlocks miles of existing and future multi-use and trail systems increasing access to jobs, schools, and other amenities for area residents and visitors. The FHWA, MUSC and SCDOT are amongst the many important project partners providing support from the beginning. For more information visit: ashleyrivercrossing.com.

BRIGADE STREET SAFETY IMPROVEMENTS
In partnership and coordination with an SCDOT resurfacing project, and in alignment with the People Pedal Plan, Charleston's first protected bike lane was born in March 2021. The safety and connectivity improvements are on Brigade Street between Huguenin and the old railroad tracks adjacent to I-26. Enhanced visibility for vulnerable road users has been emphasized in this project, chiefly through design elements including: a protected buffer between cyclists and motorists, curb extensions that shorten the pedestrian crossing distance, green paint in conflict zones like intersections, and solar-powered rapid flash beacons that signal the presence of pedestrians and cyclists to alert nearby motorists.

LOWCOUNTRY LOWLINE
The Lowline is a vision to reclaim 1.7 miles of abandoned railway track along the spine of the Charleston peninsula and transform it into a centralized regional community asset. The Friends of the Lowcountry Lowline are working alongside the City of Charleston to create a green space that highlights the surrounding neighborhoods, addresses citywide flooding, and gives pedestrians and bicyclists a safer, dedicated path. The Conceptual Master Plan was approved by City Council in December 2020 and the next steps are securing funding, design, community input, and construction. For more information visit: lowcountrylowline.org.

HOLY SPOKES BIKE SHARE
Charleston’s first bike share system, Holy Spokes, launched in May 2017 and in its first five months had logged over 30,000 miles ridden, a number which exceeded planners’ expectations. The program has recently expanded ridership options to include day passes and “just ride”, a program to increase equitable access to dependent riders. The City will be reviewing opportunities to expand bike share as well as other micromobility options in 2021. To enroll today visit: charlestonbikeshare.com.

YOU CAN HELP! Before you jump in your car, consider alternatives to driving- like walking, biking or taking transit as able.
PRIMARY TARGETS

• Reduce 1,935 MtCO\(_2\)e from waste by 2025.
• Decrease tons of food waste going to the landfill
• Catalyze a society with a visionary goal to decrease the amount of waste reaching the landfill, ultimately to zero waste.

OVERVIEW

This chapter focuses on programs, projects and policies to reduce emissions from waste. Waste accounts for 6% of citywide emissions at 84,697 MtCO\(_2\)e. Life cycle emissions are not easily measured and are not included in this calculation, but do account for a large amount of emissions. These include production, and transportation of the product, see page 5 for more information.

By reducing the amount of organic materials, such as food, yard clippings, and cardboard, that reach the landfill, fewer methane emissions are released when the organic material decomposes. While recycling and composting help reduce the waste sent to the landfill, reducing waste at the source by purchasing and consuming less, will always be the most effective way to handle waste. Everyone has a part to play in a transition to a low-carbon materials economy: businesses can adopt clean and circular practices and consumers can use their purchasing power to demand the change they would like to see.

EQUITY CONSIDERATIONS

Frontline communities are disproportionately impacted by pollution from manufacturing and wasteful disposal practices, which includes nuisance issues of having landfills and incinerators located so close to residential neighborhoods- such as bad odors and potential health issues. Since composting programs are an extra cost in Charleston, this limits accessibility of the program hindering those with lower incomes from prioritizing this expense. Expanding the circular economy can have major cost saving benefits for frontline communities, such as expanding food recovery donation programs and strengthening the repair economy.

EXPECTED BENEFITS BESIDES CARBON REDUCTION

1. Beautification
2. Cost savings
3. Cultural preservation
4. Economic development and retention
5. Ecosystem and water quality protection
6. Enhance climate adaptation
7. Public health and air quality protection
8. Raise awareness and be a role model for others

COMMUNICATION & EDUCATION OPPORTUNITIES

Opportunities for education campaigns to better involve the Charleston community in meeting our goals include:

• Awareness of lifestyle actions to achieve zero waste. Include promotion of existing waste management programs such as Charleston County’s recycling and composting programs, in addition to education and access information, such as creating a citywide zero waste app.

PARTNERS

The Lowcountry Food Bank and Stone Soup Collective could be helpful partners to advance edible food recovery and donation. Businesses that are built around the reuse and repair industry, such as the Sustainable Warehouse, the Charleston Library of Things, and Second Chance Bikes could be helpful to supporting reuse and repair goals. Keep Charleston Beautiful is a leader for waste education and will continue to be a key partner.

EXTERNAL FUNDING OPPORTUNITIES

• SC DHEC Solid Waste Grant
### TABLE 3: WASTE ACTION PLAN

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRATEGY: Reduce waste and consumption</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W1</td>
<td>Continue supporting the elimination of single-use plastics</td>
<td></td>
<td>$</td>
<td>High</td>
</tr>
<tr>
<td>W2</td>
<td>Perform a garbage can audit and use the data to evaluate and restructure the way garbage and trash are collected to incentivize recycling and composting</td>
<td></td>
<td>$$$</td>
<td>High</td>
</tr>
<tr>
<td>W3</td>
<td>Promote zero waste office practices for City staff to reduce, reuse and recycle and consider establishing sustainable procurement standards for City operations</td>
<td></td>
<td>$</td>
<td>Medium</td>
</tr>
<tr>
<td>W4</td>
<td>Strengthen partnerships to enhance edible food recovery and donation, such as Food Rescue US</td>
<td></td>
<td>$</td>
<td>Medium</td>
</tr>
<tr>
<td>W5</td>
<td>Support the reuse, repair, recovery and refurbishment economy, including for construction waste</td>
<td></td>
<td>$</td>
<td>Low</td>
</tr>
<tr>
<td><strong>STRATEGY: Increase recycling and composting</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W6</td>
<td>Explore ways to create more opportunities for community wide composting, such as drop centers</td>
<td></td>
<td>$</td>
<td>High</td>
</tr>
<tr>
<td>W7</td>
<td>Explore opportunities to make composting more available in City buildings, at City sponsored events such as Farmers Markets, and private events held on City property</td>
<td></td>
<td>$</td>
<td>High</td>
</tr>
<tr>
<td>W8</td>
<td>Continue to add recycling bins next to garbage cans in public places and label them with consistent signage</td>
<td></td>
<td>$</td>
<td>Low</td>
</tr>
<tr>
<td>W9</td>
<td>Support Charleston County’s efforts to promote education for event and commercial recycling, and examine options to encourage businesses and events to recycle</td>
<td></td>
<td>$</td>
<td>Low</td>
</tr>
<tr>
<td>W10</td>
<td>Create a program to recycle mattresses</td>
<td></td>
<td>$</td>
<td>Low</td>
</tr>
</tbody>
</table>

**YOU CAN HELP!** Reduce food waste and compost food scraps instead of sending them to the landfill.
Activities to help ensure a smooth community-wide transition away from single-use plastics included workshops for residents and businesses, reusable bag and straw giveaways, signage for businesses, and starter inventory for non-profit charitable organizations.
Single-use plastics trash our neighborhoods and waterways, threaten wildlife, and pose risks to human health. In addition, plastic contributes to greenhouse gas emissions at every stage of its life cycle, from its production to its refining, to the transport of it, and to the way it is managed as a waste product. For example, plastics are created by extracting fossil fuels from the earth. Also, growing research shows when single use plastics are exposed to the elements, particularly sunlight, they can release methane and ethylene- two powerful greenhouse gases.

As of January 1, 2020, operations throughout the City of Charleston are now required to eliminate use of single-use plastic carryout and merchandise bags, as well as certain plastic carryout and food packaging items. The ordinance was originally approved in November 2018 after three years of robust community discussion. Following wishes of City Council, grant funding was secured to help support a community-wide transition program to move Charleston away from single-use plastics that can’t be recycled or composted.

The grant was a great success with the following actions:

• 6,500 reusable bags given to community members (insulated, cotton and foldaway) and 1,000 reusable straws with cleaner
• 1,000 tabletop signs given to businesses for cashier area, 50 large poster signs, 300 small poster signs
• Over 30 non-profit charitable organizations that serve meals or other food products to those in need were given environmentally friendly plates, cups, clamshells and reusable bags. Most of these organizations previously used polystyrene products or plastic bags due to budget constraints and were thrilled to obtain starter inventory to transition to more environmentally friendly products.
• Over 50 businesses participated in our business workshops which helped folks learn details of the new plastic regulations, recycling information, and provided resources and samples of alternative products.
• Over 70 people participated in our workshops designed for residents. We shared the new plastic regulations and how to recycle right, while also giving away reusable bags and straws.
• Partnered with large grocery stores, exhibited at large events and gave away education materials and reusable bags and straws to the community at over 10 different locations, reaching thousands of residents.

MEASURING PROGRESS

Litter sweep data shows positive accomplishments despite fewer sweeps than usual last year due to COVID-19. Prior to the ordinance and grant project, Charleston Surfrider volunteers found an average of 178 single use plastic bags during a litter clean up. After the code and grant project, that number was down to 23!

YOU CAN HELP! For ways to reduce disposable plastic in your life visit www.charleston-sc.gov/2020/You-Can-Help
CHAPTER 4 | CARBON SINKS

PRIMARY TARGETS

- Sequester 112 MtCO$_2$e from tree plantings by 2025.
- Plant approximately 1,500 trees on public property including rights of way, parks, and other City facilities
- Increase tree plantings on private property

OVERVIEW

What is a carbon sink? Quite simply, reservoirs that absorb more carbon dioxide from the atmosphere than they release. This chapter focuses on programs, projects and policies that help pull carbon dioxide out of the atmosphere to sequester and store it. Carbon removal is an important element of a net zero emissions goal to capture surplus carbon in the atmosphere which cannot be done by reducing emissions alone. A mature tree, depending on size and species, can sequester up to 133 pounds of CO$_2$ annually. (Source: US Forest Service)

Carbon sinks already exist in nature, are abundant in the Lowcountry, and need protection. The ocean is an exceptionally large carbon sink comprised of many aquatic organisms, algae, coral and calcium carbonate shells. Other examples include our marshes, wetlands, forests, plants and the soil among them. Managing and protecting the health our natural carbon sinks is key, especially since these can become carbon sources releasing their trapped carbon into the air. For example, dead phytoplankton, potentially from poor water quality, becomes a carbon source when it sinks to the ocean floor. As the City does not operate any landfills, methane capture was not explored.

EQUITY CONSIDERATIONS

Protecting and expanding carbon sinks can also address inequities in historic resource allocation, especially access to open space, nature and tree canopy. For example, trees infiltrate floodwaters, reduce the urban heat island effect, and improve mental health (amongst many other benefits), yet they are not evenly distributed around all of Charleston. To address existing inequities, Charleston must prioritize protecting the trees it already has, while also increasing investment in tree plantings in frontline communities with lower canopy coverage.

EXPECTED BENEFITS BESIDES CARBON REDUCTION

1. Beautification
2. Cost savings
3. Cultural preservation
4. Economic development and retention
5. Ecosystem and water quality protection
6. Enhance climate adaptation
7. Public health and air quality protection
8. Raise awareness and be a role model for others
9. Safety improvement

COMMUNICATION & EDUCATION OPPORTUNITIES

Opportunities for education campaigns to better involve the Charleston community in meeting our goals include:

- Advocate for private tree plantings including how to properly care for a tree, and the programs and resources that exist to support planting more trees.
- Support partner programs that protect our saltwater ecosystems as major carbon sinks, such as community-based marsh restoration programs like SC Oyster Restoration and From Seeds to Shoreline.
- Encourage the power of native plant landscaping, which can require less maintenance and resources.

PARTNERS

Many organizations exist in Charleston that work on protecting our carbon sinks and could help the City achieve this goal. SC DNR and SC Sea Grant manage the community-based restoration programs. Charleston Parks Conservancy, the Nature Conservancy, local plant clubs such as Charleston Horticultural Society and more, could also help.

EXTERNAL FUNDING OPPORTUNITIES

- Grants: NFWF National Coastal Resilience Fund, FEMA Building Resilient Infrastructure Communities, NRCS Conservation Reserve Program, EPA, National League of Cities, Gaylord and Dorothy Donnelley Foundation

Track our Progress! Visit www.charleston-sc.gov/climate-action
### STRATEGY: Protect and promote natural ecosystems

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Collaborate with regional and state partners to increase preservation and restoration of saltwater ecosystems like our marshes and wetlands as these are key carbon sequestering assets</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td>Continue with opportunities to acquire flood damaged properties and convert the land use to natural conditions that capture carbon and water</td>
<td>$$$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>C3</td>
<td>Examine land use policy to make room for existing marshes to migrate, such as adjusting zoning and developing more stringent marsh buffers</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>C4</td>
<td>Continue to expand Charleston Rainproof and Adopt a Drain programs as ways to protect water quality and health of blue carbon</td>
<td>$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>C5</td>
<td>Pilot the application of super sink plants in appropriate public spaces, such as non-invasive native bamboo, and adapt practices to be pollinator friendly</td>
<td>$</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>

### STRATEGY: Plant and protect tree canopy

<table>
<thead>
<tr>
<th>ID</th>
<th>ACTIONS</th>
<th>EMISSIONS REDUCTION POTENTIAL</th>
<th>COST</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>C6</td>
<td>Plant and prioritize tree plantings in areas that need it most, such as underserved communities with less overall canopy and communities with aging inventory</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>C7</td>
<td>Consider strengthening tree protection regulations in zoning per recommendations in the Trees to Offset Stormwater project report</td>
<td>$</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>C8</td>
<td>Encourage tree plantings on private property</td>
<td>$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>C9</td>
<td>Continue the City’s Street Tree Program planting trees in the ROW in partnership with residents</td>
<td>$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>C10</td>
<td>Perform street tree inventory and use data to guide funding to maintain existing canopy and seek opportunities to grow canopy and diversify species</td>
<td>$$$</td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>C11</td>
<td>Explore partnerships to create an urban forestry workforce training program with local school programs, such as Trident Tech horticulture program</td>
<td>$</td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>
ABOUT 21% OF THE CITY IS SALT MARSH. RESEARCH SHOWS THIS AREA CAN SEQUESTER APPROXIMATELY 60,000 MTCO₂ ANNUALLY.

(Source: Mcleod et al 2011. A blueprint for blue carbon: toward an improved understanding of the role of vegetated coastal habitats in sequestering CO₂)

The Lowcountry’s saltwater ecosystems, like our beautiful marshes and wetlands, are local assets that need to be protected. In addition to being key carbon sinks, they absorb and filter stormwater making us more resilient to flooding impacts.

Photo credit: Adrienne Evans
Charleston Rainproof is a new program formed in fall 2019 that draws inspiration from Amsterdam Rainproof. It is also a recommendation from the Dutch Dialogues.

Charleston Rainproof is about us, the whole community-working together towards a common goal of addressing increasingly frequent and heavy rainfall.

The concept is simple: utilize both public and private spaces to capture rainwater. Examples of projects include rain gardens and rain barrels, using permeable paving, and planting trees.

We often think of these programs in an adaptation scenario as they help build resilience and reduce the impacts of flooding, but recent studies have shown they have powerful carbon sequestration attributes too.

Rain gardens sequester carbon through their plants and store carbon in their plants and soil. The roots in the soil of a planted garden also prevent erosion, that conservation of soil also holds more carbon preventing soil disturbances which could release carbon. Not to mention, the plants in a rain garden can help filter out pollutants, this protects our water quality and helps to maintain the health our natural carbon sink ecosystems like our marshes and wetlands, and ultimately the ocean.

YOU CAN HELP! Consider adding a rain garden or planting a tree at your home!

You may add any Rainproof projects to the new Rainproof Showcase Map by visiting [www.charleston-sc.gov/Rainproof](http://www.charleston-sc.gov/Rainproof).

The showcase map is interactive allowing users to learn from others and locate public demonstration Rainproof projects to visit.
YOU CAN HELP

You can help be part of the solution by taking action at home and work. Some options are outlined on the next page. Please pay particular attention to the high impact actions, a few are highlighted below. Together we can make smarter and more sustainable living choices to help Charleston achieve our goals.

Help protect our critical saltwater ecosystems by participating in existing community-based marsh restoration programs. For example, SC Oyster Restoration schedules regular marsh grass seed planting and oyster clean up events. From Seeds to Shoreline engages K-12 schools in cultivating and transplanting young seedlings of salt marsh grass in a year-long marsh restoration and student learning process.

By shopping for produce locally, adding more vegetables in your diet, and composting food scraps, you can help reduce emissions from the transportation and production of food. Studies show plant-rich diets that reduce meat consumption not only use fewer resources but tend to be healthier too, which can lead to lower rates of chronic disease.

If you are able to utilize alternative modes of transportation to get places—such as biking, walking or taking transit, small trips can really add up to reduce emissions drastically. In addition, walking and biking provide light exercise and can improve your health too. Plan ahead for the new Lowcountry Rapid Transit system, it is South Carolina’s first mass transit system and will connect Summerville with downtown Charleston.

Performing energy efficiency improvements around your home is a great way to save money on your utility bill. In addition, this reduces your carbon footprint because you need less energy to achieve the same outcome. For example, running the air conditioner requires less energy (and costs less money) after you perform insulation and caulking improvements to seal holes. Use the SC Energy Saver Tool to determine options available. If you meet income thresholds, you may qualify for FREE weatherization assistance from the Energy Conservation Corps and Palmetto CAP.
TAKE CLIMATE ACTION TODAY, CHARLESTON

A CHECKLIST FOR CLIMATE ACTION AROUND YOUR HOME

You can make a difference by taking action in your home with small changes. Here are some suggestions of how you can help right now. The actions with the highest impact are marked ■ ■ ■.

SUSTAIN YOUR LIFESTYLE
- Consume foods which are grown locally and/ or are grown organically. Join a farm share and shop at farmers’ markets. Plant fruits and vegetables in your own garden or participate in a community garden. Eat at restaurants that feature local and seasonal foods, including seafood.
- Eat a plant rich diet. Reduce your consumption of meat and dairy. Try “meatless Mondays”. Avoid food waste.
- Buy local products.
- Support environmentally-conscious businesses.
- Communicate with your elected officials regarding new and emerging solutions. Attend the City’s Resiliency and Sustainability Advisory Committee public meetings.

PROTECT YOUR AIR, WATER AND CARBON SINKS
- Plant trees, especially where they’ll provide shade for your house, and native plants for their resilience.
- Reduce pesticide and fertilizer use. Enrich your soil with compost. Purchase compost from Charleston County.
- Properly dispose of waste including pet waste. It should not go down the storm drain.
- Participate in marsh restoration programs like SC Oyster Restoration and From Seeds to Shoreline (at school).

REDUCE YOUR WASTE
- Buy only items that are necessary and that you are sure you will use. Focus on enduring purchases instead of disposable items.
- Avoid single-serving packaging, especially plastic. Buy in bulk with reusable bags or jars.
- Compost your organic (food, yard) waste.
- Take your own reusable bags to the store.
- Donate unused clothes and electronics to charity.
- Opt-in for electronic catalogs and billing statements. Try these 4 tips to stop junk mail.
- Use extra paper as scrap paper and print double sided.
- Recycle. Find out what can be recycled. View Charleston County’s recycling pick up schedule.

MAKE YOUR HOME MORE RESILIENT
- Adopt a storm drain to help maximize the amount of water that can flow into drains and protect water quality.
- Connect a rain barrel to your gutter system.
- Rainproof your home and install a rain garden, native plants, a green roof, or permeable pavement.
- Establish a household emergency plan and kit for storms, heat emergencies and other disasters.

LIGHTEN YOUR TRANSPORTATION FOOTPRINT
- Reduce single-destination and single-occupant trips.
- Walk, ride a bike, use public transit, or carpool. Use tools like Lowcountry Go, or plan your CARTA route online or in the easy Transit app.
- Use the most efficient vehicle when feasible.
- Avoid idling your vehicle, such as in the carpool pick up.
- Ride in a more efficient or alternative fuel car, such as a hybrid or electric vehicle.

USE ENERGY EFFICIENTLY AND RENEWABLY
- Get a free energy assessment from Dominion or Berkeley Electric. Or use the SC Energy Saver Tool.
- Perform energy efficiency improvements, like insulation. Utilize free weatherization programs (if income qualified) such as Energy Conservation Corps and Palmetto CAP.
- Consider installing solar on your home. Do an initial assessment. Get the facts about how solar works and understand consumer information.
- Use CFL and LED bulbs, they save energy and last longer.
- Unplug electronics and turn off lights. Use power strips.
- Adjust your thermostat to save while asleep or away from home. Install a programmable thermostat.
- Replace refrigerators and other appliances with those labeled ENERGY STAR®.
- Only run the dishwasher, dryer and washer when full.
- Wash clothes in cold water and hang out to dry.
- Take shorter showers. Install a low-flow showerhead.
RESOLUTION

TO PROCEED WITH THE NOVEMBER 2021 ELECTION USING CURRENT DISTRICT MAPS AND TO INSTRUCT LEGAL STAFF TO CONTINUE TO RESEARCH AND ADVISE COUNCIL ON ALL LEGAL OPTIONS ONCE THE NEW MAPS HAVE BEEN DRAWN AND ADOPTED.

WHEREAS, the City of Charleston council comprises 12 single-member districts and an at-large mayor. Each council member serves 4 year terms which are staggered; and

WHEREAS, the even districts are scheduled for election in November 2021; and

WHEREAS, the 2020 decennial census data is scheduled, but not guaranteed, to arrive on or about September 30, 2020, which will not allow adequate time for City staff to draw and City Council to adopt new maps for the upcoming election; and

WHEREAS, City Council believes it is both reasonable and serves the public interest to proceed with the November 2021 election using the current district maps while it works toward a reasonably conceived plan for periodic reapportionment;

WHEREAS, City Council is weighing its options as it relates to the effect of the new map once it is drawn and adopted, including, but not limited to holding special elections to address any districts that are left with no representative or multiple representatives; and

WHEREAS, City Council instructs legal staff to examine all viable legal options post-redistricting for later consideration and vote to ensure that its actions satisfy all requirements of the Constitution of the United States and the Voting Rights Act.
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF CHARLESTON, IN CITY COUNCIL ASSEMBLED THAT the City of Charleston will proceed with the November 2021 elections using the current district maps, while it works toward a reasonably conceived plan for periodic reapportionment. Legal staff is also instructed to continue its research on the options post-redistricting to ensure that its path forward is both reasonable, in the public interest, and also addresses any districts left with no representative or multiple representatives.

RESOLVED this _____ day of May 2021, in City Council Chambers.


John J. Tecklenburg  
Mayor


ATTEST:  


Jennifer Cook  
Clerk of Council
AN EMERGENCY ORDINANCE


INCIDENT TO THE ADOPTION OF THIS ORDINANCE, CITY COUNCIL MAKES THE FOLLOWING FINDINGS OF FACT:

1. In December 2019, an outbreak respiratory illness due to a novel coronavirus (COVID–19), was first identified and, subsequently, has spread across the world, including the United States.
2. It is well recognized that COVID-19 presents a public health concern that requires extraordinary protective measures and vigilance.

3. On January 23, 2020, the Center for Disease Control ("CDC") activated its Emergency Response System to provide ongoing support for the response to COVID-19.

4. On March 16, 2020, Mayor John J. Tecklenburg (the "Mayor") declared a local state of emergency in the City of Charleston based on a determination that, in furtherance of public health and safety, the City should take all necessary steps to protect the citizens from increased risk of exposure to COVID-19.

5. Between March 16, 2020 and the present, City Council has enacted and extended a series of temporary emergency ordinances intended to combat the public health and adverse economic impact from COVID-19.

6. For example, on May 12, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-060) to authorize the use of new or additional space for outdoor dining.

7. On July 28, 2020, the Mayor issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020, based on the continuing threat to our community from the risk of exposure to COVID-19, and City Council passed an emergency ordinance extending certain ordinances related to COVID-19 to August 20, 2020 (Ordinance No. 2020-90), and amending the face covering ordinance (Ordinance No. 2020-91).

8. On September 22, 2020, in response to the continuing public health emergency, the Mayor issued a declaration continuing the local state of emergency in the City.

9. On October 13, 2020, City Council extended Emergency Ordinance No. 2020-60, related to outdoor dining areas and sidewalk dining, by temporarily superseding and replacing conflicting provisions of the City’s zoning ordinances or regulations.

10. To stimulate the recovery of businesses in the City and to support local businesses, City Council has determined that certain provisions of the City’s ordinances requiring off-street parking for existing buildings within a specific area along King Street should be temporarily suspended.

11. Due to concerns over adverse impacts, it is necessary to limit the boundaries of the area in which off-street parking requirements will be suspended and to make the suspension temporary.

12. Based on the parking facilities available in the designated area and the uses contained therein, City Council finds the area designated herein as appropriate for the suspension of off-street parking requirements.
13. The businesses within the specified area have played a vital role in the growth of Charleston, economically and in other respects. Such businesses have substantially contributed to the City becoming the number one tourist destination in the world.

14. The COVID-19 pandemic has had a negative impact on the businesses, owners, and tenants of the properties located in the specified area.

15. Notwithstanding the unmistakably positive economic impact that the designated area has had on the City, such area also has a significant positive impact on the health and welfare of the City’s residents.

16. A full economic recovery within the City after the demise of the current pandemic is critical to the recovery of the health, welfare, culture, and economy of the City and its residents.

17. The City should maximize the use of existing spaces within buildings in the specified area, while minimizing adverse impacts from, among other things, traffic on residential areas and on the public rights-of-way within the City.

18. Such a policy serves a compelling government interest by substantially increasing the ability of this area of the City to economically recover from the current pandemic and by preserving the important positive impact of such area on the health, welfare, culture, and economy of the City.


22. City Council desires to extend the operation of Emergency Ordinance No. 2021-007, as extended by Emergency Ordinance No. 2021-032, in light of the need to stimulate the recovery phase of the current pandemic to support local business, including businesses within the area specified herein.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That Emergency Ordinance No. 2021-007, as extended by Emergency Ordinance No. 2021-032, copies of which are attached hereto and incorporated herein by reference, shall continue in full force and effect through July 10, 2021, unless otherwise modified, amended, extended, or rescinded by a subsequent City Ordinance to protect the health, safety, and welfare of the City of Charleston.
Section 2. That this Ordinance shall become effective upon enactment and shall expire on July 10, 2021, unless otherwise modified, amended, extended, or rescinded by a subsequent City Ordinance to protect the health, safety, and welfare of the City of Charleston.

Enacted in City Council this 11th day of May, in the Year of Our Lord 2021, in the 245th Year of the Independence of the United States of America

By:

John J. Tecklenburg
Mayor

ATTEST:

Jennifer Cook
Clerk of Council
AN EMERGENCY ORDINANCE


INCIDENT TO THE ADOPTION OF THIS ORDINANCE, CITY COUNCIL MAKES THE FOLLOWING FINDINGS OF FACT:

1. In December 2019, an outbreak respiratory illness due to a novel coronavirus (COVID-19), was first identified and, subsequently, has spread across the world, including the United States.

2. It is well recognized that COVID-19 presents a public health concern that requires extraordinary protective measures and vigilance.

3. On January 23, 2020, the Center for Disease Control ("CDC") activated its Emergency Response System to provide ongoing support for the response to COVID-19.
4. On March 16, 2020, Mayor John J. Tecklenburg (the “Mayor”) declared a local state of emergency in the City of Charleston based on a determination that, in furtherance of public health and safety, the City should take all necessary steps to protect the citizens from increased risk of exposure to COVID-19.

5. Between March 16, 2020 and the present, City Council has enacted and extended a series of temporary emergency ordinances intended to combat the public health and adverse economic impact from COVID-19.

6. For example, on May 12, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-060) to authorize the use of new or additional space for outdoor dining.

7. As of June 17, 2020, the total number of cases infected with COVID-19 in South Carolina was 19,990 with 607 deaths, including 1,230 cases in Charleston County with 16 deaths and 427 cases in Berkeley County with 19 deaths.

8. On June 25, 2020, City Council passed an emergency ordinance (Ordinance No. 2020-083) temporarily suspending the accrual of the City’s business license late fees; an emergency ordinance (Ordinance No. 2020-084), requiring persons to wear face coverings in certain circumstances in the City of Charleston to reduce the risk of exposure to COVID-19 during the public health emergency and recovery; and, an emergency ordinance (Ordinance No. 2020-086) extending certain emergency ordinances related to COVID-19.

9. In response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086).

10. As of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continued to climb at a staggering rate, with 73,337 cases reported and 1,221 deaths reported in the State, including 9,785 cases and 103 deaths in Charleston County and 3,092 cases and 37 deaths in Berkeley County.

11. On July 28, 2020, the Mayor issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020, based on the continuing threat to our community from the risk of exposure to COVID-19, and City Council passed an emergency ordinance extending certain ordinances related to COVID-19 to August 20, 2020 (Ordinance No. 2020-90), and amending the face covering ordinance (Ordinance No. 2020-91).

12. As of August 11, 2020, DHEC identified at least 101,000 confirmed cases of COVID-19 in South Carolina, including 2,049 deaths due to COVID-19; this includes 12,377
confirmed cases in Charleston County with 196 deaths and 4,186 confirmed cases in Berkeley County with 67 deaths; and,

13. On September 22, 2020, in response to the continuing public health emergency, the Mayor issued a declaration continuing the local state of emergency in the City, and City Council approved amendments to the City’s Emergency Ordinance No. 2020-100 to prohibit amplified music in bars and restaurants after 11 pm and also extended certain emergency ordinances related to addressing COVID-19 and its impacts on the community (Ordinance Nos. 2020-129 and 2020-130).

14. On October 13, 2020, City Council amended Emergency Ordinance No. 2020-100 to incorporate the restrictions and conditions on bars and restaurant operations set forth in Governor McMaster’s Executive Order No. 2020-63 (Ordinance No. 2020-134) and extended Emergency Ordinance No. 2020-60 related to continuing outdoor dining areas and sidewalk dining by temporarily superseding and replacing conflicting provisions of the City’s zoning ordinances or regulations.

15. As of October 19, 2020, DHEC identified at least 134,135 confirmed cases of COVID-19 in South Carolina, including 3,650 deaths, with 16,628 confirmed cases and 271 deaths in Charleston County and 5,815 confirmed cases and 93 deaths in Berkeley County.

16. As of November 15, 2020, DHEC reported that there were at least 184,360 confirmed cases of COVID-19 in South Carolina, including 3,846 deaths and the positivity rate was 15.4% of individual test results, such report also showing 18,571 confirmed cases in Charleston County with 288 deaths and 6,693 confirmed cases in Berkeley County with 98 deaths.

17. As of January 2, 2021, DHEC reported that there were at least 325,472 confirmed and probable cases of COVID-19 in South Carolina, including 5,484 deaths and the positivity rate was 15.9% of individual test results, such report also showing 25,041 confirmed and probable cases in Charleston County with 323 deaths and 9,533 confirmed and probable cases in Berkeley County with 113 deaths.

18. Section 45-3-10 of the South Carolina Code authorizes the City to provide by ordinance such rules and regulations regarding the conduct and operation of hotels, restaurants, cafes, and lunch counters within the City as to provide for the public health, comfort and convenience.

19. To stimulate the recovery of businesses in the City and to support local businesses, City Council has determined that certain provisions of the City’s ordinances requiring off-street parking for existing buildings within a specific area along King Street should be temporarily suspended.

20. Due to concerns over adverse impacts, it is necessary to limit the boundaries of the area in which off-street parking requirements will be suspended and to make the suspension temporary.
21. Based on the parking facilities available in the designated area and the uses contained therein, City Council finds the area designated herein as appropriate for the suspension of off-street parking requirements.

22. The businesses within the specified area have played a vital role in the growth of Charleston, economically and in other respects. Such businesses have substantially contributed to the City becoming the number one tourist destination in the world.

23. The COVID-19 pandemic has had a devastating impact on the businesses, owners, and tenants of the properties located in the specified area.

24. Notwithstanding the unmistakably positive economic impact that the designated area has had on the City, such area also has a significant positive impact on the health and welfare of the City’s residents.

25. A full economic recovery within the City after the demise of the current pandemic is critical to the recovery of the health, welfare, culture, and economy of the City and its residents.

26. The City should maximize the use of existing spaces within buildings in the specified area, while minimizing adverse impacts from, among other things, traffic on residential areas and on the public rights-of-way within the City.

27. Such a policy serves a compelling government interest by substantially increasing the ability of this area of the City to remain open during the current pandemic and to fully recover after the pandemic subsides, preserving the important positive impact of such area on the health, welfare, culture, and economy of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That Sec. 54-511 of the Code of the City of Charleston (Zoning Ordinance) is hereby amended by adding the following new Sec. 54-511.c:

c. (1) Intent. A new parking overlay zone, to be known as the Special Parking District, SPD Overlay Zone is hereby established to facilitate the occupancy of buildings existing as of November 30, 2020, within the district.

(2) Exempt Properties. Except as set forth in Sec. 54-511.c.(3), buildings on properties located in the Special Parking District Overlay Zone, as shown on the City’s zone map, shall be exempt from the minimum off-street parking requirements set forth in Sec. 54-208.1, Sec. 54-220, Sec. 54-317.a and Table 3-3 (Off-Street Parking Requirements).

(3) Exceptions. Notwithstanding Sec. 54-511.c.(2), any building or structure, or any extension or expansion of an existing building or structure, constructed on or after December 1, 2020 shall not be exempt from the minimum off-street parking requirements.
Section 2. That Sec. 54-202 of the Code of the City of Charleston (Zoning Ordinance) is hereby amended by adding the following new Sec. 54-202.n:

n. Special Parking District, SPD Overlay Zone. See Sec. 54-511.c.


Section 4. This Ordinance shall become effective upon enactment and shall expire on March 26, 2021, unless otherwise modified, amended, extended, or rescinded by a subsequent City Ordinance to protect the health, safety, and welfare of the City of Charleston.

Enacted in City Council this 26th day of January, in the Year of Our Lord 2021, in the 245th Year of the Independence of the United States of America.

By:

[Signature]

John J. Tecklenburg
Mayor

ATTEST:

[Signature]

Jennifer Cook
Clerk of Council
AN EMERGENCY ORDINANCE


INCIDENT TO THE ADOPTION OF THIS ORDINANCE, CITY COUNCIL MAKES THE FOLLOWING FINDINGS OF FACT:

1. In December 2019, an outbreak respiratory illness due to a novel coronavirus (COVID-19), was first identified and, subsequently, has spread across the world, including the United States.

2. It is well recognized that COVID-19 presents a public health concern that requires extraordinary protective measures and vigilance.
3. On January 23, 2020, the Center for Disease Control ("CDC") activated its Emergency Response System to provide ongoing support for the response to COVID-19.

4. On March 16, 2020, Mayor John J. Tecklenburg (the "Mayor") declared a local state of emergency in the City of Charleston based on a determination that, in furtherance of public health and safety, the City should take all necessary steps to protect the citizens from increased risk of exposure to COVID-19.

5. Between March 16, 2020 and the present, City Council has enacted and extended a series of temporary emergency ordinances intended to combat the public health and adverse economic impact from COVID-19.

6. For example, on May 12, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-060) to authorize the use of new or additional space for outdoor dining.

7. On July 28, 2020, the Mayor issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020, based on the continuing threat to our community from the risk of exposure to COVID-19, and City Council passed an emergency ordinance extending certain ordinances related to COVID-19 to August 20, 2020 (Ordinance No. 2020-90), and amending the face covering ordinance (Ordinance No. 2020-91).

8. On September 22, 2020, in response to the continuing public health emergency, the Mayor issued a declaration continuing the local state of emergency in the City, and City Council approved amendments to the City’s Emergency Ordinance No. 2020-100 to prohibit amplified music in bars and restaurants after 11 pm and also extended certain emergency ordinances related to addressing COVID-19 and its impacts on the community (Ordinance Nos. 2020-129 and 2020-130).

9. On October 13, 2020, City Council amended Emergency Ordinance No. 2020-100 to incorporate the restrictions and conditions on bars and restaurant operations set forth in Governor McMaster’s Executive Order No. 2020-63 (Ordinance No. 2020-134) and extended Emergency Ordinance No. 2020-60 related to continuing outdoor dining areas and sidewalk dining by temporarily superseding and replacing conflicting provisions of the City’s zoning ordinances or regulations.

10. As of January 2, 2021, DHEC reported that there were at least 325,472 confirmed and probable cases of COVID-19 in South Carolina, including 5,484 deaths and the positivity rate was 15.9% of individual test results, such report also showing 25,041 confirmed and probable cases in Charleston County with 323 deaths and 9,533 confirmed and probable cases in Berkeley County with 113 deaths.

11. Section 45-3-10 of the South Carolina Code authorizes the City to provide by ordinance such rules and regulations regarding the conduct and operation of hotels, restaurants, cafes, and lunch counters within the City as to provide for the public health, comfort and
12. To stimulate the recovery of businesses in the City and to support local businesses, City Council has determined that certain provisions of the City’s ordinances requiring off-street parking for existing buildings within a specific area along King Street should be temporarily suspended.

13. Due to concerns over adverse impacts, it is necessary to limit the boundaries of the area in which off-street parking requirements will be suspended and to make the suspension temporary.

14. Based on the parking facilities available in the designated area and the uses contained therein, City Council finds the area designated herein as appropriate for the suspension of off-street parking requirements.

15. The businesses within the specified area have played a vital role in the growth of Charleston, economically and in other respects. Such businesses have substantially contributed to the City becoming the number one tourist destination in the world.

16. The COVID-19 pandemic has had a devastating impact on the businesses, owners, and tenants of the properties located in the specified area.

17. Notwithstanding the unmistakably positive economic impact that the designated area has had on the City, such area also has a significant positive impact on the health and welfare of the City’s residents.

18. A full economic recovery within the City after the demise of the current pandemic is critical to the recovery of the health, welfare, culture, and economy of the City and its residents.

19. The City should maximize the use of existing spaces within buildings in the specified area, while minimizing adverse impacts from, among other things, traffic on residential areas and on the public rights-of-way within the City.

20. Such a policy serves a compelling government interest by substantially increasing the ability of this area of the City to remain open during the current pandemic and to fully recover after the pandemic subsides, preserving the important positive impact of such area on the health, welfare, culture, and economy of the City.


22. City Council desires to extend the operation of Emergency Ordinance No. 2021-007 in light of the continued impact of the pandemic on local business, including businesses within the area specified herein.
NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That Emergency Ordinance No. 2021-007, a copy of which is attached hereto and incorporated herein by reference, shall continue in full force and effect through May 23, 2021, unless otherwise modified, amended, extended, or rescinded by a subsequent City Ordinance to protect the health, safety, and welfare of the City of Charleston.

Section 2. That this Ordinance shall become effective upon enactment and shall expire on May 23, 2021, unless otherwise modified, amended, extended, or rescinded by a subsequent City Ordinance to protect the health, safety, and welfare of the City of Charleston.

Enacted in City Council this 23rd day of March, in the Year of Our Lord 2021, in the 245th Year of the Independence of the United States of America

By: ____________________________
John J. Tecklenburg
Mayor

ATTEST: ____________________________
Jennifer Cook
Clerk of Council
RESOLUTION ON
CONTINUING RESPONSE TO
THE SPREAD OF COVID-19

WHEREAS, since March 16, 2020 City Council has enacted a number of necessary emergency ordinances and other measures to respond to the significant health threat to our citizens, businesses, and tourists posed by the COVID-19 virus; and,

WHEREAS, as a decline in COVID-19 infections continue in our community and the city begins to return to pre-pandemic activities, the medical community has advised that COVID-19 and variants of the virus that causes COVID-19 have not been eradicated from our community and a high rate of infection can easily return; and,

WHEREAS, it is essential that the citizens of our community remain cautious and vigilant in their efforts to reduce the transmission of COVID-19; and,

WHEREAS, City Council recognizes that emergency measures should be narrowly tailored to respond to circumstances in our community and based on the decline in COVID-19 infections, the Local State of Emergency, Emergency Ordinance No. 2021-041 related to face coverings or masks in public and restrictions and conditions on operations of restaurants and bars, Emergency Ordinance No. 2020-38 prohibiting consumer price gauging, and Emergency Ordinance No. 2020-069 related to decreasing the risk of exposure to COVID-19 in retail businesses are terminated; and,

WHEREAS, in furtherance of City Council’s responsibility to continue to minimize the risk of exposure to COVID-19 in public, limit the spread of infection in the community, and enhance the safe recovery and reopening of our local businesses, our citizens and visitors are strongly encouraged to follow the guidance of the CDC and DHEC including wearing face masks in certain circumstances in public to reduce the transmission of COVID-19, socially distancing; and avoiding crowded settings and venues; and,
WHEREAS, it is further strongly encouraged that every citizen of our community be fully vaccinated which medical experts advise will allow persons to begin releasing their own restrictions and return to normal activities and also will allow for our businesses and community as a whole to continue recovery efforts.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF CHARLESTON, IN CITY COUNCIL ASSEMBLED THAT as part of the process of assisting our citizens, businesses, and community in recovering from the impacts of COVID-19, City Council strongly encourages all persons to follow the guidance of CDC and DHEC on safe personal health practices and vaccination.

RESOLVED this _____ day of May 2021, in City Council Chambers.

________________________________________
John J. Tecklenburg
Mayor

ATTEST:

________________________________________
Jennifer Cook
Clerk of Council
EMERGENCY ORDINANCE
EXTENDING CERTAIN EMERGENCY ORDINANCES
RELATED TO COVID-19

Section 1. Findings. City Council does hereby make the following findings:

WHEREAS, on March 16, 2020, Mayor John J. Tecklenburg declared a local state of emergency in the City of Charleston based on a determination that in furtherance of public health and safety that the City take all necessary steps to protect the citizens from increased risk of exposure to COVID-19; and,

WHEREAS, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-038) to prohibit consumer price gouging on all commodities in the City of Charleston with limited exceptions; and,

WHEREAS, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-039) to prohibit gatherings of 50 people or more; amend on March 19, 2020, by temporary emergency ordinance, Ordinance No. 2020-39(a), reducing the size of public gatherings to less than 10 people; and,

WHEREAS, on March 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-040) suspending the requirements of Section 2-23(f) of the Code of the City of Charleston requiring the physical presence of Council members at City Council meetings and committee meetings to permit participation by video conferencing or other virtual means to slow the spread of COVID-19; and,

WHEREAS, on March 20, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-041) to temporarily suspend the accrual of the City’s business license penalties for sixty days, to suspend enforcement of the City’s plastic bag ban for sixty days, and to suspend the City’s chauffer’s license renewal requirements issued between March 18, 2019 and April 1, 2019 for an additional sixty days; and,

WHEREAS, on March 24, 2020, City Council ratified a temporary emergency ordinance, “Stay at Home Ordinance” (Ordinance No. 2020-042) requiring individuals to stay in their homes and not travel or congregate in the streets of Charleston except for purposes of working at or conducting business with an essential business or engaging in individual outdoor recreational activities; and,
WHEREAS, on March 26, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-046), amending the Consolidated Plan for reallocation of CDBG funds to provide funding for public services and temporary living quarters to persons who are homeless or vulnerable due to COVID-19; and,

WHEREAS, on March 27, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-047), extending the due date for filing and remittance of hospitality taxes for February and March to May 13, 2020; and,

WHEREAS, on April 1, 2020, City Council repealed Stay at Home Ordinance No. 2020-042 and ratified a second Stay at Home Ordinance (Ordinance No. 2020-048) which included provisions contained in Governor McMaster’s Executive Orders regarding dispersing of crowds (Ex. Order 2020-13); quarantining of individuals from New York, New Jersey, and Connecticut (Ex. Order 2020-14); closing of beaches and boat landings (Ex. Order 2020-16); and closing of non-essential businesses (Ex. Order 2020-17); and,

WHEREAS, on April 6, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-049) to provide for temporary procedures for public hearings; and,

WHEREAS, on April 16, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-051) to prohibit open burning; and,

WHEREAS, on April 22, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-052) on decreasing the risk of exposure to COVID-19 in retail businesses; and,

WHEREAS, on April 30, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-056) to amend Chapter 54 of the Code of the City of Charleston (zoning ordinance) by amending design review district section 54-268.c to allow affordable housing developments to be approved by the administrative officer; and,

WHEREAS, on May 12, 2020, City Council readopted five of the temporary emergency ordinances, such ordinances which are now set to expire on May 31, 2020 (Ordinance No. 2020-59); and,

WHEREAS, on May 12, 2020, City Council ratified a temporary emergency ordinance (Ordinance No. 2020-060) to authorize the use of new or additional space for outdoor dining, and a temporary emergency ordinance (Ordinance No. 2020-061) urging, among other matters, for residents and visitors to stay in their homes, such ordinance to expire on May 31, 2020; and,

WHEREAS, on May 27, Governor McMaster issued an Executive Order (2020-38) declaring an additional sixth (6th) State of Emergency, extending the State of Emergency to control the spread of COVID-19 and lessen its impacts on portions of the State's population; and,
WHEREAS, on May 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until June 30, 2020; and,

WHEREAS, on May 28, 2020, City Council passed an emergency ordinance extending certain emergency ordinances until June 30, 2020 (Ordinance No. 2020-068); and also amending the emergency ordinance on decreasing the risk of exposure to COVID-19 in retail businesses (Ordinance No. 2020-069) and replacing the stay at home ordinance with a new stay at home ordinance (Ordinance No. 2020-070); and,

WHEREAS, on June 11, 2020, Governor McMaster issued an Executive Order (2020-40) declaring an additional seventh (7th) state of emergency, extending the State of Emergency to authorize the continued use of extraordinary measure to meet the threat of COVID-19 and “the evolving nature and scope of this public health emergency...”; and further modifying prior orders relating to organized events or public gatherings on state or local government property and to retail stores required to follow certain emergency rules and restrictions; and further permitting previously deemed “non-essential” businesses operating as bowling alleys to re-open for access and use by the public; and,

WHEREAS, as of June 17, 2020, the total number of cases infected with COVID-19 in South Carolina was 19,990 with 607 deaths, including 1,230 cases in Charleston County with 16 deaths and 427 cases in Berkeley County with 19 deaths; and,

WHEREAS, on June 25, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 15, 2020; and,

WHEREAS, on June 25, 2020, City Council passed an emergency ordinance (Ordinance No. 2020-083), temporarily suspending the accrual of the City’s business license late fees; an emergency ordinance (Ordinance No. 2020-084), requiring persons to wear face coverings in certain circumstances in the city of Charleston to reduce the risk of exposure to COVID-19 during the public health emergency and recovery; and, an emergency ordinance (Ordinance No. 2020-086) extending certain emergency ordinances related to COVID-19; and,

WHEREAS, on June 26, 2020, Governor McMaster issued an Executive Order (2020-42) declaring a new state of emergency, which was the eighth (8th) state of emergency in our state; and,

WHEREAS, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a dramatic rate; the number of cases in South Carolina as of July 7, 2020 is 47,214 with 838 deaths, including 6,072 cases in Charleston County with 41 deaths and 1,703 cases in Berkeley County with 24 deaths; and,

WHEREAS, on July 11, 2020, the Governor issued Executive Order (2020-44) declaring the ninth (9th) state of emergency in South Carolina; and,
WHEREAS, on July 14, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until July 31, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19; and,

WHEREAS, acting in response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086); and,

WHEREAS, as of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a staggering rate; with 73,337 cases reported in the state with 1,221 deaths, including 9,785 cases in Charleston County with 103 deaths and 3,092 cases in Berkeley County with 37 deaths; and,

WHEREAS, acting in response to the continuing threat to public health and safety from COVID-19, City Council passed an emergency ordinance (Ordinance No. 2020-085) extending certain ordinances related to COVID-19 to July 31, 2020, and further amending the previously passed emergency ordinance on face coverings by clarifying the scope of the face covering requirements, limiting indoor occupancy for bars and restaurants, and prohibiting amplified music in bars and restaurants after 9:00 p.m. (Ordinance No. 2020-086); and,

WHEREAS, as of July 21, 2020, the number of cases of persons infected with COVID-19 in South Carolina continues to climb at a staggering rate; with 73,337 cases reported in the state with 1,221 deaths, including 9,785 cases in Charleston County with 103 deaths and 3,092 cases in Berkeley County with 37 deaths; and,

WHEREAS, on July 28, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until August 20, 2020 based on the continuing threat to our community from the risk of exposure to COVID-19 and City Council passed an emergency ordinance extending certain ordinances related to COVID-19 to August 20, 2020 (Ordinance No. 2020-090), and amending the face covering ordinance (Ordinance No. 2020-91); and,

WHEREAS, on August 10, 2020, the Governor issued Executive Order (2020-53) declaring the eleventh (11th) state of emergency in South Carolina; and,

WHEREAS, as of August 11, 2020, DHEC identified at least 101,000 confirmed cases of COVID-19 in South Carolina, including 2,049 deaths due to COVID-19; this includes 12,377 confirmed cases in Charleston County with 196 deaths and 4,186 confirmed cases in Berkeley County with 67 deaths; and,

WHEREAS, as of August 18, 2020, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the City of Charleston until September 25, 2020 based on the
continuing threat of COVID-19 to the community and City Council took steps to continue various emergency ordinances in response to COVID-19 (Ordinance Nos. 2020-099 and 2020-100); and,

WHEREAS, on August 25, 2020 and September 9, 2020, the Governor issued Executive Orders 2020-56 and 2020-59, respectively, declaring the 12th and 13th state of emergency in South Carolina; and,

WHEREAS, as of September 14, 2020, DHEC identified at least 132,680 confirmed cases of COVID-19 in South Carolina, including 3,077 deaths; this includes 15,167 confirmed cases in Charleston County with 253 deaths and 5,203 confirmed cases in Berkeley County with 87 deaths; and,

WHEREAS, on September 22, 2020, in response to the continuing public health emergency, Mayor Tecklenburg issued a declaration continuing the local state of emergency in the city and City Council approved amendments to the City’s Emergency Ordinance No. 2020-100 to prohibit amplified music in bars and restaurants after 11 pm and also extended certain emergency ordinances related to addressing COVID-19 and its impacts on the community (Ordinance Nos. 2020-129 and 2020-130); and,

WHEREAS, on September 24, 2020 and October 9, 2020, the Governor issued Executive Orders 2020-62 and 2020-65, respectively, declaring the 14th and 15th state of emergency in the state; and,

WHEREAS, on October 13, 2020, City Council amended Emergency Ordinance No. 2020-100 to incorporate the restrictions and conditions on bars and restaurant operations set forth in Governor McMaster’s Executive Order No. 2020-63 (Ordinance No. 2020-134) and extended Emergency Ordinance No. 2020-60 related to continuing outdoor dining areas and sidewalk dining by temporarily superseding and replacing conflicting provisions of the City’s zoning ordinances or regulations; and,

WHEREAS, as of October 19, 2020, DHEC identified at least 134,135 confirmed cases of COVID-19 in South Carolina, including 3,650 deaths; this includes 16,628 confirmed cases in Charleston County with 271 deaths and 5,815 confirmed cases in Berkeley County with 93 deaths; and,

WHEREAS, as of November 15, 2020, DHEC reported that there were at least 184,360 confirmed cases of COVID-19 in South Carolina, including 3,846 deaths and the positivity rate is 15.4% of individual test results; this includes 18,571 confirmed cases in Charleston County with 288 deaths and 6,693 confirmed cases in Berkeley County with 98 deaths; and,

WHEREAS, as of January 2, 2021, DHEC reported that there were at least 325,472 confirmed and probable cases of COVID-19 in South Carolina, including 5,484 deaths and the positivity rate is 15.9% of individual test results; this includes 25,041 confirmed and probable cases in Charleston County with 323 deaths and 9,533 confirmed and probable cases in Berkeley County with 113 deaths; and,
WHEREAS, as of March 1, 2021, DHEC reported there are at least 517,976 confirmed and probable cases of COVID-19 in South Carolina, including 8,562 deaths and the positivity rate is decreasing, with 4.1% of individual test results; this includes 38,212 confirmed and probable cases in Charleston County with 452 deaths and 14,986 confirmed and probable cases in Berkeley County with 168 deaths; and,

WHEREAS, notwithstanding the recent progress made in vaccinating persons in our community, according to public health data as stated in Gov. McMaster’s Executive Order No. 2021-15 (March 23, 2021), “all forty-six counties in South Carolina are experiencing substantial or high levels of community transmission of COVID-19, with approximately 87% of the State’s counties reporting high levels of community transmission.”

WHEREAS, the City is authorized to undertake and coordinate all necessary and reasonable activities for this emergency response, to take all appropriate actions required to alleviate the effects of the coronavirus disaster emergency, including action following the guidelines of the CDC and the DHEC, to and in the aid of essential public services, and to take any other lawful emergency response or action deemed necessary to protect the public health, safety, and welfare of the City of Charleston; and,

WHEREAS, due to the continued spread of COVID-19, the City of Charleston should take all necessary and appropriate steps designed to reduce community transmission of COVID-19 and to assist the city’s recovery efforts by ratifying certain emergency ordinances; and,

WHEREAS, City Council recognizes that emergency measures should be narrowly tailored to respond to the circumstances in our community; and,

WHEREAS, based on the continuing nature of the pandemic and the need for City Council to respond with flexibility to the public health emergency as it evolves, it is necessary to extend certain temporary emergency ordinances, now set to expire.

Section 2. The following temporary emergency ordinances are ratified and shall expire on June 16, 2021 unless terminated or replaced by the issuance of another temporary emergency or permanent ordinance on the same matter prior to the expiration date:

2020-040 - Emergency Ordinance suspending the requirement of physical presence of councilmembers at Council meetings/permitting telephone/virtual attendance.

2020-049 - Emergency Ordinance regarding temporary procedures for public hearings.

2020-056 - Emergency Ordinance on allowing affordable housing units to be approved by the Administrative Officer.

2020-092 - Emergency Order requiring parade permit for 25 or more persons.
Section 3. This Ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of
______________________ in the Year of Our Lord,
2021, and in the _____th Year of the Independence
of the United States of America.

By:___________________________

John J. Tecklenburg
Mayor, City of Charleston

ATTEST:_______________________

Jennifer Cook
Clerk of Council
AN ORDINANCE

TO AMEND THE CODE OF THE CITY OF CHARLESTON, SOUTH CAROLINA, CHAPTER 19, SECTION 19-277(9) TO EXTEND THE BOUNDARIES OF EASTSIDE NEIGHBORHOOD RESIDENTIAL PARKING PERMIT BOUNDARY TO INCLUDE ADDITIONAL PORTIONS OF GRACE BRIDGE, LEE, JACKSON AND HARRIS STREETS WITHIN THE EASTSIDE NEIGHBORHOOD DESIGNATED RESIDENTIAL PARKING PERMIT DISTRICT.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS IN CITY COUNCIL ASSEMBLED:

Section 1. Chapter 19, Section 19-277(9), of the Code of the City of Charleston is hereby amended by deleting the current section in its entirety and replacing it with the following phrases, which shall read as follows:

“(9) That area of the City of Charleston more commonly known as the Eastside Neighborhood, designated as Residential Parking District I, more fully shown on the attached map, marked as Exhibit I, and incorporated herein by reference, said area in the City of Charleston commencing at the intersection of East Bay Street and Grace Bridge Street and running along the northern side of Grace Bridge Street in an westerly direction to the end of Grace Bridge Street; thence turning in a northerly direction along the eastern side of America Street to the intersection of America Street and Lee Street; thence turning and running in a westerly direction along the northerly side of Lee Street to the intersection of Lee Street and Hanover Street; thence turning and running in a northerly direction on the westerly side of Hanover Street to the intersection of Hanover and Jackson Streets; thence turning and running in a westerly direction on the southern side of Jackson Street to the intersection of Nassau and Jackson Streets; thence turning and running in a northerly direction on the westerly side of Nassau Street to the intersection of Nassau Street and Harris Street; thence turning and running in an westerly direction on the southerly side of Harris Street to the intersection of Harris Street and Meeting Street; thence turning in a southerly direction along the easterly side of Meeting Street to the intersection of Meeting Street and Mary Street; thence turning and running in an easterly direction on the northerly side of Mary Street to the intersection of Mary Street and Alexander Street; thence turning in a southerly direction on the westerly side of Alexander Street to the intersection of Alexander Street and Chapel Street; thence turning in an easterly direction on the northerly side of Chapel Street to the intersection of Chapel and Drake Streets; thence turning in a northerly direction by the centerline on Drake Street to the intersection of Reid Street; thence turning westerly by the centerline of Reid Street to the intersection of America Street; thence turning in an northerly direction along the eastern side of America Street to the intersection of Amherst Street; thence turning in an easterly direction on the southern side of Amherst Street to the intersection of East Bay Street; thence turning in an northerly direction along the western side of East Bay to the beginning at Grace Bridge Street.”
Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this_____ day of _______ in the Year of Our Lord, 2021 in the_______ Year of Independence of the United States of America.

By:

John J. Tecklenburg
Mayor, City of Charleston

ATTEST:

Jennifer Cook
Clerk of Council
AN ORDINANCE

AMENDING ORDINANCE NO. 2019-128, ADOPTED DECEMBER 3, 2019, BY AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY OF CHARLESTON, ALL NECESSARY DOCUMENTS TO ENTER INTO THAT CERTAIN THIRD AMENDMENT TO OPTION TO LEASE BY AND AMONG THE CITY OF CHARLESTON, AS LANDLORD; AND FLATIRON PARTNERS, LLC, AND CLASSIC DEVELOPMENT COMPANY, LLC, AS TENANTS, UNDER WHICH THE TENANTS’ OPTION TO ENTER INTO THE GROUND LEASE IS EXTENDED TO AUGUST 31, 2021. (AS AMENDED)

INCIDENT TO THE ADOPTION OF THIS ORDINANCE, CITY COUNCIL MAKES THE FOLLOWING FINDINGS OF FACT:

1. On December 3, 2019, City Council adopted Ordinance No. 2019-128, authorizing the Mayor to execute necessary documents to enter into that certain Option to Lease (the “Option”) and Ground Lease (the “Lease”) between the City of Charleston, as landlord; and Flatiron Partners, LLC and Classic Development Company, Inc., as tenants, for the development of affordable housing on that certain parcel located in the Cooper River Bridge Redevelopment Area, owned by the City, now designated as Charleston County TMS No. 459-05-04-116, and commonly known as the site for the future James Lewis, Jr. Apartments.

2. The Option not only permitted the tenants to elect to enter into the Lease on or before June 30, 2020 (the “Option Period”), but also permitted the tenants to extend the Option Period to September 30, 2020.

4. Tenants elected to extend the Option Period to September 30, 2020, in accordance with the terms of the Option and the Lease.

5. Pursuant to the First Amendment to Option to Lease, the Option Period was extended to December 31, 2020.

6. Pursuant to the Second Amendment to Option to Lease, the Option Period was extended to March 31, 2021.

7. The tenants desire that the Option Period be extended to August 31, 2021, to permit tenants to secure necessary financing for the development of the James Lewis, Jr. Apartments.
8. City Council desires to authorize the Mayor to execute necessary documents to extend the Option Period as set forth herein, with all other terms and conditions of Option and Lease to remain in full force and effect.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Mayor is authorized to execute the Third Amendment to Option to Lease, a copy of which is attached hereto and incorporated herein by reference as Exhibit 1 (the "Third Amendment").

Section 2. That the Mayor is authorized to execute all necessary documents to consummate the transactions set forth in the Option, as amended, and the Lease in compliance with such Option, as amended, upon of the approval of the form of such documents by Corporation Counsel.

Section 3. This Ordinance shall become effective upon ratification.

Ratified in City Council this ___ day of ___________ in the year of Our Lord, 2021, in the 245th Year of the Independence of the United States of America.

By: ____________________________

John J. Tecklenburg, Mayor

ATTEST:

_______________________________

Jennifer Cook
Clerk of Council
STATE OF SOUTH CAROLINA )
COUNTY OF CHARLESTON )

THIRD AMENDMENT TO OPTION TO LEASE

THIS THIRD AMENDMENT TO OPTION TO LEASE (the “Third Amendment”) made effective as of the 31st day of March, 2021, is by and among the City of Charleston, South Carolina, a South Carolina body politic and corporate (herein called the “Landlord”) and Flatiron Partners, LLC, a North Carolina limited liability company, and Classic Development Company, LLC, a South Carolina limited liability company (together, the “Tenant”). Landlord and Tenant are referred to herein individually as a “Party” and together as the “Parties”.

WITNESSETH:

WHEREAS, Landlord and Tenant entered into that certain Option to Lease dated as of December 3, 2019 (the “Option”), said Option providing for an “Extended Option Period” to expire on September 30, 2020; and

WHEREAS, Landlord and Tenant entered into that certain First Amendment to Option to Lease dated as of September 30, 2020 (the “First Amendment”), which First Amendment extended the Extended Option Period to December 31, 2020, and that certain Second Amendment to Option to Lease dated as of December 31, 2020 (the “Second Amendment”), which Second Amendment extended the Extended Option Period to March 31, 2021; and

WHEREAS, the Parties desire to extend the Extended Option Period until August 31, 2021; and

NOW, THEREFORE, for valuable consideration, the receipt of which is hereby acknowledged, the Parties hereby agree as follows:

1. Extended Option Period. The Option is hereby amended to provide that the “Extended Option Period”, as such term is defined therein, shall be extended, such that it shall expire on August 31, 2021.

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***Signature pages to follow.***
IN WITNESS WHEREOF, the undersigned have caused this Third Amendment to Option to Lease to be executed and delivered as of the date first written above.

WITNESSES:

TENANT:

Flatiron Partners, LLC,
a North Carolina limited liability company

By: Fitch Irick Partners, LLC, a North Carolina limited liability company
Its: Managing Member

By: __________________________
Name: Hollis M. Fitch
Title: Manager

__________________________

Classic Development Company, LLC,
a South Carolina limited liability company

By: __________________________
Name: James M. Bernstein
Its: Managing Member

__________________________

WITNESSES:

LANDLORD:

CITY OF CHARLESTON

By: __________________________
John J. Tecklenburg
Its: Mayor