

COMMITTEE ON WAYS AND MEANS

August 20, 2019

A meeting of the Committee on Ways and Means was held this date beginning at 4:20 p.m.

PRESENT (13)

The Honorable John J. Tecklenburg, Mayor

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| Councilmember White | District 1 | Councilmember Waring | District 7 |
| Councilmember Shealy | District 2 | Councilmember Seekings | District 8 |
| Councilmember Lewis | District 3 | Councilmember Shahid | District 9 |
| Councilmember Mitchell | District 4 | Councilmember Griffin – <i>arrived at 4:53 p.m.</i> | District 10 |
| Councilmember Wagner | District 5 | Councilmember Moody | District 11 |
| Councilmember Gregorie | District 6 | Councilmember Jackson | District 12 |

1. INVOCATION:

The meeting was opened with an invocation provided by Councilmember Lewis.

2. APPROVAL OF MINUTES:

Councilmember Gregorie said they needed to give the Clerk of Council's office staff additional help. He said that under no circumstances should they have deferred minutes from previous meetings. They had increased the workload on the Clerk of Council's Office substantially in terms of the various Committees the department had to cover, in addition to long-winded Councilmembers. He said doing that was an unbelievable job, and he knew someone was being hired, but he thought they needed to hire additional people. Councilmember Lewis said he agreed with Councilmember Gregorie. Councilmember Waring said they needed to make sure they brought the Clerk of Council into those discussions.

On a motion of Councilmember Mitchell, seconded by Mayor Tecklenburg, the Committee on Ways and Means voted unanimously to approve the minutes of the June 17, 2019 Committee on Ways and Means Meeting. The July 16, 2019 minutes were deferred.

3. BIDS AND PURCHASES

Mayor Tecklenburg said there was one item regarding the gymnasium at the new Daniel Island Recreation Center, and he asked staff to give a brief update on that item. Edmund Most, Deputy Director of Parks, said that they were going through the standard process with construction fencing and bringing infill. The site was currently secure, and they were working on the deep sedentary line and some compaction in areas with the fill. They were presently on schedule, and everything was moving great. He did not have the schedule with him, but he believed it was 16 months, and it would have started last month.

On a motion of Councilmember Moody, seconded by Councilmember Lewis, the Committee on Ways and Means voted unanimously to approve the bids and purchases as follows:

INFORMATION TECHNOLOGY: ACCOUNT:161000-52058/161000-52740
APPROPRIATION: \$16,069.18/\$28,291.50

Approval to purchase new Cisco Voice-Over-IP Telecommunications System from Internetwork Engineering; State Contract# 4400016103. This purchase includes all necessary hardware and software to replace the aged and failing telecommunications (voice) system for the City facility at 2150 Milford Street to include Public Service operations and Fire Department Training. This system will be an expansion of the Cisco Voice-over-IP (VoIP) system installed in the new Data Center at the Gaillard Center in 2015 and provides improved communications capabilities and resiliency as well as more cost effective voice services.

INFORMATION TECHNOLOGY: ACCOUNT:161000-52206 APPROPRIATION: \$113,269.29

Approval of Maintenance Agreement with Central Square, the Sole Source Vendor, to provide maintenance and support services for the City's Onesolution ERP (Financial, HR and Payroll) software. Provides annual maintenance and support services, including software updates, for the City's Enterprise Resource Planning (ERP) system that provides all financial, payroll, budgeting, procurement and human resources functions.

BFRC: ACCOUNT:022016-58015 APPROPRIATION: \$55,600

Approval to purchase equipment and services to secure 180 Lockwood Blvd. lot from NextGen, 131-B Elliana Way, Summerville, SC 29483.

STORMWATER: ACCOUNT:050313-52425 APPROPRIATION: \$127,975

Approval to acquire services for the Orleans Road Repair project from B&C Land Development, LLC, 3785 Old Charleston Hwy., Johns Island, SC 29455; Solicitation #19-B039R

PARKS-CAPITAL PROJECTS: ACCOUNT:051570-58240 APPROPRIATION: \$102,841.50

Approval for the installation of new floor in the gymnasium of the Daniel Island Recreation Center by Sport Court Carolina, Inc. 418 Crompton St., Charlotte, NC 28273; Sourcewell Contract #060518-CSC; Funding for this project is Land Sales (\$948,000), SC Sports Development Grant (\$52,125) and 2018 GO Bond (\$9,813,718.85).

PARKS-CAPITAL PROJECTS: ACCOUNT:051150-58240 APPROPRIATION: \$264,126.15

Approval to purchase lighting for Stoney Field's Football Field from Lowcountry Environmental, LLC DBA SuperGreen Solutions of Charleston, 4531 Piggly Wiggly Dr., Suite 201, North Charleston, SC 29405; TIPS Contract #181206-01 & #181206-02; Funding for this project is 2005 GO Bond (\$399,048), 2018 GO Bond (\$2,600,000) Hospitality (\$1,250,000) and Capital Contribution (\$19,432.50)

POLICE DEPARTMENT: ACCOUNT:240131-58015 APPROPRIATION: \$95,290

Approval to purchase camera equipment and installation from Sierras Construction, LLC, 190 Bellerive Lane, Summerville, SC 29483; Solicitation #19-B038R; Hazard Mitigation Grant Program: Urban Flood Alert System

FIRE DEPARTMENT: ACCOUNT:062019-58010 APPROPRIATION: \$1,304,252

Approval to purchase two (2) 2020 Pierce Pumper Trucks from Spartan Fire & Emergency Apparatus, 319 Southport Road, Roebuck, SC 29376; Solicitation #19-P025R; 2019 Lease Purchase Funds

4. CARTA FY2020 BUDGET

Councilmember Seekings said this was the presentation of the CARTA fiscal year 2020 budget. Ron Mitchum, the Executive Director, was present. Councilmember Seekings said that CARTA had an excellent year, and they were looking forward to another great year. They had really gotten their budgetary house in order. Last year, they approved a \$41,000,000 budget, and their budget this year was actually \$31,000,000. He said it was not because they were going backwards in terms of their revenues. It was because they were going in the right direction in terms of their expenditures. One of the things they had been keeping on their books for about a decade was their Intermodal Center, which was now complete and in operation in North Charleston. They would have a ribbon cutting ceremony Monday at 10:00 a.m. He invited everyone to attend. They were the beneficiaries of \$1.2 million from the Volkswagen settlement. That money came to South Carolina, and some of it was used for school buses, and a good bit of it was coming to CARTA to purchase an additional two of five electronic buses they already had on order. They may be able to squeeze a sixth one out of that. They would be the first buses made in South Carolina. There was a high demand, but they were next in line. The HOP downtown was up and running about 500-600 people a day. Lowcountry Rapid Transit was now in Phase II of its operations and design. He said there was a lot happening at CARTA. They had their fiscal budget in order. They were proud of the work they were doing with the budget they had. He thanked Mr. Mitchum as he had given of himself selflessly to get the process going to put CARTA in a better place. Five years ago as they undertook the budget, they were voting on a budget that was running at a \$5 million to \$6 million deficit. That was unacceptable as they were on the verge of bankruptcy. He highly recommended the budget to the Committee and asked them to vote for it unanimously.

Councilwoman Jackson said she assumed they would get the budget at the Traffic and Transportation Committee meeting, and it didn't occur to her today that they didn't have it. She said the Charleston Area Justice Ministry ("CAJM") meeting that many attended focused on public transit to benefit low income residents of the region as one of the topics. They made some agreements with CAJM and hoped they would be working hard to honor them such as additional routes and more buses on the most heavily used routes for people who did not have transportation any other way. She said she wanted to put a plug in for bus route 31 on James Island. They had a lot of people moving to James Island who would be regular, happy commuters if they had a two bus service. She thought they should have a few more minutes to listen to what they had been doing as responsive citizens under CARTA.

Mr. Mitchum stated they had met with CAJM, and they worked together on a plan. Part of the challenge initially was the financial plan Charleston County had as it related to the second half penny sales tax. They were doing a pay-as-you-go system this time. For the first one, they issued some bonds, but when they issued bonds, they were spending a lot of money on debt service. So, they elected to go a different route this time and do pay-as-you-go. They did not get a big chunk of money that everyone thought they would to expand service. It would incrementally increase over time. They have agreed to work on a plan for some of the key routes and would be

doing that over the next several months. Their big challenge right now in order to add service was not only the operating costs, but the replacement of some of the older equipment. They had made some headway over the last few years, and they were starting to transition to some of the electric buses. They were doing all they could, and he believed they were up to six or seven buses that were up to a million miles, and they were 500,000 mile buses. They still had a ways to go. They were still the only transit agency to get VW funds, so ten percent of the money was available this round. He said there would be some additional rounds that they could compete for, but a big part of the focus of the County's pay-as-you-go system on the capital side was it did not matter how many routes or what schedules they put out there, if they didn't have equipment that was reliable, they would not provide good service. They appreciated CAJM's help because they gave them a good bit of insight, and they looked forward to working with them.

Councilmember Lewis said as a member of the CARTA Board, he was also pleased with the work that Mr. Mitchum was doing. They had the oldest fleet of buses in the country, and they were trying to replace them. They were being replaced, and they were building some beautiful shelters, so people could get out of the rain. They were moving in the right direction, and CARTA had a good Board. They had seen some improvements, and in the next year, he thought they would see more, especially with the Intermodal Center. He thanked him for his leadership.

Chairman White said he noted under budget expenditures a \$300,000 increase where a lot of line items actually decreased, which was great, but he asked if something specifically was driving that as it was one of the biggest changes in the budget overall. Mr. Mitchum said they added about 65 shelters in the last year, as well as the Park-and-Ride lot. For years, they had a Park-and-Ride lot in the old Super K-Mart parking lot. He said that was an informal agreement. A development company out of North Carolina came in and bought the property and told them they had to be out by tomorrow. They were able to negotiate so that they could work through the process, but they were looking at buying some property which required maintenance such as cutting grass and paying light bills. A lot of that was built into the contract services to pick-up the additional costs, as well as the new lot they acquired as part of the Lowline process with the City. They would have to do environmental and design work to figure out what their construction bid fees would look like.

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve the CARTA FY2020 Budget.

5. MAYOR'S OFFICE OF RESILIENCE AND EMERGENCY MANAGEMENT: APPROVAL TO SUBMIT A HAZARD MITIGATION GRANT APPLICATION UNDER HURRICANE FLORENCE THAT WILL CONTINUE THE PREVIOUSLY AWARDED URBAN FLOOD ALERT PROJECT. THIS APPLICATION WILL ALLOW FOR THE USE OF UNUSED FUNDS FROM THE PREVIOUSLY AWARDED GRANT PROJECT. ADDITIONAL FUNDING IN THE AMOUNT OF \$10,437 WILL BE REQUIRED FOR THE GRANT MATCH. THE MATCH WILL BE BUDGETED IN 2020.

On a motion of Mayor Tecklenburg, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve to submit a Hazard Mitigation Grant application under Hurricane Florence that will continue the previously awarded Urban Flood Alert Project.

6. MAYOR'S OFFICE OF RESILIENCE AND EMERGENCY MANAGEMENT: APPROVAL TO SUBMIT A SCOPE OF WORK CHANGE THAT WILL FUND THE CONSTRUCTION AND

INSTALLATION OF 4 FLOOD ALERT SYSTEMS IN THE DOWNTOWN AREA AND WILL CHANGE THE LOCATION OF THE FLOOD SENSOR. THIS SCOPE OF WORK CHANGE REQUEST INCREASES THE COST OF THIS PROJECT FROM \$149,196 TO \$190,943, OR \$41,747 AND INCREASES THE CITY'S MATCH BY \$10,437. THE ADDITIONAL MATCH WILL BE BUDGETED IN 2020.

On a motion of Mayor Tecklenburg, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve to submit a Scope of Work change that will fund the construction and installation of 4 flood alert systems in the downtown area and will change the location of the flood sensor.

7. POLICE DEPARTMENT: APPROVAL TO SUBMIT THE FY19 EDWARD BYRNE MEMORIAL DOJ JAG APPLICATION THAT WILL FUND THE ACQUISITION OF ONE 3D LASER SCANNER FOR USE AT CRIMES SCENES AND FOR TRAFFIC COLLISION RECONSTRUCTION. THE APPLICATION FOR THIS GRANT IS DUE 8/23/19. THIS APPLICATION REQUESTS \$28,553 AND DOES NOT REQUIRE A MATCH.

On a motion of Councilmember Mitchell, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve to submit the FY19 Edward Byrne Memorial DOJ JAG Application that will fund the acquisition of one 3D Laser Scanner for use at crimes scenes and for traffic collision reconstruction.

8. OFFICE OF CULTURAL AFFAIRS: APPROVAL TO APPLY FOR \$50,000 FROM THE NATIONAL ENDOWMENT FOR THE ARTS, ART WORKS GRANT, TO SUPPORT CHARLESTON 350 CELEBRATIONS. THE PROJECT PERIOD IS 6/1/2020 TO 11/30/2020. DUE TO TIME CONSTRAINTS, THIS GRANT APPLICATION WAS SUBMITTED ON JULY 23, 2019. A 1:1 CITY MATCH IS REQUIRED. MATCHING FUNDS WILL COME FROM CORPORATE SPONSORSHIPS, FOUNDATION SUPPORT AND PAID ADMISSIONS. THIS IS AN AFTER-THE-FACT APPROVAL.

Chairman White said this item was an after-the-fact approval. He said they had talked about this over time, and he was not sure who was responsible for the grant request, but often times they approved the after-the-fact approvals when there was no City match. In this case, there was a City match of 1:1, which meant by sending the item forward, staff was given the authority to approve the \$50,000 match in funds. Ray Swagerty of the Office of Cultural Affairs stated their Director, Scott Watson, asked to relay that the only way to apply for the grant was through the NEA portal, and there was no access to the portal prior to the last Council meeting. The City did have at least three quarters of the match.

Councilmember Gregorie said in essence they were increasing the amounts that the Mayor was authorized to approve over \$40,000. For him, it was problematic, and they should not be spending without Council approval, particularly when items were over \$40,000. Mayor Tecklenburg stated they were just applying for the grant and not accepting the grant, so any award would come back to Council for acceptance at which point they would truly be dedicating the funds. Chairman White said the point he was trying to make was when they approved the grants, they were sending a message to the grant receiver that they approved matching funds of \$50,000. When they had after-the-fact approvals with a \$50,000 match that the body had no opportunity to have discussion about, and if they came back and said the City did not have the money to do it, they had to go back and tell the organization to disregard. It sent the wrong signal, and there were others who might be able to use the funds.

Councilmember Shealy said they had three-quarters of the match on hand. He asked where that money came from and if they had a plan for the corporate sponsorships. Councilmember Shahid affirmed they had hired a company called Trio, and part of their work directive was to put together sponsorships, and they were currently in the process of doing that. They had a structured system with a Commission and a Steering Committee, and they were working with them to get the sponsorships. The money they were seeking would be from the sponsorships. He said he could not report on how successful they were to date, but he had been in communication with Trio, and it was a work in progress. He did not anticipate coming to Council and asking for the money out of their budget. Hopefully the money would come from corporations on this particular grant.

Chairman White said given that, he was comfortable with the item moving forward. He asked staff that when they had situations like this, they needed to avoid after-the-fact approvals, and it should not come forward any more after-the-fact with a City match.

On a motion of Councilmember Mitchell, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve to apply for \$50,000 from the National Endowment for the Arts, Art Works Grant, to support Charleston 350 Celebrations.

9. OFFICE OF CULTURAL AFFAIRS: APPROVAL TO ACCEPT A GRANT AWARD IN THE AMOUNT OF \$2,750 FROM SOUTH CAROLINA HUMANITIES (FAST TRACK LITERARY GRANT) TO SUPPORT PROGRAMS OF THE 2019 FREE VERSE FESTIVAL. A 1:1 CITY MATCH IS REQUIRED. MATCHING FUNDS WILL COME FROM PAID ADMISSIONS AND DONATIONS.

On a motion of Councilmember Mitchell, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve to accept a grant award in the amount of \$2,750 from South Carolina Humanities (Fast Track Literary Grant) to support programs of the 2019 Free Verse Festival.

10. POLICE DEPARTMENT: APPROVE THE EXTENSION OF AN AGREEMENT BETWEEN CPD AND CHARLESTON HOUSING AUTHORITY. CHA PAYS CPD FOR FIVE OFFICERS ASSIGNED TO COVER CHA PROPERTIES.

On a motion of Councilmember Gregorie, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve the extension of an agreement between CPD and Charleston Housing Authority.

11. POLICE DEPARTMENT: APPROVE AN AGREEMENT BETWEEN CPD AND DEA REGARDING CPD'S PARTICIPATION IN THE CHARLESTON, SC RESIDENT OFFICE TASK FORCE ON NARCOTICS TRAFFICKING AND DANGEROUS DRUGS.

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve an agreement between CPD and DEA regarding CPD's participation in the Charleston, SC Resident Office Task Force on narcotics trafficking and dangerous drugs.

12. POLICE DEPARTMENT: APPROVAL OF A MEMORANDUM OF AGREEMENT BETWEEN CPD AND CCSD REGARDING SRO'S FOR THE 2019-2020 SCHOOL YEAR

Councilmember Shealy said he assumed the schools that were not included in the list were still a part of their regular system of officers that were designated to serve the schools. Chief Luther Reynolds said that was correct, and he thought Councilmember Shealy was referring to the School Safety Response Team. He said they went from 18 to 12, and they had all of the schools covered, the elementary schools, eight of which were being covered by the Sheriff's Department. The City was covering the remainder. They were able to do that at no additional costs in the current school year. So, they had 12 still assigned to SSRT, and in addition to that, a supervisor running the teams. They also had six clusters and two officers assigned to each cluster, the Peninsula, West Ashley, James and Johns Island. They had increased their footprint with the SRO's in accordance with their conversations.

Councilmember Moody asked if they were also covering the private schools and if they were included with the 12 SSRTs. Chief Reynolds confirmed. Councilwoman Jackson said she was not on the Public Safety Committee, but wanted to know if the Chief felt like this would be a solution that could continue for future years, or if it was more of an experiment. They were being asked to make a change that they weren't really as comfortable with in terms of their own philosophy about policing in the schools. Chief Reynolds said he believed they should do what was evidence based, and they needed to get the greatest return on their investment and needed to keep their children safe. He said they were always going to have finite resources to do it. They could do the best with what they had, and they had listened to the parents and others who said they wanted the police presence in the elementary schools. They shifted accordingly, he thought incorrectly, however, next school year from a fiscal perspective, everything had a long term cost. As they began to plan for next fiscal year, they had to look closely at whether or not the Sheriffs would continue to cover the eight elementary schools that they had. If the answer was yes, then they would get funding, and that was a good balance. They would be able to sustain that in the model that they had. They actually would have a fairly low-cost impact and continue to do what they were doing. They had a lot of other priorities in the City, so they had to watch this very closely. He was very thankful for the support from the Mayor and Council. He said in looking at it closely, they had to continue the dialogue. The most important thing to him was keeping their children safe. He knew everyone shared that goal. He said there was more than one way of doing that. In the Legislature, they changed the retirement for retired officers and made an exemption for SROs. Now, a person who was retired would not get penalized for having a second job. It was capped at \$10,000, but they made an exception for SROs. He thought that would help them in terms of getting people into the department because that was a challenge with their finite resources. They would have to look at this very closely with the Ad Hoc Budget Committee. They Mayor met with the CFO and Superintendent of Schools to discuss better ways of funding this long-term.

Mayor Tecklenburg thanked Chief Reynolds and the Finance Department for working on the matter with the School District for some time. Also, he thanked Sheriff Al Cannon of Charleston County. Part of the process was educational for all of them. They had informed the County of the value of the SSRT approach that the City had employed for some years. He said he knew the combination of SSRTs and SROs overall led to the best protection for the children. He thought they had a great outcome in providing safety for children of all their schools, both public and private, within the City.

On a motion of Councilmember Mitchell, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve a Memorandum of Agreement between CPD and CCSD regarding SRO's for the 2019-2020 school year

13. POLICE DEPARTMENT: APPROVAL OF A MEMORANDUM OF AGREEMENT BETWEEN CPD AND JAMES ISLAND CHARTER HIGH SCHOOL REGARDING SRO'S FOR THE 2019-2020 SCHOOL YEAR.

On a motion of Councilmember Shealy, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve a Memorandum of Agreement between CPD and James Island Charter High School regarding SRO's for the 2019-2020 school year.

14. POLICE DEPARTMENT: APPROVAL OF THE MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF CHARLESTON AND BERKELEY COUNTY SCHOOL DISTRICT REGARDING SRO'S FOR THE 2019-2020 SCHOOL YEAR. (TO BE SENT UNDER SEPARATE COVER BY THE LEGAL DEPARTMENT)

On a motion of Councilmember Shahid, seconded by Councilmember Shealy, the Committee on Ways and Means voted to approve of the Memorandum of Agreement between the City of Charleston and Berkeley County School District regarding SRO's for the 2019-2020 school year.

The vote was not unanimous. Councilmember Moody voted nay.

15. PARKS-CAPITAL PROJECTS: APPROVAL OF THE CPD FORENSICS SERVICES BUILDING CONSTRUCTION CONTRACT WITH HILL CONSTRUCTION SERVICES OF CHARLESTON IN THE AMOUNT OF \$9,385,006 FOR THE CONSTRUCTION OF THE CHARLESTON POLICE DEPARTMENT FORENSIC SERVICES BUILDING. WITH THE APPROVAL OF THE PROJECT BUDGET, STAFF IS AUTHORIZED TO AWARD AND/OR AMEND CONTRACTS LESS THAN \$40,000, TO THE EXTENT CONTINGENCY FUNDS EXIST IN THE COUNCIL APPROVED BUDGET. APPROVAL OF THIS WILL INSTITUTE A \$12,392,186 PROJECT BUDGET, OF WHICH THE \$9,385,006 CONSTRUCTION CONTRACT WILL BE FUNDED. THE FUNDING SOURCES FOR THIS PROJECT ARE: 2015 IPRB BOND (\$7,392,186) AND 2017 IPRB (\$5,000,000).

On a motion of Councilmember Shealy, seconded by Councilmember Waring, the Committee on Ways and Means voted unanimously to approve the CPD Forensics Services Building Construction Contract with Hill Construction Services of Charleston in the amount of \$9,385,006 for the construction of the Charleston Police Department Forensic Services Building.

Councilmember Griffin arrived at 4:53 p.m.

16. RESILIENCY: APPROVAL FOR CITY COUNCIL TO AUTHORIZE THE REMAINING \$50,000 OF THE \$100,000 BUDGETED FOR DUTCH DIALOGUES AS ADDITIONAL PAYMENT TO HISTORIC CHARLESTON FOUNDATION FOR THE CITY OF CHARLESTON'S CONTRIBUTION. CITY COUNCIL PREVIOUSLY REDUCED THE AMOUNT APPROVED FOR THE DUTCH DIALOGUES BY \$100,000. THERE WOULD BE NO BUDGETARY IMPACT TO INCREASING THE FUNDING BY \$50,000, AS THE TOTAL AMOUNT WAS PREVIOUSLY BUDGETED.

Mayor Tecklenburg said the item came from the Resiliency Committee and would have the full report at the next Council meeting. They had approved \$125,000 as part of their MOU with the Historic Charleston Foundation. If they increased the total contribution to \$175,000, it still would only be 35 percent of the total budget for the Dutch Dialogues. He said there was an incredible effort to raise funds

privately for this. The final report would be given September 26th, and it had been very helpful and successful and had led to some action on the agenda.

Chairman White said his recollection was the amount budgeted was \$125,000 and asked if the reference to \$100,000 was an error. Amy Wharton, CFO, said it was the \$100,000 that was reduced from the budget.

On a motion of Councilwoman Jackson, seconded by Councilmember Seekings, the Committee on Ways and Means voted unanimously to approve for City Council to authorize the remaining \$50,000 of the \$100,000 budgeted for Dutch Dialogues as additional payment to Historic Charleston Foundation for the City of Charleston's contribution.

17. PARKS-CAPITAL PROJECTS: APPROVAL OF THE WEST ASHLEY BIKEWAY RESURFACING CONSTRUCTION CONTRACT WITH LANDSCAPE PAVERS LLC, IN THE AMOUNT OF \$148,888 FOR THE CONSTRUCTION OF 1,016 LINEAR FEET OF A BIKE AND PEDESTRIAN PATHWAY FROM PLAYGROUND RD. TO WANTOOT BLVD. WITH THE APPROVAL OF THE PROJECT BUDGET, STAFF IS AUTHORIZED TO AWARD AND/OR AMEND CONTRACTS LESS THAN \$40,000, TO THE EXTENT CONTINGENCY FUNDS EXIST IN THE COUNCIL APPROVED BUDGET. APPROVAL OF THE CONSTRUCTION CONTRACT WILL INSTITUTE A \$480,000 PROJECT BUDGET, OF WHICH THE \$148,888 CONSTRUCTION CONTRACT WILL BE FUNDED. THE FUNDING SOURCES FOR THIS PROJECT ARE: 2015 GENERAL FUND RESERVES (\$380,000) AND THE HOSPITALITY FUND (\$100,000).

Councilmember Moody said he would vote for both of these items, but he wanted to see if they could find some money to do something about the bollards stuck in the ground. Some of the new ones were too close together and too tall. If someone was riding their bike, if they weren't very careful, they could get hurt. He said they had some that were lower and wider apart. People that had bikes with a baby carriage attached would have a hard time getting through. He was supportive of the item, but he wanted them to fix it correctly.

Jason Kronsberg, Director of Parks, stated that they were designed that way intentionally, so the biker would slow down and get off of their bike to cross the street. He said that was the way it was designed in some of the older models. Those would be adjusted in the future. They still needed to sign them appropriately to make the crossings safe. Their ultimate goal was to prioritize the pedestrian, bike, and greenway crossings. The bollards were designed that way to slow down the user.

Councilmember Waring asked if he had any information on the greenway where Wappoo and Highway 17 intersected. Mr. Kronsberg said they did have a sidewalk project in Capital Projects that would connect the greenway and the bikeway. He believed the County had a larger project. Keith Benjamin, Director of Traffic and Transportation, said it was within the US17 project scope, but they were also allowed to have Federal matching dollars with their Federal build grant, and that was also to dedicate dollars to improve intersections along the greenway and bikeway, including that intersection. The County had given them an example of what could be off of Highway 17, so people could get across there.

Councilmember Shahid said they also had the overall plan of the greenway and bikeway being presented to the West Ashley Revitalization Commission, including the crosswalk at Highway 61. Mr.

Benjamin said he did not want to speak ahead of the County, but they had worked very closely with their staff about the dedication of dollars last year through the sales tax process. They dedicated funds to the design of the Highway 61 crossing in combination with County Council and staff have asked for the money to be dedicated to pedestrian friendly improvements. SCDOT was very interested in the dedicated crossway.

On a motion of Councilmember Shahid, seconded by Councilmember Waring, the Committee on Ways and Means voted to approve the West Ashley Bikeway Resurfacing Construction Contract with Landscape Pavers LLC, in the amount of \$148,888 for the construction of 1,016 linear feet of a bike and pedestrian pathway from Playground Rd. to Wantoot Blvd.

18. PARKS-CAPITAL PROJECTS: APPROVAL OF THE WEST ASHLEY GREENWAY IMPROVEMENTS-STINSON TO PARKDALE CONSTRUCTION CONTRACT WITH LANDSCAPE PAVERS LLC, IN THE AMOUNT OF \$157,234 FOR THE INSTALLATION OF AN ASPHALT TRAIL FROM THE STINSON DR. ENTRANCE TO THE EAST SIDE OF LONG CREEK AND ASSOCIATED WORK WITH A RAISED CROSSWALK AT THE ARLINGTON DR. CROSSING. WITH THE APPROVAL OF THE PROJECT BUDGET, STAFF IS AUTHORIZED TO AWARD AND/OR AMEND CONTRACTS LESS THAN \$40,000 TO THE EXTENT CONTINGENCY FUNDS EXISTING IN THE COUNCIL APPROVED BUDGET. APPROVAL OF THE CONSTRUCTION CONTRACT WILL INSTITUTE A \$314,016.57 PROJECT BUDGET, OF WHICH THE \$157,234 CONSTRUCTION CONTRACT WILL BE FUNDED. THE FUNDING SOURCES FOR THE PROJECT ARE: 2013 GENERAL FUND RESERVES (\$214,016.57) AND 2016 GENERAL FUND RESERVES (\$100,000).

On a motion of Councilmember Shahid, seconded by Councilmember Waring, the Committee on Ways and Means voted unanimously to approve of the West Ashley Greenway improvements – Stinson to Parkdale Construction Contract with Landscape Pavers LLC, in the amount of \$157,234 for the installation of an asphalt trail from the Stinson Drive entrance to the east side of Long Creek and associated work with a raised crosswalk at the Arlington Drive crossing.

19. PARKS-CAPITAL PROJECTS: ACCEPTANCE OF FEDERAL FUNDING IN THE AMOUNT OF \$3,096,659.75 FOR PHASE 2 OF THE FIRE STATION #06 RETROFIT PROJECT (FEMA-DR-4166-0010-R). THIS WOULD BE MATCHED WITH \$1,032,220 IN CITY FUNDING. THIS IS FOR THE PURPOSE OF RETROFITTING THE HISTORIC FIRE STATION TO ADDRESS FUTURE HAZARDS AT THE FACILITY, PROTECTING THE BUILDING OCCUPANTS AND EQUIPMENT AND ENABLING EMERGENCY RESPONSE TO FOLLOW AN INCIDENT. THE CURRENT COMPLETION DEADLINE IS MARCH 12, 2020. A REQUEST FOR A STATUTORY 1- YEAR EXTENSION WILL BE SUBMITTED PER PROGRAM REQUIREMENTS DUE TO THE EXTENDED REVIEW PERIOD IN PHASE 1 OF THE GRANT. ANTICIPATED BIDDING AND CONTRACTING FOR THE PROJECT WILL NECESSITATE SEEKING AN ADDITIONAL 1-YEAR EXTENSION FROM FEMA. THE APPROVAL OF THE GRANT AWARD WILL INSTITUTE A \$4,128,879.75 PROJECT BUDGET. THE FUNDING SOURCES FOR THE PROJECT ARE: FEMA HAZARD MITIGATION GRANT (\$3,096,659.75) AND 2015 IPRB BOND (\$1,032,220).

On a motion of Councilwoman Jackson, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to accept Federal funding in the amount of \$3,096,659.75 for Phase 2 of the Fire Station #06 Retrofit Project (FEMA-DR-4166-0010-R).

20. STORMWATER MANAGEMENT: APPROVAL TO APPLY FOR THE SIB FINANCIAL ASSISTANCE PROGRAM IN SUPPORT OF THE \$64,000,000 LOW BATTERY SEAWALL PROJECT. THE APPLICATION IS REQUESTING \$32,000,000 IN SIB FUNDS WITH A 50/50 CITY MATCH OF \$32,000,000. THE APPLICATION WILL BE SUBMITTED ON AUGUST 29, 2019 TO MEET THE DEADLINE ON SEPTEMBER 1, 2019. THE CITY CURRENTLY HAS \$23,000,000 OF THE REQUIRED MATCH. WITH APPROVAL OF THIS GRANT, CITY COUNCIL IS COMMITTING FUTURE ALLOCATIONS OF MUNICIPAL ACCOMMODATIONS TAX AND HOSPITALITY FEES OVER THE NEXT 10 YEARS TO MEET THE TOTAL MATCH REQUIREMENT. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

Mayor Tecklenburg said the item did not receive approval at the Public Works and Utilities Committee yesterday as the result of a 3 to 2 vote. He wanted to share additional facts about the application. He also had a meeting with staff earlier in the day to address some of the concerns that were raised at the meeting. It was an application to the State Infrastructure Bank ("SIB"). The City had not had a successful application since ten to twelve years ago when the City received the \$88 million for the Spring/Fishburne tunnel. The notice from the SIB Board was not long, and they just found out about the application in the past couple of months. He asked staff to identify a project that was shovel-ready that might qualify for the application. The SIB requirements were that there had to be some improvements to a highway, and the Low Battery Seawall improved Murray Boulevard. Most drainage projects did not always have anything related to a roadway, and this one did. Importantly, they were on the verge of having all of the information together. The project was out to bid, and in two to three weeks' time, bids were expected to begin as they moved forward with Phase I of the Low Battery Seawall project. So, they had all of the information together, and there was a September 1st deadline.

Six to eight weeks ago, he met with Representative William Cogswell who advocated the City apply for something from the SIB. They shared the idea with him and Senator Campsen, and they both offered solid support. The also received a letter of support from Ron Mitchum of BCD COG. The Mayor said he had also spoken with Secretary Christy Hall at the DOT who also supported the City's application. This was the first time the SIB had taken projects as low as \$25 million. That was the minimum, so King and Huger Streets would not be enough. Sarah Fichera, grant writer, was doing the bulk of the work. He asked her if, as proposed by the Public Works Committee, a substitute project could be put forward, and there was no way for her to be able to pull that off. Mayor Tecklenburg said this was 2019 money and the only opportunity they would have to apply for anything for the year from the SIB. The next round would be for the 2020 money. They thought they would open it up again the first quarter of next year. He respectfully asked for Council's support of the application. It was a project that was well needed, and the City had been putting aside \$4 million to \$5 million a year for the project before he was elected Mayor. Last year they had only put aside \$3 million. If they were lucky enough to get acceptance on the grant application rather than setting aside an additional \$35 million or so, they would only have to set aside an additional \$9 million. That would get them to the finish line and give them the funding, so that they could do Phase II or Phases II and III, rather than string the project out over an eight to ten year period, which was the current projection based upon their funding stream. He thought there were a lot of positives about it and knew there were other priorities in the City, but other projects would not qualify for the application.

Councilmember Waring said this item came up for the first time at their Public Works and Utilities meeting yesterday. He would not support it because it was an untruthful application. They had been funding the Battery Wall before Mayor Tecklenburg became Mayor, and they had been getting those

dollars from tourism funds, Accommodations and Hospitality Tax. When those appropriations came through, they would pass unanimously. He said Mayor Riley and his team had worked up a \$144 million project for the Septima Clark/Spring-Fishburne drainage project. He said it was a marvelous funding package that had been put together and one that was never done before, \$88 million from the SIB, \$40 million from the County for the TIF District involving the Gaillard property. Last year, word began to leak out that the City had a deficit brewing on the Septima Clark/Spring-Fishburne drainage project, the largest drainage project in the history of Charleston. They were in excess of a \$40 million deficit. He asked the Mayor why they did not apply for additional funding from the SIB for the Spring-Fishburne project as everyone was invested in it. They would have spent \$88 million on something that would not work if they did not find the funding differential. He asked what additional funding mechanisms the Mayor and his team had applied for to fund the deficit. He said the first answer was that they applied for a \$10 million grant for Calhoun/West. He said that was not Spring-Fishburne. It was expanding the scope of the project. The \$10 million had nothing to do with the \$144 million. It was untruthful to say that the Low Battery Wall was a highway project. They had repaired the High Battery with tourism dollars and had also repaired the curve, which was complex, without going to the SIB. The SIB was for huge projects that, but for that funding, would not be done. This item did not fit that criteria as the Battery Wall would be completed. The City currently had \$25 million sitting in abeyance. When the question was asked about the differential for Spring-Fishburne, there had not even been a request in a year. He said there was shame on all of them if they had not asked for that money. Over a \$154 million would be spent, and they needed \$200 million. In a year, they had not asked for one dime, but they were going to ask for \$32 million on a "pretend" highway project. He said intellect and integrity mattered when these entities were approached with funding requests. He said it was not easy getting the \$88 million, but currently, they had \$88 million in a combination drainage project and highway development project. He felt that some people in Columbia would laugh at the application. He said they had not even tried or asked about changing the application. They had supported the Battery Wall in a unanimous way every time funding had come up and was available. He was in favor of going to the SIB for highway projects. They all supported 526. It was a huge development project. The Battery did not fit the criteria. He thought they should make the effort to change the application because an \$88 million on behalf of the State should not be made in vain.

Councilmember Griffin said on his way to the meeting that he got off on Clements Ferry Road and drove to Daniel Island. He said the bridge he drove over was the most atrocious thing he'd seen in his entire life. It was a disservice to the citizens who lived on the island that the City had not come up with a plan to get it fixed yet. He said the whole argument was about priorities and what they were. They were taking a project that they were funding through a combination of Hospitality taxes and asking the SIB to help them pay for it. They would tell them to have a bake sale. They had projects West Ashley, on James Island, Johns Island, and Daniel Island that could use the money. For one person to say the money could not be used for other projects, he wanted to see the proof of that and what other projects could go under it. The idea that if they did not go to the SIB with this application that it would not happen, he could not believe it. He asked why they did not have a special Council or Public Works and Utilities Committee meeting a few weeks ago to discuss. He said instead, it was decided by staff and the Mayor's office that they were going to apply for the Battery for which millions of dollars had already been earmarked and set aside. He asked how many other transportation projects had millions of dollars in the bank earmarked down the road. He said it was a bad decision and an opportunity to show the City had no idea what its priorities were in terms of transportation. He would not be supporting the item because they had a project that was costing them over \$200 million after the SIB gave the City \$88 million. If they had stayed on track and finished the project at \$154,000,000, they would have funded

over half the project. The City couldn't get it done for that amount, and now they had an entire phase and expensive pump station that they had no idea how they were going to fund, but they were going to ask the SIB to spend money on the Battery Wall which was purely for tourism. It was aesthetically pleasing, but it did nothing to alleviate traffic. He asked how he was going to go back to his district and tell his constituents that he asked the SIB to give the City millions when he had 15,000 people that worried about whether or not their houses were going to flood every day and whether or not they were going to be able to get to work. His priorities were different.

Chairman White said he appreciated Councilmember Griffin bringing up the bridge because during the budget cycle, they were going to ask for \$1.3 million. Councilmember Griffin said he served on the selection committee to choose the firm, and he wanted to see it get done.

Councilmember Gregorie said the Mayor stated the application might qualify. Either it qualified or it didn't. He asked if the application said "highway" or "roadway." He said all of those things made a difference to him. He said it was inappropriate to say that staff made the decision. Decisions were made at the top, and staff followed instructions. He thought they needed to be careful about blaming staff for things. He said if a grant did not qualify, they kicked it out. It either qualified or it didn't, and if it didn't, they shouldn't be wasting their time. They had been working on the Septima Clark Parkway for some time, and he thought it would qualify. If someone came to him wanting additional dollars in order to complete it, he would look at it more favorably than the Battery Wall. He had nothing against the Battery Wall. He just wanted to make sure that when they proceeded, they were clear that they were competitive. When he heard the word "might" for the submission, that bothered him. He wanted to know if what they were submitting would meet the minimum standards, otherwise, they were wasting their time. He also wanted to know why they did not submit the application for the Septima Clark Parkway given the deficit.

Mayor Tecklenburg responded that it did qualify, and in addition to the one requirement that it be somewhat related to a highway or bridge, it also allowed any public benefit. He read "in one or more of the following areas: enhancement of mobility and safety, promotion of economic development." The project was an iconic feature of South Carolina tourism, and they had the support of both the Convention and Visitors Bureau and the State PRT. He read "increase the quality of life and general welfare of the public." He said it definitely qualified, but it was just a matter based on their scoring how many points they would receive. He was proud to bring the proposal forward to apply for \$32.8 million of State funds to help the City with a very important project. He consulted with staff as to looking at the requirements and qualifications, and they felt what they had on the table would fit. He did make the decision, and he thought it was a smart thing for them to do. The City had spent hundreds of thousands of dollars within the past year on repairs to the wall because it was literally falling into the harbor. In another storm or two, they would be spending a good amount of money. The quicker they could do it, the better as there were other public benefits. The \$10 million they requested for the Hospital District was part of the original Spring-Fishburne plan that for some reason was cut out about ten years ago. It was not a request for Calhoun-West. It was a request for an extension of the Spring-Fishburne project.

Councilmember Gregorie said economic development was a criteria that would be accessed. He did not know of any other project other than the Septima Clark Parkway that would affect the City economically because everything passed through that corridor. If the corridor shut down, economically, the City would be shut down. He understood the point about tourism, but for him, it would be great to measure the economic development benefit from the wall and the completion of the Septima Clark

drainage project. He thought it would be a big difference because if they shut down the main road with all of the cargo, it would shut down the City and the entire region.

Councilmember Moody said he voted against an item related to the SRO officers in Berkeley County. He was not opposed to the concept, but he was opposed to getting information ten minutes before he had to vote on it. It was 20 pages, and he did not know what he was voting on, so that's why he voted 'no.' He said this item was a little like that. He thought the number to do the Low Battery at one time was \$50 million. Then, it suddenly went up to \$100 million. It was now down to \$60 million. He got the information, like most of them, Thursday morning or Wednesday night. He was not sure what the proposal was. The Spring-Fishburne project impacted hundreds of lives that lived in the basin. It also effected thousands of jobs and the people trying to get to them. If they had a chance to get \$32 million, he asked what the process was they went through to do this. They ought to look at FEMA for the seawall as New Orleans had received billions of dollars. He asked if there was another source. He thought the better use of money was on a highway like Spring-Fishburne because it was important. He did not know what the City would be getting because he just received the information.

Councilmember Shealy said they had a communication problem. Council did not know anything about the item as it just got to the Public Works Committee yesterday, but some had known about it for over two months. If it had been brought to Public Works and Utilities in the beginning, they could have had these conversations, and they could have either worked it out one way or the other. Now, they were saying they had worked on it for two months and had to get it in because they did not have time to work on anything else. He said that was not Council's fault. City Council did not know until yesterday, and it should have been brought to Public Works when they knew they had an opportunity to apply, rather than putting it through the way they were. Murray Boulevard was not a highway, and there were too many maybes in there when they had projects that would almost receive a rubber stamp. It was hard for him to vote for it knowing they had a miscommunication problem, and all of that could have been worked out had Council been notified in a timely manner.

Councilmember Lewis said Councilmember Waring had asked that items be brought to his Committee early, and he did not know about it early. The Septima Clark expressway ran through his district, and they needed \$40 million to complete the project. Since he had been on City Council, they had put millions of dollars of Accommodations monies into the seawall. They needed to put more of that money into the wall, and they needed to apply for FEMA money. If possible, they needed to apply for the \$40 million to bring the Septima Clark project up to where it needed to be.

Councilwoman Jackson said she thought there were lessons to be learned about the preparation that they needed, and she agreed with Councilmember Gregorie that they were the decision makers, and they were where the buck stopped. Her thinking was it seemed like the majority thought it was better to sacrifice the opportunity now to make an application that could only be made for 2019 dollars with a deadline after Labor Day. Then they would wait and apply, assuming SIB opened the round next year which they had not done reliably over the past few years. She came from a world where you continued to ask, and there was criteria they were meeting with the application. She did not think it was such an embarrassing application that the City would hurt itself by submitting it and evaluating it and scoring it. They would learn in the process. They submitted a build grant for the Ashley River Bike Bridge and all of the intersection improvements they wanted to make up and down West Ashley. This was the third year in a row they had submitted it, and they've learned every time what they wanted. They had an opportunity that was going to leave them, and she did not want to have the Mayor require

his staff at the end of August approaching Labor Day to switch gears and do a yeoman's work of trying to make an application that would fall short because it would be half-done. Yes, they could have prepared better. She asked why they should sacrifice the opportunity they had in front of them in order to say they were too embarrassed to submit an application that had merit and met the checklist for qualification. It would be reviewed and scored, and the City could hit a homerun, and they could say 'yes,' as they had the support of the two most important delegates and senators from that district. She thought they would have the support of all of the citizens of lower downtown if they knew the City was considering it. She thought it was an admirable opportunity to submit the application, and she would support it.

Councilmember Seekings said the Low Battery project was on go. It had been designed, sent out for pre-bid, and they had ten prequalified contractors, eight of whom came to a pre-bid meeting. Bids would close in the middle of September, and everyone would know by foot exactly what the project was going to cost. It would be at Council for approval in October, and work would begin in November. They had \$25 million in the bank, which was about half of the money for it. This application and where they were moving forward was the centerpiece of all of the conversations they were going to have moving forward in the City and region about how they compiled enough resources to handle the massive infrastructure projects they had before them. The water was coming at them at every corner of the City. They would have to look at every resource in a thoughtful, longsighted way to make sure they maximized their available resources. He said he had no idea as he had never seen the application whether or not the application would do that or not. He did know for sure that they had available resources for the Low Battery, and it would be great to accelerate the project. The Low Battery project, which consisted of repairs to a wall that was built in the early 1900's, had essentially not been touched since by man, but by plenty of storms. It was in absolute disrepair. They, as a City, had a report in its hands at least 25 years ago that said it was in eminent danger of failure. They had a wall that was 25 years into failure. No matter what happened at the meeting, that project was going to happen, and the City was going to repair the wall. They were going to raise the wall and do the things that they told the citizens they were going to do. The question was where they went from there. He said there were lots of people there who were up for reelection and were all asked the question to come up with a specific plan of not what they were going to do, but how they were going to finance the massive infrastructure struggle they would have moving forward such as Calhoun-West, Church Creek Drainage Basin, Johns Island zoning, and rethinking all of those things that were out there for them, King and Huger Streets, West Ashley and what they were going to do about acquiring easements and cleaning ditches, all of the things that required money and resources that went beyond the \$220 million annual budget that the City had. He said all of those projects individually probably equaled \$220 million, plus or minus. There was no question that they were going to need the help of the SIB down the road.

He said when he heard about the application, he went back and pulled the application the City filed on August 10, 2011 for relief on the Septima Clark project. They were in a massive economic downturn in the country. One of the proposals and projects that came up in Washington was a series of TIGER grants, which were meant to jumpstart the economy by getting to projects that were ready to be done and funding them. The City applied for a TIGER grant of \$200 million plus. The City received \$10 million with a letter that said it had to spend the money on the project. That project started backwards, so the City compiled what was one of the most professionally done and most thoughtful applications for relief that he had ever seen. They did it internally, and they went through specifically what the project was, what the problems were, how it affected mobility. They had specific intersection project problems, obstructions to mobility and commerce. It was a thorough application, and the SIB took it seriously

because it met their criteria unquestionably. He said either way, they won and they lost. His fear was that if the City threw together an application quickly that did not necessarily meet the spirit of what the SIB was looking for which was roadway projects, and if it did not go well for them, the next time they sent an application for a larger project like Calhoun-West which would clearly qualify because it contained the entrance and exit to the City's hospital district, his fear was about sending an application that was not quite what it should be and would be put together hastily. He did not think they had engaged the services of an outside consultant that was an expert in flooding issues and issues the SIB would look at. He asked where that left them. He desperately wanted the Low Battery project to go. It needed to because if it didn't, they were going to have a big problem. How fast it was going to go was anyone's guess. His suggestion was that they needed to identify very clearly projects they knew about today that would meet the criteria with the SIB's requirements and put together an application that asked for a large sum of money that could be used for those projects. They had a huge Septima Clark problem. Calhoun-West was conservatively \$300 million. Church Creek was probably \$100 million. He asked if they weren't thinking big enough. Was there a cap or a limit on what they could ask for in 2019 dollars? Could they ask for other things and add them? Mayor Tecklenburg said it had to be one project at a time. Councilmember Seekings asked if they were limited to one project per application and if they could submit separate applications for each project. He said if people had told them about that, they would be much better informed. They all learned of it pretty quickly, and they were a week and half away from the application process. From what he was hearing, he did not think the vote at the meeting was going to go well for the application. They were committed to finding the resources necessary to deal with the City's infrastructure issues when it came to mobility, flooding, and water. The Low Battery was going. It was funded, and they had a funding source. He did not want to give up the ability to find other funding sources, but he did not want to give up their ability later because of an application that was hastily put together and get put back at the end of the line. He hoped they got all of the dollars that were out there, but he wanted to make sure they were partnering with the SIB, and they gave them what they needed and what they wanted, not just something they thought they could put together.

Councilmember Gregorie said he was not running for anything except the people in the City and that what they did was in their best interests. He said if staff were told to put together an application for the Septima Clark parkway by a certain date, it would be done. It was not the first time the City had been in a crunch situation. They had been in crunch situations putting applications together and gotten things funded. He did not accept that there was not enough time to do another application. If he were Mayor, he would just tell staff to get it done and have it on his desk by a certain time because that's how he had operated as a manager throughout his career. He literally had to spend the night at his office, as well as his entire staff, getting together what the Secretary or the President requested. He did not think it was any different here. He thought they had a highly skilled, competent staff, and he would stand by them through thick and thin. He saw what they could do and produce, sometimes overnight, and be spot on. He did not accept the fact that it was not doable to come up with another application and package and compare the two. He thought Councilmember Seekings was right. It did not say one project at a time, and asked how they interpreted that. He wanted to know if they could send applications for more than one project at a time. If that were the case, he suggested submitting both. He thought they needed to keep focus on the Septima Clark parkway project, and the Battery Wall would affect his district, as well. They fought very hard to make sure the various flooding issues, particularly on the West Side, would be addressed by the project. The Septima Clark parkway in terms of commerce should continue to be one of their priorities.

Chairman White asked the Committee to move discussion along on the item.

Councilmember Lewis made a motion to defer the item and have a special meeting of City Council on August 27th, which would be the last Tuesday to deal with the item before September 1st. Councilmember Shahid seconded the motion. Councilmember Seekings asked for a proviso that they have an application in their hand before they voted on it next time.

Chairman White said the opportunity was to defer, but he asked if the motion was to defer and give staff guidance to create a grant application for Septima Clark/Spring-Fishburne. This grant would be left on the table, and then the Committee would make a decision up or down on both of them at that time. Councilmember Lewis said for both.

Councilmember Griffin said he was relatively young, but if someone came to him ten days prior to a deadline and said they knew he could not get something done in ten days, to him that was a failing business model. He heard a couple of different people say that every extra dollar was a good dollar, but this was a case where he didn't agree because the money that was funding this particular project was Accommodations money. If there wasn't an Accommodations purpose, they would not be able to get the money. While every other part of West Ashley, James Island, Johns Island, and Daniel Island, if it did not have an Accommodations purpose, there was no access to those funds. They were already depleting a minimal drainage fund to finish Spring/Fishburne. Because that was the case, they had to look at other options because the Battery was going to get finished. They had the money to do it. Tourism would continue to boom over the next few years, and the money was going to be there. They could not say the same about other projects.

Councilmember Wagner suggested updating the SIB application Councilmember Seekings referenced. He thought they could reach a good submittal within 7 to 10 days. He volunteered his assistance if it was needed. He said it was clear to him that the flooding should take precedence over the seawall. The flooding downtown had been happening ever since he had been in Charleston.

Amy Wharton, CFO, said the application required a match. If they were going to pursue it, they would have to notice it. They needed to research it a little bit more, and if they were going to have a special meeting, she asked if they could meet this week instead of next week. Ms. Wharton said the match would be 15% of \$50 million or under and 25% if it was \$50 million or over. Chairman White asked if the existing resources they had put into Spring-Fishburne would qualify for the match. Ms. Wharton said they needed to find out if it would just be for what they needed going forward or the whole project. Chairman White asked if they had \$18 million identified in the Drainage Fund for Phase V. A staff member said it was TIF funds. They had funded Phase IV and used the Drainage Funds for the overage.

Chairman White said staff needed to have time to discuss the matching component, and they preferred to meet before the 27th if the motion passed.

Mayor Tecklenburg said they normally brought grant requests to the Ways and Means Committee, and they currently ran things through the Public Works Committee. They arranged the schedule with Chairman Waring so his Committee could see anything before it came to Ways and Means. He apologized as they did not give them a lot of notice on getting the application in, but he thought they were making it more complicated than it needed to be. They needed to seek funding for all of their known projects wherever they could find them. This was an opportunity where they had match money

in place. They had \$23 million, but that was only \$23 million of an estimated \$64 million. They had a match. Why didn't they take advantage of having a match in place and submit the application? He was fine with coming back and looking at an application, and they could apply for more than one project, but they could not do it combined. He asked what was wrong with just proceeding with the application for the Low Battery. They did not have anything to lose, and they would find out in the application process. Ms. Fichera had been working with the SIB, and they were encouraging the City to submit the application. He said the worst case scenario was that they point out how they could improve the City's applications in the future. They should not try to make it so complicated, and they should try to get some money.

Councilmember Waring said that when money was received from the SIB, it was a "but-for" criteria that was used. He said that was not his terminology. But for the funds, the project would not get done. The Battery wall did not fit that. Mayor Tecklenburg said it did not say that in the application. Councilmember Waring said when they spoke about the item in the Committee meeting, Mayor Tecklenburg had said staff could not do it, but he had not asked them. He understood he wanted to have his way, but for him to say that the Low Battery was shovel ready, and the Septima Clark/Spring-Fishburne was not shovel ready was deplorable. They needed the better part of \$50 million, and in a year, they had not applied. The SIB had surplus funds for 2019, and the City wasn't going to ask for the largest highway drainage project in the history of the City of Charleston to complete it. He said that was what was wrong. The \$10 million for the Calhoun-West project was not a part of the original \$154 million. They had a template, and they did not need to start over. The Septima Clark Parkway was the artery that supplied the largest employer in the City of Charleston, the Medical University of South Carolina, followed by the second largest employer, Roper St. Francis. The Medical University had already purchased high water vehicles for flooding that took place in the Hospital District. The City did not have the money to finish that, and that's why they were trying to get the money. Councilmember Waring said he brought up at one of the City Council conference calls for one of the storms that the seawall could be degraded from the pounding of the water and that they ought to apply for a FEMA grant. The Federal Government would help them. He agreed with Councilmember Gregorie that staff could work on an application for the Septima Clark Parkway drainage project.

Councilmember White said he read the statute, and the statute said very specifically that the projects had to be roadway projects. He had a concern as to whether or not the Low Battery application would qualify. With regards to the use of the resources, Phase V was critical because it finished the project. They had \$150 million spent on a project that only worked at low tide, and they currently had no funding source. The Ad Hoc Budget Committee met starting last year when they found out about the shortfall. He said this item should have been a top priority. They stopped beginning part of the Calhoun-West project. They had to stop starting projects and moving them a little bit at a time and start getting things accomplished all the way through. He would support the deferral. He agreed with Councilmember Seekings that the Low Battery seawall was an important project, they did have resources, and it would happen.

Councilmember Waring said if they were going to defer the item, they needed to have a completed application come back to them, and if staff needed help, they needed to give them assistance from someone who could put the application together. Chairman White said the expectation was that the grant application would come back to them. Ms. Herdina said staff would advise them of the date after they had an opportunity to review the grant application.

On a motion of Councilmember Gregorie, seconded by Councilwoman Jackson, the Committee on Ways and Means voted to defer Item #20 on the agenda with direction to staff to schedule a Special City Council meeting and to bring a grant application to the SIB for the Spring/Fishburne Drainage Project Phase V to be considered by City Council.

The vote was not unanimous. Councilmembers Seekings, Griffin, Jackson, and Mayor Tecklenburg voted nay.

Councilmember Griffin said he voted nay because he thought they should have approved a grant application for the Spring/Fishburne project tonight, and they should not have waited.

21. STORMWATER MANAGEMENT: APPROVAL OF CHURCH CREEK DRAINAGE BASIN FEE AMENDMENT #2 WITH WESTON & SAMPSON ENGINEERS, INC. IN THE AMOUNT OF \$99,900 FOR HYDRAULIC MODELING OF THE WEST ASHLEY CIRCLE STORAGE FACILITY, MID-BASIN AREA STORAGE FACILITY, AND THE CSX/WHITFIELD CHANNEL STORAGE. APPROVAL OF FEE AMENDMENT #2 WILL INCREASE THE PROFESSIONAL SERVICES CONTRACT BY \$99,900 (FROM \$373,000 TO \$472,900). FUNDING FOR THIS PROJECT IS THE DRAINAGE FUND. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

Councilmember Moody said he would vote in favor of these items, but he went to a meeting last Monday where the items were discussed, and there was a lot of opposition to the diversion, and he thought it was a no-brainer.

Councilmember Griffin said one of the items was looking for drainage on the West Ashley Circle, and the other two were for the Whitfield tract and Lake Dotterer. These items were separate from the meeting. At the meeting, the citizens expressed concern about water coming through the neighborhood from others to Church Creek. He, Councilmember Waring, and other members of Public Works discussed having a Church Creek Task Force that should meet quarterly to discuss the projects. There wasn't a lot of discussion regarding the Hickory Farms project or adding money to it other than the fact they had previously discussed spending the money to look at the hydrology of the Circle. If the Circle could retain water, that may be an opportunity to divert the water to the Circle instead of bringing it through the neighborhood. Councilmember Moody said a lot of people were opposed to the diversion. Councilmember Griffin said they were opposed to the idea of taking water that was coming from other surrounding neighborhoods that had been developed in more recent years and having that water come into their neighborhood. They talked at the last Public Works meeting about doing the hydrology on the Circle because it could create an opportunity to provide drainage relief to where they could use some drainage funds to do that. On top of that, they had good discussions with the landowner at the Circle, and he had discussed potentially making a deal with the City for the property, but he wanted to see the hydrology, as well. The hydrology came in at about \$100,000. If there could be drainage on the property, it could be very beneficial.

On a motion of Councilmember Shahid, seconded by Councilmember Seekings, the Committee on Ways and Means voted unanimously to approve of Church Creek Drainage Basin Fee Amendment #2 with Weston & Sampson Engineers, Inc. in the amount of \$99,900 for hydraulic modeling of the West Ashley Circle Storage Facility, mid-basin area storage facility, and the CSX/Whitfield Channel Storage.

22. STORMWATER MANAGEMENT: APPROVAL OF CHURCH CREEK DRAINAGE BASIN FEE AMENDMENT #3 WITH WESTON & SAMPSON ENGINEERS, INC. IN THE AMOUNT OF \$21,780 FOR ADDITIONAL HYDRAULIC MODELING OF THE LAKE DOTTERER DIVERSION PROJECT. APPROVAL OF FEE AMENDMENT #3 WILL INCREASE THE PROFESSIONAL SERVICES CONTRACT BY \$21,780 (FROM \$472,900 TO \$494,680). FUNDING FOR THIS PROJECT IS THE DRAINAGE FUND. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

Councilmember Shealy thanked the Stormwater Department and everyone who had worked on the items on the agenda. The Dutch Dialogues really focused on this particular problem because Lake Dotterer was causing problems for everyone. He thought the study would show they could push water out of the other side of Lake Dotterer, which he had been talking about since on Council, and hopefully, it would not affect Melrose and Longbranch. He thought it was a critical point to the Church Creek Basin. Lake Dotterer was effecting everybody around Church Creek.

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve of Church Creek Drainage Basin Fee Amendment #3 with Weston & Sampson Engineers, Inc. in the amount of \$21,780 for additional hydraulic modeling of the Lake Dotterer Diversion Project.

23. STORMWATER MANAGEMENT: APPROVAL OF CHURCH CREEK DRAINAGE BASIN FEE AMENDMENT #4 WITH WESTON & SAMPSON ENGINEERS, INC. IN THE AMOUNT OF \$33,685 FOR ADDITIONAL CULTURAL RESOURCE INVESTIGATION AND ADDITIONAL PLATS FOR THE HICKORY FARMS OVERLAND FLOW DIVERSION DUE TO THE NEED FOR ADDITIONAL TEMPORARY CONSTRUCTION EASEMENTS. APPROVAL OF FEE AMENDMENT #4 WILL INCREASE THE PROFESSIONAL SERVICES CONTRACT BY \$33,685 (FROM \$494,680 TO \$528,365). FUNDING FOR THIS PROJECT IS THE DRAINAGE FUND. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve Church Creek Drainage Basin Fee amendment #4 with Weston & Sampson Engineers, Inc. in the amount of \$33,685 for additional cultural resource investigation and additional plats for the Hickory Farms overland flow diversion due to the need for additional temporary construction easements.

24. STORMWATER MANAGEMENT: APPROVAL OF THE EHRHARDT STREET TUNNEL PROJECT PROFESSIONAL SERVICES CONTRACT WITH DAVIS & FLOYD IN THE AMOUNT OF \$286,922 FOR THE PRELIMINARY DESIGN OF THE MEDICAL DISTRICT FLOOD MITIGATION PROJECT TO INCLUDE 30% DESIGN OF SURFACE COLLECTION, A VORTEX STRUCTURE, AND A DROP SHAFT NEAR THE SUMP OF EHRHARDT ST. AND DESIGN OF AN ADDITIONAL TUNNEL CONNECTING TO THE CANNON ST. SHAFT. FUNDING FOR THIS WILL COME OUT OF THE DRAINAGE FUND. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

On a motion of Councilwoman Jackson, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve of the Ehrhardt Street Tunnel Project Professional Services Contract with Davis & Floyd in the amount of \$286,922 for the preliminary design of the Medical District Flood Mitigation Project to include 30% design of surface collection, a vortex structure, and a

drop shaft near the sump of Ehrhardt St. and design of an additional tunnel connecting to the Cannon St. shaft.

25. STORMWATER MANAGEMENT: APPROVAL OF THE LORD CALVERT DRIVE DRAINAGE IMPROVEMENT CONSTRUCTION CONTRACT WITH KTC ENTERPRISES, INC. IN THE AMOUNT OF \$171,035 FOR THE INSTALLATION OF A NEW STORM DRAIN PIPE ALONG LORD CALVERT DRIVE. WITH THE APPROVAL OF THE PROJECT BUDGET, STAFF IS AUTHORIZED TO AWARD AND/OR AMEND CONTRACTS LESS THAN \$40,000 TO THE EXTENT CONTINGENCY FUNDS EXIST IN THE COUNCIL APPROVED BUDGET. APPROVAL OF THE CONSTRUCTION CONTRACT IN THE AMOUNT OF \$171,035 WILL ESTABLISH A PROJECT BUDGET OF \$188,138.50. THE FUNDING SOURCE FOR THIS PROJECT IS THE DRAINAGE FUND. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, the Committee on Ways and Means voted to approve of the Lord Calvert Drive drainage improvement construction contract with KTC Enterprises, Inc. in the amount of \$171,035 for the installation of a new storm drain pipe along Lord Calvert Drive.

26. STORMWATER MANAGEMENT: APPROVAL OF WORK AUTHORIZATION #3 WITH AECOM IN THE AMOUNT OF \$198,569 TO DEVELOP COMPREHENSIVE MAPPING OF STORMWATER SPECIAL PROTECTION AREAS (SPAS), REFINING STANDARDS FOR STORMWATER DEVELOPMENT/REDEVELOPMENT IN SPAS, AND SUPPORTING PREPARATION A GIS DATASET FOR MAKING THE INFORMATION PUBLICLY AVAILABLE. APPROVAL OF THIS WORK AUTHORIZATION ALSO APPROVES A BUDGET TRANSFER OF \$50,000 FROM THE STORMWATER STUDIES LINE-ITEM (193010-52204). (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

On a motion of Councilmember Moody, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to approve Work Authorization #3 with AECOM in the amount of \$198,569 to develop comprehensive mapping of stormwater special protection areas (SPAS), refining standards for stormwater development/redevelopment in spas, and supporting preparation a GIS dataset for making the information publicly available.

27. BUDGET FINANCE AND REVENUE COLLECTIONS: AN ORDINANCE ESTABLISHING THE MORRISON DRIVE REDEVELOPMENT PROJECT AREA; MAKING CERTAIN FINDINGS OF BLIGHT WITHIN THE REDEVELOPMENT PROJECT AREA; DESIGNATING AND DEFINING REDEVELOPMENT PROJECTS CONSISTING OF PUBLIC IMPROVEMENTS WITHIN THE REDEVELOPMENT PROJECT AREA; DESIGNATING APPROPRIATE REDEVELOPMENT PROJECT COSTS; APPROVING AN OVERALL REDEVELOPMENT PLAN; PROVIDING FOR NOTICE AND PUBLIC HEARING IN CONNECTION WITH THE FOREGOING; AND OTHER MATTERS RELATED THERETO.

On a motion of Councilmember Moody, seconded by Councilmember Lewis, the Committee on Ways and Means voted unanimously to recommend giving first reading to the following bill:

An ordinance establishing the Morrison Drive Redevelopment Project Area; making certain findings of blight within the Redevelopment Project Area; designating and defining

redevelopment projects consisting of public improvements within the Redevelopment Project Area; designating appropriate redevelopment project costs; approving an overall redevelopment plan; providing for notice and public hearing in connection with the foregoing; and other matters related thereto.

28. PUBLIC SERVICE: REQUEST AUTHORIZATION FOR THE MAYOR TO EXECUTE ON BEHALF OF THE CITY A MEMORANDUM OF AGREEMENT (“MOA”) WITH THE COMMISSIONERS OF PUBLIC WORKS OF THE CITY OF CHARLESTON, SOUTH CAROLINA, D/B/A CHARLESTON WATER SYSTEM (“CWS”), UNDER WHICH THE CITY WILL INCLUDE CERTAIN UTILITY WORK WITHIN THE SCOPE OF THE LOW BATTERY SEAWALL REPAIR AND RECONSTRUCTION PROJECT, INCLUDING (A) THE RELOCATION OF NUMEROUS LATERAL AND LONGITUDINAL WATER AND SANITARY SEWER CONFLICTS BETWEEN THE PROPOSED DRAINAGE INFRASTRUCTURE; AND (B) THE REPLACEMENT OF EXISTING GRAVITY SANITARY SEWER AND WATER MAIN INFRASTRUCTURE WITHIN MURRAY BOULEVARD, WITH CWS AGREEING TO REIMBURSE THE CITY FOR 100% OF THE COSTS OF ALL CONSTRUCTION ITEMS ASSOCIATED WITH SUCH UTILITY WORK. UPON APPROVAL OF THIS ITEM BY CITY COUNCIL AND PRIOR TO EXECUTION BY THE MAYOR, CORPORATION COUNSEL IS AUTHORIZED TO CONSENT TO MINOR MODIFICATIONS OF THE DRAFT MOA ATTACHED HERETO THAT DO NOT INCREASE THE COSTS OR OBLIGATIONS OF THE CITY UNDER THE DRAFT MOA, AND THE MAYOR SHALL BE AUTHORIZED TO EXECUTE SUCH MOA WITHOUT FURTHER ACTION BY CITY COUNCIL UPON THE CONSENT OF CORPORATION COUNSEL; PROVIDED, HOWEVER, NOTHING HEREIN SHALL PERMIT CORPORATION COUNSEL OR THE MAYOR TO AUTHORIZE FUTURE AMENDMENTS OR MODIFICATIONS TO THE MOA. (PENDING REVIEW BY THE COMMITTEE ON PUBLIC WORKS AND UTILITIES)

On a motion of Councilmember Moody, seconded by Councilmember Griffin, the Committee on Ways and Means voted unanimously to authorize the Mayor to execute on behalf of the City a Memorandum of Agreement (“MOA”) with the Commissioners of Public Works of the City of Charleston, South Carolina, d/b/a Charleston Water System (“CWS”), under which the City will include certain utility work within the scope of the Low Battery Seawall Repair and Reconstruction Project, including (a) the relocation of numerous lateral and longitudinal water and sanitary sewer conflicts between the proposed drainage infrastructure; and (b) the replacement of existing gravity sanitary sewer and water main infrastructure within Murray Boulevard, with CWS agreeing to reimburse the City for 100% of the costs of all construction items associated with such utility work.

29. 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.

Councilmember Waring made a motion to approve. Councilwoman Jackson seconded the motion.

Councilmember Gregorie said it sounded like it would effect a number of elderly residents. Chip McQueeney, Assistant Corporation Counsel, said under State Law there was a Homestead Exemption for property taxes at \$50,000. The State reimbursed the City for lost revenues that fell under the Homestead Exemption. In 1994 when the City passed its Stormwater Ordinance, the City incorporated that into its ordinance. The State did not reimburse the City for any of the lost revenue. He thought the estimated lost revenue was about \$200,000 a year. It was over the age of 65, people who were legally blind, and people who were partially or permanently disabled under State and Federal laws. He found one other jurisdiction that had a Homestead Exemption for Stormwater Utility Fees, and he believed it was Georgetown County. Others did not have an exemption. The amount a single family residence paid per month was \$10 or \$7.50 if one was in an apartment. It was a policy decision and not a legal decision. There was no State law requiring an exemption.

Councilmember Gregorie asked how many elderly citizens would be effected. Mr. McQueeney said it was about 1,500. It would go into effect January 1st.

Councilwoman Jackson made a motion to amend the ordinance so that they did not withdraw the exemption from anyone that was disabled or legally blind, and/or over the age of 80 or older. She thought those were the citizens that were using up their resources and living on smaller, fixed incomes.

Councilmember Waring said he would not accept the amendment. He said some of the people who were effected by flooding were some of the people in the older areas of the City. In between first and second reading, the Committee recommended that they work something out for citizens who were disabled, blind, or indigent. There was an agency to which those citizens could apply for help. He said they could come up with criteria to help them, but there were a lot of 65 year old citizens that paid into the drainage fund.

Councilmember Griffin asked if they could direct staff to begin working on it, and Councilmember Waring said they had. Mayor Tecklenburg asked if the amendment fulfilled what they just discussed. Councilmember Griffin said it was brought up at Public Works. Chairman White said it was just brought up at Public Works yesterday. Councilmember Waring said the amendment at the Committee meeting was to direct staff to come up with a methodology for a safety net that mirrored CWS's grant monies for people who were in that category, disabled and financial hardship.

On a motion of Councilmember Waring, seconded by Councilwoman Jackson, the Committee on Ways and Means voted unanimously to recommend giving first reading to the following bill with direction to staff to work on a methodology that mirrored CWS's policy:

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.

The vote was not unanimous. Councilmember Gregorie voted nay.

30. THE COMMITTEE ON REAL ESTATE: (MEETING WAS HELD ON AUGUST 20, 2019 AT 3:00 P.M., PROVIDENCE BAPTIST CHURCH, 294 SEVEN FARMS DRIVE)

- a. Request approval for the use of Charles Towne Landing Founder's Hall in the amount of \$4,750

for MOJA Festival activities (1500 Old Towne Rd.)

- b. Request approval for the use of Memminger Auditorium in the amount of \$2,750 for MOJA Festival Events (56 Beaufain Street)
- c. Request authorization for the Mayor to execute an easement agreement, together with the appropriate easement drawing, under which the City will grant an easement for the relocation of a transformer and appurtenant facilities and equipment to Dominion Energy South Carolina, Inc. on the City's property commonly known as the Riley Waterfront Park, designated as Charleston County TMS No. 458-09-04-051. The Mayor will be authorized to execute the easement and drawing without further action by City Council upon approval of the final form of the agreement by Corporation Counsel.
- d. Request approval of the Amendment to Greenbelt Grant Agreement Harbor Woods Tract whereby amending the January 26, 2009 Grant Agreement between the County of Charleston and City of Charleston to convey a .01-acre portion of the Harbor Woods tract and release it from the Greenbelt deed restrictions.
- e. Approval to authorize the Mayor to execute the Agreement of Purchase and Sale between the City of Charleston and Christina Ford Williams for the sale of 931 Fifth Avenue for \$174,837. Ms. Williams will receive \$50,000 in downpayment assistance from the City of Charleston, invest \$2,500 of her own funds, secure lender financing of \$119,837 and receive closing cost assistance from the Federal Home Loan Bank. This property is one of 7 new houses recently constructed in the Ashleyville-Maryville neighborhood and is targeted to individuals and/or families earning up to 80% of the Area Median Income. The property is deed-restricted, subject to the City of Charleston Single Family Affordable Housing Restrictive Covenants with an affordability period of 90 years. (TMS: 418-07-00-173; 931 Fifth Avenue) [Ordinance]
- f. (i) Approval to rescind Ordinance 2019-048 authorizing the sale of 919 Sycamore Street to Ms. Fredericka Ravenell [Ordinance]

(ii) Approval to authorize the Mayor to execute the Agreement of Purchase and Sale between the City of Charleston and Katrina L. Snow for the sale of 919 Sycamore Street for \$196,237. Ms. Snow will receive \$45,000 in downpayment assistance from the City of Charleston, secure lender financing of \$145,000, invest \$6,500 of her own funds for principal reduction and closing costs. This property is one of 7 new houses recently constructed in the Ashleyville-Maryville neighborhood and is targeted to individuals and/or families earning up to 80% of the Area Median Income. The property is deed-restricted, subject to the City of Charleston Single Family Affordable Housing Restrictive Covenants with an affordability period of 90 years. (TMS: 418-11-00-239; 919 Sycamore Street) [Ordinance]
- g. (i) Approval to rescind Ordinance 2019-045 authorizing the sale of 839 Minnie Street to Ms. Renee Fleetwood Lewis [Ordinance]; and

(ii) Approval to authorize the Mayor to execute the Agreement of Purchase and Sale between the City of Charleston and Cody Edward Shealy for the sale of 839 Minnie Street for \$201,637. Mr. Shealy will receive \$50,000 in downpayment assistance from the City of Charleston. Mr. Shealy will also apply for \$10,000 loan and \$2,000 in grant funds from the City's Employer Assisted Housing Program. This property is one of 7 new houses recently constructed in the Ashleyville-Maryville neighborhood and is targeted to individuals and/or families earning up to

80% of the Area Median Income. The property is deed-restricted, subject to the City of Charleston Single Family Affordable Housing Restrictive Covenants with an affordability period of 90 years. Mr. Shealy is an employee of the City of Charleston. (TMS: 418-11-00-074; 839 Minnie Street) [Ordinance]

- h. Request authorization for Mayor to execute an easement agreement, together with appropriate easement drawing, under which the City will grant a permanent easement to Flyway, LLC, at property designated as Charleston County TMS Nos. 458-09-02-068, to install, maintain, replace and repair certain personal property servicing the grantee's property. (TMS: 458-09-02-068; adjacent to City parking structure and to 5 Cumberland Street)
- i. Request authorization for the Mayor to accept a Proposal for Voluntary Cleanup Contract ("VCC") Services (Revision 1) Housing Parcel (VCC 17-6523-NRP) and Lowcountry Low Line (VCC 17-6524-NRP) from S&ME, Inc., relating to that certain parcel, containing 0.71 acres, more or less, located at the southern terminus of F Street (Charleston County TMS No. 4600404118) and the former railroad right-of-way purchased by the City from Norfolk Southern and to execute the attached Agreement for Services with S&ME, Inc., as a sole source provider, for a total fee of not to exceed \$76,945, said fee not to be exceeded without prior City Council approval. Funding will come from the 2018 Recreation Bond (\$51,980) and Franchise Fee (\$24,965).
- j. (i) Acceptance of a 2019 Charleston County Greenbelt Grant award for the purchase of an 0.46-acre waterfront property on James Island (Brantley Park). The award is \$467,000 in 'Urban' Greenbelt funds, with \$233,500 from the City of Charleston's allocation, and \$233,500 from the Town's allocation.

(ii) The total purchase price of the property is \$500,000, with the balance of the funds to be provided by the Town of James Island. The City of Charleston will own the property, and the Town will be responsible for developing and operating the facility.
- k. Request approval of a Termination of Lease between 160 St. Phillips St., LLC and the City pertaining to the parcel of land at the northeast corner of Morris and St. Phillip Street (TMS: 460-12-02-54), currently leased by the City for parking use.
- l. Consider the following annexation:
 - (i) 2591 Morning Dove Lane (TMS#355-05-00-132) 0.28 acre, West Ashley (District 2). The property is owned by Samuel and Kelley Mosley
- m. Executive session in accordance with S.C. Code Section 30-4-70(a)(2) to receive legal advice relating to matters covered by the attorney-client privilege regarding the development plan for Ackerman Park, located at 55 Sycamore Avenue, in West Ashley, including possible need to condemn right-of-way easement for access to Park. Upon returning to open session, the Committee may take action on matters discussed in executive session.

Councilmember Moody, Chair of the Real Estate Committee, reported that Items 'a' through 'l' were all approved. All were unanimous except for Item 'd,' on which Councilwoman Jackson voted nay. He recommended approval of all items.

On a motion of Councilmember Moody, seconded by Councilmember Mitchell, the Committee on Ways and Means voted to approve the Committee on Real Estate Report as presented and recommended giving first reading to the following bills:

An ordinance authorizing the Mayor to execute on behalf of the City of Charleston ("City") an Agreement of Purchase and Sale, in which the City agrees to sell to Christina Ford Williams the property located at 931 Fifth Avenue (Charleston County TMS No. 418-07-00-173) (West Ashley) (Maryville/Ashleyville) for \$174,837.00, with Williams to receive \$50,000.00 in down payment assistance from the City of Charleston, invest \$2,500.00 of her own funds, and secure lender financing of \$122,337.00 and closing cost assistance from the federal home loan bank, subject to the City of Charleston Single-Family Affordable Housing Restrictive Covenants, with an affordability period of ninety (90) years and also subject to a declaration of cross access and utility easements for Lot 473a, Lot 473b, and Lot 473c, Ashleyville, recorded in Deed Book 0807 at Page 342 in the Register of Deeds Office for Charleston County, South Carolina.

An ordinance repealing Ordinance No. 2019-048 and authorizing the Mayor to execute on behalf of the City of Charleston ("City") an Agreement of Purchase and Sale, in which the City agrees to sell to Katrina L. Snow the property located at 919 Sycamore Avenue (Charleston County TMS No. 418-11-00-239) (West Ashley) (Maryville/Ashleyville) for \$196,237.00, with Snow to receive \$45,000.00 in down payment assistance from the City, invest \$6,500.00 of her own funds for principal reduction and closing costs, and secure lender financing for the balance of the purchase price, subject to the City of Charleston Single-Family Affordable Housing Restrictive Covenants, with an affordability period of ninety (90) years, and also subject to a permanent, perpetual, and appurtenant private sewer line easement to be retained by the City of Charleston for the benefit of the adjacent property located at 915 Sycamore Avenue (TMS No. 418-11-00-205), owned by the City.

An ordinance repealing Ordinance No. 2019-045 and authorizing the Mayor to execute on behalf of the City of Charleston ("City") an Agreement of Purchase and Sale, in which the City agrees to sell to Cody Edward Shealy the property located at 839 Minnie Street (Charleston County TMS No. 418-11-00-074) (West Ashley) (Maryville/Ashleyville) for \$201,637.00, subject to the City of Charleston Single-Family Affordable Housing Restrictive Covenants, with an affordability period of ninety (90) years.

An ordinance to provide for the annexation of property known as 2591 Morning Dove Lane (0.28 acre) (TMS# 355-05-00-132), 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 2. The property is owned by Samuel and Kelley Mosley.

The vote was not unanimous. Councilwoman Jackson voted nay on Item 'd' of the report.

Councilmember Moody reported that the final item was an executive session regarding a development plan for Ackerman Park. No action was taken, but they did instruct the Mayor and staff to proceed with getting values and looking at the property to bring back to Real Estate at a later time.

There being no further business presented, the Committee on Ways and Means adjourned at 6:17 p.m.

Jennifer Cook
Assistant Clerk of Council