

James Island Intergovernmental Council Meeting – VIRTUAL
April 21, 2021 @ 7:00 P.M.

Minutes

Attending: Town of James Island: Mayor Woolsey, Councilman Garrett Milliken, and Councilman Troy Mullinax. City of Charleston: Councilman Ross Appel (Vice Chair) and Councilwoman Carol Jackson. Charleston County: Councilwoman Jenny Honeycutt (Chair). State Sen. Sandy Senn. James Island Public Service District: Commissioners Kathy Woolsey, Brenda Grant and Susan Milliken.

The Meeting was called to order at 7:05. Following introductions, a motion was moved and seconded to approve the minutes from the Jan meeting. Motion passed.

Public Comments -

Franny Henty – Ms. Henty asked the Council to do more to fix our broken and failing infrastructure. She is grateful the JIPSD is working address the water quality issues of JI Creek but the source of pollution is still an enigma. She feels DHEC needs to do more to protect taxpayers from threats to the environment. She thanked Sen. Senn and Councilwoman Jackson for being leaders on protecting the environment, in particular Senn with the Nurdle legislation and Jackson with protecting against cluster developments. She feels governments need to do more imposing of impact fees to raise funds as opposed to allow developments.

1. Updates on USACE General Maint. Permit for Marsh/Outfall Work – Sen. Senn had a great meeting with DHEC who said they will not oppose permit requests from jurisdictions to clean outfalls and they will have that right for five years, and from then on regular maint. can be done to keep us from getting in this situation again. She has asked for a proviso in the budget for this work. Honeycutt, Appel and Jackson all thanked her for her efforts and feel this work is crucial. ***Honeycutt – please note in the minutes we need to add this to a list of reoccurring items to follow-up on.***

2. Maybank Intersection Improvement Project – Jackson requested this be deferred until the next meeting, though she did not the new Avalon development will be required to do a traffic study at Fleming and Maybank when the occupancy percentage is triggered.

3. Dutch Dialogues – Councilwoman Jackson introduced Jim Hemphill with the City of Charleston who gave a presentation on the comprehensive land and water analysis that is being incorporated into the City's 10- year comprehensive plan. A link to the presentation can be found here: Councilman Milliken asked what areas of JI feel into the reserve zone and Hemphill responded that it is site specific regarding tree cover and soil hydrology, but that they are discouraging development in the tidal risk flood zone which JI has a good bit of. Commissioner Woolsey commented that a big problem is with the use of fill dirt on properties and developers are not being required to amend the soil with compost which makes it difficult to get the needed vegetation to thrive.

4. Jl Creek TMDL Water Quality Taskforce– Councilman Appel said the taskforce has been working and applied for a 319 Grant which will help fund maintenance of septic systems and could be used to write comprehensive uniform regulations on septic tanks around the watershed. DHEC is reviewing.

5. Sewer Expansion – Mayor Woolsey followed up the discussion with saying how the Town will be receiving approximately 3 million through the American Rescue Plan and he will be recommending that Council spend a least a portion of it on expanding sewer on James Island around the JI Creek watershed where there are failing septic systems. The JIPSD has a cost estimate of \$ 8 million to do all the needed work so hopefully there will be other sources of funds leveraged.

6. Maybank Pedestrian Improvements – Devri DeToma with Charleston County gave a presentation on these safety improvements that has received federal funding. Attached to the minutes is the presentation. Honeycutt discussed the corner of Woodland Shores and Maybank Hwy where a coffee shop will be going in and has by-right zoning ability for a drive-thru. Sen. Senn said she feels like this will be a big problem like the Starbucks is on Folly and Oyster point and hopes they can require them to have traffic control if its allowed. Detoma did mention that the County was able to get the developer to put in an 8ft sidewalk to match the plans for the rest of Maybank instead of the 5ft sidewalk and County is paying the difference. Commissioner Milliken asked if this development was in the County or City and Councilwoman Jackson replied that it is in the County, she just has a particular interest in it because of the bad traffic situation that the Starbucks on Folly and Oyster Point cause.

7. CTC/TST Update – Devri DeToma gave an overview of projects for James Island. She thanked Mayor Woolsey and Wes Linker at the County for their work in securing a drainage easement for the Camp Rd Sidewalk Project. For the Central Park Culvert repair they are awaiting a scope and fee. The Central Park and Riverland project has been postponed. The Folly Rd pedestrian improvements along Country Club and McLeod are undergoing easement acquisition. They are continuing to wait on DOT for the maintenance agreement for Folly Rd Phase I, and Sen. Senn said she would help with this. The Roundabout at Ft. Johnson is moving forward as County Council approved eminent domain for a small section and it is currently out to the public for public comment. The improved crossing at Ft. Johnson and Folly should be under construction in July. The Lighthouse Blvd project will be under construction this summer. County Council approved eminent domain for the turn lane at Sol Legare so that project is also moving forward. Jackson asked with the TST awards would be announced and DeToma responded in July.

8. Greenbelt Project Status Updates – Chair Honeycutt discussed the City's application for improved drainage at the end of Howle ave and while it is a passive park, it may not score as well because its also a drainage project but ultimately will come to County Council for a decision. She discussed it will have a natural water container feature with pedestrian access around it and thanked Appel and Jackson for their support and Matt Compton for his presentation to the Greenbelt Board. Mayor Woolsey gave a brief update on Brantley Park and summarized how this joint park with the City and Town was undergoing an improvement project by the Town. Town Council had approved the plan but did not approve awarded the bid for construction to the contractor because of concerns they raised. Those concerns included the title being in the City's name and that some members felt residents didn't want a park on Folly Rd. He is hopeful they can come to a consensus and urged City Council to find out why the City is opposed to joint ownership. Councilman Milliken said that is a good summary by the Mayor and agrees joint ownership will make Town Council feel more comfortable with further investments. He also noted that the feels the detention pond at the Howle Ave Greenbelt application project wouldn't be needed if the adjacent parcel was never developed and it will become another breeding ground for mosquitos.

Chair Honeycutt recognized Katie Zimmerman who mentioned the development at the corner of Woodland Shores and Maybank was approved by County Council, but that they did not approve the drive-thru feature and so far the developer has not moved forward with their application to County Council. Chair Honeycutt also recognized Jimmy Mazyck who had a question about the townhome development

off Maybank and Honeycutt responded that no applications have been made to the County that she was aware of for a townhome development at the location he mentioned.

Meeting adjourned at 8:30 pm.



CHARLESTON CITY PLAN LAND+ WATER ANALYSIS

James Island Intergovernmental Council
April 21, 2021

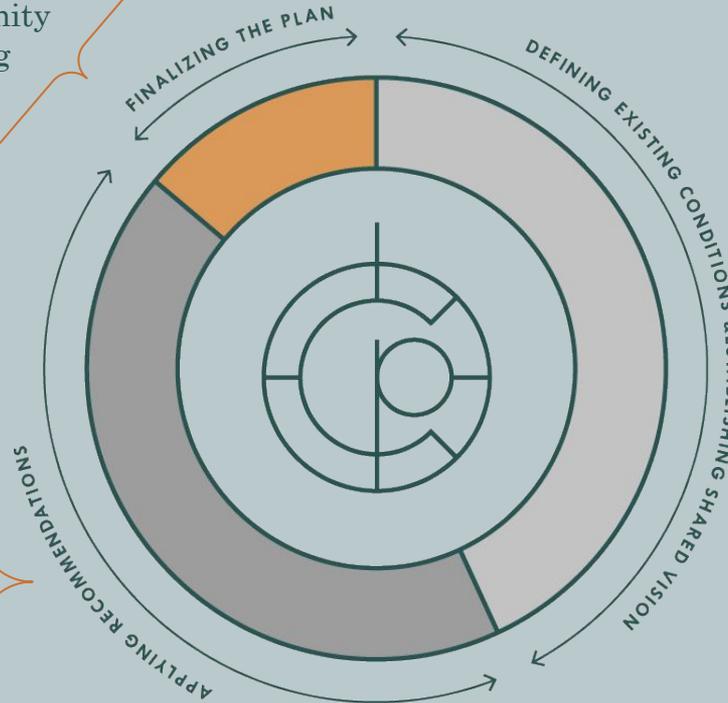
FINALIZING THE PLAN

(We are here)

Now, we need your feedback on the draft recommendations. We'll revise the recommendations based on community feedback before sending to Planning Commission and City Council.

DRAFTING RECOMMENDATIONS

After the first round of engagement, we read thousands of survey responses and comments made during community meetings and combined those responses with data analysis from staff and our consultants to create draft recommendations.

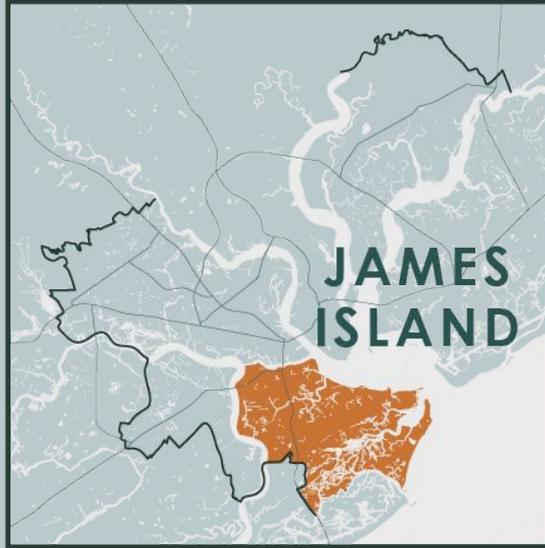


COMMUNITY ENGAGEMENT, ROUND I

In the first round of engagement that took place August-November 2020, over 3,000 residents participated directly in efforts to define existing conditions and establish a shared vision.

We met virtually in sessions focused on each area of the city and on subjects such as water/land use and housing.

Community members told us...



Residents of James Island celebrated the small town feel, made up of an **eclectic mix of diverse and tight-knit communities**. There was also a shared love of the connection with the natural landscape, especially the old trees, surrounding marshes and water.

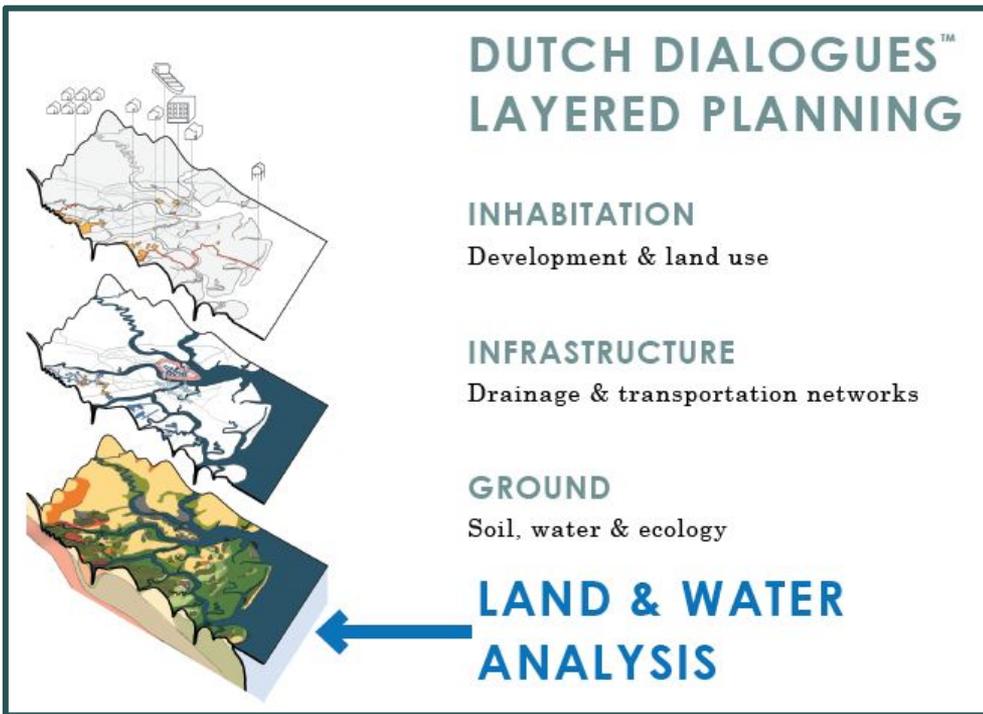
Flooding that regularly enters homes and damages property plagues residents and is getting worse. It is critical to ensure that new development is done in a way that **preserves open space, protects the natural ecosystem and improves flooding**.

People love the proximity of James Island to both downtown and the beach, but getting to either can prove challenging - and unsafe - if you don't have a car. This is also true for traveling around the island - especially to existing parks and recreation areas. **Better transit service and safe pathways for bikes and pedestrian are needed** and could help relieve the worsening traffic.

It is important for the **County, City and the Town of James Island to work together** to make sure that all communities are well taken care of; as well as to implement the recommendations in the Rethink Folly Road plan.



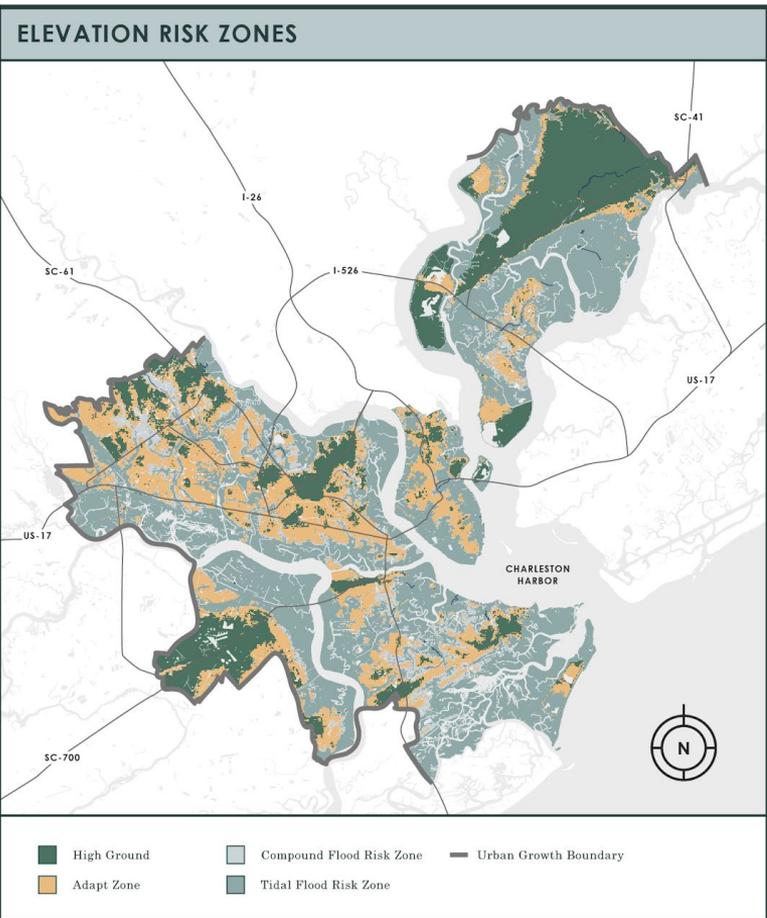
LAND & WATER ANALYSIS



The City Plan will guide development and planning decisions for the next 10 years, primarily through recommendations for land use (*inhabitation*) and guiding priority investments for improved drainage and transportation networks (*infrastructure*).

The piece we were missing was the **Land and Water Analysis**, which provides a technical understanding of the relationship between Charleston’s landscape and its current and future flooding challenges related to sea level rise and climate change.

The Land & Water Analysis was completed by Waggoner & Ball, the Water Institute of the Gulf, Robinson Design Engineers and Surculus Design.



HIGH GROUND

High ground is defined as land outside of the FEMA 100 year floodplain and above the NOAA max category 3 storm surge. *High ground has the lowest flood risk and stormwater detention here has the greatest watershed benefit.*

ADAPT ZONE

The adapt zone consists of land outside of the FEMA 100 year floodplain that is still within the NOAA maximum storm surge of a category 3 hurricane. *Rain and storm surge flooding in this zone is infrequent but not impossible.*

COMPOUND FLOOD RISK ZONE

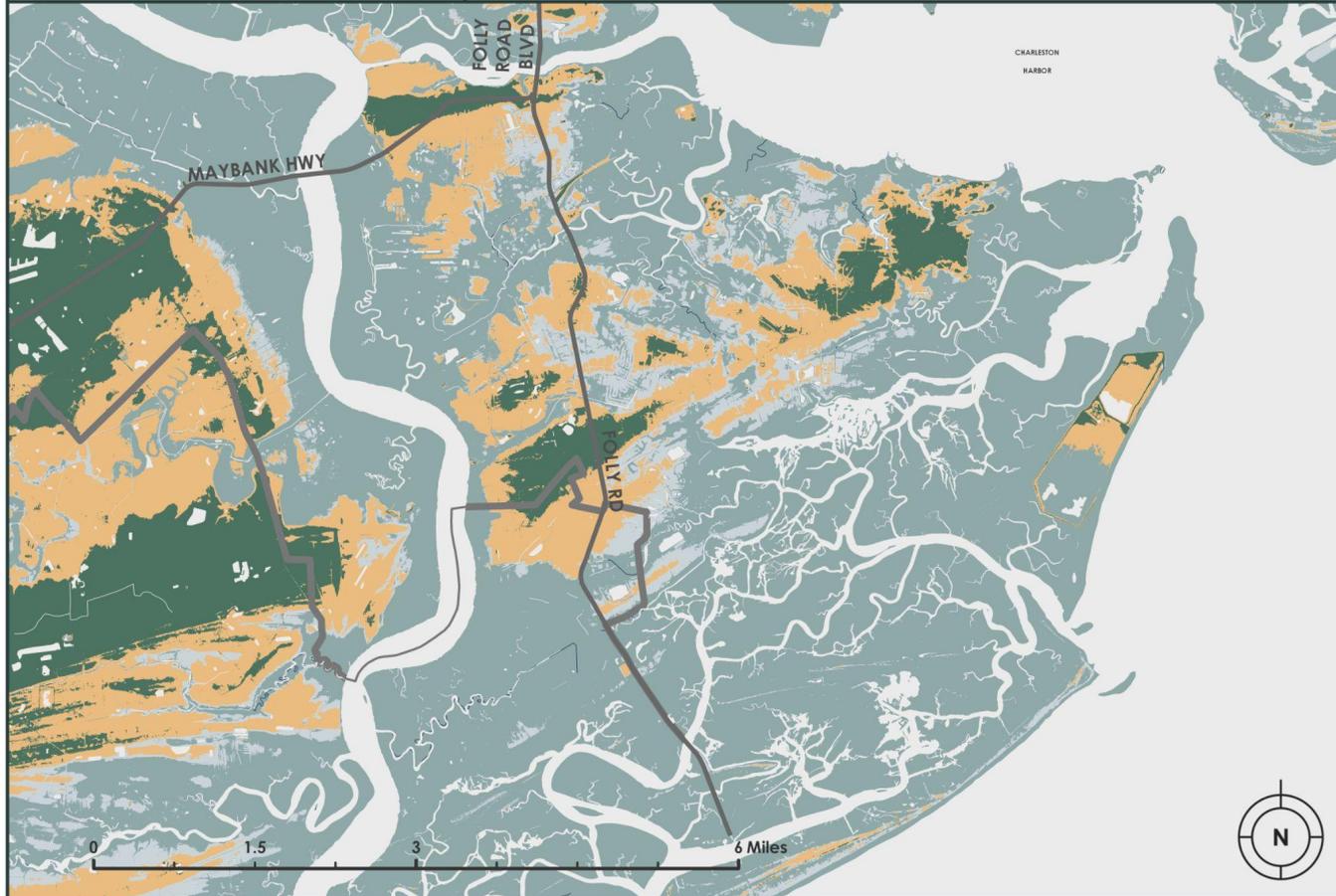
This zone encompasses areas within the floodplain above the tidal flood risk zone where *flood risk comes from a mixture of rainfall, runoff and tidal conditions.*

TIDAL FLOOD RISK ZONE

This zone encompasses the lowest land in Charleston. Nearly 100% of this zone is in the 100 year floodplain. *Flooding is frequent and can come solely from tidal events independent of precipitation. Sea level rise driven marsh migration occurs in this dynamic zone.*

**ELEVATION RISK ZONES:
JAMES ISLAND**

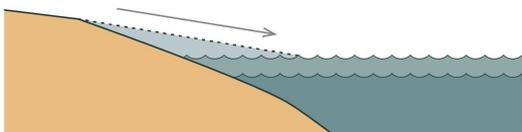
- Urban Growth Boundary
- Tidal Flood Risk
- Adapt Zone
- Compound Flood Risk
- High Ground





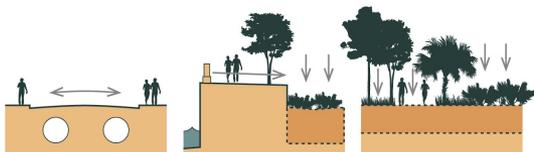
BEYOND ELEVATION

Though low-lying areas are certainly more vulnerable to tidal flooding and storm surge; other site-specific conditions can contribute to the intensity, frequency and impact of flooding.



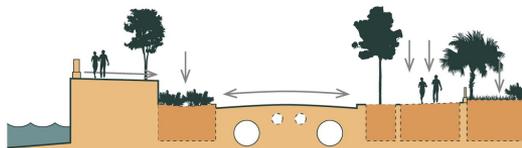
WATERSHED TYPES

determine how far water needs to travel to drain and how much tidal influence. The city is composed of 94 unique watersheds and 197 subwatersheds and each handles water differently.



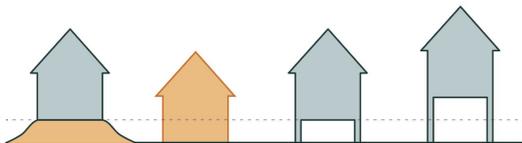
SOILS & VEGETATION

determine how well the landscape can absorb water.



INFRASTRUCTURE

determines the capacity and efficiency of drainage systems and protective structures.



VULNERABILITY

signifies the amount of buildings and structures in harm's way.

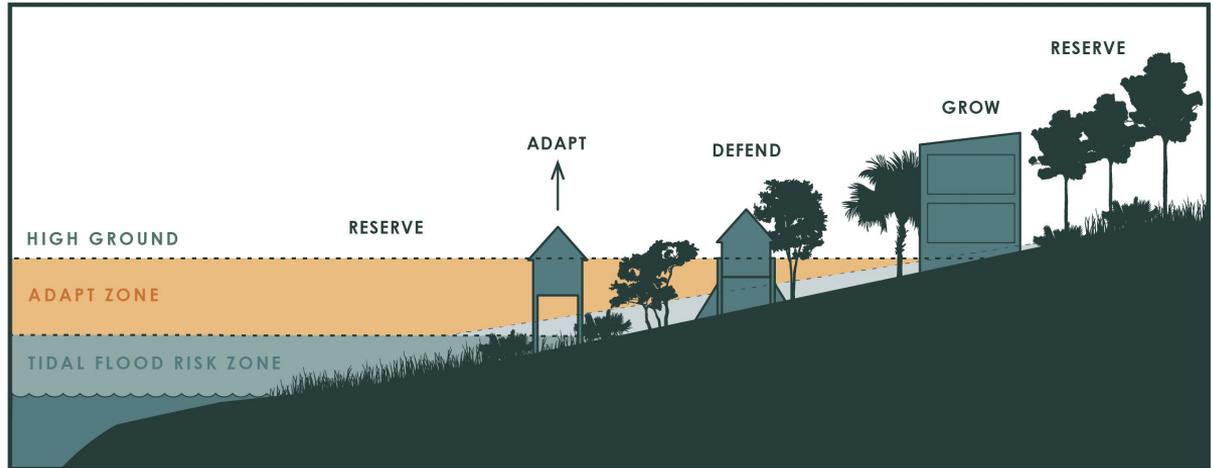


PLANNING STRATEGIES

A combination of planning strategies should be applied in all land use categories to reduce impacts of flooding and sea level rise and increase resilience.

Site-specific conditions such as *watershed type, soils and vegetation, infrastructure and vulnerability* should inform which combination of planning strategies is most appropriate.

These strategies can be primarily implemented through *zoning, stormwater regulations and other policy tools.*



PLANNING STRATEGIES

ADAPT Retrofit vulnerable existing infrastructure to be resilient to water risks. Raising structures reduces risk with limited to no increase in watershed sensitivity. However, adaptive capacity is limited by building typology.

RESERVE Restore and preserve natural ecosystems. Reserve is applicable to all zones and should factor future change. Ecosystems providing stormwater benefits and essential wildlife habitats exist throughout Charleston and should be preserved.

GROW Responsibly increase development and population density. Growth makes the most sense in areas with low sensitivity and low risk. Growth must occur in tandem with water management.

DEFEND Protect buildings and infrastructure with engineered measures such as berms, flood walls and pumps. Defensive measures should be reserved for areas with the highest risk and lowest sensitivity (e.g. where the displacement of floodwater will not exacerbate risk elsewhere).



STOP BY IN PERSON TO PROVIDE FEEDBACK

OPEN HOUSE FRIDAYS

EVERY FRIDAY IN APRIL 9:00 AM TO
5:00 PM.

2 George St, in the public meeting
room (across from the Permit Center)

(The April 23rd open house will end
early at 3:00 pm for the Commission on
Disability Issues)

Learn More about the Plan:
charlestoncityplan.com

JAMES ISLAND VIRTUAL FEEDBACK SESSION (on Zoom)

Thursday, April
22, 6:00 p.m. –
7:30 p.m.

REGISTER ON ZOOM AT:
[CHARLESTONCITYPLAN.COM/CALENDAR](https://charlestoncityplan.com/calendar)



Maybank Highway and Woodland Shores Road Complete Streets and Safety Improvements

Project Need

Safety Concerns

Crossing of a major arterial highway and addressing cut-through streets concerns

Connectivity

Residential and local businesses

Mobility

Cyclists and pedestrians

Three Components

Woodland Shores Road Sidewalk

- 8-foot sidewalk along Woodland Shores Road from Maybank Highway to Riverland Drive
- CTC allocated \$200,000 in FY 2018 and FY 2020 for design only

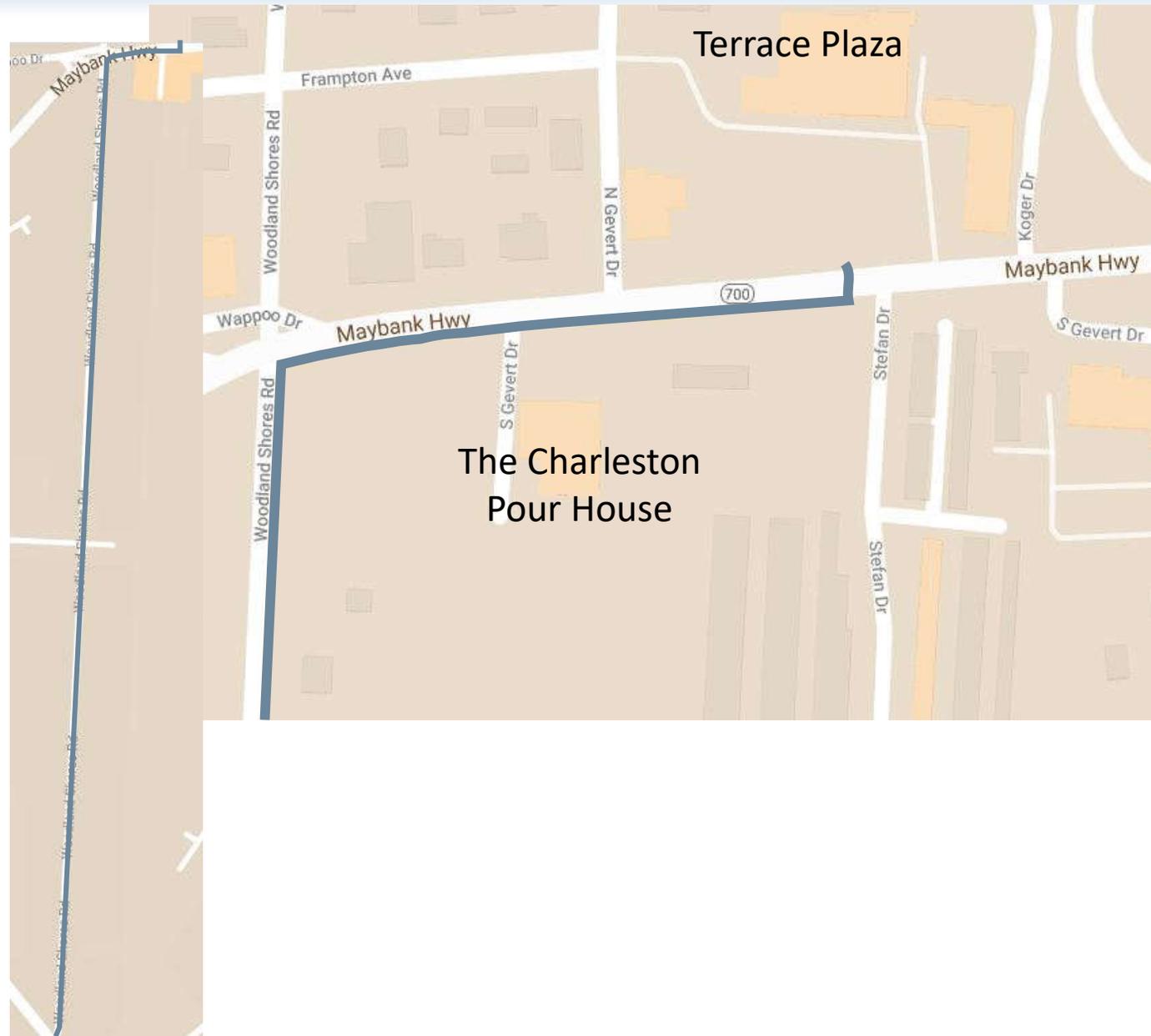
Maybank Highway Mid-Block Crossing

- Provides a safe pedestrian crossing to/from the Terrace Plaza and the Charleston Pour House
- CTC allocated \$280,000 in FY 2020 for design and construction

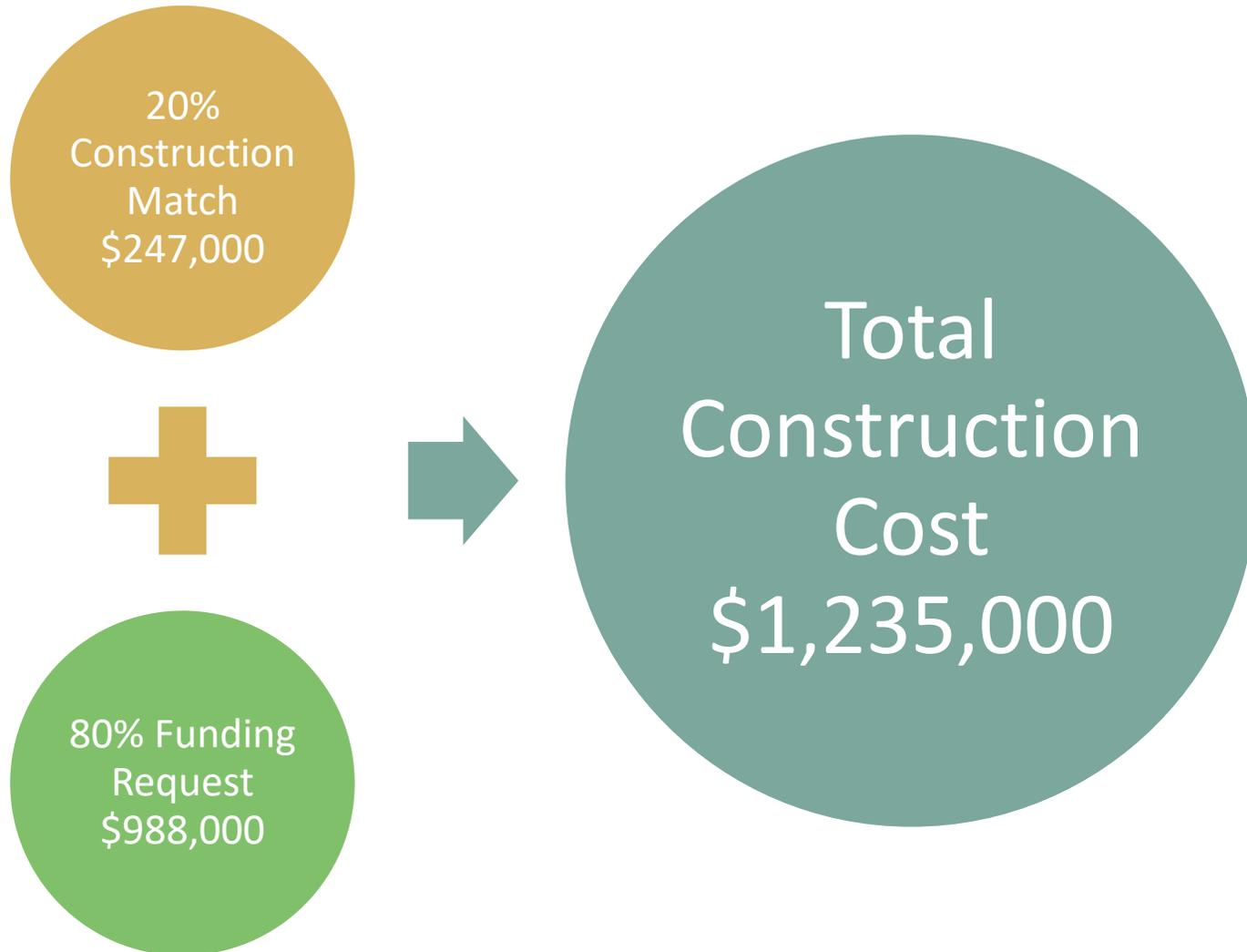
Maybank Highway Sidewalk

- 8-foot sidewalk along the south side of Maybank Highway from Stefan Drive to Woodland Shores Road
- Request federal funds for all three components to get the constructed.

Project Location



Request



Project Status

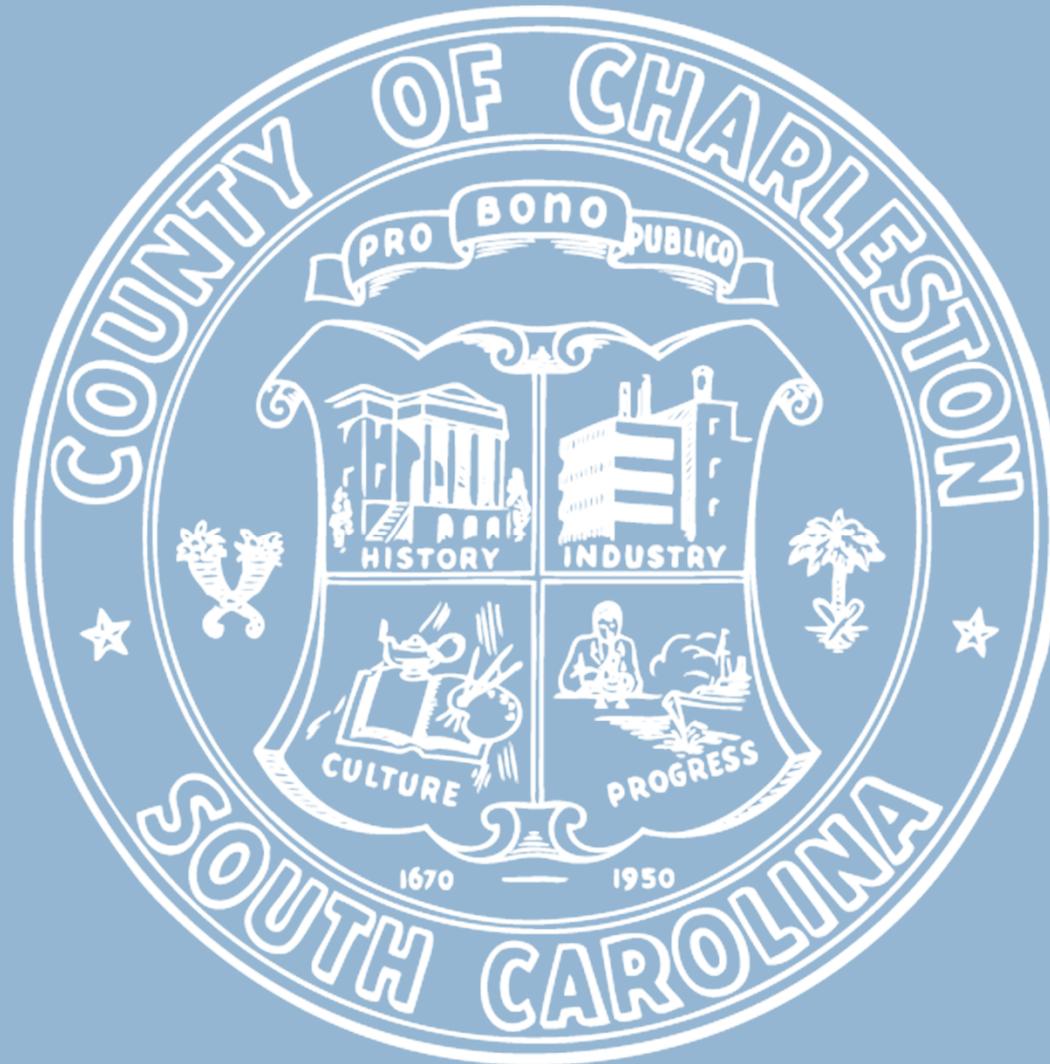
Status

- Preliminary plans and drainage report were sent to SCDOT for review on 4/19/2021
- SCDOT LPAA is currently drafting the participation agreement for Charleston County to manage federally funded project.

Path Forward

- Revise plans and provide responses to comments.
- MS4 permitting
- Get Maintenance agreement from SCDOT LPAA
- Get City TRC approval
- Get all required utility no conflict/no cost letters and agreements executed.
- Advertise by end of year.

Thank you!



Questions?

Charleston County Public Works Department
James Island Transportation Projects

TST – Transportation Sales Tax

CTC – County Transportation Committee

CHATS – Charleston Area Transportation Study, managed by Berkeley-Charleston-Dorchester Council of Governments

CCPR – Charleston County Parks and Recreation

USACE – United States Army Corp of Engineers

SCDOT – South Carolina Department of Transportation

Featured Project – Project of local or regional significance identified in the 2016 TST

*James Island Intersection and Bike/Pedestrian Improvements Project (more detail on these projects provided at roads.charlestoncounty.org)

| Project | Funding Source | Description | Status |
|--|-------------------------------|---|--|
| Camp Road Sidewalk (Camp-Folly Project to Riverland Dr) | CTC/CHATS Federal Guideshares | Installation of sidewalk on Camp Road from Folly Road to Riverland Drive and a multi-use path on Riverland Drive from Camp Road to the Lowcountry Senior Center | St. James Episcopal Church has dedicated a drainage easement for project to move forward. Currently finalizing utility agreements and potholing will be performed in next two weeks to identify any remaining utility conflicts. Will issue final package to SCDOT LPAA for approval in June 2021. |
| Central Park Culvert Replacement | CTC | Installation of a box culvert to address drainage issues at James Island Creek. | Currently negotiating scope and fee with Thomas and Hutton. |
| Central Park Road and Riverland Drive Intersection Improvements* | TST Featured Project | Improve safety of intersection for all modes of transportation while minimizing impacts to grand trees | Council has requested additional information and the project will be discussed at Council Committee on 4/22/2021. |
| Country Club Road and Folly Road Pedestrian Improvements | TST Annual Allocation | Connection to sidewalk on Country Club Drive and installation of | Permit applications were submitted in April. Coordinating with city on required easement. |

| | | | |
|--|--|--|---|
| | | multi-use path on Folly Road | Anticipate this will go to construction in fall. |
| Donnie and Rafeal Lane | 2020 TST Rural Roads | Paving roads from S. Grimball Road to Folly Road | Survey complete and staff is currently analyzing feasible alignments. |
| Folly Road Bike and Pedestrian Improvements | TST Featured Project/CHATS Federal Guideshares/Town of James Island/City of Charleston | Improve safety and mobility for pedestrians and cyclists along the west side of Folly Road | Incorporated 90% plan comments received into final plans. Will begin ROW acquisition once maintenance agreement is received and executed. Currently maintenance agreement is in the SCDOT's Legal Department. |
| Fort Johnson Road and Camp Road Intersection Improvements | TST Featured Project | Improve safety at intersection | Information website is live. County Council approved staff to exercise use of eminent domain on March 30. Will be performing an environmental assessment on soils since property used to contain gas tanks. |
| Fort Johnson and Folly Road Bike/Pedestrian Improvements | TST Annual Allocation | Addition of crosswalks on Folly Road with upgraded pedestrian signals heads and a raised island/refuge where pedestrians can cross over Fort Johnson Road safely through all lanes of traffic. | Received SCDOT approval and encroachment permit. Construction expected to start in July 2021. |
| Fort Johnson Road and Secessionville Road Intersection Improvements | TST Featured Project | Improve safety at intersection | Coordinating with CWS and their consultant on relocation of large water main. Construction anticipated to begin 3 rd /4 th quarter 2022. |
| Fort Johnson Road at Lighthouse Boulevard Safety Improvements - FUNDING ONLY | CTC | Installation of speed feedback signs to improve safety. | Reimburse town of James Island upon receipt. |
| Lighthouse Point Boulevard Sidewalk | TST Annual Allocation | Installation of a sidewalk and drainage improvements to the area | Approval to award contract to Allston Ferrell goes to Council Finance Committee on 4/22/21. |
| Maybank Highway and Woodland Shores Road Complete Streets Project | CTC/BCDCOG Complete Street Funding | Installation of pedestrian crossing on Maybank Highway at Pour House/The Terrace Plaza and a sidewalk along Maybank | Awaiting Participation agreement from SCDOT (project is federally funded). Preliminary plans are currently under review. |

| | | | |
|----------------------|-----------------------|---|--|
| | | Highway/Woodland Shores Road | |
| Sol Legare Turn Lane | TST Annual Allocation | Addition of a right turn lane at Sol Legare Road and Folly Road | County Council approved staff to exercise use of eminent domain on March 30. |