



**William S. Cogswell, Jr**  
Mayor

**Robert Somerville**  
Section Chief of Public Work

**City of Charleston**  
South Carolina  
Department of Traffic & Transportation

**Traffic & Transportation Committee**  
80 Broad Street  
Conference Call #1-929-205-6099  
Access ID: 556 524 367  
January 28, 2025, Time 2:00 p.m.

Chair, Councilmember Michael Seekings  
Vice-Chair, Councilmember Karl L. Brady, Jr  
Councilmember Boyd Gregg  
Councilmember William Dudley Gregorie  
Councilmember Jim McBride  
Mayor William S. Cogswell, Jr

**AGENDA**

1. Invocation
2. Approval of Minutes November 26, 2024
3. Authorization for Lowline Project Funding Mayor Cogswell
4. Authorization for Mayor to Sign a License Agreement With State Ports Authority to use Parking Lot for Food & Beverage Service Employees Julia Copeland
5. Resolution Supporting Charleston County's Better North Bridge Application for USDOT 2025 RAISE Grant Julia Copeland
6. Discussion - Golf Carts on Multi-use paths (Potential Action) Julia Copeland
7. Adoption of Amendment to Sec. 19-125, Restricting Bicycles on Battery Seawall Katie Dahlheim
8. Request Support for Bloomberg Asphalt Art Grant Application Michael Mathis
9. Request Approval of Increase in Daily Meter Bag Fees from \$18 to \$27 to Match Increase in Hourly Parking Meter Rate (\$2/Hour to \$3/Hour) Approved in December as part of 2025 Budget Michael Mathis
10. Update of Parking Meter Installation from Flowbird Parking Natalie Snow & Andreas Jansson

11. Presentation - Senate Street Request for Conversion of Street from Two-way to One-way (No Action Required)	Eliza Story
12. Presentation - River Road Roundabout and New CCSD School	Councilmember McBride
13. Executive Session pursuant to S.C. Code Sec. 30-4-70(a)(2) to receive update and legal advice regarding proposed settlements regarding the Avondale Intersection Improvements.	

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation, or other accommodations please contact Janet Schumacher at (843) 577-1389 or email to [schumacherj@charleston-sc.gov](mailto:schumacherj@charleston-sc.gov) three business days before the meeting.

180 Lockwood Boulevard, Suite C. Charleston, S.C 29403-5121. Tel" 843-973-7288. Fax 843-722-5956



City of Charleston

## Memorandum

**TO: Mayor Cogswell and City Council Members**

**FROM: Josh Martin, Special Projects**

**DATE: January 17, 2025**

**RE: Commitment of Funding Request for Lowline Phase I**

Mayor Cogswell and various City Staff members have been collaborating over the last eight months to determine an implementation strategy for the Lowline Project. The Lowline was originally intended to be a trail along the 40' wide former rail corridor that was purchased by the City of Charleston and the Friends of the Lowline in 2017. This purchase extended from Mt. Pleasant Street to the North, and to just below Spring Street on the South. After studying the area further, it was clear that this area could be expanded through a combination of approaches. In the 1970s, the City of Charleston entered into a lease agreement with the South Carolina Department of Transportation (SCDOT) to lease land beneath parts of the overpass to create the "I26 Linear Park" with paved trails, a playground, and sports courts. The plan shown in this conceptual master plan has expanded that leased area to include all of the area beneath SCDOT elevated highways.

This plan more than doubles the acreage of the original 1-26 Linear Park and enables the Lowline to be a truly engaging park with multiple uses, not simply a linear greenway park. Before the Friends of the Lowcountry Lowline (The Friends) secured the right to purchase the rail corridor from Norfolk Southern, some sections of the former line south of Spring Street were sold off to private owners. Working together with these owners through a combination of easement agreements, the Lowline can extend further south all the way to Marion Square, as a series of alleys that snake between buildings. The pedestrian alleys that run parallel to King Street from Ann Street to Hudson Street are examples of where this type of development has already occurred. Hudson Alley is an especially great example of how businesses can engage with this newly created pedestrian street frontage. (See Attachment 1) The implementation strategy anticipated an approach to phasing of the project, conceptual design, comprehensive cost estimates, project schedule and funding sources.

The early phase of the development of the implementation strategy included engaging the PATH Foundation from Atlanta to assist our team in devising the implementation strategy. Since its founding in 1991, the PATH Foundation has been reshaping urban areas of the greater metropolitan Atlanta. Through a combination of philanthropic contributions, public funding, and diverse financial support, PATH has creatively repurposed abandoned railroad corridors into picturesque linear green spaces that seamlessly merge neighborhoods to vibrant commercial centers, offering varied transportation alternatives for commuters, joggers, walkers, cyclists, and individuals of all age groups. To date, more than 325 miles of multi-use PATH trails have been

built, making an immeasurable difference in Atlanta's quality of life. The PATH Foundation conducted a two-day site visit in Charleston on October 31, 2024 and November 1, 2024 with the City Staff Team and recommended the next steps as outlined in Attachment 2 to this memo, including the following:

- The City should allocate funding for all construction of the Lowline Project;
- The Friends of the Lowline should raise private funding for all design and engineering to have each phase "shovel-ready" for the City's procurement of construction;
- Friends of the Lowline should outline within a letter of support to Mayor Cogswell their private funding commitment and timeline for Phase I. The letter should acknowledge the city's commitment of funding for the construction of Phase I.
- Monthly Implementation Committee meetings should be scheduled by the Mayor's Office (Special Projects) for 2025 following the initial meeting which has been scheduled for Monday, December 9, 2024 at 2:00 p.m.
- The Phasing Strategy should entail complete construction for the entire Lowline vision. It should not exceed the previously estimated \$50,000,000 cost.
- The Lowline Phase I should include the following:
  - The entire Lowline corridor along the City of Charleston's owned property (previously owned by Norfolk Southern) north of Line Street.
  - Select areas within the SCOT corridor for two (2) parking lots; the mainline trail's connection to the city playground west of King Street and north of Mount Pleasant Street; and potential east/west spur trail connectivity.
  - Lowline Park.
  - Spur connections to adjacent neighborhood streets.
  - Assessment of the Lowline south of Line Street through the commercial district to outline all areas that need to be designed and engineered for construction within Phase I construction and for understanding the areas where adjacent development will build the Lowline (including timeline for completion and conceptual design to ensure developers meet the appropriate design standards of the Lowline).

Since the PATH Foundation site visit, the Lowline Implementation Committee was formed and engaged Edifice Construction to provide a cost estimate for Phase I (see Attachment 3) which includes the section of the Lowline (Pathways are included as a bifurcated 12' wide bike path and 10' wide walking path—see Attachment 4) north of Line Street to Mount Pleasant Street. The detailed cost estimate (Attachment 5) totaled \$12,969,258 without a design and construction contingency and \$16,556,554 with a 6% one-year escalation fee and 20% design and construction contingency.

The design and engineering fee to provide a "shovel-ready" Phase I totals approximately \$2.5 million. The attached letter from the Friends of the Lowline (Attachment 6) provides the commitment to fund all design and engineering fees associated with Phase I. The Friends of the Lowline funding commitment is subject to the funding commitment of the City Council.

**Request of the Traffic and Transportation Committee and City Council:** Consider the funding commitment of Phase I of the Lowline Project via the anticipated funding source: Cooper River Bridge TIF District.

**ATTACHMENT 1: THE LOWLINE CONCEPTUAL MASTER PLAN**

# THE LOWCOUNTRY LOWLINE



## CONCEPTUAL MASTER PLAN

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

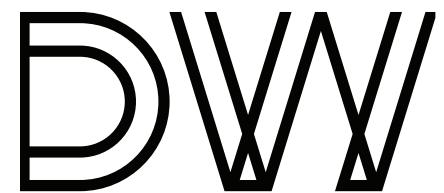
PREPARED BY:  
DESIGNWORKS  
DESIGN DIVISION, CITY  
OF CHARLESTON



# LOWCOUNTRY LOWLINE

Friends of the Lowcountry Lowline

The City of Charleston



DesignWorks, Landscape Architecture and  
Urban Planning

Design Division, City of  
Charleston

THE SPEEDWELL FOUNDATION

## SPECIAL THANKS TO OUR MAJOR DONORS:

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

# FROM THE CHAIRMAN OF THE FRIENDS OF THE LOWLINE BOARD

Dear Community:

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

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

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

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

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

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



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

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom Bradford".

Tom Bradford

## SPECIAL THANKS TO OUR BOARD MEMBERS:

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

Executive Assistant to the Board: Megan Mills

# LETTER FROM THE MAYOR OF THE CITY OF CHARLESTON

Dear Citizens of Charleston:

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

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

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

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

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

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

Most sincerely yours,



Mayor, City of Charleston

## SPECIAL THANKS TO CITY COUNCIL AND CITY DEPARTMENTS:

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

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

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# 1.0

## WHAT IS THE LOWLINE?

### THE LOWLINE IS...

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

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

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

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

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

...**UNIQUE TO CHARLESTON**.

# CORE PRINCIPLES



## SOCIAL RESILIENCE

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



## ENVIRONMENTAL RESILIENCE

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



## CULTURAL RESILIENCE

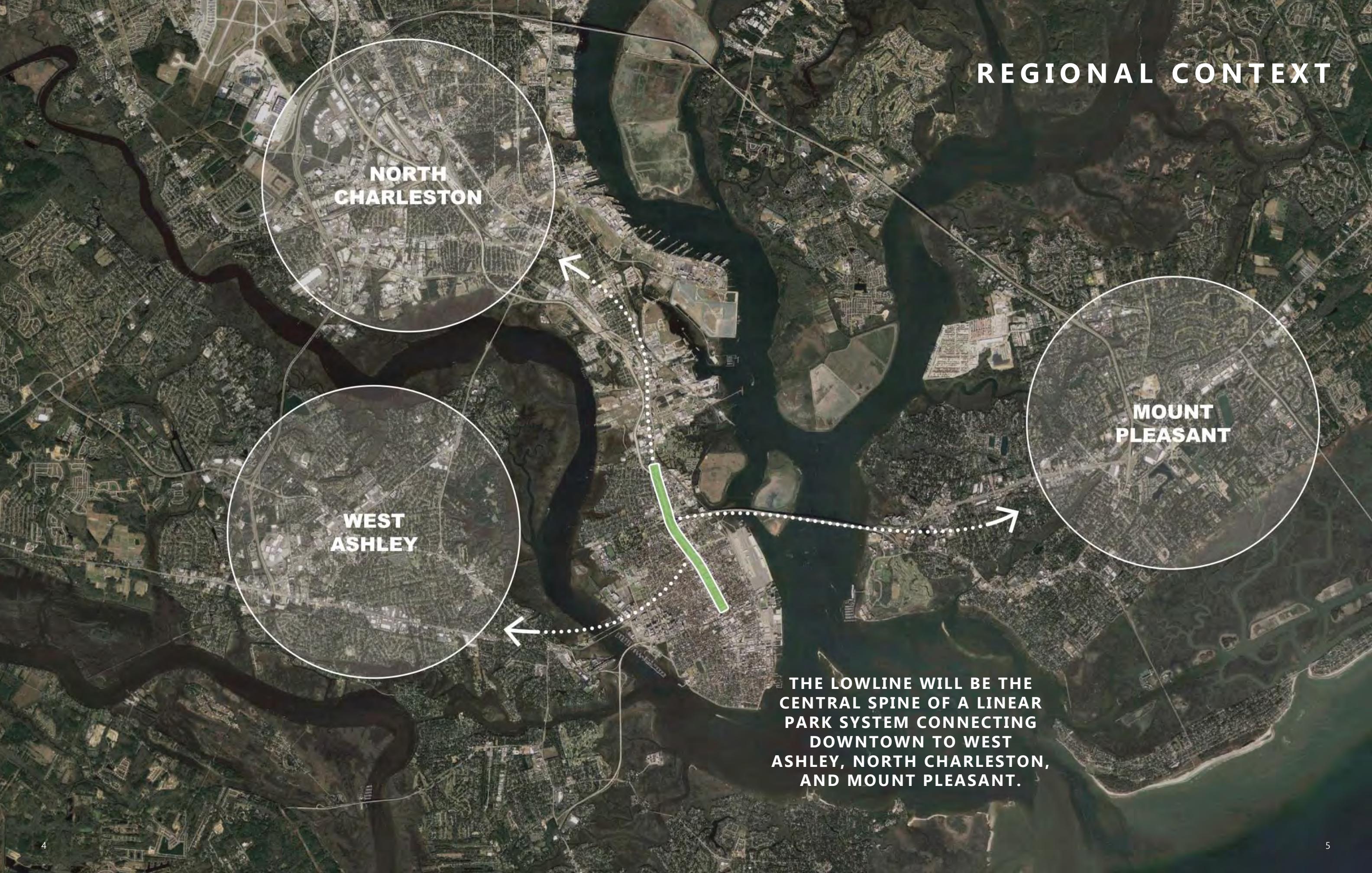
- BE AUTHENTICALLY CHARLESTON
- CELEBRATE OUR CITY'S UNIQUE HISTORY
- COMBAT DISPLACEMENT OF LOCAL RESIDENTS BY SUPPORTING LOCAL NEIGHBORHOODS



## ECONOMIC RESILIENCE

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

## REGIONAL CONTEXT



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

# PENINSULA CONTEXT

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

## LOWCOUNTRY LOWLINE

CHARLESTON INTERNATIONAL AIRPORT

NORTH CHARLESTON

THE CITADEL

BRITTLEBANK PARK

HAMPTON PARK

MT. PLEASANT STREET

MEDICAL DISTRICT

WEST ASHLEY

ASHLEY RIVER

CITY MARINA

JAMES ISLAND

LAUREL ISLAND

CIGAR FACTORY

MARION SQUARE

COLLEGE OF CHARLESTON

COLONIAL LAKE

LOW BATTERY

MOUNT PLEASANT

RAVENEL BRIDGE

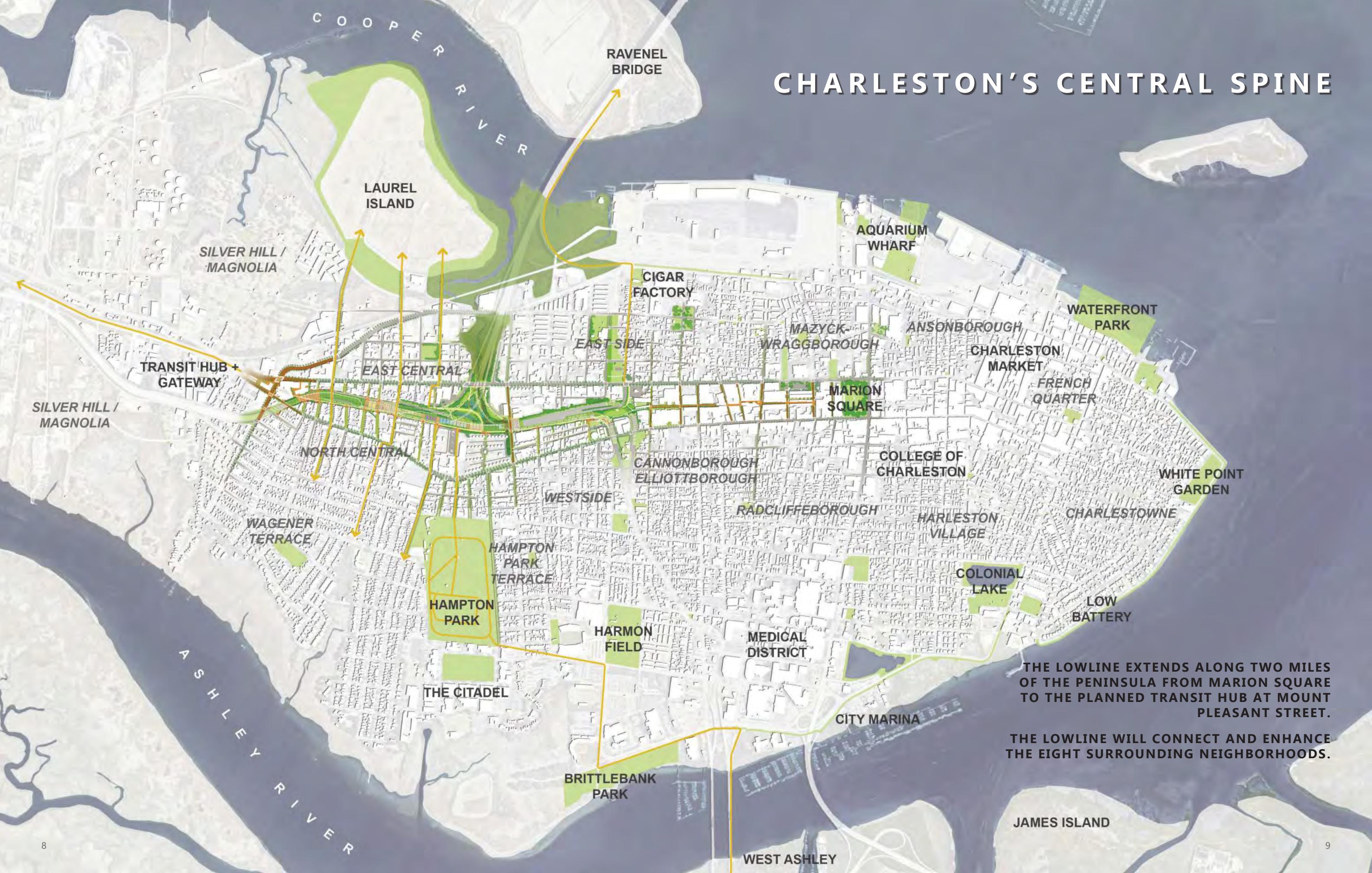
COOPER RIVER

CHARLESTON MARKET

WATERFRONT PARK

WHITE POINT GARDEN

# CHARLESTON'S CENTRAL SPINE



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

**THE LOWLINE WILL CONNECT AND ENHANCE THE EIGHT SURROUNDING NEIGHBORHOODS.**

# OWNERSHIP

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

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

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

of the original 1-26 Linear Park and enables the Lowline to be a truly engaging park with multiple uses, not simply a linear greenway park.

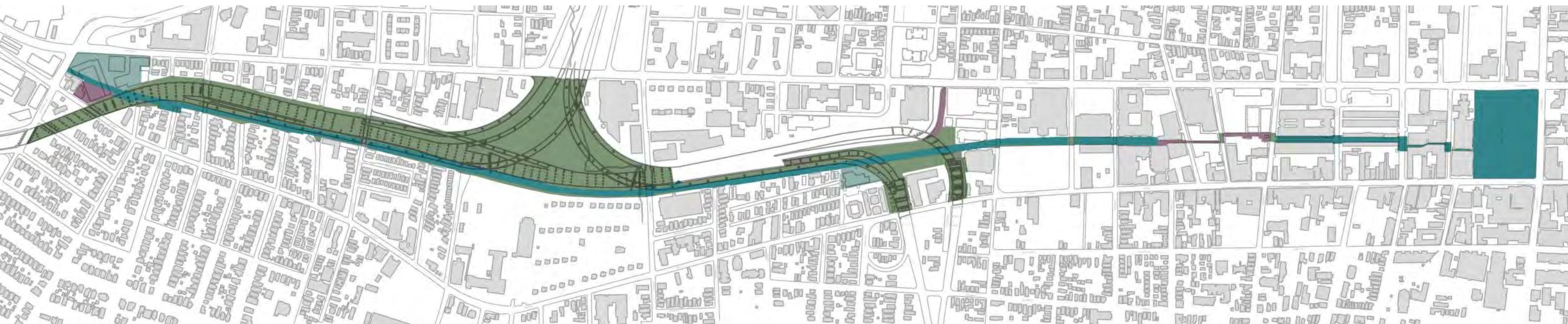
Before the Friends of the Lowcountry Lowline (The Friends) secured the right to purchase the rail corridor from Norfolk Southern, some sections of the former line south of Spring Street were sold off to private owners. Working together with these owners through a combination of easement agreements, the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

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

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

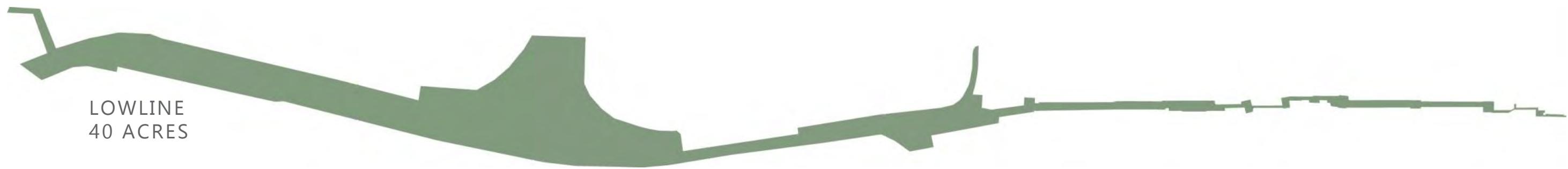
## KEY

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<span style="background-color: #1a3d4d; display: inline-block; width: 15px; height: 15px;"></span>	CITY OWNED OR CONTROLLED LAND
<span style="background-color: #547547; display: inline-block; width: 15px; height: 15px;"></span>	CITY OWNED LAND IMPORTANT FOR ACCESS
<span style="background-color: #2e3436; display: inline-block; width: 15px; height: 15px;"></span>	PRIVATE OWNERSHIP



## SCALE COMPARISONS: EXISTING PENINSULA PARKS

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



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

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

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

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

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

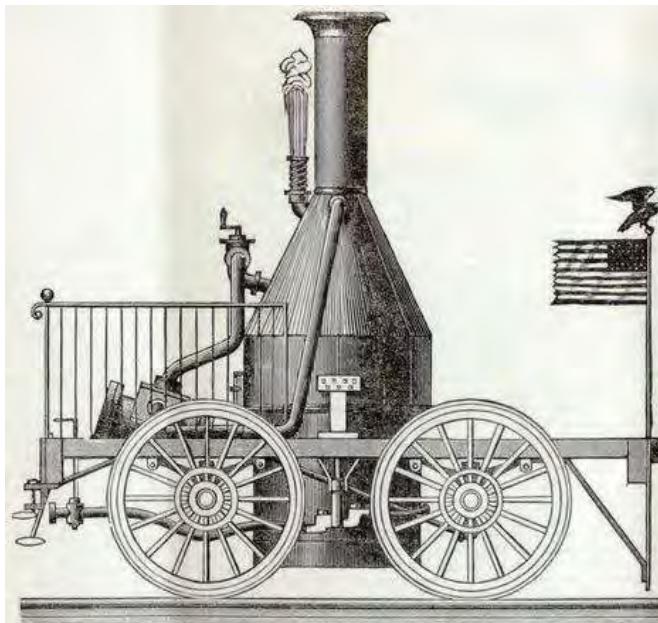


# SITE HISTORY

## THE RAILROAD

### ● 1827

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



### ● 1830

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



### ● 1894

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



### ● 1982

Southern Railway becomes Norfolk Southern Corporation.

### ● 2004

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

### ● 2017

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

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

# SITE HISTORY

## THE INTERSTATE

### ● 1957-1969

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



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



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

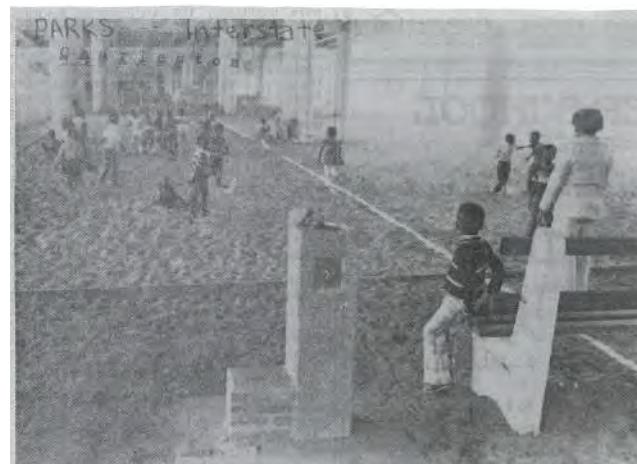
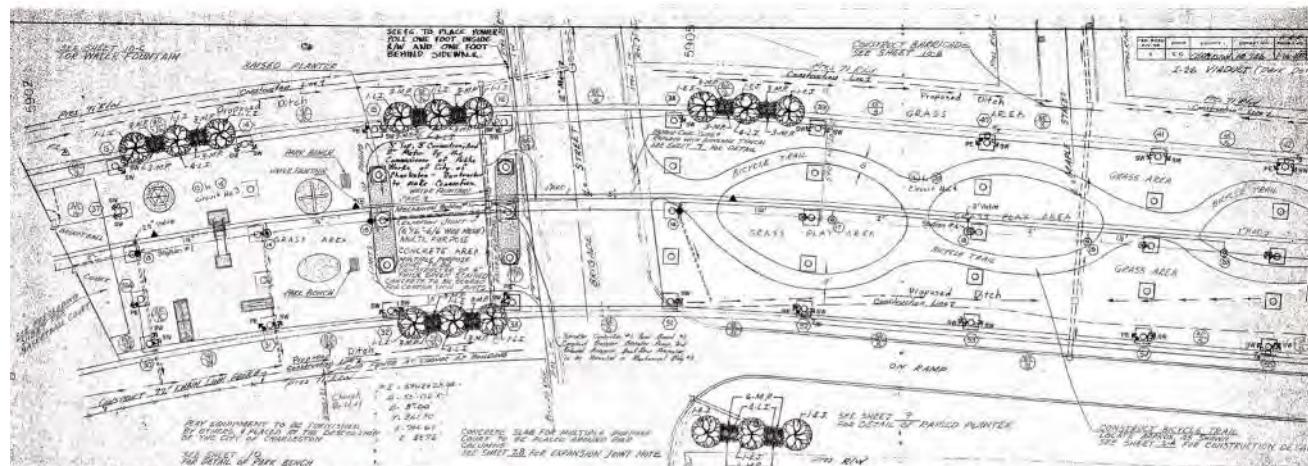
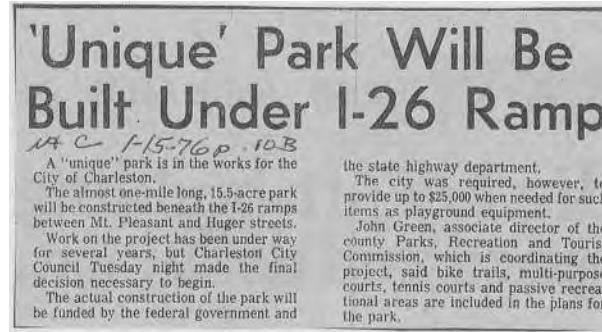
From Top Right: 693 King Street<sup>6</sup>; 82 Fishburne Street<sup>7</sup>; 35 Mount Pleasant Street<sup>8</sup>

# SITE HISTORY

## THE I-26 LINEAR PARK

### 1976

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



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

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



(Staff Photo by Harvin)

City maintenance crews clean up broken glass and trash.

### Riley Rebuts Charges Against I-26 Park

Even Post 5/9/80 1-B  
A 17-acre park under Interstate 26 has stirred community criticism and raised city officials' defenses.

Critics have labeled the park a haven for drug pushers and other undesirables. Mayor Joseph P. Riley Jr. contends that the park has helped to lessen crime in the area rather than encourage it.

Riley called a press conference Thursday afternoon

to rebut charges made earlier in the week by local attorney Bernard R. Fielding. Fielding is acting as attorney to a retired schoolteacher who fears repercussions from construction of a similar park near her Radcliffeborough home.

Speaking Tuesday before the city Real Estate Committee, Fielding said the I-26 park had deteriorated significantly since opening three years ago and that it

has become a "haven for drug pushers and other undesirables." He said his client, Eletha M. Macbeth, feared that a proposed park near her property would be subject to the same deterioration and that her safety would be threatened.

Riley said Fielding was "very unfair" and called

See PARK, Page 2-B, Col. 1

# NEIGHBORHOODS

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

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

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

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



# COMMUNITY VOICES

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



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

## STAY CONNECTED!

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

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

### WATER



"Water garden/flooding relief"

"Interactive water feature"

"Flooding remediation feature"

### TRANSIT



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

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

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

### GREEN SPACE



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

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

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

### PROGRAMMING



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

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

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

2.0

# CONCEPTUAL MASTER PLAN

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

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

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

# CONCEPTUAL MASTER PLAN



# URBAN CORE

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



# THE PARKS

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



# THE NORTH CENTRAL CORRIDOR

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



# 3.0

## WATER

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

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

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

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

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

## ELEVATION MAP<sup>13</sup>

### TOPOGRAPHY

0-20'

≤ 2'

≤ 4'

≤ 6'

≤ 8'

≤ 10'

≤ 12'

≤ 14'

≤ 16'

≤ 18'

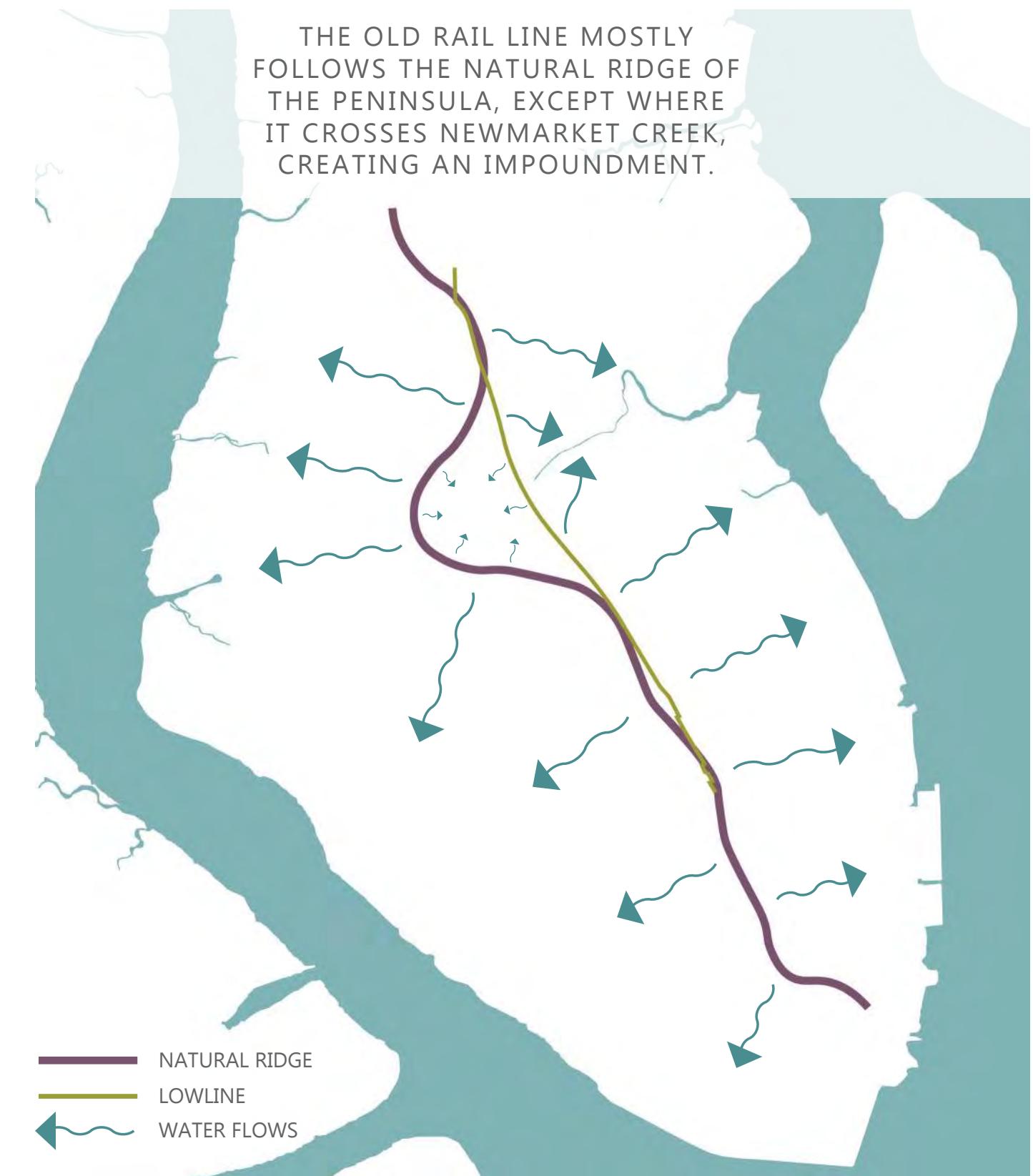
≤ 20'

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



## WATER FLOWS

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



# DRAINAGE BASINS

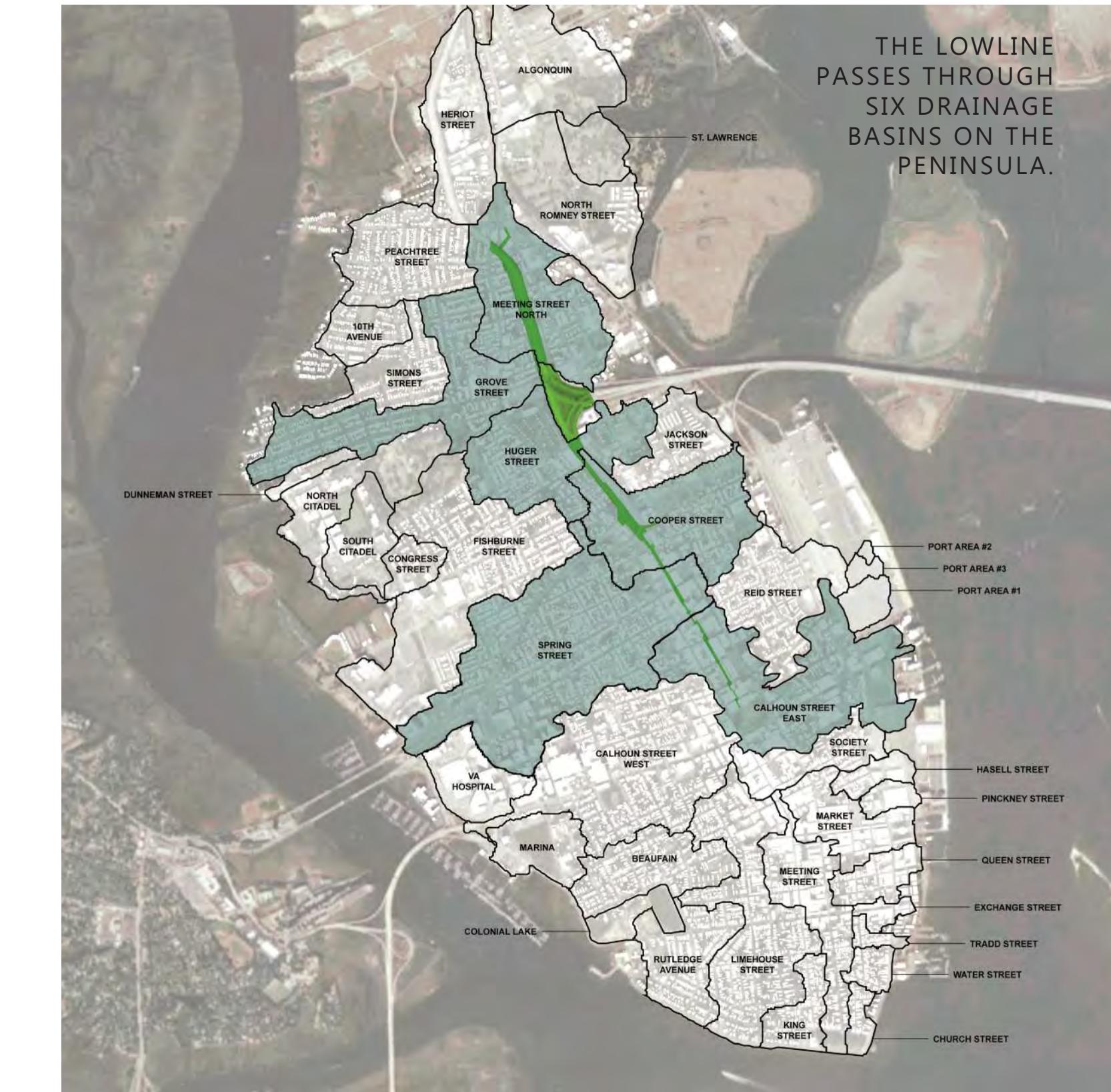
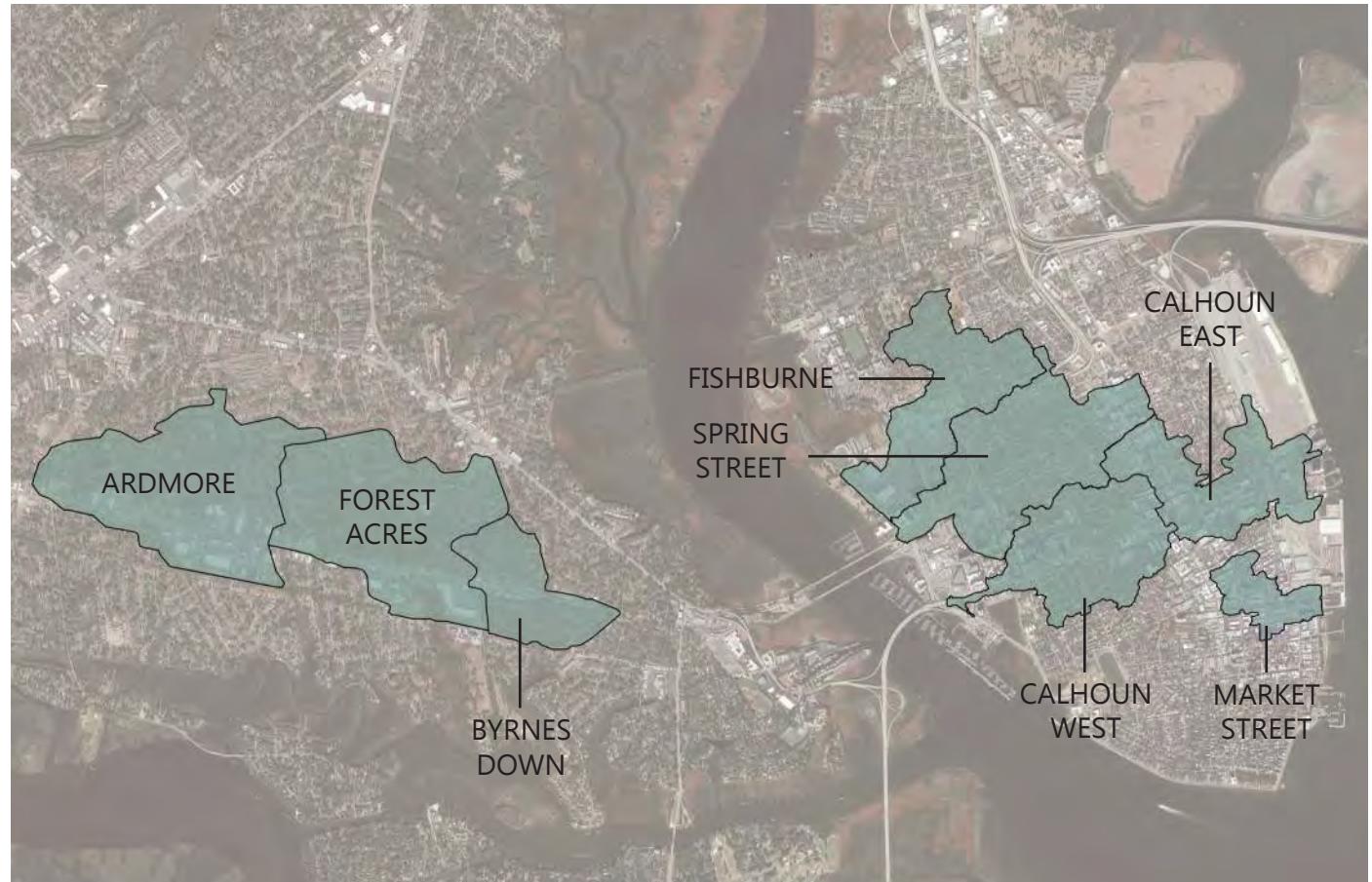
## WHAT IS A DRAINAGE BASIN?

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

## ONGOING DRAINAGE PROJECTS

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

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



# HOW MUCH WATER?

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

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

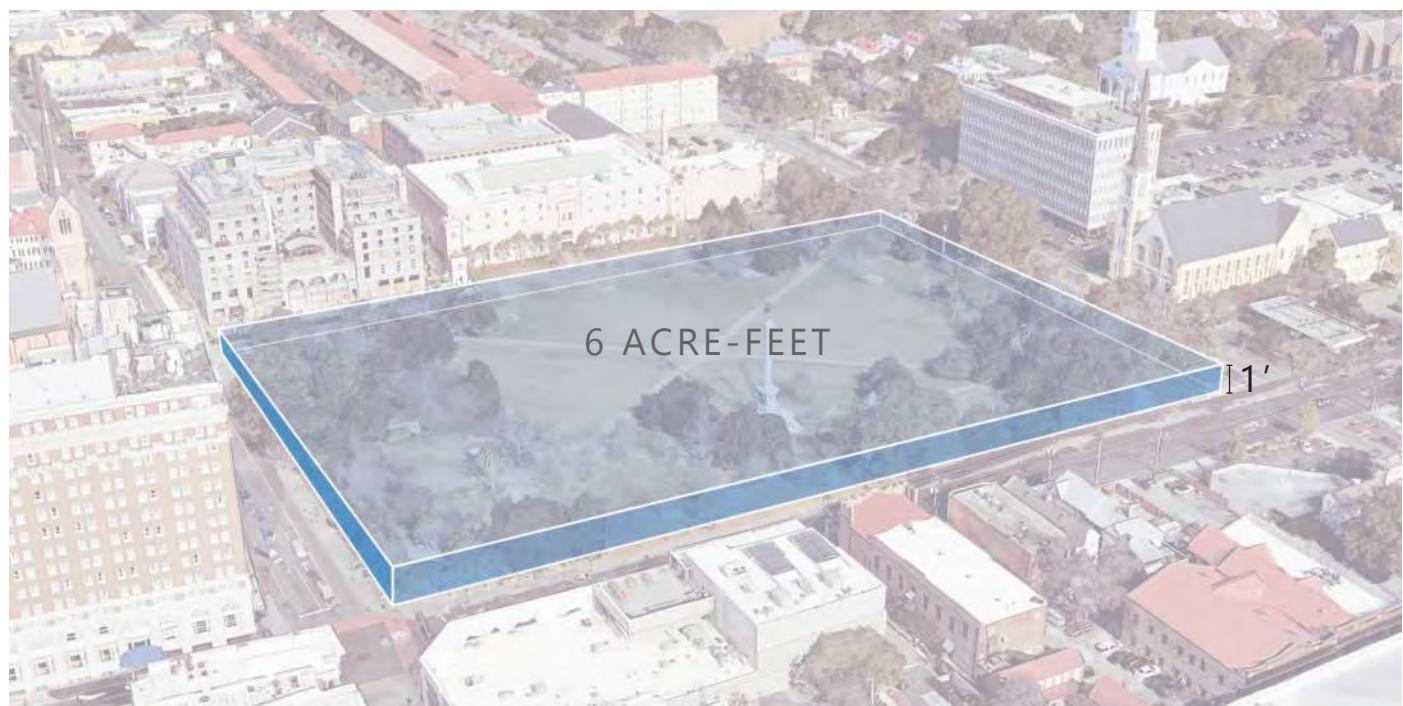
In Charleston, the 10-year, 24-hour storm means that there is a 10% chance every year that within a 24-hour period, we will have 6.41 inches of rain.

## WHAT IS AN ACRE-FOOT?

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

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

## MARION SQUARE:



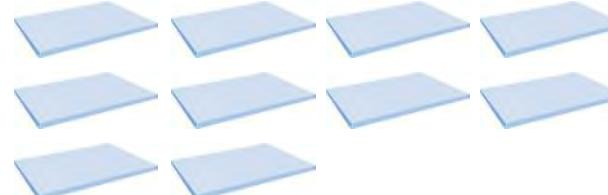
1 LOWLINE = 7 MARION SQUARES



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

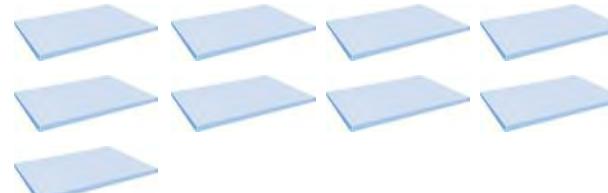
## MEETING STREET NORTH

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



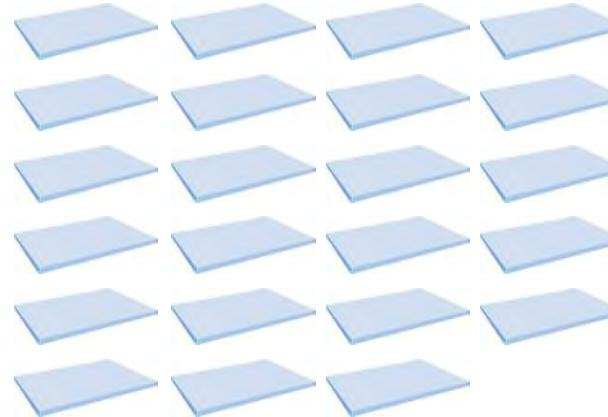
## HUGER STREET

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



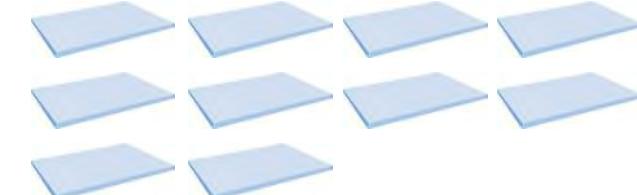
## SPRING STREET

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



## GROVE STREET

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



## COOPER STREET

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



## CALHOUN STREET EAST

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



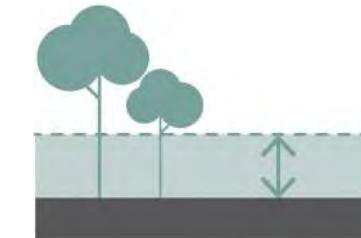
THROUGH SEVERAL DIFFERENT STRATEGIES, THE LOWLINE HAS THE POTENTIAL TO ALLEVIATE RUNOFF.

# WATER STRATEGIES

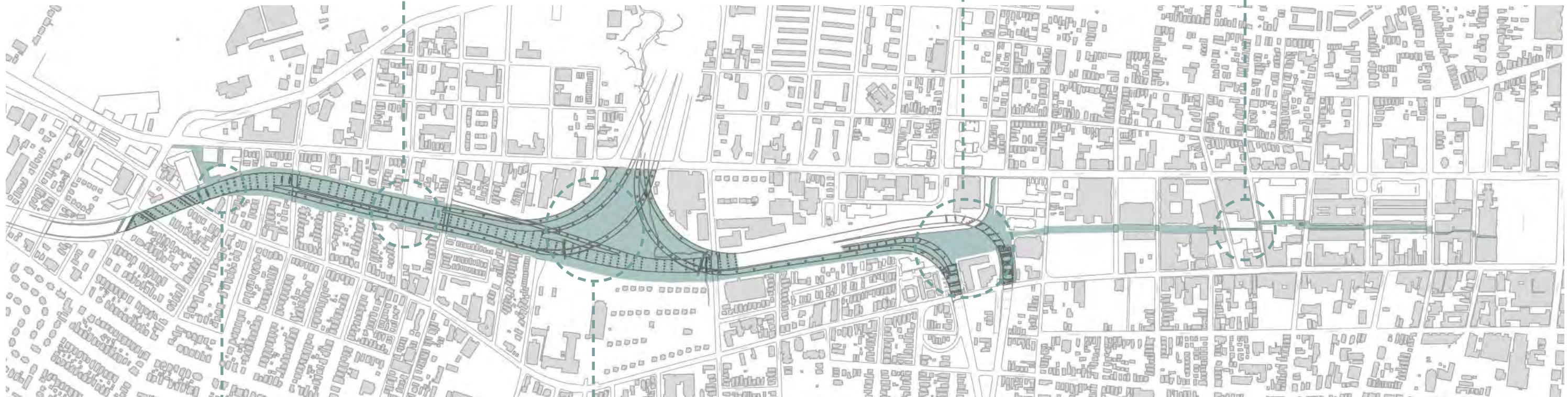
CAPTURE AND  
TREAT RUNOFF FROM  
ELEVATED ROADWAYS.



CREATE  
FLOODABLE  
PARK SPACE



INfiltrate  
STORMWATER



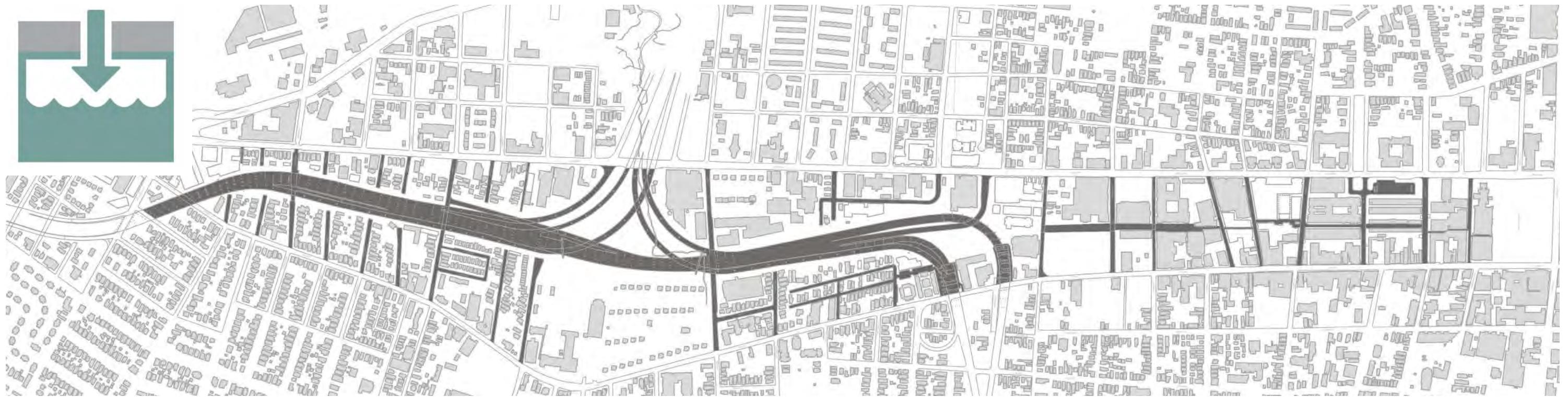
TEMPORARILY  
STORE WATER



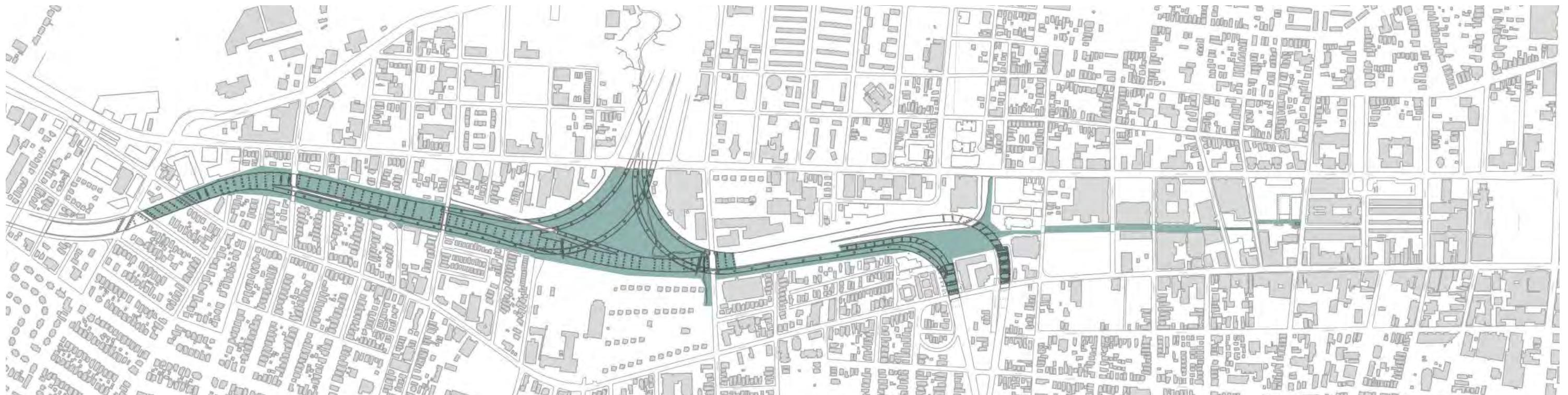
EXPAND CAPACITY  
AND QUALITY OF  
EXISTING STORMWATER  
WETLANDS

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

## TEMPORARY WATER STORAGE



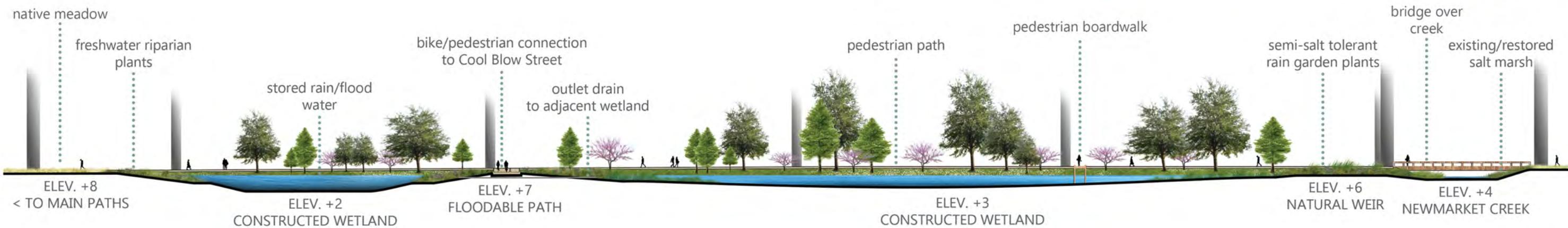
IMPERVIOUS SURFACES POTENTIALLY IMPACTING THE LOWLINE



POTENTIAL AREAS FOR WATER STORAGE ALONG THE LOWLINE

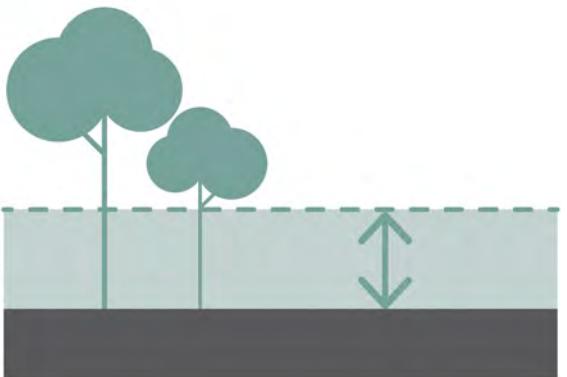
# STORMWATER WETLANDS: NEWMARKET PARK

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



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

## FLOODABLE PARK SPACE: LOWLINE PARK



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



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

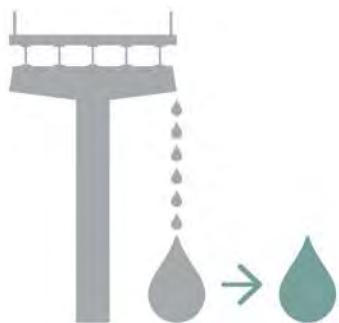


The park is designed to accommodate seasonal flooding from two rivers.

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



## CAPTURE AND TREAT RUNOFF



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

Runnel



Rain gardens



Bioswales



## INFILTRATE STORMWATER



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

Permeable paving



Curb cuts to rain gardens



Retrofitted downspout



Current Site Conditions: Runoff from the overpass



Current Site Conditions: Rain at Newmarket Park



Current Site Conditions: Stormwater from Hurricane Dorian



# 4.0

## MOBILITY

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

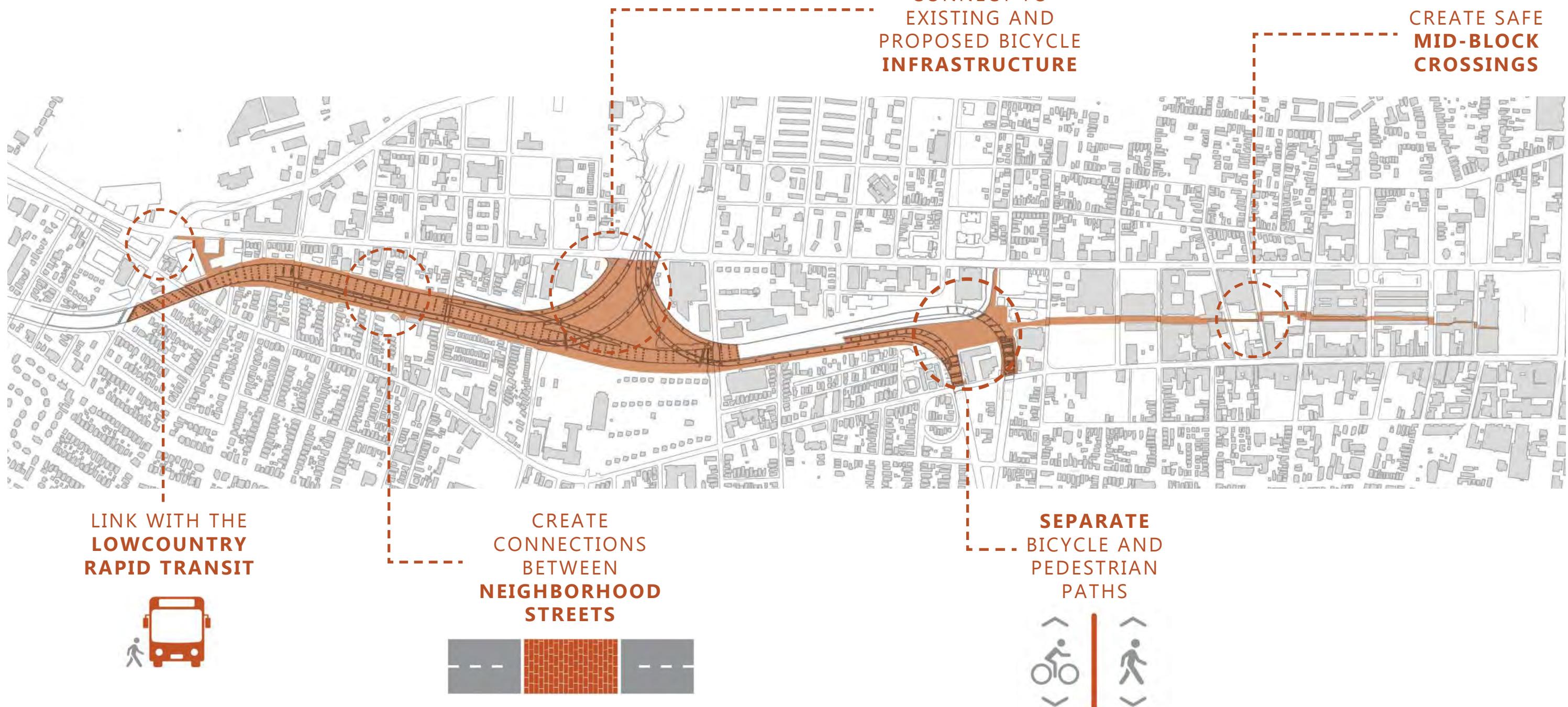
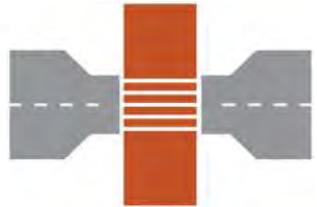
THE LOWLINE PROVIDES SAFE **BICYCLE** AND **PEDESTRIAN** CIRCULATION ALONG ITS ENTIRE LENGTH, BECOMING AN INTEGRAL PART OF THE CITY'S **PEOPLE PEDAL PLAN**.

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

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

# MOBILITY STRATEGIES

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



# LOWCOUNTRY RAPID TRANSIT

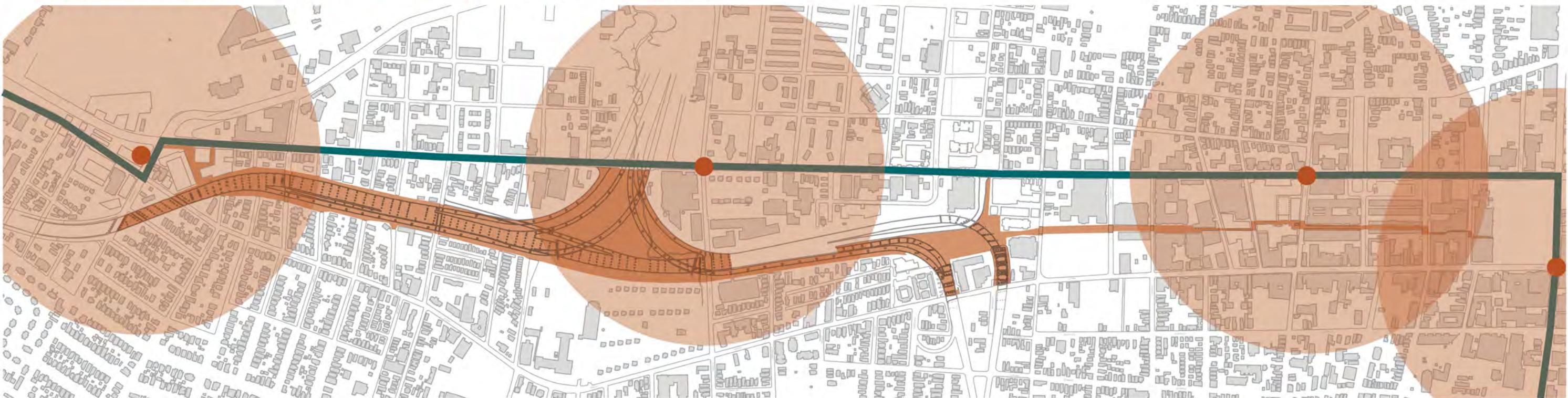


The forthcoming Lowcountry bus rapid transit system (LCRT) will enter downtown Charleston at Mount Pleasant Street. The preferred alignment shown at right was selected for further study by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) in June 2020<sup>14</sup>.

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



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



# PEOPLE PEDAL PLAN



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

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



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



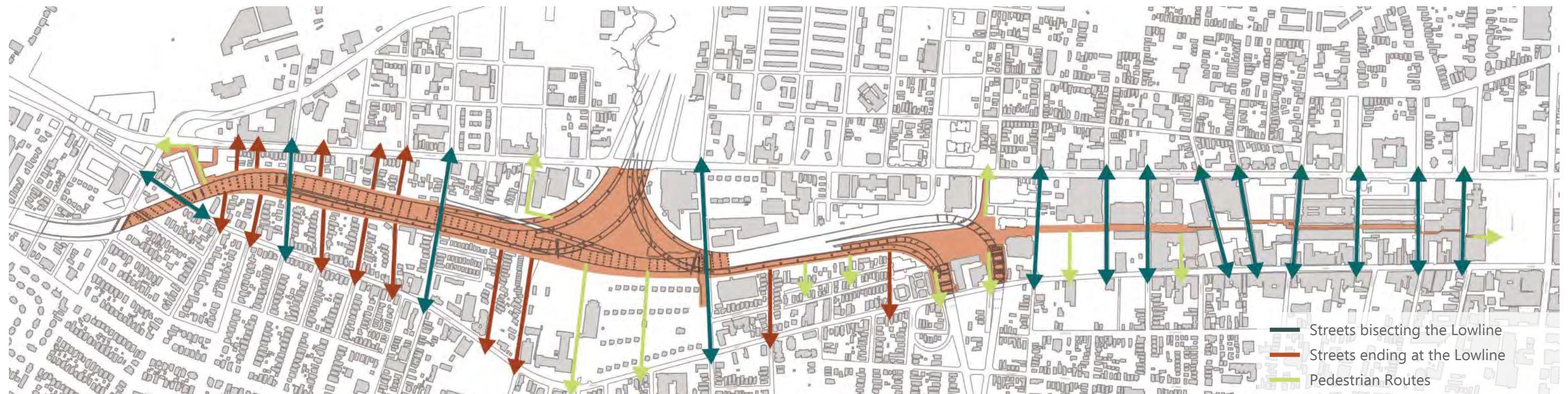
Example of a separated two-way cycle track.



# NEIGHBORHOOD CONNECTIONS



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



# BIKEWAY AND PEDESTRIAN PATH

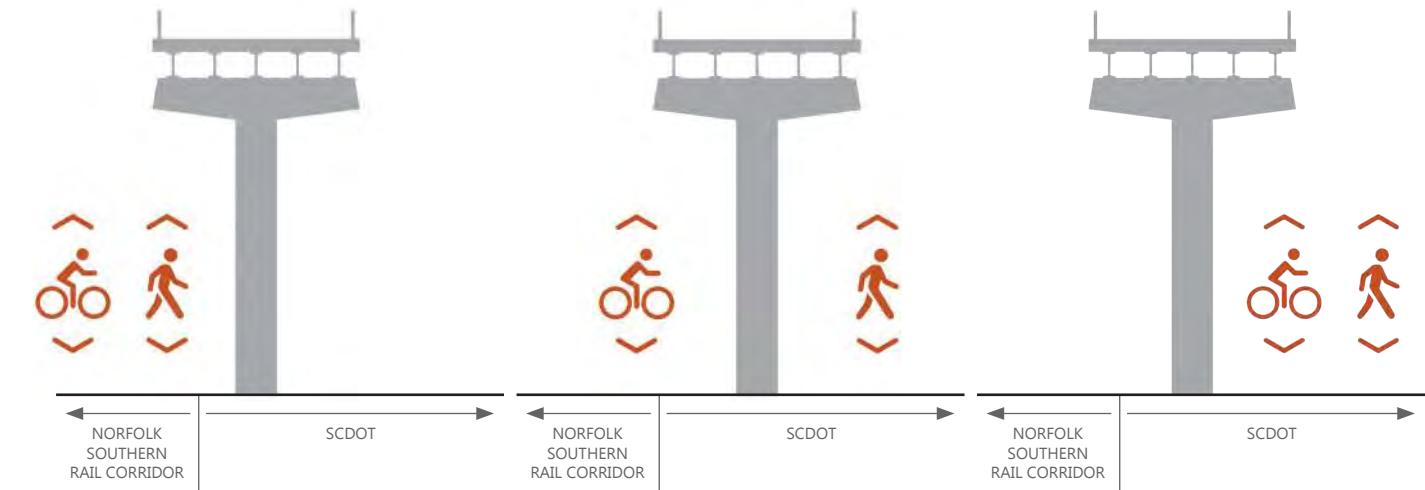
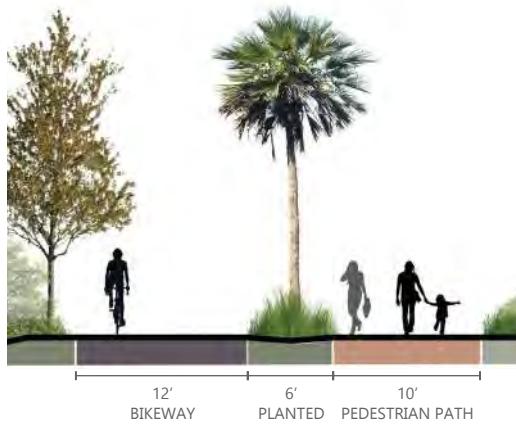
## WHERE IS THE PATH?



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

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

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



# SECTIONS

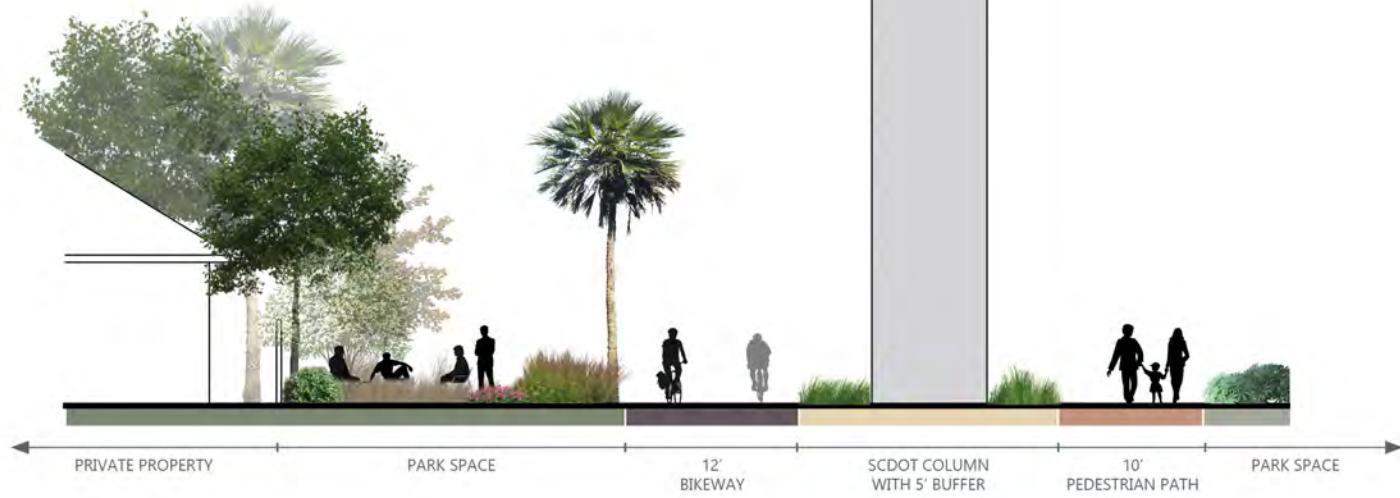
The following sections illustrate what is envisioned for the Lowline in different districts.



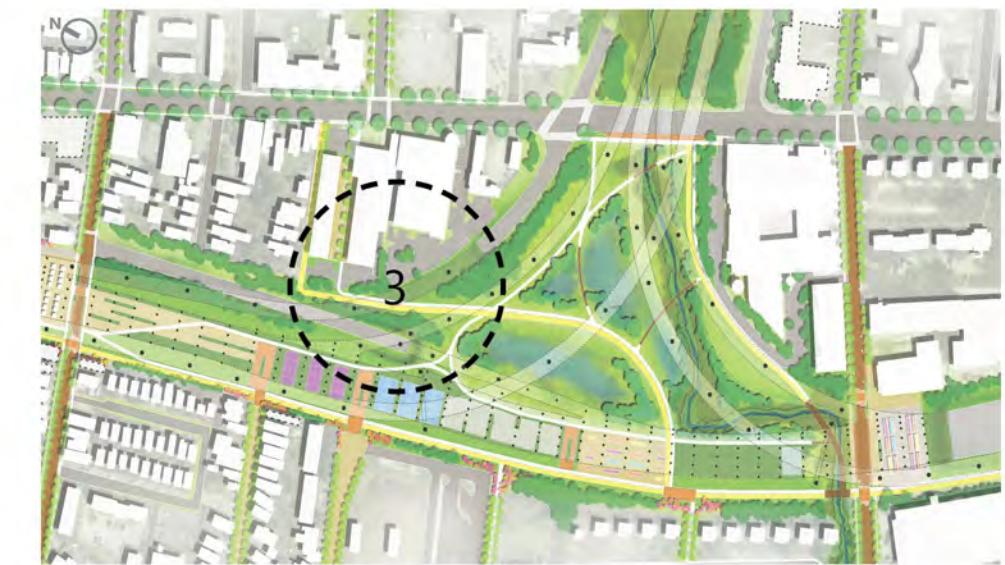
## SECTION 1: PLAZA AT MT. PLEASANT STREET



## SECTION 2: THE COLUMNS



# SECTIONS



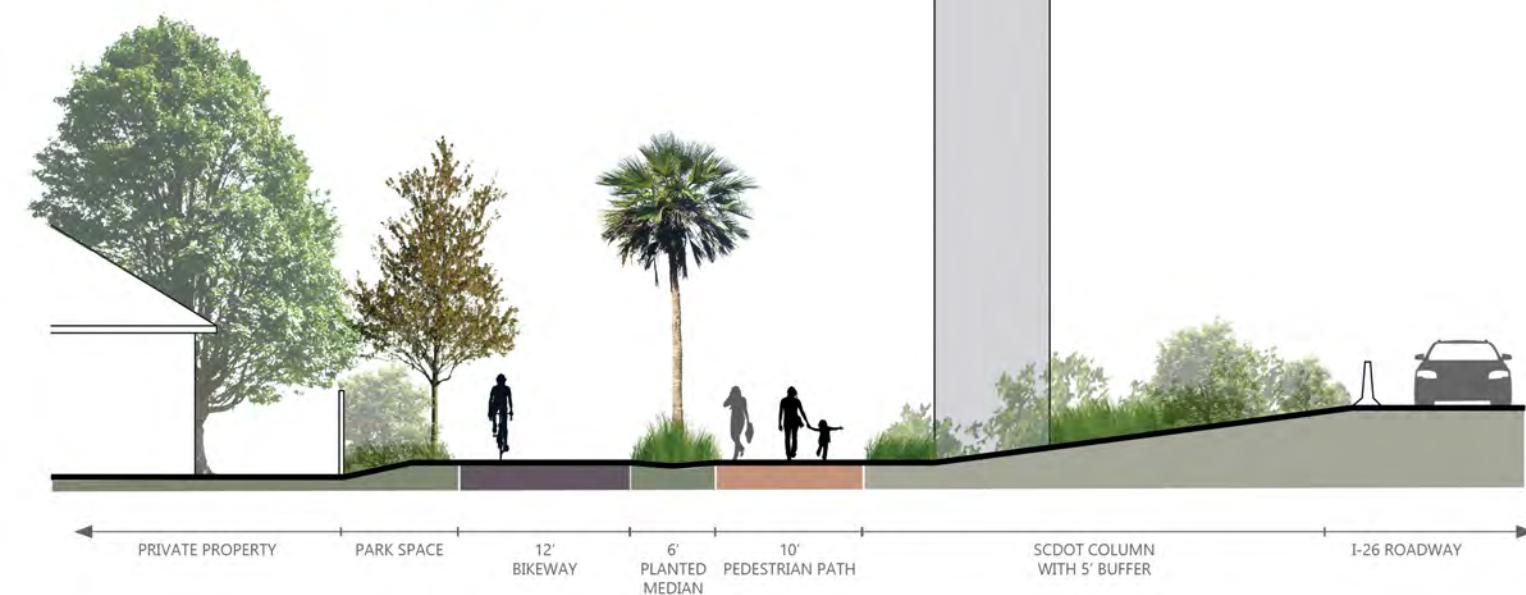
SECTION 3:  
SPORTS COURTS AT NEWMARKET PARK



# SECTIONS



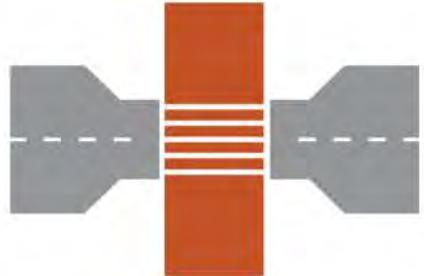
SECTION 4:  
NORTH OF LOWLINE PARK



SECTION 5:  
WOOLFE STREET

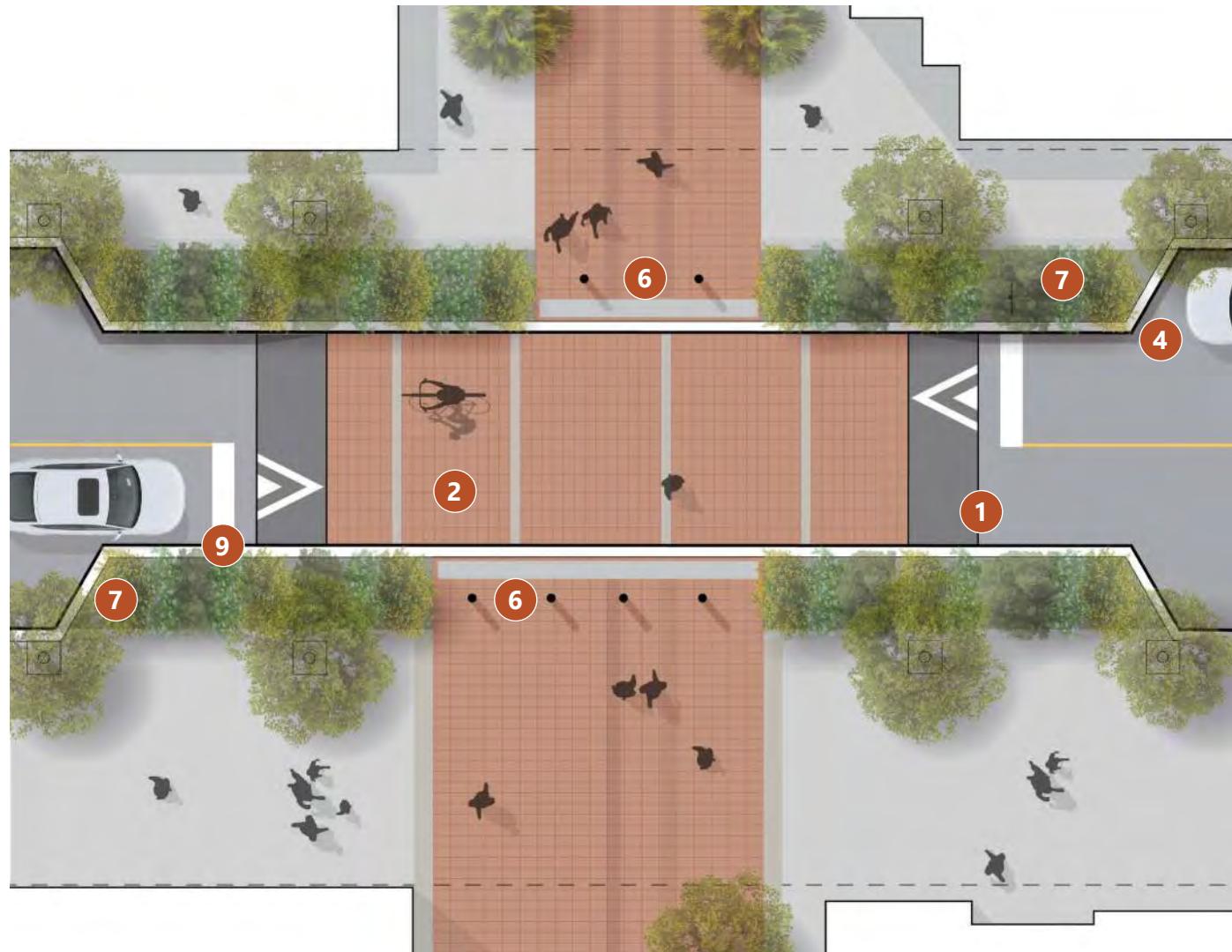


# MID-BLOCK CROSSINGS



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

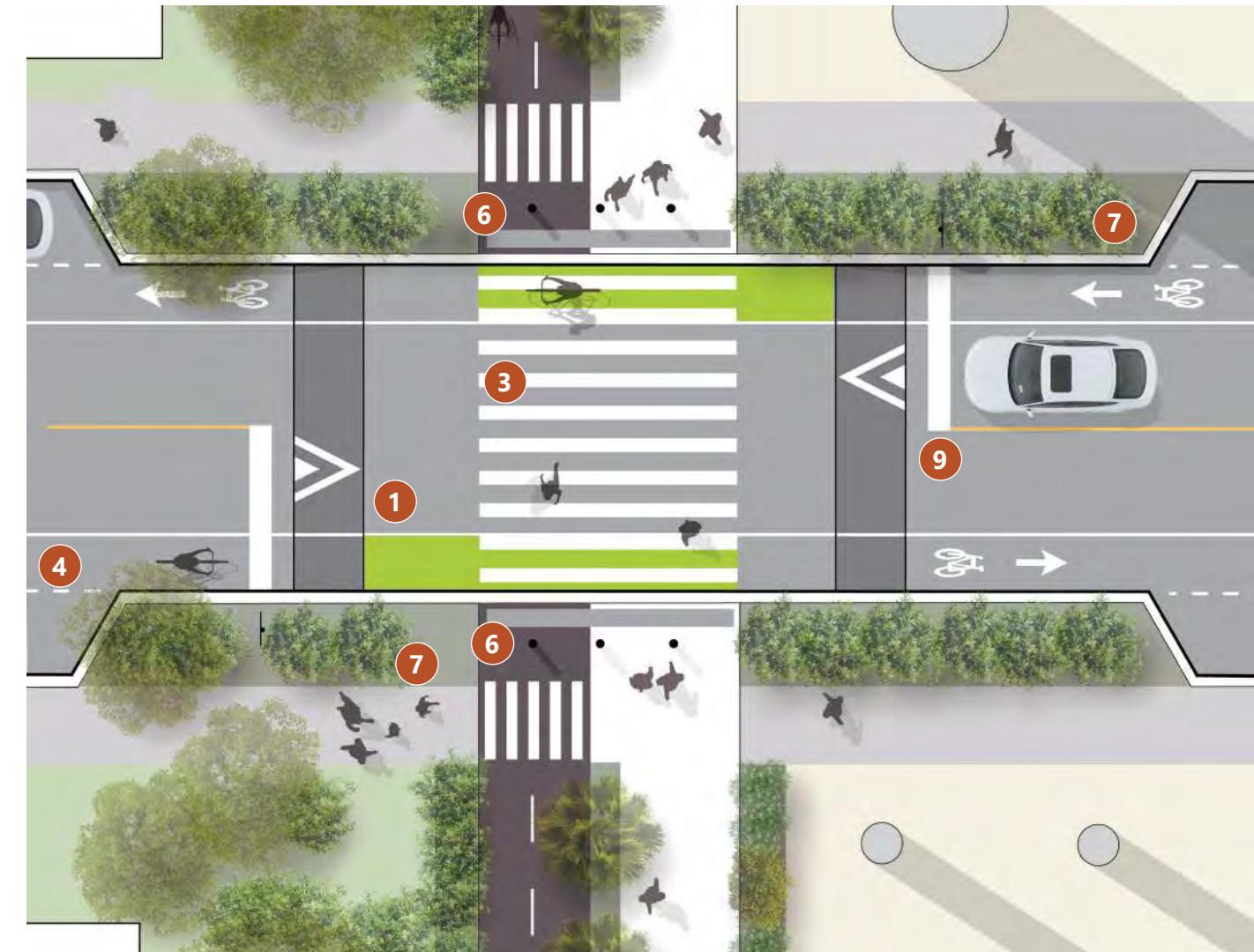
MID-BLOCK CROSSING: URBAN CORE



MID-BLOCK CROSSINGS  
COULD INCLUDE:

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

MID-BLOCK CROSSING: NORTH CENTRAL CORRIDOR



# 5.0

## PLANTING

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

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

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

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

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

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

# PLANTING STRATEGIES



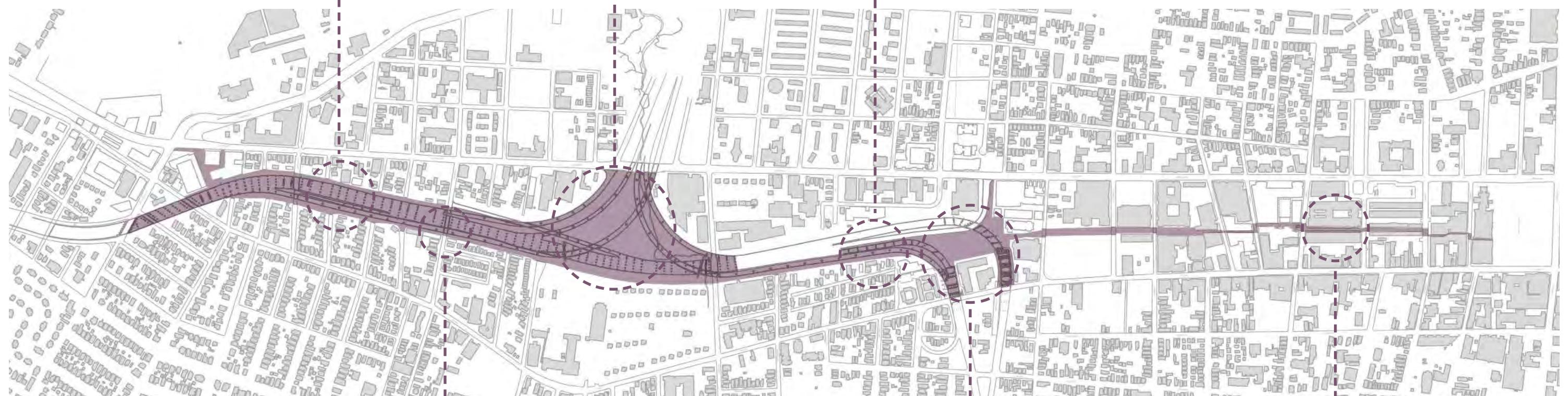
DEVELOP A FULL  
SHADE PLANT  
PALETTE FOR THE  
OVERPASSES



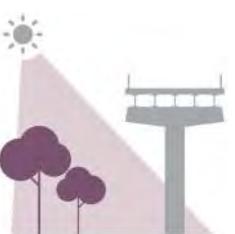
CREATE A WETLAND  
PARK WITH WATER-  
LOVING AND WATER-  
TOLERANT SPECIES



UTILIZE NATIVE AND  
POLLINATOR-FRIENDLY  
SPECIES TO SUPPORT  
BIODIVERSITY



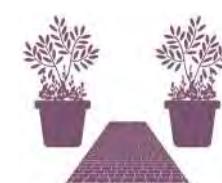
MAXIMIZE USE OF  
FULL SUN AREAS  
FOR PLANTING



PROVIDE SPACES FOR  
PEOPLE TO ENGAGE  
WITH NATURE



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



## SUN-SHADE ANALYSIS



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



FULL SUN/  
MOSTLY FULL SUN

PART SUN/  
PART SHADE

FULL SHADE/  
MOSTLY FULL SHADE

# PLANTING TYPOLOGIES

## KEY



## TRADITIONAL CHARLESTON GARDEN



REPRESENTATIVE SPECIES



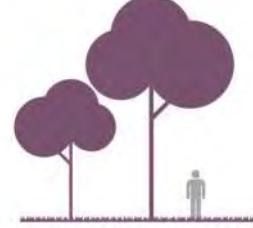
Boxwood



Sago Palm



Liriope



REPRESENTATIVE SPECIES



Turf



Live Oak



Azalea

## PARK SPACE

# WETLANDS

## SALT MARSH



REPRESENTATIVE SPECIES



Spartina Cordgrass



Black Needle Rush



Sea Oxeye Daisy

# OVERPASS CORRIDOR

## NATIVE SAVANNA



REPRESENTATIVE SPECIES



Sweetgrass



Goldenrod



Butterfly Milkweed

## FRESHWATER MARSH



REPRESENTATIVE SPECIES



Common Rush



Iris



White Star Sedge

## OVERPASS SHADE GARDEN



REPRESENTATIVE SPECIES



Dwarf Palmetto



Ferns



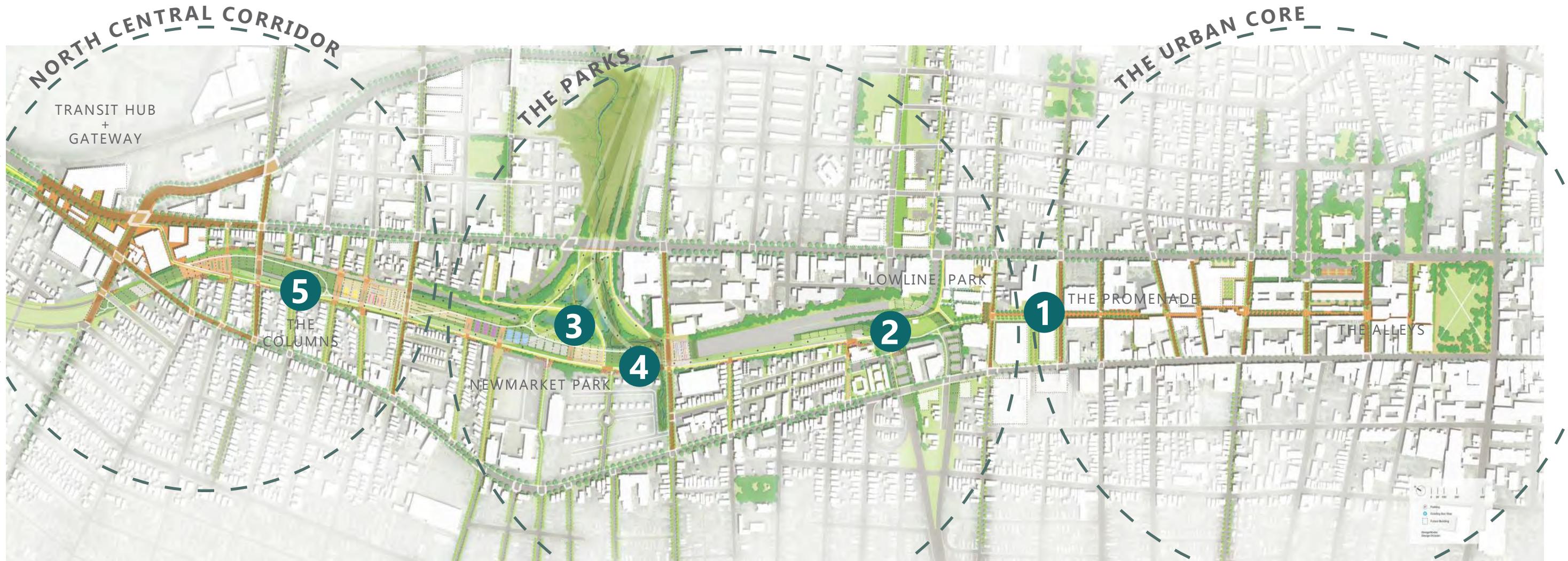
Fatsia

# 6.0

## BEFORE & AFTER

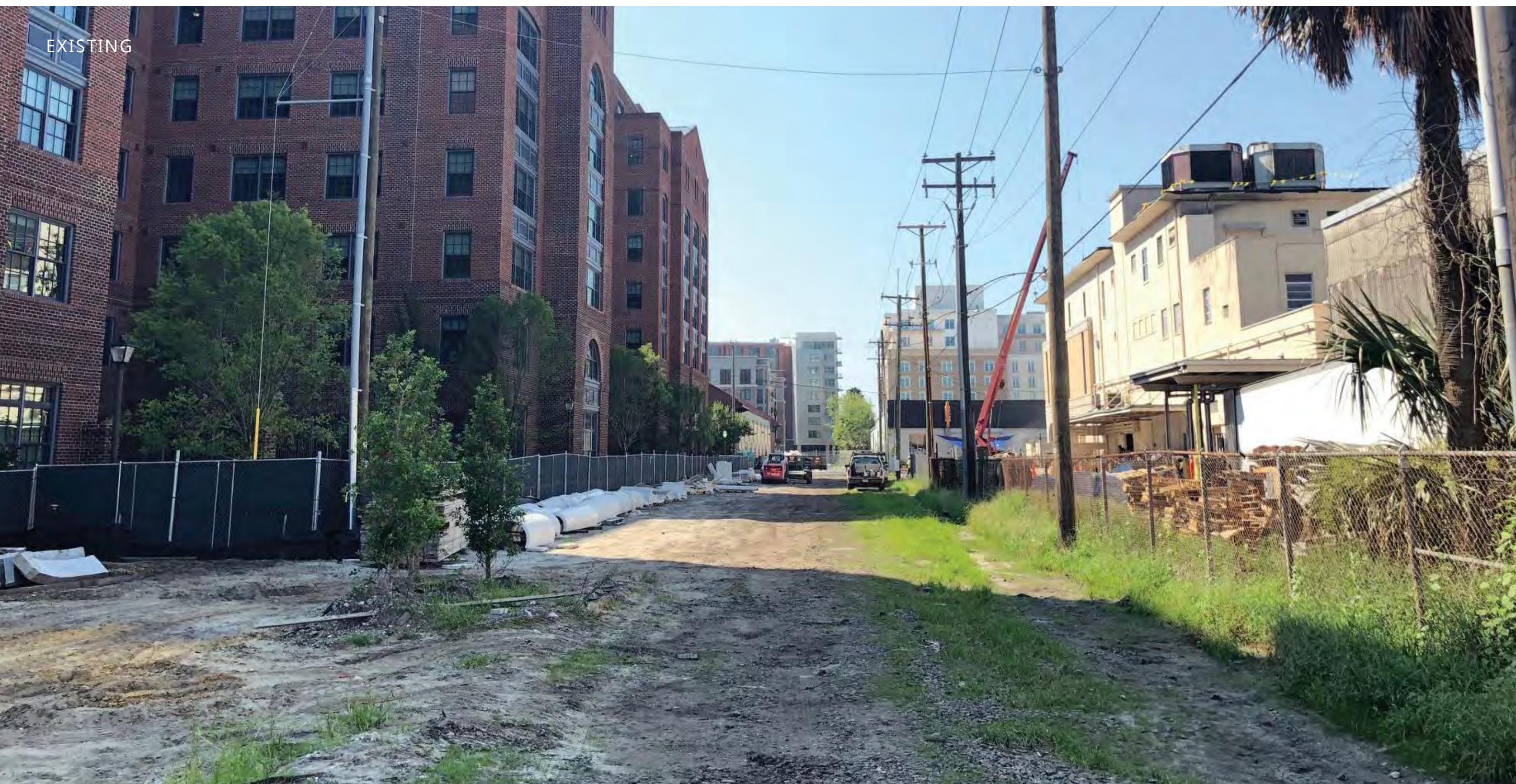
THE FOLLOWING RENDERINGS SHOW THE  
**TRANSFORMATION** OF THE LOWLINE.

## RENDERING VIEWPOINTS



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

EXISTING



## URBAN CORE

PROPOSED



EXISTING



# LOWLINE PARK

PROPOSED



# NEWMARKET PARK

EXISTING



# NEWMARKET PARK

PROPOSED



## BIKEWAY AND PATH

EXISTING



## BIKEWAY AND PATH

PROPOSED



## THE COLUMNS

EXISTING



## THE COLUMNS

PROPOSED



## PROGRAMMING

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

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

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

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

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

# THE URBAN CORE

Green Space and Trees



Public Plazas



Tourism and Sightseeing



Museums



Retail and Shopping



Alleys



Outdoor Dining

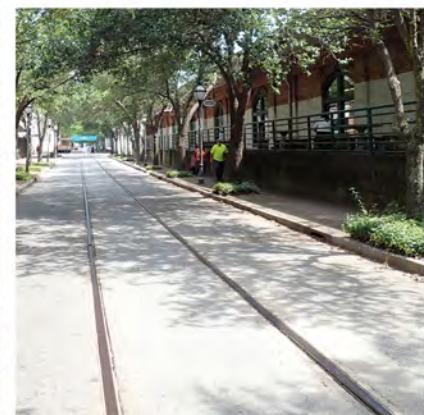
Hospitality

Pop-up Retail

Historic/Cultural Institutions

Historical Markers

Outdoor market



# THE PARKS

Walking and Bike Paths



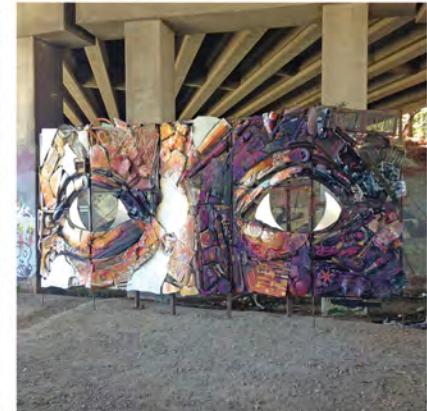
Public Performance



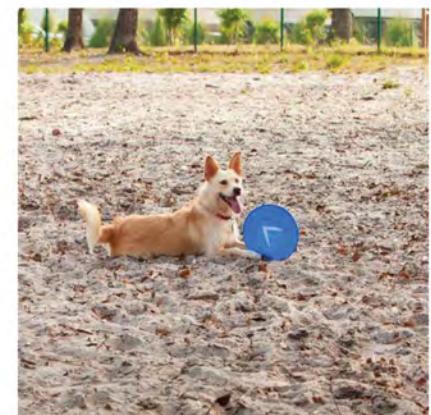
Playground



Public Art



Large Events



Sports Courts

Ecological Park

Beer Garden

Dog Park

Active Recreation

Passive Recreation



# THE NORTH CENTRAL CORRIDOR

Public Transportation



Public Plazas



Outdoor Dining



Neighborhood Market



Social Gathering

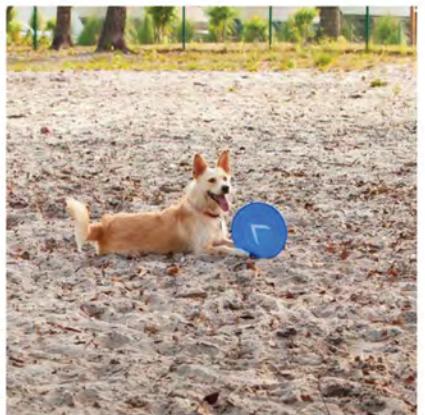
Playground

Active Recreation

Food Trucks

Outdoor Games

Dog Park



# 8.0

## IDENTITY

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

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

# COMPONENTS OF IDENTITY

## GRAPHICS

Creating a unique and instantly recognizable logo is the first step in developing the graphics that will cement the identity of the Lowline in the public consciousness. The Lowline website, marketing materials, and signage will coordinate and relate to this logo and to each other. Style, fonts, and colors are examples of graphic components that will be consistent for Lowline materials.

## HISTORY + CONTEXT

The history of the Norfolk Southern rail line and the first official passenger rail in America is an important part of the Lowline's story that will be revealed through symbology in the graphics and material design, as well as through more explicitly educational platforms such as the website and informational kiosks. However, in addition to highlighting the past, the Lowline will be firmly anchored in its present context, expressing the *genius loci* of the neighborhoods through which it passes.

## SIGNAGE + WAYFINDING

All signage and directional cues will be in keeping with the coherent graphic language developed for the Lowline, as well as being straightforward and user-friendly. Icons and glyphs will be simple, visible, and uncluttered to convey information efficiently. The signage will inform Lowline users of where they are geographically, while also conveying transition through the unique and varied districts which the Lowline encompasses. Users will feel secure in knowing where they are, where the Lowline is, and where the Lowline makes connections to the greater transportation network.

## IDENTITY

## PLANTING

The planting along the Lowline will strongly contribute to its identity both as a public space that improves the ecologic functioning of the Peninsula, and as a historic gateway for horticultural diversity. The plantings will establish a gardenesque character for the site, providing shade, improved air quality, and immersion in the natural world. The Lowline will also function as an informal arboretum of the coastal southeast, showcasing a variety of native and ornamental trees.

## SITE FURNISHINGS + HARDSCAPE

The furnishings along the Lowline--including benches and other seating, lighting, pavement types, planters, bicycle racks, and even trash receptacles--are part of the statement the Lowline makes about its identity and purpose as a transportation and green space network in the Lowcountry. The materials and furnishings will be congruous with the particular district in which they are located, augmenting that district's unique flavor and honoring its historic, cultural, and geographic context. The furnishings will elevate principles of social and ecologic sustainability, create a safe and comfortable environment for users, be aesthetically pleasing, and integrate respectfully into the existing fabric of the city.

# CASE STUDY: THE BENTWAY

## GRAPHICS



## IDENTITY

## HISTORY + CONTEXT



## PLANTING



## SIGNAGE + WAYFINDING



## SITE FURNISHINGS + HARDSCAPE



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

# LOWLINE BRANDING

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

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

## LOGO USAGE

**Do's**

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

LOWCOUNTRY LOWLINE 6

## COLOR PALETTE

**Color Terms Defined**

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

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

RGB and HEX colors are used for digital applications.

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

Color	PMS	CMYK	RGB	HEX
CHARCOAL	447 C	69/59/64/54	59/55/59	#373B37
CEMENT	447 C (5%)	12/9/10/0	22/22/22/22	#DODDC0
YELLOW	109 C	176/100/0	254/209/3	#FED000
GREEN	368 C	59/100/0	118/188/67	#76BC43
TEAL	372 C	100/45/0/0	0/163/154	#00A39A

LOWCOUNTRY LOWLINE 11

## COLOR PALETTE

**Balance**

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

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

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

LOWCOUNTRY LOWLINE 12

## TYPOGRAPHY

**Fonts**

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

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

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

**Gill Sans Nova Condensed Bold**  
abcdefghijklmnoprstuvwxyz  
1234567890

**INTERSTATE BLACK**  
ABCDEFGHIJKLMNPQRSTUVWXYZ  
abcdefghijklmnoprstuvwxyz  
1234567890

**Interstate Regular**  
ABCDEFGHIJKLMNPQRSTUVWXYZ  
abcdefghijklmnoprstuvwxyz  
1234567890

LOWCOUNTRY LOWLINE 13



# LOWCOUNTRY LOWLINE

# APPENDIX

## IMPLEMENTATION RESOURCES

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

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

### STORMWATER STRATEGY AND COST ESTIMATE

Prepared by Kimley Horn, released August 2020

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

### LOWLINE AFFORDABLE HOUSING REPORT

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

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

### DESIGN GUIDELINES AND PHASING STRATEGY

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

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

### PUBLIC ENGAGEMENT REPORT

Prepared by Friends of the Lowcountry Lowline, forthcoming

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

### THE LOWLINE HISTORY PROJECT

Prepared by Friends of the Lowcountry Lowline, forthcoming

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

# END NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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



@lowcountrylowline



@lowcountrylowline



@thelowline

[HTTPS://LOWCOUNTRYLOWLINE.ORG](https://LOWCOUNTRYLOWLINE.ORG)

# DesignWorks



LOWCOUNTRY  
LOWLINE

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**ATTACHMENT 2: PATH FOUNDATION RECOMMENDATION SUMMARY**



November 22, 2024

1601 West Peachtree Street  
Atlanta, Georgia 30309  
404.875.7284  
pathfoundation.org  
path@pathfoundation.org

Mr. Josh Martin, Special Advisor  
City of Charleston, Executive Department  
80 Broad Street  
Charleston, SC 29401

### ***Low Country Lowline Strategy Session – PATH Recommendation Summary***

Josh,

Thank you for inviting the PATH Foundation to assist the City of Charleston with the Low Country Lowline project. The two-day strategy session held October 31<sup>st</sup> – November 1<sup>st</sup> allowed us to “drop into” your city, share our trail building experiences, and assess the project to make recommendations of how to get the Lowline project built. Below is a summary of our recommended strategy to achieve success.

#### **Phasing Strategy and Budgets:**

The Lowline vision should be phased to achieve complete build out over the next 10 years. The City of Charleston should allocate local funding for all construction and the Friends of the Lowline should raise private funding for all design and engineering to have each phase “shovel-ready” for the city’s procurement of construction.

Friends of the Lowline should outline within a letter of support to Mayor Cogswell their private funding commitment and timeline for Phase 1. The letter should acknowledge the city’s commitment of \$15,000,000 through the Cooper River TIF for the construction of Phase 1. The Mayor and City Council should legislate the \$15,000,000 funding for Phase 1 by December 2, 2024.

Monthly Implementation Committee meetings should be scheduled by the Mayor’s Office (Special Projects) for 2025 following the initial meeting which has been scheduled for Monday, December 9, 2024 at 2:00 p.m. Prior to the initial meeting of the Implementation Committee, the Friends of the Lowline should draft a phasing strategy with a timeline and budget allocations for the completion of the entire Lowline project. The City Parks Department should review the draft phasing strategy and suggest any revisions necessary during the December 9<sup>th</sup> meeting. Upon agreeing on the phasing strategy, both parties should focus on raising and identifying local funding to achieve the timeline and budgets outlined.

The Phasing Strategy should entail complete construction for the entire Lowline vision. It should not exceed the previously estimated \$50,000,000 cost. The complete design and engineering of all phases should be competitively bid by the Friends of the Lowline through qualified consultants. Friends of the Lowline efficiently manage consultant costs and should establish a capital campaign with the goal of raising all funding needed to complete all phases of design and engineering for the entire Lowline project.



PATH suggests the Friends of the Lowline raise approximately \$2,000,000 to begin the design and engineering of Phase 1 with a timeline of being underway by January 6, 2025. Phase 1 scope of services should be drafted by the Friends of the Lowline and sent to the City Parks Department ahead of the initial Implementation Committee meeting on December 9<sup>th</sup>. A list of qualified consultants should be outlined by the Friends of the Lowline and shared with City Parks prior to sending invitations requesting proposals. Selection of the Phase 1 design team should be completed before January 3, 2025, with Friends of the Lowline executing the contract for design and engineering to begin by January 6, 2025.

Phasing 1 Strategy:

The Lowline Phase 1 should include the following:

- The entire Lowline corridor along the City of Charleston's owned property (previously owned by Norfolk Southern) north of Line Street.
- Select areas within the SCDOT corridor for two (2) parking lots; the mainline trail's connection to the city playground west of King Street and north of Mount Pleasant Street; and potential east/west spur trail connectivity.
- Lowline Park.
- Spur connections to adjacent neighborhood streets.
- Assessment of the Lowline south of Line Street through the commercial district to outline all areas that need to be designed and engineered for construction within Phase 1 construction and for understanding the areas where adjacent development will build the Lowline (including timeline for completion and conceptual design to ensure developers meet the appropriate design standards of the Lowline).

To conclude, the Lowline project offers the City of Charleston an opportunity to develop an impactful - quality of life improvement for both residents and visitors alike by 2035. The Friends of the Lowline working in tandem with the City Parks Department will provide the public-private partnership structure needed to achieve a timely delivery of each phase.

It was a pleasure to "drop into" your wonderful city and we look forward to seeing your successful delivery of each phase of the Lowline. We hope to be invited back to enjoy walking and biking along the Low Country Lowline as Phase 1 is built. Please let us know if we can be of further assistance.

Sincerely,

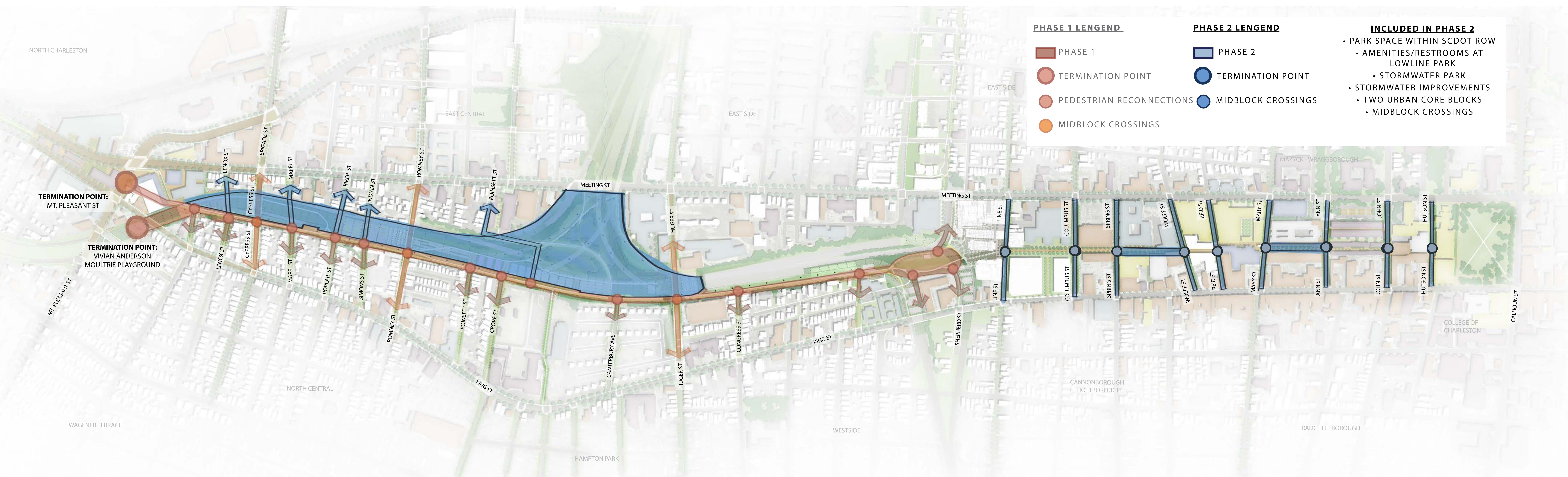
  
Greta G. deMayo, Executive Director

**ATTACHMENT 3: LOWLINE PHASE I + II EXHIBITS**

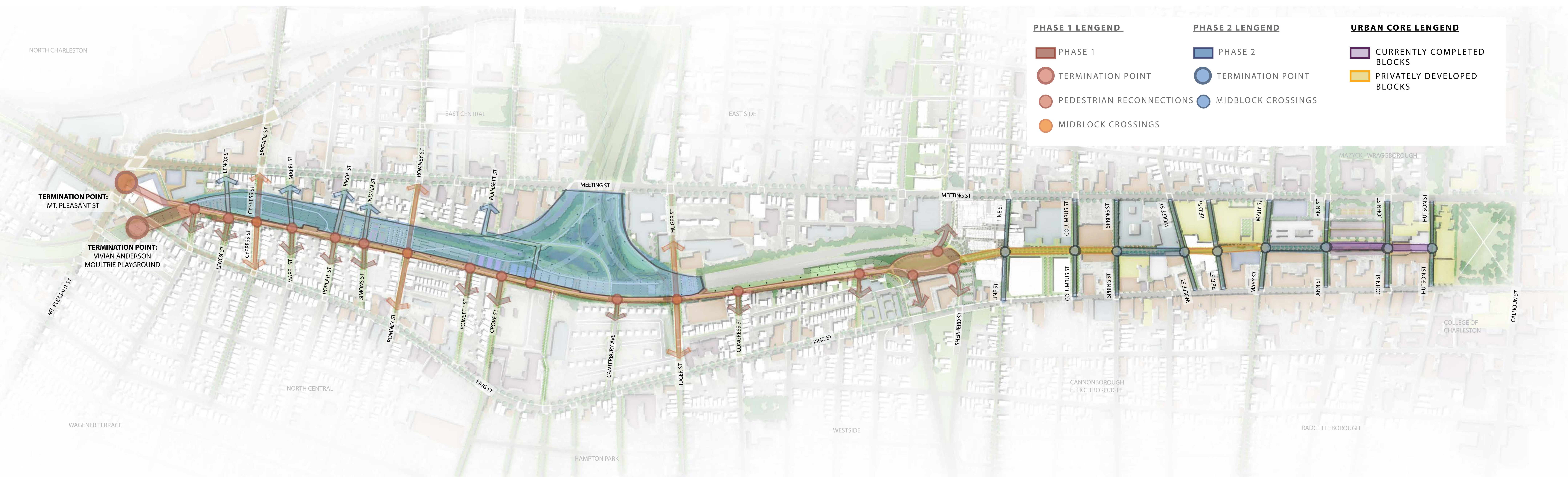
# LOWCOUNTRY LOWLINE PHASE 1 SCOPE ENLARGEMENT



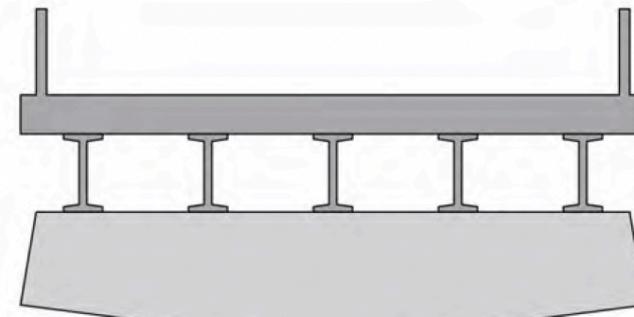
# LOWCOUNTRY LOWLINE PHASE 2 SCOPE



# LOWCOUNTRY LOWLINE PHASE 3 SCOPE



**ATTACHMENT 4: LOWLINE PHASE I SECTION**



## SECTION 4: NORTH OF LOWLINE PARK



## LOWLINE PARK

PROPOSED



**ATTACHMENT 5: LOWLINE PHASE I COST ESTIMATE**



Lowcountry Lowline Phase 1

Summary

City of Charleston

Conceptual Estimate

Charleston, SC

December 20, 2024

<b><u>Item</u></b>	<b><u>Description</u></b>	<b><u>Cost</u></b>	<b><u>Unit Cost</u></b>	<b><u>Unit</u></b>
<b>1</b>	Enabling Earthwork	\$ 914,847	\$ 117,288	/ac
<b>2</b>	Soil Mitigation	\$ 565,833	\$ 105.96	/cy
<b>3</b>	Bike Path - 12' wide	\$ 2,353,650	\$ 276.90	/lf
<b>4</b>	Walking Path - 10' wide	\$ 1,228,250	\$ 144.50	/lf
<b>5</b>	Retention Bioswale	\$ 473,460	\$ 55.70	/lf
<b>6</b>	Lighting and Electrical	\$ 1,611,771	\$ 189.62	/lf
<b>7</b>	Misc Site Items	\$ 582,705	\$ 68.55	/lf
<b>8</b>	Path Landscaping	\$ 2,898,480	\$ 341.00	/lf
<b>9</b>	Bathroom Building	\$ 314,234	\$ 78,559	/stall
<b>10</b>	Mid-block Crossings	\$ 538,772	\$ 134,693	/ea
<b>11</b>	Connections to Cross Streets	\$ 278,951	\$ 27,895	/ea
<b>12</b>	Lowline Park	\$ 394,980	\$ 6.15	/sf
<b>13</b>	Parking Lots	\$ 813,323	\$ 8.94	/sf
<b>COST OF WORK</b>		<b>\$ 12,969,258</b>	<b>\$ 1,525.80</b>	<b>/lf</b>
12 months Escalation (6% per year)		\$ 778,155		6%
Design Contingency		\$ 1,374,741		10%
Construction Contingency		\$ 1,434,400		10%
<b>TOTAL CONSTRUCTION COST</b>		<b>\$ 16,556,554</b>	<b>\$ 1,947.83</b>	<b>/lf</b>

Alternates:

1 Provide Solar Lights ILO Conduit and Pole Bases for Dominion Leased Lights \$ 692,960 **ADD**

Clarifications:

- 1 Based on conceptual plans and direction from DesignWorks and City of Charleston.
- 2 Pricing is based on sequencing construction into 3 phases, starting on the northern section.
- 3 Screened construction fence with branding is included.
- 4 Traffic control and closures are included.
- 3 Removal of soils is included per S&ME direction in accordance with the VCC
- 4 It is assumed that after soil diposal and replacement, and 1ft soil cap, no import or export soil will be needed.
- 5 Based on all on site material being suitable for fill and or backfill
- 6 Survey and testing for mold, asbestos, lead, hazardous material, pipe residuals not included



Lowcountry Lowline Phase 1

Summary

City of Charleston

Conceptual Estimate

Charleston, SC

December 20, 2024

- 7 No Stormwater piping is included except at the parking lots.
- 8 No Dewatering is anticipated except at the parking lots.
- 9 Pathways are included as a bifurcated 12' wide bike path and 10' wide walking path
- 10 All Pathways are included as 6" concrete with wire mesh reinforcement, intergral color and broom finish.
- 11 Bike Lane includes granite cobble middle divider and borders.
- 12 8500 total linear feet of pathway has been included in this budget.
- 13 A 6' wide bioswale for stormwater retention has been included along the entirety of the pathway
- 14 Pedestrian lights are included as Dominion leased lights. Pole bases and conduit only have been included.
- 15 Security Cameras and Phones included at all mid-block crossings and side streets
- 16 Conduit and raceway included, wiring and final devices by owner.
- 17 Parking lots at the Huger St and Lowline park are included.
- 18 All planting counts were provided by DesignWorks.
- 19 Irrigation is included for all planting areas.
- 20 Planting mix is included for planting areas.
- 21 No improvements to any sidestreets are included beyond tying in connection ramps.
- 22 Mid-block crossings are included with crosswalk signals. Assumed to be stepped up to meet pathways.

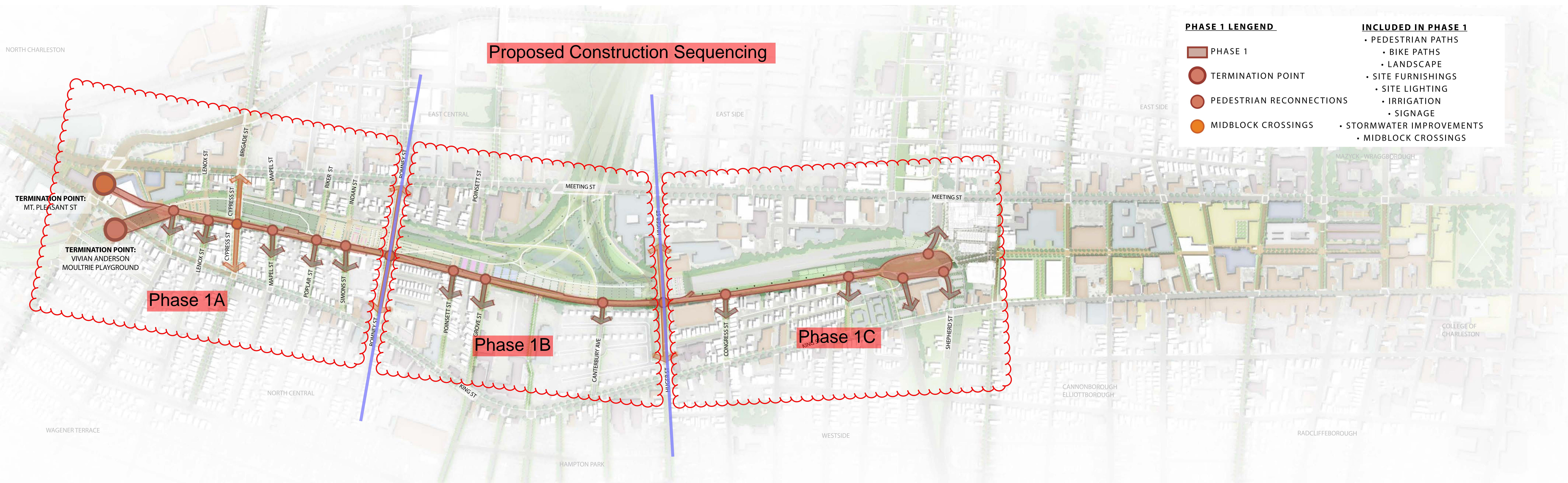
Item	Qty	Unit	Cost/unit	Total	Comments
<b>Enabling Earthwork</b>	<b>7.8</b>	<b>ac</b>	<b>\$ 117,288</b>	<b>\$ 914,847</b>	
Silt Fence	17,000	lf	\$ 3.50	\$ 59,500	
Inlet Protection	120	ea	\$ 350.00	\$ 42,000	
Tree Protection	6,500	lf	\$ 8.00	\$ 52,000	
Construction Entrances	6	ea	\$ 7,500.00	\$ 45,000	
Temp Seeding	39,667	sy	\$ 0.75	\$ 29,750	
Maintenance of Erosion Measures	1	ls	\$ 25,000.00	\$ 25,000	
Temporary Construction Fencing	7,000	lf	\$ 18.00	\$ 126,000	
Windscreen w/ Printed Logos	3,500	lf	\$ 12.00	\$ 42,000	
Demolition of Misc Existing Site Items	8	ac	\$ 12,000.00	\$ 93,600	
1' Cut to Fill Across Site	13,222	cy	\$ 28.00	\$ 370,222	
Insurance, Bonds, Fee, GCs	1	LS	\$ 29,775.00	\$ 29,775	
<b>Soil Mitigation</b>	<b>5,340</b>	<b>cy</b>	<b>\$ 105.96</b>	<b>\$ 565,833</b>	
Haul Soil Off-site to Landfill	5,340	cy	\$ 36.00	\$ 192,236	
Import Fill for Replacement	5,340	ls	\$ 48.00	\$ 256,315	
Soils Testing	1	ls	\$ 50,000.00	\$ 50,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 67,282.60	\$ 67,283	
<b>Bike Path - 12' wide</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 276.90</b>	<b>\$ 2,353,650</b>	
Final Grade Bike Path	102,000	sf	\$ 0.65	\$ 66,300	
6" Reinforced Concrete, Broom Finish	102,000	sf	\$ 12.00	\$ 1,224,000	
Granite Cobble Border and Middle Ribbon	25,500	lf	\$ 28.00	\$ 714,000	
Bike Lane Markings	8,500	lf	\$ 6.00	\$ 51,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 298,350.00	\$ 298,350	
<b>Walking Path - 10' wide</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 144.50</b>	<b>\$ 1,228,250</b>	
Final Grade Walking Path	85,000	sf	\$ 0.65	\$ 55,250	
6" Reinforced Concrete, Broom Finish	85,000	sf	\$ 12.00	\$ 1,020,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 153,000.00	\$ 153,000	

<b>Retention Bioswale</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 55.70</b>	<b>\$ 473,460</b>	
Final Grade Bioswale	102,000	sf	\$ 0.65	\$ 66,300	
Permanent Stabilization	102,000	sf	\$ 0.90	\$ 91,800	
3 gal Groundcovers	2,092	ea	\$ 30.00	\$ 62,760	
1 gal Groundcovers	6,759	ea	\$ 15.00	\$ 101,385	
Planting Mix	102,000	sf	\$ 0.65	\$ 66,300	
Irrigation	102,000		\$ 0.60	\$ 61,200	
Insurance, Bonds, Fee, GCs	1	LS	\$ 23,715.00	\$ 23,715	
<b>Lighting and Electrical</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 189.62</b>	<b>\$ 1,611,771</b>	
Conduit and Pole Bases for Dominion Leased Lights	142	ea	\$ 4,120.00	\$ 585,040	
Duct Bank - (3) 2"	8,500	lf	\$ 65.00	\$ 552,500	
Security Cameras and Phones	22	ea	\$ 12,000.00	\$ 264,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 210,231.00	\$ 210,231	
<b>Misc Site Items</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 68.55</b>	<b>\$ 582,705</b>	
MultipliCITY Double Unit Trash / Recycling	12	ea	\$ 3,000.00	\$ 36,000	
MultipliCITY 95" Wood Benches	50	ea	\$ 4,300.00	\$ 215,000	
Elkay Park Fountains w/ Dog Bowls	7	ea	\$ 9,500.00	\$ 66,500	
Landscape Forms Bike Racks	28	ea	\$ 1,400.00	\$ 39,200	
Signage and Branding	1	ls	\$ 150,000.00	\$ 150,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 76,005.00	\$ 76,005	
<b>Path Landscaping</b>	<b>8,500</b>	<b>lf</b>	<b>\$ 341.00</b>	<b>\$ 2,898,480</b>	
Final Grade Landscaping Ares	119,000	sf	\$ 0.35	\$ 41,650	
6" Canopy Trees (Sycamore)	900	ea	\$ 1,800.00	\$ 1,620,000	
Multi-trunk Small Flowering Tree	425	ea	\$ 350.00	\$ 148,750	
15 gal Shrubs	174	ea	\$ 150.00	\$ 26,100	
7 gal Shrubs	374	ea	\$ 75.00	\$ 28,050	
3 gal Shrubs	972	ea	\$ 45.00	\$ 43,740	
3 gal Groundcovers	3,241	ea	\$ 30.00	\$ 97,230	
1 gal Groundcovers	10,472	ea	\$ 15.00	\$ 157,080	
Permanent Stabilization	119,000	sf	\$ 0.90	\$ 107,100	
Planting Mix	119,000	sf	\$ 0.65	\$ 77,350	
Irrigation	119,000	sf	\$ 1.20	\$ 142,800	
Sleeving - 40'	20	ea	\$ 1,800.00	\$ 36,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 372,630.00	\$ 372,630	

<b>Bathroom Building</b>	<b>4</b>	<b>stall</b>	<b>\$ 78,559</b>	<b>\$ 314,234</b>	
CXT Prefabricated Bathroom Building	1	ea	\$ 195,600.00	\$ 195,600	4 restrooms per building
Stone Base	24	ton	\$ 65.00	\$ 1,560	
Plumbing / Sanitary Service and Connections	1	ls	\$ 50,000.00	\$ 50,000	
Electrical Service and Connections	1	ls	\$ 30,000.00	\$ 30,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 37,074.00	\$ 37,074	
<b>Mid-block Crossings</b>	<b>4</b>	<b>ea</b>	<b>\$ 134,693</b>	<b>\$ 538,772</b>	
Removable Bollards	24	ea	\$ 800.00	\$ 19,200	
Demo / Rebuild Street on Shelf at Crossing	5,120	sf	\$ 50.00	\$ 256,000	
Brick Pavers	1,280	sf	\$ 36.00	\$ 46,080	King St Crossing Only
Striping	4	ea	\$ 2,500.00	\$ 10,000	
Crosswalk Signals	4	ea	\$ 18,000.00	\$ 72,000	
Street Closures	1	ls	\$ 75,000.00	\$ 75,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 60,492.00	\$ 60,492	
<b>Connections to Cross Streets</b>	<b>10</b>	<b>ea</b>	<b>\$ 27,895</b>	<b>\$ 278,951</b>	
Final Grade Ramps and Gathering Space Areas	8,400	sf	\$ 0.90	\$ 7,560	
Concrete Paved Ramps	2,800	sf	\$ 12.00	\$ 33,600	
Additional Gathering Space Areas	5,600	sf	\$ 6.15	\$ 34,450	
Patch / Repair at Street Connection	10	ea	\$ 8,000.00	\$ 80,000	
Additional Landscape / Hardscape Elements at Street	10	ea	\$ 10,000.00	\$ 100,000	
Insurance, Bonds, Fee, GCs	1	LS	\$ 23,341.49	\$ 23,341	
<b>Lowline Park</b>	<b>64,206</b>	<b>sf</b>	<b>\$ 6.15</b>	<b>\$ 394,980</b>	
Fine Grade Park Areas	64,206	sf	\$ 0.35	\$ 22,472	
Additional Walking Paths	600	lf	\$ 144.50	\$ 86,700	
15 gal Shrubs	115	ea	\$ 150.00	\$ 17,250	
7 gal Shrubs	247	ea	\$ 75.00	\$ 18,525	
3 gal Shrubs	642	ea	\$ 45.00	\$ 28,890	
3 gal Groundcovers	734	ea	\$ 30.00	\$ 22,020	
1 gal Groundcovers	2,371	ea	\$ 15.00	\$ 35,565	
Turf	35,313	sf	\$ 0.90	\$ 31,782	
Planting Mix	64,206	sf	\$ 0.65	\$ 41,734	
Irrigation	64,206	sf	\$ 0.60	\$ 38,524	
Insurance, Bonds, Fee, GCs	1	LS	\$ 51,519.20	\$ 51,519	

<b>Parking Lots</b>	<b>91,005</b>	<b>sf</b>	<b>\$ 8.94</b>	<b>\$ 813,323</b>	
Final Grade Parking Lots	91,005	sf	\$ 0.35	\$ 31,852	
Light Duty Asphalt Paving	10,112	sy	\$ 38.00	\$ 384,243	
Curbing for Perimeter and Islands	4,550	lf	\$ 20.00	\$ 91,005	
Storm Drainage	91,005	sf	\$ 1.45	\$ 131,957	
Dewatering	1	ls	\$ 35,000.00	\$ 35,000	
Landscape and Irrigation for Peninsulas / Perimeter	1	ls	\$ 45,000.00	\$ 45,000	
Pavement Markings	91,005	sf	\$ 0.20	\$ 18,201	
Insurance, Bonds, Fee, GCs	1	LS	\$ 76,065.01	\$ 76,065	

# LOWCOUNTRY LOWLINE PHASE 1 SCOPE ENLARGEMENT



**ATTACHMENT 6: FRIENDS OF LOWLINE FUNDING COMMITMENT LETTER**

# LOWCOUNTRY LOWLINE



January 13, 2024

**Mayor Cogswell  
City of Charleston  
80 Broad Street  
Charleston, SC 29401**

**CC: Charleston City Council, Josh Martin, Tim Keane, Jason Kronsberg**

Dear Mayor Cogswell,

On behalf of The Friends of the Lowcountry Lowline, I am writing to confirm our collective commitment to a meaningful and transformative partnership with the City of Charleston for the development of the Lowcountry Lowline. We are excited to take the next steps toward turning this vision into reality. Pending the City's commitment of funding the Phase I Construction and its goal to break ground on the project by December 2025, we believe we are at a pivotal moment for this Charleston community.

The Friends of the Lowcountry Lowline are proud to support this project and recognize the City's leadership and commitment to enhancing green spaces and fostering connectivity across Charleston. We are committed to fundraising the design costs for the Phase I construction effort to ensure the project's success. Our goal is to establish a public-private partnership model that not only drives Phase I forward but also supports future phases of the Lowline, creating a lasting framework for transformative greenspace, community engagement, and inclusive programming that will benefit the entire Charleston community.

We look forward to working with the City of Charleston to bring Phase I to life, and we are eager to build upon this foundation for ongoing collaboration. Together, we can realize the full potential of the Lowcountry Lowline and create an enduring legacy for Charleston residents and visitors alike.

Thank you for your support and collaboration.

Sincerely,



Frank Haygood  
President of the Friends of the Lowcountry Lowline

## PORT FACILITY LICENSE AGREEMENT

This **PORT FACILITY LICENSE AGREEMENT** (this “**Agreement**”) is entered into by and between the **South Carolina State Ports Authority**, an instrumentality of the State of South Carolina created by 1942 Act 626 of the South Carolina General Assembly (the “**Ports Authority**”), and the **City of Charleston**, a political subdivision of the State of South Carolina (“**Licensee**”). The Ports Authority and Licensee are sometimes collectively referred to as the “**parties**” or singularly as a “**party**.”

### WITNESSETH:

**WHEREAS**, the Ports Authority owns certain real property located in Charleston, South Carolina, upon which it operates the Union Pier Terminal (the “**Terminal**”) and its related facilities, including the Ports Authority’s cruise passenger facility; and

**WHEREAS**, Licensee desires to license Parking Lot B (“**Lot B**”) at the Terminal that is adjacent to the former cruise passenger facility for the purpose of providing parking spaces to Charleston restaurant and hospitality employees; and

**WHEREAS**, the Ports Authority has determined that granting Licensee a license to use Lot B, upon the terms and subject to the conditions set forth in this Agreement, will benefit the Port of Charleston (“**Port**”).

**NOW, THEREFORE**, for and in consideration of the mutual covenants and agreements herein contained, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound, the parties hereby agree as follows:

### ARTICLE I. GRANT AND DESCRIPTION OF LICENSED AREA

**1.01 Grant of License.** The Ports Authority hereby grants to Licensee, and Licensee hereby accepts, a license for the use of no more than seventy (70) parking spaces within Lot B at the Terminal, more fully shown and described on Schedule A, attached hereto and incorporated herein for the purposes and upon the terms stated herein. The license to use Lot B under this Agreement is granted subject to (i) the rights of the currently existing Ports Authority “reserved” permit holders whose parking spots are identified by signage at each location and (ii) the four (4) parking spot locations identified in Schedule B. The parties agree that this is a license and not a lease, and that no estate in real property or other interest in property is created by this Agreement.

**1.02 Acceptance.** Licensee agrees to accept possession of Lot B in “as is” condition. Licensee represents and warrants to the Ports Authority that Licensee has fully inspected Lot B and is relying solely upon its own inspections and examinations of Lot B in entering into this Agreement. Any additional alterations or improvements to Lot B required by Licensee for the conduct of its operations shall be made by Licensee at its sole cost and expense in accordance with the requirements set forth in this Agreement. Licensee shall deliver to the Ports Authority copies of all licenses, permits and other governmental approvals required for the conduct of its operations

at the Port at least ten (10) days prior to commencing any activities at the Port, the Terminal or Lot B, and prior to each renewal or modification thereof. THE PORTS AUTHORITY MAKES NO WARRANTY, EXPRESS OR IMPLIED AS TO THE CONDITION OF LOT B OR THE TERMINAL OR ANY EQUIPMENT OR TENTS OR FENCES OR ROADS OR WALKING SURFACES OR PARKING AREAS OR MECHANICAL APPARATUS CONSTITUTING ANY PORTION OF LOT B, INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

## ARTICLE II. TERM

2.01 **Term.** The term of this Agreement will begin on the Effective Date and continue in existence so long as the Ports Authority owns Lot B (the “**Term**”). Notwithstanding anything in this Agreement to the contrary, this Agreement may be terminated by either party at any time, for any reason or no reason at all, upon sixty (60) days’ prior written notice to the other party.

## ARTICLE III. LICENSE FEE AND OTHER ITEMS

3.01 **License Fees.** This Agreement has a License fee of zero and no/00 dollars (\$0.00) for the duration of the Term.

3.02 **MTOS.** Except as specifically covered in this Agreement, the use of Lot B and Terminal and all matters, arrangements, services, and charges between the parties shall be governed by the rules, regulations, rates and terms of the Authority’s then-current Marine Terminal Operator Schedule / Terminal Tariff No. 8, as may be amended from time to time, or its successor (“**MTOS**”) as posted the Ports Authority website at <https://scspa.com/wp-content/uploads/8-charleston-tariff.pdf>. The MTOS is incorporated into this Agreement by reference and made a part of this Agreement. This Agreement and the MTOS shall be read to be consistent and complimentary. Any conflict among this Agreement and the MTOS shall be resolved by giving priority to this Agreement.

3.03 **Taxes.** Lot B currently is not subject to taxes. Licensee shall, however, pay all future taxes or assessments (ad valorem or otherwise) that may be levied upon any personal property, machinery, or equipment of Licensee used at Lot B.

3.04 **Insurance.** Licensee shall, at its own expense, maintain in effect for the benefit of the Ports Authority and Licensee insurance coverage as set forth in Article VI of this Agreement. The Ports Authority shall have the right, but not the obligation, to maintain commercial liability and such other insurance as the Ports Authority may deem reasonably necessary to protect its interests throughout the term of this Agreement. Except in instances of Ports Authority negligence or willful misconduct, any insurance obtained by the Ports Authority will not cover the loss of any cargo, food, beverages, equipment, personal property, vehicles, or contents at Lot B. Such coverage shall be solely for the benefit of the Ports Authority and upon such terms as the Ports Authority may require. Licensee shall not intentionally violate, or permit the violation of, any condition imposed by any of Licensee’s insurer(s), surety(ies) or other issuer(s) of Licensee’s coverage(s).

## ARTICLE IV. LOT B OPERATIONS

### 4.01 **Permitted Use.**

- a. Under this Agreement, Lot B will be used for the sole purpose of providing no more than seventy (70) parking spots to be offered on a first-come-first-serve basis to those who satisfy the reasonable parking requirements of Licensee (the “**Permitted Use**”).
- b. The Permitted Use will be managed and monitored by Licensee, with duties including but not limited to:
  - i. Controlling access to Lot B;
  - ii. Providing signage and other means to clearly communicate that Lot B is accessible only by those stated policies;
  - iii. Staffing or establishing security and parking enforcement;
  - iv. The creation and distribution of valid parking permits and/or passes, records of which will be made available to the Ports Authority upon request; and
  - v. Any other expense related to the Permitted Use.
- d. Licensee does not have the license to use and will not cause nor allow any interference to:
  - i. The right to park in Lot B held by Ports Authority “reserved” monthly permit holders, whose spots are identified by signage located at each specific parking location (the “SCPA Reserved Spots”);
  - ii. The four (4) parking spaces at the easternmost side of the middle parking isle, as more clearly shown in Schedule B attached below; and
  - iii. Any other spaces on Lot B as designated by the Ports Authority from time to time, upon giving Licensee sixty (60) days’ notice.
- e. Licensee will not use, nor permit Lot B or any part of the Terminal to be used, for any disorderly or unlawful purpose.
- f. Licensee will not permit anyone to use tobacco products, e-cigarettes, or vaping devices at Lot B under any circumstances, as Lot B is a tobacco, smoke, and vaping free zone.

### 4.02 **Compliance with Laws and Other Restrictions.** Licensee shall fully comply with all rules and regulations of the Ports Authority, including those in the Ports Authority’s MTOS, all rules and regulations of the National Fire Prevention Association, and all other laws, rules, regulations, ordinances, building, fire and safety codes, orders, decrees, permits, approvals and

determinations, whether or not presently contemplated, of all federal, state, county and local governmental bodies (the “**Laws and Regulations**”) including, without limitation, all noise laws, all immigration laws, all environmental laws, zoning, and the terms of all easements, covenants, conditions and restrictions affecting: (a) use and operation of Lot B, Port, or Terminal; (b) any activities or operations of Licensee at Lot B, the Port or Terminal; (c) any equipment, machinery, improvements or other property installed or operated at Lot B, the Port or Terminal by or on behalf of Licensee; or (d) any cause or condition created by or at the instance of Licensee, its agents, employees, contractors, licensees, invitees or any other person or entity claiming by or through Licensee. Licensee shall be responsible for the acts and omissions of Licensee and its employees in accordance with the South Carolina Tort Claims Act.

**4.03    Waste and Nuisance Prohibited.** Licensee shall not commit waste, or suffer or permit waste to be committed, or allow or permit any nuisance at Lot B, Port or Terminal. Licensee shall not permit any action at Lot B, Port or Terminal which would disturb or endanger occupants of adjoining facilities, or property, or unreasonably interfere with the use of their respective facilities or property or do anything which would tend to injure the reputation of the Ports Authority or the Terminal.

**4.04    Sanitary Condition.** Licensee shall at its expense (a) maintain Lot B in as clean, orderly and sanitary condition as possible, and free of insects, rodents, vermin and other pests; (b) keep any garbage, trash, rubbish or other refuse in appropriate containers until removed; (c) have such garbage, trash, and any other unusable materials removed on a regular basis; (d) control surface dust in unpaved areas; and (e) conduct its operations in all respects in a dignified manner in accordance with standards adopted from time to time by the Ports Authority.

**4.05    Hazardous Materials.**

a.    As used herein, the term “**Hazardous Materials**” shall mean any substance presenting a risk to human health or the environment as defined pursuant to applicable federal, state, or local environmental laws, ordinances, or regulations, as now or as may be passed or promulgated in the future.

b.    Licensee covenants and agrees throughout the term of this Agreement: (i) that Licensee shall not generate, manufacture, refine, treat, store, handle, dispose, produce, or process Hazardous Materials at Lot B or any other area of the Terminal or the Port; (ii) to ensure that no agent, employee, contractor, licensee or invitee of Licensee, as a result of any intentional or unintentional act or wrongful omission, uses, stores or in any manner locates or releases any Hazardous Materials in or at Lot B or elsewhere at the Port or the Terminal, or suffers the presence of Hazardous Materials thereon except as expressly permitted by subsection (i) of this section; (iii) to promptly notify the Ports Authority in writing following receipt of any notice respecting Hazardous Materials at, on, under, from or possibly affecting Lot B, the Terminal or the Port; (iv) to conduct and complete all investigations, studies, sampling and testing, and all remedial, removal and other actions required to clean up and remove any Hazardous Materials at, on, under, emanating from or affecting Lot B, other areas of the Terminal or the Port as a result of any action or wrongful omission by Licensee or any agent, employee, contractor, licensee or invitee of Licensee, in accordance with applicable Laws and Regulations; and (v) to comply with any reasonable

programs instituted by the Ports Authority for the purpose of testing, containment, remediation, removal or other actions necessary to contain, clean up or remove any Hazardous Materials at, on, under, emanating from or affecting Lot B, other areas of the Terminal or the Port, including, without limitation, any soil management plan, asbestos and petroleum containment programs and the like.

c. Upon reasonable written notice to the Licensee, the Ports Authority shall have the right, but not the obligation, to conduct inspections of Lot B and to take samples of substances located on Lot B, as reasonably required to determine the presence, nature and extent of any Hazardous Materials at, on, under, emanating from or affecting Lot B and compliance with applicable Laws and Regulations.

## **ARTICLE V. REPAIRS, MAINTENANCE, ALTERATIONS, INSPECTION, AND SECURITY**

### **5.01 Repairs and Maintenance.**

- a. Licensee shall be fully responsible and liable for the repair and maintenance of Lot B, including but not limited to lighting, fencing, surface areas, signage, and any other improvement.
- b. Licensee shall not cause or permit any waste, damage, or injury to Lot B, Port, or Terminal and shall promptly notify the Ports Authority of the need for repairs or maintenance. Licensee shall pay, on demand, the cost of any repairs or replacements required as a result of any damage caused by the negligence or misconduct of Licensee, or Licensee's employees, agents, contractors, customers, guests, licensees, or invitees.
- c. Debris, trash and other useless materials shall be promptly removed from Lot B, and Lot B shall be kept reasonably clean and free of useless materials at all times.

### **5.02 Alterations by Licensee.**

- a. Licensee shall not make or allow to be made any alterations, renovations, improvements or other installations in, on or to Lot B or any part thereof (including, without limitation, any alterations of the entrance way(s) or signs, structural alterations, or any cutting or drilling into any part of Lot B or any securing of any fixture, apparatus, or equipment of any kind to any part of Lot B) unless and until Licensee shall have caused plans and specifications therefore to have been prepared, at the sole cost and expense of Licensee, by an architect, licensed South Carolina professional engineer, or other duly qualified person, if necessary, and shall have obtained the Ports Authority's prior written approval thereof, said written approval may be obtained via email.
- b. If such approval is granted, Licensee shall cause the work described in such plans and specifications to be performed, at its expense, promptly, efficiently, competently and in a good and workmanlike manner by duly qualified or licensed persons or entities reasonably acceptable to the Ports Authority, using first grade materials, without interference with or disruption to the operations of occupants of adjoining properties. Licensee shall not obstruct the sidewalks,

alleyways or entrances to Lot B or any adjacent properties during construction. All such work shall comply with all applicable Laws and Regulations.

c. All improvements and additions made by or for Licensee shall be deemed part of Lot B, shall remain at Lot B, and shall be surrendered to the Ports Authority at the expiration or earlier termination of this Agreement, unless the Ports Authority shall elect to have Licensee remove all or any portion of such alterations, additions, or improvements, in which event Licensee prior to expiration or earlier termination of this Agreement shall accomplish such removal at its sole cost and repair any damage to Lot B caused by such removal.

#### **5.03 Mechanic's Liens.**

a. No person shall be entitled to any lien upon Lot B, or any portion thereof, directly or indirectly derived through or under Licensee, or through or by virtue of any act or omission of Licensee, or for any improvements or fixtures made thereon or installed therein, or for or on account of any labor or material furnished thereon or thereto, or for or on account of any matter or thing whatsoever; and nothing in this Agreement shall be construed to constitute a consent by the Ports Authority to the creation of any such lien.

b. Licensee shall pay promptly all persons furnishing labor or materials with respect to any work performed by Licensee or its contractor on or about Lot B. In the event any mechanic's or other lien shall at any time be filed against Lot B by reason of work, labor, services, or materials performed or furnished, or alleged to have been performed or furnished, to Licensee or to anyone holding Lot B through or under Licensee, Licensee shall, within thirty (30) days following notice thereof, cause the same to be discharged of record or bonded to the satisfaction of the Ports Authority. If Licensee shall fail to cause such lien to be so discharged or bonded, then, in addition to any other right or remedy of the Ports Authority, the Ports Authority may bond or discharge the same by paying the amount claimed to be due, and the amount so paid by the Ports Authority including reasonable attorney's fees incurred by the Ports Authority either defending against such lien or in procuring the discharge of such lien, shall be due and payable by Licensee to the Ports Authority on demand.

**5.04 The Ports Authority's Right to Use Lot B.** The Ports Authority, its agents and representatives may at all times enter and make use of Lot B in ways not to violate Licensee's right to use in accordance with the terms of this Agreement.

**5.05 Security.** The Ports Authority shall not be liable for the safety or security of any persons or property on Lot B or Terminal. Licensee, in its discretion, may provide appropriate surveillance or security and alarm systems to assure the security and safety of Lot B and protection of persons or property at Lot B. The Ports Authority shall not be liable for any theft, loss, or damage arising from criminal activities at Lot B, Port, or Terminal or the inadequacy or alleged inadequacy of any security service or the failure to furnish or delay in furnishing any such service. Any crimes or other offenses, including traffic offenses and crimes and offenses involving damage to or theft of any portion of Lot B, Terminal, to equipment, cargo or materials stored thereon, or other property of the Ports Authority, shall first be reported to the Ports Authority Port Police, then to the Terminal Manager or his/her designee.

## ARTICLE VI. INSURANCE

6.01 **Insurance to be Purchased and Maintained by Licensee.** At all times during the term of this Agreement, or from and after any earlier entry on Lot B by Licensee, its agents, contractors or employees, Licensee shall purchase and maintain in full force and effect insurance providing coverage as follows:

- a) Public general liability insurance insuring Licensee, its employees, and managers against any and all claims or demands for personal injury or property damage arising out of Licensee's use and operation of Lot B, with minimum limits in accordance with the S.C. Torts Claim Act (S.C. Code § 15-78-10, et. seq.), as follows:
  - a. Three Hundred Thousand and No/100 Dollars (\$300,000.00) per person arising because of loss from a single occurrence on account of bodily injuries, because of property damage sustained, or by any combination of personal injury or property damage; and
  - b. A total sum not to exceed Six Hundred Thousand and No/100 Dollars (\$600,000.00) as the result of any one occurrence, accident or disaster.
- b) Licensee shall carry an "all risk" property insurance covering all personal property of Licensee used at Lot B, Port, or Terminal.
- c) Worker's compensation insurance as required by South Carolina law.
- d) Automobile liability insurance with minimum limits of no less than \$1,000,000 covering Licensee owned or hired vehicles (not including privately owned vehicles) operated at the Terminal or Port by Licensee, its agents and employees.
- e) Additional coverage as reasonably warranted by Licensee operations at Lot B, Terminal, or Port or to reflect evolving industry standards and/or customary trade practices.

6.02 **Government Service Provider.** Licensee shall require any third party governmental entity, including but not limited to the Charleston Area Regional Transportation Authority (the "CARTA"), Hospitality on Peninsula (the "HOP"), and any other city, regional, and state governmental entities providing or facilitating service or operation on Lot B ("Government Service Provider") to purchase and maintain in full force and effect, at no expense to the Ports Authority, the same insurance coverage required of Licensee under this Agreement. All Government Service Providers shall comply with the Ports Authority's Annual Business Registration program.

6.03 **Private Contractor.** Licensee shall require any private independent contractor or subcontractor performing work at Lot B (a "Private Contractor") to:

- a) Purchase and maintain in full force and effect commercial general liability insurance insuring such Private Contractor and its employees against any and all claims or demands

for personal injury and property damages arising out of such Private Contractor's use and operation of Lot B, with a combined single limit for bodily injury and property damage liability of at least \$2,000,000 per occurrence;

- b) Purchase and maintain an umbrella or excess liability insurance policy with an annual aggregate of \$5,000,000;
- c) Purchase and maintain "all risk" property insurance covering all personal property of Private Contractor used at Lot B, Port, or Terminal.
- d) Purchase and maintain, at no expense to the Ports Authority, the policies of insurance sufficient to cover the work and standard risks associated with the work being performed associated with this Agreement, including adherence to all Laws and Regulations;
- e) Purchase and maintain such additional coverage as the Ports Authority may reasonably deem appropriate based upon the work to be performed by the Private Contractor;
- f) Comply with the Ports Authority's Annual Business Registration program.

**6.04 Policy Requirements.** The insurance coverage required to be maintained by Licensee hereunder shall be primary and non-contributing with any insurance carried by the Ports Authority. Each insurance policy required to be maintained by Licensee, any Government Service Provider, and any Private Contractor performing work on behalf of Licensee shall: (i) be written by a company having an A.M. Best Company rating of "A" or better and a financial category of "VII" or better; and (ii) require not less than thirty (30) days prior written notice to the Ports Authority of any material change, impairment, cancellation or non-renewal of coverage.

**6.05 Delivery of Certificates, Policies.** Licensee shall deliver to the Ports Authority a certificate of insurance and copies of required endorsements evidencing the existence or renewal of such coverage prior to the Effective Date, and, with respect to insurance which its Government Service Providers and Private Contractors are required to carry, prior to commencement of any work at Lot B, and prior to the expiration date of each policy. Licensee shall deliver a certified copy of each policy and endorsements to the Ports Authority upon reasonable request. If any policy provides for payment of a deductible by the insured, Licensee shall be liable for the full deductible amount. The limits of any insurance required by this Agreement shall not limit the liability of Licensee pursuant to this Agreement. If Licensee fails to procure and maintain any insurance required by this Agreement, or provide proof of policies of insurance for Government Service Providers or Private Independent Contracts required by this Agreement, within five (5) days of the Ports Authority providing written notice pursuant to Section 8.01(a), the Ports Authority may, but shall not be required to, procure and maintain the same at the expense of Licensee.

## **ARTICLE VII. ASSIGNMENT PROHIBITED**

**7.01 Assignment Prohibited.** Licensee shall neither transfer nor assign this Agreement or any interest herein nor delegate any of its duties hereunder nor grant any license or other right of

occupancy or permit the use of Lot B or any portion thereof, other than the Permitted Use, without the prior written consent of the Ports Authority.

**7.02 Right to Remove Unauthorized Parties.** The Ports Authority shall have the right to reenter Lot B and to remove any party occupying the same as a result of any assignment or grant by Licensee of any license, right of occupancy or use other than the Permitted Use without the prior written consent of the Ports Authority.

**7.03 Immigration Compliance.** Licensee warrants that it will comply with the applicable requirements of Title 8, Chapter 14 of the South Carolina Code of Laws and agrees to provide to the State, upon request, any documentation required to establish either: (a) that Title 8, Chapter 14 is inapplicable to Licensee and Licensee's contractor, subcontractors or sub-subcontractors; or (b) that Licensee, and Licensee's contractor, subcontractors or sub-subcontractors are in compliance with Title 8, Chapter 14. Licensee acknowledges that pursuant to Section 8-14-60, "A person who knowingly makes or files any false, fictitious, or fraudulent document, statement, or report pursuant to this chapter is guilty of a felony and, upon conviction, must be fined within the discretion of the court or imprisoned for not more than five years, or both." Licensee agrees to include in any contracts with its contractors or subcontractors language requiring its contractors or subcontractors to (a) comply with the applicable requirements of Title 8, Chapter 14, and (b) include in their contracts with the subcontractors or sub-subcontractors language requiring the subcontractors or sub-subcontractors to comply with the applicable requirements of Title 8, Chapter 14.

## **ARTICLE VIII DEFAULT**

**8.01 Event of Default.** Any one or more of the following events shall constitute a default by Licensee:

a. The failure of Licensee to maintain insurance, to require its contractors and subcontractors to maintain insurance or to deposit certificates of insurance and endorsements with the Ports Authority, as and when required pursuant to the terms of this Agreement, which failure is not cured within five (5) business days after the giving of written notice thereof by the Ports Authority.

b. Default by Licensee in the performance or observance of any covenant or obligation of Licensee pursuant to this Agreement (other than a default described elsewhere in this Section 8.01), which default is not cured within thirty (30) days after the giving of notice thereof by the Ports Authority, unless such default is of such nature that it cannot be cured within a thirty (30) day period and Licensee immediately undertakes and diligently pursues such action as is necessary to cure the default and the default is cured within thirty (30) days.

c. The transfer of any rights of Licensee hereunder by attachment, execution or similar legal process; and such adjudication or order is not vacated within thirty (30) days after its entry.

d. The commencement of a case under any chapter of the Federal Bankruptcy Code by or against Licensee or the filing of a voluntary or involuntary petition proposing the adjudication of Licensee a bankrupt or insolvent unless the petition is filed or case commenced by a party other than Licensee and is withdrawn or dismissed within sixty (60) days after the date of its filing.

**8.02 Remedies.** Upon the occurrence and continuance of a default by Licensee, the Ports Authority shall have the following rights, without further notice to Licensee in any instance, but in accordance with applicable law in all instances:

- a. Perform, on behalf and at the expense of Licensee, any obligation of Licensee under this Agreement which Licensee has failed to perform, the reasonable cost of which performance by the Ports Authority shall be payable by Licensee to the Ports Authority on demand;
- b. Elect to terminate the rights of Licensee and remove Licensee and any other persons from Lot B;
- c. Re-license all or any portion of Lot B, alone or together with other facilities, for such term or terms (which may be greater or less than the period which otherwise would have constituted the balance of the term of this Agreement) and on such terms and conditions (which may include fee concessions and alterations of Lot B) as the Ports Authority, in its sole and absolute discretion, may determine, but the Ports Authority shall not be liable for, nor shall the obligations of Licensee hereunder be diminished by reason of, any failure by the Ports Authority to re-license Lot B or any failure by the Ports Authority to collect any license fees due upon such re-licensing. The Ports Authority shall not be obligated to re-license Lot B or any portion thereof in preference to any other facilities owned or controlled by the Ports Authority. Licensee shall have no right in or to any surplus which may be derived by the Ports Authority from any such re-licensing. Nothing herein shall relieve the Ports Authority of any obligation it may have under applicable Laws and Regulations to mitigate its damages; and
- d. Pursue any combination of such remedies and any other legal or equitable right or remedy which it may have. The right of the Ports Authority to terminate the rights of Licensee hereunder and to remove Licensee and any other persons from Lot B shall be effective notwithstanding any dispute respecting the Licensee default.

**8.03 Damages.** If the Ports Authority elects to terminate the right of Licensee to use Lot B, Licensee shall nevertheless remain liable for all damages which may be due or sustained by the Ports Authority and all reasonable costs, fees and expenses incurred by the Ports Authority in pursuit of its remedies hereunder or in re-licensing Lot B to others.

**8.04 Force Majeure.** If the Ports Authority or Licensee shall be delayed, hindered or prevented from the performance of any act required hereunder by reason of any governmental restriction, civil commotion, war, insurrection, sabotage, military or usurped power, scarcity of labor or materials, strike, lock-out, fire, flood, named storm, hurricane, or other natural catastrophe, or any other reasons beyond its control (“Force Majeure”), the period for the performance of any such act shall be excused for the period in which performance is prevented by Force Majeure. Notwithstanding anything herein, the provisions of this Section 8.04 shall not apply to any obligation to maintain insurance pursuant to this Agreement. For the avoidance of doubt, Force Majeure shall not include (a) financial distress nor the inability of either party to make a profit or avoid financial loss, (b) changes in market prices or conditions, or (c) a party’s financial inability to perform its obligations under this Agreement.

## ARTICLE IX. SURRENDER

9.01 **Delivery of Possession to the Ports Authority.** Licensee shall surrender Lot B to the Ports Authority at the expiration or earlier termination of this Agreement (i) free and clear of all liens, encumbrances, security interests, pledges, charges, restrictions and claims of any nature; and (ii) in the same or better condition as received, ordinary wear and tear excepted.

9.02 **Removal.** If the Ports Authority shall elect to have Licensee remove all or any portion of the equipment, alterations, additions, or improvements made to or installed at Lot B by Licensee, then upon delivery to Licensee of written notice from Ports Authority not earlier than ninety (90) and not later than thirty (30) days prior to the expiration or earlier termination of this Agreement, Licensee shall remove the same and promptly repair any damage to Lot B caused by such removal. If Licensee shall fail to remove such property for any cause whatsoever, the Ports Authority may, at its option, remove and dispose of or store it without liability to Licensee for loss thereof.

## ARTICLE X. LIMITATION OF LIABILITY, RISK OF LOSS

10.01 **Limitation of Liability.** The Ports Authority shall not be liable for any loss, bodily injury, death, theft, or damage to property or persons sustained by Licensee or others at Lot B, the Port, or Terminal, including but limited to any part thereof being out of repair, or due to gas, smoke, steam, electricity, breakage of pipes, floods, earthquakes, ice, rain, lightning, wind, hurricanes, water, flooding, snow, frost, other weather elements, insects, animals, rodents, moths, weevils, settling of structures or improvements, potholes, settling of floors or foundations, collapse of buildings or improvements, Force Majeure, or due to the happening of any accident in or about Lot B, the Port, or Terminal, or due to any negligence of any other person or entity, in all cases unless due to the negligence or intentional acts of the Ports Authority. Furthermore, the liability of the Ports Authority and recovery for any claim for any damages including but not limited to bodily injury, death, theft, or property damage, under any legal theory or cause of action, whether in tort, contract, warranty, or otherwise, shall be limited to, and shall not exceed the liability caps provided in Section 15-78-120 of the South Carolina Code of Laws. This provision shall survive any termination of this Agreement.

10.02 **Risk of Loss.** Except to the extent arising from the negligence or intentional acts of the Ports Authority, Licensee shall bear all risk of loss, theft, damage or injury to persons or property within Lot B or arising out of use or occupancy of Lot B, Port, or Terminal by Licensee or Licensee's employees, agents, contractors, customers, clients, guests, licensees, representatives, or invitees, occurring as a result of any risk customarily covered by the insurance Licensee is required to maintain pursuant to this Agreement. All personal property brought onto Lot B, Port, or Terminal by Licensee or Licensee's employees, agents, contractors, customers, clients, guests, licensees, representatives or invitees shall be at the risk of Licensee only, and the Ports Authority shall not be liable for theft thereof or any loss or damage thereto.

*[Remainder of page intentionally left blank]*

## ARTICLE XI. NOTICES

11.01 **Sending of Notices.** Any notice, request, demand, approval or consent given or required to be given under this Agreement shall be in writing and directed to a party at its address as set forth below. Either party may designate a new address by written notice to the other party. All notices shall be effective and deemed delivered: (i) upon transmission when sent on a business day prior to 5:00PM via email with written confirmation of successful transmission; (ii) upon deposit with the carrier when sent via an overnight delivery or courier service providing written confirmation of delivery; and (iii) upon deposit with the United States Postal Service when mailed postage prepaid by United States registered or certified mail, return receipt requested.

**If to the Ports Authority:**

S.C. State Ports Authority  
Attn: Adam Henderson  
200 Ports Authority Drive  
Mount Pleasant, SC 29464

With a copy to:

S.C. State Ports Authority  
Attn: General Counsel  
200 Ports Authority Drive  
Mount Pleasant, SC 29464

**If to Licensee:**

City of Charleston  
Attn: Mayor Cogswell  
80 Broad Street  
Charleston, SC 29401

With a copy to:

City of Charleston  
Attn: Corporation Counsel  
50 Broad Street  
Charleston, SC 29401

## ARTICLE XII. MISCELLANEOUS

12.01 **Effective Date.** This Agreement shall become effective on the latest undersigned date (the “**Effective Date**”).

12.02 **No Agency or Partnership.** The parties shall not in any way or for any purpose be deemed to be or become partners, joint venturers, agents, employees or employers with respect to each other by virtue of this Agreement or for purposes hereof. Neither party shall be responsible for supervising any activities or conduct of the other party, its agents or employees.

12.03 **Entire Agreement.** This Agreement (including the Schedules attached hereto, the MTOS, and any documents incorporated herein by reference) constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes any prior or contemporaneous agreements or understandings, whether written or oral, which the parties, their agents or representatives may have had relating to the subject matter hereof. No modification, alteration, or waiver of any term, condition, or covenant of this Agreement shall be valid unless in writing signed by the both parties.

12.04 **Successors and Assigns.** This Agreement and the covenants and conditions herein contained shall inure to the benefit of and be binding upon the Ports Authority, its successors and assigns, and shall be binding upon and inure to the benefit of Licensee, its successors and

permitted assigns, licensees, guests, and permittees. The Ports Authority shall be relieved of any obligations under this Agreement occurring after any sale or other transfer by the Ports Authority of its interest in Lot B, Port, or Terminal.

12.05 **Rights Reserved.** The Ports Authority reserves the right to enter into additional agreements for the use of Lot B which do not reduce Licensee's rights under this Agreement.

12.06 **Waivers.** No covenant, term, or condition hereof shall be deemed waived, except by written consent of the party against whom the waiver is claimed, and any waiver of the breach of any covenant, term, or condition shall not be deemed to be a waiver of any preceding or succeeding breach of the same or any other covenant, term, or condition of this Agreement. Acceptance by the Ports Authority of any performance by Licensee after the time it shall have become due shall not constitute a waiver by the Ports Authority of the breach or default of any covenant, term, or condition of this Agreement unless otherwise expressly agreed to by the Ports Authority in writing. No modification of this License shall be effective unless submitted in writing and agreed to in writing by both parties. No modification of one provision hereof shall be considered a waiver, breach, or cancellation of any other provision hereof.

12.07 **Construction of Ambiguity.** Neither this Agreement nor any uncertainty or ambiguity herein shall be construed or resolved using any presumption against any party hereto, whether under any rule of construction or otherwise. On the contrary, this Agreement has been reviewed by the parties and their counsel and, in the case of any ambiguity or uncertainty, shall be construed according to the ordinary meaning of the words used so as to fairly accomplish the purposes and intentions of all parties hereto, and not against the party who drafted or had its counsel draft this Agreement or any section herein.

12.08 **Captions.** The Article and Section captions and headings are for convenience of reference only and shall not be used to construe or interpret the terms of this Agreement.

12.09 **Severability.** If any term or provision, or any portion thereof, of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances, other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

12.10 **Third Party Beneficiaries.** Nothing contained in this Agreement shall be construed so as to confer upon any other party the rights of a third-party beneficiary.

12.11 **Applicable Law.** This Agreement and the rights and obligations of the parties hereunder shall exclusively be governed by and construed in accordance with the laws of the State of South Carolina, other than its choice of laws and conflicts of laws provisions, and the parties hereto specifically agree, exclusive of any other jurisdiction, to submit to and be bound by the jurisdiction of the state courts of the State of South Carolina. Venue for any action brought to enforce this Agreement shall lie in Charleston County, South Carolina.

12.12 **Waiver of Jury Trial.** *Each party hereby irrevocably waives any and all rights which either may have to request a jury trial in any proceeding at law or in equity arising out of or in any way related to this Agreement or the relationship of the parties. This waiver extends to any and all rights to demand a trial by jury arising from any source, including but not limited to the Constitution of the United States, the Constitution of any state, common law or any applicable statute or regulation. Each party hereby acknowledges that it is knowingly and voluntarily waiving the right to demand trial by jury.*

12.13 **Time of the Essence.** Time shall be of the essence in the performance of all covenants and obligations of Licensee hereunder.

12.14 **Signature by Licensee Representatives.** Any individual executing this Agreement on behalf of Licensee: (i) represents and warrants that he or she has been duly authorized to execute and deliver this Agreement as a representative of the Licensee and has the power and authority to enter into and perform its obligations pursuant to this Agreement; and (ii) agrees to deliver to the Ports Authority, upon request, appropriate evidence of the existence, power and authority of the Licensee for whom such individual is acting.

12.15 **Electronic Signatures.** This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument and shall become effective when counterparts have been signed by each of the parties and delivered to the other parties; it being understood that all parties need not sign the same counterpart. The exchange of copies of this Agreement and of signature pages by facsimile transmission (whether directly from one facsimile device to another by means of a dial-up connection or whether mediated by the worldwide web), by electronic mail in "portable document format" (".pdf" format), or by any other electronic means intended to preserve the original graphic and pictorial appearance of a document, or by a combination of such means, shall constitute effective execution and delivery of this Agreement as to the parties and may be used in lieu of an original Agreement for all purposes. Signatures of the parties transmitted by facsimile shall be deemed to be their original signatures for all purposes.

*[Remainder of page intentionally left blank. Signature page follows.]*

**IN WITNESS WHEREOF**, the parties hereto have caused this instrument to be duly executed by their proper officers as of the later undersigned date, as indicated by the below signatures:

**City of Charleston**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**South Carolina State Ports Authority**

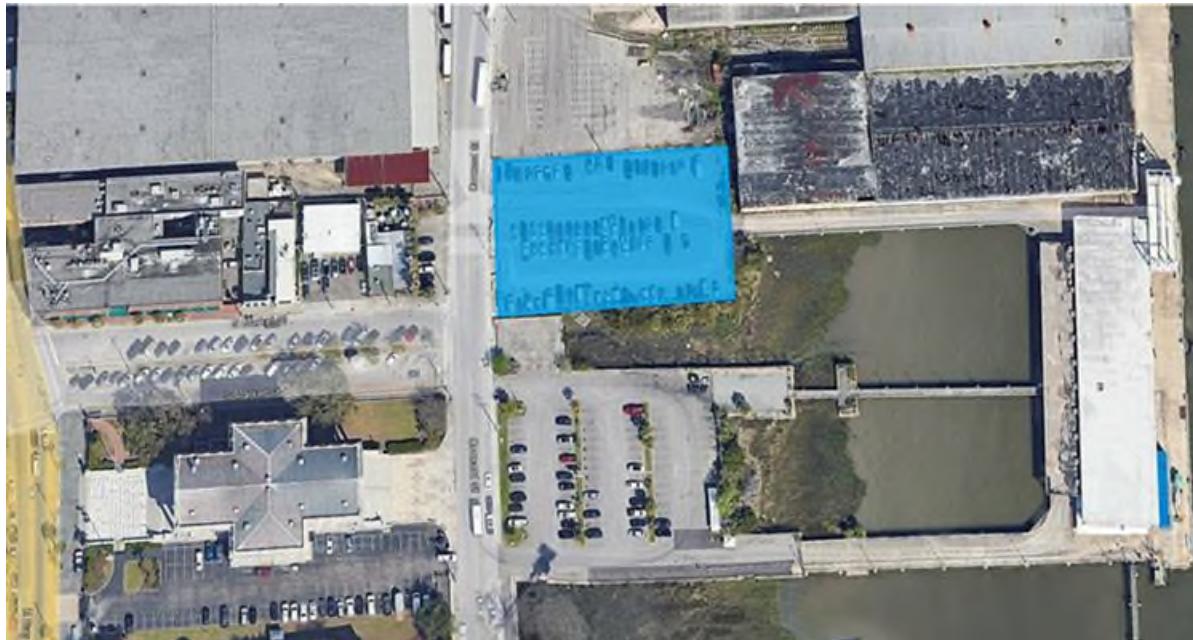
By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**SCHEDULE A**  
*(Drawing of Lot B)*



As referenced in Section 1.01 of this Agreement, Lot B is highlighted in blue.

[End of Schedule A]

## **SCHEDULE B**

*(Drawing of the restricted parking spaces as described in Section 4.01(d)(ii) of this Agreement)*



Lot B is highlighted in Blue.

The four (4) parking spaces within the yellow outline are excluded from usage under this Agreement, as stated in Section 4.01(d)(ii).

[End of Schedule B]

[End of Agreement]



A RESOLUTION

EXPRESSING SUPPORT FOR CHARLESTON COUNTY'S BETTER NORTH BRIDGE APPLICATION TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) 2025 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) DISCRETIONARY GRANT PROGRAM. BETTER NORTH BRIDGE IS A STANDALONE BRIDGE WITH MULTI-USE CONNECTIONS FOR PEDESTRIANS, CYCLISTS, AND OTHER NON-MOTORIZED USERS OVER THE ASHLEY RIVER, ADJACENT TO THE EXISTING NORTH BRIDGE BETWEEN THE CITIES OF CHARLESTON AND NORTH CHARLESTON, SC.

WHEREAS, in the City of Charleston, there were 1,002 bicycle- and pedestrian-related crashes from 2018-2023, more than half of which resulted in death or injury; and

WHEREAS, according to a 2024 report from Smart Growth America, the Charleston-North Charleston metro area ranked as the ninth most dangerous metro area in America for pedestrians; and

WHEREAS, a majority of Charleston residents indicated in the City Plan, Citywide Transportation Plan, Plan West Ashley, and Parks and Recreation Master Plan surveys that they would be more likely to walk and bike to destinations if they felt safe doing so; and

WHEREAS, since 2015, five community members have tragically lost their lives crossing the North Bridge to commute or reach vital appointments by bicycle, and many others have been seriously injured; and

WHEREAS, the lack of safe multi-modal access has defined the social determinants of health for residents on each side of the bridge, contributing to disparities in job opportunity, school attendance and life expectancy. Populations are living up to 15 years less on the North Charleston side of the North Bridge than those on the Charleston side; and

WHEREAS, Charleston County studies identify a separate bicycle and pedestrian bridge as the feasible solution to this deadly crossing, and improvements already exist or are underway for bike/pedestrian connections leading to the bridge on each side; and

WHEREAS, the Better North Bridge project is a critical piece of infrastructure for both regional and local economic interests. It will provide affordable accessibility for all, including underserved and historically disadvantaged communities previously burdened by the installation of Interstate 26, with equitable access to a grocery store, green and blue spaces, employment, and social services; and

WHEREAS, the Better North Bridge project will address resilience and public health by delivering a climate-friendly transportation option that provides citizens with mobility and recreation options, while contributing to the Lowcountry's reduction of air pollution and greenhouse gas emissions, and lessening water pollution runoff from automobile sources; and

WHEREAS, the Better North Bridge project will promote regional connectivity by completing a lifesaving link in the region's multi-modal transportation network, including to Lowcountry Rapid Transit, the state's first mass transit system.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CHARLESTON, SOUTH CAROLINA:

The City formally supports Charleston County's Better North Bridge planning application to USDOT's RAISE Transportation Discretionary grant program, as Better North Bridge will improve quality of life for all of our citizens, as well as protect the lives of our most vulnerable populations.

DONE IN MEETING DULY ASSEMBLED, on \_\_\_\_\_, 2025.

CITY OF CHARLESTON, SOUTH CAROLINA

By: \_\_\_\_\_  
Mayor William S. Cogswell, Jr.

Attest:

\_\_\_\_\_  
Jennifer Cook, Clerk of Council



AN ORDINANCE

TO AMEND THE CODE OF THE CITY OF CHARLESTON, CHAPTER 19 – MOTOR VEHICLES AND TRAFFIC; ARTICLE V- BICYCLES, MOTORCYCLES AND CERTAIN VEHICLES; DIVISION III – REGULATIONS APPLICABLE TO BICYCLES; SECTION 19-125(a)(2) – RIDING ON SIDEWALKS

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

Section 1. Section 19-125 of Division III, Article V of Chapter 19 of the Code of the City of Charleston is hereby amended by adding the text shown below with a double-underline to reflect the battery seawall as an area prohibited from bicycling activity.

**Sec. 19-125. Riding on Sidewalks.**

(a) No person shall ride or operate a bicycle upon any sidewalk in the city except:

- (1) Children the age of twelve (12) and under may ride a bicycle having a wheel diameter of twenty-four (24) inches or less on any sidewalk except as otherwise herein prohibited.
- (2) Where the sidewalk is designated by the traffic and transportation department as a shared-use path measuring at least eight (8) feet in width. This exemption does not apply to the elevated sidewalk sections of Murray Blvd and East Battery Streets, also known as the battery seawall, where bicycle traffic is prohibited.
- (3) Where the adjacent highway has a posted speed limit of thirty-five (35) miles per hour or more, adults and children may ride a bicycle on the adjacent sidewalk except as otherwise herein prohibited or if there is a dedicated bicycle lane on the adjacent highway.

Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this \_\_\_\_ day of \_\_\_\_ in the  
year of Our Lord, 2025, in the \_\_\_\_ Year of the  
Independence of the United States of America.

By: \_\_\_\_\_  
William S. Cogswell, Jr., Mayor

ATTEST: By: \_\_\_\_\_  
Jennifer Cook  
Clerk of Council



**William S. Cogswell, Jr**  
Mayor

**Robert Somerville**  
Section Chief of Public Work

*City of Charleston*  
South Carolina

Department of Traffic & Transportation

**MEMORANDUM**

**To:** Jennifer Cook, Clerk of Council  
**From:** Michael Mathis, Director of Traffic & Transportation  
**Subject:** Bloomberg Philanthropies' Asphalt Art Initiative Grant Application Submission:  
Lockwood Boulevard and Bee Street Intersection Street Art Installation  
**Date:** 28 January 2025

This memorandum seeks approval to submit a grant application to Bloomberg Philanthropies' Asphalt Art Initiative, requesting \$100,000 to fund street art installations in the surrounding area near the Lockwood Boulevard and Bee Street intersection and the slip lane exiting the Ashley River Bridge. This location will also serve as the landing site for the future Ashley River Crossing bridge. The grant application deadline is January 31, 2025.

Currently, the Lockwood Boulevard and Bee Street intersection is among Charleston's most dangerous for pedestrians, particularly those accessing the Medical District, a vital healthcare hub for the state and region. This project proposes a temporary, cost-effective solution to improve pedestrian safety during the construction of the Ashley River Crossing Bridge. The grant requires the street art to remain in place for two years, during which time, it can raise public awareness of the intersection's safety concerns and foster collaboration among key community stakeholders for its future redesign.

There is no City match associated with this grant application.

The project will be managed by James Wallace, Transportation Project Manager, of Traffic & Transportation. Please do not hesitate to contact him should you have any questions or concerns at (843) 724-7372 or <wallacej@charleston-sc.gov>.

# SENATE STREET ONE-WAY CONVERSION

CITY OF CHARLESTON TRAFFIC & TRANSPORTATION

TRAFFIC & TRANSPORTATION COMMITTEE MEETING

JANUARY 28, 2025

# SENATE STREET ONE-WAY CONVERSION

## Peninsula | District 4

### Background:

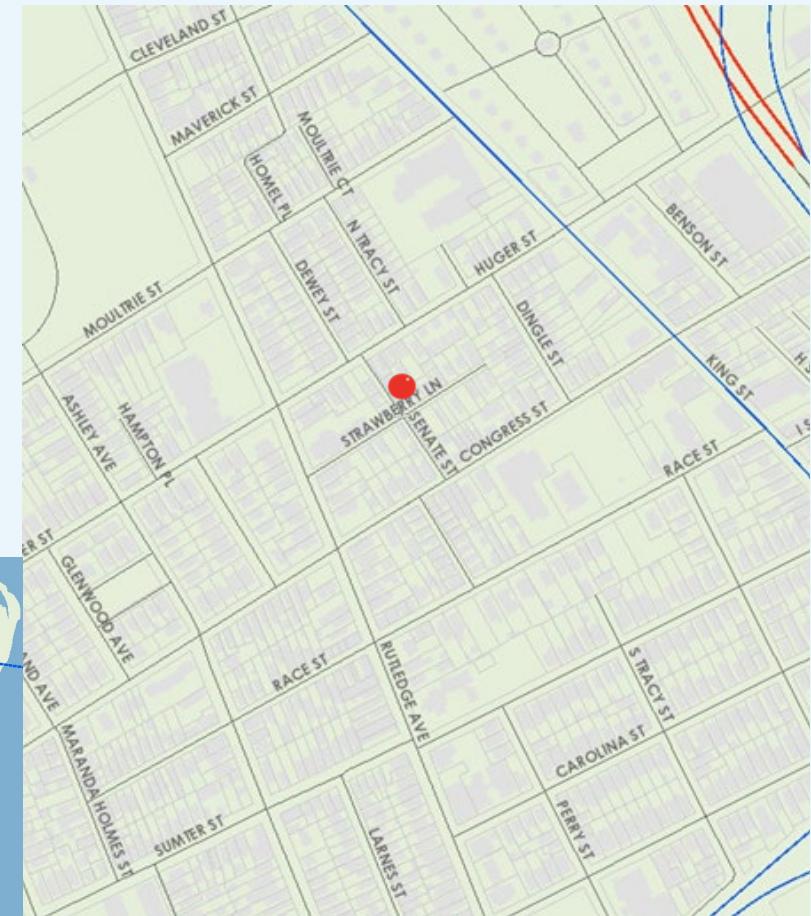
Senate St. is a narrow, densely populated residential street located at Huger St. and Rutledge Ave.

### Need:

The high volume and speed of traffic on this street are a safety concern for Senate St. and Strawberry Ln. residents so they requested a one-way conversion evaluation through the formal T&T process.

### Recommendation:

Converting Senate St. to northbound, one-way operations will reduce excessive cut-through traffic from Huger St. to Congress St.



# SENATE STREET ONE-WAY CONVERSION

Peninsula | District 4



◆ Google street view of Senate St at Strawberry Ln (facing Congress St)

# SENATE STREET ONE-WAY CONVERSION

Peninsula | District 4

## Street Conversion Process:

- ✓ Resident consensus
- ✓ Written support by neighborhood representative
- ✓ Written support by City Council Member
- ✓ Submission to Traffic & Transportation
- ✓ Traffic & Transportation engineering review and SCDOT approval *Note: Includes Charleston Fire Marshall approval*
- Traffic & Transportation Committee review & approval
- Notify Council Member, neighborhood representative, and residents of determination



*City of Charleston*  
South Carolina  
Department of Traffic & Transportation

### Street Direction Conversion Process and Considerations

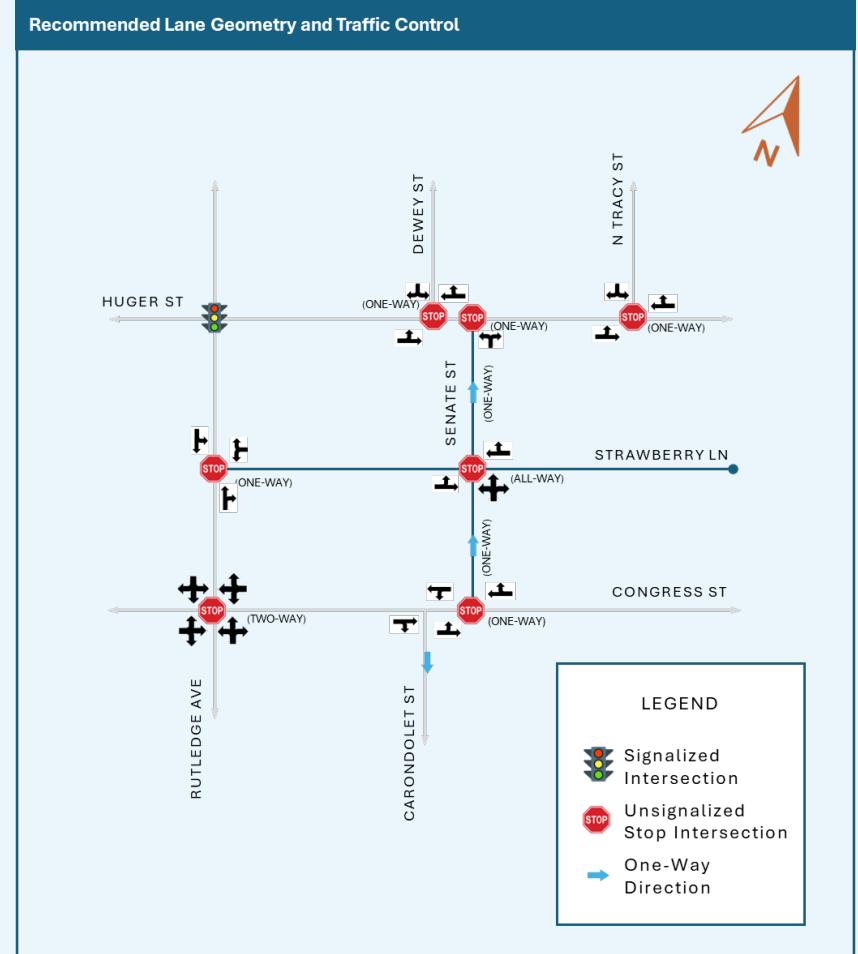
1. Obtain consensus of residents on the street.
  - a. Provide petition to Traffic and Transportation that includes 75% support.
  - b. Petition must include resident name, signature, address, phone number, occupancy type (owner or renter).
2. Provide written support from the HOA, POA, or Neighborhood President (or other representative who speaks for the neighborhood or geographical area impacted by the request) to the Department of Traffic and Transportation.
3. Provide written support from City Council Member who represents the district where the conversion is being requested to the Department of Traffic and Transportation. If request impacts multiple Council Member districts, support will be required from each Council Member whose district is impacted.
4. Submit petition and supporting documents to the Department of Traffic and Transportation.
5. The Department of Traffic and Transportation will conduct an engineering review of the street(s) to determine if the request for street conversion is feasible. This review may require a third-party consultant based on the scope and extent of the request. The Department will coordinate the engineering review with all City departments that may be impacted by the conversion including but not limited to the Fire Department, Police Department, and Department of Public Services. Review and approval of the engineering review may require input and approval from the South Carolina Department of Transportation (SCDOT) if it is determined that the street in question is owned and maintained by the SCDOT.
6. If it is determined that the conversion is feasible, the Department of Traffic and Transportation will submit the request for conversion to the City of Charleston's Traffic and Transportation Committee for review. The Committee has the authority to deny the request or recommend to City Council for approval. As part of an approval, a funding source will need to be identified prior to implementation of any components of the conversion.
7. If it is determined that the conversion is NOT feasible, the Council Member(s), neighborhood representative, and original requestor will be notified.

# SENATE STREET ONE-WAY CONVERSION

Peninsula | District 4

## Traffic and Transportation Engineering Review:

- Data collected:
  - 24-hour traffic counts
  - Pedestrian counts
  - Crash data
  - Field observation
- Findings:
  - Senate St. is 17' wide (MUTCD standard for two-way is 20'+) with no sidewalks, creating a safety risk to drivers and pedestrians
  - The highest volume and highest speed vehicles on Senate St. are traveling southbound from Huger St. to Congress St.
  - Converting Senate St. to one-way operations northbound will minimize cut-through traffic volume and speeds



# SENATE STREET ONE-WAY CONVERSION

Peninsula | District 4

## Next Steps:

- SCDOT Encroachment Permit:
  - Preliminary approval granted; permit application in progress
- Inform Public:
  - Council Member Mitchell
  - Neighborhood representative and residents
  - Public hearing
- Notify Public Safety:
  - Fire & police departments (have reviewed report and recommendations with no comments)
- Installation:
  - Additional signage
  - Enhanced pavement markings
  - Remove obsolete signage





