

COUNCIL CHAMBER

Regular Meeting

March 13, 2018

The fiftieth meeting of the City Council of Charleston was held this date convening at 5:00 p.m. at City Hall.

A notice of this meeting and an agenda were mailed to the news media March 7, 2018 and appeared in The Post and Courier March 11, 2018 and are made available on the City's website.

PRESENT (13)

The Honorable John J. Tecklenburg, Mayor

Councilmember White	District 1	Councilmember Waring	District 7
Councilmember Shealy	District 2	Councilmember Seekings	District 8
Councilmember Lewis	District 3	Councilmember Shahid	District 9
Councilmember Mitchell	District 4	Councilmember Griffin	District 10
Councilmember Wagner	District 5	Councilmember Moody	District 11
Councilmember Gregorie	District 6	Councilmember Jackson	District 12

Mayor Tecklenburg called the meeting to order at 5:00 p.m.

The Clerk called the roll.

Mayor Tecklenburg said, "So, now, Councilmember Shahid will introduce someone who is going to pray with us this evening."

Councilmember Shahid said, "Mr. Mayor, and members of Council, it is my pleasure to introduce Sister Leena Joseph who is a member of the Hospitaler Sisters of Mercy to give our invocation tonight in recognition of Women's History Month. Sister is from India. She has been in Charleston since August of 2016, and she is ministering for the residents at Carter-May Home, which is located in my district. Just a brief introduction, the Sisters of Mercy was founded in Rome in 1821, and besides their regular vows of poverty, chastity, and obedience, like all other religious congregations, the Sisters of Mercy take a special vow of serving in hospitals and other social, medical activities. They call it the Vow of Hospitality. All of their formation and apostolic works are directed to one aim, caring for the sick. They are active throughout the World in Italy, the United States, India, the Philippines, Vietnam, Indochina, Switzerland, Nigeria, and Poland. Over the years, the Sisters of Mercy congregation has expanded its works of mercy to respond to the needs of many, including teaching, caring for the elderly, family faith formation, women empowerment, and ministry to street children. They have three congregations in the United States. Sister, please lead us in prayer."

Sister Leena Joseph said, "Thank you."

Sister Leena Joseph opened the meeting with an invocation.

Councilmember Shahid then led City Council in the Pledge of Allegiance.

Mayor Tecklenburg said, "Thank you, Sister Joseph. God bless you for your service to others. God bless."

Sister Joseph said, "Thank you, and thank you for having me."

Mayor Tecklenburg said, "So, just one announcement first, and I thank some of our guests today and visitors. Thank you for being with us. It might your first time at City Council Chambers. Just in case of the unlikely event that we had to vacate the premises, these are the two main exit doors from this Chamber and, of course, you all up on the balcony have just the one door over there. There is an exit door over here in the room to my right, as well, and don't use the elevator if we had to exit. Just use the two stairs going down and then the one stair out the front. It's very unlikely, but it's just so everybody knows how to get out of here if we need to. So, we're going to have a presentation of an annual award called the Harold Koon Award that was named in the honor of just an incredible neighborhood volunteer and activist. I knew Mr. Koon briefly back in 90s when I used to work for the City. Before we do that, I do want to thank our Neighborhood Commission members for their work this year on reviewing the nominations for this award. I wanted to let everyone know we have a new member to the Neighborhood Council, which is the Dupont Station Neighborhood Coalition. They've been approved for status in our Neighborhood Council, and this is a group of 17 smaller neighborhoods that came together as one Neighborhood Association. They're from Council District #11, Councilmember Moody, in your district. So, we now have 113 Neighborhood Associations in our Neighborhood Council, and I've got to share with you all that, in many ways, this is where the rubber meets the road. These are the citizens who really look after the quality of life in their neighborhoods, in our cities. They have their eyes and ears to the ground watching and looking at things that are going on, and helping the City proactively to make Charleston a better place each and every day. So, my thanks to the Coalition and to the Association, everybody that participates. They're a great group. So, now, if I could call up to join me."

Councilmember Moody said, "Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "I don't want to leave out Mr. Wagner. Some of these folks are in his district also."

Mayor Tecklenburg said, "Okay. I was going by the script here. It said District #11."

Councilmember Moody said, "He's been working on it, too."

Mayor Tecklenburg said, "So, some of those neighborhoods are also in Council District #5."

Councilmember Moody said, "Yes."

Mayor Tecklenburg said, "Thank you for the correction. If any members of the Neighborhood Commission are here, and I'd also like to ask Councilmember Gary White to join me along with, well, I'm going to call her name out in a minute. So, if Carina and all of her family and the folks from Daniel Island would come on up behind me at this time, that would be terrific. This award was established back in 1998, and each year I charged the Neighborhood

Commissioners to select an individual among a pool of nominees. We had a great group of nominees this year who best exemplify Mr. Koon's dedication to civic awareness. We had, again, many worthy nominees, but tonight I'm very proud to announce that the recipient of the 2018 Harold Koon Award is Carina Buckman of Daniel Island, and this is Carina right here."

There was applause in the Chamber.

Mayor Tecklenburg continued, "I've got a few things to share with you about Carina and what she does in our City and in her neighborhood, and I don't see how she has time to do anything else. You will see what I mean in a minute. She is a native of the United Kingdom. What city, Carina?"

Carina Buckman said, "I'm from the Isle of Wight."

Mayor Tecklenburg said, "From the Isle of Wight, there you go. She came here to the United States in 2012 and to Daniel Island with her husband and children in 2014, so she is a relatively new citizen for Charleston, but in 2016, she sought to improve safety conditions on Daniel Island and curb auto/pedestrian accidents through the creation of a School Safety Patrol which she organized with two shifts of daily volunteers. They didn't have one before that time. Carina studied safety protocols for improvements around school facilities with the help of our Traffic and Transportation and Police Departments and led to enhance safety in crosswalks and a reduction of accidents on Daniel Island. Carina also created the Around the World in 80 Minutes event, which included a passport game facilitating experiences and interactions with various countries and cultures. All funds raised benefited Camp Happy Days. In 2015, she helped organize a collection effort for those struggling in the aftermath of Statewide flash flooding and led residents, in coordination with the Catholic Church of St. Clare of Assisi relief effort. Following Hurricane Matthew, Carina launched Change for Haiti, to raise money for Water Missions International, and her efforts resulted in tens of thousands of dollars raised and later matched by the Daniel Island Community Fund for a total of \$20,000. These are only a fraction of the contributions Carina has made for the good of our community. So, tonight, I am proud to award her the 2018 Harold Koon Volunteer Award."

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, "I welcome Carina to the podium, if you would like to say a few words."

Ms. Buckman said, "Well, firstly, thank you. I will keep this short and sweet. I'm very humbled and surprised by this amazing recognition and award. I thank those that thought to nominate me and, again, I'm humbled they thought that I would be worthy. I'm even more humbled by the fact the Commission felt that I was a worthy winner, and while I very much appreciate all the kind words, I would like to point out that I live in an amazing neighborhood of people that have huge hearts and very often when a need is found, disaster strikes. I live in a community where people just naturally want to help. So, while I'm very flattered by the recognition, I feel that really all I did was put a little bit of planning together and gave my community an avenue to help, and just gave them a little momentum. So, all the achievements that have been listed are not achievements of myself alone. They are the achievements of the Daniel Island Community. Two important people to recognize would be my dear friends, Marie Delcioppo and Jane Baker, because whenever I threw my crazy ideas over the wall, they were always, 'Yeah, yeah, yeah, go for it!'"

There was laughter in the Chamber.

Ms. Buckman continued, "So, without their staunch encouragement, I'm certain that none of the items listed would have been achieved and I, of course, have to thank my family and my husband. I'm sure there were times wherein he shakes his head and thinks, 'Oh, here she goes again.'"

There was laughter in the Chamber.

Ms. Buckman continued, "But, as I tell my children on a very regular basis, you should never underestimate the value of a single act of kindness and, while one person can't change the World, a simple act of kindness can change the World for one person. So, with that, I guess, just thank you, again, and I encourage everybody here to do that little bit because those little bits can add up to a whole lot. Thank you very much."

There was applause in the Chamber.

Mayor Tecklenburg said, "Well, Carina, your heart of service just shines right through, and I'm sure that you don't just do a single act of kindness every day, but many, many acts of kindness. So, thank you, again. That's really, really terrific. Alright. So, next, if Helen Johnson Richards, Elaine Johnson-Jones, and Captain Taylor Skardon would join me up at the podium next, I would greatly appreciate it. So, the reason I've asked Helen, Elaine, and Taylor to join me, is that Charleston has the most remarkable opportunity to host the commissioning of the U.S.S. Ralph Johnson in just two weeks coming, to honor, truly, one of our most famous and brave citizens. I have a proclamation to present to Helen and Elaine, members of the family, and Captain Taylor Skardon has been the head of the local committee that's been organizing this event for our community for this year, and, you all, it's going to be terrific the end of this month. Let me read this proclamation, if I may, in full to honor Ralph Henry Johnson."

Mayor Tecklenburg read the proclamation.

---INSERT PROCLAMATION---

Mayor Tecklenburg said, "Let's have a round of applause."

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, "Would you like to address the Chambers please?"

Helen Johnson Richards said, "I would like to thank each and every one of you all for being here. I thank the Mayor for awarding this in honor of Ralph. Ralph was a very caring and humble person. He would never say 'no'. Whatever it means to give, he would give and give until he gave his life. Thank you."

There was applause in the Chamber.

Captain Taylor Skardon said, "Of course we're not prepared to say anything, but we are. This has been a very special thing for me over the last year to get to know the Johnson family. The other neat thing is, we're getting ready to do this Commissioning Ceremony in two weeks. We have room for 5,000 people on the pier. We're limited by pier space, but about 7,000 have asked for tickets, and are probably going to get them. So, if you are coming, be prepared to sit close together. It's what we're going to be doing that day. We're going to be the Lowcountry, sitting together nice and close, since we have a Charleston flare that's going to be on it. The most rewarding thing for me that I have seen is how this community has come together to support this thing. I get letters, I get e-mails every day, we get contributions, it's just a wonderful

thing that the City has done and has pulled together. One thing I would like to mention is, you heard Helen talk. Ralph changed people's lives, and what we have done is, we want to continue that legacy to remember Ralph, so he's just not known as a kid who jumped on a grenade, or the VA Medical Center is named after him. We want to be able to remember him every year, and the best way to do that we have felt, is to start a scholarship in his name, and that's now been established, and we're going to let it grow. We're going to keep that and hopefully turn that into a full scholarship, but it's going to take a little bit of time and effort, but we're going to get there. But, I do just want to say, thank you very much to the Council, and thank you also for sponsoring the breakfast that morning, too. It's going to be great, and Mr. Wagner, it's good to see a surface warfare guy over there, too. Thank you very much."

There was applause in the Chamber.

Mayor Tecklenburg said, "Alright. So, next, we have no public hearings tonight. We do have our minutes from February 13th and 26th."

The Clerk said, "Well, the 26th Minutes aren't quite ready."

Mayor Tecklenburg said, "The 26th aren't ready yet, so we're going to defer those. We have the minutes available that got sent out for February 13th."

Councilmember Gregorie said, "Move for approval."

Councilmember Mitchell said, "Second."

Mayor Tecklenburg said, "We have a motion to approve. Are there any additions or corrections?"

No one asked to speak.

On a motion of Councilmember Gregorie, seconded by Councilmember Mitchell, City Council voted unanimously to approve the minutes of the February 13, 2018 City Council meeting.

Mayor Tecklenburg said, "So, that's going to bring us next to our Citizens Participation Period, which is the only opportunity that folks will have to address Council tonight. Now, if you're not familiar with our system, we do have a sign-up sheet. I guess we've already closed it off because it's up here."

The Clerk said, "Yes. Jennifer just gave it to me."

Mayor Tecklenburg said, "Okay. So, we have 25 people signed up for a 30-minute period. Everyone that we call out will get one minute to speak and, with the forbearance of Council, if I may, I've heard that a lot of folks are here to comment on the parking matters in our City, about our meter charges and about such things. I would like to just share a few comments about that and maybe ask our Director of our Committee on Traffic and Transportation to also make a few comments, because we're not taking any action on this matter tonight. We welcome you, and we're glad to hear your comments, so I'm glad you're with us. I do want to share that this matter came before Council late last year, and it's been an idea that's been brewing for many years. The City, before I became Mayor, had a fellow come down here in 2014, named Gabe Klein, and he did a Peninsula Mobility Report. In fact, one of the recommendations there was to raise parking meter prices because there are a number of reasons behind it. One of the primary reasons is, the spaces where the meters are located are

intended primarily for customers that won't be staying for the whole day or working a whole shift, and so that's one reason behind it. Another reason behind it is to get our City and community to think a little more about trying to use their cars less and use other modes of transportation and all like that. I know we've got a lot to work on, but that was part of the underlying motivation behind it all. Now, the City has been working very hard with the idea that we were going to make this change to provide other opportunities, particularly for employees to be able to reasonably park, and particularly in the restaurant business. I must say, on King Street and our main central business district, for years those properties were already existing, and restaurants put in place, and they got a lot of variances from the City over the years about their parking. If you built a new building today, a hotel, or an office building, or anything, you would have to provide a parking space for all of your employees. So, over time, with all of these variances that were given, a lot of business owners really, in a way, got a free ticket of not having to provide their employees parking. So, that was a factor of how we got to where we are, but the City has provided four parking garages where, after 3:00 p.m. you can park for the rest of the day for \$7.00 and, after 5:00 p.m., to park the rest of the day for \$5.00. So, if you think about it, if you're out there plugging a meter, and you shouldn't really stay at a meter for over two hours according to our rules, but if you were plugging a meter, so to speak, and then every now and again you got a ticket, it really might make economic sense to pay the \$5.00 and be in a garage, and you won't get a ticket. The other option we came up with, that we're very excited about, is to have a park-and-ride lot, and we feel like this is really important for the future of our City, to develop numerous park-and-ride facilities where people can park off the Peninsula and for \$5.00, take a shuttle to go down to where they work. So, that's a little summary, but this has all really come from our Traffic and Transportation Committee. Our Chairman of that Committee is Councilmember Mike Seekings. So, Mike, do you want to add anything to what I just said?"

Councilmember Seekings said, "Sure. Thanks, Mr. Mayor, and everyone here. I know lots of you. It's been an interesting conundrum for us in the City ever since long before I got elected to Council, which is now nine years ago, the whole idea of management of parking in downtown Charleston, given the limited space that we have. Whenever we have a parking discussion, the first thing anybody ever says is build more parking garages. We're not going to probably be doing that any time in the near future, so we've got to manage where we are. There are a lot of people here from the hospitality industry. Obviously, I think there has been a lot of comment that this is something that was a target of the hospitality industry. I just want to let you know that there was never a time in my Committee, in any Committee sitting around this table, and any Councilmember, that we are targeting anything other than trying to make sure we manage the space we have in the City as well as we possibly could. Just a couple of facts and figures for everyone sitting here that you may not know, in the City of Charleston right now there are about 7,000 hospitality workers in place, less however many of you are in here tonight, so 7,000 minus a few. We have, in the entire City, and this goes to MUSC, all over the Peninsula, well out of the main corridor of where we find the restaurants and hotels, 1,703 parking meters. That's how many we've got for 7,000. That's just hospitality workers. In the main part of the City, in the core of the City, there are about 350 parking meters. So, the model of looking for a parking space on the street if you can find one, and you can find time to get out and put money in the meter, works for about three percent of the people who are currently in place, and that's just the hospitality industry recognizing that metered parking is transient parking. Really, those numbers shrink down a whole bunch, because if you're feeding a meter, which we discourage, so please don't do that, but even if you are, it's not practical to go from Upper King Street to Broad Street to feed a meter. We've been thinking a whole lot about this.

The driving force behind the raise in the rates was couple-fold. One is, a dollar an hour to park on the street of a City where there are 20,000 people who live on the Peninsula, 15,000

to 20,000 workers coming in every day, and 6,000,000 tourists, is an unsustainable long-term model for all of us, the resident, business, employee, everybody, it's just an unsustainable model. So, we have to have alternatives, and if there is a gripe out there that's legit, we all need more alternatives. We need better and safer places to park. We need better public transportation. We need to cooperatively get together and move around this Peninsula and not just one person and one car all of the time. We get that. So, what's on tap? You've got 1,703 meters, 400 in the core of the City. There are 7,000 of you working currently just in the hospitality industry. Then there is retail and everything else. At any given time, probably right now, it's only Tuesday, there are 15,000 or 20,000 clamoring around this Peninsula looking for a place to park. The Mayor mentioned our garages are available. One of the garages, the biggest garage I think we have, or the second biggest garage we have, is the Visitor's Center Garage. After 3:00 p.m., you can get into that garage for \$7.00. After 5:00 p.m., you can get in for \$5.00. I've been in there. It's right by the law school, if you don't know where it is. Every night there are spaces available for \$5.00 in there. Avail yourself of it, it's close, it's safe, especially to the King Street Corridor.

Park-and-ride, I am honored by this Council to be a member of CARTA and to have been appointed Chairman of CARTA. We are working on park-and-ride, it's not a perfect solution yet, but it's a start. We're going to start the first ever park-and-ride in the history of this region, if all goes perfectly, in the next two weeks. If it doesn't, it will be in the next three weeks. From Morrison Drive to downtown, there will be a shuttle running 21 hours a day every 10 to 15 minutes along the Meeting and King Street corridor, turning at Broad, and coming back up. I have ridden it myself personally about three times, depending on traffic, depending on what time of day it is, and it is anywhere between a 15- and 20-minute loop, that's what it is. It's a 15-minute loop. If you get there in the middle of the night on King Street, it takes a little longer. We are in the process of opening that lot. We thought we had 145 spaces. In configuring it, there are 175. We know that's not nearly enough. The math I've told you, it's just a fraction, but it's a start. Those buses will be running, they will be safe, and the lots will be operated 24 hours a day, lit. There will be security on site 24 hours a day. You will not be taken to a remote area and left alone, that's not going to happen. So, there are a lot of parts and parcels to where we are, but the parking meter issue that everyone is here on tonight, for us, is a City management issue and a budget management issue, and we have obligations to make sure that we can provide all of the things we are talking about to all of you. Currently, a model where you can put \$2.00 in a meter at 4:00 in the afternoon and park there until 9:00 or 10:00 the next morning, so that's 16 hours for \$2.00, I'm hoping that everyone in this Chamber, just from an economic standpoint recognizes that's not a model that is sustainable for us or for the industry. So, I know you all are here because you don't like the parking meters going up, but please understand there are alternatives out there that we will make sure we do a much better job of publishing for everybody. A worst-case scenario after 3:00 p.m. is you can park for \$7.00 all night until the next morning, 5:00 p.m., \$5.00, in places that are convenient. The park-and-ride will be up and running. We're going to start downtown. We've already identified at least one, if not two, places West Ashley where we're going to do park-and-ride. Your State, the Department of Transportation, is doing an entire park-and-ride study. We got a call today about all underneath the highways, the Lowline, all of those areas making those park-and-rides and places you can park. So, we are cognizant that, in a City that has 6 million tourists a year, that it needs people to work in that industry to support the biggest industry we've got.

Hospitality drives us, we know that. It drives us. It's a labor-intensive business. We're a small Peninsula with many, many needs. I just hope that everyone in here knows that we, this week alone, have spent, it's Tuesday, hundreds of hours collectively and thinking and working towards this. So, the meters are going to \$2.00 and just, by the way, just by way of sort of

comparison, and I know people don't like comparisons. In Savannah, has anyone been to Savannah lately? In the core of the City, it's \$2.00 to park. New Orleans, it's \$3.00 an hour on-street parking. New York, if you're in the hospitality industry, and you want to park downtown, you can't do it. It's illegal. There is no place to park on the street for short periods of time, same thing in Los Angeles. Chicago is \$4.00.

So, we are not trying to play catch up with the Joneses, but we are trying to make sure that we get people parking in places that are safe and efficient for all of the needs of our industry, of our citizenry, and of our visitors. The model of sort of playing parking space roulette at 4:00 in the afternoon just isn't sustainable. A couple hundred people get them every day, the next 6,800 are scrambling. So, this talk really is for the 6,800 out there. We're working to help you. We know that you're not making a bunch of money, so when you come and comment to us tonight, we're cognizant of all of this. We know you don't like it, but we're going to work hard to see what we can do to make it as good as we can."

Mayor Tecklenburg said, "Thanks for letting us give you that little preview. It might be some information you didn't know yet, maybe you did, but we'll have our Public Participation Period, and, again, if you hadn't been here, we'll call your name. The Clerk will call a name, you come forward, give us your name and address, and I'll ask the audience together, no outbursts or applause. If a speaker would like to ask the assembly here how many agree with him or her, and they want a show of hands or something like that, that's just fine. So, thank you all for being with us. Again, we're all ears to hear what you all have to say."

The Clerk said, "One minute."

Mayor Tecklenburg said, "One minute."

1. Mohammed Idris said he wanted the hospitality group to realize that the people that were addressing them were the same people who told poor citizens that the land was contaminated, and broke up families to put up big buildings that caused traffic jams. They only cared about money. The hospitality workers should not have to pay money for parking. The judges, lawyers, and Councilmembers who were getting perks should be paying.

Mayor Tecklenbug said, "Thank you very much. Armand Derfner."

2. Armand Derfner thanked Council for tackling the issue of the Calhoun monument and for undertaking public discussion. Some of his friends said it wasn't a good idea, that it was just a symbol, and it would drive them apart. Symbols were important, and it was a symbol of things that were even more important like housing, jobs and safety. If they couldn't talk about a statue that was a piece of stone, how could they ever talk about more fundamental things? The statue may be an instrument of dealing with other problems. He said Calhoun was 'Mr. Slavery' like Babe Ruth was 'Mr. Baseball', and that was the context. If they couldn't say that, they couldn't say anything.

Mayor Tecklenburg said, "Thank you, and if I may interject for Council and the public, that this Thursday at 6:00 p.m. at the County Library, there are two professors here from California State University, Blain Roberts and Ethan Kyle, who are going to explore the history of Calhoun Monument. That's 6 o'clock, at the County Library, as we decided that we would take some time and continue the conversation about this issue in our community."

3. Kyrston Perkins said she worked in hospitality and appreciated the comments that were made. Her entire statement had changed. She was reminded of going to a theme park, in terms of extending the meters to 10 p.m. People paid \$50 to get in, \$10 to park, and \$18 for a slice of pizza. It felt like people were at the mercy of who was serving the food. Extending meters to 10 p.m. felt very theme park and like a tourist trap. She worried about the reputation of the City and its standing as the number one travel destination in the country if the meters were extended. She was fine with them doubling because they had to get revenue from somewhere, but the extension felt gross.
4. Jamison Jackson said he agreed with Ms. Perkins. They understood the need for revenue, but the meter increase, in time, was going to cut wages about \$1.00 to \$2.00 per hour for employees that worked in the City. The park and ride was only going to help 9% of the hospitality workers, and with the added garages, it still would not attack this problem. It seemed like the tourists were the priority, when it should be the residents. He suggested parking stickers for people that worked downtown with an annual registration fee, so the City was still getting revenues. That would decrease the cost and impact on the people in the City. They could do the increases incrementally, a two dollar an hour raise, wait a year, and extend the time. It didn't have to be such an impact.

Mayor Tecklenburg said, "Thank you."

5. Abby Firestine said she resided in Charleston and worked at Broad Street Barbershop. They strived to provide excellent haircuts at competitive prices, and it became more difficult to keep prices low with parking rate increases. Any increases in parking directly and adversely affected all employees of local businesses on the Peninsula. At present, they were subject to changing parking spaces every few hours and leaving work to pay meter fees, which added wait time to their customers and further congested spaces they also occupied. When they were engaged with a customer and could not reach the parking meter in time, they were subject to fines comparable to what they made working for an hour. Charleston was in desperate need of parking reform, more accessible parking garages, longer time blocks on meters, and better parking solutions for employees in the service and hospitality industry.
6. Colin McDonald said he had been in the hospitality industry since Hurricane Hugo and had a keen sense of pride in the amount of effort in gains that they had made in that industry. The City was a beautiful city, and what made it an unbelievable destination was the hospitality they had gained. The amount of growth in the hotel and food and beverage industry was because of the work force that had been diligently working to get to where they were. The people that lived in North Charleston were going to find jobs in North Charleston, the people that lived in Mt. Pleasant were going to find jobs in Mt. Pleasant, and they were not going to come downtown to deal with the parking issue when they could find comparable jobs in their own communities. He was concerned about the welfare and growth of the industry. There would be many businesses that would go out of business because of the lack of workforce.

Mayor Tecklenburg said, "Thank you, sir. Yes, Ma'am."

7. Kristan White said she was a business owner of West Ashley Whitekey Studios and was a server at 5 Church. She had two kids and she and her husband were working three jobs to support their business. She didn't have the luxury of going to a parking garage because of time, so getting shuttled took time away from her family and time that she didn't have. She got off at 2 a.m. and it wasn't safe to walk to a dark parking garage by herself. If she took someone with her, her manager was not on the floor because he had to walk them to their cars. It wasn't conducive. She agreed with having metered parking marked for certain hospitality workers. Some people could use parking garages and some people could bike, but she couldn't.
8. Sarah Saunders said she was born and raised in Charleston and the fact that she chose to continue her life here was a testament to her love for the City. There had been numerous issues that had become more than mere inconveniences, which had her questioning whether Charleston was still the most viable City for her to base herself in. The proposed meter rate and time increase felt like the breaking point, in a series of government decisions, which she said had made her life in Charleston unreasonably expensive and increasingly inaccessible. The lack of bike lanes, especially at nighttime, was unsafe and bus routes and times did not correlate with her food and beverage schedule. She was a cook at Brown Dog Deli and she didn't want to have to seek other employment because of a lack of transportation. The meter proposal felt like a direct affront to people like her. Hospitality was the largest industry in this town, and she asked Council not to alienate the people that made that industry possible.
9. Jonathan Graham said he was a hospitality professional. He lived in Councilmember Shealy's District and worked on the Peninsula. They were not there to complain, but to ask Council to listen. They should listen to the individuals when they told Council that the parking meter increase was going to affect them and their guests. He said they should also act and make it a priority to find a solution that worked for everybody in the City. He stated that leading a city well consisted of doing good whenever possible and, if nothing else, doing no harm. The parking meter increase was bad for Charleston and would harm the City. He had worked in the food and beverage industry for seven years, and the past four were on the Peninsula. He had never worked with a more loyal industry than that on the Peninsula. He urged Council to work with them, and Council would have their loyalty.
10. Austin Fitzhenry said he was born in Charleston, and his family had lived here for three generations. He appreciated the amount of thought that Council had put into the issue, and while it looked good on paper, it wasn't what residents were experiencing on the ground, when they were looking for parking. Residents knew where to look for metered parking after 6:00 p.m., and it was very easy for residents at all times of day. Local people did not feel the ration that was talked about. It was his experience that everybody could find metered parking when they needed it, especially after 6:00 p.m. He was concerned that the negative economic impacts would be greater than the bits of change the City received from this policy. His friends in Mt. Pleasant were already talking about going out to eat in Mt. Pleasant, instead of coming downtown, and the people on the road were already angry about the new meters and were supporting keeping the meter rates as they were. They would be remembering that at the next election.

11. Janet McKellar lived in Bridge Pointe, which was part of Shadowmoss. She moved in five months before they flooded the first time, August 2015. Her place was restored, but before she moved back in, there was the 1,000-year flood. She lost furniture and heirlooms. They restored again and were flooded a third time, and the following year, a fourth time. She was under a doctor's care for anxiety because of this. They worked forward with the City and thanked the City for working with FEMA and allowing the HMGP Grant to be approved, which meant 32 owners out of Bridge Pointe could be bought out of their homes, so they could move on with their lives. She said the hurricane season was approaching and they had not heard from Tetra Tech, which was the City hired company, and they asked for action.
12. Suzanne Buckley said she lived in Bridge Pointe, where there were 32 stories. Her story was that she bought her condo for \$150,000, and FEMA had paid her over \$200,000 to restore her condo four times. She stated they had been told by the City that they would not be bought out by July 1, 2018, and there was a strong probability that they would flood again. She asked how much it was going to cost her, her fellow homeowners, and FEMA.
13. Florence Chrusz said she lived in Bridge Pointe, and that she came here 17 years ago with a dream that turned into a nightmare because her home had flooded five times. She urged Council to get this situation done for them.
14. Chad Hoffman brought up the issue of bidding on a job at Daniel Island for Council's attention. He and his business partner, Melanie Burkehart, owned a licensed landscape architecture grading construction and minority business based out of Columbia, South Carolina. He said they recently submitted a bid and followed all of the mandatory pre-bid qualifications for a job. In January, they attended the bid meeting, followed by the rules, and submitted everything by February 15th on time. The problem was that they were awarded the job verbally and were later acknowledged by e-mail and phone calls that the job had been revoked, and they were listed as a non-responsive bidder. They wanted Council to review this as there was a difference of \$27,130 to the next highest bidder to whom they looked to award it. They thought that money could be used towards the biking and parking situation.
15. Angela DiNenna said she lived in Bridge Pointe, and was also a victim of the flooding. She had been flooded five times, and four of the five had been within two years. She said that some of them were ill from the mold and mildew, and elderly neighbors had no place to go, so they stayed there. She said they hoped and prayed that Council considered their situation and helped them get out of there before the next hurricane season hit.
16. Heyward Carter said he lived in the Ashley River Historic District, and his family had petitioned to come into the City of Charleston in order to try to stop their family property and adjacent property, totaling over 5,000 acres from being developed. The annexation petitions were being heard by the City. They had asked for ordinances to cover this property, which were exactly like the County ordinances they were under now. He said those ordinances and development agreements that went along with them were going to be considered that evening, and they asked for Council's vote in favor.
17. Donna Perry said she lived in Bridge Pointe. The grant was awarded based on the 1,000-year flood, and they had two floods while the grant was being approved. It

- would be ridiculous for them to have to go through another flood when they had the grant. They just wanted to get out of there and move on with their lives. The 32 homeowners, plus the other homes in Shadowmoss, were going to be moving to other areas in Charleston, and they might be one of Council's next constituents. She urged Council to think about that and if there was anything Council could do to move the process along and get them out of there, they would be very grateful.
18. Allison MacLeod said she was on the HOA of Bridge Pointe, and they had been very appreciative of the help given to them, but at this point, they were disappointed the grant was approved five months ago, and all they were getting was 'We're doing the best we can'. Tetra Tech was the company that had been granted the money to oversee the process, and they had been given a fair chunk of change to do so. They were shocked and upset that they still hadn't had a meeting with Tetra Tech, which was promised by Ms. Cabiness at a community meeting. They had no schedule, no timeline, as to when things were supposed to take place. The homes needed to be appraised and at that point, once the appraisal process was complete, and they had been paid out, they hoped that they could get out before they flooded again, or else, the grant was a waste of money. She stated they're costing FEMA \$2,000,000 annually.
 19. Maria Parker said she was a resident at 61 Laurens Street and recently they had a sewage spill, causing the closure of oyster beds in Charleston down to the Edisto River. She stated that cruise ships could legally dump untreated sewage three miles from shore, and Carnival had been found guilty of falsifying these types of records. She asked when Council considered the Tourism Management Plan and the cruise ship limits, to not only consider binding limits on the number of cruise ships in Charleston, but also something like having the State use a passenger fee that only this State was allowed to use and Charleston didn't get any benefit from, for monitoring and enforcing dumping regulations.
 20. Randolph Hill said he had the honor of singing the duet with Richie Cole the night the Mayor gave him the key to the City. On James Island, there was one CARTA bus that ran every hour and 40 minutes and that was a problem. It made it impossible for use of the buses, especially for people who had to transfer. The new meter system, as he understood it, which used credit cards, did not enable the person who parked to recoup unused time. He said the SmartCard would enable people to put their card in when they returned to get their car and they would get their unused money.

Mayor Tecklenburg said, "You can use a regular Visa Card, or you can go to 180 Lockwood and get a City SmartCard, which will return any unused time back to your card."

Mr. Hill continued and said he was glad to know that and that the attendant that installed them told him that it was not yet possible, but he was glad to hear that it was.

Mayor Tecklenburg said, "Alright. Thank you for being with us and thanks for your comments. We were listening, and we appreciate it. So, we're going to move along to our section on Petitions and Communications. We've had a few requests from Councilmembers to talk about some various issues and we might just give a minute to clear out here.

Alright. Council, if we can come back to order. So, the first item up for discussion was a request from Councilmember Griffin, an update on homelessness that measures in terms of

work opportunities. Geona Shaw Johnson isn't with us tonight. Her department kind of manages that. She's in New York on a leadership training conference, so you've got me."

Councilmember Griffin said, "Mr. Mayor and Council, number one, I wanted you to give us an update on how it went Sunday night, and then I kind of wanted to parlay that discussion. I met with some homeless around Marion Square, and the consensus was that they don't know where they can go to get sustainable jobs. I would like to offer my services to meet with businesses to put a list together that we can put around the City or in shelters where these individuals can go to apply for jobs. I know some businesses that are already incorporating those needs, but first and foremost, an update, please, on Sunday night, if you can."

Mayor Tecklenburg said, "Well, if I may say, Sunday night was a terrific event. It was a benefit concert for the Homeless to Hope Fund, which was created with an initial grant from City Council over two years ago when we were dealing with helping the individuals that were living at Tent City. We originally raised about \$150,000, and over the process of helping over 100 individuals, we've spent most of the money helping them find apartments, pay deposits, and get situated. So, the Fund had gone down and the Mayors' Commission on Homelessness had decided to expand the scope, or the purpose, of the Homeless to Hope Fund. It was a little archaic, or out of date, that it be for Tent City residents, since they were all gone. So, it's available to help anyone in the Charleston region. They don't even have to be in the City, who is being helped by a bona fide service provider. They can call the Palmetto Project, a non-profit group that manages the Fund for us. So, for example, if One80 Place had found an apartment for someone and needed a security deposit, they would be able to contact the Palmetto Project and get some financial help to get this individual located. Anyway, we raised over \$130,000 Sunday night, and I'm very excited about it. The musicians all donated their time, and Charlton Singleton was there, Quiana Parler, and Heather Rice. I've got to tell you, the music was just great. I think everybody enjoyed it. We had an uplifting message about all of the work that the Commission on Homelessness is doing and what their efforts are, their commitment to the Housing First model, which is when someone is experiencing homelessness, they often have other issues in their life to work on, but to get a roof over their heads is first priority and then, wrap the job service and other things around them to try to help them move on in life. I'm pleased to report to Council, I guess the City's contribution to the effort was the free use of the Gaillard Sunday night, but we raised over \$130,000. We gave the first annual award that the Commission created to Linda Ketner who has done so much over the years to help both homelessness and affordable housing. I don't have a piano here or I'd give you an encore performance of a couple of songs that I played but, anyway, you had to have been there for that."

Councilmember Griffin said, "Well, I just wanted to let you know that I stand with you to help end this epidemic and would love to help out with job creation in any way. I don't know if anybody else has anything to say, but I really just wanted to get an update on how it went and how we could improve on it."

Mayor Tecklenburg said, "So, that went well. Now, to talk about the workforce development opportunities that are out there, I admit, they're limited. One80 Place does have its own workforce training for culinary arts. I don't know if you saw the article in the paper week before last during the Wine and Food Festival, a real success story of a former resident of One80 Place who has a great job in a local restaurant, and he was trained at One80 Place. They have a commercial kitchen there. They prepare their own food in preparation for being able to get jobs, so that's that. Also, there is a group called South Carolina Works, which does not have a program, but they are considering one to help homeless veterans. There is

Goodwill, and they help anybody, including homeless individuals, in training for job placement. The City of Charleston, in a similar fashion, and Councilmembers are familiar with our Turning Leaf Program, where we hire individuals who were former offenders. They're not necessarily homeless, but they are without a job so we help them. In addition, there was one of these day labor businesses called I.E.S., which stands for In Every Story, because they believe we all have a story. The City has pretty exclusively used that firm when we need day help, and that's led to jobs for about 15 individuals who ended up staying with the City after they had worked with us temporarily for a while. So, the last one that I would mention to you is that the Veteran's Administration does have specific work programs for homeless veterans, and their own center is right in the parking lot next to the United Way in the parking lot of North Charleston City Hall. So, those are the organizations that I'm aware of that work in some kind of workforce development for homeless individuals."

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "Thank you, Mr. Mayor. Just out of curiosity, are we experiencing, as a City, a little bit of an uptick in this homeless situation? The reason I ask that is that I have called Team 4 in the last couple weeks on two or three occasions where it looks like homeless are living under the overpasses. There was one down actually across from the VA Hospital parking lot there. There were two West Ashley. I've been downtown with my wife in the last two or three weeks, and I've seen, or actually in this case, it was females that were panhandling on the streets. All of a sudden, it just seems like there is something going on here, and I was just curious. Is the Police Department getting more calls or more notices about this? Is there something going on that we need to pay attention to?"

Mayor Tecklenburg said, "Well, yes, and whether the numbers of homelessness have really increased, I can't say, but we should know pretty soon. The point and time count is normally done the last weekend in January. Last year in our region, the point and time count indicated about 430 individuals were living in homelessness. We don't have the numbers back from them from the count this year, but sometimes those counts can vary based on the weather and other things. We have identified in the last year a little more specifics on youth homelessness. In fact, a wonderful former Principal of Stall High School, opened a halfway house for homeless high school students, and I understand he's got about 20 individuals there. Then, there is a new group called 'We are Family' that works with the College of Charleston, and they've identified a number of homeless College of Charleston students. So, homelessness can happen to anyone, and you can be a paycheck away from being homeless. That's why I played the song 'Rolling Stone' the other day at the concert, but back to King Street. There have been businesses that have been reporting more panhandling on the street, and we've been looking at that. Frankly, even though we are very compassionate as a City in helping those who want some empowerment to move on in life, in fact, there are two things I plan to bring to Council in the very near future. One is a dollar a year lease for a property up on Upper Meeting Street, that we would open a day center for various non-profits to be able to operate programs to help homeless individuals during the day, particularly those who might not be staying at One80 Place, because One80 Place isn't for everybody. So, one of my partners, our partners, could be Catholic Charities. I met with the Bishop a couple of times. They've opened centers in Columbia, Myrtle Beach, and they want to do a Statewide network of doing this, and what you have is a daytime center where an individual could come. If he doesn't have a home, he could take a shower, he could get his laundry done, and network with, or get referrals to, the social agencies that could help him or her, whatever their needs are. So, I'm going to be bringing that to you all, I believe, in the next Real Estate Committee meeting. Then, in addition to that, I've had our Legal staff look at other ordinances around the Country where panhandling

has been occurring and understand, from what I've been learning recently, is that some of these panhandlers aren't necessarily homeless individuals, they're in the business of panhandling. So, we do plan to bring an ordinance to City Council, at our next meeting, that will give the police another tool to be able to deal with that."

Councilmember Moody said, "That was really my question."

Mayor Tecklenburg said, "Yes, sir. I thought it was. Is there anything else on this topic? Are we good, Harry (Councilmember Griffin)?"

Councilmember Griffin said, "Good."

Mayor Tecklenburg said, "Alright. So, the next topic was requested by Councilmember Seekings or no, again, Councilmember Griffin on a discussion and an update on flooding issues, and Bob Horner is here with us but, Harry, if you don't mind giving us an entree."

Councilmember Griffin said, "Sure, sure. Thank you, Mr. Mayor and City Council. I requested this item be on the agenda because of the severity of the issue and the fact that it was deemed by, Mr. Mayor, as the number one problem that needed to be resolved in the State of the City address. In the next few minutes, I'm going to flash you back to the timeline of events, and some happened before Councilmember Shealy, myself, and Councilwoman Jackson were sworn in, some a little more recently. Back in February 2017, we unanimously approved a nine-month moratorium on the 100-year flood plain inside of the basin. Soon after that moratorium began, we unanimously approved a contract to do a comprehensive study on the basin. Weston & Sampson produced a report, and there was a public meeting. There was a meeting at City Council and then a public meeting over at West Ashley High School, back in November. As an engineering firm completed the study, FEMA approved the purchase of units in Shadowmoss. At that time, a timeline was put in place for a buyout process. Specifically, citizens in Bridge Pointe were told their buyouts would be completed by the end of July 2018, and in December, our 2018 budget was passed, and the millage for stormwater operations was increased by 2 mills. This was reflective in our City of Charleston Master Plan and our Stormwater Plans. Also, new positions were created in our departments. We need to find out if these positions have been filled or whether we're still searching for candidates. Just last week, we had an e-mail go out to Bridge Pointe about the buyout process and that the timeline may have changed, so we need to get an update on that. The reason that I brought this up tonight is because, only a few short weeks ago, we had a conversation about why we were extending the moratorium and I said that, 'Oh, obviously, we're extending it to make sure that we have implementation.' Well, we're running out of time here, and we need to make sure that we are going to have implementation at the end of this moratorium because we can't keep stalling growth. We can't keep kicking the can down the road, and we've got to fight to get to the implementation process. With that, I've put together a list of questions that hopefully we can get answered by Laura Cabiness, Bob Horner, and our Planning Department. So, first question, I just found out this answer in our Public Works meeting, but it's good that the public understands this, as well. When will the Church Creek Basin Report be made available to Council and constituents?"

Mayor Tecklenburg said, "Bob."

Bob Horner said, "Thank you. That report has been posted to the internet on the project website. It's churchcreekbasinstudy.com. That was just recently done. The report was being reviewed, and comments were being made up until that time, so it's available to the public now."

Councilmember Griffin said, "Okay. With the budget, have we filled or created positions in Public Service? Laura."

Laura Cabiness said, "So, the Floodplain Manager position, we have filled that position. It's an internal position, and they're transferring over in about four weeks."

Councilmember Griffin said, "Do we have any other positions? Ditch guys, maybe?"

Councilmember Moody said, "We approved three positions for cleaning out the ditches and that kind of stuff. Have those been filled?"

Ms. Cabiness said, "I'll have to get back to you on that one. I know we're constantly filling positions down there, but I'll have to check."

Councilmember Moody said, "Whether we've gone up by three or not is my question?"

Ms. Cabiness said, "Right. I'll get that back for you. We have also just recently completed interviews for the Deputy Director of Operations, and I'll be able to make an offer, probably tomorrow, to an individual."

Councilmember Griffin said, "That is to fill Mr. Metzler's position, right?"

Ms. Cabiness said, "That is correct."

Councilmember Griffin said, "He's still been around a little bit, right?"

Ms. Cabiness said, "He was, but at the end of the February was the end of his time."

Councilmember Griffin said, "Okay, next question. The FEMA buyout timeline, is July 31st still plausible, or how are we looking?"

Ms. Cabiness said, "Well, we will do everything. I understand these folks' issues and their anxieties. I've been working with them for a long time, and we are doing everything we can to try to expedite this process. So, where we can expedite it and where we can overlap activities, we're working to do that. Mark Wilbert's working with me now, the new Floodplain Manager will help us work on that, and as far as Tetra Tech goes, we just approved their contract because we had to do some due diligence. It was a lot of money on that contract to just blanketly say, 'Here it is; we're just going to approve it', so it took a little bit of time to get it through. The next step is a staff kickoff meeting with Tetra Tech and staff involved. There's going to be some folks that have been helping us along, but we need help from Procurement, we need help from Legal, we need help from Real Estate, making sure we're using the right title folks, attorneys for closing, and that stuff. So, that's scheduled to be in the next couple of weeks, and shortly after that, Tetra Tech will be able to begin communicating with the individuals included in the grant and provide more information about the steps. Now, everybody's situation is going to be a little bit different, although Bridge Pointe, should go pretty quick because we've got 32 units that are very similar there, and the appraiser should be able to do that stuff pretty quickly. If we can get some shortcuts there, that will be really good, but everybody's time is going to be a little bit different. The contract extends all the way to early 2019, but understand, also, that a lot of that is the work that takes place after we close on the units in the homes. That's the part where we have to demolish everything and return everything to greenspace. So, looking at that length of the contract, that isn't how long it's going to take us necessarily to buy everybody out. That's how long it's going to take us to finish it and finish

submitting all of the documentation and assurances that we have to, to FEMA to say and to show that we've complied with the grant."

Councilmember Griffin said, "I've just got a couple more, if you all don't mind."

Councilmember Moody said, "Yes, I just wanted to ask about that."

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "Yes, I just wanted to ask, do these things, Laura, have to be in some kind of a sequence? Could we go ahead and start the appraisal process? Can we hire an appraiser to start doing that to maybe speed up? Is that what you're doing?"

Ms. Cabiness said, "You're right, that's what we're trying to do. If we can get multiple steps going on at the same time, we can be doing title work and appraisals at the same time. We don't have to do them in sequence."

Councilmember Moody said, "I think the real key here is to get these people out of these homes. The destruction, the demolition, that could happen if we get these people out. We've got people there with two mortgages, and the real personal or human side of this thing is that you've got people on fixed incomes. They've got two mortgages, they just can't make ends meet, and we need to do everything we can to shove that process quicker."

Councilmember Griffin said, "Okay. My next question is, has there been any discussion about us buying a piece of property, as a City, in terms of that pumping station, because I know we've looked at a couple of different places as a potential spot for it? Do we have an update? That's the biggest piece of this pie, \$27,000,000. Do we have any sort of idea about the location and where we want to put it or any sort of internal discussion along those lines?"

Ms. Cabiness said, "Only in a very general way. We've got to proceed to the next step of engineering to figure out how big a site you would need and where the most optimal place is to put that. Do you want to add anything to that?"

Mr. Horner shook his head no.

Ms. Cabiness continued, "Also, where the pump station would discharge and those kinds of things, so it's just very general at this point."

Councilwoman Jackson said, "Is that Tetra Tech?"

Ms. Cabiness said, "No. That has to do with the Weston & Sampson Study and the recommendations that came out of the report."

Councilmember Griffin said, "Then, can we maybe, Bob and Laura, talk about the Church Creek Basin Committees? I know that we've talked about two Committees and the timeline of events as we work towards implementation."

Mr. Horner said, "Yes, thank you. In regards to that, there is a Committee that has been formed that is internal within the City. That Committee is chaired by Mark Wilbert, the Resilience Director for the City. The Committee is looking at a lot of different things that need to be implemented, prior to the end of the moratorium. I've got an outline of our schedule here that hits the highlights of those. Take one and pass it down, please. This Committee was initially charged with taking the policy recommendations that were in the study and turning those into

formal policies that could be integrated into the City's Stormwater Program. The Committee is also charged with establishing the Church Creek Advisory Committee, which will be made up of not only members of the City staff, but property owners, residents, developers, and their engineers that are affected by the issues that are going to take place, and are taking place in the Church Creek Basin, as well. The policies that are going to be recommended integrate into the City's Stormwater Plan, Stormwater Program and development policies. We're going through a review of the policies now to make sure they're consistent, make sure there are no overlaps, and that kind of thing once the policies are recommended, and make sure they have the desired outcome once they're implemented."

Councilmember Griffin said, "Can we have that put on our City website and maybe the Church Creek Basin site, so that we can put it out to the constituents just what the Committee, and I know it's an internal Committee, but what that timeline of events looks like, and the fact that we're working towards an external Committee, as well. That's something good that we could put out there for people, to show that we're working towards getting towards implementation. That's what the whole point of this moratorium was, to implement the end of the flooding, and we've got to show them that we're actively working towards that."

Mr. Horner said, "Yes, we can put this schedule on the website, as well."

Mayor Tecklenburg said, "Is there anybody else?"

Mayor Tecklenburg recognized Councilmember Shealy.

Councilmember Shealy said, "Yes, I had the opportunity this week to meet with some people. Thank you all for letting me represent at the National League of Cities this week up in Washington, D.C. While I was there, I tried every time I could to tell our Church Creek story there. In fact, Councilmember Lewis and I sat with the EPA, Environmental Protection Agency people, their flooding or stormwater people. We spoke with FEMA people and the National League of Cities. They're all very willing to help us. When I tell this story, they're very interested in helping us and lending a hand. I found out that there is a new NOAA Grant. I had no idea that there was a NOAA Grant that may help us, but one common question that kept coming up when I was talking to these people is, 'Who is your grant writer? How do we get in touch with them?' What's the answer there, because I didn't know?"

Ms. Cabiness said, "We have a new grant writer for the City."

Amy Wharton said, "Well, we have a position. We just haven't hired that position yet. So, it will be advertised, probably, within the next two weeks."

Councilmember Shealy said, "Okay. Well, just know that we can reach out to the National League of Cities, the EPA, and, obviously, we have our contact that's helping us through FEMA already. Everybody was very, very willing, but they wanted to speak with our grant writer. So, when we have that, they want to speak to them. Thank you."

Councilmember Waring said, "Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "I want to thank you, and certainly Councilmember Harry Griffin, for even bringing this subject to Council. I want to thank the ladies from Bridge Pointe for coming out and sharing their stories because that's the real aspect of that. Frankly, we don't hear, having to buy another house, having two payments going on, and hoping you can find a

house that you can afford when you get the revenue from selling your home. Ms. Cabiness, the appraisal process and the title search, I know we're going to try to do that on a dual basis. Is that something we have control on saying ready, set, go, or do we have to get some approval from FEMA before ready, set, go takes place?"

Ms. Cabiness said, "That's a question that we have right now, whether we have to actually go out with a solicitation for those services, or whether we can use the attorneys and the appraisers that we already use at the City. So, we're going to be answering that question within the next day or so and then proceed. Obviously, if we can use the folks that we already work with, that's going to shorten that up."

Councilmember Waring said, "Thank you. Mr. Horner, the piece of land that we're going to need, the parcel of land that we're going to need to purchase for the pump station, about what size do we need? Is it one acre, two acres, a half an acre? Help us out with that."

Mr. Horner said, "The exact size we really haven't defined yet, but it would probably be in the order of maybe around five acres."

Councilmember Waring said, "Thank you."

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "Laura, before you sit down, could you give us an update, I know when we passed our stormwater budget in December, one of the things we were going to do was upgrade our Master Drainage Plan that hadn't been updated since 1984 or 1986. You told me then, I think, that you all had already started that process of putting together an RFQ. What is the status of that? Are we about to hire somebody, an engineering firm or whatever?"

Ms. Cabiness said, "We're about to begin the selection process. I was hoping to be ready to advertise before I left. I don't know that that's going to happen. So, certainly, right after I get back, but the work to develop the scope of work has been done, and we've consulted with similar type firms and other jurisdictions that have done this kind of work. So, we think we've got a good scope of work, and then we've just got to get it advertised and follow our procurement process."

Councilmember Moody said, "What's your estimate of the timeline on getting that done? I haven't been bugging you because I've been waiting on that, but I need to start bugging you. So, I guess I need to mark my calendar when I can start bugging you."

Ms. Cabiness said, "How about June? Bug me the middle of June."

Councilmember Moody said, "That seems like a long time to me."

Ms. Cabiness said, "Well, with our procurement process, we've got to advertise this for 30 days in the South Carolina Business Opportunities and other papers. Once we get the advertisement, we've got to get the RFQ in, we have to have a selection committee set up. Then, once the selection is made, we negotiate the scope, so it takes several months for us to follow our procurement policy. In light that this is going to be a long term relationship with somebody, it's important that we invest the time up front to get it right."

Councilmember Moody said, "I understand that, but our drainage downtown, our drainage in Church Creek, to me, everything is kind of waiting on that."

Ms. Cabiness said, "Well, the projects that we've got ongoing, are moving ahead."

Councilmember Moody said, "They're moving, I know."

Ms. Cabiness said, "I would say Church Creek is not stalled right now. It's moving, but we just haven't gotten to that point where we're saying we're ready to, this is what we can do to add new projects."

Councilmember Moody said, "Thank you."

Mayor Tecklenburg recognized Councilmember Lewis followed by Councilmember Shahid and Councilwoman Jackson.

Councilmember Lewis said, "Just one question, where are we with the Huger/King Street drainage project?"

Ms. Cabiness said, "We submitted an HMGP Grant for that project. I'm not sure that it's going to be successful, and when we get this Program Manager, we'll get full-bore ahead on Huger. That is the next priority project downtown, I'm pretty certain. I am certain."

Councilmember Lewis said, "I thought that we identified funds from the TIF to do that project."

Mayor Tecklenburg said, "To do the design."

Ms. Cabiness said, "Right, to do the design."

Councilmember Lewis said, "So, are you working on the design?"

Ms. Cabiness said, "Well, again, we've got to go through the selection process and hire an engineer to start engineering the project."

Mayor Tecklenburg recognized Councilmember Shahid followed by Councilwoman Jackson.

Councilmember Shahid said, "Just for clarification, in the interim, between now and when these properties are purchased with the FEMA Grant money, in the unlikely event of another storm, another flooding, is FEMA off the hook to those folks, or are they still responsible for the repairs necessary?"

Ms. Cabiness said, "No. They've still got a flood insurance contract, or policies, as long as they haven't dropped their policy."

Mayor Tecklenburg recognized Councilwoman Jackson.

Councilwoman Jackson said, "Yes, I just thought that since we're putting a lot of this on the record, Ms. Cabiness, that it would be great to have the update on studies and work that's going to be done on James Island in the coming months, too, the study timeline and Signal Point Road."

Ms. Cabiness said, "So, we have a meeting scheduled with the Town of James Island and the County on Wednesday afternoon to talk about that."

Mayor Tecklenburg recognized Councilmember Mitchell followed by Councilmember Waring.

Councilmember Mitchell said, "I'm going to be very short. I understand that they're working on a lot with the flooding, but even in the Peninsula where I live at Huger and King, it has been flooding there for 100 years, I believe. We're doing a lot of things here and now in the City of Charleston, and a lot of people are going to be losing their homes in the City, not because of the flooding, but because FEMA is going to raise their flood insurance. I got a letter, I think Councilmember Moody said he did the other day, and a lot of these seniors and other people are going to have to do elevations, and they're not going to be able to afford it. The flood insurance is going up, whether it's five or ten percent, every year. They sent a letter that said how much it's going up and it's going up to what your house is worth, not what the mortgage company requires anymore. They said they're not even thinking about the mortgage company requirements. So, if your house is valued at \$600,000 or \$500,000, your flood insurance will go up to that level because you live in that flood hazard area. People are not going to be able to afford it. I'm going to have to do it also, and I've been there 33 years, but so many other people have been there longer than I have on King and Huger Street, Ashley Avenue, and President Street. We're going to be pushing them out right now because of flooding and because we are waiting. We have to get these things done, and I know we have to jump through hoops and process, but in essence, what is going to happen to these people? I might have to move myself, too. So, these are the things that I'm worrying about now, even with that going on."

Ms. Cabiness said, "Right."

Councilmember Mitchell continued, "A lot of people are going to have to move out of their homes."

Mayor Tecklenburg said, "I hope that won't be the case."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "Yes, I want to add onto that because my colleague to my right, Councilmember Dudley Gregorie, just boldly said that you're (Councilmember Mitchell) not going anywhere, so you don't have to worry about that."

There was laughter in the Chamber.

Councilmember Waring said, "Ms. Cabiness, I know you told us this in the meeting, so I'm not grandstanding, and I know you have a plan to roll out a letter to catch up the residents who are going to be, hopefully, getting a buyout from this grant. Could you go over the timeline, so that the people here can go back and tell their friends and neighbors at Bridge Pointe when they can expect to get a letter from our engineering department catching them up on the timeline and probable, hopeful, predictions of July 31st and beyond?"

Ms. Cabiness said, "Okay. I probably was overly optimistic about some of these timelines."

Councilmember Waring said, "Yes, I think we all were."

Ms. Cabiness continued, "So, I'm reluctant to make it optimistic, but I think if we have the staff meeting that it could happen by the end of April and, hopefully, a lot sooner than that."

Councilmember Waring said, "Alright. Thank you."

Councilmember Griffin said, "I've just got one more thing to add, and that will be it for me. Just a fact, real quick, off of our City website, about what we're up against in Church Creek. Since they started, Church Creek has its own section on our City website, and they put a little history of the Church Creek Basin and all of the neighborhoods in it. Since we started that on drainage fixtures and studies, we've spent \$3,671,000, and now we've got to come up with \$44,000,000 more, at least, but that's just what we're up against. We've only ever put in \$3,500,000 into it and now we've got to come up with \$44,000,000. So, we're up against a big challenge, but we have to have regular updates on this stuff. We can't sweep it under the rug because as soon as we start forgetting about it, Hurricane season is right around the corner. So, that's all I've got to say."

Councilmember Waring said, "Well, I would like to address that, as Chair of the Public Works Committee, we have asked for that to be a standing report on the Public Works Committee, so it won't be forgotten."

Mayor Tecklenburg said, "Thank you, sir. I will just respond to Councilmember Shealy. Don't wait for us to hire the new Grants Coordinator to pass along any information, and I'll give you all an example. I went to Washington, for the U.S. Conference of Mayors meeting, went around to all of our legislative offices, and let them know we were interested in funding for anything related to flooding and drainage that could be helpful. I said we were working on projects and, in fact, Congressman Sanford's Office contacted us when there was an allocation of money coming forward for the Corp of Engineers for shoreline protection. Mark Wilbert went back up to Washington and met with them and presented a potential project to protect the shoreline of the Peninsula of Charleston. So, we think it might qualify for some future funding from the Corp of Engineers. We are following every lead that we can get. If you get one, let us know."

Next, we had a request from Councilmember Seekings to have an update on the Tourism Management Plan, and Dan Riccio is here to respond. So, Councilmember Seekings, you're on."

Councilmember Seekings said, "Thank you, Mr. Mayor. Thank you, fellow colleagues, for giving me five or ten minutes here. For those of you who are recent on Council, in 2015, the City, and this Council passed, unanimously, the Tourism Management Plan. That was a good year for you, Mayor. You got elected, and it was a good year for us, with Councilmember Waring sitting on that Committee. We passed the Tourism Management Plan. It passed under this Council by a vote of 13 to nothing. It gave us a lot of things. One, it gave us Dan Riccio and his team, and Dan has been charged with the implementation of the Tourism Management Plan, but not all of it. There are some parts of the Tourism Management Plan that are not part of his purview, and he doesn't have any hand in. He has done an excellent job with what he's been charged to do. There are other parts of it and, given what Councilmember Griffin has brought up tonight, the enormity of the projects we have, I wanted to put this on the agenda because, for the first time ever, we're going to, I think, Ms. Wharton, it's going to be sometime sooner rather than a later, have a Budget Committee meeting. We're going to be thinking about the budgeting process going forward in the City of Charleston, not just for 2019 but long beyond. A lot of what we have to do are long stretch, long reach, long thought, long finance projects and so, we need all of the help we can get."

Councilmember Wagner was excused from the Chamber at 6:40 p.m.

The good news is there are some things, believe it or not, in our Tourism Management Plan to give us the tools, long range, to do some of those things, and I want to talk about one of

them tonight. This won't be long, but I think it's time that we have this conversation because we haven't had it in a long time. So, as you all know, the Tourism Advisory Committee was there to develop objectives and recommendations that address the goal of maintaining the critical and delicate balance between Charleston's residential quality of life and the tourism economy, while preserving Charleston's authenticity. That was what the Tourism Committee did, it's its Vision Statement, it's what our Vision Statement in the City is, and it's what we need to be doing every day, and we're doing it. So, one of the aspects of the recommendations, again, that came to us, and we voted on them 13 to nothing under Quality of Life, which is at the very core of the Tourism Management Plan, is maintaining quality of life, is a simple page, and there are two things on that page that I want to talk about. One is evaluate the possibility of remote passenger parking to reduce congestion on the cruise ship business, and we've heard a lot tonight about parking. We've heard from people who say an extra \$1.00 on a meter is going to put them out of business and you will see, in a second, the metrics of all of this, particularly in the industry that's going on right now, shows why parking and this issue is big and big for us, and it's an economic opportunity.

The second and most important thing is what I want to talk about tonight and show you all some numbers. This Council charged this City, and really charged ourselves, Mr. Mayor, to go and study the possibility of defraying the costs of many things in the City, City issues, by assessing a head tax on the cruise passengers. We're now in 2018, and I want to just show you where we are and how out of balance we are on this and why now is the time that we need to meet this objective if we're going to address the long term budgetary problems that we've got in terms of Capital improvements. We started, as you all recall, the cruise industry, and Carnival Cruise Lines came to Charleston in 2009. It started with the Carnival Fantasy, which held about 2,200 people. We upgraded to the Carnival Ecstasy, a few more people, a little bit bigger, and if you've been paying attention and reading the paper, we're about to get a newer ship."

Councilmember Wagner returned to the Chamber at 6:42 p.m.

Someone said, "The Sunshine."

Councilmember Seekings continued, "Thank you, the Sunshine. The Sunshine is coming to us in 2018. So, this has been going on now for ten years, the industry has been sitting here, right at the end of the Market, as we've been doing our drainage projects and everything else we've been doing in terms of Capital improvements, and let's see what it's done for us and our economy. So, in 2018, the Carnival business, at the end of Market Street, is going to do 104 embarks/debarks, which means it's going to, twice a week, take people away from Charleston for a certain period of time and bring them back. It is not a ship that's bringing people here and staying for a while. Its whole mission is to take people away. They've got to get on that ship. They use our services, they use our roads, they use our sidewalks, we've got to put electricity to our traffic lights, and we've got to do a lot of stuff, right?"

Councilmember Shahid said, "Police Officers."

Councilmember Seekings said, "Police Officers, all of that stuff. Once the ship is up and running, the capacity is actually 3,004 passengers. So, 184 turns a year, 3,000 people, and this is me talking, I don't have any reason to know this specifically because we're not privy to it, but I figured all in, every passenger, when it's all said and done, on a five-day trip away and back to Charleston, is about a \$1,000 a person. It may be a little bit less, but let's just, for purposes of math, say it's \$1,000 a person. That might be a little high, but probably not that high. It's probably about right. Yes, right, just all in. Once they've bought their ticket, they've done

everything, they've come here, they've eaten, they've drunk, they've had a big time, they come back, and they go away, that equates to \$312,000,000 of business that's being done at the end of Market Street, every single year, and that's going to continue. That's a big business. I don't know of any other single business in the City, save maybe Roper, MUSC, but no single business that's in the tax scrolls that's doing \$312,000,000 of business, that we don't do a few things. Ask them to pay a business license fee, ask them to sit on some Boards, maybe the Gibbes, give charitably, all of that stuff. From this \$312,000,000, we, in the City, direct revenues, we get none. We don't get any direct revenues. That's why the Tourism Management Team got together and said we need balance here, business equity. It's just not equitable to allow someone to have someone at the end of your street going east, west through the heart of your downtown, doing \$312,000,000 of business a year and paying nothing back directly to us when we are there to provide all of the services. Last time I checked, the electricity wasn't free, and I think it's getting more expensive. So, let's just look at the math here, and this again goes back to the recommendations from the Tourism Management Plan that we adopted, 13 to nothing, to assess a head tax. It seems simple. Maybe it's not as simple as we all thought, but I'm going to get to, Mr. Mayor, the conversations we had last night in a second, but let's do some math here. 3,000 people per trip, boom, they're going 104 times a year, embark and debark. Let's say we can assess what's reasonable, \$25 a head. That seems like a pretty reasonable number to me, and maybe you like less. I don't know, \$25 a head is what I was thinking about. The math on that comes out to \$7.8 million a year in revenue generated for the City from a business that's clearly doing business in our City and using our services. So, let's put this in perspective for a second, then I'm going to say a couple things, and I'm going to be quiet, but let's put this in perspective for a second.

Here's a chart of Tourism related revenues in the City for the last four years, of which we all know what they are. If you look across the lines, the hospitality fee, we generate about \$15,000,000 total. That's from every restaurant in the entire City, \$15,000,000. The Municipal Accommodations Tax, \$6,000,000. \$7,000,000, almost, in 2017. I think we budgeted a little more, didn't we, Ms. Wharton, for 2018, but the State Accommodations Tax, \$6,000,000, the County Accommodations Tax, \$1,500,000, and then we get the Tourism ticket fee. So, all in is \$30,000,000, but each one of those line items, the only one that's greater than what we could be generating in revenue if we figured out a way to tap at the source, the cruise industry, is the hospitality fee. We're losing a huge generation of revenue to address the issues that we've got from affordable housing to drainage. We heard tonight someone talking about parking and pollution. We've got many things that people expect us to pay, and it is very difficult, particularly when we heard from the hospitality people tonight. They're screaming about a dollar raise because we don't have enough parking for them, we don't have enough transportation for them. How we let someone sit out there without raising this revenue really, in some ways, is about the most inequitable thing. So, I bring this up tonight because of this. There is some question, and I don't know the answer to this, how do we do exactly what the Tourism Management Plan has suggested? Nothing is not the answer. We must take some charge of doing this. The Mayor has gone up and gotten the legislature to talk about the Accommodations fees and the manner in which we mead out the Accommodations fees, so they can go to Capital Projects. Our budget and Capital Projects budgets are not great.

We were at a meeting last night. The Mayor was there, he led the charge, and it was great. We had Representative Cogswell there, Senator Campsen was there, Councilmember Schweers was there, and we were talking about Capital Projects and, specifically, drainage, the gap between our budgeting process and how we raise fees in the City through property taxes, business license fees, parking, and how we're going to come up with a billion or two billion dollars to take care of our Capital needs. We have to look at every source of revenue. We

have a recommendation that this Council adopted two and a half years ago to go take a look at this. We need, as a group, to figure out a way to adopt and implement, not adopt, implement, the recommendations that we voted on to figure out a way to tap into, on a fair basis, on an equitable basis, someone who is doing business to the tune of \$300,000,000 a year at the end of our street. I bring this up tonight because we're going to be thinking about budgeting. I talked to Mr. Riccio. I told him this is what I was going to talk about. He knows everything about tourism, but this is not his charge, this is ours. This is ours. We own this. The State Legislature really owns this, and Representative Cogswell last night said he was behind this. He thought he could get it through the House, he thought the Senate would kill it. Representative Campsen agreed with, that but we've got to try and, Mayor, I think everyone around this table, me, in particular, I'm ready to go sit down with the SPA and whoever else. We've got to let them know that we need their help on all of this. We can't just let that business go, use our services, take advantage of everything we've got in the City, create all of the issues that have come along, and pay zero. So, that is sort of my pitch for you all tonight and I'm hoping this will be a conversation that we don't just forget about after tonight. We've got to deal with this. Thank you."

Mayor Tecklenburg recognized Councilmember Griffin followed by Councilmember Moody and Councilwoman Jackson.

Councilmember Griffin said, "Councilmember Seekings, when you all adopted this, and I'm sure you did a lot of research into this, are other states doing a head tax, and part two of that is, has anybody ever approached Carnival about doing it? I'm just wondering how they would take that, if we approached them on that."

Councilmember Seekings said, "Good questions. Because the Carnival Cruise Ships tie up to the State Ports Authority property, they don't technically touch the City of Charleston. So, it's the State Ports Authority that regulates and collects whatever they collect from bunkering fees to whatever it is. Eventually, the passengers and the employees have to pass through and come to the City, but there are plenty of places that charge a head tax, but there are places that can go from dock to ship. We have a little bit of a buffer in between. Your second question was has anyone talked to Carnival? Good luck with that. They're based in Panama. They do have an office in Miami. They've got some representatives here, but Carnival will not voluntarily play in this arena. We're going to have to get help, but it's got to start here. The will has got to be here, and, look, the fact is, in 2009 it was a different Charleston out there when this came up. There was a huge debate about cruise ships and whether we should do anything with them except let them go and bring in lots of money and business. Well, now we know ten years later, they're bringing in lots of money and business for themselves and using the services, and we've got real needs that we have to tap into. It's just a different debate. We wouldn't have probably had this conversation ten years ago. It was sort of a hands-off policy. Now, I think, based on what we've got now it's a hand-on policy, and, Mr. Mayor, I bring this up because we need your help, we need everyone around this table's help, we need the community's help to say we need this to change. This is not right for us."

Mayor Tecklenburg recognized Councilmember Moody followed by Councilwoman Jackson and Councilmember Shahid.

Councilmember Moody said, "Yes, I've done a little bit of looking at this, too, I didn't know what you were going to say tonight, but I just want to address a couple things from my experience. You're exactly right. This is a State property, so, anything we do has to come from the State Legislature. We're just beating our heads against the wall, otherwise. Doing business and providing services, that's really not an accurate statement. I realize we get no fee out of

that but, quite frankly, when those people come in, they drive into the Port, they park on Port property, they pay Port property for that parking, and they get onboard the ship. Now, that's just in and out, but some of them come, and they stay at our hotels. They provide that business, they eat in our restaurants, and they stay for a couple days. They do pay for some of this. So, I think, your statement, although I would love to get something out of this, I'm not sure exactly that I would use those words, because I think we have to bring in police officers to direct the traffic. They pay for those police officers. They're City officers, but they're off duty and so, they have to pay for that. That's not services that we're presenting or giving to the Port.

Every time that ship comes in there, there are a lot of longshoremen jobs at risk that people go down there and move that luggage, move the food in and out. There are a lot of good paying jobs. Every time that ship comes in, they provide a service. So, I'm just telling you that's what you're going to be up against. It's not going to be easy, I guess, is what I'm cautioning you, but when you start at zero, you kind of lose me because I know there is a lot of stuff that's being done, and that ship itself is not costing the City a lot.

Now, as a source of revenue, to fix drainage and stuff like that, I'm all for it. We need other revenue, but I wouldn't approach it in that respect because there are too many good jobs, and I don't know, as a Municipality, we can assert ourselves on State property."

Mayor Tecklenburg recognized Councilwoman Jackson followed by Councilmembers Shahid and Gregorie.

Councilwoman Jackson said, "Yes, I appreciate Mr. Griffin's questioning because I have the same, in terms of what we're actually looking at for a process to go from A to Z to get this in our coffers. I promise you, as someone new on the Council, and having spent more time as a citizen trying to follow along with the business of the Council, I honestly thought that this was already teed up to coming to the City. So, I do promise you, in trying to follow along with the business of the Council the last two years before I was elected, I think everyone else in the region thinks this is already true. So, I do think we would have the community support. I don't think we would have to go very far to find people who would advocate at the State level. I respect Mr. Moody's opinion. Obviously, we don't want to hurt what isn't broken, we don't want to endanger jobs or the industry, but to be honest, everyone else is getting their piece of this pie. I think that the City puts together the infrastructure and the experience and the reason that these cruise ships are beefing up their number of embark and debark, as you say, is because Charleston is the backbone of why they're coming here. So, I do support you, Mr. Seekings, and I personally would go with you to a delegation, and I do think we could drum up a lot of support from citizenry."

Mayor Tecklenburg recognized Councilmember Shahid.

Councilmember Shahid said, "Thank you, Mr. Mayor, and I appreciate the comments that we've shared already this evening. I go down there and watch the folks come in and off the ship. I just time it that way on a Friday morning, usually, or a Thursday morning. So, these folks, the majority of them, and Mr. Moody is right, a good number of people maybe spend the night or go to a restaurant or something along those lines. There are a lot of good paying jobs that are being generated from the presence of these ships, but the impact on these ships into the City is something we just can't overlook. When they come here, streets are blocked off. The police block these ingress and egress streets, particularly around Concord Street, so it has a huge impact on traffic flow, which has a huge impact on our other visitors here. It has a huge impact on us, the residents, who work in downtown, so it does have a big impact on what happens in the Peninsula part of the City. We're not getting our fair shake out of this. That's

sort of, I think, an issue we need to be addressing. So, they pay a fee. When these boats pull up to a dock, they pay a fee to the State, we're not getting a cut out of that, and I think that's sort of what the issue is. We need to figure out a way to maneuver with the State, as to how we're getting a piece of that pie. Certainly, they're using State and Federal roads when they travel on Interstate 26, Highway 17, Highway 61, or whatever way they're coming into town, but it still is an increase, and that increase has an impact on the overall quality of life in the City. So, it does have a negative impact, in that regard.

I think, maybe, the easy way of doing this is to tag onto and bootstrap ourselves to what the State is charging and what the State Ports Authority is charging them as a surtax of guests or some sort or fee, to how they're doing that. Whatever they're charging to pull up to that dock, we can tag along with it. If it's \$25 or \$10 a head, it's going to have a huge impact on what we do with this thing, a huge impact. Just one other question before I leave that, Mr. Mayor. It's been a while since I took a cruise many, many years ago, but when you buy a ticket on a cruise ship, you're not paying a sales tax, if I understand that correctly. You're going online, you're booking that cabin, and you transact that with your credit card or whatever ways you're doing it, but you're not paying a sales tax. So, this is a transaction that is not being completely, I hate to use that word 'taxed', but it's not being taxed. If we sold a mug or a Coca Cola, you tax that transaction whatever that may be, but here's a transaction that's occurring in someone's living room in Summerville, or Columbia, or in Asheville, North Carolina to this cruise line, that's not being taxed. They're not paying a tax on that. So, the cruise ship is making a huge profit and not paying into their portion of government entities, as to how it's impacting our community. So, I think, we just need to address this somehow because they're getting a windfall, and we're getting the belt. That's the problem with the whole thing."

Mayor Tecklenburg recognized Councilmember Gregorie followed by Councilmember Wagner.

Councilmember Gregorie said, "Mr. Mayor, this sounds like *deja vu* to me, especially for the new folks. The first thing I would do is advise you to get a copy of the Memorandum of Agreement between the City and the Ports Authority, just so you will be up to date, if you haven't already. I totally respect what Councilmember Seekings is pushing, but perhaps his ice is colder than my ice, and why I say that is that this argument has been on this table before and at length. There was even a recommendation to ask the City to go forward to the legislation to see whether or not we can get a head tax. This body voted that down. So, this is not a new issue.

In 2007, in the Preservation Handbook, just as we have in the Tourism Management Handbook, there was a recommendation in 2007, that we go forward with the head tax. So, none of this is new at all. The arguments that Councilmember Moody made were the arguments that were put on the table before and, of course, my recommendation lost as a result of that argument. At that time, there was a discussion that the cruise ship industry is bringing in \$35,000,000 to the City, based on some of the things that you just highlighted, Councilmember Moody. While I am for it, and I'm still for it, unless we can get the Ports Authority CEO, Mr. Newsome, onboard, it's dead in the water. I would support any way that we can get additional revenue to the City. When Councilmember Wilson and I put forth our plan for identifying additional revenue, that was one of the items. Of course, some of the other items are already being implemented by the City. So, I would support whatever we can do to move this forward, but it is definitely an uphill fight. Been here, done this before. It's *déjà vu*, but if you know someone that can get it where we want it to go, that would be fine. This was also an issue that was in the middle of a Mayoral election, folks. This is not a new issue. So, again, we've got to

be very careful, we've got to be prudent, we've got to really strategize, and see whether or not this is something we're ready to take on. I am, and I've been ready to take it on since 2007, 2008, and if Council has changed, fine with me. Let's go forward."

Councilmember Wagner said, "Well, I kind of echo what I just heard because back in 2011 when we were running, well, half of us were running, three of us became new members that year. Part of the debate questions were all about cruise ships. The big argument was it's going to bring jobs to the City of Charleston, and apparently it has. Now, for the head tax, I'm up for \$100 bucks a head myself. Tell them we'll do it like we do the sales tax. They get six percent, we get four percent. My math says that's \$12,500,000. I like mine better than yours, Mike (Councilmember Seekings), but like Mike says, it has changed in the six years I've been here. The cruise industry is no longer causing soot on everybody's porch downtown. I haven't heard that in about five years. The World has changed in the last six years. Hey, let's take it and run it up a flagpole. I think it's a good idea to give it a shot at least. Thank you, sir."

Mayor Tecklenburg recognized Councilmember White.

Councilmember White said, "Just very briefly, again, as Councilmember Gregorie said, 'Been there, done that', and this is a replay for us who have been on Council, and it was a very, very lengthy debate. Ultimately, we found that every discussion and debate, in turn, we didn't have at the Municipal level, at the City level, purview over the things that we wanted to have purview over. Unfortunately, just because we wanted to do something, the State said, 'Well, you don't have the authority to do it.' So, I would contend that this body, unless something has changed, still probably doesn't have the capabilities to do that. I think, as opposed to us trying to effect things that we can't effect, we need to be working with the State Legislature to ask them to effect the things that they can then have purview over to effect. The second thing I'll point out, that back when this debate was occurring, there was supposedly about \$5,000,000 going to get earmarked towards shore power at the State level. Has anybody ever seen a check written? So, my point is this: if this body is going to take the issue up, we've got to remember what we have purview over and what we don't have purview over, and we have to make sure whatever we decide we want to do, that we actually can do, and we can effect change, but it starts and ends at the State level, not at the City level. If we can't get the State Legislature to get onboard with making change, whether it be a head tax or otherwise and even simply coming up with the \$5,000,000 that they earmarked towards shore power, and they still yet have not done, I'm not sure how we're going to make any more effective change moving forward on this. Thank you."

Mayor Tecklenburg recognized Councilwoman Jackson.

Councilwoman Jackson said, "Yes, I really appreciate all of the wisdom that has gone before us. I've known Charleston over the years, not as a resident, but as a person that worked in the industry that was helping the preservationists and the Community Development community, so I know that this cruise ship thing has been a theme. I do think that Mr. Seekings was making a good case tonight that timing is everything, and in 2007, we were at the beginning of the worst recession we've all lived through. In 2011, we were still climbing out of it. So, I think, now we have the proof that the jobs are here. We've broadened our base, yes, tourism is still a major force in our economy, but it is not the only force. I do think that we have a whole new era of active citizens who are pleading for us to develop strategies that increase their ability to live well in their community. We're not desperate for money in the ways that we were ten years ago and, so, I think, a lot of us have been re-elected or newly elected on the basis of representing the locals first on many of these issues. I really think that's where we need to go. I think we definitely have to go to the legislature. I didn't realize that would be in their purview,

but it makes total sense with the State Ports Authority. I think we have to give it our best shot in a new era of livability for our City, so that's why I would support you, Mr. Seekings."

Mayor Tecklenburg recognized Councilmember Griffin.

Councilmember Griffin said, "Have we approached the Ports Authority before about this, and why not approach them again? We need to because, for me, and I work in the maritime industry, this is my field, I'm around them all of the time. They have mentioned several times about strengthening the relationship with the City of Charleston and, with all due respect, it seems we've already come to the conclusion that, 'Oh, it will pass in the House, but it's probably going to get turned down in the Senate.' If we had the Ports Authority behind us, then we have a lot better chance of getting it passed in both places. So, I think we've got to approach them first and find out where they stand. If they're going to shut us down, then we just need to move on to something else."

Councilmember Seekings said, "Just quickly, and I'll turn it over to you, Mayor, and I'll give it up."

Mayor Tecklenburg asked, "May I share a few observations?"

Councilmember Lewis said, "Mr. Mayor, I've had my hand up. I haven't spoken, Councilmember."

Mayor Tecklenburg said, "Councilmember Lewis hasn't spoken yet. I'm sorry."

Mayor Tecklenburg recognized Councilmember Lewis.

Councilmember Lewis said, "I know it's a hard subject, and it's been brought up. I think we need to have a meeting with Charleston County Legislative Delegation just to see what their feeling is about it. If they feel that we can get it passed through them, then we approach the State Ports Authority about it, but we've got to start somewhere. As Councilmember Gregorie said, he brought this stuff up years ago, but it was shut down. A new Council, new minds, a new Mayor, try again, because we need the revenue. Thank you."

Councilmember Waring said, "Thank you, Mr. Mayor. I think if we're going to make this argument, we have to make a transparent honest financial presentation on this. Emotionally, that was a good presentation today. The reality of it is that we know the revenue isn't zero, Councilmember Seekings."

Councilmember Seekings said, "Correct."

Councilmember Waring continued, "You know that. So, it affected emotionally in the room, but for us to make our case to the State of South Carolina, we have to have an Economic Impact Study from the City's perspective. You better believe the State Ports Authority has it from theirs. There are 46 counties in the State of South Carolina. Does anybody want to guess how many counties have cruise ship terminals?"

Councilmember Griffin said, "One."

Councilmember Waring said, "One, okay. So, when you go to the State General Assembly, that Senator from Fairfield or that House Member from Walhalla, when you look at taking money from the State, they're going to look at it like we're out of our minds, and if we were to say 'Here's our Financial Impact Study,' then I think you begin to make an argument.

To my knowledge, we've never done that. We've had emotional conversations and certain fact points, but the State Port is going to be able to come back with a Financial Impact Study saying, 'We do contribute to the City of Charleston.' They're going to be able to say 'When those longshoremen come up there, and the stevedores come up there and assist those passengers, those longshoremen earn salaries. They come back here, they pay City taxes, they pay property taxes, they go on the auto mile and they buy automobiles. Those businesses pay business license fees to the City,' so they're going to eat us up with that Economic Impact Study. We don't have that from the City's perspective. We haven't hired a financial consultant that has looked at best practices around the Country to say, 'Maybe it isn't a head tax.' If we can get the head tax, I agree. Maybe it's another fee. We haven't expounded economically in that way, and I think if we're going to make that approach to the General Assembly, we have to have the financial facts that somebody can grab their chin and say, 'Well, you do make a point.' We're not going to be able to do it with the picture of a small cruise ship, a medium size cruise ship, and a large cruise ship. That's going to work in this venue. I agree with you. Listen, I'm with you on that, but I know we're going to get torn out of the frame if we go up with a presentation like that. We're going to get torn out of the frame if we go talk to Jim Newsome like that. We're going to get torn out of the frame if we go to the Chamber with that. We have not done our homework from our perspective to be able to tell why our costs and the revenue stream, to us, is legitimate and where it's lacking. So, if we want to do this, and we want to be in a position to approach and lobby the General Assembly, we all know Senators, we all know members in the House of Representatives, but do we know enough of them to get a majority of the House. There are 46 Senators. Do we know 24 Senators to be able to get a majority vote in the Senate? I know we're not going to get close to that, if we don't have the Financial Impact Study from the City's perspective to be able to say financially why it makes sense to do this, and in my opinion, we haven't done that. Now, I would be in favor of voting to hire and get the proper economists, consultants, to put together that Economic Impact Study from the City of Charleston's perspective based on what we get directly and indirectly, and hopefully, what we should be getting, which makes sense. So, I think if we're going to approach this, that would be one of the first legs to take because we're not going to be able to do it shooting from the hip. We'll get turned down so fast in the General Assembly. I understand the Tourism Management thing."

Councilmember Seekings said, "It's a study."

Councilmember Waring said, "Have we done it? I think if we're going to put together this strategy, we need to put together our financial story first, and I think we're on the same page there, Councilmember Seekings. If that's going to be something we're going to explore and put on the next agenda, I'll be right there with you, voting for it."

Mayor Tecklenburg recognized Councilmember Gregorie.

Councilmember Gregorie said, "Let me ask the Clerk of Council if you could pull the discussions that we had on this because, if I'm not mistaken, there was some type of impact study done. It might have been done by the Ports Authority. I don't know."

Councilmember Seekings said, "It was the College of Charleston."

Councilmember Gregorie said, "The College of Charleston, someone did. So, we're not reinventing wheels."

Councilmember Seekings said, "Historic Charleston did one, too."

Councilmember Gregorie said, "Right. Let's just see what we can pull, that information. Thank you."

Councilmember Waring said, "Wait a minute, Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "It sounds like everybody else has done these studies. Who has done it from the City of Charleston's perspective? Who has done an Economic Impact Study from the City of Charleston's perspective? I heard Historic Charleston and the College of Charleston, but did the City of Charleston hire for these studies to be done?"

Mayor Tecklenburg said, "We have not, but I do want to share a few things with you, and thank you, Councilmember Seekings, for bringing this before us. I thought we were going to get a review of the Tourism Management Plan, but I'm glad you—"

There was laughter in the Chamber.

Mayor Tecklenburg continued, "--specified on this topic, and believe it or not, it's been on my mind over the last year. I have met with Jim Newsome about this matter, and I've asked him, Councilmember Gregorie and Councilmember Griffin, about his thoughts and feelings about it. I don't think he would mind me sharing with you that he is adamantly opposed to us having a head tax. I don't think he would mind me sharing that with you. We talked about this last night when we were at the Charlestowne Neighborhood Association and talking about funding for drainage improvements, which in my mind, is of the utmost importance in our City right now. I'm all for any kind of revenue stream that we can get to help pay for additional drainage projects, believe me, but I don't know if Representative Cogswell was being a little optimistic about being able to get this passed in the House. I would question that knowing what I know about the Ports Authority and the rest of the State of South Carolina, but Senator Campsen quickly made the comment that the chances of this thing passing the legislature are next to zero, very low, and that one Senator, in fact, can hold up the process on the Senate side. He pointed out who they're naming this new terminal after is a State Senator from the upstate, not that he might do this. The fact of the matter is, as Senator Campsen shared with us last night, the upstate and the other 45 counties get the benefits of the great economic impact of the Port of Charleston servicing BMW, Michelin, and all of the factories and businesses in our State, and we have to bear the quality of life issues. So, most of the rest of the State is not so concerned about our quality of life issues. When the Ports Authority is against it and a number of influential Senators and House members who are very supportive of everything that a Port does, it makes it very difficult to get anything passed. So, I made the comment last night somewhat in jest, I think, General Moultrie was a great patriot, but when he was Governor in 1786 and allowed the State Capital to go to Columbia, he didn't really do us any favors down here."

Councilmember Waring said, "Yes, he did."

There was laughter in the Chamber.

Mayor Tecklenburg continued, "I think Mayor John P. Grace was one of the great Mayors of Charleston, who, when the Port activity of our City had fallen completely in disrepair, coalesced the wharfs under the ownership of the City of Charleston. We used to own all of those docks, and we sold it all to the State in the 1940s. Maybe that allowed it to grow like it

has into what it is today but, anyway, I don't know in 20/20 hindsight that we did ourselves a favor there either.

I've got to share with you, I went to the opening ceremony over at the Yorktown recently, the week before last when they started the dredging operation, which had nothing to do with cruise ships, deepening the harbor where you can take the big container vessels and all like that. The head of BMW was there, the head of Michelin, half of the upstate legislators were there. It was a love fest, I can tell you, and they loved the Port of Charleston, so it's a very difficult thing. We have to be very strategic, as you mentioned, and like this year, when I was thinking about what we ought to be asking the State Legislature for, the thing that rose to the top, for me, and thank goodness for Representative Cogswell and Senator Campsen in their help in getting this bill as far as it has already, it hadn't completed yet, but we might get it passed this year to allow us to use Accommodations and Hospitality fees for drainage and flooding improvements. I don't know about you all, but I believe it kind of works this way, that if you raise an issue that's going to upset a lot of people and thinking about what the Lowcountry is trying to do, I believe sometimes that politics is the art of the possible and what you can get done. So, that's why the strategy for this year was to focus on what I felt like we could actually get accomplished up there, and add some funding on an issue that shouldn't be so controversial.

The head tax request is going to be very controversial, and I didn't want to poison the waters, so to speak, to get something good accomplished. You have to think about that, going forward, and I would say, respectfully, it's too late for this legislative year to add something new. Now, in the meantime, what I'm trying to focus on within City staff is, what are our real costs? Even though I hadn't done an Economic Impact Study, I did ask our internal auditor Robert Majernik to do an audit of all the things that we do charge the Ports Authority for because they should be paying the true costs of everything that's happening and, in fact, I'm not sure our police policy and City policy really allow us to capture the true costs of even using those police cars out there. So, we are looking at changing those policies so that we can fully charge, maybe with a little added administrative fee, the full costs of whatever it is that is being incurred by the passenger ships being here. If there are other costs involved, if they weren't using a State street, if they're using a City Street, our drainage system, there are other costs that I believe that we can legitimately ask the Ports Authority to participate in. Of course, Jim Newsome was quick to remind me of the money he gives to CARTA every year to help pay for the downtown shuttle."

Councilmember Seekings said, "He stopped giving it."

Ms. Wharton said, "No, we got it."

Councilmember Seekings said, "We finally got it in. Good."

Mayor Tecklenburg said, "We got it. I think we had to go knock on the door with the collection agent, but we did get the money from them this year, so they do participate in certain things. I view to explore every fee possible that we could do locally and do a study of the economic impact, but I've got to tell you that it's a high mountain to get over. I just wanted to openly share that with Council because that's part of reality."

Councilmember Waring said, "Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "You're not 99 percent right, you're a 100 percent right on that, and anybody that has spent any time in the General Assembly, you've heard the term, the 'State of Charleston'. I never understood that until I met Vanessa (Turner Maybank) in Columbia, but people in the Senate and the General Assembly refer to Charleston like they think we're a separate state down here, and believe it or not, it finds its way into appropriations. It's not right, but that's the piece we're against. So, that's why exploring fees, I'm sure I don't know if it's calculated in the fees when we charge them for policemen, who pays for the training of all of those police officers? The City of Charleston does. I don't know whether that's factored into the rental fee, if you will, when it's being charged to the State Ports Authority for their usage. I think consultants can help out with things like that, so what you said I endorse 100 percent. You're a 100 percent right on that."

Mayor Tecklenburg said, "Thank you. Are there any other comments?"

No one else asked to speak.

Mayor Tecklenburg continued, "If we could move forward to our amended item, the appointment of a new City Police Chief, and when I made the announcement here the other day, I started thanking our men and women who serve in the Police Department. They're looking after our public safety every day. I thanked, and I thank again the amazing 45 years of service of our Interim Chief Jerome Taylor. Thank you for all you have done and continue to do for the City of Charleston. Thank you."

There was a standing ovation in the Chamber.

Councilmember Gregorie was excused from the Chamber at 7:25 p.m.

Mayor Tecklenburg said, "But, as you know, we went through a process, and I want to thank City Council for your involvement, your interview process, and your feedback to me, but also the private citizens who joined us on a number of committees to interview all of the candidates, Helen Hill, Margaret Seidler, Dot Scott with the NAACP, and members of the Public Safety Committee. After much deliberation, I recommend to Council the appointment of a fine individual, public servant, and career officer in the name of Luther Reynolds to be the next Police Chief of Charleston."

Mayor Tecklenburg recognized Councilmember Shahid.

Councilmember Shahid said, "I so move."

Councilwoman Jackson said, "I second."

Mayor Tecklenburg said, "We have a motion to bless that and a second. Is there any discussion, please?"

Mayor Tecklenburg recognized Councilmember Lewis.

Councilmember Lewis said, "I just want to say one thing, Mr. Mayor. You are the Mayor, and that's your department. You have the right to appoint. You called us on Thursday night, probably it was something until 10:00, and you said that's who you hired. That was fine, but it wasn't my preference. I told you who my preference was, and you said 'I'll bring it to you all.' My thing is that you were going to bring it to City Council today. Some of us were on our way the next morning to the conference in Washington, D.C. I'm the Co-Chairman of the Public Safety Committee. I would have loved to have been there when you made your announcement.

You didn't even tell us that you were going to make your announcement on Friday. I felt very hurt about that. I think the way you did it, you could have done it a little bit better, but that was your choice, you are the Mayor, and I respect that choice."

Mayor Tecklenburg said, "Thank you. Well, I did talk to all of you the week or two before that about your thoughts, and I respect that. Thank you."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "Thank you, Mr. Mayor. Again, I, too, respect your choice, and I understand that you have the right as Mayor to hire and fire, but on this one, just for the record, I've got to say that Chief Taylor and his 45-plus years of service to the City came up. In my opinion, and I haven't even talked to Chief Taylor about this, Chief Taylor came on this police force when, as a resident of Charleston, we had what I call a bully police force. It came from a bully police force into being a professional police force under Chief Greenberg. He was a part of that for 20 years, I believe, with Chief Greenberg. Our police force went from a bully police force to a police force that had, I don't know, 75, maybe 80 percent, college degrees or better."

Councilmember Gregorie returned to the Chamber at 7:27 p.m.

Councilmember Waring continued, "Then, we had Chief Mullen, that professionalism continued, and Chief Taylor, as Deputy Chief, oversaw 11 years of the management style of Chief Mullen. Again, our police force continued along a track of professionalism going from about 75 percent to maybe north of 85 percent with our policemen having college degrees or better. He was here and played a vital role in the Mother Emanuel tragedy. He was here and played a vital role with the Denzel Curnell incident. He certainly was a part of the Walter Scott incident because if you think, well, that's in North Charleston, we're all joined at the same hip. What can be a spark in North Charleston can be a fire in Charleston and vice versa, so those police forces have to communicate during emotionally charged events like that in a region as small as ours. We had the Virginia's incident, and you say, 'Well, okay, after Chief Mullen left, he's been on the backstroke and nothing went on.' We had the Virginia's incident where a mentally deranged person murdered a wonderful Chef. By the time our police got that call, unfortunately, that Chef had perished. From a policing standpoint, no patron got hurt or injured, no additional employees certainly were murdered. So, from a policing standpoint, our police force, we couldn't have asked for any better results. Most recently with the Heidi Todd event, local, State, national, obviously FBI, it was like clockwork. There's no disparity on Mr. Reynolds. He's a fine man, and I had an opportunity to spend a good bit of time with him. For that reason, I thought we already had a good man. So, we're going to put a motion on the floor, I thought those things needed to be stated for the record, but I'll be voting against it. It's not going to be unanimous because I thought there was a better way to do it, and you and I discussed that. I think the opportunity should have been given, frankly, to Chief Taylor, but that's not my call. It's your call, you made it, and I'm telling you I'm respecting you for that, but I would have done it differently, and I will be voting negatively on this one. Thank you."

Mayor Tecklenburg said, "Are there any other comments?"

Mayor Tecklenburg recognized Councilmember Mitchell.

Councilmember Mitchell said, "Mr. Mayor, I know we go back some years, but when you called me, and I told you my position. I think everyone knows me here, when I think about something wholeheartedly, the way I am with my God and the way I feel in my spirit, if I don't

feel it's correct or something could have been done differently, I don't participate in it. There is nothing different I'm going to say here now that I haven't spoken to the Mayor about, and he knows me. I'm going to tell you exactly how I feel about something. It's not knocking anyone, it's not knocking Mr. Reynolds because I just met Mr. Reynolds from the time we did the interviewing. That's about it, so I can't say anything bad about him. I can't say anything insofar as what the Mayor is doing because it's his prerogative. This is the way our Municipal Government is, but I just felt that it could have been done a little differently, and that's my own personal opinion. I feel that way wholeheartedly because I have watched, and I have seen the Police Department. They have come together. I have seen the Police Department. Right now, they have on both sides all of the officers working together as one, and I look at those things because, as I say a lot, I'm in that community a lot. When things happen in this community, I'm out there. Councilmember Lewis and I, if something happens in his district, I'm there. If something happens in my district, we get there if it's 2:00, 3:00, or 4:00 in the morning. So, it's a little different from what I've seen with the Police Department than others might be seeing because I'm out there all of the time. I'm out in the street all of the time, and I know what our Interim Chief was doing out there. I just wholeheartedly believe, I prayed on it a lot and that's what I do, but I believe it could have been done a little differently. I told the Mayor, 'That's your opinion.' I said, 'That's the way you can do it, but I don't think I can go and support right now.' This doesn't have anything to do with the Mayor, and this doesn't have anything to do with Mr. Reynolds who was hired, not personally. I don't have a personal vendetta against anyone, that's not me, but my wholehearted feeling, this thing has bothered me ever since I heard it. Like I said, we weren't here, we were in Washington, D.C., when they said the news came about, and I know when the Mayor spoke to me and said who he was going to announce, and I relayed the same thing to him, the same thing. It's no different, you see. That's just me, and that's just the way I am. It is what it is, but I'm happy to be me. I'm going to be me. That's the only thing I can be. I'm going to do what I feel is right to me, so I can go home and I can rest well. That's just the way it is."

Mayor Tecklenburg recognized Councilmember Lewis.

Councilmember Lewis said, "Just one thing I left out, Mr. Mayor, on that conversation last Thursday night, the thing that bothered me, and I don't know what you and Chief Taylor talked about. I wasn't there, but the only thing you said to me was I'm looking for a Police Chief who is going to be with us five to ten years. There is no guarantee anybody is going to stay on anybody's job five or ten years he's there. I don't know whether you asked him if he's going to be here five, ten years, or you think Mr. Reynolds is going to be here five to ten years. I don't know, but I think that was a poor excuse, and that's why I'll be voting against it. Other than that, I'm fine. Your decision is your decision, but to make a statement like that, it should have--"

Mayor Tecklenburg said, "I'm reminded of a comment I heard from Senator Hollings one time when someone was talking to him about the ability of a U.S. Senator to appoint a Federal Judge, because it was really an impactful thing, and the Senator said, 'Heck, man, it's one of the worst things I ever had to do. I made one friend and 300 enemies', and I do believe Luther Reynolds will be a great Police Chief for all of our community. I prayed over this, as well. It's been a most difficult decision because I am so respectful not just of Chief Taylor, but of all of our fine Police Department and, you're right, they've done an incredible job throughout, but I recommend Luther Reynolds to you as the next Police Chief of Charleston."

On a motion of Councilmember Shahid, seconded by Councilwoman Jackson, City Council voted to approve the appointment of Luther Reynolds as Police Chief for the City of Charleston.

The vote was not unanimous. Councilmembers Lewis, Mitchell, and Waring voted nay.

Mayor Tecklenburg said, "Thank you very much."

Mayor Tecklenburg said, "So, next, we go on to our Committee on Public Works and Utilities, Chairman Waring."

Councilmember Gregorie said, "Move for approval."

Councilmember Shahid said, "Second."

Mayor Tecklenburg said, "Is there any discussion? Is there a report?"

Councilmember Waring said, "I'll defer to Vice Chair Griffin."

Mayor Tecklenburg recognized Councilmember Griffin.

Councilmember Griffin said, "We've set a public hearing for next meeting on the closing and abandoning a portion of Kinlock Court. We had a lot of information about temporary encroachments. We spent the majority of our discussion talking about FEMA buyouts, and the Church Creek Basin, that is going to be a standing report, right? Moving forward, every meeting that we have will have an update on the FEMA buyout process and, where we are in the moratorium, and the implementation of the study, because it's outlined in the ordinance that we are provided monthly updates to where we are to relay to our constituents. So, we'll get it at the Public Works, and then we'll relay it at City Council. Thank you."

Councilmember Lewis said, "Where is Kinlock Court?"

Councilmember Griffin said, "It's downtown on Upper Meeting Street, right?"

Councilmember Gregorie said, "Upper Meeting."

Councilmember Mitchell said, "This should be in my district somewhere."

Councilmember Lewis said, "Okay, but you're going to have a public hearing, so that's fine."

Councilmember Griffin said, "Yes."

Councilmember Lewis said, "Thank you."

Mayor Tecklenburg said, "Alright. Is there any discussion or comments?"

No one asked to speak.

On a motion of Councilmember Gregorie, seconded by Councilmember Shahid, City Council voted unanimously to adopt the Committee on Public Works and Utilities Report, as presented:

---INSERT COMMITTEE ON PUBLIC WORKS AND UTILITIES REPORT---

a. Request to Set a Public Hearing

To Close and Abandon a portion of Kinlock Court. Right-of-Way running westerly approximately 200 feet from Meeting Street to the Interstate 26 right-of-way.

b. Acceptance and Dedication of Rights-of-Way and Easements

- (i) a. Whitney Lake, Phase 4 -Horse Mint Alley 25'R/W
b. Daniel Island, Parcel E, Phase 3- Aera Furnace Lane 20' R/W, Black Powder Lane 50' R/W.
- (ii) Daniel Island, Parcel E4 - Acceptance and Dedication of a portion of Dark Timber Street (50' R/W, 150 LF), a portion of Lesesne Street (50' R/W 1,530 LF) .There are 32 lots. .All infrastructure has been completed.
 - a. Title to Real Estate
 - b. Affidavit for Taxable or Exempt Transfers
 - c. Exclusive Storm Water Drainage Easement
 - d. Plat
- (iii) Oakfield, Phase 5A- Acceptance and Dedication of a portion of Kemmerlin Street (R/W Varies 1,698 LF) Whisperwood Road (50' R/W 1,003 LF) a portion of Utsey Street (R/W Varies 598 LF) a portion of Gantt Drive (55' R/W 27 LF) a portion of Mossdale Drive (55' R/W 60 LF). There 57 lots. All of the Infrastructure has been bonded.
 - a. Title to Real Estate
 - b. Affidavit for Taxable or Exempt Transfers
 - c. Exclusive Storm Water Drainage Easement
 - d. Plat
- (iv) Oakfield, Phase 5B- Acceptance and Dedication of a portion of Kemmerlin Street (R/W Varies 1,462 LF) a portion of Utsey Street (R/W Varies 1,524 LF) a portion of Drakeford Drive (R/W Varies 137 LF) Allspice Drive (20' R/W 470 LF) a portion of Crab Orchard Road (50' R/W 45 LF) McCoy Place (20' R/W 1,023 LF) Bullock Street (20'R/W 136 LF) a portion of Duford Road (50' R/W 114 LF) . There are 57 lots. All of the Infrastructure has been bonded.
 - a. Title to Real Estate
 - b. Affidavit for Taxable or Exempt Transfers
 - c. Exclusive Storm Water Drainage Easement
 - d. Plat
- (v) The Villages in St. Johns Woods, Phase 2 –Acceptance and Dedication of Banana Lane (50' R/W 152 LF) , Breadfruit Lane (20' R/W 463 LF) , Geranium Lane (50' R/W 537 LF), a portion of Halle Road (50' R/W 1,200 LF) Pearl Stone Street (50' R/W 907 LF) a portion of St. Johns Parkway (50' R/W 1,383 LF) Striped Bass Lane (20' R/W 287 LF) Swing Lane 50' R/W 317 LF) Weakfish Lane 20' R/W 549 LF) a portion of Winnsboro Drive (75' R/W 347 LF) . There are 68 lots. All infrastructure with the exception of sidewalks has been completed. The sidewalks have been bonded.
 - a. Title to Real Estate
 - b. Affidavit for Taxable or Exempt Transfers
 - c. Exclusive Storm Water Drainage Easements
 - d. Plat

Mayor Tecklenburg said, "Chairman White, Committee on Ways and Means."

Councilmember Seekings said, "So moved."

Councilmember Shahid said, "Second."

Mayor Tecklenburg said, "Is there any discussion?"

No one asked to speak.

On a motion of Councilmember Seekings, seconded by Councilmember Shahid, City Council voted to adopt the Committee on Ways and Means Report, as presented:

---INSERT COMMITTEE ON WAYS AND MEANS REPORT---

(Bids and Purchases

(Budget Finance and Revenue Collections: Approval of the 2018 Master Lease Purchase Financing Agreement in the amount of \$7,288,642 with TD Equipment Finance, 40 Calhoun Street, Charleston, SC; Solicitation Number 18-B002C [Ordinance]

(Budget Finance and Revenue Collections: Approval of renewal with Safety National for Works Compensation Excess Insurance in the amount of \$369,728. The 2018 policy renewal rate is flat but the premium is increasing by 4% due to the increased payroll. This policy runs April 1, 2018 to April 1, 2020. Safety National is offering a two year rate lock. Councilmember Lewis, the HR Committee Chair, has been briefed on the recommendation and approved adding this item to the Ways and Means agenda.

(Budget Finance and Revenue Collections: Request approval of Amendment #3 to the Agreement with the Gibbes Museum for the annual City Facility contribution. This amendment modifies the payment schedule established in the 2014 amendment but does not change the total dollar contribution over time.

(Fire Department: Approval to apply for a DHEC grant in the amount of \$31,500 for the Low Country Healthcare Coalition to support the Haz-Mat Team. Funds will be used to purchase detection and decon equipment. A 20% in-kind match is required.

(Parks-Capital Projects: Approval of Volvo Tennis Stadium Miscellaneous Concrete Repairs Change Order #1 to the Construction Contract with Strickland Waterproofing Company, Inc. in the amount of \$21,000 for additional work at six stair tower locations due to unforeseen conditions. The turndown slab was not present at the bottom of the stair landing as indicated on the drawings therefore a new repair detail was provided by JMT which required additional demolition, excavation, concrete, reinforcing steel, sandshell and temporary bracing at each location. Approval of Change Order #1 will result in a \$21,000 increase to the Construction Contract with Strickland Waterproofing Co., Inc. from \$85,300 to \$106,300. The funding source for general maintenance work at the Volvo Tennis Stadium is 2018 Hospitality Fund (\$150,000).

(Public Service: Approve Spring/Fishburne US17 Drainage & Transportation Improvements: Division III Federal Match (Phase 2) Change Order #13 in the amount of \$24,000 from Crowder Construction Co. on subject project for installation of reinforced turf access drive for maintenance of two vortex boxes/shafts. The approval of CO#13 will result in an increase of \$24,000 to both the construction contract and the project budget. The construction contract will increase from \$25,255,582.41 to \$25,279,582.41 and the project budget will increase from \$25,525,582.41 to \$25,549,582.41. Additional funds will come from the 50/50 Fed Match and the King Street TIF.

- (Authorize the Mayor to execute the First Amendment to Preliminary Site Work Agreement to allow the 99 WestEdge developer to perform the work required to improve and enlarge the 180 Lockwood Municipal Parking Lot. (180 Lockwood; TMS: 460-00-00-013) **(Councilmember Lewis voted nay.)**
- (Authorize the Mayor to execute the Purchase and Sale Agreement for the City to acquire the Archer School site from Charleston County School District for future development to include affordable housing. The property is owned by the Charleston County School District. (220 Nassau Street; TMS: 459-05-01-067) **(DEFERRED)**
- (Authorize the Mayor to execute on behalf of the City a Real Estate Note and Mortgage Modification Agreement, clarifying that the original Note given to the City by Latrice R. Evans, secured by a mortgage on property located at 1825 Austin Avenue, is subject to a balance reduction schedule and debt forgiveness provision (1825 Austin Avenue; TMS: 464-01-00-132) [Ordinance]
- (Request authorization for the Mayor to execute the Purchase and Sale Agreement for 101 Broad Street. The property is owned by the City of Charleston. (TMS: 457-12-04-016) [Ordinance]
- (Executive Session:
- Discuss property acquisitions and easements required for the Calhoun West Drainage project. Action may or may not be taken.
 - Discuss property acquisition and easements required for the Forest Acres Phase 2a storm water drainage project. Action may or may not be taken.
 - Request authorization to acquire a new 10 foot storm water easement on property located at 815 Colony Drive. (TMS: 418-15-00-017) Action may or may not be taken.
 - Discussion regarding potential contractual arrangements in connection to 113 Calhoun Street and Emanuel A.M.E. Church. Action may or may not be taken. **(Councilmember Waring) (No action taken.)**
- (Consider the following annexation:
- Property on Zelasko Road (TMS# 313-00-00-335) 1.19 acres, Johns Island (District 5). The property is owned by Larry McCutchen.

First reading was given to the following bills and resolutions:

An ordinance to authorize the execution and delivery of Lease/Purchase and Security Agreements with TD Equipment Finance, Inc. in order to provide for the acquisition of certain Police, Fire, Public Service, Fleet, Stormwater and various other vehicles and equipment; to provide the terms and conditions of such Lease/Purchase and Security Agreements; to provide for the granting of a security interest to secure all obligations of Lessee under the Lease/Purchase and Security Agreements; to authorize the execution and delivery of all documents necessary or appropriate to the consummation of such Lease/Purchase and Security Agreements; and to provide for other matters related thereto.

An ordinance authorizing the Mayor to execute on behalf of the City a Real Estate Note and Mortgage Modification Agreement, clarifying that the original Note given to the City by Latrice R. Evans, secured by a Mortgage on property located at 1825 Austin Avenue, is subject to a balance reduction schedule and debt forgiveness provision

An ordinance authorizing the Mayor to execute on behalf of the City such documents, approved as to form by Corporation Counsel, as is necessary to effectuate the transfer

of City-owned property located at 101 Broad Street, TMS. No. 457-12-04-016, to EEMO, LLC, a South Carolina Limited Liability Company, in accordance with the terms and conditions of the Purchase and Sale Agreement attached hereto as Exhibit A and incorporated herein by reference.

Resolution authorizing negotiations and the use of eminent domain, if negotiated purchases prove unavailing, to acquire easement or fee interests, as applicable, in the following properties for purposes of stormwater drainage: TMS No. 460-12-02-053 and TMS No. 460-12-02-054

Resolution authorizing negotiations and the use of eminent domain, if negotiated purchases prove unavailing, to acquire easement or fee interests, as applicable, in the following properties for purposes of stormwater drainage; TMS No. 418-05-00-045; 418-05-00-046; 418-05-00-060; 418-05-00-299; 418-05-00-300; 418-05-00-301; 418-05-00-302; 418-05-00-303; 418-05-00-304; 418-05-00-305; 350-04-00-058; 350-00-00-002; 350-04-00-003; 350-04-00-004; 350-04-00-005 and 350-04-00-006

An ordinance to provide for the annexation of property known as property on Zelasko Road (1.19 acre) (TMS# 313-00-00-335), Johns Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Larry E. McCutchen.

The vote was not unanimous. Councilmember Lewis voted 'nay' on Item 10a of the report.

The Clerk said, "I am including your 'no' vote for WestEdge."

Councilmember Lewis said, "Thank you so much."

There was laughter in the Chamber.

The Clerk said, "Okay. I just want that to be on the record."

Mayor Tecklenburg said, "Councilmember Lewis, just the word WestEdge was in there. The project is to repair the parking lot on our own City property."

Councilmember Lewis said, "I may not have explained this since you've been here, but I might not be living, or you might not be living, but WestEdge may displace half of the people on the Westside in that particular area. That's my belief, and I can't sit down here and vote on anything if I think it's going to displace people."

Mayor Tecklenburg said, "Yes, sir."

Councilmember Lewis said, "That's all, sir. Thank you."

Mayor Tecklenburg said, "Thank you. Okay, bills up for second reading, we have L-1 through L-4."

Councilmember Seekings said, "So moved, L-1 through L-4."

Councilmember Gregorie said, "Second."

Mayor Tecklenburg said, "Is there any discussion on any of those? We've seen them before."

No one asked to speak.

On a motion of Councilmember Seekings, four (4) bills (Items L-1 through L-4) received second reading. They passed second reading on motion by Councilmember Gregorie and third reading on motion of Councilmember Seekings. On further motion of Councilmember Gregorie, the rules were suspended, and the bills were immediately ratified as:

- 2018-023** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 363, 367 AND 369 KING STREET (PENINSULA) (0.44 ACRE) (TMS #457-04-02-027, 028 AND 029) (COUNCIL DISTRICT 8), BE REZONED FROM URBAN COMMERCIAL (UC) CLASSIFICATION TO MIXED-USE/WORKFORCE HOUSING (MU-2/WH) CLASSIFICATION. THE PROPERTY IS OWNED BY 23 BOND OWNER 363-369 KING LLC.
- 2018-024** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1625 JESSAMINE ROAD (WEST ASHLEY) (0.36 ACRE) (TMS #351-12-00-078) (COUNCIL DISTRICT 9), BE REZONED FROM SINGLE-FAMILY RESIDENTIAL (SR-2) CLASSIFICATION TO SINGLE AND TWO-FAMILY RESIDENTIAL (STR) CLASSIFICATION. THE PROPERTY IS OWNED BY BS LLC.
- 2018-025** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTY LOCATED ON SOUTH GEVERT DRIVE (JAMES ISLAND) (0.24 ACRE) (TMS #343-03-00-270) (COUNCIL DISTRICT 11), ANNEXED INTO THE CITY OF CHARLESTON JANUARY 23, 2018 (#2018-006), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY UNION INVESTMENTS LLC.
- 2018-026** AN ORDINANCE AUTHORIZING THE MAYOR TO EXECUTE ON BEHALF OF THE CITY AN AGREEMENT OF PURCHASE AND SALE, IN WHICH THE CITY AGREES TO SELL TO NIANDREA TAYLOR THE PROPERTY LOCATED AT 56 NUNAN STREET (TMS NO. 460-07-01-025) FOR \$195,208, SUBJECT TO THE HOME INVESTMENT PARTNERSHIP PROGRAM RESALE RESTRICTIVE COVENANTS, AND FURTHER AUTHORIZING THE CITY TO ACCEPT A PROMISSORY NOTE, SECURED BY A SECOND PRIORITY MORTGAGE ON THE PROPERTY, FOR \$60,408.00 TOWARDS THE PURCHASE PRICE. **(AS AMENDED)**

Mayor Tecklenburg said, "Give me just a moment here and I'll sign some of these things. We have bills up for first reading. All of these items, M-1 through M-8, are related to the West Ashley annexation, and Frances Cantwell is here to answer any questions that anyone should have on them."

Councilmember Mitchell said, "Move for approval."

Councilmember Waring said, "Second."

Mayor Tecklenburg said, "We have a motion to approve."

Mayor Tecklenburg recognized Councilmember Griffin.

Councilmember Griffin said, "Frances, I just want to make sure that we're basically just getting everything in place, to where we line up with how Charleston County already has their zoning, right?"

Ms. Cantwell said, "That's correct."

Councilmember Griffin said, "That's all we're doing here, is lining it up to be the exact same zoning that's already in place now?"

Ms. Cantwell said, "It is. Well, I don't want to tell you it's exact because there were a few tweaks that the Planning Commission is recommending that we recommended to them. The purpose of all of these documents is to get in place the Comprehensive Plan amendment, to extend our land use plan beyond the Urban Growth Boundary, to create the AG-8 and the AG-S Districts for the City that applies to this area, and perhaps other areas, if we grew outside the Urban Growth Boundary like, perhaps, on Johns Island, who knows. There are slight differences where we are, rather than making a conditional use as is in existence now, we're making it an allowed use, so nothing significant to any of the changes. Then, we were proposing that once you all create those zoning districts, you zone those properties to those districts. They will be AG-8, AG-S, and two of the properties will have a portion of them zoned SR-7, which is one unit per acre, which is consistent with what our Comp Plan says for residential development beyond the Urban Growth Boundary. Then, the final thing are development agreements, which the larger landowners have requested, essentially to lock in their zoning, so that they can do what they're doing now, which is primarily agricultural related uses. They're not used to being in a City, and they don't want an urban council down the line, after this administration or the next, telling them that they cannot continue what's going on, on their property now. There will be slight wordsmithing modifications that I'll recommend to you on the development agreements when they come back to you for public hearing and final action, which will be the first meeting in April. All of this was discussed at the Planning Commission, and they're all for it."

Mayor Tecklenburg recognized Councilmember Wagner.

Councilmember Wagner said, "Question. Does it open the door for potential growth outside the Urban Growth Boundary? Does this open the door for potential movement of the Growth Boundary, at any time, that you can see?"

Ms. Cantwell said, "No, sir. That would be something that, I think, the County has established the Urban Growth Boundary, and the City has adopted it as part of our Comprehensive Plan. It won't change, unless a body of City Council chooses to do that."

Mayor Tecklenburg said, "That's correct."

Councilmember Wagner said, "There were a lot of questions thrown at me because of the words Urban Growth Boundary, and I want to make real sure."

Ms. Cantwell said, "That's right."

Mayor Tecklenburg recognized Councilmember White.

Councilmember White said, "Following along the same questioning, when I looked at the map, it did not appear. I guess what I was looking for was parcels that were being, maybe, re-colored to show which parcels were being allowed for development, if you will, outside of the Urban Growth Boundary, but effectively we're not trying to move the line. We're just simply stating that under these very special circumstances, these particular parcels are going to have development agreements that would not otherwise be given that opportunity with the current Urban Growth Boundary."

Ms. Cantwell said, "That's correct. The map really shows the Urban Growth Boundary, but it shows the City limits going to Dorchester County, which is where we are now, or we will be, and so between the Urban Growth Boundary and the Dorchester County line, the recommendation of the Plan is agricultural and one-to-one zoning."

Councilmember White said, "Well, I just would say, as a follow up along the same lines as Councilmember Wagner, that any time we make a change like this or allow for something like this and, again, this is very special circumstances, but I want to make sure that everyone, for the record, understands that it is only because of these very special circumstances that, quite frankly, may never occur again, but there shouldn't be this idea that should flow down to the community that we are setting any kind of precedent into the future of doing something additional like this. It is only because of this one situation, and it's for preservation, quite frankly."

Ms. Cantwell said, "It's this situation. That's exactly right, and I don't know if I told you this or told you in a public hearing, but the lion's share of the properties that are being developed, with the exception of the large Whitfield Tract and the Millbrook Tract, the rest of the properties are subject to conservation easements. Truluck is not, but he's a smaller tract. The lion's share of the properties that are annexed are already subject to conservation easements, which severely restrict what they can do. So, what's going on, on those properties now is allowed under that conservation easement, and we're just acknowledging that and protecting that use that the landowners have requested. They want it protected, and that's the purpose of the Development Agreements, and to answer Mr. Moody's question before you ask it, those will come to the Real Estate Committee, as the other ones did before. We bring them back for second reading."

Councilmember White said, "Are you holding up those cue cards again?"

There was laughter in the Chamber.

Mayor Tecklenburg said, "Are there any other questions?"

Mayor Tecklenburg recognized Councilmember Griffin.

Councilmember Griffin said, "Can you kind of explain, I understand that since this is out of the Urban Growth Boundary, they can only build, what, one house on every eight acres, seven or eight?"

Ms. Cantwell said, "AG-8 is one to eight. No, eight acres to one unit."

Councilmember Griffin said, "Right. My only concern here is that we found out from when we started this process and when we did the basin study, that all of this acreage is inside the Church Creek Basin. So, I'm just a little bit nervous about future development out there, because we already know the basin is at capacity."

Ms. Cantwell said, "Well, AG-8 is the most restrictive category the City will have, if you enact it."

Councilmember Moody said, "That's what the County has?"

Ms. Cantwell said, "That's what the County has. That is correct."

Mayor Tecklenburg said, "Are there any other questions? So, I think we've got a motion for M-1 through M-8 altogether, first reading."

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "I didn't realize until I looked at the map that none of this is in Berkeley County, and these properties that were annexed--"

Mayor Tecklenburg said, "Dorchester County."

Councilmember Moody continued, "I mean Dorchester County. So, we're not going into--?"

Ms. Cantwell said, "No, in fact, two of the tracts, they have a separate TMS number that is in Dorchester County, but those are not being subject to the annexation."

Councilmember Moody said, "So, those are not being annexed?"

Ms. Cantwell said, "That's correct."

Mayor Tecklenburg said, "We're staying in Charleston County."

The Clerk said, "We already have a motion by Councilmembers Mitchell and Waring to give first reading to the eight bills."

Mayor Tecklenburg said, "Okay. Are there any further questions?"

No one asked to speak.

On a motion of Councilmember Mitchell, seconded by Councilmember Waring, City Council voted unanimously to give first reading to the following bills:

An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) to adopt the following new Zoning Districts, AG-8, Agricultural District, and AG-S, Agricultural Special District, and implement new Zoning and Land Development Regulations for these districts

An ordinance to amend the Charleston Century V Plan, as amended by the 2010 Comprehensive Plan Update, by identifying areas on the Land Use Maps of potential growth of the City outside the Urban Growth Boundary.

An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 4110 and 4136 Ashley River Road and two vacant properties on Ashley River Road (West Ashley) (approximately 82.36 acres) (TMS #361-00-00-006, 361-00-00-007, 364-00-00-001 and 364-00-00-002) (Council District 10), be zoned Agricultural (AG-8) classification. The property is owned by: Millbrook Plantation, LLC; Article V Credit Shelter Trust; Eleanor W. Carter, Trustee; Margaret Hartley Carter.

An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 3453 Ashley River Road and four properties off Ashley River Road – SC Highway 61 (West Ashley) (approximately 5,049.71 acres) (TMS #301-00-00-002, 301-00-00-003, 301-00-00-005, 301-00-00-023 (a portion) and 359-00-00-006) (Council District 10), be zoned Agricultural (AG-8) classification, Agricultural Special (AG-S) classification and Single-Family Residential (SR-7) classification. The property is owned by: Millbrook LLC; Roger Parke Hanahan, Jr.; Whitfield Construction Company; WOH, LLC; 3453 Ashley River Rd, LLC.

An ordinance authorizing the Mayor to execute a Development Agreement on behalf of the City with Millbrook, LLC pertaining to property located adjacent to S.C. Highway 61 containing approximately 1355.2 acres and bearing Charleston County Tax Nap No. 301-00-00-002, a copy of the Development Agreement being attached to this ordinance as Exhibit A and made a part hereof.

An ordinance authorizing the Mayor to execute a Development Agreement on behalf of the City with Roger Parke Hanahan, Jr. pertaining to property located adjacent to S.C. Highway 61 containing approximately 1359.2 acres and bearing Charleston County Tax Map No. 301-00-00-003, a copy of the Development Agreement being attached to this ordinance as Exhibit A and made a part hereof.

An ordinance authorizing the Mayor to execute a Development Agreement on behalf of the City with 3453 Ashley River Rd, LLC pertaining to property located adjacent to S.C. Highway 61 containing approximately 85.65 acres and bearing Charleston County Tax map no. 359-00-00-006, a copy of the Development Agreement being attached to this ordinance as Exhibit A and made a part hereof.

An ordinance authorizing the Mayor to execute a Development Agreement on behalf of the City with Margaret Hartley Carter, and Elizabeth A. Hanahan and T. Heyward Carter, as Co-Trustees of the Article V Shelter Trust under the will of Grayson A. Hanahan, and Eleanor W. Carter, Trustee under South Carolina Personal Residence Trust of Eleanor W. Carter, pertaining to property located adjacent to S.C. Highway 61 containing approximately 34.75 acres and bearing Charleston County Tax Map Nos. 364-00-00-002, 364-00-00-002-1, 361-00-00-007, 361-00-00-007-1, 364-00-00-001 and 364-00-00-001-1, a copy of the Development Agreement being attached to this ordinance as Exhibit A and made a part hereof.

The Clerk said, "Mayor, we have the Fire Ops. Everybody should have one of these on their desks. You need to let Chief Tippett know if you're going to participate in this, as soon as possible."

Councilmember Waring said, "Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "There are two people I would like to recognize in the audience. One of them, I think, clerked for you during the summertime. I'm going to let these two future leaders of America stand. One is Ross, would you please stand? The other is Alex, that's my grandson."

There was applause in the Chamber.

Councilmember Waring said, "They're currently super Sophomores in college right now. One is at USC-Beaufort."

Ross said, "Winthrop."

Councilmember Waring said, "Winthrop, I'm sorry. Alex, you've been lost and found where?"

Alex said, "I'm a Gamecock."

There was laughter in the Chamber.

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "I knew there was some reason that Councilmember Waring had on a bowtie tonight. I just wanted to recognize the burly bowtie man over there."

There was laughter in the Chamber.

Mayor Tecklenburg recognized Councilmember Seekings followed by Councilmember Mitchell.

Councilmember Seekings said, "Just briefly, Mayor, before you announce what our next schedule is, I see that under Miscellaneous Business we have our next meeting Monday, March 26th and the workshop on the 29th. Are we going to change that, the workshop before the Council meeting to talk about short term rentals?"

The Clerk said, "You asked for the meeting the day of the Council meeting, so we're trying to schedule that to begin possibly at 2:00 p.m."

Councilmember Seekings said, "Okay. Because I just saw that there's a workshop scheduled."

The Clerk said, "That's a separate workshop."

Councilmember Seekings said, "Okay."

Mayor Tecklenburg said, "So, our Regular Meeting will be Monday, March 26th at 5:00 p.m. We're going to try to have a workshop meeting. I think, two hours would be enough prior."

The Clerk said, "Do you think 3:00 p.m.? Well, we start Ways and Means at 4:30 p.m. Remember, it's a Regular Meeting, so we'll start at 4:30 p.m."

Mayor Tecklenburg said, "4:30 p.m., so, let's start at 2:30 p.m."

The Clerk said, "2:30 p.m."

Councilmember Moody asked, "What about Real Estate?"

Mayor Tecklenburg said, "So, we'll have two hours to workshop on short term rentals, we'll have Ways and Means, and then we'll have the City Council meeting."

The Clerk said, "To answer Councilmember Moody's question about the Committee meetings, we're trying to schedule those possibly on Friday."

Councilmember Moody said, "So, you will not have a workshop on Thursday then?"

Mayor Tecklenburg said, "No, we're still planning on having a workshop on Thursday, March 29th. That was going to be about other topics. That wasn't going to be about short term rentals."

Councilmember Moody said, "Okay."

Mayor Tecklenburg said, "Does that make sense? The reason we're moving to Monday, everybody is invited on Tuesday to come to the Dock Street Theatre at 5:00 p.m. because the Ambassador from the Netherlands is bringing his professional staff that knows a good bit about flooding and drainage, and they plan to make a presentation to us. So, please, come to that if you can."

Mayor Tecklenburg recognized Councilmember Mitchell.

Councilmember Mitchell said, "I just want to make a quick statement. A lot of you might not know that half of the public housing and Section 8 housing in this City all around is going to be affected a whole lot with the RAD Program. So, you've got to be aware of that, if you have any public housing in the district that you represent, you need to attend one of those meetings. All of the meetings are already set. The Housing Authority is going to have various meetings. I already went to one, but I'm also having them come to the Community Development Committee to explain to us. They're going to be affected, and a lot of people are going to be affected. That's why you see me fight so much, so hard here, for affordable housing in trying to keep things, because a lot of these people are not going to be in that housing anymore because the HUD Office, if you don't know, the money has been cut a whole lot. There's not going to be a subsidy anymore, so it's going to be terrible here in the City of Charleston. That's why I fight hard for affordable housing because people still need a place to stay."

Mayor Tecklenburg said, "Whether they're in your district or not, I would recommend you attend one of these meetings."

Mayor Tecklenburg recognized Councilwoman Jackson.

Councilwoman Jackson said, "I was hoping we could put on the record the topics for the 29th, in case the public wants to attend."

The Clerk said, "Well, it's going to be advertised. They're all advertised. Right now, on the 29th, Mayor, you have the Novak presentation, but the agenda is not complete for the 29th."

Mayor Tecklenburg said, "Right. Our performance improvement process update."

Councilwoman Jackson said, "Okay, but it will be out in plenty of time for the public?"

The Clerk said, "Absolutely."

Mayor Tecklenburg said, "Absolutely."

Councilwoman Jackson said, "It's not a day they expect to see."

Mayor Tecklenburg said, "Is there any further business?"

No one asked to speak.

Mayor Tecklenburg said, "We stand adjourned. Thank you."

There being no further business, City Council adjourned at 7:52 p.m.

Vanessa Turner Maybank
Clerk of Council