

## AN ORDINANCE

ESTABLISHING THE MORRISON DRIVE REDEVELOPMENT PROJECT AREA; MAKING CERTAIN FINDINGS OF BLIGHT WITHIN THE REDEVELOPMENT PROJECT AREA; DESIGNATING AND DEFINING REDEVELOPMENT PROJECTS CONSISTING OF PUBLIC IMPROVEMENTS WITHIN THE REDEVELOPMENT PROJECT AREA; DESIGNATING APPROPRIATE REDEVELOPMENT PROJECT COSTS; APPROVING AN OVERALL REDEVELOPMENT PLAN; PROVIDING FOR NOTICE AND PUBLIC HEARING IN CONNECTION WITH THE FOREGOING; AND OTHER MATTERS RELATED THERETO. (AS AMENDED)

WHEREAS, Chapter 6 of Title 31 of the Code of Laws of South Carolina 1976, as amended (the "**Tax Increment Financing Law**") is intended, as described at Section 31-6-20(4) to promote and protect the health, safety, morals and welfare of the public by providing a mechanism to allow municipalities to respond to the challenges posed by blighted conditions within its boundaries to encourage private investment and restore the tax base in areas where blight is present; and

WHEREAS, Section 31-6-30 of the Tax Increment Financing Law describes the qualities present in an area which permit establishment of a Redevelopment Project Area; and

WHEREAS, the improved lands located in the area of Morrison Drive as hereinafter designated, are predominantly characterized by certain of those qualities set forth at Section 31-6-30(1)(a) of the Tax Increment Financing Law including obsolescence; deterioration; excessive vacancies; lack of necessary transportation infrastructure; and lack of storm drainage facilities; and

WHEREAS, the sound growth of vacant lands located in the area generally known as Morrison Drive is impaired by deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; lack of necessary transportation infrastructure; presence of or potential environmental hazards; and lack of storm drainage facilities; and

WHEREAS, the City Council of the City of Charleston ("**City Council**") has acknowledged the need to redevelop this area in a manner that will create new economic development opportunities and improve the quality of life in neighborhoods located in and adjacent to the redevelopment project area hereinafter designated (the "**Redevelopment Project Area**"), and hereby determines that the revitalization of the Redevelopment Project Area through public investment in infrastructure improvements is necessary to reverse the existing conditions of blight and encourage private investment and is in the best interests of the public health, safety, morals, or welfare of the residents and citizens of the City of Charleston (the "**City**"); and

WHEREAS, pursuant to Section 31-6-80(A)(7)(a) of the Tax Increment Financing Law, City Council finds that the Redevelopment Project Area is a "Blighted Area" as described at Section 31-6-30 of the Tax Increment Financing Law because it contains the characteristics described above and that private initiatives are unlikely to alleviate these conditions without substantial public assistance; and

WHEREAS, City Council specifically finds that the Redevelopment Project Area contains vacant lands that impair sound growth due to deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; lack of necessary transportation infrastructure; presence of or potential environmental hazards; and lack of storm drainage facilities; and

WHEREAS, pursuant to Section 31-6-80(A)(7)(b) of the Tax Increment Financing Law, City Council finds that property values in the Redevelopment Project Area would remain static or decline without public intervention; and

WHEREAS, in order to promote the health, safety, morals and welfare of the public, such blighted conditions need to be eradicated and redevelopment of the Redevelopment Project Area be undertaken; to remove and alleviate adverse conditions it is necessary to encourage private investment and to restore and enhance the tax base of the overlapping taxing entities, including the City, Charleston County, Charleston County School District, Charleston County Aviation Authority and Charleston County Parks and Recreation District in such areas by the redevelopment of the Redevelopment Project Area; and

WHEREAS, pursuant to Section 31-6-80(A)(7)(c) of the Tax Increment Financing Law, City Council finds the eradication of blight and the improvement of the Redevelopment Project Area by the redevelopment projects herein authorized is declared to be in the interest of the health, safety and general welfare of the citizens of the City; and

WHEREAS, as described at Section 31-6-20(5) of the Tax Increment Financing Law, the use of incremental tax revenues to be derived from the tax rates of the City, Charleston County, Charleston County School District, Charleston County Aviation Authority and Charleston County Parks and Recreation District in the Redevelopment Project Area for the payment of redevelopment project costs to be incurred by the City solely for public improvements is of benefit to the taxing districts inasmuch as such taxing districts would not derive the benefits of an increased assessment base without the benefits of tax increment financing and all such districts benefit from the removal of blighted conditions; and

WHEREAS, City Council is now minded to avail itself of the authorization contained in the Tax Increment Financing Law in order to accomplish redevelopment of the Redevelopment Project Area and adjoining areas which threaten to become blighted; and

WHEREAS, City Council is now minded to defray the cost of the redevelopment project herein authorized and/or fund the debt service of indebtedness to be incurred for such purposes from the added increment of tax revenue to result from such redevelopment as authorized in Subsection 10 of Section 14 of Article X of the Constitution of this State as implemented by the Tax Increment Financing Law; and

WHEREAS, the Morrison Drive Redevelopment Plan hereinafter described will afford maximum opportunity for the redevelopment of the Redevelopment Project Area by private enterprise in a manner consistent with the needs of the City; and

WHEREAS, action must be taken immediately to prevent further blight and deterioration in the Redevelopment Project Area; and

WHEREAS, all prerequisites having been accomplished, it is now appropriate and necessary in order to proceed further that (i) a redevelopment project area be designated and (ii) a redevelopment plan be approved.

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

SECTION 1. City Council confirms all the findings of fact contained in the recitals of this Ordinance.

SECTION 2. City Council, based upon evidence presented to it and in the public record, does hereby expressly find that "blighted areas" as defined in Section 31-6-30 of the Code of Laws of South Carolina 1976, as amended, exist within the redevelopment project area designated below.

SECTION 3. For the purpose of this ordinance and any "redevelopment project" to be undertaken pursuant hereto, and as a result of discussions with Charleston County (the "**County**") and the Charleston County School District (the "**School District**") following the notice given pursuant to Section 13 below, the "redevelopment project area" shall be that area described as follows which shall be known as the "**Morrison Drive Redevelopment Project Area.**" As further described at Section 8 below, the School District's participation with respect to the Redevelopment Project Area shall be limited to the six parcels shown at Exhibit B for a period which expires December 21, 2039.

The general boundaries of the Morrison Drive Redevelopment Project Area may be described as Laurel Island and several adjacent parcels in the vicinity of Morrison Drive located within the general boundaries of Laurel Island extending along the CSX rail right of way to North Romney Street, from North Romney Street to Romney Street, from Romney Street to Morrison Drive, along Morrison Drive to New Market Creek, along New Market Creek to the CSX rail right of way, along the CSX rail right of way to Johnson Street, from Johnson Street to Morrison drive, and bounded on the east side by Town Creek/Cooper River.

SECTION 4. Pursuant to Section 31-6-80(A)(1) of the Tax Increment Financing Law, City Council does hereby expressly approve the Morrison Drive Redevelopment Plan attached hereto and incorporated herein as Exhibit A, which plan contains a statement of the objectives of the City with regard to the plan.

SECTION 5. Pursuant to Section 31-6-80(A)(2) of the Tax Increment Financing Law, City Council finds that tax increment financing is needed to help reverse the existing conditions of abandoned and blighted property in the Morrison Drive Redevelopment Project Area through the funding sources described herein which will be used for the redevelopment projects consisting of public improvements as more particularly described in the Morrison Drive Redevelopment Plan attached hereto as Exhibit A.

SECTION 6. Pursuant to Section 31-6-80(A)(3) of the Tax Increment Financing Law, City Council does hereby approve the cost estimates of the redevelopment plan and redevelopment projects and the projected sources of revenue to be used to meet the cost including estimates of tax increments and estimates of the total amount of indebtedness to be incurred all as set forth in the Morrison Drive Redevelopment Plan attached hereto as Exhibit A.

SECTION 7. Pursuant to Section 31-6-80(A)(4) of the Tax Increment Financing Law, City Council does hereby approve the list of all real property in the Redevelopment Project Area to be included in the Morrison Drive Redevelopment Plan generally described in Section 3 above and more fully set forth as Exhibit B attached hereto and incorporated herein, which Exhibit includes for illustration purposes only a map of the area affected.

SECTION 8. Pursuant to Section 31-6-80(A)(5) of the Tax Increment Financing Law, City Council hereby determines the duration of the Morrison Drive Redevelopment Plan to be 30 years. As a result of further discussions with the School District following the notice given pursuant to Section 13 below and consistent with

the Resolution of the Board of Trustees of the School District adopted October 3, 2019, City Council further determines, pursuant to Section 31-6-85 of the Tax Increment Financing Law to enter into an intergovernmental agreement with the School District to establish (i) that the period of participation by the School District in the Morrison Drive Redevelopment Plan shall terminate on December 21, 2039 and (2) that such participation shall relate only to TMS parcels, 4590200013, 4640000002, 4640000006, 4640000007, 4640000023 and 4640000038. As provided at Section 31-6-85 of the Tax Increment Financing Law, such intergovernmental agreement "shall become effective...upon its approval by resolution adopted by ordinance adopted by the municipality and by...resolution" adopted by the School District. Adoption of this Ordinance constitutes such approval and enactment by the City.

SECTION 9. Pursuant to Section 31-6-80(A)(6) of the Tax Increment Financing Law, City Council hereby specifically finds and determines that, inasmuch as the taxing districts in which this Redevelopment Project Area is located will continue to receive tax revenues resulting from the parcels in the Redevelopment Project Area as currently assessed, there will be no adverse impact caused by the tax increment financing plan upon the revenues of Charleston County, Charleston County School District, Charleston County Aviation Authority, Charleston County Parks and Recreation District and the City and all other taxing districts which have taxable property included in the Redevelopment Project Area and that the long term impact will be beneficial following the inducement by the City of substantial private investment.

SECTION 10. Pursuant to Section 31-6-80(A)(7) of the Tax Increment Financing Law, City Council specifically finds that (i) the redevelopment project area above defined is a "blighted area" and that private initiatives are unlikely to alleviate the blighted conditions without substantial public assistance, (ii) property values in the area would remain static or decline without public intervention, and (iii) redevelopment is in the interest of the health, safety and general welfare of the citizens of the City.

SECTION 11. Pursuant to Section 31-6-90(1)(a) of the Tax Increment Financing Law, there will be no displacement of persons by the redevelopment projects set forth in the Morrison Drive Redevelopment Plan.

SECTION 12. Pursuant to Section 31-6-80 of the Tax Increment Financing Law, prior to giving final reading to the Morrison Drive Redevelopment Plan and this ordinance, the City shall conduct a public hearing thereon after publishing notice thereof in *The Post and Courier* in form substantially as set forth at Exhibit C. Such public hearing and final readings will be held at a regularly scheduled meeting of the City Council. Such notice shall be published in at least one of the two publications above not less than 15 nor more than 30 days prior to the date fixed for the hearing.

SECTION 13. Further pursuant to Section 31-6-80 of the Tax Increment Financing Law, not less than 45 days prior to the date set for the public hearing, notice shall be given by copy of this ordinance and its exhibits to representatives of Charleston County, Charleston County School District, Charleston County Aviation Authority, Charleston County Parks and Recreation District and all other taxing districts which have taxable property included in the Redevelopment Project Area.

DONE IN MEETING DULY ASSEMBLED on October 8, 2019.

CITY OF CHARLESTON, SOUTH CAROLINA

By:

Mayor

Attest:

Clerk

First Reading: August 20, 2019

Second Reading and Public Hearing Conducted: October 8, 2019

**MORRISON DRIVE REDEVELOPMENT PLAN  
SETTING FORTH INFORMATION REQUIRED BY  
SECTION 31-6-80 OF THE TAX INCREMENT FINANCING LAW**

One major challenge facing all growing cities today, including the City of Charleston (the “City”), is the reuse and adaptation of formerly industrial districts and properties. As American cities have changed in the past 20 years, greater demand has been placed on rebuilding near existing city centers and repurposing abandoned and underused properties to higher purposes. A prime example of one such area is the Morrison Drive corridor.

The Morrison Drive Redevelopment Plan, set forth herein (the “**Redevelopment Plan**”) and established pursuant to the State’s Tax Increment Financing Law (the “**Tax Increment Financing Law**”), is a robust revitalization plan keenly focused on the Morrison Drive area (the “**Redevelopment Project Area**”), a formerly industrial district in the upper peninsula of the City. It is comprised of 19 parcels and approximately 253 acres on the upper peninsula and Morrison Drive and includes the property generally known as Laurel Island and other nearby properties. The Redevelopment Plan promotes a new vision for the area and establishes a revitalization framework for creating improvements to the transportation network; new public spaces, recreational facilities and parks; streetscaping improvements; mobility options, improved transportation infrastructure and drainage and mixed-use developments including commercial, office and residential. Funding public investments within the Redevelopment Project Area through tax increment financing will enable the City to make the necessary infrastructure and public realm improvements that will, in turn, catalyze private reinvestment in the area. Certain capitalized terms used herein and not otherwise defined shall have the meaning ascribed thereto in the Tax Increment Financing Law.

**BACKGROUND INFORMATION & DESCRIPTION OF MORRISON DRIVE REDEVELOPMENT PROJECT AREA**

The areas in and affected by the Redevelopment Project Area have historically been home to marshes and industrial uses, experienced tremendous changes during the 20<sup>th</sup> century largely due to increased demand for transportation infrastructure and shipping industry needs. The Redevelopment Project Area is comprised of the real property identified on Exhibit B to the Ordinance adopted October 8, 2019 establishing the Redevelopment Project Area, which Exhibit B includes for illustration purposes only a map of the area affected. The Redevelopment Project Area Land uses in the project area include parking, recycling and waste facilities, commercial uses and vacant lands.

Based on historical research provided by the City’s Department of Planning, Preservation and Sustainability, the areas within the Redevelopment Project Area known as Laurel Island have previously been used for both heavy industrial and landfill uses. Used in 1820 for powder magazines, the area was by 1920 converted to an oil terminal and docks. It became a dredge spoil site by 1940 and was in use as a landfill site from 1973 until discontinued in 1989. It was subsequently closed for such use by 1995.

Today, historic neighborhoods along with modern industrial, office and residential uses occupy the adjacent areas, but some portions of the Redevelopment Project Area continue to lag in investment and development.

In order to implement the Redevelopment Plan and inspire private investment within the Redevelopment Project Area, significant public investment must be made in the form of infrastructure and public realm improvements. A multitude of examples across the nation have demonstrated that public investment in strategic

projects can successfully result in the revitalization of distressed areas, additional jobs, an improved quality of life, the creation of new vibrant places to live, work and play and increased tax revenues.

The City sees incredible revitalization opportunities within the Redevelopment Project Area and has established a strong vision for the future. The City would like to further enhance that future by making critical public realm improvements identified in this Redevelopment Plan as a means to bolster private investment in the area. Successful implementation of the Morrison Drive Redevelopment Plan is dependent upon the City's ability to secure adequate funding through Tax Increment Financing.

## **CONDITIONS OF BLIGHT WITHIN THE REDEVELOPMENT PROJECT AREA**

Within the Redevelopment Project Area certain conditions of blight currently exist. Examples include deterioration of structures and site improvements, obsolete land uses and structures, excessive vacancies, lack of necessary transportation infrastructure, and lack of storm drain facilities. In its current state the Redevelopment Project Area will not attract the investment anticipated to occur if the Redevelopment Plan is not implemented. The following specific conditions of blight threaten within the Project Area.

### **DETERIORATION OF STRUCTURES AND SITE IMPROVEMENTS**

A significant characteristic of this area is the presence of deficient and deteriorating structures and deficient and deteriorating site improvements. Deficient structures exhibit the characteristics of no longer meeting building codes, zoning codes, or flood regulations. Deteriorated site improvements exhibit damaged parking areas, driveways, site lighting or landscaping, or site elements not meeting City standards; deteriorated site improvements exhibit the aforementioned site elements that are missing or in need of complete replacement. There are also detrimental patterns of land configuration that will not allow for reasonable reconstruction or rehabilitation.

### **OBSOLETE LAND USES AND STRUCTURES**

Many of the properties within the Redevelopment Project Area are aging and obsolete and in need of substantial investment. Vacant, underutilized land uses were created to serve an active commercial freight waterfront that no longer is functional and have failed to keep pace with market changes and development trends that favor mixed-use, walkable urban environments. Significant lands within the Redevelopment Project Area were created as a municipal waste yard, which is no longer a viable use of the area; these outdated properties fail to meet architectural and site design standards now required by the City.

### **EXCESSIVE VACANCIES**

With commercial freight waterfront activities having been relocated, vacancies presently exist throughout the Redevelopment Project Area that contribute to the lack of investment. Vacant lands, underutilized warehouse structures, municipal waste facilities and expansive desolate parking lots are present throughout the Redevelopment Project Area.

### **LACK OF NECESSARY TRANSPORTATION INFRASTRUCTURE**

Existing transportation infrastructure is obsolete and limited or absent in significant portions of the Redevelopment Project Area. Many existing roadways lack sidewalks, curbs, landscaping, street lighting, signage, pavement markings and other elements needed to support all modes of travel. Sidewalks, bicycle routes and public transportation is limited or absent from area streets and intersections. Additionally, waterways and existing freight rail corridors create insufficient access to parcels and severely impair travel within the Redevelopment Project Area.

### **LACK OF STORM DRAINAGE FACILITIES**

The existing infrastructure within the Redevelopment Project Area cannot adequately accommodate significant storm events and properties within the vicinity of the area are subject to flooding. Existing drainage infrastructure is insufficient, antiquated, and fails to meet water quantity needs and modern water quality standards. Existing

drainage infrastructure is insufficient to convey stormwater runoff from disused industrial parcels, a characteristic of which is predominantly impervious surfaces. Public investment to alleviate blight conditions will serve as a catalyst for renewed private interest and investment.

## **REDEVELOPMENT PLAN PRINCIPLES**

The following principles serve as a guide for innovative redevelopment and investment within the Redevelopment Project Area. These principles should also serve as guidance for public infrastructure improvements to be made within the Redevelopment Project Area.

### **REDEVELOP UNDERUTILIZED FORMER INDUSTRIAL PROPERTIES INTO MIXED USE DESTINATIONS WITH RETAIL, WORKPLACES AND RESIDENCES**

Within the Redevelopment Project Area there are numerous underutilized properties. These properties have the potential to redevelop into economically diverse mixed-use centers of higher value with retail, residential, office, and civic places. Redevelopment could occur over time in phases or happen all at once. Complete redevelopment would include higher density mixed-use development which would help absorb demand for growth in the Charleston region and position the Morrison Drive area to become a more diverse economic center.

### **IMPROVE THE STREET NETWORK BY CREATING OPPORTUNITIES FOR CONNECTIVITY**

New street connections within the Redevelopment Project Area should be created to link redevelopment sites to existing neighborhoods, schools, park spaces, retail and services as well as to provide alternate routes for travel. As existing sites redevelop, new streets within those developments should also be built to create a street network and new developable blocks. All new streets, highways, bridges and any other road infrastructure should incorporate the necessary elements to provide for a variety of mobility options.

### **IMPROVE THE APPEARANCE AND FUNCTION OF EXISTING STREETS**

Investments in streetscaping, walkability and other improvements to transportation infrastructure are key to helping elevate former industrial areas to current standards. Existing neighborhood and commercial streets within the Redevelopment Project Area such as Morrison Drive, Cool Blow Street, Brigade Street, Romney Street and Johnson Street lack landscaping, lighting, transit shelters and safe infrastructure for pedestrians and cyclists. Through unique design treatments, there is opportunity to beautify these and other area streets and highways with enhanced streetscaping to include sidewalks, street trees, landscaped medians, appropriately scaled street lighting, mast arm signals and curb and gutter.

### **IMPROVE LAND CONDITIONS TO FACILITATE REDEVELOPMENT**

In order to safely build upon lands within the Redevelopment Project Area, special preparation of the surface and subsurface may be required. Special techniques may be employed to facilitate construction upon municipal landfill sites, areas of compromised soil quality, or to mitigate for environmental contaminants or other conditions which may result from former industrial uses of land.

### **PROVIDE HOUSING OPPORTUNITIES**

New housing within mixed use developments will provide the density needed support new retail and office uses and will provide opportunities to meet the broader housing needs, including affordable and workforce housing.

### **CREATION OF NEW PUBLIC OPEN SPACES, PARKS AND RECREATION FACILITIES**

New public open spaces such as parks, squares, town greens large enough for community events, trails and pathways could be incorporated in the mixed-use redevelopment of some of the underutilized commercial, industrial and municipal waste sites within the Redevelopment Project Area. These public amenities will benefit



the redevelopment area by providing waterfront access, community enhancement, open green space and recreational opportunities. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, property acquisition and construction.

#### **IMPROVE STORMWATER MANAGEMENT AND FLOOD ABATEMENT INFRASTRUCTURE**

Stormwater drainage, tidal flooding and storm flooding issues exist in several locations within the Redevelopment Project Area. An active approach to addressing this issue, including coordination with other governing entities, will be a significant component of the Redevelopment Plan. Creative and innovative stormwater drainage solutions for water quantity and water quality will be integrated into the Redevelopment Project Area. An improved system piped infrastructure, new and/or increased retention areas, improved outfalls, low impact development techniques and inventive water quality methods will be employed. Flood abatement structures and techniques will be used in areas of known flooding.

#### **PROVIDE ADEQUATE PARKING FOR REDEVELOPMENT**

In order for redevelopment to occur within the Redevelopment Project Area, increases in parking capacity will need to be provided and parking structures will be needed. Parking structures hidden within new redevelopment projects can be added to support mixed-use development at higher densities and can be wrapped with retail, office or residential uses.

#### **SPECIFIC PUBLIC INVESTMENTS**

To help improve the overall conditions and redevelop the Redevelopment Project Area, the City will need to make the following public investments to help facilitate the transformation of obsolete land uses and aging corridors into vibrant redevelopment opportunities. These public investments will serve all citizens of all jurisdictions.

#### **IMPROVEMENTS TO THE STREET NETWORK, INCLUDING IMPROVEMENTS TO EXISTING STREETS, CONSTRUCTION OF BRIDGES, AND THE CREATION OF NEW CONNECTING STREETS**

The construction of new streets and associated improvements will provide new opportunities for connectivity that will enhance the long-term advancement of the overall Redevelopment Project Area. Street/highway connections will be provided to link neighborhoods to commercial and business areas. New streets will also be constructed as part of site specific redevelopment projects. All streets/highways will incorporate streetscaping and opportunities for mobility options. Where necessary, new bridges will be added to the street network to cross waterways, rail corridors or other features. The specific roadways that act as major access points for the redevelopment area will be the focus of the investment for new bridges, with a particular emphasis on providing for safe interfaces among vehicular traffic, transit routes, bicycle paths and pedestrian walkways. Where necessary, new or enhanced traffic control and signalization will be added to the street network in the Redevelopment Project Area. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for right-of-way studies, design, right-of-way acquisition and construction.

#### **IMPROVEMENTS TO STREETSCAPING INCLUDING INSTALLATION OF STREET LIGHTING, STREET TREES, AND UTILITY IMPROVEMENTS**

In association with corridor enhancements and new street construction within the Redevelopment Project Area, new investments will be made in streetscaping amenities that enhance the public realm. These improvements will include pedestrian scaled street lighting, street trees, landscaped medians, and possibly relocating and burying overhead utility lines. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, construction and installation.

#### IMPROVEMENTS TO THE TRANSPORTATION INFRASTRUCTURE INCLUDING THE CONSTRUCTION OF PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The Redevelopment Project Area provides opportunities to link key corridors, public spaces and community destinations. Pedestrian improvements may include new sidewalks, reconstructed sidewalks, walkways, protected crossings. Bicycle facilities may include an enhanced network of bicycle routes, on-street bike lanes, bike paths, shared multi-use paths and crossings. Public transit enhancements may include new sheltered transit stops with trash receptacles and benches, transit pull-off locations, and park-and-ride facilities. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for right-of-way evaluation, design, construction and installation.

#### CONSTRUCTION OF PARKS, PUBLIC SPACES, TRAILS AND RECREATION FACILITIES

New public open spaces such as parks, squares, town greens large enough for community events, trails and pathways could be incorporated in the mixed-use redevelopment of some of the underutilized commercial centers within the Redevelopment Project Area. These public amenities will benefit the redevelopment area by providing community enhancement, open green space and recreational opportunities. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, property acquisition and construction.

#### IMPROVING LAND CONDITIONS TO FACILITATE REDEVELOPMENT

In order to safely build upon lands within the Redevelopment Project Area, special preparation of the surface and subsurface may be required. Special techniques may be employed to facilitate construction upon municipal landfill sites, areas of compromised soil quality, or to mitigate for environmental contaminants or other conditions which may result from former industrial uses of land. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, property acquisition and construction.

#### PROVIDING FOR OR CONSTRUCTION OF AFFORDABLE AND WORKFORCE HOUSING

Throughout the Charleston area, there is a need for diversity in housing opportunities, including affordable and workforce housing. Within the Redevelopment Project Area, housing investments may include providing or supporting publicly owned affordable and workforce housing, or providing infrastructure projects to support privately owned affordable and workforce housing per Chapter 6 of Title 31 of the Code of Laws of South Carolina 1976, as amended, which presently provides as follows:

A redevelopment project for purposes of this chapter also includes affordable housing projects where all or a part of new property tax revenues generated in the tax increment financing district are used to provide or support publicly owned affordable housing in the district or is used to provide infrastructure projects to support privately owned affordable housing in the district. The term "affordable housing" as used herein means residential housing for rent or sale that is appropriately priced for rent or sale to a person or family whose income does not exceed eighty percent of the median income for the local area, with adjustments for household size, according to the latest figures available from the United States Department of Housing and Urban Development (HUD).

Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for property acquisition, project design and construction.

#### IMPROVEMENTS TO STORMWATER AND FLOOD MANAGEMENT INFRASTRUCTURE

Improvements to the stormwater drainage system within and adjacent to the Redevelopment Project Area are needed to address drainage and flooding issues. Additionally, improvements and new structures or techniques will be needed to mitigate the effects of tidal and storm flooding. In addition to more traditional stormwater management practices, the redevelopment will advance forward-thinking technologies that demonstrate more sustainable approaches to collecting, transporting and filtering stormwater runoff. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for drainage studies, design, land and/or easement acquisition and construction.

#### CONSTRUCTION OF PARKING STRUCTURES

Within the Redevelopment Project Area there will be need for parking facilities, including structured parking garages, to support future redevelopment projects – particularly active mixed use centers. Investments in this category may include public parking improvements, new parking facilities, and other strategies for meeting needs for additional parking capacity and transit connections. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, land acquisition and construction.

#### CONSTRUCTION OF CIVIC BUILDINGS AND PUBLIC SAFETY FACILITIES

The Redevelopment Project Area currently lacks centrally located public facilities. Within the Redevelopment Project Area there is a demonstrated need for civic buildings, and public safety facilities. Investments in this category may include facilities such as fire stations, police stations, stormwater structures and other buildings with public safety functions. Funding derived in part from sources permitted under the Tax Increment Financing Law, including the proceeds of obligations as well as the direct payment of Redevelopment Project costs from the Special Tax Allocation Fund, may be necessary for design, property acquisition and construction.

#### DURATION OF PLAN

From the date of the adoption of the Ordinance approving this plan, the duration of the Morrison Drive Redevelopment Plan is 30 years.

#### PROJECT COSTS AND FUNDING SOURCES

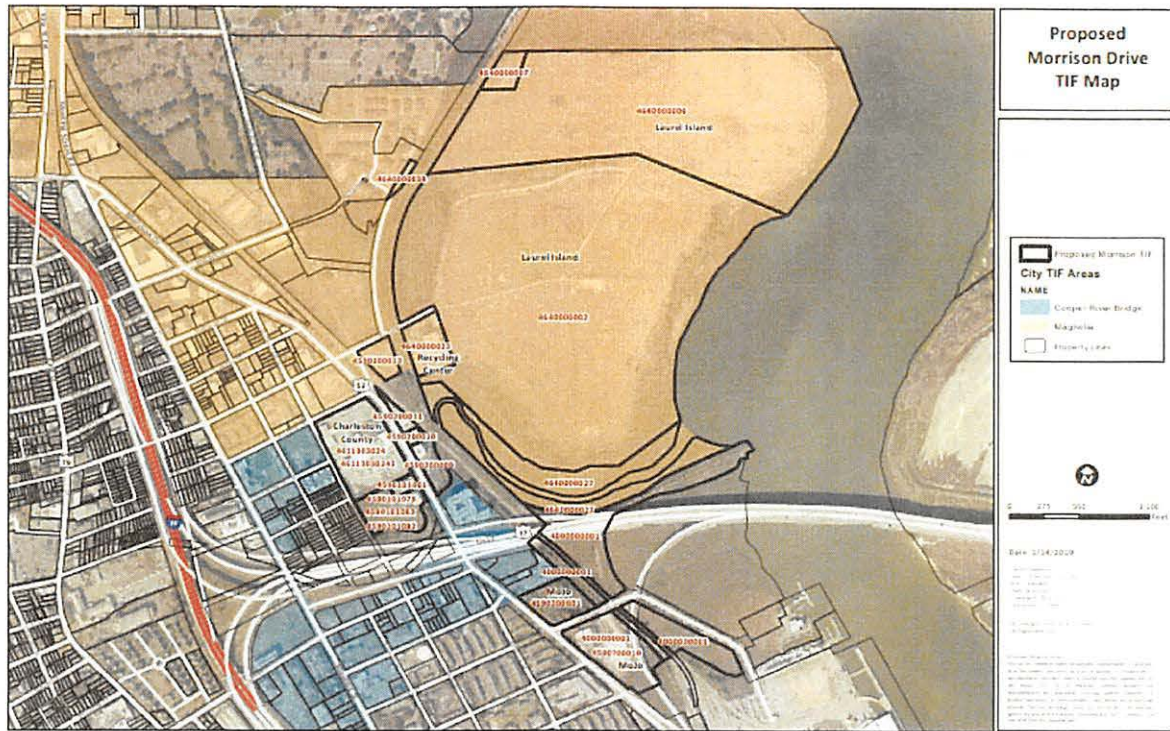
Redevelopment project costs are estimated to be approximately \$400,000,000. These costs would be funded from a variety of sources, including but not limited to economic development grants; local, state and federal transportation funds and other appropriations; incremental tax revenues; as well as from the proceeds of borrowings by the City including several series of tax increment bonds, the first of which may be issued at a date no later than ten years from the date of establishment of the Redevelopment Project Area. The total amount of tax increment indebtedness that will be incurred to implement this plan is dependent upon such variables as interest rates, millage rates, and the pace of private sector investment. It is anticipated that such indebtedness will be in a principal amount of approximately \$215,000,000.

The most recent equalized assessed valuation of all property within the Redevelopment Project Area is approximately \$876,440 [TO BE VERIFIED]. The equalized assessed valuation of the Redevelopment Project Area after the initial ten years of redevelopment is estimated to be approximately \$55,000,000. The equalized assessed valuation of the Redevelopment Project Area after all phases of redevelopment are completed is estimated to be approximately \$120,000,000.

## CONCLUSION

The Tax Increment Financing District is one of several available mechanisms for enabling the City to make necessary infrastructure and public realm investments that will serve all citizens regardless of jurisdiction, substantially improve the physical image of this area of the City and catalyze private investment in the Morrison Drive Redevelopment Project Area. Establishment of the Morrison Drive Redevelopment Project Area also provides opportunity for the City and Charleston County to continue their partnership in the redevelopment of Laurel Island and Morrison Drive area. A successful redevelopment of key underutilized commercial centers within the Redevelopment Project Area, introducing human scale and a creative mix of uses with residential, retail, work place and civic space components, will generate revitalized and innovative redevelopment solutions for the former industrial areas of the Morrison Drive Redevelopment Project Area.

**TAX PARCELS IN THE MORRISON DRIVE REDEVELOPMENT PROJECT AREA  
TO BE INCLUDED IN THE MORRISON DRIVE REDEVELOPMENT PLAN**



TMS Number	Address
4590200013	1000 MORRISON DR
4640000002	0 MORRISON DR
4640000006	0 HUGUENIN AVE
4640000007	0 HUGUENIN AVE
4640000023	0 ROMNEY ST
4640000038	0 N ROMNEY ST
4000000001	0 JOHNSON ST
4590101001	989 MORRISON DR
4590101079	975 MORRISON DR
4590101082	975 MORRISON DR
4590101083	975 MORRISON DR
4590200001	850 MORRISON DR
4590200009	960 MORRISON DR
4590200010	970 MORRISON DR
4590200011	990 MORRISON DR
4590700010	838 MORRISON DR
4611303024	995 MORRISON DR
4640000027	0 NEW MARKET CREEK

**NOTICE OF PUBLIC HEARING**

Notice is hereby given that on Tuesday, October 8, 2019, at 5:00 p.m. in the City Council Chambers at 80 Broad Street, Charleston, South Carolina, the City Council of the City of Charleston will conduct a public hearing on the approval of the Tax Increment Financing Plan for the Redevelopment of the Morrison Drive Redevelopment Project Area under the provisions of Chapter 6 of Title 31 of the Code of Laws of South Carolina 1976, as amended.

The proposed Morrison Drive Redevelopment Project Area shall be that area more particularly described as follows:

The general boundaries of the Morrison Drive Redevelopment Project Area may be described as Laurel Island and several adjacent parcels in the vicinity of Morrison Drive located within the general boundaries of Laurel Island extending along the CSX rail right of way to North Romney Street, from North Romney Street to Romney Street, from Romney Street to Morrison Drive, along Morrison Drive to New Market Creek, along New Market Creek to the CSX rail right of way, along the CSX rail right of way to Johnson Street, from Johnson Street to Morrison Drive, and bounded on the east side by Town Creek/Cooper River.

The Morrison Drive Redevelopment Plan is intended to reverse conditions of blight existing within the Morrison Drive Redevelopment Project Area by guiding redevelopment in a manner that will improve the quality of life in the Morrison Drive neighborhoods through investment in public drainage infrastructure improvements. Such drainage improvements will also bring long-term benefits to all the local governments within the Redevelopment Project Area.

It is anticipated that the investment of public money to provide these facilities will make the area attractive for private investment and it is further anticipated that as a result of the public investment in the redevelopment area, blight, deterioration and other problems will be ameliorated. Underutilized and vacant buildings and properties will be rehabilitated and new buildings will be built.

The maximum estimated term of obligations to be issued under the redevelopment plan shall not exceed the duration of the Redevelopment Plan of 30 years. All interested persons will be given an opportunity to be heard at the public hearing.

/s/ Vanessa Turner-Maybank  
Clerk, Charleston City Council

STATE OF SOUTH CAROLINA

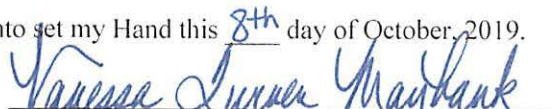
COUNTY OF CHARLESTON

I, the undersigned, Clerk of City Council of Charleston, South Carolina, DO HEREBY CERTIFY:

That the foregoing is a true, correct and verbatim copy of an Ordinance unanimously adopted by the said City Council, having been read at two duly called and regularly held meetings at which a quorum attended and remained throughout on each of August 20 and October 8, 2019.

That the said Ordinance is now in full force and effect and has not been modified, amended, repealed or rescinded.

IN WITNESS WHEREOF, I have hereunto set my Hand this 8<sup>th</sup> day of October, 2019.

  
Clerk of City Council of the City of Charleston,  
South Carolina

**CERTIFIED TO BE A TRUE COPY  
OF AN ORDINANCE RATIFIED**  
  
**Vanessa T. Maybank, Clerk of Council**