



City Council

6:00 p.m., Tuesday, April 25, 2023
 Council Chambers
 1207 Palm Boulevard
 Isle of Palms, South Carolina

Public Comment:

All citizens who wish to speak during the meeting must email their first and last name, address, and topic to Nicole DeNeane at nicoled@iop.net no later than **3:00 p.m. the business day before the meeting**. Citizens may also provide public comment here: <https://www.iop.net/public-comment-form>

Agenda

1. **Introduction of meeting** and acknowledgement that the press and public were duly notified of the meeting in accordance with the Freedom of Information Act.
 - a. Invocation
 - b. Pledge of Allegiance
 - c. Roll Call
2. **Citizen's Comments** – All comments will have a time limit of three (3) minutes. Public Comments submitted via online form [Pgs. 3-6]
3. **Special Presentations** – Presentation of new employees
4. **Approval of previous meetings' minutes**
 - a. Special City Council Executive Session – March 28, 2023 [Pg. 7]
 - b. City Council Meeting – March 28, 2023 [Pgs. 8-17]
 - c. Emergency Meeting – April 8, 2023 [Pgs. 18-22]
 - d. Special City Council Workshop – April 11, 2023 [Pgs. 23-37]
 - e. Committee meeting minutes [Pgs. 38-55]
5. **Old Business**
 Presentation by SCDOT and discussion of the IOP Connector bridge alternative configurations, survey results and update of development of concepts for Palm Boulevard [Pgs. 56-144]
6. **New Business**
 - a. Discussion and consideration of recommendations from the Public Safety Committee to enhance surveillance and safety on the beach [Pg. 145]
 - b. Discussion and consideration of hiring Pivot Parking to provide staffing support for parking enforcement for the 2023 beach season [Pgs. 146-149]
 - c. Consideration of 2023 surfing application from Phillip Antman, Salt Marsh Surf [Pgs. 150-151]
7. **Boards and Commissions Report**
 - a. Board of Zoning Appeals – no meeting in April
 - b. Planning Commission – meeting to be held on April 26, 2023.



- c. Accommodations Tax Advisory Committee – no meeting in April
- d. Environmental Advisory Committee – minutes attached [Pgs. 152-154]

8. Ordinances, Resolutions and Petitions

a. Second Reading

- i. Ordinance 2023-03 – To require lawn commercial services to remove yard debris from residential and rental properties [Pgs. 155-156]
- ii. Ordinance 2023-04 – To increase from two to four the number of resident parking decals that may be issued to non-resident property owners [Pgs.157-158]

b. First Reading

- i. Ordinance 2023-05 – To require a permit from the Isle of Palms police department for events or gatherings on public property, including the beach that are expected to involve more than 25 people [Pgs. 159-160]
- ii. Ordinance 2023 – 06 – To increase the short term rental license base rate by \$100 [Pgs. 161-162]
- iii. Ordinance 2023-07 – To raise revenue and adopt a budget for the City of Isle of Palms, South Carolina, for the fiscal year beginning July 1, 2023 and ending June 30, 2024.[Pgs. 163-233]

c. Resolutions and Proclamations

- i. Resolution 2023-03 – To request SCDOT to implement one of the concepts presented for the IOP Connector bridge [Pgs. 234-235]
- ii. Resolution 2023-04 – To adopt the revised Local Comprehensive Beach Management Plan [Pgs. 236-329]
- iii. Resolution 2023-05 – To recognize Gordon Wheeler for his support of the golf tournament benefiting the Prostate Cancer Foundation [Pg. 330]
- iv. Resolution 2023-06 – To oppose implementation of proposed bill H3253 [Pgs. 331-332]

9. Executive Session – If needed. Council may take action on matters discussed in Executive Session upon returning from Executive Session.

10. Adjournment

<u>Date Submitted</u>	<u>Name</u>	<u>Address</u>	<u>Comments for Council Meeting</u>	<u>Meeting This Comment is Intended For:</u>
4/19/2023	Ma Rachel Farley	8 Palm Ct, Isle Of Palms, SC, South Carolina 29451	We are not repaving Palm Ct we are replacing Palm trees	Board of Zoning Appeals
4/18/2023	Mrs Beatrice C Love	9 Sand Dollar Dr, Isle of Palms, South Carolina 29451	I don't think the new noise ordinance is on your agenda. When it is please take action so we can have one in place for "the Season" I believe there was a very good 1st draft with decible limits and hours. Do not let the problem with the new hotel prevent you from voting on an ordinance. All the residents need this for their quality of life now. Not a year from now. Thank you	Planning Commission
4/18/2023	Scott Couchenour	1400 OB 110C, Oceanside Villas, IOP, South Carolina 29451	<p>I would like to commend staff, police,FD and EMT. A very bad situation was handled very professional.</p> <p>We where there last year for the same Senior Skip Day and other time when a crowd was moved around Charleston County. Both of those where similar and everyone did a wonderful job in my opinion.</p> <p>We have owed our unit for over 5 years and we are on the first floor facing OB closest to the city parking lot. We have considered selling our unit for a few different reasons. We where 30% before this last event. Now we are 80% sure because we don't feel save when this events are happening.</p> <p>We can handle to traffic, occasionally load music or a few people being load but feel unsafe in our location when these things are happening and I'm not sure IOP could handle them any better.</p> <p>Thanks for your time and stay well.</p>	Public Safety Committee

4/18/2023	Ed Valle	908 Carolina Blvd, IOP, South Carolina 29451	<p>April 25 - Restriping the Connector...</p> <p>Option 3 if your priority is safety for residents and first responders</p> <p>Option 5 if your priority is convenience for day trippers and residents</p> <p>I vote option 3</p>	City Council
4/17/2023	Karen Denton	17 42nd Avenue, Isle of Palms, South Carolina 29451	<p>As an organ transplant recipient living on the island, I'm deeply concerned about the lack of an emergency lane on the connector. I fear having a medical emergency and not being able to get off the island. Please, please think about the people that live here and put our needs first.</p> <p>Thank you.</p>	City Council
4/16/2023	Kathy Lubin	20 Oyster Row, Isle of Palms, South Carolina 29451	<p>In light of the recommendations of our police and fire chiefs, and especially in light of the accident on the connector on 4/6 followed by the shooting last Friday, both of which either closed the connector or wreaked havoc on traffic and public safety, please vote to return the emergency lane in the center of the connector. While I wish neither of these incidences occurred, they certainly shone a light on what needs to be done to protect not only our IOP neighbors' lives but the lives of every single visitor who may need emergency services in the future.</p> <p>Thank you to all of our public safety employees for your swift and decisive action last Friday. We are so grateful for your heroic acts and exemplary training.</p>	City Council
4/16/2023	Mrs. Barbara Ann Picadio	33 Dune Ridge Lane, Isle of Palms, South Carolina 29451	<p>Please consider strongly having an emergency Lane on the connector. After the shooting incident on the beach it's critically important for emergency personnel.</p>	City Council
4/9/2023	Mrs & MR. Beatrice and Dana Love	9 Sand Dollar Dr, Isle of Palms, South Carolina 29451	<p>You must update the noise ordinance to an enforceable ordinance with decibel limits. I think you have a good first draft. You can't let one entity prevent you from making a decision and passing the ordinance to be in effect before Memorial Day. The residents deserve no less.</p>	City Council

4/8/2023	Christopher Pearson	15 W. Old Johnson Farm Ct., Fletcher, North Carolina 28732	<p>GOVERNMENT ORDERS DEMOCRACY/DEVIL/DEMON (De maned souls), acronym GOD, information from communications without the tongue (telepathy) from spirits and souls in Heaven (space) and on The Planet Earth in the ground at Gorod Magadan, Russia and Magadan Oblast, Russia and a man in The United States of America.</p> <p>The sin between the eyes and a mark of The Beast - electronic sin chip that has been installed through the nose nostril for surgery and attached to the brain for control of Human motor function, sin in the head. The smote in the eye - eye check to look for peculiar dots in the eye to suspect for chip. The speck in my brothers eyes - electronic sin chip can cause specks in the eye, dots around the pupil. Use pupil scan to suspect and CT/MRI brain scan to detect electronic sin chip attached to the brain. Unforgivable sin - the electronic sin chip cannot be forgiven in the body, it is unforgivable sin while it is (functioning) in the body, that sin must be removed.</p> <p>The Sin chip in the brain can control motor functions and telekinetic signals can read what the mind is doing for response using artificial intelligent machines, wireless signals can force communicate brain synapses and function. The combination of the 2 can wireless control a man.</p> <p>Talk without the tongue, unknown tongues, guided prayer, visions and telepathy - communication using satellites for talking without the tongue (talking within one self and receiving communication) using 10-5/6 U/Z through 10-6 +A microwave signals for mind reading. Signals can connect to the brains internal antenna and monitor the brains wavelengths reading your senses, sight, smell, hearing, touch and taste</p>	Public Safety Committee
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3/27/2023	Jim SMITHERMAN	122 Sparrow Drive, Isle of Palms, South Carolina 29451	<p>I propose that council restructure the citizens comments section of the in-person city council meetings to allow full time residents to make their comments first, prior to non-residents. If there is still time in the agenda to allow non-residents to speak live before the council, then that's fine. If not, then non-residents can be directed to use this online "public comments forum" to air their views.</p> <p>I ask this because there are meetings in which there are just too many people that wish to speak and there isn't enough time for everyone. I feel that full time residents should be heard first. I missed an opportunity to speak live before the February 28 meeting for this very reason. Some non-residents spoke and, regrettably, I had to sit though the comments made by Steve Goodwin who called IOP residents "a mob, 5 year old children, authoritarian and driven by our own self-interests". I find that completely insulting and hypocritical given that he profits directly from short term rentals and other type of investments on the IOP. Many of our elected council members ran on a "residents first" platform. Here's an opportunity to support that position and allow full time residents time to be heard first. Thank you.</p>	City Council
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SPECIAL CITY COUNCIL MEETING
5:30pm, Tuesday, March 28, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to order

Present: Council members Hahn, Bogosian, Ward, Streetman, Anderson, Popson
(via Zoom), Miars, Pierce, and Mayor Pounds

Staff Present: Administrator Fragoso, Director Kerr, City Attorney McQuillin

2. Purpose – Executive Session

MOTION: Council Member Ward made a motion to go into Executive Session in accordance with SC Code Section 30-4-70(a)(2) to receive a legal update and advice related to the Woody v. City of Isle of Palms et al claim.

Council Member Streetman seconded the motion. The motion passed unanimously.

City Council entered into Executive Session at 5:31pm

City Council returned from Executive Session at 5:49pm. Mayor Pounds said no decisions were made.

4. Adjournment

Council Member Ward made a motion to adjourn, and Council Member Streetman seconded the motion. The meeting was adjourned at 5:49pm.

Respectfully submitted,

Nicole DeNeane
City Clerk



CITY COUNCIL MEETING
6:00pm, Tuesday, March 28, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to order

Present: Council members Hahn, Bogosian, Ward, Streetman, Anderson, Popson, Miars, Pierce (via Zoom), and Mayor Pounds

Staff Present: Administrator Fragoso, Director Kerr, City Attorney McQuillin, various department heads

2. Citizen's Comments

Al Clouse's comments are attached to these minutes.

Valerie Krause said she does not believe Mr. Clouse to be unreasonable in his requests or actions regarding the noise emanating from the Sweetgrass Inn. She said he is passionate and "justifiably angry." Their neighborhood sees him as their spokesperson. She said it would be better for the Isle of Palms to follow the new noise standards set by the Town of Mt. Pleasant rather than a city like Charlotte. She relayed a story of a recent noise-related incident involving the Sweetgrass Inn, adding that it is evident the Sweetgrass Inn cannot police itself.

Glenda Nemes asked City Council to be "resident friendly" when setting policy regarding residents securing short-term rental licenses. She believes the marina restaurant neither wants or needs the elevator and said the restaurant is already ADA compliant. She said she did not understand why citizens were limited to three minutes in their comments but that others were allowed to make longer presentations. She believes residents should be permitted to speak first. She is unsure why the City should be giving more money for an event that the CVB would be sponsoring.

George Nabb said that he seconds all of Mr. Clouse's statements. He said it is "disheartening" that the Sweetgrass Inn is not being held accountable for its noise violations and knows he would be ticketed for the same behavior.

3. Special Presentations

A. Recognition of Captain Swain's graduation from the FBI Academy

Mayor Pounds and City Council recognized and congratulated Captain Swain for his March 16, 2023 graduation from the FBI Academy.

B. Lavonda Brown, Executive Director, YWCA -- 2024 Martin Luther King, Jr. Event

Council Member Anderson explained that the YWCA would like to hold a VIP reception prior to their Martin Luther King, Jr. events next year at the Wild Dunes Resort. She would like the City to consider co-sponsoring the event along with Wild Dunes and the Charleston Visitor's Bureau.

Ms. Brown said, "Nothing would make me happier than to be able to bridge the gap between what the YWCA has been doing celebrating and honoring Dr. King for 51 years. We have been doing that. We are the longest and largest celebration in tribute to Dr. King in the state of South Carolina. We do our MLK breakfast which brings about 700 local leaders, faith leaders, and corporate leaders together at the Gaillard. We have a parade downtown, and we have recently moved our ecumenical worship service to North Charleston. My goal has been to bridge the gap between all of these communities. So for me, this would really be a part of my strategic plan to bring the YWCA and this tribute to Dr. King, who really talked about a beloved community where we are all welcome and we can all live in harmony. This will be an opportunity to bring people across the bridge and experience this community."

Council Member Anderson suggested that ATAX funds could be used to sponsor the event.

4. Approval of previous meetings' minutes

- A. Special City Council Executive Session – February 28, 2023**
- B. City Council meeting – February 28, 2023**
- C. Special City Council Workshop – March 14, 2023**
- D. Special City Council FY 24 Budget Workshop – March 21, 2023**

MOTION: Council Member Streetman made a motion to approve the minutes and Citizens Comments, and Council Member Ward seconded the motion. The motion passed unanimously.

5. Old Business

A. Consideration of changes to Short-Term Rental application requirements

Administrator Fragoso said that some of the items regarding enforcement on the "Things to Consider" sheet in the meeting packet will be discussed with the Public Safety Committee next week, including the Fire Safety Checklist. She reported that staff has reworked the Fire Safety Checklist: "The new version is in your packet. I think it is much clearer where it says what is currently required by different building codes, residential codes, the fire code, and the section of those codes where those are listed. The recommendation from the Administration and from the Fire Department would be that the City require an acknowledgement by the property owner, recognizing knowledge of these rules and requirements and actually certifying that they are in compliance with what we've talked about."

Staff continues to discuss additional considerations for City Council's review. Chief Oliverius visited with the IOP Chamber of Commerce looking to engage the rental community in discussions regarding fire safety concerns and short-term rentals.

Discussion ensued about the suggested increase to the short-term rental license fee. Several Council members noted that the increase is not intended to keep people from getting short-term rental licenses but to help cover the cost of the short-term rental coordinator position.

Council Member Bogosian asked about the implementation of some of the suggestions from staff. Administrator Fragoso responded that some items on the list are “administrative policy meant to ease the burden of managing and implementing and enforcing these ordinances,” while others will need policy approval from Council in the form of ordinances.

Council Member Miars asked if it would be possible for the Fire Department to do random spot checks at rental units to verify they are complying with the items on the fire safety checklist. Administrator Fragoso said staff would look into that possibility.

Council Member Pierce asked about the timing of implementation for some of these items. Mayor Pounds said the next draft of the FY24 budget will include the impact of the fee increase. Administrator Fragoso pointed out that the fee increase will need to be done via ordinance which requires two readings.

Discussion ensued about which items on “Things to Consider” and Fire Safety Checklist are administrative changes and which are policy changes that need deliberation by City Council.

MOTION: Council Member Pierce made a motion directing staff to draft the ordinance implementing a fee increase to \$550 for short-term rental licenses. Council Member Anderson seconded the motion.

Council Member Ward explained why he believes the fee increase is exorbitant and that he will not support the ordinance.

VOTE: A vote was taken as follows:

Ayes: Bogosian, Hahn, Miars, Anderson, Pierce, Pounds

Nays: Popson, Streetman, Ward

The motion passed 6-3.

B. Discussion of paramedic program

Chief Oliverius spoke to why the addition of a paramedic program to the City is a “unique and important initiative to consider.”

Council Member Hahn noted that Charleston County EMS has stopped putting paramedics on all ambulances, reasoning this is why such a program needs to be added here.

Council Member Anderson shared that while adding such a program could result in a tax increase, the Wild Dunes Community Association Board unanimously agrees they would support such an increase for the service.

6. New Business

A. Approval of Short-Term Rental Coordinator position

MOTION: Council Member Bogosian made a motion to approve, and Council Member Streetman seconded the motion.

Mayor Pounds said that this position is being approved now so that the search for the right person can begin ahead of FY24. Council Member Anderson asked what would happen to this position if the short-term rental fee increase does not pass. Administrator Fragoso said they would need to find those funds from somewhere else in the budget since the position has been approved by Council.

VOTE: The motion passed unanimously.

B. Consideration of proposal from Coastal Architects of an amount ranging between \$60,000-\$90,000 for the design and development of construction documents to install elevator at the marina restaurant

MOTION: Council Member Streetman made a motion to approve, and Mayor Pounds seconded the motion.

Council Member Streetman reminded Council members of the commitment the previous Council made to go above and beyond the required ADA-compliant measures to make disabled individuals feel welcome in the community. He believes that while the restaurant is ADA compliant, adding the elevator would be what Council considered “above and beyond.” He would like Council to consider spending the money for the feasibility study and ask for a ruling from TERC to determine if ATAX funds can be used to pay for the installation of the elevator.

Council Member Miars said that a feasibility study has already been done and believes the cost of installing the elevator will be close to \$500,000. She does not agree with putting in an elevator that will put disabled persons on a floor of the restaurant where the bathrooms cannot be made ADA compliant.

Council Member Anderson said she would like to see what a feasibility study would reveal, adding that there is a limit to what should be spent to add an elevator.

Council Member Pierce asked who would be responsible for paying for the service and maintenance of the elevator.

Council Member Popson said he supports Council Member Streetman’s sentiments and would like the feasibility study done. However, he thinks the cost of the construction documents to be excessive.

Council Member Streetman withdrew the original motion to amend it. Mayor Pounds withdrew his second.

MOTION: Council Member Streetman made a motion to spend \$20,000 for a feasibility study on the installation of an elevator at Islander 71. Council Member Anderson seconded the motion.

Council Member Bogosian expressed concern about spending money on a feasibility study if the Council is not committed to spending the money on the elevator.

VOTE: A vote was taken as follows:

Ayes: Anderson, Popson, Streetman

Nays: Bogosian, Hahn, Miars, Ward, Pierce, Pounds

The motion failed 3-6.

C. Consideration of installing an appreciation plaque at the Recreation Center honoring Norma Jean Page, former Recreation Director

MOTION: Council Member Ward made a motion to approve, and Council Member Streetman seconded the motion. The motion passed unanimously.

D. Consideration of 2023 surfing application from Monica Becerra, Share the Stoke

Mayor Pounds said the location of this surf camp will be somewhere between 25th and 30th avenues.

MOTION: Council Member Ward made a motion to approve, and Council Member Streetman seconded the motion. The motion passed unanimously.

E. Discussion of having residents speak first during Citizen's Comments

Mayor Pounds referenced a recent communication from the Municipal Association about policies in other municipalities regarding citizen's comments.

City Attorney McQuillin said, "So as I understand it, you have 30 minutes allocated for speakers, and so if you have a really hot button issue, short-term rentals, whatever, like the last meeting where you had a ton of people show up, if it's residents first, there maybe non-residents potentially that can't speak on the issue which I think gets you in trouble. The way I have seen it done, the way we do it on the school board is first come, first serve basis. That way you cannot be accused of being unfair or trying to exclude somebody's thoughts or public comments or anything like that. The issue is if you open the door and you create the public forum but then based on your rules you exclude somebody, that is where you get in trouble. And so, at least from a legal standpoint, it would be concerning to me if there is an issue where a lot of people want to talk, that an issue that affects not only residents but non-residents and they are not permitted to talk because residents get to speak first."

Administrator Fragoso said she spoke with neighboring communities about their policies and did not know of one that that did anything but first come, first serve when it came to public comment. She said some communities do not allow public comment during City Council meetings.

City Attorney McQuillin added, “I would be concerned about that [allowing only residents to speak] if you’re opening this up as a public forum to allow people to express their concerns, and it’s an issue that affects residents and non-residents, whether that is parking or whatever, and some people can speak and others can’t. I feel like if you open that door, you have got to open it for everybody.”

With regards to written comments, City Attorney McQuillin said, “It makes it less risky that someone would challenge it or make an issue of it, but somebody could still challenge it and say submitting a written comment isn’t as effective as looking at a Council member in the eye and addressing them and speaking to them publicly.”

Mayor Pounds noted that the public comment periods have been extended numerous times to allow for everyone to speak even those who had not signed up.

Council Member Pierce said, “I think a lot of this was generated perhaps from the last meeting where we had one specific non-resident come and make some comments about the residents that kind of resonated, and there was, I think, some blowback that maybe we should either restrict or at least reorder the residents and non-residents. And I don’t think anybody wants to either cut anybody’s time or not let anybody speak. At least I don’t. But I think that was more of a let the residents speak first, and if we ever had a situation where we did have to cut time that at least the residents would be heard. But I think Mac, and your later advice, that probably the best thing to do is to kind of leave things the way they are. I would like to see that maybe, we can make it really crystal clear that when people get up to the podium, whether or not they are a resident or a non-resident and what their interest is in speaking, I think that would be helpful, and if things get out of hand, like they might have gotten out of hand at the last meeting, that either one of us or some of us use the gavel to try to get those comments a little bit more under control.”

Council Member Streetman said that no one has ever been kept from speaking. Council Member Ward would like to have citizens state their names and addresses at the beginning of their comments.

F. Consideration of City sponsoring and co-hosting MLK reception with YWCA of Greater Charleston, Explore Charleston, and Wild Dunes Resort

MOTION: Council Member Anderson made a motion to approve, and Council Member Streetman seconded the motion.

Council Member Anderson emphasized the importance of such an event to the Isle of Palms, believing it will bring people to the island in the off season and increase awareness of the island. She said this will be a new event added to the YWCA’s Martin Luther King, Jr. celebrations.

Mayor Pounds said that at this point in time the Council is only voting on whether or not to be a cohost of the event. Any financial expenditure will be brought to the ATAX Committee and City Council for a vote at a later time.

VOTE: The motion passed unanimously.

G. Consideration of approval of notice of intent to purchase Caterpillar front loader for Public Works in FY24

MOTION: Council Member Ward made a motion to approve, and Council Member Streetman seconded the motion. The motion passed unanimously.

7. Boards and Commissions Report

- A. **Board of Zoning Appeals** – minutes attached
- B. **Planning Commission** – minutes attached
- C. **Accommodations Tax Advisory Board** – minutes attached
- D. **Environmental Advisory Committee** – minutes attached

8. Ordinances, Resolutions, and Petitions

A. Second Reading

Ordinance 2023-01 to provide regulations for dogs biting, chasing, or attacking

MOTION: Council Member Ward made a motion to approve and waive the reading, and Council Member Hahn seconded the motion. The motion passed unanimously.

B. First Reading

i. **Ordinance 2023-03 – to require law commercial services to remove yard debris from residential and rental properties.**

MOTION: Council Member Miars made a motion to approve, and Council Member Hahn seconded the motion. A vote was taken as follows:

Ayes: Bogosian, Hahn, Miars, Streetman, Popson, Anderson, Pierce, Pounds

Nays: Ward

The motion passed 8-1.

ii. **Ordinance 2023-04 to increase from two to four the number of resident parking decals that may be issued to non-resident property owners**

MOTION: Council Member Anderson made a motion to approve, and Council Member Hahn seconded the motion. The motion passed unanimously.

C. Resolutions and Petitions

Resolution 2023-02 – to support the adoption of H.3620 Clementa C. Pinckney Hate Crime Act

MOTION: Council Member Ward made a motion to approve and waive the reading, and Council Member Anderson seconded the motion. The motion passed unanimously.

9. **Executive Session**

10. **Adjournment**

Mayor Pounds shared dates of upcoming events including the change of recycling day starting on April 6, the Easter Egg Hunt (4/7), Shred Day (5/9), and a hurricane expo on May 16. Details are on the calendar at iop.net.

Council Member Ward made a motion to adjourn, and Council Member Hahn seconded the motion. The meeting was adjourned at 7:35pm.

Respectfully submitted,

Nicole DeNeane
City Clerk

City Counsel 3/28/2023; Clouse Comments.

We are respectfully requesting Council to assure and commit to us, in writing, our administration will enforce Ordinance 9-2-5.

Specifically, 9-2-5 (c).

The Sweetgrass Inn has egregiously violated said ordinance for over two (2) years.

Given the verbiage in 9-2-5 (c), we adamantly request you provide the Sweetgrass Inn written notice regarding your new position on said ordinance, which will result in the discontinuance of the daily 2 to 5 afternoon amplified concerts; and any other applicable event.

We have been engaged with the City for almost a year now. Typically, as scrutiny becomes increased on an entity (Sweetgrass), you would expect their behavior would improve. Actually, our experience has been just the opposite. Sweetgrass continues its egregious behavior, they get a pass from IOP Police, they go on as if the law does not apply to them. Why wouldn't they!

This happens over and over and over. We get a lot of sorries. Factually, Sweetgrass is unable to police themselves, per the March 2, 2023 incident from 10:15 PM to 11:00 PM, requiring Sweetgrass security 45 minutes to silence loudly talking guests. We reported to the police at 10:30PM, no clue as to the response.

Our response regarding Mrs. Haack's Public Comments on 2/27/2023:

I am the author of pages 71 thru 73.

Front Beach allowed 85 dBA's is fine. Not a double standard as she states.

We are fundamentally opposed for Commercial properties located in dense residential communities to be allowed more than 50 dBA's.

National Institute for Occupational Safety and Health ("NOSH") recommended exposure limit is 85 dBA's. This would be applicable to the resort's employees, however, not to the residents who live in the area.

She wants more decibels, at least 80 dBA's. More hours (15 not enough) for special events, more special events from 4 to 10. Our response is hold these events in the convention center, as they did previously. If their business model is to make a bunch of money, on a bunch of people from out of town, who want to let their hair down and raise hell all hours of the day and night; we suggest they need a new business model or a new location, or maybe both.

And, she reminds us the "resort generates significant accommodations taxes for the City". We all know we get a very small portion of the total generated.

Without the above, Mrs. Haack states "contracted groups and weddings may be forced to cancel".

Based on the abuses we have been exposed to the past two (2) years, day and night, the Stockholm Syndrome will not work on us.

17			<p>City Council Members, thank you for your service. Respectfully, I have several questions regarding the minutes and information package that you are reviewing at your council meeting on 2/28/23. First, 'public safety committee meeting' pages #71, #72, #73 are not attributed to anyone, is this the official work of the city council committee members or was this submitted by a concerned resident? It's important to clarify the author of these remarks.</p> <p>Regarding the proposed Ordinance 9-2-5 "noise" page 84, please consider the following:</p> <p>Page #86 c #2: 70 dB for commercially zoned properties, yet on page 89 #5 Front Beach (GC-2) is allowed 85 dB (why the double standard for commercially zoned areas?) Not wanting to impact front beach, yet, a higher level dB for commercially zoned areas in IOP is appropriate (please see page #93, according to NOSH (National Institute for Occupational Safety and Health) and the Noise Infographic attached, recommended Exposure limit is 85 dB. Commercially zoned areas should be allowed at least 75-80 dB. Also, on page #90 c. Only 15 hours per year for special events is very limiting, equating to only approx. 3 to 4 events per year. This is impractical for a resort generating significant accommodations taxes for the city, and for groups already contracted for 2023 for events on the SGI pool deck. The resort recommends 8 - 10 events per year, particularly in 2023, as contracted groups and weddings may be forced to cancel. Thank you for the opportunity to submit these comments and for your consideration.</p>	City Council
2/27/2023 1:12 AM	Mrs Terri A Haack	Wild Dunes Resort, 5757 Palm Blvd, Isle of Palms, South Carolina 29451		
2/27/2023 12:18 AM	Paul Wessels	1385 Classic Court, # 350, Mt Pleasant, South Carolina 29466	Please remove pickle ball lines from tennis courts	Recreation Committee



EMERGENCY CITY COUNCIL MEETING
12:00pm, Saturday April 8, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to order

Present: Council members Hahn, Bogosian, Ward, Streetman, Anderson, Popson (via phone), Miars, Pierce, and Mayor Pounds

Staff Present: Administrator Fragoso, Chief Cornett, Chief Oliverius

2. Purpose – Discussion and updates from the law enforcement incident on the beach on Friday, April 7, 2023

Mayor Pounds: Just a couple of quick comments before we turn it over to Chief and Chief for comments. Being here, I am repeating a little bit of what I said at the press conference just a moment ago. Way too many times an unprepared, untrained elected official sitting in front of a camera with not really knowing what to do in situations like this, and that is unfortunate for our country, for folks that get injured, that watching our staff last night and the coordination of the tri-county area was really something unbelievable. If you were around in the area, I don't know, Chief or Chief, a hundred cars, a couple hundred personnel, from all over the tri-county area. And I know there is a lot of supplication and a lot of social media news out there, and I would just say let's get the facts on the table and deal with it before we start talking suggestions and changes and tweaks. I think when you hear from our Chief, you will be pleased with what has happened and the proactiveness that was there. Again, I was just very impressed with our Public Safety folks, our staff, as well as the coordination of the tri-county area. The other thing that I was really impressed with is our business community on the island. Unbelievable the way they stepped up and provided food for our folks all night and this morning still going on. Just really appreciative of the efforts of our local business community and our residents, too. They continue to support our Public Safety folks in a great way. So Chief Cornett, I will just turn it to you and let you give us an update, please.

Chief Cornett: Certainly. So yesterday morning, we were made aware of an incident, or made aware of a skip day that was going to take place on the beach. And as soon as we found out that we were going to have that on our beach, we notified Charleston County Sheriff's Office, and they did send resources, even more resources than I initially thought that were out here. They were definitely out here. We had extra personnel. We were already planning, knowing that Spring Break was coming. So we had already planned to bring extra police officers in from our

agency as well as the Sheriff's Office. Once we found we had this, the Sheriff's Office sent even more than we had initially planned to do for Spring Break.

"We had officers on the beach and they were dealing with two separate fights. They initially detained three individuals from one fight, and while they were doing that, a second fight took place, and while they were detaining an individual with that one, someone did start shooting into the crowd. We had six victims, and their ages are 16 and 15. One that is in her 30s, mid-30s. We did detain two individuals that were coming off of the beach, and those two individuals were subsequently arrested. We have not been able to say that they were involved in the incident on the beach. We are still investigating their involvement, but we do know that they had firearms, and they were both arrested for having those firearms. One was a juvenile, 16 years old, who was arrested and charged with unlawful carry of a firearm and possession of a stolen firearm. The other one was an 18-year-old individual who was charged with unlawful carry of a firearm.

"Once we, the crowd actually started to get big, and so we called for additional resources to address it the same way we normally would to push them off of the beach, and that is when the shooting took place. Just before those agencies started to arrive. That would have been around 5:27ish yesterday evening. Once they came off the beach, we started to secure the crime scene on the beach and close the beach between Sea Cabins and County Park. And at the same time, we were removing the individuals out of our parking lots and off of the island, I do know that traffic was backed up on the Connector trying to leave. Coming onto the island, traffic was backed up due to a collision on the opposite side, the Mt. Pleasant side, involving Port City EMS.

"Make sure I cover all my notes here. We did recover two firearms as I already mentioned with the two individuals that we arrested. One thing that I want to point out is that when I started looking at our video last night from our officers' responses, I was amazed at their courage. They had individuals detained in handcuffs, and the moment the shooting started, they were putting people on the ground behind, the same people they had handcuffed, were being put on the ground behind cover, and they were getting on top of them in an effort to keep them from being injured. As they were releasing them to turn to the bigger threat, which was the individual that was discharging, two of our officers without hesitation sprinted towards the gunfire where it was taking place. Unfortunately, with the crowd being as big as it was, they were not able to identify who that shooter was. As soon as that crowd was leaving and there was not a danger, they turned and immediately went to rendering aid to individuals who had been shot.

"Within three minutes, I would say, roughly three minutes, they had three individuals that had been injured loaded on the back of one of our Polaris vehicles and transported out where Fire was already waiting. They got there before we even had to call them. They were there ready to render aid and to start helping these individuals. We had other individuals that self-transported to the hospital. That is how we have a total of six. We transported four from the island. Is that correct, Chief?

Chief Oliverius: Correct. Six.

Chief Cornett: Six. And some of those, one is still in the hospital. All the others have been released. They were non-life-threatening injuries for all of them.

“I do want to say when we initially had the incident, we called for assistance, and our assistance came from Charleston County Sheriff’s Office, Charleston City Police Department, Mt. Pleasant Police Department, Sullivan’s Island Police Department, North Charleston Police Department, Berkeley County Sheriff’s Office, Summerville Police Department, South Carolina Department of Natural Resources, South Carolina Law Enforcement Division, the FBI, ATF, Isle of Palms Fire Department, Mt. Pleasant Fire Department, Charleston County EMS, Port City EMS, Charleston County Emergency Management Division, and Charleston County Dispatch all played a critical role in our response. We closed 14th Avenue and used the County Park as a staging area for all responding law enforcement agencies so that we could assign them and direct them where they needed to be to address the incident.

“We do have a tip line. Emergency Management assisted us with getting that set up. That tip line that we have got out if you want it just so you have it is 843-529-3750. And we are asking anybody with any information to call that tip line. We have it staffed with our personnel as well as personnel from our surrounding agencies. They are staffing those phone lines as well at the Emergency Management Division.”

Mayor Pounds: Chief Oliverius, anything to add?

Chief Oliverius: No, sir. Chief Cornett covered it. I just want to reiterate the partnership that we have with our neighboring communities and how crucial that was to the outcome of what we had yesterday. Those relationships and partnerships are so important, as you all well know, and so we definitely leaned on those partners and leveraged that, and our firefighters did an amazing job, as Chief Cornett said, working in conjunction with Charleston County EMS, Port City, and with the Police Department as they rendered aid first.

Chief Cornett: If I could, Mayor, I just want to point out we are still investigating what took place. We have several investigators from the surrounding tri-county area that are assisting in that as well as SLED. I spoke with Chief Keel earlier this morning and has promised whatever resources we need we will have. As well as the FBI has promised the same thing. So they have all sent personnel to assist us with the investigation, and that could be doing interviews and whatever else we need to do.

Administrator Fragoso: I just want to reiterate the support that we received from the automatic and mutual aid agreements that we have with neighboring communities. The outpour of support has been significant, and we saw it play out in an incident where we never hoped we’d have, but certainly saw that pretty beautifully.

Mayor Pounds: I will open it up for Council questions. Rusty.

Council Member Streetman: Thank you, Mr. Mayor. Chief Cornett partially answered my question. Talking about you have several investigators that are looking into this from SLED and all different agencies. Who actually takes the lead? Who is leading that investigation now?

Chief Cornett: We are the lead investigating agency, and the FBI, SLED, and the other surrounding agencies are assisting us because there are just so many people that we need to

interview. So many different pieces of evidence that we need to process. They are all going to assist us. It takes a lot of people to work on this.

Council Member Streetman: Okay. The other thing that I want to say, Mayor, just very quickly at this point, is based on all the video I have seen, based on the press conference this morning, what I have heard, what I have seen, I want to personally thank all of our Public Safety and all of the other agencies that helped you all and helped all of us on the island. This is a traumatic thing for all of us, being on the side of we are not accustomed to things like this happening. But it appears to me, at first glimpse, it was really all hands on deck, and people rallied around making sure we protected as many residents, citizens, off-islanders as we could. Thank goodness none of our first responders got significantly injured in the process either. Thank you.

Council Member Bogosian: Yeah, I was down there last night on my walk down. And while I was down there, it was certainly an IOP that was unrecognizable to me. It reminded me something more like the videos I saw coming out of Miami Beach spring break and the chaos there. Not to repeat myself and what has already been said, I was extremely impressed with the support we received from everywhere. From Federal and all the State agencies, local municipalities, and how well coordinated it was. So I commend you, Chief, for coordinating that effort because it was a massive coordination of different things going on. At one point, the bridge was actually being barricaded or blocked by individuals and the response to that. And just things popping up all over the place. As I was walking the parking lot, there was still a lot of activity going on where there were illegal guns and other arrests going on, well after that was going on. So it was chaos. So I commend you. I commend the Fire Department. I commend all those that helped get us through last night, and I am sure we will have a debrief and rethink as the emergency gets through on things that we could have done differently. And find a way, I did not realize the bravery that was displayed by our police department, but I think we should find a way to recognize those at some point going forward as well. So thanks again.

Council Member Ward: Are you at liberty to say if you know do you think it is a shooter or plural?

Chief Cornett: We don't know right now. We are still trying to get all those interviews done, and right now, you have conflicting stories. So once we finish all those, we will be able to put together a timeline and have a more accurate picture of what took place.

Council Member Anderson: I would like to thank you for the extraordinary job you all did last night. This could have been far worse than it was, and we are fortunate that there was no one with serious injuries, and certainly nothing beyond that that happened. And the size of the group that was on the beach, it's pretty impressive that that is all that happened. One more thing I would like for you to just sort of elaborate on, Chief, you mentioned the tip line. Why don't you tell us a little bit about what kind of tips you would like to have called in?

Chief Cornett: So with tip line, anything you think you saw, whether you think it is small or you think it is huge, call. That little piece of information that you think might be irrelevant may be a crucial part to help us identify the individual involved. If you have video, Ring doorbell video, Nest videos, house security videos, we are asking that you contact us so that we can collect that.

Regardless of how small you think that video might be, again, it may be the most critical component to helping us with this investigation. So anything you have, call us. Call us and share that.

Mayor Pounds: Scott, anything? Kevin. I know Kevin is on the phone. Kevin, anything?

Council Member Popson: Thanks, Mr. Mayor. No just kind of repeat I am glad that our fire safety folks are safe and chiefs, just thank you for the excellent effort by you both and your team. I am just glad everybody is safe.

Mayor Pounds: Desiree, anything else?

Administrator Fragoso: Well, clearly after situations like this, we will need to have a time to discuss what additional resources and strategies we may need to implement in the future to avoid this from happening. It is certainly unacceptable. I do agree with the comment that Council Member Bogosian made. It was an unrecognizable IOP for me. And I noticed crowds of people that were undeterred, even with the significant presence of police on the island when we were trying to clear it out. We are going to have to have serious conversations about access and gatherings on the beach. We could have had a much different situation. Our officers were on the beach when the shooting happened, and I am so glad that none of them were injured, and we will take this very seriously. Absolutely. And it will be hard decisions and hard conversations to have.

Mayor Pounds: And Chief, I know we have our municipal lots are closed today. County Park lot is open at this point. Is that correct?

Chief Cornett: That is correct, yes, sir.

Mayor Pounds: We will do that for the foreseeable future at this point.

Chief Cornett: Yes, sir.

Mayor Pounds: And we will take all the flack that comes with that. That is the decision to make right now for that purpose.

3. Adjournment

Council Member Ward made a motion to adjourn, and Council Member Streetman seconded the motion. The meeting was adjourned at 12:14pm.

Respectfully submitted,

Nicole DeNeane
City Clerk



SPECIAL CITY COUNCIL MEETING -- WORKSHOP
5:00pm, Tuesday, April 11, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to order

Present: Council members Hahn, Bogosian, Anderson, Ward, Streetman, Pierce, and Mayor Pounds

Absent: Council members Miars and Popson, Director Kerr

Staff Present: Administrator Fragoso, various department heads

2. Citizens' Comments

Al Clouse's comments are attached to these minutes.

Terry McGowan, 3 Driftwood Lane, spoke about what he and his wife experienced during the shooting incident on the beach on April 7. He said "it is imperative for Council to take action to address the root causes of these flash mobs and to improve City intelligence gathering capabilities." He said the incidences of flash mobs are escalating and causing problems everywhere. He would like to see quicker use of emergency shutdown procedures. He would also like Council to consider the use of drones and horse-mounted patrols. He believes the Police Department needs an information officer and an analyst.

Terri Haack of Lowe/Wild Dunes submitted comments that are attached to these minutes.

3. Special Presentations

Presentation by Lobbying Firm Tompkins, Thompson & Brown

Boyd Brown of Tompkins, Thompson & Brown, spoke on behalf of the firm detailing the efforts they continue to work on in Columbia for the City's benefit. In addition to securing \$1.5 million for the marina dredging project, Mr. Boyd said they are looking into securing \$2.5 million for ADA boardwalks and \$6.5 million for stormwater.

Council Member Hahn asked if there was any "appetite" to overturning S40, which he said is unconstitutional. Mr. Brown said they would need direction from City Council to pursue that effort.

Council Member Streetman asked about the likelihood of stronger actions being put in place regarding illegal weapons in light of what was said at a recent press conference about the

shooting that took place on the beach on April 7. Mr. Brown said the House did pass some bond reform measures that the Senate is discussing now.

When asked about ATAX monies, Mr. Brown reported that many municipalities believe the 30% number is too high. Columbia would like to have joint conversations with municipalities and the direct marketing organizations to come up with a solution. He encouraged the City to continue working with the CVB and to come to them with statutory changes they would like to see considered.

4. Dashboard of City Operations

Administrator Fragoso said revenues and expenses are tracking well so far in FY23. She pointed out the effects of increased enforcement efforts from the Police Department as well as a significant increase in the amount of calls for service for the Fire Department. Part of that increase had to do with the automatic aid agreement and the Town of Mt. Pleasant being down one ladder truck. An effort will be made in future reports to track automatic aid calls separately.

The number of short-term rental licenses as of 3/31/2023 is 1,786.

She reviewed the vacancies across City departments and encouraged everyone to visit the calendar on the City's website to see the details of upcoming events.

5. Department Reports – in the meeting packet

6. Strategic Plan Policy Initiatives and Priorities

A. Livability

i. Discussion of changes to the noise ordinance

Administrator Fragoso said the version of the noise ordinance in the meeting packet is the version that has been discussed by the Public Safety Committee. Council Member Ward believes 75 decibels is too high a limit. He also believes the ordinance needs more work at the committee level.

Administrator Fragoso explained the origin of the noise level limit: "So his [City Attorney McQuillin] recommendation was to simplify the noise ordinance. Initially he had recommended that the City look at just one decibel threshold that applied to everybody. And we went back to the Committee with that information. We were directed by the Committee to still have the change between residential and rental properties versus commercially used establishments. And then that is when we went back to the 60 and the 75. So that was reaffirmed by the Committee about two months ago. I believe the meeting in January or February. And then in March, the Committee made the recommendation to adjust section H, which talks about permits for additional amplification."

Council Member Bogosian agreed more work needs to be done on this ordinance. He said, "We are trying to get something that is quantifiable and enforceable, but I think the overarching principle of a noise ordinance is to be able to protect homeowners' quiet enjoyment of their property and their homes."

He also asked for a clarification on “excessive noise” and how that might be enforced. Administrator Fragoso reviewed the definition of excessive noise in the ordinance. She pointed to subsection 2 under excessive noise that establishes a list of criteria that an officer would look into to determine whether a noise is excessive. So the way this is drafted, I would say that even if a noise does not meet the maximum threshold, if it is considered to be excessive, unnecessary, it’s annoying somebody inside their house, I think this version of the ordinance would allow an officer to still deem it excessive.”

Council Member Pierce suggested the addition of a chart that details decibel limits for each zoning and the applicable times of day for each level.

Chief Cornett spoke to how this version of the ordinance would be enforced if passed. He said decibel readers have already been purchased and are being used in the development of this ordinance. With regards to “excessive noise,” Chief Cornett said, “I would focus on that one would be the two words in the beginning – unnecessary and unusual – that would be those things that don’t normally happen. There is something that out of the blue pops up, that would fall under that excessive noise.”

Council Member Streetman agreed the ordinance needs more work, adding that some of it seems to be unenforceable.

Administrator Fragoso said she would like to see something enforceable put in place before the season starts. Council Member Ward said the situation between the Sweetgrass Inn and the surrounding neighborhoods is unique and needs to be dealt with. Council Member Pierce suggested a carve out for just that area if that is the problem the ordinance is attempting to solve.

ii. **Discussion of IOP Connector Study**

Mayor Pounds said, “This survey of public opinion was conducted from January 14th to February 17th. There were just under 4000 entries, and about 7200 visits to the survey. The report that is in our packet summarizes about 3300 survey responses after scrubbing for duplicates. Most residents, about 48%, listed area code 29451, IOP and Dewees, as their home zip code. So good representation from IOP residents in this particular survey. Top two concerns for most participants were traffic congestion and the safety of bicyclists and pedestrians on the IOP Connector bridge. Participants’ priority ranking on the bridge primarily focused on reducing traffic congestion and improving safety for all users. And a lot of these comments are captured in the key written statements within the survey report. Fewer than 6% of comments received focused on emergency vehicle access. Concept 5, you may remember, adds a lane capacity on the bridge by adding a second lane towards Mt. Pleasant, received the highest rating with 50% of the respondents rating it four stars or higher. Keeping the existing configuration came second with 49% of respondents rating it four stars or higher. So we had some conversation about having the SCDOT here at the end of April for our Council meeting. Again, I think the survey kind of speaks for itself, and I don’t know that we need them here regurgitating survey numbers for us. But I do want to hopefully have them here for continued conversations about Palm Boulevard and the concepts that they have been working on with the same consulting firm.”

Administrator Fragoso added, “SCDDOT would be looking at direction from Council based on the results to see if there is any concept that we would like for them to pursue. More studies, whether it is some of these changes would include operational adjustments to both intersections, both at the island and at Rifle Range. When you look at the two-lane now, which was the highest-ranked option, that would require some evaluation of right-of-way acquisition. Those turn lanes, there’s that intersection to Riviera Drive up to Target, so there is a little bit more work that would need to be done from an engineering perspective and an operational assessment to determine exactly what would need to be done to effectuate that concept. Also identify cost that will ultimately yield to a discussion about timeline implementation. So I think at this point, SCDDOT would be looking for direction from Council, and it could be done in the form of a resolution if there is a particular resolution that you would like for them to pursue.”

Council Member Ward questioned the validity of the survey answers. Administrator Fragoso noted that about half of the responses were from IOP.

Council Member Anderson said, “I’d just like to point out that since this survey was taken and the connector study was begun, one major thing has changed. What we do know from this survey is that there are two issues that are important to Isle of Palms residents – traffic congestion and safety. Safety we recently have addressed by proposing that we add paramedics permanently on the island to provide better emergency response times, by having them on the island. So that was something that was not available a year ago. That will be available going forward. So that is a safety item. With the alternatives that have been proposed by DOT, there is one that provides additional capacity on the road that will help relieve traffic congestion, and that is option 5. So in looking at these alternatives, that is those two items need to be considered together, and with paramedics on the island, and obviously my preference is for option 5. We would have both an increased capacity and much improved emergency response times on our island.

Council Member Hahn said, “This Council will do whatever this Council wants to do. I believe that we need to look at this from a safety perspective and not an expediency perspective, and I know everybody wants to get off the island fast. And the way this survey was created is like giving candy to a three-year-old. Of course, the three-year-old wants the candy. I get off the island fast. That has nothing to do with safety. And just in this last week we have had an ambulance wreck on the Connector, and we have had a head-on collision on the Connector. And both of those could be a result of not having an emergency lane. I think we need to pick option 3, but more importantly than that, I think we need to demand that SCDDOT put a hard barrier between vehicles and the pedestrian/bicyclists, and there are barriers that meet all of their objections – weight and accessibility – and that will create a huge difference in the safety on that Connector.”

Council Member Streetman said that he prefers Option 5. He agreed with Council Member Hahn that barriers along a multi-use path are needed.

Mayor Pounds indicated that the Town of Mt. Pleasant is not discussing the survey results until their May meeting. He said, “I still think we do something on April 25th, so regardless of which option, it goes back to SCDDOT for engineering, construction drawings, whatever needs to

happen, costing, are kinds of the next items that need to happen.” He does not believe SCDOT will move forward with any action until it receives input from the Town of Mt. Pleasant.

Council members Bogosian and Pierce also prefer Option 5.

Council Member Hahn suggested that the proposed resolution include no option preference but include the barrier request. Council Member Pierce agreed with that suggestion, while Council Member Anderson stated that barriers restrict the movement of emergency vehicles.

B. Environmental – none

C. Public Services

i. Discussion of Ordinance 2023-03 – an ordinance requiring commercial lawn services to remove yard debris from residential/rental properties

Council Member Streetman explained to the Council that after discussion with staff, the members of the Public Services & Facilities Committee will not be recommending this ordinance. It will appear for Second Reading on the April 25 agenda.

ii. Discussion of Ordinance 2023-04 – an ordinance to increase from two (2) to four (4) the number of resident parking decals that may be issued to non-resident property owners

Mayor Pounds said no changes were made to this ordinance in Committee, so it will be coming back for Second Reading on April 25. Administrator Fragoso explained the verification process for the distribution of the decals.

iii. Discussion of hiring a parking vendor for the island for the 2024 beach season and proposal presented by Pivot Parking

Mayor Pounds said staff has spoken with Pivot Parking about phasing in a portion of their proposal this year to allow for more officers and BSOs to be dedicated to monitoring the beach.

Council Member Pierce requested 5-year projections on both financial options proposed by Pivot Parking. Administrator Fragoso explained why an RFP was not done for this initiative: “When we started looking at this, we approached two companies that had participated in an RFP process in this state within the last 12 months. That is an exception that is included in the City’s procurement code. It is our option. It is up to City Council essentially to decide do you want to take advantage of that provision and that exception in the procurement code, or do you want to go out for RFP. I think we mentioned that at the Public Safety meeting we just wanted to take advantage again of that opportunity to at least understand what the fee structure would look like.” It would take 60-90 days to get proposals back if Council decided to move ahead with an RFP.

Administrator Fragoso clarified what is being asked of Pivot for this season: “They have proposed about having within 30 days being able to staff up to provide not the software that they use for the parking management, but just the personnel to carry us through the season, which would not be a full contract.”

Council Member Bogosian also requested economic models for each option. He agrees with the concept, but he has other questions he would like answered. Staff will ask representatives from Pivot Parking to attend the April 25 Council meeting.

Chief Cornett said that with the demand for increased enforcement efforts, having another company manage parking will be very helpful.

Council Member Anderson said Pivot Parking's references should be checked.

D. Personnel

Update on Finance Director hiring

Administrator Fragoso reported that 6 people have been interviewed for this position. A meet & greet for Council and staff with the top two candidates is scheduled for April 25. She noted that this process has been more difficult than anticipated.

E. Other items for discussion

i. Discussion of resolution for prostate cancer tournament

Mayor Pounds said this resolution recognizes Gordon Wheeler's work with this tournament that has become the single largest fundraiser for prostate cancer research in the state.

ii. Discussion of Local Comprehensive Beach Management Plan

Administrator Fragoso said the Plan has been prepared and is currently out for public comment. Feedback from OCRM staff and consultant led to changes related to turtle nesting, parking counts for the IOP County Park, and the inclusion of the handicap parking spots now at the 34A Beach Access. They anticipate OCRM's approval of the Plan. City Council will vote on a resolution to adopt the Plan on April 25 and then it will go to OCRM for adoption.

She added that this was the 5-year review of the plan and it was bigger than expected.

7. Financial Review

A. Financial Statements and Project Worksheets

Director Suggs said property taxes are slightly ahead of budget. Forecasts predict that line item to exceed budget by about \$238,000. Business licenses and rental licenses are currently under budget but are due by April 30. She said it will be a month or two before they can evaluate how well those items are doing against the budget.

Director Suggs said, "The forecast is based on the last 12 months actual, so general fund revenues we are forecasting to be \$1.5-\$2 million better than budget. General fund expenditures are being forecasted at being over budget by \$820,000. \$541,000 of that is related to one-time payroll adjustments that were approved by Council."

Tourism and LOST revenues continue to run higher than budget and higher than the prior year.

She reported that the City has received \$1.5 million from SCPRT for the marina dredging.

No State or County ATAX pass throughs have been received yet. Hospitality taxes are strong and running 20% ahead of FY22.

The City's cash balances are currently \$38 million.

Director Suggs said, "One thing to keep in mind with the Local Option Sales Tax, the City's practice is when we are at millage setting time, the City also gives to the County a Local Option Sales Tax credit factor, and we calculate that two ways based on the previous fiscal year's actual and the budget for the upcoming year, and we use the higher of those two numbers. The goal being to give property taxpayers the biggest credit we can. The City does not have to give 100% of the Local Option Sales Tax back by State law, but the City always has done that so long as we continue to have really strong Local Option Sales Tax collections. We can make the tax credit, we can possibly make the tax credit factor higher which would serve to bring down people's property tax bill."

Three payments were made out of the marina improvements fund and there were no changes to the Phase 3 Drainage worksheet.

B. Discussion of FY24 Budget

Mayor Pounds reviewed the changes and additions in the second and third drafts of the FY24 budget. Council members agreed to his suggestion that the second half of the ARPA funds be designated for drainage projects. The entire cost of the Waterway Boulevard project is included in the new draft of the budget. However, the City has applied for a grant which the grant writer feels very positive about receiving. The City should hear about the grant award in the second quarter and cannot begin work on the project until they know about whether or not they've received the grant. The cost of adding three paramedics has been added to the City's State ATAX budget.

Mayor Pounds reviewed some funding strategy alternatives. He said, "Both drafts reflect adding significant services for our residents and visitors with 10 new employees, six paramedics, three short-term livability positions, and one public relations and tourism coordinator."

Council Member Bogosian said the projected decreases in funds at the end of FY24 feels like the City is living off of its savings.

Mayor Pounds suggested a combination of drafts 2 and 3 of the budget by phasing in the paramedic program, splitting the fire department exhaust systems between Municipal ATAX funds and Capital Projects, and reducing the undergrounding projects.

Council Member Bogosian suggested adopting draft 3 of the budget and adding the short-term rental revenue bump from the fee increase.

Mayor Pounds suggested increasing the short-term rental application fee by only \$100 and transferring the rest from tourism funds. Administrator Fragoso pointed out the City could see an increase in short-term rental revenues with the increased focus on compliance and better reporting.

Mayor Pounds also suggested a placeholder for any suggestions that were realized from an updated wage and compensation study. After a brief discussion, the cost of the study will be added to the budget but not a placeholder for any new wage assumptions.

Mayor Pounds reviewed the key initiatives in the FY24 budget. Administrator Fragoso added that only \$175,000 of the \$700,000 designated for the design and permitting of the next beach renourishment project will be used in FY24.

The First Reading of the budget will be at the April 25 City Council meeting followed by the Public Hearing and Second Reading on May 23.

8. **Procurement**

9. **Capital Projects Update**

A. **Phase 3 Drainage – Outfalls at 30th, 36th, and 41st Avenues**

Administrator Fragoso said not a lot of work has been done at 30th Avenue lately because the contractor is waiting for some materials. Work will continue as the materials become available.

Design work for the junction box at 36th Avenue is ongoing, and further work in that area will likely be after the season as the road will need to be closed for approximately 10 weeks.

The Army Corps of Engineers' permit for the 41st Avenue project has been received, and the City is waiting for the SCDOT encroachment permit.

B. **Comprehensive Drainage Masterplan**

Administrator Fragoso anticipates Davis & Floyd making its presentation of the Drainage Masterplan at next month's meeting.

C. **Overhead to Underground Conversion at 21st Avenue**

This project is complete. Administrator Fragoso will provide Council with an updated list of undergrounding projects.

D. **Pickle Ball Court Construction and Basketball Courts Rehab**

This project is also complete. A ribbon cutting ceremony is scheduled for Monday, April 17 at 10am.

E. **Public Dock Rehabilitation and "T" dock improvements**

Administrator Fragoso reported that the comment period for the Army Corps of Engineers' permit has closed and the comment period for the OCRM permit is open until April 27. The design work for the dock is contingent upon OCRM approving the proposed width of the pier to 16' wide.

F. Marina Bulkhead and Boardwalk

Administrator Fragoso said minor electrical work needs to be completed and low lights installed along the railing of the bulkhead.

She added, “I know Douglas has been working with Robert and Donnie and the contractor on some erosion we are seeing on that side that abuts the parking lot. So they have been working with a contractor to get that corrected.”

10. Legislative Report

11. Miscellaneous

Administrator Fragoso said of the shooting incident on April 7: “As you all know, this is a pending investigation that the Police Department is leading. They have been conducting internal debriefing sessions, and we plan to have an after-action review tomorrow afternoon internally. Our plan is to develop some recommendations for Council to review. I know that I have had conversations with the Chair of Public Safety about when we are scheduling and having the next Public Safety meeting. But please know that we are taking this very seriously, and if there are any changes in the way that we responded or any additional resources that we may need to enhance our first responders and Public Safety folks. We will be making those suggestions and recommendations to Council. But I will say I am incredibly proud of the team that we have. If you see them in action, you would be as well, and I know a lot of you have. Not a very easy situation that they have to go through, and one that they handled with a lot of grace and professionalism. So I think you all should be very proud of the staff that the Isle of Palms has.”

12. Adjournment

Council Member Ward made a motion to adjourn, and Council Member Streetman seconded the motion. The meeting adjourned at 7:38pm.

Respectfully submitted,

Nicole DeNeane
City Clerk

City Counsel 4/11/23; Clouse Comments (Meeting #10 since 4/13/22)

An awesome shoutout to our first responders regarding last Friday's continuous contentious world of reality. They found us!

We urge you to review documentation regarding an additional call by our first responders dated 3/31/23 at the Sweetgrass Inn.

Friday 3/31/23 at 9:19 PM, I called the IOP Police regarding an extremely loud party at the Sweetgrass. Several people were outside, doors not closed. Approximately 15 minutes later, I hear a number of sirens; fire engines and police car lights. I am thinking, wow, our guys are all over this; awesome. Actually, as the process evolved, our first responders were addressing someone injured in the fire lane adjacent to Path 58. Thankfully, Palm Blvd was not blocked by vehicles who service Sweetgrass, which has been documented, allowing vehicles access to the Fire Lane. Per Chief Cornett, a larceny had been committed, one of the perpetrators fled with a stolen backpack; the other failing to negotiate the fence, was injured, thus the reason for all the first responders. Subsequently, the escapee was captured with the stolen backpack. Another shoutout for our side! Thank you!

Question: where was the resort's security and the size of the detail. We see people jumping the fence all the time; calling it to the resorts attention. Is said fence to keep people out or to keep people in? It certainly does not keep the noise in. The loud event created a great distraction for the perpetrators. Further proof the resort does not police itself, because it costs money!

Fifteen (15) days ago (March 28, 2023) we respectfully requested Council provide us written assurances our Administration will enforce Ordinance 9-2-5. Still awaiting said document. You have my email address.

In your meeting packet, the administration continues to present a false narrative regarding the recommended noise exposure limit of 85 dBA's. They continue to illustrate NOSH standards; which are Occupational; like a construction zone. Not applicable for residents living in residential areas, which abut and are adjacent to Commercial Properties.

What is the reason you are not reviewing more meaningful standards? For example, EPA maximum outdoor noise level is 55 dBA's. Secondly, NIH, EPA and WHO state prolonged exposure to environmental noise levels above 70 dBA's leads to permanent hearing loss. What is the reason the above is not in the administration's narrative? Our recommendations, which continue in end up in a black hole, are in the 2/14/23 Public Safety Meeting Minutes!

We ask you: who is more knowledgeable regarding our health and livability, the EPA or the IOP Administration?

Is it the accommodations taxes, which the resort continues to flaunt in front of the council?

Current Proposed Noise Ordinance Section (h) has migrated from 15 hours a year to 5 days; allowing 85 dBA's for durations of up to thirteen hours per day. Totally unacceptable and "unreasonable"!

The proposed "exception" is an administrative nightmare, totally skewed for commercial properties. Residents are not provided with an avenue to object to the above; a total cram down. Sub Section (e) Denial (which is actually 5.) will result in a classic arm twisting contest; carving residents out of the process. Where is our due process?

We believe it is time to hold all parties of a contract accountable for noise violations.

The resort's "Sound Study" , which they committed to provide to all of us, scheduled for completion the week of 3/13/23.....a month ago.....no where in sight.

COMMENTARY

"HIGHWAY TO HELL"; PROPOSED NOISE ORDANANCE

by Al Clouse

The IOP administration's recently crafted proposed noise ordinance, which is unacceptable, will not work for a number of IOP residents. Said proposed ordinance has a number of finger prints on the current iteration; other than the administrators, all are arguably commercial smudges. Resident's finger prints did not make the first draft; looked good at the time, however, disappeared like Houdini.

A Sterile Environment:

We have nine (9) city council members who have a moral obligation to protect the citizens who live on the IOP. Does not matter what has previously been stamped on each respective council member's forehead, "residents" or "commercial"; first and foremost, they are human beings.

We, and six (6) additional property owners all abutting and adjacent to the Sweetgrass Inn, also human beings (not a gang), have been egregiously abused by our new neighbor to the north; a new hotel, a/k/a the Sweetgrass Inn, a Lowe/Dart enterprise ("resort"), an artificial being.

The WDCA board has miserably failed their fiduciary duty; unconscionably carving us out of their empire, except for dues. Conveniently, Lowe's SVP Terri Haack has a board seat. On March 3, 2023 Debbie Stanley, President, publicly acknowledged the board is not morally obligated to aid us in this situation. Further solidifying the board's "joined at the hip relationship" with the resort. No, it is not complicated.

The Facts:

The Sweetgrass Inn, a concrete horseshoe, was purposely designed to deflect noise to the south, directly towards a seasoned residential community. Somehow, the approval process did not include notification to residential properties abutting and adjacent to the proposed site; thus extinguishing residential property rights. You would think common sense and a sense of duty would prevail, with the approval body notifying those who are in harms way. Shame on us for not checking the IOP web page on a daily basis to monitor catastrophic events in our neighborhood.

During the past two (2) years, said abuses, many in long duration, are comprised of, but not limited to: Service deliveries at 4:00 AM; Building maintenance at 6:00 AM; Trash pickup at 6:00 AM; 2:00 PM to 5:00 PM Daily Outdoor Amplified Concerts; Obnoxious loud ballroom and rooftop bar events at night; Hooping and hollering all hours of the day and night; Late night after parties; Unsupervised day care; Athletic competition; Food trucks; Company picnics; Outdoor company celebrations (J & J's Concert from Hell) at night.

The hotel's abuses resulted in: Annoyance; Nuisance; Sleep depravation; Sleep disorder; Disturbances which prevent property owners from utilizing their property amenities they are taxed on; Livability; just to name a few. National Institute of Health ("NIH"), Environmental Protection Agency ("EPA") and World Health Organization ("WHO") identify noise, which aligns with the hotel's abuses, is detrimental to one's health.

To combat said abuses, said property owners have called the IOP Police, who are human beings, over forty (40) times, which resulted in five (5) citations (all in one (1) night). Based on my junior high math skills, not IOP Math, an extremely low citation to complaint ratio.

The Sweetgrass/Hyatt/Lowe/Dart web has consistently demonstrated their inability to police themselves. We believe this is by design. Their modus operandi is: we will do what we want, as long as we want, where we want; we will wear you down; we will tear you down!

To further complicate the situation, the resort convinced the administrators, I am an "unreasonable person". Thus, allowing the resort a "get out of jail card" regarding 9-2-5 (c). Said section addresses "Amplified Music—Daytime Play. "It shall be unlawful for any person, entity or establishment to play, operatein such a manner or with such unreasonably loud volume in the circumstances as to disturb the quiet, comfort or repose of any reasonable person of ordinary sensibilities in any dwelling or other residence". I am still waiting on my induction ceremony invitation from the Governor.

The Reality:

As you may remember, we previously exposed the IOP Police's conflict of interest when working for the Sweetgrass Inn. Demonstrating the IOP Administrators, who are human beings, are not capable of keeping our Police out of harms way; not leading by example.

We have presented nine (9) times to Public Safety Committee ("PSC") and City Council ("CC"). "Frequent flyer status;" qualifying for our own name plate, compliments of Mr. Hahn.

The IOP administration has proposed different iterations of a new noise ordinance for our community. Unfortunately, for the seven (7) above property owners, who have families inhabiting said properties, each respective draft further deteriorates our livability. The proposed ordinance does not favor our IOP community; it favors the artificial being; the Sweetgrass Inn, a commercial property located in a dense residential neighborhood.

In contrast, the Windjammer, an IOP Icon, is a commercial property located in a commercial district. Residential properties located in close proximity to the Windjammer, were actually constructed post Windjammer and in a defined commercially zoned area, not a residential zoned area. We are on record: the Windjammer is not to be negatively impacted by the passage of any new ordinance.

Ironically, our city administrators, who arguably do not live on IOP, are crafting ordinances which impact the people living on IOP; telling us how to live; defining our livability standards, with no skin in the game.

Regardless of your position on Short Term Rentals ("STR's"), the proposed noise ordinance will dramatically compound the issue for all; resulting in widening the gap, verses narrowing it. The number one (1) documented issue regarding STR's.....Noise; which would be identified as a cause to a problem. Section (h) of said proposed ordinance will allow a residential or commercial property owner to apply to CC for a permit to emit up to 85 decibels ("dBA's"); up to 15 hours a year! No defined recourse for a party to object. This chaos will only exacerbate the STR situation. Who would benefit from the above, and at who's expense? An administrative nightmare! Frankly, the STR situation, regardless of who's math you use, is undermined by a lack of enforcement regarding noise. A strong noise ordinance, along with strong enforcement, will greatly lessen the impact of STR's. We do not need more buckets; we need more people to carry the water.

The Consequences.

FACT: 70 dBA's are ten (10) times louder than 60 dBA's; the calculation is logarithmic (not IOP Math). The proposed noise ordinance allows 75 dBA's for commercial properties; 60 dBA's for residential (with the exception of 85 dBA's in the above mentioned permit). In contrast, EPA recommends maximum indoor noise level of 45 dBA's and maximum outdoor noise level of 55 dBA's. Key word: maximum. So, the question is: who has the most medical knowledge in our community; the EPA or our IOP administrators?

Interestingly, Columbia, SC (a college town; some may remember your tenure) does not designate between residential and commercial. Their noise ordinance allows 55 dBA's— 6:00 AM to 11:00 PM; 50 dBA's —11:00 PM to 6:00 AM. Ironically, a couple of miles up the road, a town called Mt. Pleasant, also combines residential and commercial. 60 dBA's—8:00 AM to 9:00 PM; 55 dBA's—9:00 PM to 8:00 AM. This includes Shem Creek!

Passage of the IOP proposed ordinance will equate to giving a Pyromaniac matches for Christmas. Land Use does not give one a license for Land Abuse.

Hopefully, this is not another "Its all about the Money", which the resort continues to flaunt in front of the council and administrators regarding said resort's generation of accommodation's tax. We vehemently refuse to succumb to the Stockholm Syndrome.

Full transparency: we encourage you to review PSC and CC past minutes regarding our situation, documentation and recommendations which commenced on April 13, 2022 with the PSC, and later CC, along with the current proposed noise ordinance (dates provided below).

Your support will prevent many of us, including you, from unwillingly adding AC/DC's "Highway to Hell" to our playlist.

PUBLIC SAFETY MEETINGS: 4/13/22; 1/26/23; 2/14/23; 3/6/23

CITY COUNCIL MEETINGS: 8/23/22; 10/11/22; 10/25/23; 2/28/23; 3/28/23

Al Clouse

COMMENTS OF TERRI HAACK SENT TO MAYOR POUNDS FOR 4/11/2023 CITY COUNCIL WORKSHOP**STATEMENT: ISLE OF PALMS SPECIAL CITY COUNCIL WORKSHOP**

On behalf of Wild Dunes Resort, I'd like to thank the members of Isle of Palms' Public Safety Committee and City Council for their contributions, research and thoughtful discussion surrounding the recent noise ordinance proposals. We acknowledge that noise from Sweetgrass Inn has the ability to impact surrounding neighborhoods and we are committed to mitigating this impact, having already undertaken a number of actions to do so.

These actions include the removal of multiple speakers from the family pool area, the addition of strict responsibility clauses in group/event contracts and the reviewing of the style, location and time of all planned entertainment and activities for the summer season. We have also monitored noise levels during events with onsite staff. The Resort has additionally contracted professional sound engineering studies – the February study established that baseline daytime/evening noise hovered around 60 dB, with occasional spikes of limited duration, while baseline nighttime noise measured approximately 50-55 dB, and the two evening events in the Osprey Ballroom, which included a corporate event and a wedding, did not exceed 75 dB. The Resort will be conducting an additional study at a time during which the pool area is active, and the Osprey Ballroom is hosting an event, likely Memorial Day weekend.

The Resort requests the decibel limit remain at 75 dB and requests that special event permits, which allow up to 85 dB, not to be limited to a number of hours per year. If the number of special event permits must be limited, we request that the number be 6-8 total events.

I look forward to continuing this discussion with you and again thank the committee members for your valuable time on this important topic.



**Administration Committee Meeting
8:30am, Tuesday, April 4, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Council members Bogosian, Pierce, and Streetman

Staff Present: Administrator Fragoso, Director Kerr, HR Officer Ladd

2. Citizen's Comments -- none

3. Approval of Previous Meeting's Minutes – March 7, 2023

Council Member Streetman made a motion to approve, and Council Member Pierce seconded the motion. The motion passed unanimously.

4. Old Business

Update on Finance Director hiring and other vacancies

Administrator Fragoso said 5 interviews for the Finance Director position have been conducted, and they have invited one back for a second interview.

She also reported that the Short-Term Rental Coordinator position made the news, and as a result, the City has received numerous applications. Interviews for the second code enforcement officer position are ongoing. There are vacancies for one firefighter and one CDL position. Only 1 of 10 BSO positions have been filled today. However, Chief Cornett is conducting numerous interviews this week. Administrator Fragoso noted that the increase in the pay rate has helped.

Administrator Fragoso said staff continues to work on the job description for a Financial Analyst. The description will be discussed at the next regular Committee meeting.

5. New Business

Consideration of applications received to fill vacancy on the Planning Commission

Director Kerr said that Mr. Corney, who is the departing Commissioner, is an engineer who lives in Wild Dunes. The person selected to fill this position will be finishing out his term, which ends next year. Four additional openings will become available at the end of this year.

After some discussion, Committee members decided to hold a Special Administration Committee meeting on Tuesday, April 18 to interview the six candidates who submitted resumes for the opening on the Planning Commission.

6. Miscellaneous Business

The Administration Committee will hold a Special Meeting on Tuesday, April 18, 2023 to interview the candidates for the vacancy on the Planning Commission.

The next regular meeting of the Administration Committee will be Tuesday, May 16, 2023 at 8:30am.

7. Adjournment

Council Member Streetman made a motion to adjourn, and Council Member Pierce seconded the motion. The meeting was adjourned at 8:45am.

Respectfully submitted,

Nicole DeNeane
City Clerk



**Public Safety Committee Meeting
10:00am, Tuesday, April 4, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Council members Hahn, Ward, and Anderson

Staff Present: Administrator Fragoso, Director Kerr, Chief Cornett, Chief Oliverius

2. Approval of Previous Meetings Minutes – March 6, 2023

Council Member Hahn made a motion to approve the minutes of the March 6, 2023 meeting, and Council Member Anderson seconded the motion. The motion passed unanimously.

3. Citizen's Comments

Al Clouse's comments are attached to these minutes.

4. Old Business

A. Presentation from parking management vendor

Tina Reid and Jared Glass of Pivot Parking gave a presentation to the Committee about their company and the services they could offer to the City as its parking vendor. Their presentation, which includes two proposed fee structure options, is on the City's website.

Committee members asked numerous clarifying questions about the scope of the work Pivot Parking could do on the island. Chief Cornett noted that the police officers and the code enforcement officer will continue to enforce the rules surrounding parking at short-term rentals.

Administrator Fragoso said that if passed by City Council, any contract with Pivot Parking would be in place for the 2024 season.

MOTION: Council Member Hahn made a motion to have Pivot Parking give this presentation to City Council at next week's workshop. Council Member Anderson seconded the motion. The motion passed unanimously.

B. Discussion of changes to the noise ordinance

Administrator Fragoso reminded the Committee that there was a motion at the last meeting to pause further work on the noise ordinance until the report from the sound engineer hired by Wild Dunes had been received. To date, that information has not been received. She added, "I think

there is a desire from the community for action, and we have talked about the challenges that the existing ordinance presents for enforcement when noise complaints are issued. So I would suggest that we bring this before Council and at least get the process started so we can have a new ordinance in place that we can enforce through the season. Because we feel a little like our hands are tied with the current ordinance. We've talked about the challenges of enforcing that and we need a different resource to be able to have our officers respond. So my recommendation, as we move forward, I think we have talked about having something in place for about 6 months so we can try it, see what works, see what doesn't, what changes need to happen. But I think we need to get some momentum going because the situation continues to take place. And you can certainly, in some areas, understand the frustration of the adjacent residents."

Council Member Anderson suggested making changes to the section about requests for noise ordinance variances. Council Member Ward expressed concern about the 75-decibels level in the current draft of the ordinance, believing it to be too high.

MOTION: Council Member Anderson made a motion to recommend to City Council changing the parameters in the noise ordinance variance request section to five days instead of 15 hours. Council Member Hahn seconded the motion.

Council Member Anderson noted that no one is entitled to those variance requests and City Council still must approve all requests.

VOTE: A vote was taken as follows:

Ayes: Anderson, Hahn

Nays: Ward

The motion passed 2-1.

C. Discussion and consideration of Ordinance 2023-04 – an ordinance to increase from two to four the number of resident parking decals that may be issued to non-resident property owners

MOTION: Council Member Ward made a motion to recommend the ordinance to full Council for approval, and Council Member Anderson seconded the motion.

Administrator Fragoso clarified, "For some context, so right now, if you're a non-resident property owner, taxed at 6%, you can request a decal, and you have to show proof of residency and vehicle registration. Vehicle registration, oftentimes because they don't live here full-time, the vehicle is not registered to the license, but the police department does verify that the owner of the vehicle is the same owner of the property because they have to show proof of ownership as well. I've heard some concerns from folks that believe that this might open up more decals that could be distributed to family members and friends. There is no way for us to stop that, right? When we issue a decal, they have to prove, show proof of residency, and then the vehicle registration, each decal is assigned to a specific residence and owner. So we do have ways of tracking that by the number on the decal. But that would be the way that it would continue to be enforced. Right now, residents who live here do not have any limits on the number of decals as

long as all vehicles are registered to the residents. So that is the main difference between the non-resident decal, non-resident property owner decals and full-time residents.”

VOTE: A vote was taken with all in favor.

5. New Business

Discussion of Fire Safety Checklist acknowledgement form for short-term rental application

Administrator Fragoso reviewed the changes made to the Fire Safety Checklist since the City Council meeting. She explained the rollout of the checklist: “We anticipate rolling this out after this renewal process. We are in the middle of renewals now through the end of April. So any new applications coming in after April would be required to fill out this form and acknowledge, and as you can see on that second page at the bottom, they are either acknowledging that it is in place today or will be in 90 days. So we are giving them a three-month grace period to get those things confirmed because they would have to put eyes on it before they apply.”

Administrator Fragoso said staff is discussing the possibility of performing spot checks to ensure people have met the requirements of the form. Current staffing levels do not allow for the Fire Department to ensure all properties are complying with the requirements.

6. Miscellaneous Business

The next meeting of the Public Safety Committee will be Tuesday, May 2, 2023 at 10:00am.

7. Adjournment

Council Member Hahn made a motion to adjourn, and Council Member Anderson seconded the motion. The meeting was adjourned at 11:18am.

Respectfully submitted,

Nicole DeNeane
City Clerk

PUBLIC SAFETY MEETING 4/4/23; Clouse Comments

City Council Meeting on 3/28/2023; we requested assurances in writing, our administration will enforce Noise Ordinance 9-2-5. Still awaiting the requested document.

On 3/6/23 Mrs. Haack stated the first phase of the Sound Study from the resort would be completed the week of 3/13/23. Nothing received at this point.

Since our last meeting on 3/6/23, we have called the police four (4) times; noise and traffic violations. We are not aware of any citations issued. The resort is unable, or unwilling, to police themselves. We contend this further demonstrates Sweetgrass is not concerned regarding residents, City Council or Public Safety Committee.

We believe it is time to hold all parties of a contract accountable for noise violations.

Blocking 57th AVE and the Fire Lane is unacceptable.

On March 21, 2023 we provided a video noise reading regarding the discrepancies between an iPhone app and a standardized sound level meter comparison. As you will recall, the iPhone app was 14 dBA's higher as compared to the Cadrim Sound Meter (complies with IEC651 type 2, ANSI S1.4 type 2 testing standards). We challenged you to perform your own comparison. Our complaints over the past two (2) years are predicated on said sound meter. Frankly, you do not need a noise meter when the external noise from the Sweetgrass penetrates inside your home (when all high impact windows/doors are closed). When you are laying in bed, hearing every note, all the hooping and hollering, unable to sleep.

Mrs. Haack stated on 3/6/23 she is willing to do "whatever is necessary within the confines of allowing Sweetgrass to operate as a hotel". What does this mean? What would this look like? If the answer to the above is status quo; we are not interested. We find it interesting the resort expects the residents to accept their behavior, as compared to the resort changing its behavior. Does the word "hotel" allow one to abuse others?

Mrs. Haack previously commented the roof top bar and the ballroom doors are not open during an event. We have numerous videos demonstrating this is not an accurate statement.

We contend a majority of Council Members, the Administration and Mrs. Haack have not experienced an afternoon at the "Theme Park" during peak season. Followed up by an evening event at the roof top bar or ballroom. Until you experience what we experience on a daily basis, you have no clue what we are exposed to. No clue!! Visiting in off season can give one a sense; a few council members have visited the site.

The noise abuse from the Sweetgrass (a hotel) is very detrimental to our health.

We have presented City Council and this committee an abundance of facts regarding noise and related health issues.

As the majority of surrounding areas are implementing restrictive noise ordinances, we are opening the flood gates.



Public Services & Facilities Committee Meeting
1:00pm, Tuesday, April 4, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to Order

Present: Council members Miars, Streetman, and Popson (via phone)

Staff Present: Administrator Fragoso, Director Kerr, Director Pitts, Assistant Director Asero, Director Ferrell

2. Approval of Previous Meeting's Minutes – March 7, 2023

Council Member Miars made a motion to approve the minutes of the March 7, 2023 meeting. Council Member Popson seconded the motion. The motion passed unanimously.

3. Citizen's Comments – none

4. Old Business -- none

A. Discussion and consideration of Ordinance 2023-03 – to require commercial lawn services to remove yard debris from residential and rental properties

Council Member Streetman expressed concern about this ordinance creating hardship for the smaller landscaping services as well as residents in the form of additional costs.

Administrator Fragoso said the language in the ordinance is modeled after similar ordinances on Folly Beach, Sullivan's Island, Kiawah, and Edisto. Council Member Miars suggested allowing landscapers to leave bagged lawn debris on the island and only remove the bigger pieces.

Director Pitts said that while it would be more efficient for the Public Works staff for landscapers to remove all of their debris, he is more concerned the homeowners who may put out a larger pile of landscaping debris a couple times a year and be penalized for doing so. He noted that the bigger landscapers do take their debris off the island. He suggested that it is key for code enforcement to be checking business licenses of landscapers.

After a brief discussion, Committee members agreed to recommend not moving forward with the ordinance at the next Council meeting. Administrator Fragoso expressed concern about the complaints they have received about the island "not looking tidy."

Council Member Popson said, “Let me just go on the record, too, and just say that Donnie and his staff do a great job. I’ve been cutting my palm fronds for 35 years by the street, and they never sit out there more than three or four days. So Public Works does a fabulous job.”

Council Member Streetman asked if the report about the work at the marina could be heard before the discussion about the MOU with Islander 71. Committee members agreed.

5. New Business

Update on Marina store and parking renovations

Mr. Schuler said the transition has been very smooth and complimented staff on all their help. He reported that renovations to the ship store revealed more extensive work that needed to be done, but the completed work has led to a more structurally sound building. He hopes the work in the store will be done by the end of April.

Parking lot improvements to make the space more efficient are also anticipated to be completed by the end of April.

Mr. Schuler also shared that pre-registration for the boat club has been rolled out with priority given to IOP residents. He said, “Again, just for the record, I know people have questions. Isle of Palms residents will park for free. Isle of Palms residents will have access to our truck and trailer parking for free.”

6. Old Business

B. Update on temporary IOU with Islander 71 for the use of shared parking lot at IOP Marina

Director Kerr reported that staff has been meeting with Islander 71 to get ready for the season. Staff has been collecting quotes on a number of improvements that need to be made in the area including signage. The City is considering using the process of hiring a BSO to hire the parking lot attendant for the season. The owners of Islander 71 are now concerned about the expense, so the MOU has not been signed yet. They would like to see if they will benefit from the MOU before signing it.

Director Kerr believes lingering issues could be worked out in the next 7-10 days, but he added there is a lot of work to be done before a parking lot attendant can be put in place. Staff will bring the issue back to the Committee should anything need to change.

7. Miscellaneous Business

The next meeting of the Public Services & Facilities Committee will be Tuesday, May 2, 2023 at 1pm.

8. **Adjournment**

Council Member Miars made a motion to adjourn and Council Member Popson seconded the motion. The meeting was adjourned at 1:41pm.

Respectfully submitted,
Nicole DeNeane
City Clerk



**Special Administration Committee Meeting
8:30am, Tuesday, April 18, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Council members Bogosian, Pierce, and Streetman

Staff Present: Administrator Fragoso, Director Kerr

2. Citizen's Comments

Andrew Vega, 104 Sparrow Drive, said the Planning Commission needs to be a "balanced commission and not an echo chamber." He shared some thoughts from an article from the Harvard Business Review for Committee members to consider during their interview process for the vacancy on the Planning Commission.

3. Purpose – interview and consideration of applicants for the Planning Commission vacancy

Council Member Bogosian noted that there are additional candidates who could not be at today's meeting who would like to be interviewed for this vacancy. Those interviews will be held at a later meeting.

Mr. Tim Ahmuty believes the Planning Commission to be the blueprint that sets direction for the City Council, allowing them to make educated decisions on certain topics. His first priority is residents and their safety. He shared details of his urban planning and real estate construction background. He believes the critical parts of the Comprehensive Plan are those that deal with traffic flow and parking. He wants the city kept safe and clean, would like to have EMS on the island, and enforce the ordinances that are on the books.

Mr. Josh Hooser said he spoke with residents about the Comprehensive Plan while running for Mayor. He believes the City has mismanaged the marina and is behind when dealing with the population growth of the surrounding area. He believes the City needs to work with the neighboring communities better to solve the traffic flow issues. He has helped draft legislation on national, state, and local levels. He believes City code needs to be overhauled as there are many loopholes that allow for the building of large homes. While he believes in property rights, Mr. Hooser says the city needs to be addressed as a whole. He said the Planning Commission is a good place for ideas to be fleshed out and brought to City Council for consideration. He also believes people need to be comfortable expressing their ideas without fear of repercussion.

4. **Adjournment**

Additional candidates for this vacancy will be interviewed at the next regular Administration Committee meeting on Tuesday, May 16, 2023 at 8:30am.

Council Member Pierce made a motion to adjourn, and Council Member Bogosian seconded the motion. The meeting was adjourned at 8:59am.

Respectfully submitted,

Nicole DeNeane
City Clerk



Special Public Safety Committee Meeting
10:00am, Tuesday, April 18, 2023
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to Order

Present: Council members Ward, Anderson, and Hahn

Staff Present: Administrator Fragoso, Director Kerr, Chief Cornett, Chief Oliverius

2. Citizen's Comments

Julie Nestler, 22nd Avenue, would like to see a real-time alert system put in place to notify citizens of events such as what happened on April 7. She would also like to have consistent information released from the City and to have City staff and Council trained in emergency management procedures. She asked for support of the Public Safety department including a configuration of the IOP Connector that "puts public safety over convenience."

Mimi Wood, Waterway Boulevard, encouraged Council and citizens to be open to and listen to the ideas of other people.

3. Purpose – discussion of the incident on the beach on Friday, April 7, 2023 and of recommendations to prevent the situation from occurring in the future

Council Member Ward asked Chief Cornett to speak to the events of April 7, 2023 and recommendations he has to deter this sort of behavior in the future.

Chief Cornett said, "As far as the incident goes, we were notified Friday morning when a parent called the Police Department after they sent their kids to school, indicating they did not want to tell their child they could not go, but felt the need notify law enforcement because they were concerned. So we found out Friday morning. We did not know how many high schools were coming. We did not have any information about what high schools were going to be involved and who were not going to be involved. As soon as we got the notification, we reached out to our partners over at Charleston County Sheriff's Office. We requested assistance, which they did send. They sent traffic units and K-9 officers over here to assist. And we also reached out to our partners over at Mt. Pleasant.

"I think some of the things that I have kind of heard and seen going around I can kind of clarify a lot of the questions. I have seen questions related to why we did not activate the National Guard, and that would be something the Governor himself has the authority to do. I do not. And then we cannot require other agencies to send us so many other people, especially on short notice. When

they have personnel that they have already got assigned places, a short notice thing is typically not going to give us the response that we would have if we could plan. And if we look at Thursday, this past Thursday, the plan was for a group to go to Folly Beach. We have learned from previous years that when a plan is to go to another location and there is a heavy law enforcement presence that they will shift their location prior to going, and we tend to be one of those locations that they would come to. So we adjusted our personnel and planned for Thursday last week, and that is why we had so many personnel, law enforcement, and closed the lots on that day was to prevent any incident from shifting from that location to our location as it had in the past.

“As far as April 7 goes, the crowd gathered on the beach. I actually made the first arrest with the group at 2:30 in the afternoon, and we continued to arrest individuals throughout the afternoon who were involved in criminal activity. For the most part, kids on the beach were doing legal things. They were gathering. They were playing football drills and things like that. However, a fight broke out and the second fight broke out while officers were detaining those. Around 5:29, or 5:27, we had shots fired on the beach. Immediately officers had the officers that were already in handcuffs, they got them to safe locations. Other officers then charged towards where the gunfire was taking place in an attempt to stop that gunfire. It ceased. The threat was no longer active, and they started rendering aid to individuals that had been injured during the shooting.

“The crowds typically leave and go to the parking lots, and then sometimes they will move to the Circle K parking lot. So our responding agencies, after we called for other agencies due to the shooting, they responded to the gas station parking lot and to our municipal parking lots where they were able to help individuals leave and to deter other incidents from happening and take two other individuals with firearms into custody. One in the parking lot and one on Ocean Boulevard, one being a juvenile who was in possession of a stolen firearm, and one being an 18-year-old who was in possession of a firearm. They were both arrested.

“It was great to see the officers’ response when the incident took place and how they immediately charged towards the gunfire to protect individuals and then rendered aid. Within moments, they were able to get individuals loaded into their Polaris and off of the beach into the care of the firefighters who met us on 14th Avenue. We had already called for assistance prior to the shooting. We actually called for more officers to come just so that we could shut the event down. And after we had called for that assistance, which would have been in excess to what we already had on the beach. We already had deputies. We already had about 50% of our agency on the beach. And then we called for more, and then the shooting took place, and that expedited response from more agencies to come to assist us. And within a short period of time, we had a large law enforcement presence on the island to secure the area, to secure the crime scene, work the crime scene, conduct interviews, take individuals into custody, and most of those officers, I think two o’clock in the morning is when we left with some of those agencies that were still assisting us stayed with us until about two o’clock in the morning working with us on those things.”

Chief Cornett said an arrest has not been made for the individual that did the shooting. But he added that it is “an active and fluid investigation, and we are following multiple leads. I cannot

give a whole bunch of detail, but I will say it is active. It is not stale. We are moving forward with an investigation.”

Regarding recommendations for the future, Chief Cornett said, “Obviously any time we have an opportunity to plan, we already know there is an event planned for May 6 to come out here again. So we are already in the planning phases, reaching out to our local agencies to assist us. And when we have that type of heads up, it gives us the opportunity to have a much better presence here because it is not a short period of time, and they can dedicate resources to us.

“One thing that I want to make sure that we point out is that there has been a lot of talk about how the officers were on the beach. We only have, when we are fully staffed and fully geared up, 22 sworn police officers, and that includes me. That includes all the administrative staff. That includes detectives, and we had one vacancy the day of the event. I have one on light duty. I had three in FTO on that day. So our numbers were already quite short, and I had 50% of the available workforce as far as sworn police officers on the beach as well as myself and other sworn personnel in the parking lots. So it is something to keep in mind is that we are not a large agency, yet during the summer, we can see 30,000 people on this beach, on this island easily. So something to keep in mind is that we are already severely outnumbered when it comes to law enforcement.

“Some of the things that we are looking for, recommendations, would be to look at some of our neighboring beach cities and some of the ordinances they have where they require permits for large groups. I think if we did that, that would give us an avenue to close these groups down and shut them down unless they are doing so lawfully with a permit from the City to do that. Folly Beach has one. Sullivan’s Island has one. I believe Mt. Pleasant even has an ordinance that pertains to it. I believe Horry County and some of those beach communities that way also have these ordinances. So it is not something we would be the first to do. It is already there. We would be one of the few that don’t have it right now.

“Some of the other things that we would look at would be our drone program. We have a great drone program. The problem is our drones are operated by our sworn personnel who are on the beach and have their hands full and unable to fly those drones. So we presented a drone with a helipad, which would be a system that is seated on top of the Public Safety building and can be flown from a desktop with some of our personnel that are non-sworn. It gives the ability to get that overhead view. And it is something not just for incidents like this, but any incident including fire incidents would be of benefit. We have both talked about how beneficial that would be for both of our departments. So that would be a recommendation that we are making.

“A transport van would be something that our personnel have asked for. Right now, if we have multiple people going to jail that means multiple officers have to leave the island to drive all the way to Leeds Avenue to book individuals into jail. A transport van would give us the ability to do that with less personnel gone to the jail.

“Another thing that we talked about last year after our Memorial Day event was I was a big advocate for our FBI Task Force that is in the Lowcountry. They played a crucial role in response on April 7. We had both the FBI Violent Crimes Task Force and the Joint Terrorism

Task Force that came out here. All these responses have a lot to do with the partnerships that we have worked hard to build prior to this incident. But this is something that I recommended last year was that we assign an officer to this task force, to one of these task forces. We have actually worked with them. I think there is a way that we can do, assign an officer to their task force, duplicating the personnel that we have available, but we have worked out to where during the busy season they would be here and only respond to major incidents, and during the off season they would spend the majority of their time working with that task force. Kind of assistance for them and assistance for us. And those task forces come with analysts, too, that could be very beneficial for us in gathering information about future events.

“We would like to look at a K-9 program. It is not new to the Isle of Palms Police Department. Years ago, they had a K-9 program. But what we saw on April 7 was the effectiveness of the K-9 program. Officers from K-9 helped us to do article sweeps on the beach to find the items. They helped us to find other guns that might be out there. So a K-9 program would be very beneficial.

“We are requesting a surveillance tower. It is a tote-behind tower. You have seen them at these big events. It is one of those things that goes really high. You have got windows on it or it could just have cameras on it. It could be used for front beach festivals, used for any big event that we are doing. Simply tote it out, drop it off, and it raises up and gives a bird’s eye view over everything. Just more information to get.

“Building on that, adding cameras. One thing that we have learned through this is that as many cameras as we have, there were a lot of blind spots that would be beneficial to be picked up by cameras. And so we would recommend adding some to beach access paths additional to Ocean Boulevard to cover the blind spots that we found here during this incident. And maybe the entrances and exits of the parking lot as well as the license plate reader that is already in the budget for next year that will go on the Isle of Palms Connector. That would be something different from these cameras.

“And the only other thing that we have kind of talked about with Desiree that is a bigger ticket item would be is we have one officer already that is an EMT Basic Certified. We have several other officers that I think would be able to take that certification and use that. They were able to, I had an officer packing a wound, a bullet wound with gauze. I had an officer putting direct pressure on bullet wounds and wrapping individuals. I think if we were to seek that EMT Basic Certification because there are certain times when the area is not necessarily deemed safe where the Fire Department is going to be comfortable coming because they don’t have the ballistic vests and the things that we do at all times of protecting or the training that we do in those environments. That sometimes that certification would be beneficial for our officers to be able to render aid until we can get them to that safe location to the Fire Department so that they can take care of them.”

Council Member Ward asked Chief Cornett to price out these requests to present to City Council next week for consideration in FY24. He also asked Chief Cornett to comment on the proposed parking program and how it would free up Beach Service Officers.

Chief Cornett replied, “I think what we look at with our BSOs, when they are actually on the beach, that is our face of the City. That is what most of our visitors are going to encounter first is a Beach Service officer, who can help. Maybe on the 7th what we do with our Beach Service officers, because they are not trained for those events, we did send our Beach Service officer that is currently here to the Public Safety Building until it was safe, and then they played an integral role in helping to direct traffic, to bring resources to personnel who were working crime scenes. But it would be something great for them to be out there to help with holes on the beach, those alcohol violations and the smoking on the beach, littering on the beach. I think if we outsourced parking, BSOs on the beach play a big part to helping us with those issues that are out there.”

Council Member Anderson asked Chief Cornett on the coordination with other jurisdictions and the importance of relationship building that led to the cooperation witnessed on April 7.

Chief Cornett replied, “I strongly believe the law enforcement is no longer able to just jurisdictionally. Our bad guys are Mt. Pleasant’s bad guys. They are Sullivan’s Island’s bad guys. They are bad guys for North Charleston. Sometimes they are bad guys for other states. I have learned throughout my career that we are only successful when we build those relationships so that we can work together because at the end of the day we all have a common goal of making our community safer. So we have begun doing breakfasts. We call it the Tri-County Law Enforcement Leader Breakfast. It is more of a brunch, but all the tri-county law enforcement leaders gather. It is from your colleges. It is from your sheriff’s offices. It is from your police departments, and we actually started that in June, I think it was last year. Isle of Palms started that back up. Out here actually. Part of that would be like Captain Swain just graduated from the FBI National Academy. I am deeply involved in the FBI National Academy Association Chapter of South Carolina, and that is law enforcement agencies from all over the state. Both local, state, and federal agencies, all of which either responded or offered to send personnel.”

He added that all of those efforts are coordinated through Charleston County Dispatch.

Planning and coordination for a potential event on May 6 has already begun. Chief Cornett said he has heard but not confirmed that some of the attendees on April 7 came from as far as Manning.

Chief Cornett said while City Council will need to make the final decision, he believes a permit required threshold could be 30 or 40 people.

Chief Oliverius added, “I want to definitely thank our Police Department. They coordinated a really good triage point, treatment point for us. They secured that area. We were very aggressive in our response. From the time of dispatch until when we arrived on scene and began treatment, it was five minutes. Or actually six minutes before we did that. And then EMS, their Delta unit supervisor, Delta Three, one paramedic and an SUV, they were on scene within one minute after our firefighters began the treatment and triage that our police department had initiated. So they did a phenomenal job. It can be quite stressful for our personnel when we are attempting to treat the patients and they are being yelled at and pushed, and officers around them are trying to establish a safe area and they have their long weapons drawn. So we train for that in the fire service. But here at Isle of Palms, that is a little new to us. So we are diligently working toward

that. We have identified training opportunities with the Police Department. In fact, we were scheduled that week before and that week of to go to use a facility to practice active threat, how we respond with our Police Department. Chief Cornett and I talked about that as well.

“We were very aggressive in our treatment. I could not be more proud of our firefighters. They did not wait. They immediately got into the mix, and the reason it took us so long is because we had masses of people that were moving through the roadway, and we just could not make our way through because of just the volume of people that were leaving the beach, across Ocean Boulevard, down the pavilion, and down 14th. So it took us quite a while. Normally, it would take 30 seconds to a minute, but we had lots of children, lots of adults. They were just back and forth across the roadway, so we had to definitely take our time to get to over to the patient.

“But yes, very proud of everybody. We do have a few recommendations. We have already discussed those with Ms. Fragoso. Most of those are non-budgetary. Ballistic vests would be a budgetary item for our people because we want to be aggressive in our patient care. So again, I was very, very proud of our group.

“And to Citizen’s Comments, to Ms. Nestler who spoke, we did reach out to Charleston County Dispatch, and we have that ability to do just what she was mentioning where we can notify any citizen that has a cell phone in a certain area, whether it is a half-mile, mile radius. We can tell them that over the air, the incident commander can send out an alert. We have an active threat, for example, 14th and Ocean, shelter in place. Please avoid the area. Police Department on scene. And then we can let everybody know when it is clear. Charleston County Dispatch now has that ability, so it goes out similar to a weather alert or an Amber Alert. And we are actively training our battalion chiefs on how to do that. Of course, we have to work with our Police Department to make sure that we don’t share information that they would not like shared. But just those really quick facts that people need to know that hey we are aware. We are working it, and please avoid the area and give some basic directions to our folks. We now take care of the businesses and the people in that general vicinity. So that is a great piece of technology that we do now have.”

He added that the notification radius can be widen as well as focused to specific area. It would be up to the incident commander to set the notification area.

Administrator Fragoso explained that the notification system in the FY24 budget is more for City business and events. Emergency notifications are available through Charleston County Dispatch.

Chief Cornett clarified that the EMT Basic Certification he is seeking for his officers is not meant to be the level of the paramedics planned for the Fire Department. This level of training is to keep a patient sustained until the Fire Department arrives and takes over medical care.

Chief Cornett stated that today’s community meeting scheduled for the Recreation Center was a previously scheduled event that will focus on crime statistics.

Council Member Ward encouraged all Council Members to visit the Charleston County Dispatch Center to understand their critical role in events such as these. Chief Cornett spoke highly of their role on April 7. He said, “I just want to be on public record saying they did a phenomenal job working through that event with us.”

Council Member Anderson asked Chief Cornett to speak to the traffic clearing efforts made on April 7 in conjunction with the Mt. Pleasant Police Department.

Chief Cornett responded, “We actually had personnel, I know it did not feel like it on Friday, but Mt. Pleasant did have personnel moving traffic through Rifle Range, Hungryneck and all the way up to 17. There was just a lot of people leaving. So we typically, once we get this part sustained, and there is no longer a safety threat here, as far as we can tell, then we will move to let’s divert some of our officers that are here to alleviating that pressure of the island. That is what we did. It was just so many vehicles trying to leave at one time that it was, the traffic was heavy, but Mt. Pleasant is always a partner of ours. We will talk to their traffic captain on every busy Saturday and Sunday. Captain Carter is out here helping us to get that traffic moving. I feel like he is an integral part of our team.”

Council Member Ward thanked everyone involved, stressing that communication is key in events like this one.

MOTION: Council Member Hahn made a motion to recommend Chief Cornett’s list of recommendations to City Council for consideration. Council Member Anderson seconded the motion.

Administrator Fragoso said, “I would recommend that we present the list that Chief Cornett shared with you all this morning, present them all to City Council and we can get direction from the full body at that time. What items need to be included in the budget, are there any that are short term and long term. The ordinance to limit gatherings on the beach and any public property is being developed now, so my goal is to present that for First Reading on Tuesday. Because we have an event coming up in early May, it would be our goal to have that in place before then. So we may need to call a Special Meeting of Council to adopt that before that date. But First Reading, my request is to consider it at the Tuesday meeting. So we will be prepared for that.”

VOTE: The motion passed unanimously.

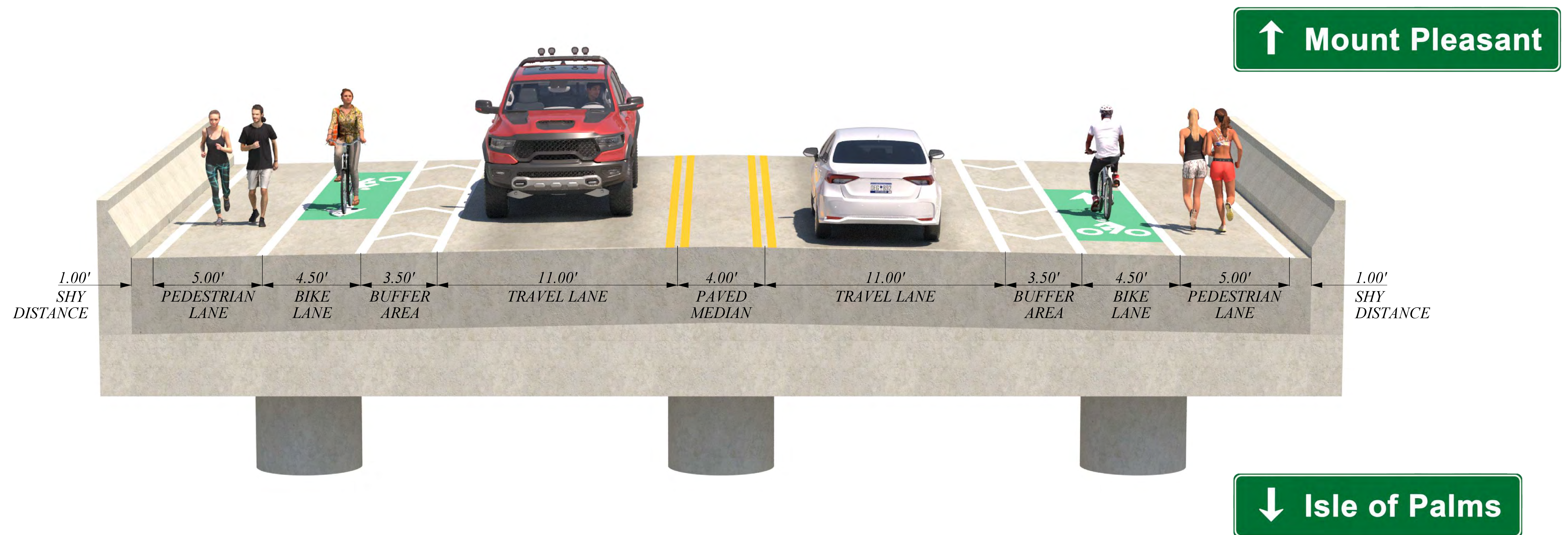
4. Adjournment

Council Member Hahn made a motion to adjourn, and Council Member Anderson seconded the motion. The meeting was adjourned at 10:41am.

Respectfully submitted,

Nicole DeNeane
City Clerk

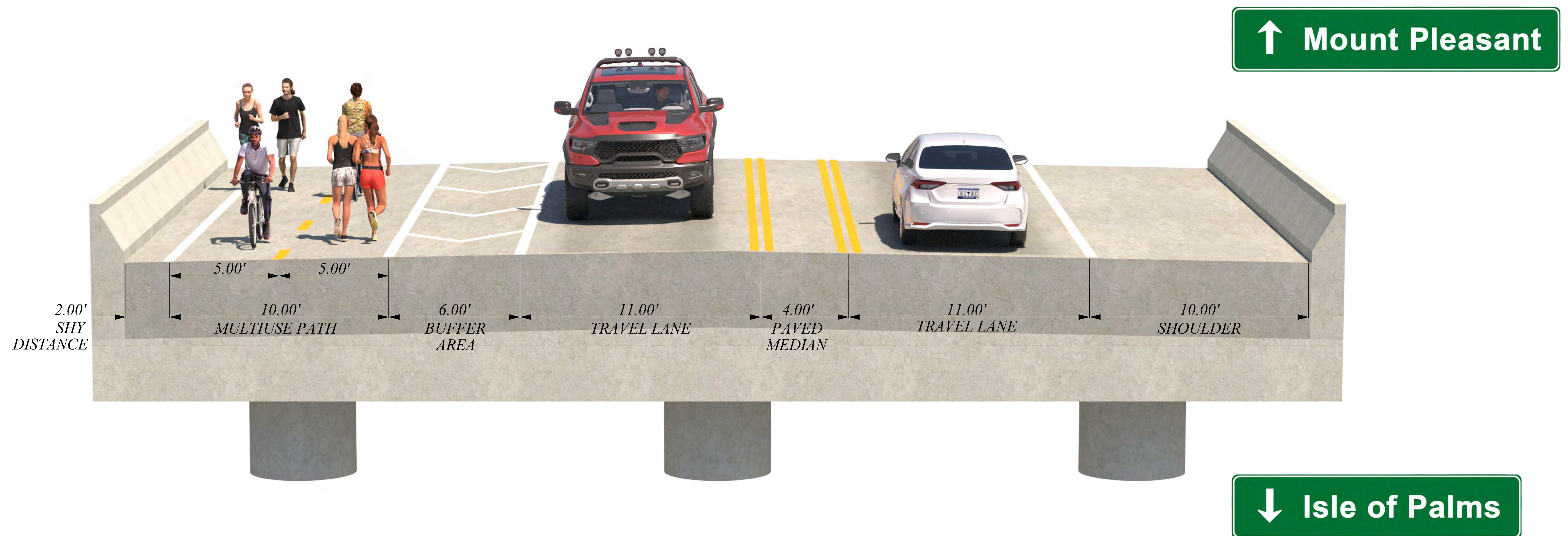
EXISTING CONFIGURATION



Notes:

1. One travel lane in each direction.
2. Bike / Ped accommodations on each side in a single direction.
3. Ties to both Multi-Use Paths on the north end of the bridge.

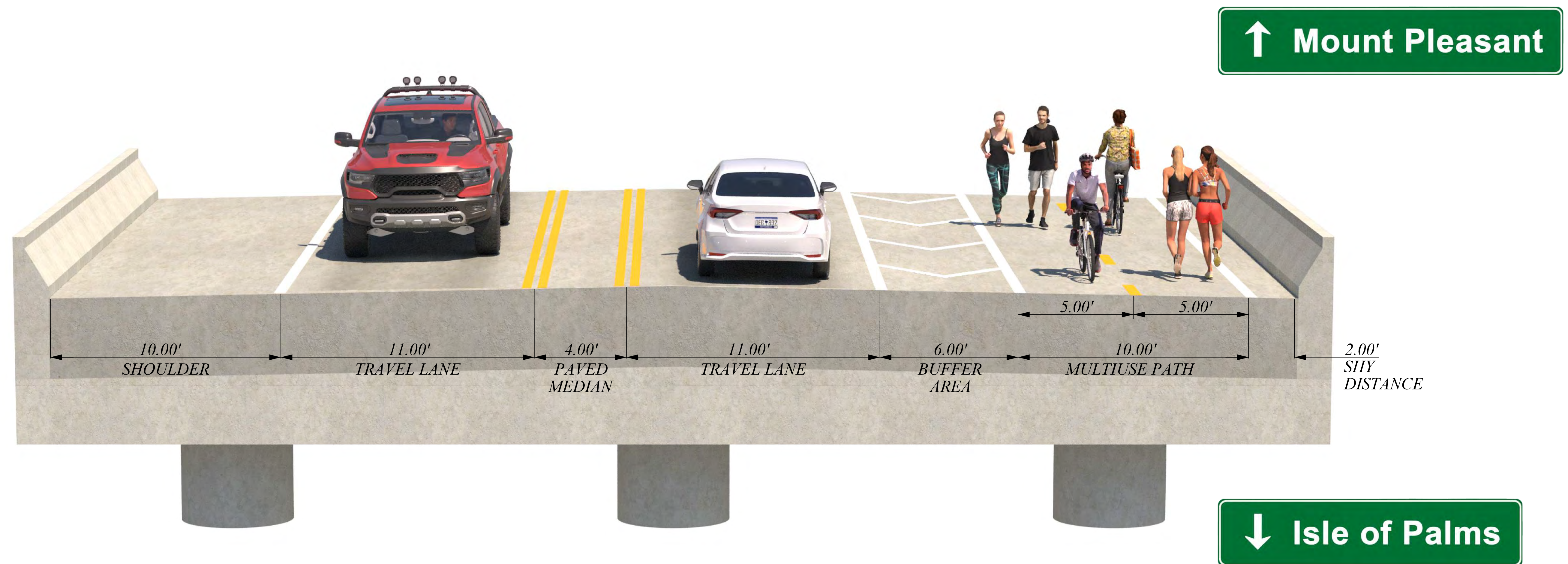
CONCEPT NO. 1



Notes:

- 1. One travel lane in each direction.**
- 2. Two-Way Multi-Use Path on the west side of the bridge.**
- 3. Requires removal of the existing MUP on the east side of SC 517 in Mount Pleasant from the bridge to Rifle Range Rd.**

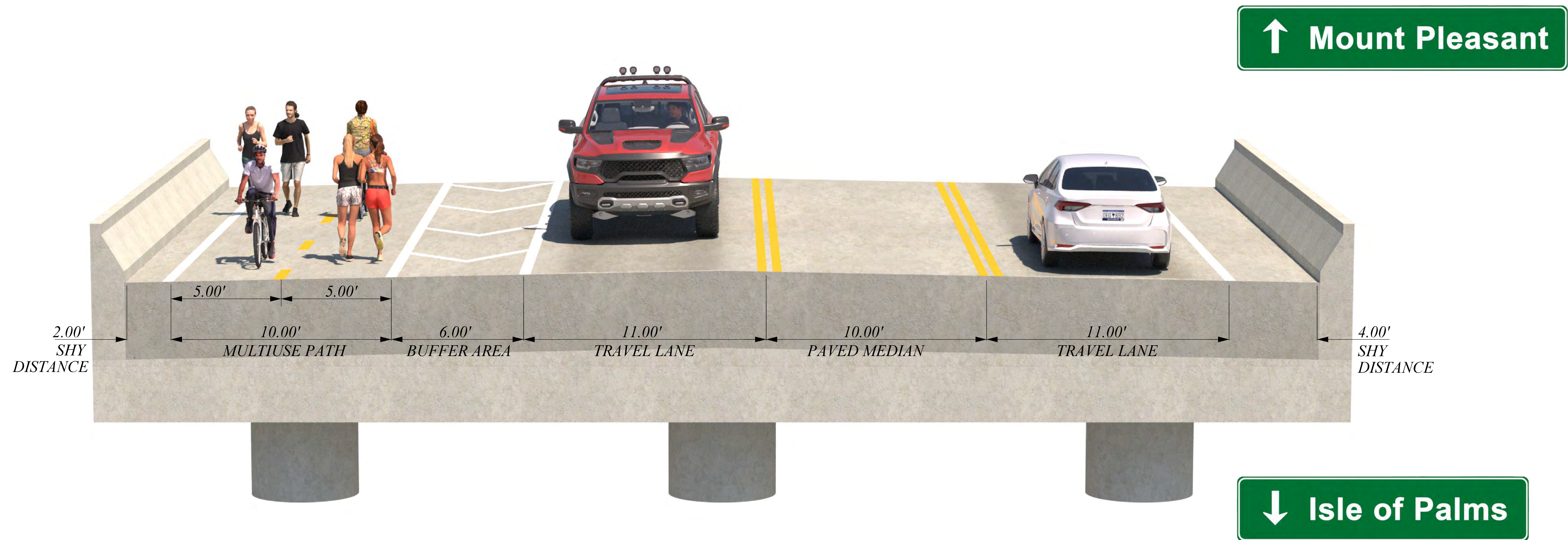
CONCEPT NO. 2



Notes:

1. One travel lane in each direction.
2. Two-way Multi-Use Path on the east side of the bridge.
3. Requires removal of the existing MUP on the west side of SC 517 in Mount Pleasant from the bridge to Rifle Range Rd.
4. MUP would need to be extended on the west side of SC 517 in Isle of Palms from the bridge to the SC 703 intersection.

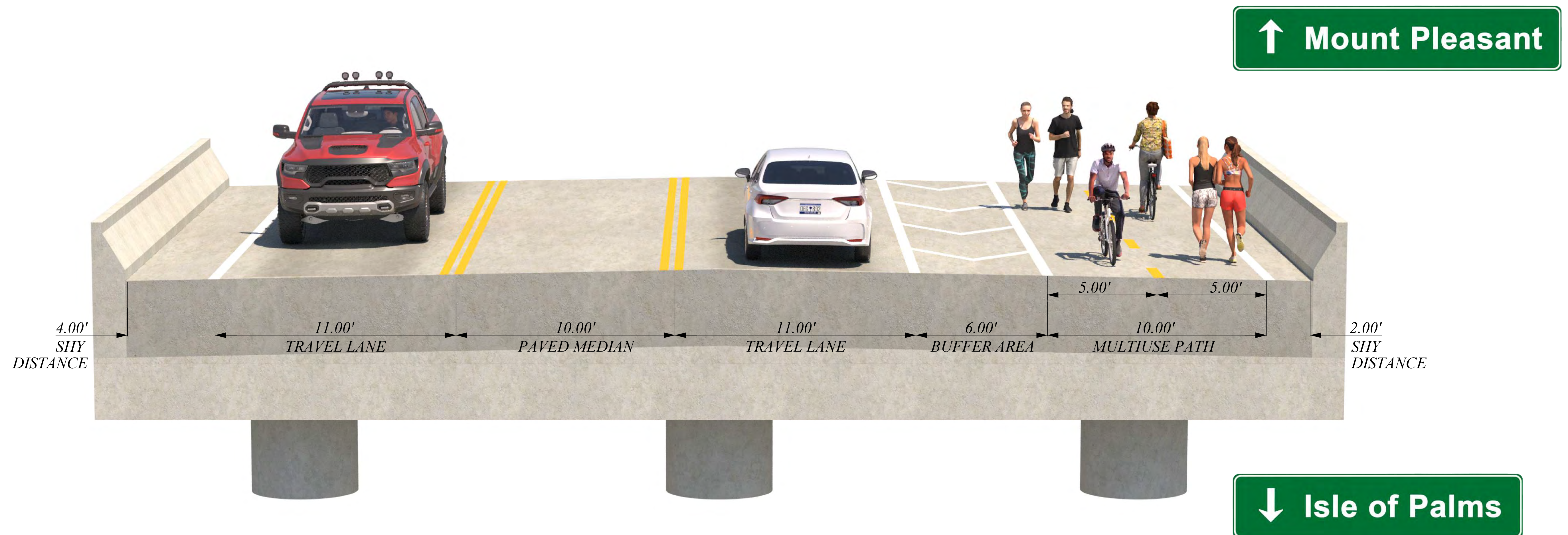
CONCEPT NO. 3



Notes:

- 1. One travel lane in each direction with a 10' center median.**
- 2. Two-way Multi-Use Path on the west side of the bridge.**
- 3. Requires removal of the existing MUP on the east side of SC 517 in Mount Pleasant from the bridge to Rifle Range Rd.**

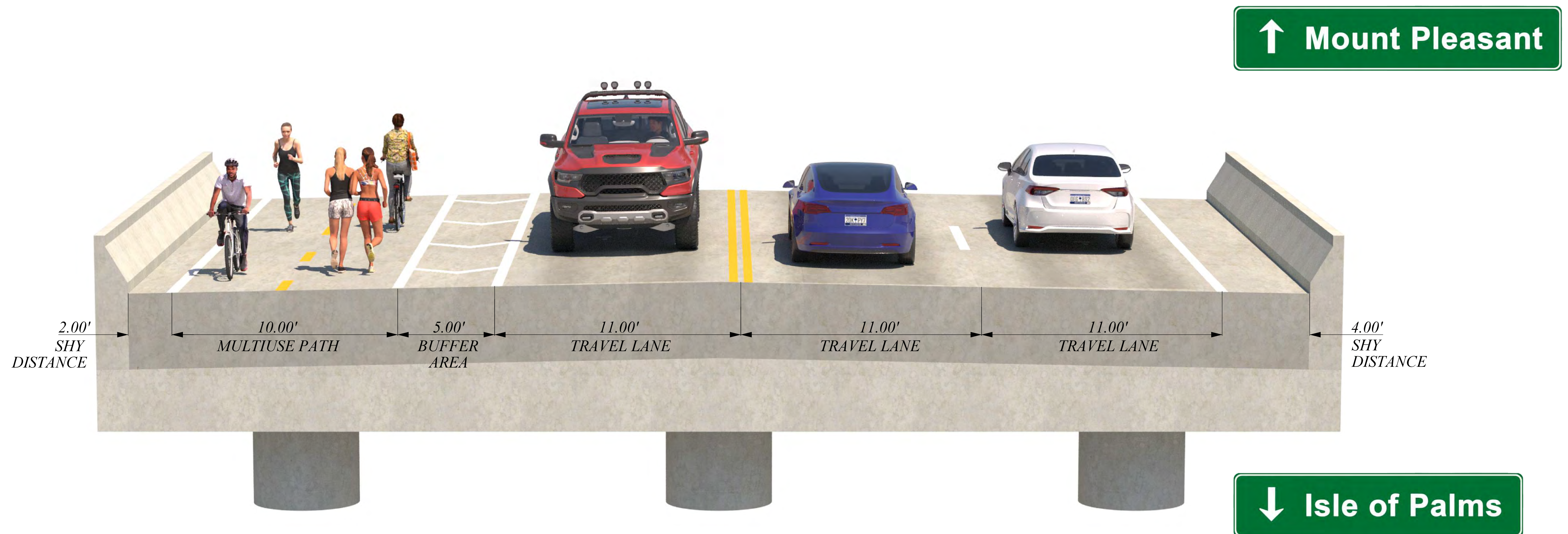
CONCEPT NO. 4



Notes:

1. One travel lane in each direction with a 10' center median.
2. Two-way Multi-Use Path on the east side of the bridge.
3. Requires removal of the existing MUP on the west side of SC 517 in Mount Pleasant from the bridge to Rifle Range Rd.
4. MUP would need to be extended on the west side of SC 517 in Isle of Palms from the bridge to the SC 703 intersection.

CONCEPT NO. 5



Notes:

1. One inbound travel lane and two outbound travel lanes.
2. Two-way Multi-Use Path on the west side of the bridge.
3. Requires removal of the existing MUP on the east side of SC 517 in Mount Pleasant from the bridge to Rifle Range Rd.
4. Requires widening and paving from end of bridge to existing widened section of SC 517 in Mount Pleasant to accommodate two outbound lanes and some reconfiguration of SC 517 in Isle of Palms from the end of the bridge to SC 702.

Isle of Palms Connector Bridge



March 2023

**MetroQuest Public Engagement
Summary (Jan 14 – Feb 17, 2023)**

Submitted by:

RK&K

Date: March 15, 2023
To: South Carolina Department of Transportation (SCDOT)
From: RK&K
CC: File
Re: Isle of Palms Connector Bridge MetroQuest Summary

INTRODUCTION

RK&K has been contracted by SCDOT to conduct an analysis of the pavement markings on the SC 517 bridge (Isle of Palms Connector). As part of public outreach for this analysis, a MetroQuest survey was conducted that began on January 14, 2023, and extended through February 17, 2023. The following is a summary of the survey responses.

SUMMARY OF RESPONSES

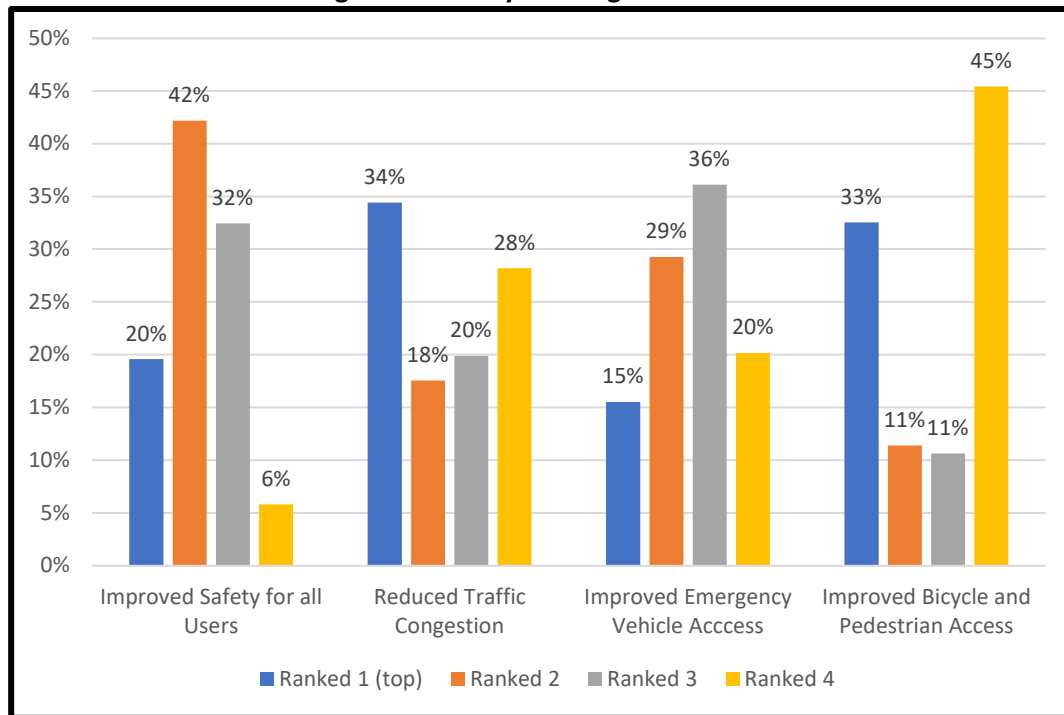
There were 3,985 entries and 7,270 visits to the survey. Each entry was defined by an individual survey response. The survey was campaigned through local media outlets and was then shared through local civic organizations, and 15 separate survey-takers shared it on social media. This memorandum summarizes findings from 3,304 survey responses. Using methods prescribed by MetroQuest, duplicate IP addresses were filtered and removed, with individual inspection, to remove obviously duplicative entries which might have been attempts to “stuff the ballot box”.

PRIORITY RANKING

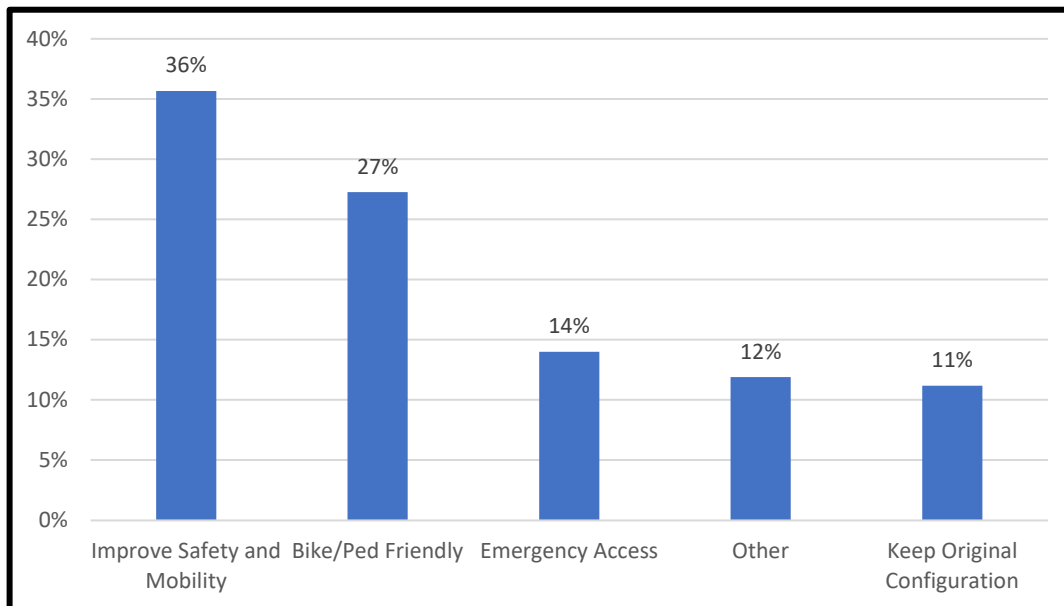
Participants were asked to rank each of the previously identified concerns below with a highest value of 1 and a lowest value of 4 along the Isle of Palms Connector bridge. **Table 1** summarizes the rankings for each concern and the number of times a concern was ranked. **Figure 1** presents a graphical summary of the rankings. *Improved Safety for all Users* ranked as the top concern by participants. Public comments for each concern and their categorical preference is graphically presented in **Figure 2**. The comments were categorized by each participant's preference for improving mobility and safety, keeping original configuration, bike/pedestrian friendly facility, emergency vehicle access, and as other. Thirty-six (36) percent of the comments were related to improving safety and mobility along the Isle of Palms Bridge connector.

Table 1: Summary of Rankings

Identified Concern	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Total	Average Rank
Improved Safety for all Users	460	991	762	136	2,349	2.24
Reduced Traffic Congestion	814	415	470	667	2,366	2.42
Improved Emergency Vehicle Access	365	689	850	451	2,355	2.59
Improved Bicycle and Pedestrian Access	762	267	249	1,064	2,342	2.69
<i>*Note that the highest rank is 1, so small rankings and averages are better than high ones.</i>						

Figure 1: Priority Ranking of Concerns

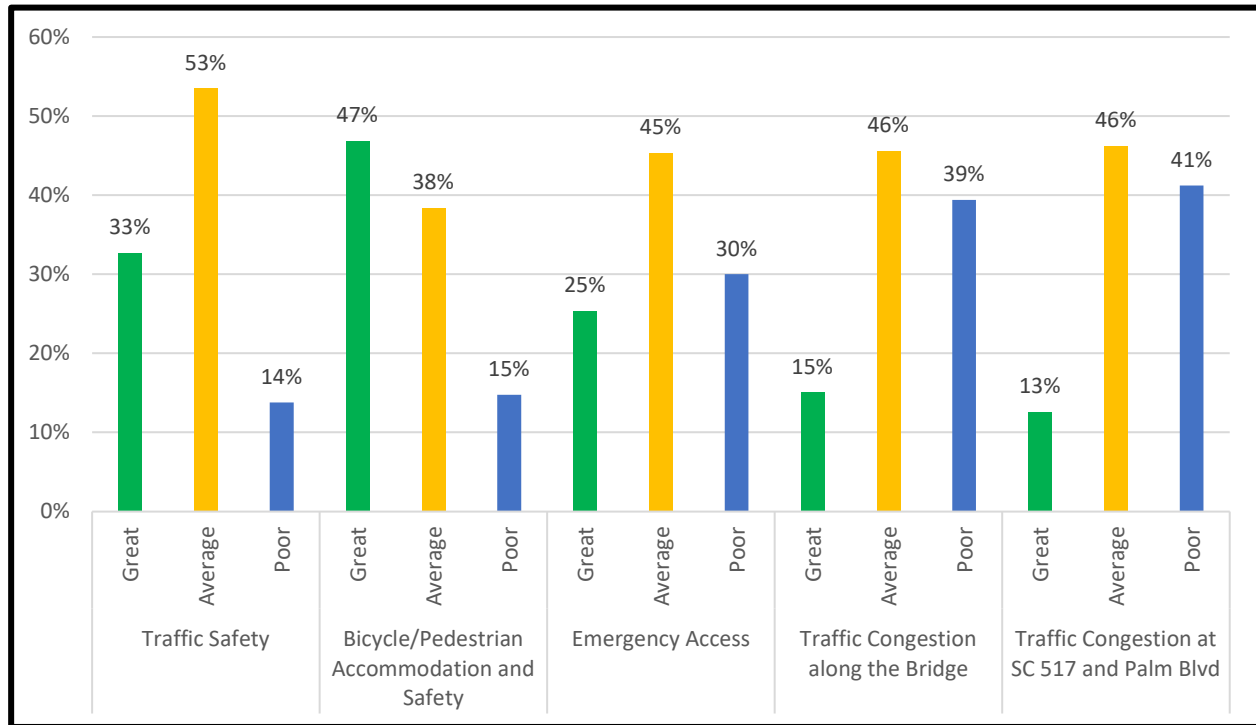
Note: Cumulative percentages may not equal 100, as few participants did not rank all concerns.

Figure 2: Categorical Summary Public Comments Based on Existing Conditions

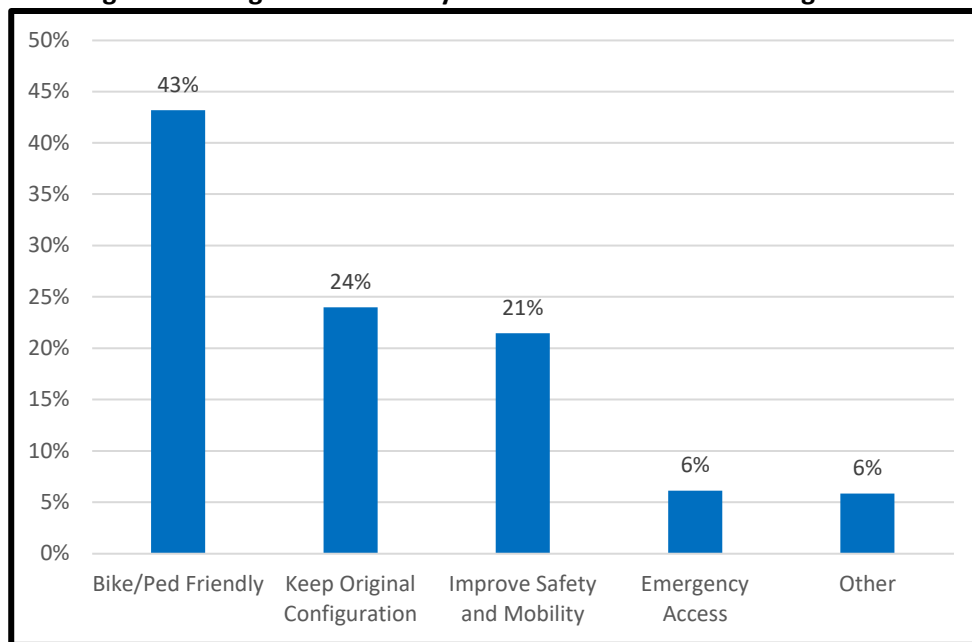
CONDITION SURVEY

As part of the public survey, SCDOT also requested qualitative public input on the existing conditions. Public input was classified into Great, Average, and Poor Categories. **Figure 3** depicts the rating for existing conditions on the Isle of Palms Connector bridge based on concerns including Traffic Safety, Traffic Congestion along the bridge and at SC 517 and Palm Blvd intersection, Bicycle/Pedestrian Accommodation and Safety, and Emergency Access.

Figure 3: Priority Ranking of Existing Conditions



Public comments were also requested for their vision of the Isle of Palms Connector bridge, and their categorical preference is graphically presented in **Figure 4**. Most of the responses (forty-three percent; 43) were oriented towards envisioning the bridge as a Bike/Ped Friendly facility. Moreover, a similar percentage of participants preferred to retain the existing lane configuration (twenty-four percent, 24) and improve safety and mobility (twenty-one percent, 21) for future use.

Figure 4: Categorical Summary of Public Comments for Bridge Vision

ALTERNATIVE COMPARISON

As part of the survey, SCDOT presented five (5) concepts for the Isle of Palms Connector Bridge. Participants were asked to rate existing conditions and each of the future five (5) concepts with a highest value of 5 and a lowest value of 1. **Figures 5 through 10** summarize the public input, and the text below summarizes the findings.

- **Existing Conditions** – Existing conditions (Figure 5) would retain the bridge configuration as it is today. The public response to retaining existing conditions along the bridge was favorable. Approximately forty-nine (49%) percent of the participants rated four (4) stars or above, and thirty-six (36) percent rated the current configuration as one star.
- **Concept 1** – Concept 1 (Figure 6) proposes a 10-foot Multi-Use Path towards the Isle of Palms and an Outside Shoulder in the opposite direction for emergency vehicle access. A majority (fifty-four; 54) percentage of the public response rated one star for Concept 1, indicating public dislike of the proposed configuration. Approximately twelve (12) percent rated Concept 1 as four (4) stars or above.
- **Concept 2** – Concept 2 (Figure 7) is similar to Concept 1; however, it proposes a 10-foot Multi-Use Path adjacent to the lanes leaving the Isle of Palms and an Outside Shoulder in the opposite direction for emergency vehicle access. The public was nearly identical to Concept 1, with a majority (fifty-three; 53) rating one star for Concept 1. Approximately ten (10) percent rated Concept 2 as four (4) stars or above.
- **Concept 3** – Concept 3 (Figure 8) proposes a 10-foot Multi-Use Path adjacent to the lanes moving towards the Isle of Palms and a paved median between both travel directions. Approximately forty (40) percent of participants rated Concept 3 with one star. However, Concept 3 noticed a

higher (approximately twenty-seven; 27) percent of four (4) stars or above rating when compared to Concept 1 and Concept 2.

- **Concept 4** – Concept 4 (Figure 9) proposes a 10-foot Multi-Use Path adjacent to the lanes leaving the Isle of Palms and a paved median between both travel directions. Approximately forty-four (44) percent of participants Concept 4 with one star. Similar to Concept 3, Concept 4 noticed a slightly higher (approximately twenty-four; 24) percent of four (4) star or above rating when compared to Concept 1 and Concept 2.
- **Concept 5** – Concept 5 (Figure 10) proposes a 10-foot Multi-Use Path adjacent to the lanes towards the Isle of Palms and an additional travel lane in the opposite direction. A majority (fifty; 50) percentage of the public response rated four (4) stars or above for Concept 5, indicating public support for the proposed configuration. Approximately thirty-six (36) percent of the participants rated Concept 5 with one star.

In summary, the clear trend in public response leaned towards retaining the existing configuration or additional lane capacity along the bridge (Concept 5). Both the existing configuration and Concept 5 received approximately fifty (50) percent of four (4) stars or above ratings. Moreover, as shown in Figure 3, the existing bicycle/pedestrian facilities were rated as "great" by forty-seven (47) percent of survey respondents, while a nearly identical percent rated current traffic congestion along the bridge as "average." If additional lane capacity cannot be achieved on the bridge, the survey responses suggest the public's preference to retain the existing configuration. The additional lane capacity leaving Isle of Palms while maintaining bicyclist/pedestrian-friendly Multi-Use path under Concept 5 outweighed other concepts and concerns, including emergency vehicle access improvements. Based on the near identical high ratings garnered for both the existing conditions and Concept 5, the majority of comments received for the vision of the bridge and the priority ranking of existing conditions, it may be difficult to support making any changes to the bridge solely from the results of this survey.

Figure 5: Existing Condition Rating

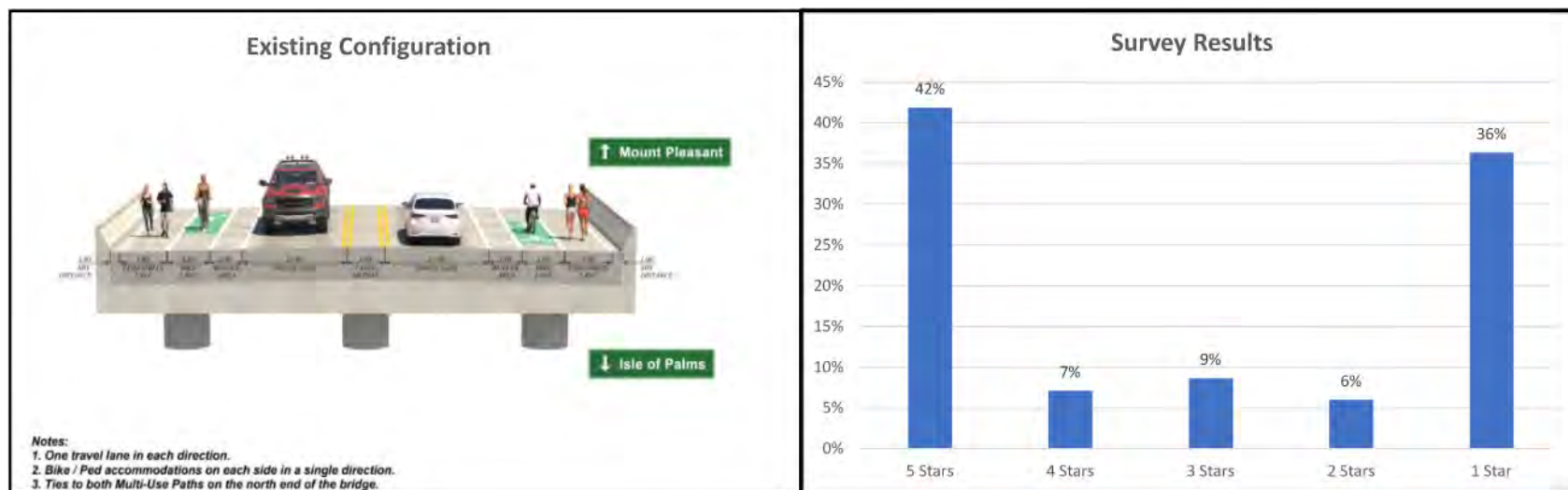


Figure 6: Concept 1 (10' Multi-Use Path and Outside Shoulder) Rating

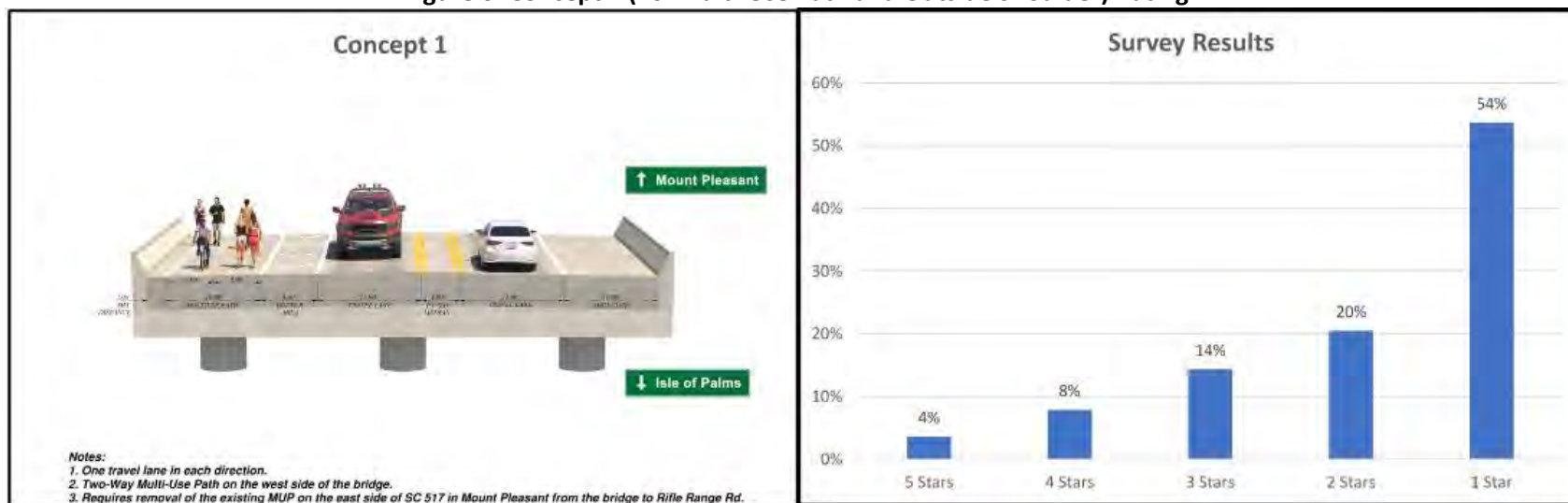


Figure 7: Concept 2 (10' Multi-Use Path and Outside Shoulder) Rating

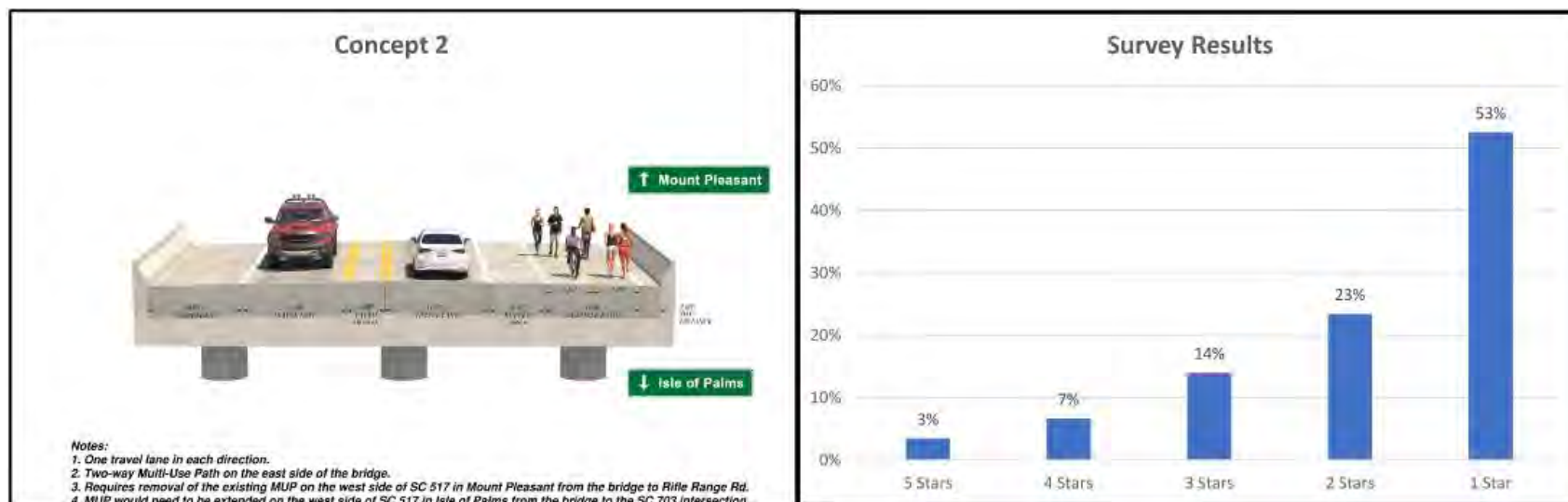


Figure 8: Concept 3 (10' Multi-Use Path and Paved Median) Rating

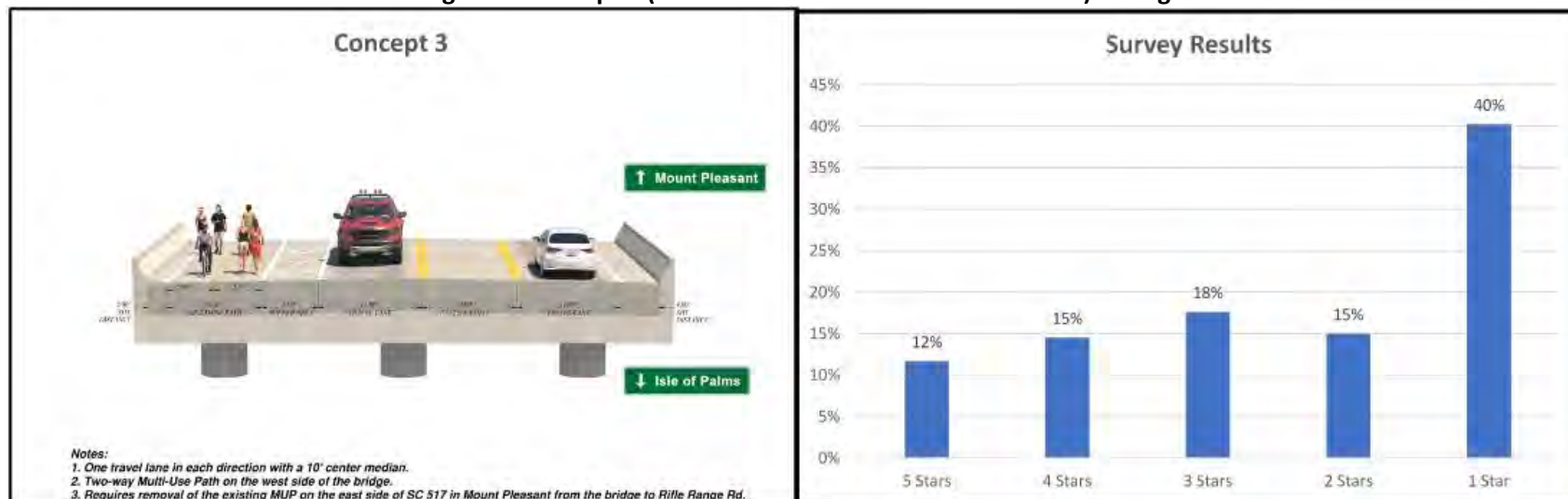


Figure 9: Concept 4 (10' Multi-Use Path and Paved Median) Rating

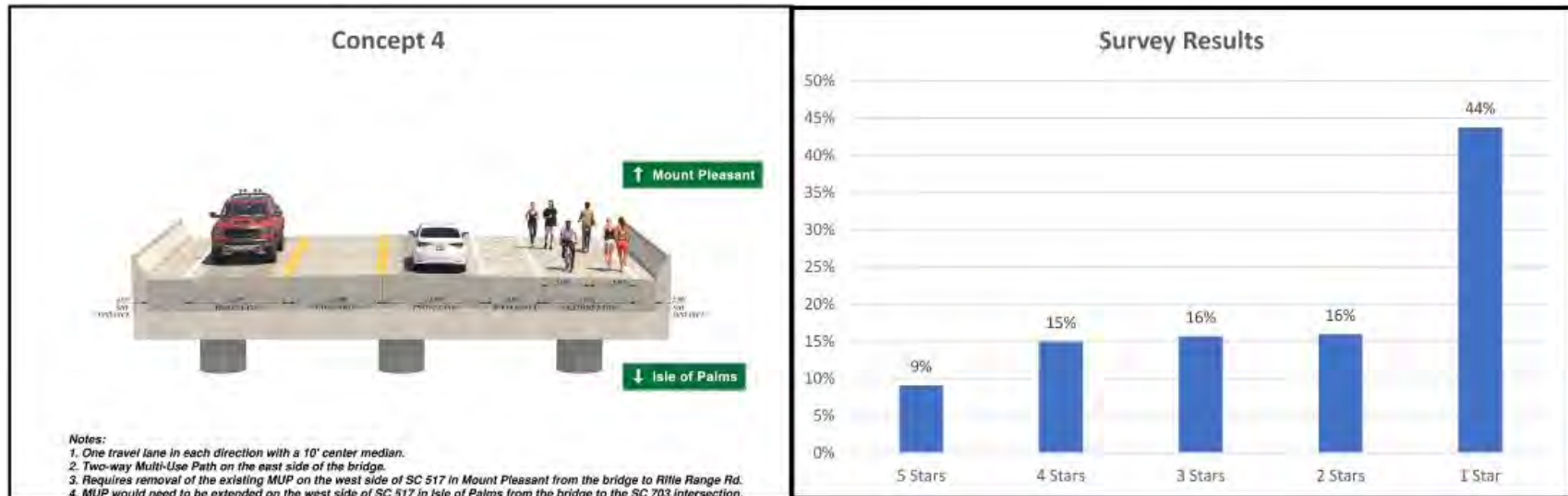
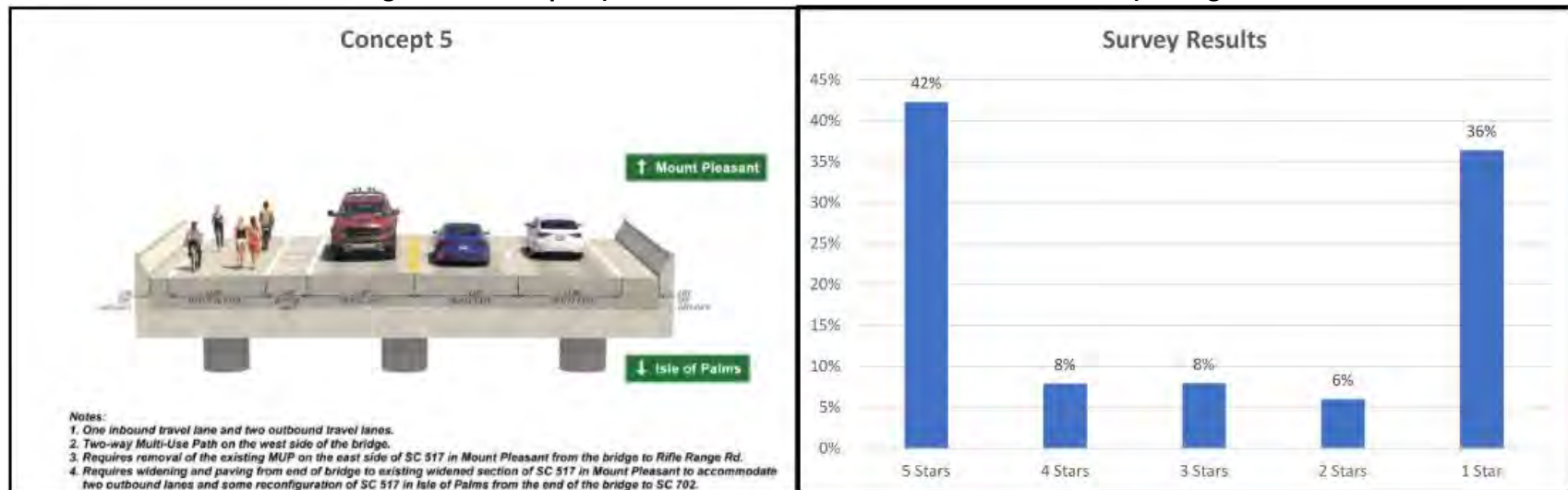


Figure 10: Concept 5 (10' Multi-Use Path and Two Northbound Lanes) Rating



Key Written Comments

The following text briefly summarizes the survey comments received for priority ranking, conditions survey, and alternative comparison. **Appendix A** includes categorical and additional comments.

- The top two (2) concerns for most participants were traffic congestion and the safety of bicyclists/pedestrians on the Isle of Palms Connector Bridge.
- Participant's priority item ranking on the bridge primarily focused on reducing traffic congestion and improving safety for all users. Participants also suggested a barrier separating non-vehicular and vehicular traffic to improve safety in the written comments.
- Based on comments received for the vision of the bridge, participant's emphasized overall multi-modal access, reducing congestion, and retaining the existing configuration on the bridge without any improvements. Survey-takers also continued to express improved safety for bicyclists/pedestrians on the Isle of Palms Connector Bridge. Fewer than six (6) percent of comments received focused on emergency vehicle access.
- Concerning the existing conditions, comments were generally neutral and expressed their intention to retain the current lane configuration over proposed Concepts 1 through 4. The general essence of comments noted the lack of additional lane capacity, providing a multi-use path for bicyclist/pedestrian traffic of both directions, lack of hard barrier between non-vehicular and vehicular traffic, and utilizing a 10-foot shoulder for emergency access. Compared to existing conditions, participant's expressed degradation of bicyclist and pedestrian comfort through the shared multi-use path.
- Although Concept 5 proposes similar bicyclist and pedestrian facilities as Concepts 1 through 4, survey-takers provided positive feedback on the additional lane capacity, especially on the expected benefit during the summer. Participant's also recommended a hard barrier between multi-use path and travel lanes and a reversible lane concept to utilize additional bridge deck space for vehicular and emergency vehicle access.

DEMOGRAPHIC INFORMATION

Lastly, the survey also sought demographic information, and the below text summarizes the critical findings.

- Approximately sixty-two (62) percent of the users of the survey (**Figure 11**) use the Isle of Palms Bridge by Car (including all vehicular traffic), and thirty-five (35) percent as bicyclists or pedestrians.
- Of the survey participants who chose to share their home zip code, two hundred and ten (210) unique zip codes were listed. Notably, most participants (forty-eight percent, 48) listed 29451 (Isle of Palms and Dewees Island) as their home zip code (**Figure 12**).
- A total of two hundred and sixty-one (261) zip codes were listed by participants as work zip code locations. The 29451 (Isle of Palms and Dewees Island) zip code (**Figure 13**) was listed as the most popular work or school zip code (thirty percent, 30).
- A majority (fifty-seven; 57) percentage of the participants (**Figure 14**) age group are fifty-five (55) and above.
- Lastly, most participants (**Figure 15**) described themselves as employed (thirty-seven percent, 37), followed by small-town residents (twenty percent, 20).

Figure 11: Graphical Summary of Participant's Mode of Transport

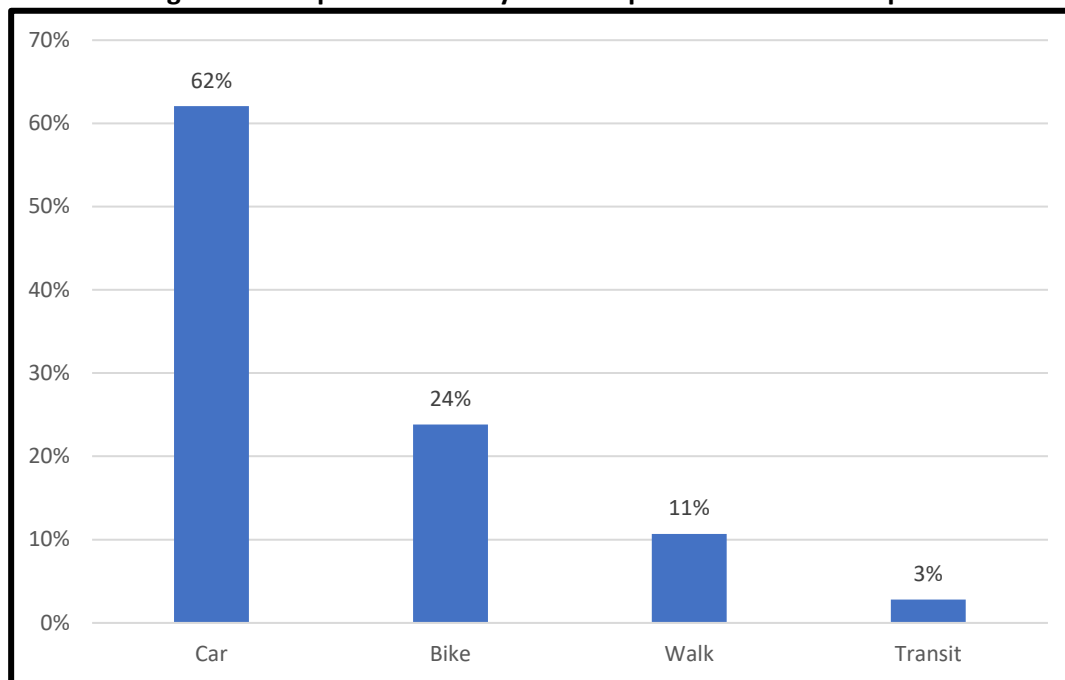


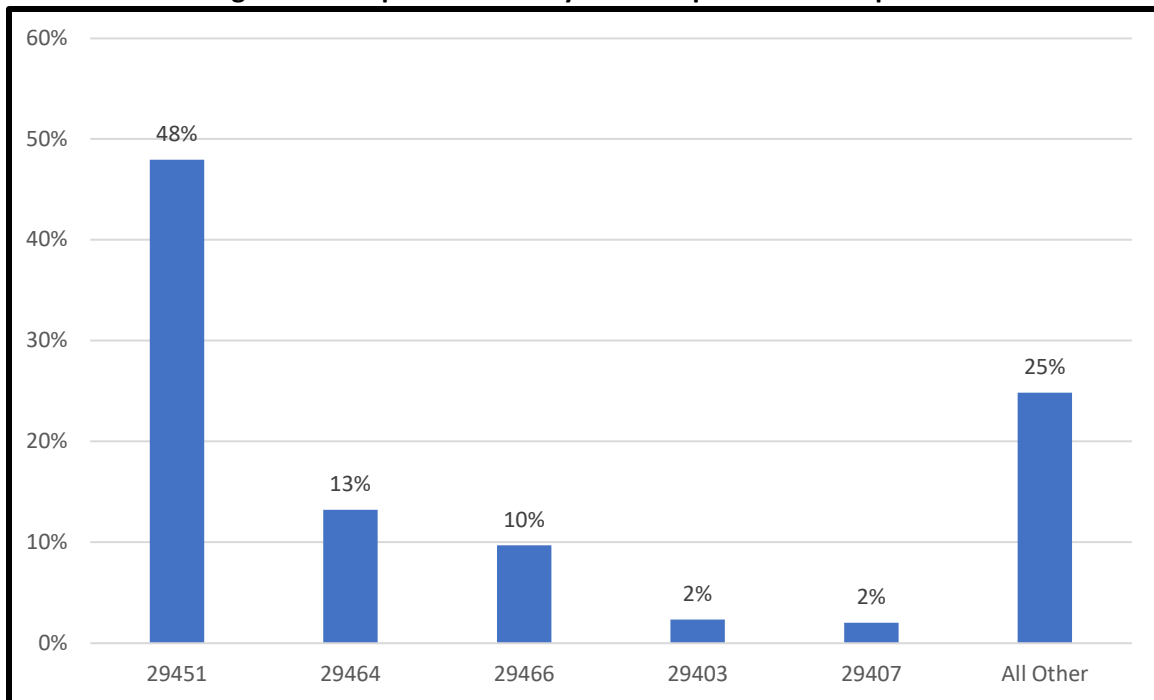
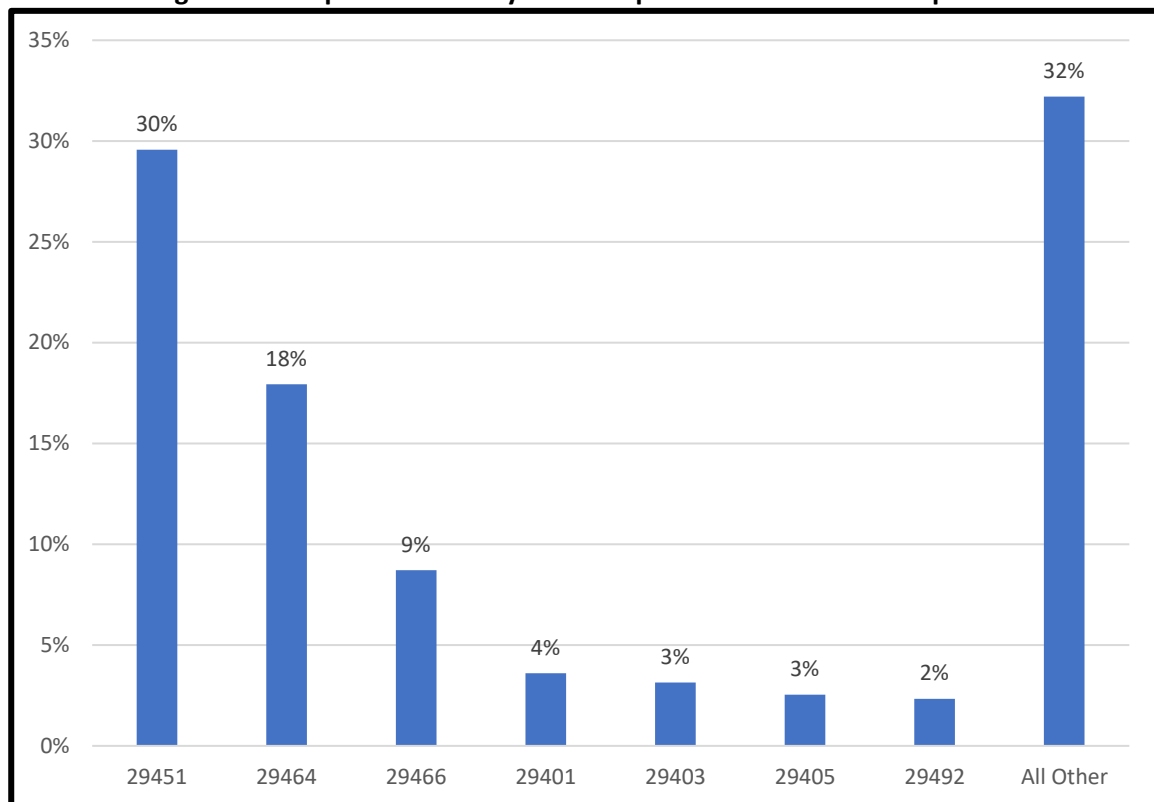
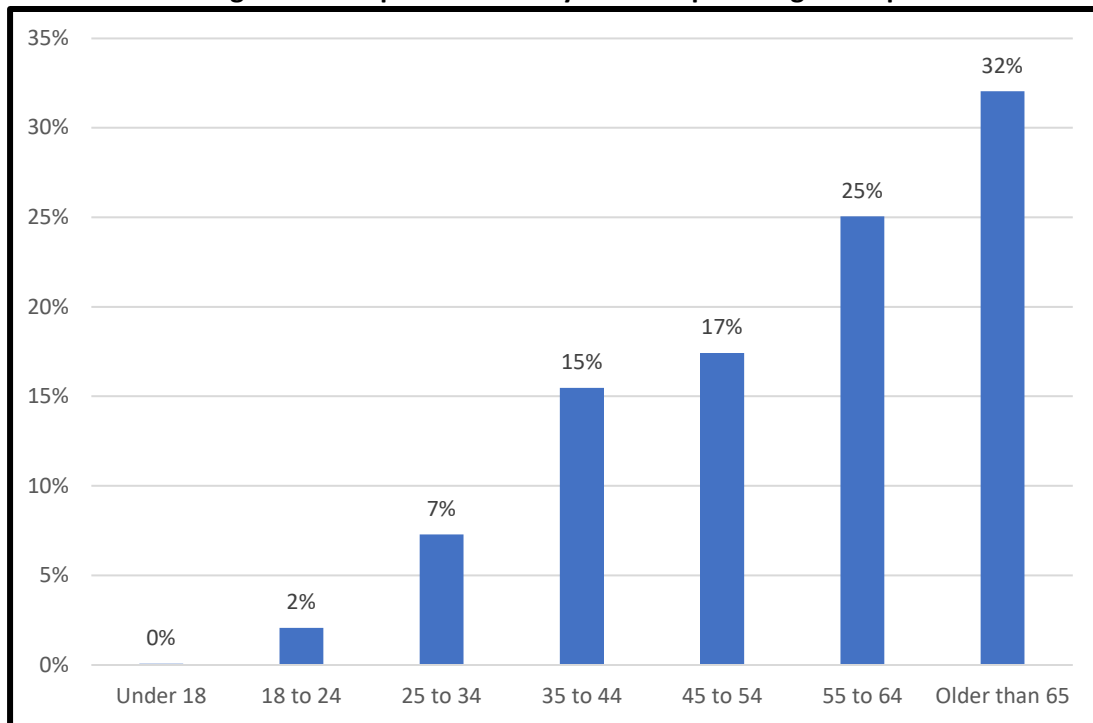
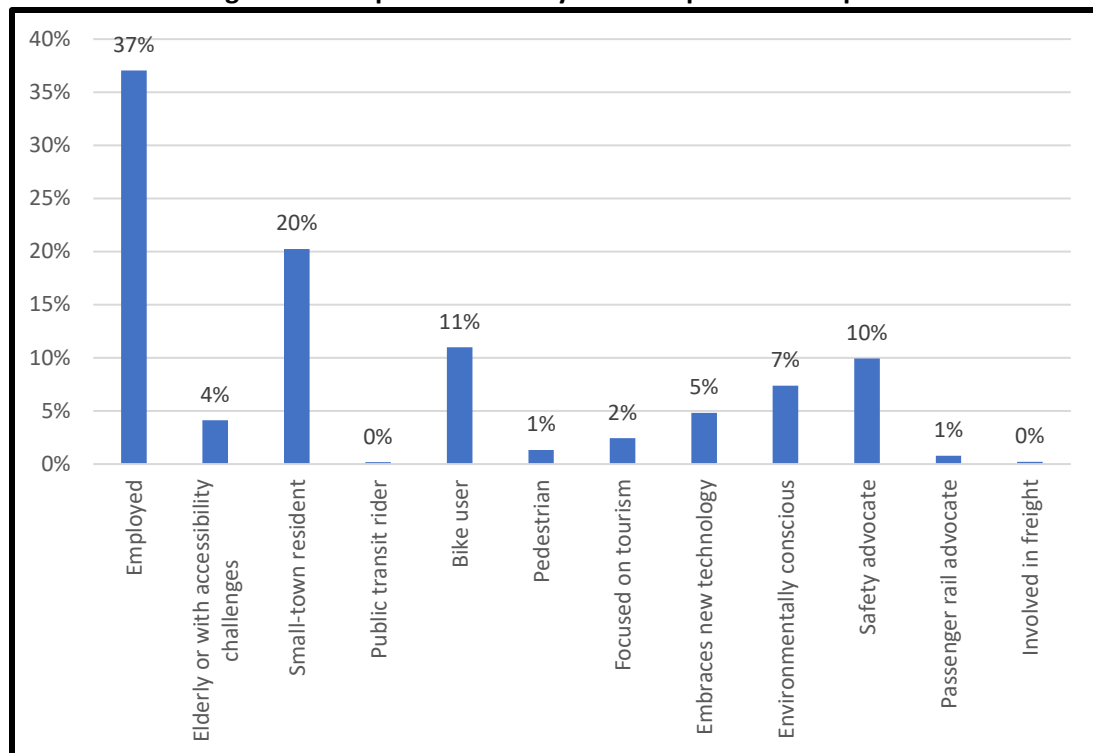
Figure 12: Graphical Summary of Participant's Home Zip Code**Figure 13: Graphical Summary of Participant's Work or School Zip Code**

Figure 14: Graphical Summary of Participant's Age Group**Figure 15: Graphical Summary of Participant's Description**

Isle of Palms Connector Bridge

APPENDIX A: Categorical and Additional Comments

March 2023

MetroQuest Public Engagement
Summary (Jan 14 – Feb 17, 2023)

Submitted by:

The logo for RK&K is located in the bottom right corner. It features the letters "RK&K" in a bold, white, sans-serif font. The "&" is stylized with a small circle around it.

LIST OF TABLES

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BRIEF LIST OF CONDITION SURVEY COMMENTS	10
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ADDITIONAL COMMENTS	69

Category	List of Priority Ranking Comments
Bike/Ped Friendly	While I appreciated the lanes used for biking and walking, it seems there are too many for the usage I observe. I live full time on IOP. My life has no normalcy during the rental season due to traffic.
Bike/Ped Friendly	Definitely think that the bike and pedestrian lanes should only be on one side of the bridge
Bike/Ped Friendly	Adding physical barriers for pedestrians and cyclists would be ideal
Bike/Ped Friendly	One additional change that I would suggest is a jersey wall barrier between the pedestrian/bike lanes and vehicular traffic.
Bike/Ped Friendly	One lane for bikes . Bridge is not even known for pedestrians
Bike/Ped Friendly	At a minimum. I seldom see walkers or bikers in their designated space
Bike/Ped Friendly	This should be a safe place for any pedestrians that wish to stay active and enjoy the beauty of the isle of palms connector.
Bike/Ped Friendly	Y'all have spent time and money to redo the connector once already...how bout you utilize the time and money to fix the congestion on 526 and 26 junction. This is a big waste of resources.
Bike/Ped Friendly	This needs a concrete median separating the motor vehicles from the pedestrians.
Bike/Ped Friendly	3
Bike/Ped Friendly	The level of seasonal congestion we have makes biking and walking anywhere on the island challenging. None of our other roads have adequate provisions for bikes. The Palm Blvd multi use path is not used by bikes. The Bike to the Beach path on waterway is old and nearly impassable due to tree roots. It isn't enough to only improve bicycle access to the island if access ON the island is inadequate or nonexistent.
Bike/Ped Friendly	This is the most important as it contributes to the value and quality of life we have as citizens of Charleston. A walkable community is what we are striving for. I applaud SCDOT for putting the bike lanes and added safety measures in in 2021.
Bike/Ped Friendly	Very important greater use and your current configuration safer
Bike/Ped Friendly	there only needs to be a bicycle and walking lane on one side. There should be a physical barrier though to prevent traffic from entering that space. I was literally passed while driving by someone that used the bike lane last week and I called the police to report it.
Bike/Ped Friendly	4
Bike/Ped Friendly	This has to be the top priority. If we have this everything else will follow - improved safety, less traffic, more room for emergency vehicles
Bike/Ped Friendly	Improving bike/ped infrastructure will take care of this
Bike/Ped Friendly	Making it easier for people to use other non-car modes of transportation is the ONLY way to fix this. Adding more car lanes will only prove the concept of induced demand.
Bike/Ped Friendly	So many more people would ride to the beach.
Bike/Ped Friendly	In all honesty the traffic congestion is already alleviated due to cyclists having options to take themselves off the road.
Bike/Ped Friendly	Bicycles and pedestrians will not use the connector if there is not ample and fair space given to them. In SC, bicycle and pedestrian deaths and crashes are all too common and should be prioritized.

Bike/Ped Friendly	Cyclists having their own dedicated space to ride without major bodily risk and requiring cars to slow down are huge aspects of improving safety, as cars moving faster are more likely to create accidents on the road.
Bike/Ped Friendly	This includes cyclists.
Bike/Ped Friendly	Keep bike lanes and pedestrian lanes
Bike/Ped Friendly	This is most important keep our pedestrian travel accessible and SAFE!!!
Bike/Ped Friendly	Improving other modes of transportation will help car traffic congestion far better than more roads and more lanes for cars
Bike/Ped Friendly	It would be much safer if there was a hard barrier between the traffic and pedestrian lanes.
Bike/Ped Friendly	This first because then access by emergency vehicles is a biproduct!
Bike/Ped Friendly	We don't need 2 bike lanes and 2 pedestrian lanes. Make these car lanes
Bike/Ped Friendly	Brighter colors, rumble strips or other barrier between motorists and cyclists.
Bike/Ped Friendly	Separated by a rail
Bike/Ped Friendly	the bike/pedestrian lanes should be more protected than just a painted line
Bike/Ped Friendly	The city will not have to increase car accessibility if the pedestrian and bike access is instead increased/maintained. Make our city less car-centric and more bike friendly.
Bike/Ped Friendly	At present, the bike lanes throughout Charleston are not only dangerous for bikers, but also dangerous for cars. There needs to be greater divides between the 50+mph vehicles and the ~15-25mph bikers. Higher safety measures will reduce accidents in the community and increase confidence in bike lane efficacy.
Bike/Ped Friendly	This will be a natural consequence of improving pedestrian traffic options.
Bike/Ped Friendly	I firmly believe it is essential for bicycle riders and pedestrians to have a safer way to travel on the IOP connector. Prioritizing drivers is detrimental to the environment and increases the likelihood of deaths to bicycle riders and pedestrians.
Bike/Ped Friendly	1
Bike/Ped Friendly	I used to love to bike on the IOP, but it's gotten scarier to bike in Mt Pleasant. The buffer for cyclers and walkers is most important for me. Of course I want safety for all on the road.
Bike/Ped Friendly	Most important
Emergency Access	There needs to be a lane for emergency vehicles to access/leave the island without causing traffic jams or accidents in the other lanes.
Emergency Access	As a resident of IOP since 2015 and a former fire training officer (as well as an emergency vehicle operator) in a major metro area, I believe the changes that were made to the connector have created a dangerous situation in which there is no room for cars safely move out of the path of responding emergency vehicles without crossing into pedestrian/bicycle traffic. This is a when not if situation for a struck pedestrian or bicyclist.
Emergency Access	Emergency vehicles are unable to get through due to the new design . A emergency vehicle should be on top of connector and bottom .
Emergency Access	Emergency vehicles should be considered.
Emergency Access	2
Emergency Access	Drivers training taught us to pull over to the right to allow EMT to pass. Doesn't work with bike lane!
Emergency Access	4

Emergency Access	As seniors and IOP residents for 28 years, we are greatly concerned about emergency vehicles gridlocked on IOP roads.
Emergency Access	This most important
Emergency Access	Yes
Emergency Access	Reducing traffic congestion & improving safety for all users are directly linked. We see gridlock on the connector and backup throughout the island IOP on seasonal weekends. This hinders emergency response, causes speeding on cross streets, crowds Palm Blvd & causes safety issues for pedestrians & bicyclists. We also need to consider the unlikely but possible worst-case scenario of a tsunami hitting at peak when many people might need to quickly evacuate, especially beachgoers.
Emergency Access	2
Emergency Access	The emergency vehicle access is already fine. This is a distraction from what this is really about - stupid politicians wanting to win points by adding more car lanes - which anyone with two brain cells knows is a waste of time for reducing traffic and making roads safer.
Emergency Access	One bike/ pedestrian lane, dedicated emergency lane for vehicular traffic
Emergency Access	This should be first priority
Emergency Access	The fire department has clearly and publicly stated that bike lanes on the bridge have not effected response times
Emergency Access	I'm not sure how to accomplish this on a one lane highway.
Emergency Access	Needless to say, large swaths of the city have extreme limitations on emergency vehicle access.
Emergency Access	5
Emergency Access	Important for visitors and locals, but less of an issue with improved safety.
Improve Safety and Mobility	While emergency vehicle and bicycle traffic is important, that's a fraction of the usage. I watched the city council meeting and I hope we fully utilize the bridge's capabilities to move vehicle traffic off the island and not have lanes extremely underutilized.
Improve Safety and Mobility	We need to be using more of the bridge for vehicle traffic. We need 2 lanes leaving the island.
Improve Safety and Mobility	Traffic lights coming on and off the connector need to be better timed to prevent traffic back ups
Improve Safety and Mobility	Eliminate bike lanes and make 4 lane access from Hwy 17
Improve Safety and Mobility	Rear-end crashes occur because people drive too closely to the vehicle in front and has nothing to do with queueing. If you are standing in a busy line, do you keep bumping into the person in front?
Improve Safety and Mobility	As I cross this bridge multiple times a day, I can attest to the fact that there is a very low pedestrian and bicyclist use of the current lanes provided. However, there have been dozens of days throughout our busy season when it can take over an hour to successfully leave the island. In my opinion, two outgoing and one incoming lane would significantly reduce these issues and still allow for pedestrians and bicyclists to enjoy the bridge safely as well as safer emergency vehicle options.
Improve Safety and Mobility	See above

Improve Safety and Mobility	One accident stops the entire traffic flow .
Improve Safety and Mobility	This should be the driving priority
Improve Safety and Mobility	Safety should be priority for all users.
Improve Safety and Mobility	This would allow easier access to get off the island in the event of a hazardous storm.
Improve Safety and Mobility	1
Improve Safety and Mobility	3
Improve Safety and Mobility	Improve traffic flow
Improve Safety and Mobility	Perhaps the implementation of a merge traffic signal would be helpful?
Improve Safety and Mobility	Heaven help anyone who has an emergency and needs to get off the island. There should be 3 travel lanes which alternate 2 on/2 off based on traffic
Improve Safety and Mobility	Again, heaven help anyone who needs to get off the island in an emergency.
Improve Safety and Mobility	This is MOST important for connector. To get people on and off. Walking, biking, sight seeing should be done elsewhere.
Improve Safety and Mobility	Despite all the noise at any given time there is 0-1 bikes on the connector. The connector should be for vehicles. Not people or bikes. The bike route doesn't even complete at Palm boulevard coming into IOP, just stops. Bikes should be routed elsewhere. If bike route is on bridge then bike route should continue on and all the way down Palm. Plus with all the trash that is always on the connector, not good for bikers
Improve Safety and Mobility	We should all consider safety first, of both the pedestrian and vehicle traffic.
Improve Safety and Mobility	The improvements in traffic congestion should also help with residents getting onto the Island- it's no more fun to be stuck off the island than to be stuck on it.
Improve Safety and Mobility	1
Improve Safety and Mobility	2
Improve Safety and Mobility	Traffic seems to back up at the stoplight at the end of the connector when arriving onto IOP. Especially on nice days when a lot of people are coming to the beach. It would be nice if something could be done about that traffic light and traffic back up at that spot.
Improve Safety and Mobility	Tri-county area is no longer best served by a bridge with one lane on and one lane off the IOP. We need 2 off and ideally 2 on. A review of annual "accomplishments" on the IOP website shows a repeated pattern of "working with Mt. P on signal timing to facilitate smoother flow" off the island. We fix it, they change it. We need much better monitoring and management of the light systems. Traffic was better before 2 new lights btwn the base and 17 added. County Park needs to help too.

Improve Safety and Mobility	Safety is always very important but sometimes one needs to recognize that the best path forward may not be one that includes all users. It is the primary responsibility of the SCDOT to ensure smooth and effective traffic movement for vehicles. If bikes and pedestrians can be accommodated, that is great. If they can't safely once the primary objective is established then that needs to be acknowledged. IOP has limited to no infrastructure for safe biking. Getting here isn't the only issue.
Improve Safety and Mobility	Do other area bridges have dedicated emergency lanes? I cannot think of one. We do not need to use valuable bridge real estate for a lane that would be seldom used. We need better overall traffic flow which will, by default, improve access for everyone including emergency vehicles.
Improve Safety and Mobility	The study limits should not stop at Rifle Range Road. It should go all the way to 17. Traffic gets blocked up stopping and starting at each of the lights between the base of the connector and 17. The problem doesn't start or stop at Rifle Range.
Improve Safety and Mobility	There are simply too many people coming to the Isle of Palms. The roads can't handle it and it has become increasingly dangerous to simply drive to the supermarket. The Department of Transportation needs to focus on transportation, not parking, which merely increases the burden on the residents of the Isle of Palms.
Improve Safety and Mobility	Investigate ways of using middle lane for increased off-island traffic during high traffic flow. Return striping to original plan that worked adequately for years and years. The old striping matches the brand new bridge on Hwy 41 over the Wando river..
Improve Safety and Mobility	Top item
Improve Safety and Mobility	Afternoon summer thunderstorms create a mass exodus on the weekend creating gridlock for hours.
Improve Safety and Mobility	Traffic jams are unsafe.
Improve Safety and Mobility	While I am generally a proponent of bicycle and pedestrian access, I don't think our top priority should be to have lanes on both sides of the bridge for this, given the greater need to resolve traffic congestion & extreme backup problems that also have implications for pedestrians and bicyclists once they get on the island.
Improve Safety and Mobility	With two traffic lanes on the connector heading off IOP, emergency vehicles would be less likely to encounter gridlock on the connector - and on the island itself. With plans for EMS to be stationed on the island during busy weekends, two lanes off the island makes even more sense.
Improve Safety and Mobility	Leaving IOP can take an hour or more on a busy afternoon - that's not acceptable. Reducing traffic congestion is extremely important for residents (quality of life) & visitors (beach access). It also improves safety by eliminating gridlock not just on the connector but throughout the island. This gridlock can complicate emergency response, push drivers to speed through neighborhood streets, crowd Palm Blvd, and make it hard for pedestrians to cross safely.
Improve Safety and Mobility	The connector was designed and built for four lanes as per Highway Dept. policy. Except Isle of Palms hijacked the plan and had it changed to two lanes. Various reasons can be created but the real reason was to discourage traffic. Make it 4 lanes and get people on and off the island.

Improve Safety and Mobility	Sullivan's Is. demanded another drawbridge after Hurricane Hugo instead of a fixed span in order to discourage visitors thru traffic jams. IOP did the same making two lanes on a bridge designed for 4 lanes. Make it four lanes and get traffic moving.
Improve Safety and Mobility	Four lanes is the best way to move traffic.
Improve Safety and Mobility	1
Improve Safety and Mobility	3
Improve Safety and Mobility	If this is the goal then mass transit system must be implemented, changes to the bridge do not accomplish this goal
Improve Safety and Mobility	We would like to see a hard divider, such as a 4' high concrete divider, between the pedestrian/bike path and the motor vehicle lanes.
Improve Safety and Mobility	There is a lot of traffic and it will only get more and more. We need as many car lanes as possible to reduce traffic
Improve Safety and Mobility	I'm not sure how to accomplish this on a one lane highway.
Improve Safety and Mobility	More public transportation
Improve Safety and Mobility	2
Improve Safety and Mobility	4
Improve Safety and Mobility	I would like to see the bridge speed limit reduced to improve safety for all! Monitor speed with cameras and send the tickets to speeders to enforce this.
Improve Safety and Mobility	Second most important
Improve Safety and Mobility	Unless IoP gets bigger, it will always be congested.
Keep Original Configuration	Return to original configuration
Keep Original Configuration	Current access is actually pretty good.
Keep Original Configuration	No improvements . The cycle community never had any complaints on the orginal design and walkers rarely walk the bridge
Keep Original Configuration	Traffic congestion is really limited to a few hours on summer weekends and bike and peds shouldn't be punished by removal of facilities to accommodate such a small inconvenience. Please contextualize the 'problem' and keep the current striping.
Keep Original Configuration	Put it back to it's original configuration
Keep Original Configuration	Return striping to original plan that worked adequately for years and years. The old striping matches the brand new bridge on Hwy 41 over the Wando river..
Keep Original Configuration	Return striping to original plan that worked adequately for years and years. The old striping matches the brand new bridge on Hwy 41 over the Wando river..
Keep Original Configuration	Return striping to original plan that worked adequately for years and years. The old striping matches the brand new bridge on Hwy 41 over the Wando river..

Keep Original Configuration	Pre lane changes were just fine for biking and walking
Keep Original Configuration	I am a emergency services driver/operator and the current configuration is fine. I use to work for IOPFD and now I work another municipality. There is no issue and IOP is using safety as an excuse for change. In fact, the current configuration allows emergency vehicles simultaneous access on and off the island at the same time.
Keep Original Configuration	I live in Mt Pleasant and the current configuration works great for cycling and pedestrian. I am an avid cyclist and feel much safer now with the way the lanes are designed.
Keep Original Configuration	The only time there is congestion is during weekend beach season, I live in Mt P right by the IOP connector and it is something you get use to. There is traffic on 526 and 26 too. it is something that happens with growth. There is no need to change the connector all because of a few busy beach weekends.
Keep Original Configuration	The current configuration works great for all cars, cyclist and, pedestrians
Keep Original Configuration	As a frequent runner and cyclist on the Connector for the last 9 years, I most preferred the ORIGINAL running path with the emergency lane in the center. I felt it was the safest way for all
Keep Original Configuration	At the current baseline, I do not believe there is a big problem here
Keep Original Configuration	With current arrangement, it has been confirmed that there is no issue to improve
Other	These lanes appear to be leisure lanes and not used often- plenty of other locations to walk and bike other the bridge
Other	It's fine- generall too windy for recreation use
Other	?
Other	The currents lanes protect both runners/walkers/cyclists and cars
Other	In terms of congestion, what is the goal here? Can the IOP handle more people? Where will they park? Will this increase the revenue for the town and the businesses? How many people is too many people? Do the locals want more people on the island?
Other	1
Other	Connector is always full of trash. Not maintained well at all.
Other	I hope I did this correctly. This is not the easiest survey to understand. I cannot see if and where I dragged things.
Other	I think all are important, but I don't see so many bikes and pedestrians on the connector when I cross (I live on the IOP side) that would seemingly warrant two lanes for each
Other	A few years ago the IOP connector paved portion approaching rifle range road from the island was widened to 2 lanes for additional thruput at the signal, but NO signs were put up to tell all the out of town visitors to use BOTH lanes to queue up for the light. Because the one lane on bridge uses pavement markings to lead vehicles to the left lane at this signal, the right lane is poorly used for queuing and so less vehicles queue get thru the signal. Invest in low cost "use both lane" signs!

Other	Current configuration is very unsafe for all.
Other	The traffic studies seem to show that driver and cyclist compliance are very high and no major incidents occurred with emergency vehicles, so it seems like it already works well.
Other	The fire chief said there was no issue with emergency vehicle access.
Other	Reduced congestion is great, but at what cost to other resources?
Other	More lights.
Other	More lights
Other	1

Category	Brief List of Condition Survey Comments
Bike/Ped Friendly	I would like to see the existing facilities remain and if changes are made they should prioritize pedestrian and bicycle safety and access over vehicle congestion mitigation. Adamantly opposed to an additional lane leaving the island at the expense of reduced pedestrian and bicycle facilities. Traffic congestion is at its worst for a very limited 1-2 hour a day on weekends during the summer.
Bike/Ped Friendly	As more people have begun using the bicycle and pedestrian lanes, I have seen a dramatic decrease in the number of cars on the IOP connector during my work commute. The multi-use lanes also add a higher quality of life to the city of Mt Pleasant.
Bike/Ped Friendly	I really like the new bicycle lanes. Adding a barrier between the bicycle lanes and travel lanes would make it even better.
Bike/Ped Friendly	Reduced pedestrian fatalities due to access, driver speed.
Bike/Ped Friendly	There needs to v=be safe ppassage for bikes and walkers.....they dont need both sides of bridge!! automobiles are much more in use.....and traffic is horrific in summer.with no room for emergency vehicles.....if a car pulls over the the right.as we do on roads.it would endanger a biker or walker.we need to share this space with reason.....I dont see why bikes need lanes on both sides.pattern more like Ravenel.....we all need compromise.thanks.
Bike/Ped Friendly	Please keep pedestrian and bicycle lanes on both sides of the street
Bike/Ped Friendly	Safety for cyclists
Bike/Ped Friendly	Provide one dedicated lane for bikes & foot traffic, with traffic lanes separated by fleixible pylons spaced far enough apart for emergency vehicles to weave throught the flexible pylons when necessary. Split the bike lanes with paint stripe with direction arrows
Bike/Ped Friendly	Make one bicycle lane on one side and a pedestrian lane on the other side thereby allowing for another traffic lane.
Bike/Ped Friendly	It might be nice to have a physical divider between the cars and the bikes/pedestrians. Otherwise the bridge is a pleasure to drive across and seems to function rather well. Not sure what can be done about the congestion at Palm Blvd during the high season but any improvement would be appreciated.
Bike/Ped Friendly	Protected lanes for those that wish to bike/walk.
Bike/Ped Friendly	One shared bike/pedestrian lane on one side! There is more traffic than cyclists!
Bike/Ped Friendly	I think the way the bicycle lanes are now, make it more dangerous.
Bike/Ped Friendly	More cyclist friendly and with sensible traffic calming on Rifle Range before ingress onto 517.
Bike/Ped Friendly	Would like to see the bicycle area improved with physical buffers.
Bike/Ped Friendly	Safety rails along each side to protect pedestrians and cyclists. This is one reason why I will not walk or cycle on this bridge.
Bike/Ped Friendly	as much bike and pedestrian access as possible! would love to see added barricades or reflectors poles along the division between the pedestrian + bike lanes for additional safety. i've seen abandoned vehicles parked in those lanes and that isn't safe.
Bike/Ped Friendly	Protected bike and pedestrian lane!

Bike/Ped Friendly	As an outdoor destination, offering safe greenways and pathways for cyclists and pedestrians will always be beneficial. I do not believe that changing the configuration will result in less congestion.
Bike/Ped Friendly	Would like some sort of barrier between pedestrians and cars... those poles that fall over when hit, a wall
Bike/Ped Friendly	Make bike/pedestrian access/safety a top priority!
Bike/Ped Friendly	I would like to see the bridge continue to offer well-rounded transportation access and not only prioritize motor vehicles. It is critically important to maintain the cycling and pedestrian connections leading to and from the bridge to make sure cyclists and pedestrians will actually want to use the infrastructure provided.
Bike/Ped Friendly	Safety for all. Walkers, bikers, and cars. Not everything should be about cars. Every beach community has issues with traffic, nature of living near beach.
Bike/Ped Friendly	Leave the bike lane please.
Bike/Ped Friendly	Please do not remove the bike/ped lanes! They are one of the best transportation improvements the low country has seen.
Bike/Ped Friendly	Improving the safety for bike/pedestrians - better lighting/on pavement reflectors/barriers could improve safety for all.
Bike/Ped Friendly	Divider for pedestrian and bike traffic for safety from vehicle traffic would be ideal. The multiuse lane with a divide to keep them safe from vehicles could help offer more space for traffic while helping the most vulnerable safe. I love to bike to iop but do not because i worry about being hit by s distracted driver. A protective barrier is needed. Traffic congestion can be reduced if more bicycles are used because the cyclists feel protected.
Bike/Ped Friendly	I love using the iop connector for running and biking but don't always feel safe. A single multi use path with barriers between the path and vehicle lanes would be ideal. Also traffic congestion is a concern and three lanes for vehicles with a reversible center lane - eastbound in morning and westbound in afternoon would be a great solution
Bike/Ped Friendly	Bike and pedestrian lanes on one side of bridge protected from traffic with physical barrier (similar to the configuration on the Ravenel) with improved pedestrian crossings on either side of the connector.
Bike/Ped Friendly	Well you can't make it shorter, but adding turn outs benches or rest areas for bike/ped would potentially make it more attractive. Get some shade and you'd be doing great. For keeping the existing structure, I think the current laneage is the best option. A bit heavy on the markings but a good balance of modes.
Bike/Ped Friendly	Please KEEP the designated bike & pedestrian lanes
Bike/Ped Friendly	Better bike and pedestrian infrastructure. We need fewer cars on the road.
Bike/Ped Friendly	Dedicated bike lane.
Bike/Ped Friendly	More pedestrian and bicycle access. We should be helping people access the beach in a safe and environmentally friendly manner.
Bike/Ped Friendly	Protected bike lane on one side and protected pedestrian walkway on the other side. Two lane road in between with transit service from a parking area on the mount pleasant side of the connector to the beach
Bike/Ped Friendly	add bicycle lane protection.
Bike/Ped Friendly	Multimodal with less focus on personal vehicles
Bike/Ped Friendly	Pedestrian and Bicycle accommodation is so important

Bike/Ped Friendly	Protected bike lanes
Bike/Ped Friendly	Safe access for bicycles and passenger vehicles as well as emergency vehicles.
Bike/Ped Friendly	Pedestrian and biker friendly
Bike/Ped Friendly	Equal access for pedestrian and vehicle
Bike/Ped Friendly	Remove pedestrian traffic & place bicycle traffic only on one side of the road
Bike/Ped Friendly	Open to all - bikes, pedestrians, not just cars
Bike/Ped Friendly	Bike and pedestrian friendly!
Bike/Ped Friendly	Keep the bike lanes or make bike lanes even better
Bike/Ped Friendly	Maintaining the pedestrian and bicycle routes to ensure all residents have safe access to the beaches that make Charleston a great place to live.
Bike/Ped Friendly	Joint multi-use for cars, bicycles, and pedestrians.
Bike/Ped Friendly	Keeping the bike paths would be a good future for this bridge
Bike/Ped Friendly	More multi-modal transportation.
Bike/Ped Friendly	More/better pedestrian and bicycle accommodations would be great. Charleston can be known as a health conscious city. Adding more ways for people to be and stay healthy should be the goal of the future.
Bike/Ped Friendly	I would like to see dedicated protected bicycle and pedestrian lane
Bike/Ped Friendly	Safe for those of us who want to enjoy walking and biking to the beach!
Bike/Ped Friendly	with bike lanes
Bike/Ped Friendly	I think it is a mistake to change or consolidate the current pedestrian and cycle access. Pedestrian and cycle access is very important
Bike/Ped Friendly	Do not decrease access of walking/biking on bridge especially without increasing number of lanes.
Bike/Ped Friendly	More bike and ped infrastructure
Bike/Ped Friendly	Added physical separation between car and bike lane, preferably in the form of a concrete barrier or metal bollards
Bike/Ped Friendly	Continued accommodations for pedestrians and cyclists.
Bike/Ped Friendly	Please keep the pedestrian and bicycle paths as they are!
Bike/Ped Friendly	Separated bike and pedestrian lanes on both sides with a barrier between cars and pedestrians. Reduced car speed limit. Seamless pedestrian connections to palm Blvd in all directions with the same bike/pes separated access
Bike/Ped Friendly	Wall separating bike/walkway
Bike/Ped Friendly	Safe for cyclists, skaters, and pedestrians
Bike/Ped Friendly	More bike and pedestrian infrastructure.
Bike/Ped Friendly	It seems that the congestion is a symptom of the overcrowding of IOP. I envision a safe, segregated lane for bikes and people, which would require a physical barrier and higher bridge side rails.
Bike/Ped Friendly	Widen the bridge to add more space for cyclists and pedestrians. Or build a pedestrian and cyclist bridge
Bike/Ped Friendly	A wall or rail dividing one part for pedestrians and bikes.
Bike/Ped Friendly	Imagine how much more the bike/ped stuff would be used if it were divided like the Ravenel bridge. Not an option, but the smartest idea!
Bike/Ped Friendly	I wish the cycle/pedestrian lanes were combined and condensed to one side of the road like with the Ravenel Bridge. I think that would be more efficient, but also

	make the bridge more fun for the cycle/peds like the ravenel bridge - there could be a few benches or stopping/gathering points along the way like the ravenel bridge.
Bike/Ped Friendly	Everything in the priority ranking improves with pedestrian and cycling infrastructure except
Bike/Ped Friendly	Safer for me as a bicycle rider
Bike/Ped Friendly	At a MINIMUM keep one separate bike and one separate pedestrian lane on the WEST side of the connector that joins with the bike path to Town Center!!!!
Bike/Ped Friendly	More pedestrian and bike access
Bike/Ped Friendly	It should include a protected bike and pedestrian lane connected to protected bike and pedestrian lanes on each end of the bridge
Bike/Ped Friendly	I would like to see sidewalks and bike lanes that are separated from car lanes with a physical barrier
Bike/Ped Friendly	Better lighting, close the expansion gaps by applying rubber mat over the gap to lower the damages to the bicycles.
Bike/Ped Friendly	Prioritize pedestrians and cyclists over cars, and safety over congestion reduction.
Bike/Ped Friendly	Accessible and safe for all users
Bike/Ped Friendly	There should be a more extensive bike and walk path system so people can truly commute to and around the islands. Riding rifle range to the IOP bike path is a death trap.
Bike/Ped Friendly	To stay walker/biker friendly. To have debris cleared out of bike lane more often.
Bike/Ped Friendly	Improved pedestrian and bicycle lanes
Bike/Ped Friendly	Love the bike and pedestrian facilities on bridge. Need better attachment at other ends.
Bike/Ped Friendly	Clean it but do NOT limit the ability for bling and pedestrian access.
Bike/Ped Friendly	Please keep bike lane clean of debris.
Bike/Ped Friendly	Cleaner with more focus on cleaning debris off the sides of the bridge.
Bike/Ped Friendly	Would prefer a barrier between bike/pedestrians lane and cars
Bike/Ped Friendly	Extend the pedestrian walk in one side and add an outside wall like ravenel bridge
Bike/Ped Friendly	There should be a physical barrier added between cyclists and cars, and the width should be narrowed to slow the traffic down
Bike/Ped Friendly	the bike/pedestrian lanes should be more "protected". poles, rumble strips/pods, etc
Bike/Ped Friendly	Keeping the bike/pedestrian lanes separate from vehicle traffic and maintained/clear of debris will ensure the safety of all users.
Bike/Ped Friendly	Expanded bike and running corridors
Bike/Ped Friendly	Better Pedestrian safety (putting up a safety barrier between pedestrian lanes and the driving lanes) would increase quality of life and reduce traffic; I would choose to bike over the bridge versus driving. I am not willing to ride or run over the bridge at this point due to scary experiences having done so in the past
Bike/Ped Friendly	I would like a barrier between the cars the the bicycle lane. The cars are going way to fast
Bike/Ped Friendly	Keep the separate two way bike lanes
Bike/Ped Friendly	Ensure cyclists remain to have the necessary access to go safely across the bridge

Bike/Ped Friendly	Less space for bikers and pedestrians as it is used very little by these two groups. Use 3 lanes for auto users by providing lane reversals or two exit lanes.
Bike/Ped Friendly	Keeping with the safety of bicyclists and pedestrians
Bike/Ped Friendly	The work that has already been done is a great improvement, however, a safety, buffer, physical barrier, would be ideal for cyclist and pedestrians
Bike/Ped Friendly	Continue with bi-directional bike and pedestrian access.
Bike/Ped Friendly	Ongoing options for bicyclist and pedestrians to travel safely on the bridge. Traffic flow improvements are necessary.
Bike/Ped Friendly	Would love it to be a destination for biking to and from the beach!
Bike/Ped Friendly	For the bridge to be better maintained for cyclists and pedestrians. There is so much debris on the side of the bridge that it is a hazard. Constant flat tires, bike crashes, twisted ankles and cut up skin.
Bike/Ped Friendly	More bicycle friendly
Bike/Ped Friendly	More safety for cyclists and pedestrians.
Bike/Ped Friendly	More bicycle and pedestrian access
Bike/Ped Friendly	Accessible to cyclers. This helps eliminate parking issues on the island as user can park in Mt. P and bike over
Bike/Ped Friendly	The bike lane is a great way for my wife and I to skip the traffic and get a great workout on the way to the beach.
Bike/Ped Friendly	With a physically separated bike and walking lane. Similar to the bike/pedestrian walkway on the Ravel Bridge. Lots of debris gets kicked into the bike lane. It is also significantly safer to have a physical separation between cyclists/pedestrians and vehicles traveling 50+ mph than the current set up.
Bike/Ped Friendly	More pedestrian/public transit friendly....less car friendly
Bike/Ped Friendly	Physically protected bike and pedestrian lanes like on the Ravel
Bike/Ped Friendly	As much access to foot traffic and bike traffic is preferable.
Bike/Ped Friendly	Keep the bike lanes
Bike/Ped Friendly	Bicycle safety, discourage cars going well above speed limits
Bike/Ped Friendly	Less car traffic and more accessibility for bikers and walkers.
Bike/Ped Friendly	I envision a future in which people can use their favored mode of transportation - whether it be walking, cycling, driving, public transportation, whatever - safely to access public beaches.
Bike/Ped Friendly	Pedestrian focused with minimal automobile traffic.
Bike/Ped Friendly	KEEP THE CURRENT BIKE AND PEDESTRIAN LANES
Bike/Ped Friendly	There should be an actual division between vehicle traffic and bicycle and pedestrian infrastructure
Bike/Ped Friendly	We love using the bridge to bike safely to the beach! It's great exercise for my family and a great way to reduce already cramped parking at the beach.
Bike/Ped Friendly	More bike lane's
Bike/Ped Friendly	We need improved cycling access paths for safety for adults and children
Bike/Ped Friendly	Protected pedestrian and bicycle lanes like on the Ravel Bridge.
Bike/Ped Friendly	Multi-use
Bike/Ped Friendly	Better access for cyclists and pedestrians. IOP is a public beach let's keep it that way

Bike/Ped Friendly	Keep the bike lanes!
Bike/Ped Friendly	The bridge should encourage pedestrians and bicycle riders to use the IOP connector throughout the year and especially during peak times to limit car traffic. It should be focus on the safety of pedestrian and bicycle users to prevent avoidable injuries or deaths for bike riders and pedestrians. If the goal is to reduce traffic, making it significantly easier for bikers/pedestrians to use the IOP connector is one method of achieving this.
Bike/Ped Friendly	Have a protected walking and bike lane for more pedestrian use.
Bike/Ped Friendly	More pedestrian and bicycle access! This will reduce traffic in itself if more people can walk or bike.
Bike/Ped Friendly	More pedestrian and bicycle access! This will reduce traffic congestion as well.
Bike/Ped Friendly	Expanding to support cars, cyclists, and pedestrians.
Bike/Ped Friendly	Walkable and bikeable
Bike/Ped Friendly	As it is, with dedicated bike lanes in each direction
Bike/Ped Friendly	Success would be when a family of four cyclists, mom/dad/kids, can safely get to the beach by bike.
Bike/Ped Friendly	Less cars, more pedestrian and bicycles
Bike/Ped Friendly	With more human friendly design and walk ability/bike ability
Bike/Ped Friendly	A safe lane for cycles and pedestrians! It needs to have a concrete or some kind of barrier to the open lanes. Too many distracted texting drivers...the barrier would prevent many deaths!
Bike/Ped Friendly	A safe way for cyclist and pedestrians to get to isle of palms while not interfering with the flow of traffic or the access to emergency vehicles
Bike/Ped Friendly	The bridge needs to provide a safe separated path for bikers and walkers.
Bike/Ped Friendly	One bike and pedestrian lane with a barrier to protect same from vehicles, one dedicated emergency lane, 2-3 vehicular traffic lanes as allowed given space available
Bike/Ped Friendly	Please keep cyclists and pedestrians safely away from cars.
Bike/Ped Friendly	Hopefully we can continue ensuring safe use of the bridge. The goal is not to maximize the flow of visitors but to also make it usable for anyone choosing not to drive their personal vehicle.
Bike/Ped Friendly	One where pedestrians and cars can both traverse. If it's more accessible for bikers, then there will be fewer cars and less congestion
Bike/Ped Friendly	More space for pedestrians and bicycles. We should not create a de facto private island for Isle of Palms.
Bike/Ped Friendly	To keep it accessible for all
Bike/Ped Friendly	More public transport and bike lanes
Bike/Ped Friendly	We must keep the pedestrian paths accessible for our quality of life here
Bike/Ped Friendly	We must keep pedestrian pathways a priority to protect our way of life here
Bike/Ped Friendly	Safe for walking and biking, lots of bus access.
Bike/Ped Friendly	I believe there should be a barrier between the pedestrians/bike riders and the traffic no matter what side of the road they was/ride. It is unsafe to have so many people next to cars going that fast without protection.

Bike/Ped Friendly	Bicycle and pedestrian use will continue to grow as improvements elsewhere in Charleston make it possible. Additional traffic, congestion and higher speeds (all over) should not be encouraged for best long-term results..
Bike/Ped Friendly	Better bike and pedestrian access
Bike/Ped Friendly	Continued and increased pedestrian use
Bike/Ped Friendly	I envision a multi-modal and beautiful IOP connector, with clear space for all travelers. The buffer between cyclers and walkers is important, as is the emergency lane. The buffer ideally would also include something to help separation from cars -- narrow concrete planter boxes would be great. Importantly, vehicles need to be SLOWED DOWN on the bridge with lower speed limits, a simple step to improve safety for all.
Bike/Ped Friendly	Keep the bike lanes and encourage more biking
Bike/Ped Friendly	Make it more bike and walking accessible. Improve public transportation capabilities so that everyone can enjoy IOP
Emergency Vehicle Access	The old bike lanes were fine before the change. I would like to see a middle lane for emergency vehicles that could also be reversible and open to traffic during peak times. I also believe the north bound connector should widen as soon as you come off the bridge instead of only as you get to Rifle Range.
Emergency Vehicle Access	Restore emergency lane. Restore speed limit to 55
Emergency Vehicle Access	We need the center lane restored for emergency vehicles and evacuation use. Perhaps this center lane could be reversible to help beach bound traffic to and from the island?
Emergency Vehicle Access	One bike lane, one pedestrian lane. 3 traffic lanes, 1 multi-use and 2 directional. Multi use can be for emergency or ease of congestion. Put a traffic circle at 517 & palm
Emergency Vehicle Access	Remove one side of the bicycle & pedestrian lanes - have only on one side. Use the extra space for emergency vehicles and for emergency situation traffic to Mt. Pleasant - eg hurricane evacuation
Emergency Vehicle Access	I'd like to have the emergency lane back and one pedestrian and one bike lane
Emergency Vehicle Access	Must improve emergency access and egress and reduce congestion in general
Emergency Vehicle Access	There needs to be a third lane for emergency vehicle access. And IF the law enforcement officers feel the need to ever add an extra lane to ease heavy traffic, it needs to be fluid to accommodate that transition (so no concrete bulkhead but maybe flexible traffic gates and flags like those used on the EZ pass system around Washington DC where the lane direction is "changed" during rush hour)
Emergency Vehicle Access	Better emergency access
Emergency Vehicle Access	Needs more focus on emergency access and better traffic flow. Still have pedestrian and bicycle access but this can be shared due to low numbers of these type of users. In the previous question of ranking bridge preferences, it was not mentioned if the #1 ranking is my issue of most concern. I ranked my preferences as # 1 highest concern and #4 as my least concern. That portion of this survey was not written well and could give inaccurate results.

Emergency Vehicle Access	Emergency lane in the middle so first responders are not forced to work near the edges. Safety barriers for the edges and safety barriers separating pedestrians/bicyclists from traffic.
Emergency Vehicle Access	Emergency vehicles lane a must
Emergency Vehicle Access	Emergency vehicles must have priority access!
Emergency Vehicle Access	Emergency lane is a high priority. Improve traffic flow off the island. Too much road space dedicated to Personnel and bike traffic. Need bikes lanes badly on Palm Blvd.
Emergency Vehicle Access	Better emergency access, reduce bike lanes because of lack of use.
Emergency Vehicle Access	Emergency vehicle access (ie center lane/median)
Emergency Vehicle Access	West side of bridge will have bike and pedestrian lanes only. Addition of emergency lane.
Emergency Vehicle Access	Better access for emergency vehicles. There is not adequate roadway for emergency situations with both sides having a walk/bikeway.
Emergency Vehicle Access	There should be an emergency lane.
Emergency Vehicle Access	restore emergency lane for the safety of our residents , and the safety of our police officers
Emergency Vehicle Access	Design for Safety for residents and for our police officers. Once that is fully satisfied you can address convenience.
Emergency Vehicle Access	Traffic will always be an issue with tourist focused islands. Allowing emergency vehicles operation is a must. The current bridge does as well as any shoulder (cars pull over into the buffer slightly, ambulance goes through middle). After that, focusing on ways to reduce vehicle traffic rather than compensate for it seems better. Biking, walking, and public transit all get cars off the bridge and out of IOP parking lots. Or, rather than adding a shoulder, maybe have a bus/emergency lane.
Improve Safety and Mobility	2 lanes off Connector towards Mt. Pleasant. Better access for emergency vehicles
Improve Safety and Mobility	I'd like to see a speed bump (something cars can get over in emergency situations) but more of a buffer bw pedestrians & cars.
Improve Safety and Mobility	2 lanes off and expand IOP connector road all the way to hey 17
Improve Safety and Mobility	We need to be able to get people off of the Island faster. A 5 minute drive from my house near the entrance to Wild Dunes can take as long as 45-90 minutes when Connector traffic gets backed up. I would like to see either a reversible lane or 2 lanes leaving the Island.
Improve Safety and Mobility	An effective transportation corridor that is not a bottleneck for getting on or off the Island.
Improve Safety and Mobility	Add back car traffic lanes. Accidents and vehicle breakdowns are hazardous. Most importantly, emergency vehicles going or coming to IOP would be severely delayed and would result in residents, particularly elderly ones, not receiving urgent medical care and very likely dying.

Improve Safety and Mobility	Create a center lane for emergency vehicles but at peak season at peak time, the center lane is used for traffic leaving the island. This will not cause an issue for emergency vehicles since traffic onto the island is minimum. There can still be one bike / pedestrian lane.
Improve Safety and Mobility	With less congested
Improve Safety and Mobility	Expand the lanes to 4 entering IOP
Improve Safety and Mobility	Modify lanes.
Improve Safety and Mobility	Have a 3rd lane and flip the lanes during peak season. While having 1 go the opposite direction, have 2 on the island and then flip it to have 2 off the island. It is done in several cities.
Improve Safety and Mobility	The bridge is too congested. Would be great if it could be 2 lanes moving the same direction during peak times.
Improve Safety and Mobility	More lanes. Better connectivity to Palm BLVD. perhaps a 3rd reversible lane that improves flow both on and off the island
Improve Safety and Mobility	I envision car capacity. Be improved. Less congestion at peak times. Need 2 lanes off and on
Improve Safety and Mobility	With less congested
Improve Safety and Mobility	4 lanes - no bike or pedestrian lanes
Improve Safety and Mobility	I believe there should be a 3rd lane that is open based on congestion one way or another.
Improve Safety and Mobility	Visitors will continue to increase and cars are the main source of transport to the island. Two lanes off the island will at least help decrease congestion.
Improve Safety and Mobility	Have only one lane for bicycle and pedestrian use. Maximize the number of lanes for automobile traffic.
Improve Safety and Mobility	Currently too much emphasis on too few bike, walkers and runners. Motor vehicles which comprise most of the traffic were sacrificed for the few.
Improve Safety and Mobility	Major concern is at the intersection with Seaside Farms at Mt Pleasant side of connector. Coming from Seaside Farms it is difficult to turn left out of this area due to traffic congestion off of IOP.
Improve Safety and Mobility	I rarely see bicycles or pedestrians using the bridge, so I would prefer to accommodate automobile traffic more effectively.
Improve Safety and Mobility	Three traffic lanes (one that can be changed to accommodate traffic in either direction to alleviate high congestion). Bike and pedestrian lanes on one side only- this should be plenty since there are very few pedestrians and bicycles using the bridge as it is now.
Improve Safety and Mobility	I'd like two outbound lanes, so when it rains in the summer, it won't take hours to clear the island. Alternative 5 seems best to me.
Improve Safety and Mobility	I would prefer one side only for pedestrians and bicycles. Would like two lanes off Island for congestion relief.
Improve Safety and Mobility	To accommodate rising traffic loads safely

Improve Safety and Mobility	Improved flow for left turn onto Palm Blvd
Improve Safety and Mobility	Glad you are working on this... I have no answers, but the summer congestion and especially "turn-over" day of Saturday is a huge issue. Especially as the "density" of visitors is ever increasing!! But safety, emergency vehicle access and hurricane evacuation are critical!!! Best of luck as you proceed!!
Improve Safety and Mobility	One line for pedestrian/bikers, use rest of space for traffic flow.
Improve Safety and Mobility	It just seems overkill to have pedestrians on both sides of the road
Improve Safety and Mobility	Its either bicycle/ped lane or a emergency (median) lane. I would say there are too many ped to keep an empty median lane for emerg vehicles. You could do bike/ped on one side only and have a small median for car safety.
Improve Safety and Mobility	Add a reversible lane
Improve Safety and Mobility	Able to reduce surge traffic and keep drivers and walkers safe
Improve Safety and Mobility	The lanes feeding the bridge as well as the traffic lights on either end need to keep traffic moving so it doesn't turn into a parking lot during beach season. There should be a dedicated emergency lane. Bicycle/Pedestrian lane should be protected with barrier so cars cannot cause injury.
Improve Safety and Mobility	2 lanes on each side for traffic and emergency vehicles. There are hardly ever any bikes or people walking and it could be used better
Improve Safety and Mobility	Ability to get to my home or off the island in a timely fashion. Police could be helpful, but priority is given to the beach and downtown, not getting out of Wild Dunes and homes in that direction.
Improve Safety and Mobility	Improved with emphasis on enhancing safety and reducing delays with emphasis on improved traffic flow when IOP must evacuate, e.g. during hurricane season.
Improve Safety and Mobility	SCDOT wasted taxpayer's money for that design! There are hardly any pedestrians or bikers! There are TONS of cars. Emergency vehicles can't get by!
Improve Safety and Mobility	Less congestion, less bike and pedestrians access
Improve Safety and Mobility	It will get busier especially in the vacation months. You probably need two lanes and a better way to go from the connector to Palm Blvd N.
Improve Safety and Mobility	There is no need for pedestrian/bike lanes on both sides of the bridge. Even the Ravel bridge only has one. Traffic and emergency access is much more important!
Improve Safety and Mobility	There should be more space between oncoming traffic.
Improve Safety and Mobility	Safety on the bridge is paramount. One cannot go further to Rifle Range or beyond as it is unsafe on bicycle/pedestrian.
Improve Safety and Mobility	Extended the bridge on both sides to create two lane ways on each side. A barrier could be placed between the cars and pedestrians like the Ravel.
Improve Safety and Mobility	Catered far too much for pedestrians and bikers. I don't enjoy sitting for an hour during the summer.
Improve Safety and Mobility	Today... is a relative term. The issue is during warm, beach days and tourist season!

Improve Safety and Mobility	Need 2 Lanes exiting the IOP. When it rains in the summer and everyone leaves the beach at once, it can take an hour and a half to get off the island.
Improve Safety and Mobility	Improved congestion by 2 lanes going same direction
Improve Safety and Mobility	More lanes for cars, emergency lane, pedestrians/bikes on one side
Improve Safety and Mobility	would like a reworking at palm Blvd to allow for better continuous lane flow into IOP - would require additional infrastructure on island
Improve Safety and Mobility	Two lanes entering IOP should be a priority
Improve Safety and Mobility	Much less pedestrian and bike lanes. Two lanes going in the direction of high traffic that changes a.m. to p.m. Dedicated emergency vehicle lane.
Improve Safety and Mobility	Remove one side of the pedestrian lanes. Add a center lane that could be used outbound or inbound based on time of day/traffic.
Improve Safety and Mobility	2 lanes both directions. Pedestrian one side of connector. Bicycle lane other side of connector. Center median.
Improve Safety and Mobility	This is variable depending on time of year. Obviously summer brings a significant uptick in traffic. Right now things are great for bikers and pedestrians, but they are few in number at the best of times. They don't warrant the accommodations currently in place which are to the detriment of regular and emergency traffic
Improve Safety and Mobility	3 lanes with ability for one lane to change direction depending on traffic needs.
Improve Safety and Mobility	As our population and popularity increase, the bridge should keep pace with increasing traffic volumes especially in the summer.
Improve Safety and Mobility	Of course we need two lanes leaving the island, no brainer there, considering the number of people that trickle on, but seem to leave all at once. The two lanes also need to extend all the way to Hwy 17. Moving people off the island quickly will relieve congestion on all the roads on the island allowing the few times EMS etc. need to get off easier as well.
Improve Safety and Mobility	So little Bike and pedestrian traffic can use one side safely.
Improve Safety and Mobility	The bridge is capable of 4 lanes (2 in each direction), but there should be at least 3 traffic lanes, ideally with the middle being reversible in times of heavy congestion, i.e. 2 lanes going to IOP on summer mornings and 2 lanes going away from IOP on summer afternoons.
Improve Safety and Mobility	more lanes
Improve Safety and Mobility	Two lanes off the island and one on. There is zero need for a bike/pedestrian lane on both sides of the bridge— the sides of the bridge are too low for safety regardless. We also NEED the emergency lane restored.
Improve Safety and Mobility	First, I would like emergency vehicles to be able to have easy access to and from IOP!! Also, there must be some way to reduce the bottleneck as you exit the bridge from IOP into Mt P. Traffic backs up from the Rifle Range Rd stoplight. If option 5 were used could the 2 lanes leaving IOP continue until it turns into 2 lanes prior to the traffic light at Rifle Range? Would that help with people being able to get off the island easier/quicker.

Improve Safety and Mobility	As a mixed-use corridor on and off the island. Additional accommodation for more more vehicular traffic on the bridge is absolutely pointless as the roads at the intersections on either side remain the bottlenecks.
Improve Safety and Mobility	I would like to see more lanes for car traffic. One side can have a pedestrian/ bike lane that takes people on or off the island. The bridge is plenty large enough to add one, if not two more lanes for car traffic to help alleviate the congestion. The amount of space that is being poorly used for excessive pedestrian traffic and as a shoulder and empty middle lane space is ridiculous when the traffic is so horrendous getting on and off the island
Improve Safety and Mobility	Less traffic, pedestrians still have access to walk or bike the bridge
Improve Safety and Mobility	Safe and less congested entrance to the beach for bikes, walkers and cars
Improve Safety and Mobility	Reduce car traffic. Create good bus connection. Focus on great pedestrian and bicycle access.
Improve Safety and Mobility	Average ratings are obviously seasonal. I think there are ways to accommodate all users without prioritizing cyclists and pedestrians (those that use the bridge the least). A reversible lane for the bus so it didn't have to sit in the same traffic would encourage more use and help reduce the demand for parking
Improve Safety and Mobility	Reduced traffic congestion due to increased usage of PROTECTED cycle and pedestrian access.
Improve Safety and Mobility	The bridge deck should be preserved for motorized vehicular traffic for now and in the future and whatever level of lanes should exist based on utilization. The bridge structure should be retrofitted with a cantilever section on one side or the other to accommodate bicycles and pedestrians. That bridge is too wide open for pedestrians and cyclists to share the same space as cars, trucks and emergency vehicles.
Improve Safety and Mobility	Staying the same with increased public transportation to reduce vehicle congestion.
Improve Safety and Mobility	Improve safety with excellent, inexpensive public transportation.
Improve Safety and Mobility	Access for everyone and all modes of transport. The CARTA beach shuttle should be expanded.
Improve Safety and Mobility	Decrease congestion and increase emergency access. While bicycle/pedestrian accommodations are great...these serve a minority of people. Let's maximize bridge use for the majority not the minority of people.
Improve Safety and Mobility	Two lanes incoming to Isle Of Palms along the final stretch where congestion is at it's worse to turn left onto Palm Blvd. Currently it backs up and not enough vehicles can turn left on a single light. Also Many more people would run/bike the connector of there was a physical safety barrier for pedestrians like on the Ravenel bridge.
Improve Safety and Mobility	Able to accommodate the increased vehicles during the busy time of year. Adequate space for both bikes and foot traffic in a safe manner.
Keep Original Lane Configuration	Do not want to see changes to the existing ped/bike areas. Opposed to adding another lane off the island.
Keep Original Lane Configuration	Don't mess with the lanes as they stand.

Keep Original Lane Configuration	Given the constraints of the current width of the bridge, the current model is the most effective and safest for all users.
Keep Original Lane Configuration	Go back to the old way. In addition to having an emergency lane, there was ample shoulder for pedestrians and bikers. There really never that many bikers and walkers at the same time!
Keep Original Lane Configuration	Current striping is appropriate.
Keep Original Lane Configuration	The bridge is serving its purpose and needs no improvement.
Keep Original Lane Configuration	Keep it as it is today!
Keep Original Lane Configuration	I love the bike lanes exactly as they are, maybe would only add some protection in the buffer zone!
Keep Original Lane Configuration	I believe that the previous configuration of the bridge lanes was superior to the present. I realize that it would be impossible to please everyone.
Keep Original Lane Configuration	The current bridge is fine what is needed is a secondary bridge to help the traffic drinking peak travel times
Keep Original Lane Configuration	Return to original stripe
Keep Original Lane Configuration	Put it back to the way it was before SCDOT interference. That includes the Palm Blvd parking changes
Keep Original Lane Configuration	Put the bridge back to the previous configuration. There should be a center dividing lane. There is NO need for 2 pedestrian lanes and 2 bike lanes. One of each is plenty. Very few pedestrians or bikers use the bridge. Further, the speed limit does not need to be 45. 50 is what it should be.
Keep Original Lane Configuration	the current configuration is great!
Keep Original Lane Configuration	The bridge is the gateway to the island for all forms of transportation. Bicycle and Pedestrian accommodation should be given the same weight as Traffic congestion. The Isle of Palms bridge set up has worked well throughout the years.
Keep Original Lane Configuration	Please put bridge back with a middle emergency lane. The bridge was not built for and is not safe for pedestrians and bikes without a fence.
Keep Original Lane Configuration	Return to first configuration as bicycle traffic do not pay for use of road. The first configuration gave adequate space for bicycle/pedestrians to use the connector. One or two B/P in day. does not give them the space given. They had too much say in the new configuration.
Keep Original Lane Configuration	Back to the way it used to be
Keep Original Lane Configuration	It's perfect just like it is. Don't spend anymore money on it. Just keep it clean for all pedestrian safety
Keep Original Lane Configuration	Staying the way it is.
Keep Original Lane Configuration	Should remain the same
Keep Original Lane Configuration	I appreciate the current configuration and its safety for bicycles and pedestrians. Two way bicycle traffic and pedestrians on one side would not be safe.

Keep Original Lane Configuration	As it is. With an adequate bike and pedestrian lane.
Keep Original Lane Configuration	The bridge is good as it is.
Keep Original Lane Configuration	It's working just fine the way it is now
Keep Original Lane Configuration	The bridge is fine as is. Nothing will alleviate traffic backups during peak times. There's ample room for bikes and pedestrians to transit across the bridge. Emergency services are not impeded by the current design.
Keep Original Lane Configuration	Leave it as it is
Keep Original Lane Configuration	As is
Keep Original Lane Configuration	It's perfect
Keep Original Lane Configuration	It is perfect as it is now
Keep Original Lane Configuration	As-is. Adding more lanes isn't going to help as you're just shifting bottlenecks. Leave/improve bike lanes.
Keep Original Lane Configuration	Just like it is now
Keep Original Lane Configuration	Great as it is
Keep Original Lane Configuration	Staying the same, it's great now
Keep Original Lane Configuration	No change
Keep Original Lane Configuration	Leave it alone.
Keep Original Lane Configuration	The same as now
Keep Original Lane Configuration	Leave it the way it currently is. IOP is purposely trying to restrict public access to public land on the beach.
Keep Original Lane Configuration	The bridge is fine and the IOP residents are assholes
Keep Original Lane Configuration	As is! No changes!
Keep Original Lane Configuration	Functionally Exactly as it is. Only improvement might be rumble strips between the road lanes and the bike lanes.
Keep Original Lane Configuration	Keeping it the same
Keep Original Lane Configuration	leave it the way it is! Everyone seems happy with current situation: bikers, pedestrians, emergency services. Cars have enough with one lane each way. If the don't want to sit in traffic: get a bike!

Keep Original Lane Configuration	I think it's great. Finally a bridge that has some decent pedestrian lanes. It doesn't make sense to spend money to fix something that is already in good condition. Please use those funds somewhere that has an actual problem.
Keep Original Lane Configuration	I like the current striping. It is good for all users - a great model of complete streets.
Keep Original Lane Configuration	I don't understand why anyone would suggest changing it. It seems just fine as is. Why waste tax payer money?
Keep Original Lane Configuration	I think it works well. Keep up the maintenance and keep it. Lean.
Keep Original Lane Configuration	Leave it the way it is.
Keep Original Lane Configuration	Stay as is! Pedestrian and bicycle safety is key
Keep Original Lane Configuration	I like it just like it is. I'm a cyclist so I love the pedestrian bike lane. Before that was added irate drivers would would get as close to you as they could because of their anger.
Keep Original Lane Configuration	Current setup seems to be best balance. For bike/Pedestrian there should be walls/bollards for protection but this would block vehicles from moving over for emergency vehicles.
Keep Original Lane Configuration	Having the same great pedestrian/bike access. I don't think changes need to be made.
Keep Original Lane Configuration	Leave as is
Keep Original Lane Configuration	Leave it alone. Removing a bike/ped lane would only increase the danger to cyclists and pedestrians who use the bridge. And it isn't like there will be room for an additional car lane, anyway. Removing the bike lane won't reduce congestion, it will only serve to stroke the ego of those people who have too many dollars and not enough sense.
Keep Original Lane Configuration	I did not encounter congestion during any of my usage of the IOP Connector (cycling between the hours of 630am-830am, and 4pm-8pm). Vehicle, bicycle, and pedestrian traffic flowed smoothly during all of my uses (~14 crosses).
Keep Original Lane Configuration	The existing configuration is the most feasible option. I would hope that, in the future, another bike/ped connection would be added to the Isle of Palms side near the shopping center.
Keep Original Lane Configuration	Return it to its original design
Keep Original Lane Configuration	I like the bridge the way it is for the most part but would love to see physical protection for the bicycle and pedestrian lanes.
Keep Original Lane Configuration	The bridge today is suitable.
Keep Original Lane Configuration	Keeping it how it is currently.
Keep Original Lane Configuration	No, change. Could not ask for a better situation within the constraints of the environment.
Keep Original Lane Configuration	I think it's great as is

Keep Original Lane Configuration	Much of the same... Choke points before and after the bridge will ensure congestion no matter how many lanes the bridge has.
Keep Original Lane Configuration	Unchanged
Keep Original Lane Configuration	Honestly it's fantastic as it is - plenty of space for drivers and cyclists alike. I hope it is kept this way.
Keep Original Lane Configuration	Keep it as it is for now. The bike lanes are very necessary to keep people safe
Keep Original Lane Configuration	As is
Keep Original Lane Configuration	I envision the use of more bicycles and ability for people to have alternative means to reach IOP. With increased bike usage in the area, and the townships in the area utilizing more methods of transportation, the bridge will act as a guide for how to implement a great and safe bike lane.
Keep Original Lane Configuration	No change
Keep Original Lane Configuration	No change perfect the way it is
Keep Original Lane Configuration	I think as is or the way it was before. The walkers and bikers don't really use it that much- there are no really easy accesses from Mt. P and it's a long bridge so not really an inviting walk or ride. I don't think making it two lanes leaving the island is a good idea. If people want to visit IOP that is just part of what you deal with. Beaches have been like that forever. Plan to wait some.
Keep Original Lane Configuration	Leave it alone.
Keep Original Lane Configuration	Leave it alone. Any changes detract from usability of current bridge and access to the island for Mt. Pleasant residents.
Keep Original Lane Configuration	It seems fine as is
Keep Original Lane Configuration	Same as now.
Keep Original Lane Configuration	Exactly the same
Keep Original Lane Configuration	Keep the current design. It provides the most flexibility and broadest use for vehicles, cyclists and pedestrians
Keep Original Lane Configuration	No changes
Keep Original Lane Configuration	I prefer it to remain as it is. Our area is so reliant on cars that we should try and focus on pedestrian/bike paths to help reduce that reliance.
Keep Original Lane Configuration	I'd like to see it remain as is unless you can make improvements to cyclists and pedestrians safety by installing guards-cement, metal, etc, between them and vehicle lanes.
Keep Original Lane Configuration	Good as is.
Keep Original Lane Configuration	Practically perfect just the way it is. Bridge gets very congested during summertime.

Keep Original Lane Configuration	It is fine the way it is
Keep Original Lane Configuration	To work good for all users. Bike lanes with big enough shoulder for emergency vehicles to pass during rush hour traffic.
Other	The bridge is not the problem for traffic. It's the surface streets on IOP. I doubt residents want to see the changes which will be required to fix the surface street problem. "Fixing" the bridge is not going to help. See Sullivans Island for similar access problems, which could be improved much more easily than IOP
Other	Prefer proposal #5
Other	Needs lighting
Other	I see the bridge servicing all modes of traffic equitably. Traffic congestion is limited to only a few hours on summer weekends so contextualizing the IOP Council's concerns should be a big part of discussions of any changes. If changes are to be made, a wider path on the SI side makes the most sense. One that can accommodate safe bi-directional use of traditional bike/ped modes but also the ever growing NEV, electric bikes, electric scooters, etc.
Other	Bicycle and foot traffic is extremely sparse and is currently being overaccommodated.
Other	A safe and equitable way to traverse between IOP and Mt. P.
Other	The area for bikes and pedestrians appears to be larger than the area for cars. Many bike riders still ride extremely close to the motor vehicle space even though they have plenty of room
Other	Balanced to reflect usage-it's not 50% bike/ped by a long shot
Other	Less waste of current bridge deck space.
Other	Accessible to all road users. Including pedestrians and cyclists.
Other	Prioritizing the protection and preservation of the wetlands and surrounding ecosystem; recognizing that paving more wetlands increases flooding and reduces the buffer between ocean and land during high tides and hurricanes
Other	Blockades between vehicles and bike/walking paths
Other	Would prefer an emphasis on public transportation rather than widening/adding lanes for cars.
Other	Would love to see a street sweeper going across once in a while to get all the debris before it ends up in the waterways or in someone's bike/car tire. A little more protection for the walkers/bikers too, since no one pays attention to the speed limit
Other	Have not really thought about it.
Other	Staying as it is. Possible improvement in favor of cyclists/pedestrians as 517 meets palm Blvd as there isn't a clean bike lane to get on 517 from palm on one side.. you have to fight the dedicated turn lane that doesn't yield or be directly in the road
Other	With less debris
Other	More accessible to vehicles other than cars
Other	A regular route for all forms of travel that forms of travel want to take this connector and share the road.
Other	The intersections at Connector Blvd and Rifle Range Rd, and particularly at Palm Blvd, need to be reworked completely with something like traffic circles to keep traffic flowing. The red lights stop traffic and it creates the greatest quantity of

	problems for traffic flow. I used to live on IOP for 20 years and learned how to drive there. The combined stop and go traffic and distracted tourists wreak havoc with wrecks and delays.
Other	The traffic congestion today is mainly an issue during the summer when beach traffic is high. Having a single lane to accommodate bicycle/pedestrian traffic makes sense. The need for emergency access is very important.

Category	List of Alternative Comparison Comments
General Comment	The right lane from IOP to Mt. P has no designation. Is that a pull off and/or emergency lane?
General Comment	2 lanes out of IOP makes sense but have to change the one lane to the right as you leave IOP.
General Comment	Concept #5 makes no sense... two lanes leaving IOP would be forced to merge into a single land entering Mt. Pleasant, so it would generate more back ups. Concepts #3 and #4 limit space for a motorist with difficulties to pull off in at least one of the two directions.
General Comment	We need this and emergency vehicles could go up middle and people could merge right to let them by. By far traffic getting off the island is needed more of the time.
General Comment	Perhaps the center lane could be made reversible at times when needed to get people off the island quickly, evacuation, for example.
General Comment	Option 5 fits the priorities I think are the most important. It would move the most people off the island the quickest and with 3 lanes for traffic i think the outbound traffic could move over enough/merge into 1 lane to allow for emergency vehicles access to the island. I think only one side of the bridge is needed for multi-use and that a physical barrier is also needed for increased safety of pedestrians/bikers.
General Comment	I think what also needs to be considered is the crosswalks on Palm Blvd as you get off or on the connector
General Comment	Do not need two lanes on each side for walking/biking. Waste of space & certainly not enough usage for all four lanes. I like walkers/bikers on the right & center lane for emergency vehicles.
General Comment	There could be some merit to pushing both lanes of ped/bike traffic to the IOP inbound side of the bridge if a barrier can be erected between auto and ped/bike traffic. A 3 cable barrier system as seen on the interstate hwys may be an option. Concrete barrier option? Also check the safety model on the Ravenel Bridge.
General Comment	Bike and pedestrian lanes need to be separated; Bike Lane wider for safety.
General Comment	Ideally, a concrete barricade would be installed between traffic & pedestrian/bike lane.
General Comment	This is my desired configuration to alleviate the congestion leaving the island in the summer months
General Comment	Where does the emergency lane come into play with this configuration? Will traffic be reversed when the connector gets backed up going TO the island?
General Comment	I think any design that does not have separate bike and walking lanes is going to be a disaster.
Existing Conditions	This image is NOT the current existing configuration!!? The actual EXISTING configuration is the one I prefer - it has made bike access to the island much safer.
Existing Conditions	This is the best design for the safety of all travelers. Please don't change what is working. And please don't eliminate existing bicycle and pedestrian space in Mount Pleasant.
Existing Conditions	The bridge is very underutilized in this configuration.

Existing Conditions	This is NOT the current configuration. My one star rating matches the given picture, not the "as it is today" description. I would give 5 stars for the actual current configuration, with bike / pedestrian lanes on BOTH sides.
Existing Conditions	This is not the bridge as it is today
Existing Conditions	This picture does not represent how the bridge is today, it's a concept of an alternative...
Existing Conditions	I believe there is an error on this slide--the image shown is actually Concept 4. I do not support Concept 4 but I do support the actual existing conditions (buffered bike/ped lanes with green intermittent paint on both sides of the Connector)
Existing Conditions	This is not the current configuration.
Existing Conditions	Provide one dedicated lane for bikes & foot traffic, with traffic lanes separated by flexible pylons spaced far enough apart for emergency vehicles to weave through the flexible pylons when necessary. Split the bike & foot lanes with paint stripe with direction arrows
Existing Conditions	Perfect. It's the best alternative. Keep it as is. Why are we wasting our tax dollars for something that is not broken.
Existing Conditions	Note, this does not reflect the current bridge configuration.
Existing Conditions	this is not how it is today.
Existing Conditions	your drawing of current conditions is not correct I believe bike/ped. are on BOTH sides.
Existing Conditions	Barriers are needed to protect pedestrians
Existing Conditions	A disaster. The lower speed limit is the only positive aspect of this debacle.
Existing Conditions	Abysmal.
Existing Conditions	More consideration was given to pedestrians and cyclists than to emergency vehicles. Very poor planning.
Existing Conditions	I am surprised that this configuration has not already resulted in a death! As a cyclist I am perfectly happy to share ONE lane with pedestrians. As someone who has needed an ambulance, I hope that I don't need another one until this matter is resolved!
Existing Conditions	2 MUP takes up too much space, only 1 is needed - no safety barrier for MUP users; 1 lane in/out creates congestion; no emergency vehicle access
Existing Conditions	This favors bicyclists and pedestrians, who use the bridge the least! It wastes space.
Existing Conditions	Should be 'Jersey' barrier between, bikes/ pedestrians and traffic.
Existing Conditions	keep it like this and add barricades (concrete or reflector poles) to the buffer area
Existing Conditions	too much non-traffic space is used. I'd put ped/bicycle on one side, and put a median back in
Existing Conditions	Worst configuration. Does not need two different bike/walk paths. Not necessary and dangerous. No emergency lane. Dangerous for head on collision.

Existing Conditions	Still somewhat dangerous for cyclists and pedestrians without some barrier - even a tiny divider that would prevent cars from crossing into that area.
Existing Conditions	Best separation of bikes and pedestrians from motor vehicles
Existing Conditions	wastes too much space with little room for emergency vehicles
Existing Conditions	This configuration, while still not providing any physical protection for bike/ped users, accommodates vehicles and emergency services with as much available space as was originally designed for the connector while also providing reasonable accommodation for bike/ped access to and from IOP.
Existing Conditions	This is the safest option and promotes non-vehicular traffic which does NOT clog the highway
Existing Conditions	The other configurations do not give enough space for pedestrians and cyclists to move in both directions. This is by far the best one.
Existing Conditions	This seems to work. With the lower speed limits this seems safe. During hurricane evacuation there would be no peds or bikes so you could close those down and open up 3 lanes- 2 outbound IOP and 1 inbound. In case of emergency, all traffic should be on alert and give way to emergency vehicles. There is nothing wrong With Disabled vehicles and accidents taking up the shoulders for a temporary amount of time. Again all traffic and ped and bikes should be on alert and accommodate
Existing Conditions	Emergency lane is too narrow and bicycle/pedestrian walkways on both sides is distracting
Existing Conditions	It works and makes most economical sense to leave intact.
Existing Conditions	Horrible design. Doesn't allow for emergency vehicles. Both sides of the bike and pedestrian walks are never full or used to the extent that the space given requires
Existing Conditions	creative design...need some protection between vehicular traffic and pedestrian/bike use. riders and walker/runners have no where to go if someone goes into their lane...but to Jump!
Existing Conditions	There is no reason for one-way peds/cycle lanes (ie: lanes on both sides). There is only a little traffic in these non-auto lanes at any time day or night, so it would be easy to walk or ride in both directions in a single set of pedestrian/cycle lanes.
Existing Conditions	wasted space to have bidirectional pedestrians
Existing Conditions	Worst idea ever. There are never that many bikers/runners on the connector. To give four lanes for them just ensures cars are closer together and eliminates emergency lanes.
Existing Conditions	This is far more pedestrian/bike lane than what's needed (go watch the bikers, they hug the line on their lane closest to the traffic anyway) and it makes it a hazard any time a vehicle needs to pull over. Emergency vehicles can't use bike/ped lanes safely, so this is literally the worst possible configuration.
Existing Conditions	No emergency lane, no protection for bike/ped
Existing Conditions	This is an excellent layout. All it is missing is physical dividers between car and bike traffic.
Existing Conditions	There is too much traffic and too few bikers/walkers to warrant this design. Terrible for emergency issues.

Existing Conditions	This was obviously poorly planned by DOT. Bikers never use the bike lanes and there is definitely no need for both sides.
Existing Conditions	Walkers and bikers have more space on the bridge than actual motor vehicles of any type...rediculous!
Existing Conditions	Should be ZERO stars as this is the worst combination! I couldn't get rid of the star.
Existing Conditions	This is the safest configuration for pedestrians and bikers. It does not allow for increased flow of traffic. Emergency vehicles can us pedestrian/bike lane in emergencies.
Existing Conditions	This configuration makes the most sense to me as the runners/bicyclists have two paths and won't be too crowded and risk being too close to the cars. It seems like the current configuration works fine, I'm not totally sure why it's being changed.
Existing Conditions	It would be best if the middle could change which way it flowed depending on time of day and conditions. I.E. in the morning on the weekends the middle lane would be open for travel onto the island to accommodate beach goers
Existing Conditions	This dangerous configuration was done solely as a spite move. It eliminates the necessity of emergency access to the island.
Existing Conditions	Literally watched as this happened in real time, and cringed. Ridiculous concept at the expense of taxpayers.
Existing Conditions	No emergency lane, which in traffic may be crucial to saving a life. The walking and bike paths aren't used that much/could easily be shared on one side, so we are wasting valuable space.
Existing Conditions	Number of pedestrians is very small.
Existing Conditions	It's not safe to have walkers and bicyclists on the same path. The bicyclists will not yield to the walkers and the walkers will slow down the bicyclists.
Existing Conditions	The fact that the emergency lane was taken away even as the IOP FD and PD asked that it not be, it was done anyway. And then to add so much walking and cycling space and then dead space, what a travesty!
Existing Conditions	Horrible.
Existing Conditions	This is the optimum separation of vehicle traffic from pedestrian and bike traffic. It should be left as is and be used as a model of successful access design for other SCDOT projects.
Existing Conditions	I like that there is a lane for walking/running and one for bikes. With a lane for each I don't have to worry about getting out of the bicycles way as it comes up behind me.
Existing Conditions	Bicycles and pedestrians should not have equal priority to motor vehicles. They can make due with one side of the road, just fine.
Existing Conditions	Walking and biking space provided rarely used
Existing Conditions	Only need one side for pedestrians and bicyclists
Existing Conditions	I'm all for bike and pedestrian access, but having it on both sides is too much. Even the Ravenel Bridge doesn't have that, and it's used a lot more than the IOP Connector.
Existing Conditions	Existing

Existing Conditions	Cars pedestrians and bicyclists all have their own space on both sides
Existing Conditions	both Chief's agree this is not a problem for emergencies
Existing Conditions	So few pedestrians and bikes that they could share one side as before
Existing Conditions	In efficient use of space. Way too much of the bridge is given for cycling and walking which is hardly used. No clear path for emergency vehicles.
Existing Conditions	Having redundant bike/ped lanes on both sides of the bridge is not a good use of space. Additionally this current configuration does not allow for emergency Fire/EMS access during the summer. I've seen first hand EMS stuck on the bridge because of this configuration. I hope myself, a loved one, neighbor, or anyone passes away because of this configuration doesn't allow for emergency access to and from the island. Thanks!
Existing Conditions	This plan dedicates too much to pedestrians and bicycles.
Existing Conditions	I see very little use by bikers or walkers on their allocated lanes. Waste of limited space available.
Existing Conditions	too much space dedicated to pedestrians. There are never that many people walking/riding the bridge at the same time. Not good for emergency vehicles.
Existing Conditions	A good use of space. Pedestrians and bikes are kept separate and do not meet others coming toward them. Ample room of either side for cars to pull over for emergency vehicles as required by law. An improvement would be the elimination of the narrow center strip with that area added to the buffer zones between vehicle and bike lanes.
Existing Conditions	If the middle lane could be made reversible it would be ideal. For other images 2-4 having bikes and pedestrians in same lane is dangerous for both cyclist and walkers.
Existing Conditions	Too much space devoted to bikes and pedestrians when in reality there isn't heavy foot or bike traffic.
Existing Conditions	There isn't enough foot and bike traffic to warrant one-third of the bridge.
Existing Conditions	It's fine as is, leave it alone.
Existing Conditions	Too much unused space
Existing Conditions	Hate this one. Makes no sense the drastic measures taken for so few bikers and walkers using compared to the current demand from cars which is only going to increase
Existing Conditions	I run and bike nearly everyday. The current configuration is much safer. Cars still cross the line when they are distracted or on the phone, but by facing traffic and being separated it is much safer. I know of runners and cyclists being hit - this is the most safe bridge I know of.
Existing Conditions	This is the safest design that accommodates foot traffic entering and exiting from all directions.
Existing Conditions	Not safe for traffic incident mitigation since no shoulder exists. Pedestrian and bike volumes do not warrant two full lanes.
Existing Conditions	Bike and walking lanes are not necessary on both sides based on historical foot and bike traffic.

Existing Conditions	Too much area allocated to pedestrian traffic which is minimal.
Existing Conditions	Very dangerous for pedestrians, bike riders and head on collisions and no emergency lane. Worst possible alternative.
Existing Conditions	Return to original striping. Current striping and new designs don't really improving anything. The current striping was a waste of taxpayer funds.
Existing Conditions	We like this configuration. However, I'd make one side for pedestrians only and the other side just for bicycles. This will prevent bicycles encroaching and moving into no designated areas to pass pedestrians. Or hit pedestrians.
Existing Conditions	2 paths is unnecessary even the Ravinel bridge only has a path on 1 side
Existing Conditions	What is the reason to change. It is best to have bike and walk lanes on both sides. It should be clear that in emergencies cars are to move over to the appropriate bike lane
Existing Conditions	As someone who both runs and cycles the bridge as it is today feels the most safe. I understand that SCDOT should have consulted IOP before restricting the bridge but it seems unnecessary to change it. The size of the bridge has not changed and it really isn't less safe for cars in case of emergency. As with almost all other streets and bridges cars can just move to the shoulder for emergency vehicles and traffic flow can still be adjusted for hurricane/storm traffic.
Existing Conditions	Do not need bike and pedestrian both ways, especially at the expense of an emergency lane
Existing Conditions	No emergency lane and pedestrian bike lane not used enough to warrant two
Existing Conditions	This is good for foot traffic
Existing Conditions	Boooooo!
Existing Conditions	ridiculous considering the amount of foot/bicycle traffic vs auto traffic!
Existing Conditions	Excellent as is - safer for all - fewer or no increased accidents
Existing Conditions	This configuration works best for all parties involved.
Existing Conditions	There isn't a designated lane for emergency vehicles There isn't enough bike and pedestrian traffic daily to warrant 4 lanes designated for that traffic.
Existing Conditions	I love the bike path! Install a barrier too so bikers and peds won't be hit by cars
Existing Conditions	I think it is dangerous to mix pedestrians, bicycles and cars going at high speeds
Existing Conditions	I do not think we should be decreasing pedestrian and bicycle space for vehicles. It feels like we're going backwards... providing means alternate modes of transportation takes vehicles off the road.
Existing Conditions	If there is no barrier, then bicyclists must be going the same direction as traffic.
Existing Conditions	Current configuration has worked well and encourages pedestrian use that is safe.

Existing Conditions	I like bike pedestrian lanes in both sides and the division between car traffic.
Existing Conditions	I like the bridge the way it is now. I use the bridge both in a car and on bicycle - I think the current striping is much improved from the way it was before.
Existing Conditions	Separate facilities for each mode is the most preferred.
Existing Conditions	The only thing to make this better would be a barrier to protect the runners and bikers, like the Ravenel bridge. This would also keep road debris from getting in the bike lane. Currently, it is dangerous to ride a bike on this bridge due to traffic and debris
Existing Conditions	Way too much space devoted to bicycles and walkers. I have biked that bridge many times with no one around.
Existing Conditions	It seems to be working fine, not sure why there is a need to restripe.
Existing Conditions	This allows for designated lanes for walking and biking. Combining walking, biking and running is an accident waiting to happen. Maybe wild dunes could build their own bridge for their renters, especially if they are planning another hotel, and stop dumping that traffic on the islanders
Existing Conditions	The existing plan sucks and is a typical bureaucratic waste of money. The DOT chick in charge should be fired.
Existing Conditions	More room for pedestrians and bicyclists than cars! And more cars use it the bridge!
Existing Conditions	Too much dedicated bike /ped lanes. NO SITE STUDIES CONDUCTED PRIOR TO STATE REDELINEATING LANES! THERE IS NO DELINEATED EMERGENCY VEHICULAR LANCE! That must be illegal! At best, it is unsafe and a recipe for disaster!
Existing Conditions	This is the best option for all users.
Existing Conditions	Unsafe
Existing Conditions	This configuration was a forced and punitive action by christy hall and specifically commented on as not the safest alternative..
Existing Conditions	With the addition of the reflector bumps, this model works best. Would not want to see pedestrians and cyclist in the same lane. Too dangerous
Existing Conditions	There is not enough foot or bike traffic to justify how much space on the bridge is being dedicated to it in this state. Particularly given how backed up it gets for cars. Plus the addition of tourists who swerve into that lane trying to take pictures and emergency vehicles creates a generally unsafe environment.
Existing Conditions	Do not need two complete sides for pedestrians/bikers. Never saw anyone meeting/crossing even once.
Existing Conditions	This offers more safety for everyone. All traffic should move in the same direction for visibility. I ride my bike once a week over the connector and I feel much better knowing I'm flowing with traffic and that I won't run into anyone head on coming down the bridge. And if emergencies need to get off/on the connector it's quite easy for cyclists and walkers to simply stop and move out of the way.
Existing Conditions	Not as safe as other concepts for normal vehicular traffic or for emergency vehicles. There is no real reason to have to have 2 lanes for bike/walking.

Existing Conditions	As a cyclist and runner, the optimal set-up for safety is the current configuration. Walkers, runners, photographers need their own “slower” lane as cyclists need their own. Also- we need to see cars coming at us as well for safety. Bunching everyone onto 1 side is very dangers as passing each other will cause us to go into the car travel lanes. Leave well enough alone. This seems to be the best all-around solution.
Existing Conditions	The former stiping was better. Now the emergency vehicles have visually been removed. With all the summer visitors it seems like we are all on our own getting help (at least visually).
Existing Conditions	It works great as is! Dont see any reason to change it.
Existing Conditions	too much wasted space. Pedestrian traffic flow is awesome but there are few users. The pedestrian space needs to be optimized.
Existing Conditions	pedestrian traffic should not be on the the right side!
Existing Conditions	In hindsight, less space for non motorized traffic. I have never witnessed more than a few bikes or walkers at any given hour.
Existing Conditions	With the current markings, I am not sure if you are supposed to walk facing traffic and bicyclist are supposed to ride with traffic. I see walkers & bicyclist going in both directions on both sides of the bridge. There appears to be 3 lanes on each side of the bridge for walkers and bicyclists. The one closest to traffic looks like arrows pointing in the direction of the traffic flow. Is that for bicyclists to ride in? The center lane for emergency vehicles should be returned for emergency
Existing Conditions	Please stop making this city about cars....
Existing Conditions	Why only one option to separate bicycle and pedestrian? Have bikes use ONE SIDE of bridge, and pedestrians the other side.
Existing Conditions	One car = one person thinking is a wasteful artifact of the past. The obvious fact that Charleston has waited til now to consider this fact—far behind other world-class cities— doesn’t change the fact. Do not move backwards, which can only lead to increased congestion and unchecked development (on a barrier island, in this case).
Existing Conditions	I have seen emergency vehicles pass on this bridge often and it is a danger to all people both in and out of vehicles. There is always a risk of running someone over, especially when drivers have nowhere to pull over to the right side.
Existing Conditions	The current design would preserve a multi use path in Mt pleasant, and any other design would be a waste of tax dollars and time. Isle of Palms should not limit access to their beach town by destroying infrastructure that is already so rare in the Lowcountry, nor tell another municipality whether the connector is appropriate since it is in Mt Pleasant's jurisdiction.
Existing Conditions	If it ain't broke don't fix it!
Existing Conditions	Pedestrian/bike paths on both sides preferred
Existing Conditions	The MUP's do not need to be this wide with the 'cushion' between path and roadway. A wider center lane would work well for emergency vehicles or extra car lane at peak times

Existing Conditions	Needs barrier between roadway and pedestrian access
Existing Conditions	Not much protection for bikers or pedestrians, but at least you can travel both ways!
Existing Conditions	Keep it as is
Existing Conditions	This configuration provide safe passage over the bridge for all of those who wish to use it, and for those, especially who cannot afford a vehicle.
Existing Conditions	Only improvement would be limiting access based on available parking and prioritizing IOP resident access. IOP residents are captives on weekends between Memorial Day and Labor Day.
Existing Conditions	Please include hard barriers in between vehicle and pedestrian lanes.
Existing Conditions	The existing cross section provides buffered walkways/bikeways in both directions, which can also be repurposed for incident management and emergency vehicle access. The existing cross section should be preferred over Concepts 3-5.
Existing Conditions	My question about this option is: if we could place a barrier between walker/bike lanes and auto lane could an emergency lane be created in the middle . I like having one direction flow in each direction as we do now but I also feel it is important to have an emergency lane.
Existing Conditions	It is the safest option, and gives heavy priority to cyclists and pedestrians.
Existing Conditions	These walkers/bicyclist etc should be going AGAINST traffic not with it.
Existing Conditions	best
Existing Conditions	I bike the connector every week from Mt Pleasant and I would very much like to see it remain the way it is. Please!
Existing Conditions	Dedicated minimally sized lanes for cycles and pedestrian with no protection.
Existing Conditions	The only way I see this being improved is to add a barrier between traffic and the bicycle lane to prevent cyclists or pedestrians from being hit by cars. Otherwise leave it alone and spend tax payer dollars on something that actually needs fixing.
Existing Conditions	Don't need 2 bike and pedestrian lanes. Wasted space.
Existing Conditions	This configuration with physical barriers that separate bicycles and pedestrians from vehicular traffic
Existing Conditions	ped/bike lane should be more protected
Existing Conditions	Seems to be best balance without adding "wings" for pedestrians.
Existing Conditions	No need for 2 sides for pedestrians and cyclists as there are very few using it daily.
Existing Conditions	I don't see why this is a problem. Everyone has a lane. It keeps outgoing and incoming traffic of all varieties separated. KEEP THIS OPTION.
Existing Conditions	I drive, run, and bike the connector regularly and am a fan of the current setup.

Existing Conditions	There needs to be a physical barrier between vehicles and pedestrians.
Existing Conditions	It works great as is today. Yes there is congestion on busy beach days but this type of congestion is seen throughout Charleston and other beach towns in the area.
Existing Conditions	There should be physical separation between pedestrians/bicyclists and car traffic. Jersey barriers.
Existing Conditions	More accommodating for all modes of transportation and emergency vehicles.
Existing Conditions	All persons should have to yield to Emergency Vehicles marked with a sign and one of those 1080 fines that IOP loves so much..
Existing Conditions	This looks safe to me.
Existing Conditions	Decent setup
Existing Conditions	Too much pedestrian/cyclist area
Existing Conditions	This idea works but it limits emergency vehicle access.
Existing Conditions	Reduce car access entirely and improve pedestrian/bike access across IOP and MT. Pleasant
Concept 5	Yes!!!!
Concept 5	This is unsafe for vulnerable road users — limiting and removing existing bicycle and pedestrian space is a massive step backward.
Concept 5	By far the best alternative. Emergency vehicles can utilize the bike path when necessary.
Concept 5	Why not just remove the bike lane?
Concept 5	Emergency vehicles should be able to go down the middle of the road for faster access.
Concept 5	This is the option that is by far the best
Concept 5	The middle lane should be reversible.
Concept 5	This takes into account the need to move visitors on and off the island, now and in the future. IOP will only get more crowded year after year.
Concept 5	Any plan without 2 lanes off-island is a non-starter. Only improvement would be a form of barricade or isolation for the multiuse lane.
Concept 5	This is the only bridge configuration that would address the backup conditions of traffic. I believe it would allow for emergency vehicles to have access as well.
Concept 5	Image does not load
Concept 5	Instead of 2/1 dedicated lanes... use 1/1 dedicated in each direction and a middle lane that is reconfigurable with overhead signage. Inbound/outbound as needed for traffic (mostly inbound/outbound beach traffic) and openable for priority traffic (emergency vehicles) or closed for safety or other reasons.
Concept 5	We should not be wasting tax pay dollars to accommodate for thunderstorms during only 3 months of the year! There has always been heavy traffic leaving the beaches during the summer months for decades and decades. It's part of going to the beach. It's part of island living — you plan for it. The residents of Isle of Palms — a mere 4,700 of them — can embrace their island life or move to Mt. Pleasant where there is even more traffic to deal with a total of 365 days of the year.

Concept 5	This best addresses the concerns I expressed about outbound traffic but allows pedestrians and cyclists safe passage, as well.
Concept 5	However, the two lanes should change to accomodate incoming and outgoing traffic during high periods of usage.
Concept 5	I recommend making the 2nd "outbound" lane heading to Mount Pleasant a bi-directional lane so you can open/close as needed.
Concept 5	This is the only option of the 5 that is viable. The others do not solve congestion when this island swells to 20,000 on a hot summer weekend. Complete safety issue for everyone using that bridge, and especially for emergency access to the hospital for all. Do it NOW, using the same timeline and maintenance budget that created the markings today.
Concept 5	If that middle lane could be reversible, that would be ideal
Concept 5	Is this concept but adjust lane directions at different time of the day - 2 coming in in the am and then 2 outgoing from IOP in the afternoon.
Concept 5	Way too crowded. Pedestrians will be vulnerable.
Concept 5	Make the inside lane on the right, reversible according to heavy traffic needs i.e.morning beach traffic, afternoon exit form the beach, evacuation in storm conditions.
Concept 5	Pleasantly surprised at this practical/logical/safe alternative.
Concept 5	This makes so much sense... which probably means it face opposition.
Concept 5	No emergency lane. Not a good concept. I feel that the original markings sufficed with the exception of summer traffic. The emergency lane when not in use for such a purpose could be a second lane coming onto the island in the morning during summer months and then reversed in the afternoon to get traffic moving off the island. ,
Concept 5	This is the best option. Getting off the island is necessary! You can eliminate the pedi bike lane. How May people a day use the current one?
Concept 5	Recommend having a reversible lane in the middle to allow for better traffic flow during the appropriate time of day (e.g., two lanes southbound/on island in am and two lanes northbound/off island in the afternoon).
Concept 5	While there does not appear to be a designated emergency lane, at least drivers will have the room to pull to the side.
Concept 5	Peds Bikes need barrier or jersey wall to separate from traffic - risk from cars drifting into peds bikes.
Concept 5	Because of the traffic during high season, this makes most sense.
Concept 5	Why not make a reversible 2 Lane option to adapt to the changing traffic patterns throughout the day?
Concept 5	#1 & 2: Allow a large shoulder where visitors will be enticed to stop for the view, photos, etc. #3 facilitates bike traffic to downtown and S IOP #4 facilitates bike, pedestrians to Harris Teeter, etc and N IOP / WD. #5 ASSUMES traffic will move over for emergency vehicles.
Concept 5	I believe you have missed a few important points-best alternative is a reversible lane-extra going to IOP in morning; opposite in the evening. Also paid parking passes should be required to go over the bridge. the day trippers do not contribute to IOP; they only add trash, etc which s/b subsidized to fund the IOP personnel for things like trash and yard maintenance costs for current parking.

Concept 5	While I think 2 lanes toward Palm Blvd is good ideas, think traffic will back for left turning cars
Concept 5	This seems the best utilization of the road!! 1) congestion getting off the island would be lessened, 2) emergency vehicles could use the pedestrian/bike lane for exit if the bridge were packed, 3) during hurricane evacuation, there would be THREE lanes available to expedite fast evacuation
Concept 5	No emergency access.
Concept 5	I'd prefer the two lane idea, but with single lane heading towards mount pleasant. The traffic problem is getting on the island not off. Ideally a dual purpose center lane. On Friday, Saturday dual lanes heading on the island, Sunday dual lanes heading off the island. M-F center lane is not used.
Concept 5	Only acceptable with physical division between cars and multi-use.
Concept 5	This is a good design, but would be better if one lane was reversible and at times could be dedicated to only emergency vehicles, particularly during the off season.
Concept 5	Dangerous with bikes and walkers/runners colliding into each other or into other vehicles
Concept 5	Bad idea. Imagine the traffic at the lights in mount pleasant leaving the island. Puts peds and bikes in danger of being hit by beach bound traffic swerving to avoid center lane distracted drivers.
Concept 5	Use cement Barriers to protect the walkers etc ie separate them from the vehicals
Concept 5	I feel that people will use the 2 northbound lanes to pass on the bridge which I don't feel is safe. Best option I believe is one lane going in each direction with bikers/pedestrians on one side of the bridge. Also the wider emergency lane.
Concept 5	Best concept by far
Concept 5	Does allow for greater evacuation opportunities
Concept 5	Stupid design
Concept 5	This allows for more traffic to exit the island & also can be used as an emergency lane. Only one side should be devoted to ped & bike traffic. After living here 20 years, I have not witnessed the amount of Ped & Bike traffic to warrant 2 lanes
Concept 5	This concept is favorable when there is a hurricane or other evacuation order. In fact, all three lanes could be designated for off-island travel (and restrict the bike/pedestrian lane for emergency vehicles)
Concept 5	On concepts 1&2, if you leave that much room on the opposite side of the MUP people will still use the opposite, especially bikers.
Concept 5	This is a great solution, but path should be on the other side. People stop on their walk/bike to photograph the sunrise every day. If the path is on the other side, I guarantee people will cross the road to shoot sunrise.
Concept 5	The worst crowding on IOP Connector is summer months late afternoon, when beach visitors are leaving. Traffic at those times can easily back up to 40th St and Palm, and encourages traffic to divert to Waterway Dr. I have personally taken 1.5 hrs to get from 41st St to the bridge at times. Having two lanes out of IOP would be very helpful. The second outbound traffic lane could be used by the occasional emergency vehicle (with flashing lights) as necessary.

Concept 5	LOVE 2 lanes exiting. Even better if they could change based on need (2 lanes in 1 direction or the opposite based on time of day- they do this in big cities for HOA traffic). And can shut down pedestrian lane if an emergency
Concept 5	The road needs to be widened from the connector to rifle range no matter what because people just bunch up single file in the left lane at the light and no one gets in the right lane so then it's blocked and backed up to the people that do need to be in the right side or turn lane
Concept 5	Concept 5 or another like it makes the most sense. The key is having an extra lane in the middle. The question is could it be used effectively to bring more people onto the island when things are backed up.
Concept 5	If anything, it should be 2 lanes ONTO the island. But the focus needs to be on clearing traffic at the ends of the bridge, or there will always be jams in one direction. This makes it easy to get off the island, but we still won't be able to leave in the mornings on nice summer days if we want to get home.
Concept 5	Emergency vehicles should be able to drive in the bike/ped lane as I only see a bike in that lane about 10% of the time I drive across the bridge.
Concept 5	Make the 3rd center lane reversible. 2 lanes into IOP in morning especially during summer and switch to 2 lanes toward Mt P in afternoon.
Concept 5	Again, reduce size of multiuse
Concept 5	again, no protection for bike/ped, no emergency lane
Concept 5	Multiple lanes of traffic increase likelihood of accidents while also leaving less room for emergency vehicles to respond to those accidents. Bikes and pedestrians crowded on what is now a more dangerous road with zero physical barriers between them and multi thousand pound vehicles.
Concept 5	2 lanes will increase the risk of drivers who have spent the day at the beach trying to outrun each other on the bridge. Not a good idea.
Concept 5	I like this the best but the middle lane should change in summers to be flexible so morning it will go towards IOP and 4-6pm outbound to reduce off island traffic. We as residence cannot get off the island around that time. We have to plan our day around the congestion.
Concept 5	The bike and pedestrian lane is great flex space in the event of an accident or for emergency use. Great idea!
Concept 5	Walkers/bikers correct side of island. there are 2 lanes exiting the island for improved traffic flow on any day and for emergency's going to hospitals off the island, motorists can use right lane for emergency vehicles to pass in left lane exiting the island. emergency vehicles entering the island require motorist to pull to side of the road but still required with the center emergency lane because of the narrow width and state laws requiring motorist to pull over for emergency vehicle
Concept 5	Not bad for leaving island due to IOP hurricane or regular summer traffic but no dedication for emergencies vehicles which is very worrisome.
Concept 5	Safety risk due to not providing an emergency vehicle lane.
Concept 5	Why not have a reversible lane, in the middle, as the old Cooper River bridge was configured?
Concept 5	Makes the most sense in the event of an emergency evacuation
Concept 5	This is not safe for pedestrians and bikers in the same land. It also does not allow for an open lane for emergency vehicles. It may relieve some traffic congestion.

Concept 5	It seems like we're crowding the pedestrians/bicyclists unnecessarily and wasting space on the other side. I haven't personally ever run into a situation where traffic was so bad heading into Mount Pleasant that it would be worth giving up that side of bicycle space, although I recognize that my experiences are just mine and other people might run into this issue.
Concept 5	This configuration allows for much more efficient exit from the island on most weekends, hurricane evacuation and on suddenly rainy days in the summer. It also provides for emergency vehicle passage in the outbound lanes. The emergency inbound would navigate traffic as any on a two lane road. The cyclers and pedestrians still would hav adequate space to safely navigate the bridge.
Concept 5	This would be great for getting off island and any ER vehicles needing to leave, but then it doesn't leave room for cars to pull over so ER can get by without going into MUP.
Concept 5	Recommend for consideration because of future use LSVs (electric vehicles), 4 lanes with 2 lanes in each direction and outer lanes for slower (25-30 mph) LSVs, inner opposing direction lanes for cars travelling up to 45 mph. Bikes and pedestrians lanes along bridge wall in direction of traffic flow. Advantages: anticipates future use of golf carts and LSVs for residents of IOP and Sullivans and adjacent Mt Pleasant residences near connector to access nearby businesses near connector.
Concept 5	Good for emergencies because it will clear cars off Palm Blvd faster because two lanes outbound. On the connector in emergency, cars can easily pull to the side. And this solves the current traffic disaster for residents and those visiting the beach. When it rains, everyone leaves at the same time creating disaster scenarios for those living or staying on the island and those trying to leave the island. Also great for evacuations.
Concept 5	More car lanes are needed to help curb traffic. It is an unsafe place for people to walk.
Concept 5	There needs to be a dedicated emergency lane.
Concept 5	Like this concept the best, BUT, it only relieves traffic exiting IOP and does nothing to relieve traffic into IOP. My suggestion would be to make it two lanes entering IOP from 7 am-5pm and two lanes exiting IOP from 5pm-7am. Perhaps this can be achieved with gates on either side of the connector, similar to how other cities manage traffic during peak times.
Concept 5	Would certainly alleviate traffic leaving the island which is always a weekend disaster. Also allows for emergency vehicles to use a lane.
Concept 5	This is the best option if it will allow for reversing the additional lane to support in-season traffic patterns. This will allow residents easier in/off during peak season.
Concept 5	This would be the best option to help get traffic off the island in a more expeditious manner.
Concept 5	I like the three lanes of traffic. Two middle lane should be configured to allow for traffic in either direction depending on volume and time of day.
Concept 5	All not safe
Concept 5	The "middle" lane for cars could also be used by emergency vehicles.
Concept 5	If you were going to do 2 lanes in one direction, I think you need 2 incoming lanes onto IOP. On nice weekend days it's harder to get on the island and traffic backs up at Palm Blvd light.
Concept 5	I think the other plans are fairly equal, unless the fire dept disagrees based on thei access for the vehicles? But This plan would help if the middle lane could alternate directions to accommodate the ingress/egress needs at the time.

Concept 5	Preferably I would suggest 2 lanes on both sides and no pedestrian/bike paths. I do not feel it appropriate to walk or bike next to vehicles. There are plenty of areas around the island and on the beach to bike and walk. Leave the roads for motor vehicles.
Concept 5	This seems to be the best solution to congestion for IOP residents
Concept 5	Would like to see this with reversible lanes
Concept 5	Adding a third lane makes the most sense, especially considering that traffic to the island just keeps getting worse. It also gives more room for emergency vehicles. Would be especially great if the extra lane could be reversed in times of high use - like they used to do on the old Silas Pearman Bridge.
Concept 5	Would prefer the extra lane switch between inbound and outbound as patterns dictate.
Concept 5	This is the best option by far for all concerned.
Concept 5	Reducing northbound traffic congestion should improve overall safety, but pedestrians need to be better protected from vehicles through placement of concrete barriers.
Concept 5	Absolutely need 2 lanes off of the island for daily use and emergency evacuation. Worry about impatient, selfish cyclists hitting pedestrians, but 2 lane egress most important.
Concept 5	I am saddened to see that there was no alternative making the Bridge a no pedestrian/bicycle route as it should be - that would provide ultimate safety and allow for unhampered and safe travel at original highway speeds as intended and promised with the connector was built.
Concept 5	Make one of the lanes reversible in the summertime! So two lanes going toward IOP in the morning, and two lanes leaving IOP in the afternoon
Concept 5	drivers are too close together
Concept 5	why not have a flexible middle lane that can be in bound or outbound depending on day and time.
Concept 5	Not a safe situation. Too close for everybody and no emergency lane.
Concept 5	This is the only option I see that provides both space for emergency vehicles and, more importantly, will alleviate traffic trying to get off the island and relieve the ridiculous traffic backups. I like it!
Concept 5	The extra lane should be reversible with inbound in the morning and outbound after 2pm. Makes no sense for two lanes to always be outbound.
Concept 5	This addresses the real concerns of traffic and bike/pedestrian access. Accommodates emergency vehicles as well.
Concept 5	Great idea! Best of the options bc so much traffic leaves island in summertime afternoons and always gets horribly backed up. Would require changing timing of lights on Rifle Range Rd
Concept 5	The concept of two lanes moving off the island seems like the best plan.
Concept 5	Prefer MUP on the other side; prefer flexible use center lane, and would want to be certain two lanes leaving IOP would not create further backups at subsequent intersections at RR, Rt 17
Concept 5	Not having an emergency lane on and off the island is a big concern during the busy months when traffic gets backed up in both directions
Concept 5	why not make the two lanes run one direction in the morning and the opposite in the afternoon to accommodate peak traffic?

Concept 5	By far the absolute best option to finally start addressing the hours long waits to get off the island during the summer!!! Still gives space for bikers and walkers too.
Concept 5	This being the best Concept I would plan that the center lane can alternate between inbound and outbound, to handle the peak travel hours. That is 2 lanes inbound for the morning and 2 lanes outbound for the afternoon. Use flexible pole barriers that are used on the I-77 Express Lane in Charlotte. Then install on overhead poles green and red arrows to show the direction of travel.
Concept 5	This is the best of the five options. Try to make the middle lane reversible based on traffic.
Concept 5	double lanes good for summer traffic. single lane on mt pleasant side would need to open to 2 lanes earlier than it currently does. Pedestrian lanes on logical side for IOP access.
Concept 5	Great use of available surface area.
Concept 5	Bad idea. A second outbound lane prevents emergency vehicles from passing as drivers in the two outbound lanes cannot pull over as required by law. A second lane off the island will result in more speeding than we already experience. Bikers and pedestrians are in common lanes with the possibility of collisions and each will likely cross the road at one end of the bridge, increasing the risk of accidents. Traffic off the island slows due to Rifle Range traffic light timing - that can be changed.
Concept 5	Getting off the island is difficult in tourist season and creates traffic jams, and this would help. It is also useful for hurricane evacuation purposes.
Concept 5	Ideally 2 lanes off the island would ease the bottleneck coming off the island on weekends and summer days. Unfortunately if the 2 lanes aren't carried thru all the way to Hwy 17 there will still be a bottleneck where the bridge ends. If we cannot get 2 lanes all the way to 17 I would suggest we make no changes.
Concept 5	Concerned about a path for emergency vehicles
Concept 5	Leaving the island is such a challenge for residents during peak season and warm days during the off-season. Alleviating some of the backups would greatly improve the living conditions for residents. Increasing the capacity for cars to exit the island would be extremely beneficial.
Concept 5	I like the two lanes leaving IOP. However, we will need to work with MtP to make sure they manage the outflow with the traffic lights
Concept 5	Prefer no bike or walking path but this is the best option
Concept 5	Best of the ideas, can alter 3rd traffic lane according to traffic patterns etc
Concept 5	But pedestrians and bicyclists using same path nothing but trouble
Concept 5	This makes the most sense.
Concept 5	This configuration puts cars behind runners. If a driver gets distracted (phone use, etc.) they may cross the line and the runner would be hit from behind without the chance to move over.
Concept 5	This would be my choice for the future with the center lane being reversible as needed. Currently I would choose #3 above as the best option.
Concept 5	This makes the road less safe by adding more vehicular traffic. Please do not do this. Loosening the belt loop doesn't keep you slim. This is just asking for more cars and more traffic congestion!
Concept 5	Best allows for congestion improvement when trying to get off the island.

Concept 5	Getting on and off the island (by car), during peak season, safely, remains the most important concern for us as residents. While we love where we live, so much, there are days we've missed doctor's appointments and birthday parties because of serious traffic jams on both the connector and the Ben Sawyer bridge. With such a beautiful, wide connector in place already, I think we can make better use of it, and this (concept 5) seems to be the most practical way to do that.
Concept 5	Another option should be included to allow the reversal of the extra Lane depending on Beach traffic patterns. On busy Beach weekends the second lane heading to Isle of Palms would be opened and reversed in the afternoon when traffic is flowing back towards Mount Pleasant
Concept 5	Put it back to it's original configuration!
Concept 5	Option 5 is a clear "win-win" for residents & visitors: <ul style="list-style-type: none"> • Capacity Doubled to Exit IOP – traffic capacity on the exit lanes will be increased by 1,200 cars per hour; • Improved Public Safety – emergency response exiting IOP improves capacity for the 700 health related responses/yr; • Reduced Congestion/Improved Neighborhood Safety – reduces cross island neighborhood traffic; • Reduced Sullivan's Island/Breach Inlet Traffic; • Improved Parking for Visitors – easier to locate vacant parking spots.
Concept 5	Make this 4 lanes of vehicle traffic. It can be done if you squeeze the shy space and make only one shared space for the bikers and walkers. Vehicle traffic is the Priority.
Concept 5	Please put some type of barrier between the driving lanes and the pedestrian/bike lane.
Concept 5	Gets auto and truck traffic off the island more efficiently during periods of high use.
Concept 5	Probably best. Allows for better traffic flow off island and possible emergency access.
Concept 5	If the extra lane could be used in the AM to get onto IOP and afternoon/evening to get off - like an express lane that would be ideal
Concept 5	This is the worst of all
Concept 5	This is the best option for relieving congestion, but if you're going to change it, why not make it better and add a barrier between cars and the multi-use lane.
Concept 5	Don't want to see a 2 lane road becoming a 3 lane road, and someday a 4 lane. Traffic always backs up horrendously at Rifle Range, so this would only exacerbate that.
Concept 5	This would be my first choice if mount pleasant addressed the traffic leaving the beach. I feel like this will get more people off of palm blvd but they will sit on the connector
Concept 5	Better motorized traffic but a center lane that can be changed to go either way based on the volume of traffic may make more sense. serious cyclists will still use motorized vehicle lanes to avoid pedestrians.
Concept 5	Still no room to pull off and this is giving me Cooper River bridge PTSD flashbacks.
Concept 5	I love the ability to evacuate traffic faster with two lanes leaving the island.
Concept 5	I'd like to see the direction of the center lane flexible to suit the traffic needs. There needs to be some sort of rumble strips between the lanes.
Concept 5	YES, this solves the issues at hand. Will reduce car accidents (which only worsen the traffic), will allow for greater access off the island when there is traffic, and especially in emergency situations.

Concept 5	Only option if you're going to spend money
Concept 5	This is the only concept that addresses existing traffic issues. Would be even better if the center lane were reversible. To be most effective, connector needs to be widened to two lanes between the bridge and Rifle Range.
Concept 5	The middle lane should be reversible: Outgoing from IOP weekday mornings (in beach season, just until 10am) and on weekends (during beach season, after 2pm). Incoming to IOP weekdays after Noon (during beach season, after 10am) and on weekends till 2pm.
Concept 5	This would really cause a bottle neck on Mt.. Pleasant side as there isn't room for two lanes coming off the bridge currently. Would require more money and time to rework.
Concept 5	A reversible middle lane would be more appropriate for this configuration
Concept 5	This with a Jersey barrier for bikes/pedestrians just like the ravenel bridge.
Concept 5	I do not like having an unprotected 2 way bike lane at all because it forces bicyclists to ride AGAINST traffic in one direction which we have always been told is dangerous. If a 2 way path must be used, then there NEEDS TO BE A BARRIER DAMMIT!!!!!!
Concept 5	It looks the least ridiculous. IT looks like the engineers spent hours trying to hide two lanes of traffic. Why two leaving but only one arriving. Never mind, it's not hard to figure out. To discourage locals coming to use the beach. It's a shame.
Concept 5	This concept allows better traffic flow off the island during the summer months and has bike and pedestrian lane on the left side as it should be.
Concept 5	Great for summertime and holiday traffic. Lanes could potentially be reversed for end-of-beach-day departures and hurricane evacuations.
Concept 5	This is the best option.
Concept 5	To me this seems to be the best solution for the traffic congestion as well as still leaving room for emergency personnel to get off the island safely.
Concept 5	Bike pedestrian is on side that gives access to shopping center in Mt pleasant and front beach isle of palms. Double lane leaving isle of palms will require a lot on reconfigurations on the Mt pleasant side to make it double lanes.
Concept 5	I am a user of the multi-use path (bicycle), and the proposed two-way path is feasible. Adding a Northbound lane per Concept 5 is the best way to add traffic capacity specifically to the bridge. Also needed: increase in capacity of the intersection of IOP_Conn/Palm_Blvd, so as to get more cars per minute through that intersection, on to or off of the bridge, would be a big help.
Concept 5	Traffic is all issue in the summer therefore more lanes would take precedent over anything else in my opinion
Concept 5	Make the center lane reversible. To iop in morning, to Mt p in afternoon. Also add barrier on pedestrian path
Concept 5	If you want three travel lanes, consider making the central median reversible and add lane control signs/equipment to improve capacity depending on when/which direction it is needed.
Concept 5	Of course we need two lanes leaving the island, no brainer there, considering the number of people that trickle on, but seem to leave all at once. The two lanes also need to extend all the way to Hwy 17. Moving people off the island quickly will relieve

	congestion on all the roads on the island allowing the few times EMS etc. need to get off easier as well.
Concept 5	Common sense for us engineers.
Concept 5	It would be great if the center lane could be flexed. Used to travel to IoP when when large numbers of people tend to be coming onto the island and heading toward Mt. Pleasant when large numbers of people tend to be leaving the island (e.g., 10-11 Saturday and Sunday mornings in high season).
Concept 5	Two northbound lanes will have far more utility than any MUP ever will. MUP usage seems minimal at best with current configuration, and really, not too many people biking and walking with its 100 degrees.
Concept 5	Better yet...get rid of the walking paths and put up a sign with directions to the Ravenal.
Concept 5	Love the 2 lanes to leave IOP, but how will emergency vehicles have easy access to get ON to the island? Multi use path?
Concept 5	This would be my pick as long as there were double lanes starting immediately off the connector. If not the bottleneck would be horrendous.
Concept 5	How about a reversible lane in the middle?
Concept 5	Why would you want to add traffic lanes when there isn't enough parking for these cars???
Concept 5	Opposing traffic lanes are too close. Drivers at night will have the tendency to drift into the pedestrian lanes to avoid collision with opposing traffic.
Concept 5	Middle traffic lane should be reversible with lane restriction indicator lighted signs.
Concept 5	Why not have the lanes direction changed to accommodate periods of inbound and outbound traffic
Concept 5	Looks like the best option. Next work on bike traffic on Palm Blvd. Bike traffic on Palm causes traffic congestion and dangerous
Concept 5	This appears to be the best concept to reduce the traffic on the island. Ideally, a lane that could direct traffic in either direction depending on demand would be one of the concepts, but I understand that is probably not possible.
Concept 5	No option is really good. DOT screwed it up years ago. Now, we are putting a square peg in a round hole. Bridge should have been fixed span to replace the Ben Sawyer. Shame on DOT for playing politics and wasting millions. And shame for not thinking about bikes and pedestrians when the Connector was built.
Concept 5	By far superior
Concept 5	All 5 of these proposals put pedestrians and cyclist in the same lane. TOO DANGEROUS!!!
Concept 5	The extra lane off the island would improve traffic but I don't like the lack of buffer between cars coming on and cars going off. I think this increases the risk of accidents on the bridge. It also reduces the amount of space cars are able to move out of the way for emergency vehicles. Has anyone considered building a pedestrian bridge? Seems like it would solve some bigger issues. For the amount of foot/bike traffic, I still think that lane could be smaller.
Concept 5	Don't really like cars facing each other so closely. Looks like safety issue. Guess one would become emergency lane if needed but how??
Concept 5	This is a very long bridge and there needs to be a lane wide enough for emergency vehicles or in case there is an accident for vehicles to safely move in to. This configuration is too limiting

Concept 5	The 2 lanes removing traffic from the island is the best idea. Also, can be used for evacuation during bad weather.
Concept 5	I like this option best. The extra lane eliminates congestion exiting with the assumption that at certain times lights in Mt. Pleasant are timed for this.
Concept 5	This is a reasonable option but center lane should be either-way directional based on traffic needs. It might reduce time to have two lanes off island, but not necessary
Concept 5	Badly need to increase outbound (TO Mt.P) traffic flow. Please two lanes Off the Isle of Palms!
Concept 5	Great espec for weekends during the summer when SO MANY are leaving the island at the same time and a major traffic jam happens. I think its Saturdays?
Concept 5	This makes the most sense because everyone is trying to leave at the same time in the summer and this would relieve traffic congestion on both the IoP and the connector. MP & IoP Police could make the center lane available for emergency vehicles if necessary. Also, the MUP is in place now.
Concept 5	This is like concept 3, except that the double exiting lane is mandatory. Could not we do concept 3 and open the middle lane in times of extremis?
Concept 5	This one looks pretty good especially if you add a physical barrier between the bike/pedestrian lane and vehicle traffic.
Concept 5	It's disgusting that people even think driving in their car is more important than the quality of life for residents. I lived in Spain and could bike from south coast to Barcelona...this city is so far behind.
Concept 5	Best for traffic congestion IF the centerline is flexible. Two lanes off the island during heavy afternoon traffic, two lanes on in the morning (depending on traffic).
Concept 5	This option allows for better traffic flow in case of emergency. If possible middle lane can be opened or closed in either direction depending on light or heavy traffic flow.Maybe consideration could be made to separate cyclists and walkers in some way.
Concept 5	This seems like a good idea, but knowing cars headed north will most likely be speeding and changing lanes often does not seem very safe.
Concept 5	Unclear on speed limit - prior 55 MPH recommended.
Concept 5	In the space it takes for two lanes of cars to leave, you could have many more cyclists and pedestrians leaving much more efficiently
Concept 5	why not have one lane be inbound to IOP on Sat/Sunday after 11 am for folks coming to the beach for the day?
Concept 5	This seems to be a popular concept. Would be my second choice.. But I wonder if traffic would be reversed when congestion builds up headed toward the island. How will all of this affect the Emergency use lanes? I still argue narrower MUPs on either side of the connector with center lane is safest for pedestrians and cyclists
Concept 5	Can the middle lane be reversible? Towards the island in the morning and away from the island in the afternoon?
Concept 5	Putting cyclist and walkers on the same side is dumb. Look at the Ravenel bridge. Walkers constantly are on the wrong side. Its not safe. This is just another way we bow down to the loud minority of kooks. Current system is fine.
Concept 5	Additional lane will be abused by drivers just like the truck lane on the other bridges in the city

	Needs barrier between pedestrians and cars, bikes should not share space with walking pedestrians
Concept 5	This has a potential of creating a bottleneck in Mt.P resulting in more issue at the merge. Unless this was two lanes all the way to rifle range.
Concept 5	This is the worst
Concept 5	this will move traffic most efficiently
Concept 5	This restricts the pedestrians ability to safely pass through the bridge. This adds hardship to those less fortunate to afford a vehicle.
Concept 5	What does this look like at the 517 intersection? The traffic issue can be resolved by better traffic control at the light leaving the island and prioritizing vehicles leaving.
Concept 5	Can the lane be reversible?
Concept 5	All options are terrible, but this is the lesser of the evils.
Concept 5	This alternative enhances mobility for traffic exiting Isle of Palms, but based on traffic volumes and travel speeds, median separation is desirable. This alternative also does not provide a wide shoulder for incidents and emergency vehicle access.
Concept 5	allows for improved traffic flow, emergency and evacuation off the island
Concept 5	Improved traffic flow off the island.
Concept 5	Option only keeps SC citizens off of the "private island" IOP.
Concept 5	This would be great if you added a concrete barrier to protect the bikers and runners from the cars.
Concept 5	This would help alleviate traffic congestion and make it easier to get around the island on a summer weekend afternoon
Concept 5	Would give this zero stars if I could. Again, horrible and unprotected access for pedestrians and cyclists.
Concept 5	Why would you encourage more traffic and risk the safety of pedestrians. Who is in a hurry that is crossing this bridge?
Concept 5	Multi-use path on west side should have less congestion between automotive and non-automotive traffic than eat or both sides being used for multi-use. Since traffic leaving island gets compacted in short time frames (sun-set, rain) two lanes off is good use of space. Would also suggest creating two left turn lanes at 517 and hungry neck so 517 right lane would lead to 517. Think this would increase traffic throughput at 517 and rifle range intersection.
Concept 5	Increasing traffic flow in a single direction makes zero sense. This whole discussion makes zero logical or fiduciary sense.
Concept 5	Combining bike and pedestrian Lanes to one side is dangerous as this bridge is one of the few areas where cyclists are moving at high speeds in both directions. Someone will get killed as they shift into traffic to avoid each other
Concept 5	this is the dumbest of all the concepts
Concept 5	Do not like the 2 lane exit off the island. If one lane slows there will be drivers switching lanes, potential bottlenecks at the other end of the connector. The lights at Rifle Range need to looked at for better timing to move cars more frequently thru - especially during the summer weekends.
Concept 5	Oh sure, put more lanes on the bridge so those entitled pricks can speed more easily. Seriously, this is the worst option yet. This will drastically increase vehicular collisions

	while doing absolutely nothing to address the safety needs of the pedestrians or cyclists.
Concept 5	Concept 5 seems completely unnecessary
Concept 5	This concept would allow more vehicle traffic flow while keeping the pedestrian and bike lane option for people. Not having a wide median will keep drivers alert and driving at safer speeds.
Concept 5	Not an efficient solution
Concept 5	This crowds non-motorized users into a tiny space. Not good.
Concept 5	Wow. So less pedestrian traffic due to constrained space. Less emergency access. But at least there are 2 lanes leaving IOP so less traffic at that ONE intersection at its busiest time (once a day?) This is the best illustration of continued attempts to turn IOP into a private island using state funding I've seen in a while. Please don't do this.
Concept 5	Bikes and pedestrians sharing a ten foot space and going in both directions+ no barrier between them and the traffic is a terrible plan.
Concept 5	I don't like adding another lane because I think the extra lane will just encourage vehicle drivers to go faster and switch in and out of lanes, making the bridge much less safe for all.
Concept 5	Lacks a dedicated emergency lane
Concept 4	This is unsafe for vulnerable road users — limiting and removing existing bicycle and pedestrian space is a massive step backward.
Concept 4	If the main goal is "safety", then push both car lanes close to each other and have more buffer from cars for the bikes and pedestrians. And, you will still have your "emergency lane".
Concept 4	Image does not load
Concept 4	no sidewalk on Mt. Pleasant side when bikes get off connector
Concept 4	Too many pedestrians crossing at rifle range to access bridge
Concept 4	Not as effective as concept 5.
Concept 4	Preferable because there is an emergency lane.
Concept 4	These concepts are absurd! When has there ever been a situation where the number of pedestrians on the connector was three times greater than the number of automobiles. This whopsided concept want work
Concept 4	Peds Bikes should be on side heading towards IOP, if on side to Mt PI, reduces option for extra lane to move heavy traffic leaving IOP during peak times
Concept 4	Like this concept more than other one sided pedestrian lane as gives cars space to swerve toward middle of bridge if necessary
Concept 4	Safest for all. Provides for emergency lane.
Concept 4	Acceptable for cars/bicycles but would make no difference for the cars/congestion. Good for emergency access.
Concept 4	Dangerous with bikes and walkers/runners colliding into each other or into other vehicles
Concept 4	Same, wasted space on center lane that was rarely used or necessary
Concept 4	Love bikers/pedestrians are on one side. Also love wider emergency lane

Concept 4	4
Concept 4	With a permanent barrier bt cars/ Peds like on the Ravenel Bridge
Concept 4	again, no protection for bike/ped, dumping bike/ped into traffic
Concept 4	Nothing gained for cars over current layout. Pedestrians and bikes forced to crowd to one side and cross lanes of traffic for no reason.
Concept 4	Walking and bike paths to nowhere!
Concept 4	Love the internal emergency lane and the distance between lanes. Plenty of room for bikers and runners & puts bikers and runners on a safer side when they get to IOP.
Concept 4	This is acutally the better on then concept 3. I was looking at the direction of the lanes. Leaving IOP with the large path on right if need to pull over a little for emergency vehicle if need be and no one there....And again if no the emergency lane could be used to move heavy traffic off IOP when there are not emergency vehicles this could work
Concept 4	too dangerous for bike/peds to be on right of the bridge due to IOP residents/renters leaving island.
Concept 4	Requesting a raised barrier of some sort to protect bikers/pedestrians from vehicle traffic (in the current configuration on the white arrowed area). The current configuration does not allow for a vehicle pull off without affecting both sides of traffic.
Concept 4	This is not safe for pedestrians and bikers in the same lane. Does allow an open lane for emergency vehicles. Concepts 1,2,3,and 4 do not help the vehicle traffic congestion.
Concept 4	It seems like we're crowding the pedestrians/bicyclists unnecessarily and wasting space on the other side. I'm not sure what a paved median would be accomplishing.
Concept 4	This concept is a waste of limited roadway. Not a wise use of this valuable asset.
Concept 4	A six-foot buffer area is not needed. There is no history of car/pedestrian collisions. Widen the emergency access. Ambulances and fire engines are wide and should have more than 10 feet. available
Concept 4	Good for emergencies. Doesn't solve traffic problems. However, i would put people on the other side maybe.
Concept 4	Similar thoughts as those for Concept 3.
Concept 4	Not safe
Concept 4	I don't think it matters which side the bicycle/pedestrian is on.
Concept 4	Lost increase efficiency with trafagic
Concept 4	will require bike path changes in MTP.
Concept 4	This is slightly better than cureent
Concept 4	Paved median allows for urgent traffic needs (e.g., emergency vehicles or opening for special events or known high traffic times of the year/week/day in either direction); pedestrian path on the right ends at the plaza and the other closer commercial spaces. It also prevents too much outgoing traffic to Mt P from further backups at the traffic lights on RR and Rt 17 (I suspect). I like the flexibility the center lane provides.
Concept 4	No clear advantages vs concept no 3
Concept 4	it makes more sense for pedestrians to enter on the other side b/c there is a sidewalk there and a cross walk over to the Harris Teeter side. There is no dedicated access to this side from the IOP side.

Concept 4	Restoring the center emergency lane is a waste of space. Cars are legally required to pull over in case of an emergency vehicle approaching. Bikes and pedestrians are in common lanes with the possibility of collisions. Bikes and walkers will likely cross the road at one end of the bridge, increasing the risk of accidents.
Concept 4	This is not ideal, because the pedestrians will enter and exit the bridge on the island side in a traffic merging lane. But it has the benefit of a lane that can be used by traffic moving in both directions for disabled vehicles.
Concept 4	Would prefer a curb between vehicle lane and multi use lane (walk, bike)
Concept 4	Pedestrians and bicyclists using same path nothing but trouble
Concept 4	no image to see alternative.
Concept 4	This configuration puts cars behind runners. If a driver gets distracted (phone use, etc.) they may cross the line and the runner would be hit from behind without the chance to move over.
Concept 4	No matter how the lanes are configured, please put some type of barrier between the driving lanes and the pedestrian/bike lane.
Concept 4	This is a huge waste of pavement for no modes of travel- there are not access points that are needed for a center turn lane which is what that is showing. No where to turn = no center turn lane unless you want to drive off the bridge.
Concept 4	A paved median would inhibit emergency vehicles in an emergency situation if there was a lot of traffic! Please do not put a paved median in the middle of the road!! This configuration is most preferred to me (without a paved middle) because there is access for emergency vehicles down the middle, or an addition to a traffic lane if there is a need to add a moving lane off or on the island (like from 4-5 on a heavy holiday leaving the island) all pedestrian traffic on one side is safer I think.
Concept 4	Less head on collision risk and allows for emergency access.
Concept 4	This is somewhat better as the multi-use is on the side of the larger density of population, but cars getting off is not helped here.
Concept 4	This option gives an emergency lane and the option for two lanes off in an evacuation
Concept 4	Convenient for people leaving the island on foot but would require better crosswalks on either side of the bridge. Bikes would still use motorized vehicle lanes
Concept 4	I love this option if there was a way to change the direction of the middle lane based on traffic, emergency vehicles. Perhaps an overhead signal at each end of the connector w/ green arrow or red X which could be changed to increase traffic flow off island or to close off lane if emerg vehicles using. Traffic to yield to R if emergency vehicles present in center lane
Concept 4	Waste of money!
Concept 4	No need to do this
Concept 4	This is my second choice. I prefer Concept 3 over Concept 4 because I believe there is already much congestion on the East side of the Iop Connector as it exits onto Palm Blvd. Otherwise, I like this choice because of reasons given in my comments about Concept 4. Widening the median is a top priority for me. I also believe emergency vehicles need a place to pull off, and traffic needs a place to pull over to allow emergency vehicles to pass.
Concept 4	Same as concept 3 only you have moved pedestrian/bike lane to right side off island, which requires more restriping work to initiate. Why is there a needed 6' buffer when

	currently we have a 3.5. extra space could be used for emergency lane. 10' is not enough for emergency vehicles to pass.
Concept 4	Entering isle of palms on the side without any bike path on palm makes no sense- and entering Mt pleasant on side away from shopping means people have to cross 517 to get to stores.
Concept 4	Multiuse path connecting to Sweetgrass Village Shopping Center is more valuable than connecting to other side of IOP Conn.
Concept 4	This just continues the same stupid concepts.
Concept 4	This is nice because it's on the same side as the main bike path leading into Mount Pleasant. Also has a buffer lane
Concept 4	Two way travel for bike lanes please. When I ride at night, drivers think it's funny to shine their high beams on us when we are on the same side traveling in opposite directions. This is dangerous. Also, these changes make no improvements for moving motor vehicle traffic. Seems like a pointless waste of time, money and resources.
Concept 4	Unsafe.
Concept 4	All 5 of these proposals put pedestrians and cyclist in the same lane. TOO DANGEROUS!!!
Concept 4	Same comments as prior.
Concept 4	Awful, allowing golf carts room
Concept 4	provides a protective buffer between vehicular and bike/pedestrian traffic as well as a lane wide enough for emergency vehicles or for accident vehicles to move in to
Concept 4	pedestrian traffic should not be on this side!
Concept 4	I have significant concerns for safety with having pedestrian/bicycle traffic entering and leaving the island where the merge lane is for southbound Palm Blvd. traffic leaving IOP.
Concept 4	You would have to build the MUP and change peoples habits. There is an emergency lane but having it on the right side exiting the island is a better solution.
Concept 4	I don't know why there is such a large shoulder and median. This will make drivers in cars feel safer to increase their speeds which will then make it extremely unsafe for the bikers and pedestrians. It would be better to leave out the median altogether and increase the buffer between the bike/pedestrian lane and the rest of traffic. Also, I would add a physical buffer between the driving lanes and the bike/pedestrian lane.
Concept 4	If you can't look at these "options" and feel sad that there are less people out enjoying themselves in the photo because the extra bike lane is gone then please take a closer look. It's cramped and awful sharing two ways on the same side of the road.
Concept 4	Best option for a "shared shoulder" if there is a breakdown if that is the purpose of the center lane. Good for emergency vehicle access unless blocked.
Concept 4	Putting cyclist and walkers on the same side is dumb. Look at the Ravenel bridge. Walkers constantly are on the wrong side. Its not safe. This is just another way we bow down to the loud minority of kooks. Current system is fine.
Concept 4	Needs barrier between pedestrians and cars, bikes should not share space with walking pedestrians
Concept 4	This Concept offers an improvement over Concept 5 but does not provide a shoulder wide enough to accommodate incidents/emergency vehicle access.
Concept 4	Keep left turn entrance to Riviera Drive on Mt Pleasant side.
Concept 4	Again, a mirror image of another option that is not good.

Concept 4	This is the most idiotic use of space I could possibly imagine and I hope whoever came up with this idea is fired immediately and sent back to whatever school they graduated from.
Concept 4	This with a baracade would help with safety
Concept 4	How many state roads/bridges have dedicated emergency lanes that serve a very small community? If this was necessary, then every bridge that has high traffic patterns must need one too.
Concept 4	Running against the flow of traffic provides a slim opportunity to react to an out of control vehicle. Running in the direction of traffic offers zero response time. A barrier might be needed.
Concept 4	Combining bike and pedestrian Lanes to one side is dangerous as this bridge is one of the few areas where cyclists are moving at high speeds in both directions. Someone will get killed as they shift into traffic to avoid each other
Concept 4	Do not like the pedestrians and cyclists on this side of the connector. Think it is dangerous for them to get on and off safely.
Concept 4	A freshman city planner could do better.
Concept 4	Adding a median between the cars will allow drivers to feel safer to increase their speeds. Once they are driving faster, it will be completely unsafe to have a pedestrian and bicycle lane without physical protection.
Concept 4	Still a waste of space
Concept 4	This crowds non-motorized users into a tiny space. Not good.
Concept 4	Bikes and pedestrians sharing a ten foot space and going in both directions+ no barrier between them and the traffic is a terrible plan.
Concept 4	I prefer the multi-use path on the other side of the bridge (concept 3) over this one, but this would be my second choice. I think more bicycle traffic is connecting to the IOP from the other side.
Concept 4	The entrance/exit for pedestrians/bikers on the IOP side is not as safe as the other side.
Concept 3	This is unsafe for vulnerable road users — limiting and removing existing bicycle and pedestrian space is a massive step backward.
Concept 3	Ridiculous. Why not just move both car lanes close to each other and give half the bridge to bikes and pedestrians. That is the safest alternative.
Concept 3	Image does not load
Concept 3	People stop walking/riding to take pictures of the sunrise every morning. If you have the walking path on the opposite side, I guarantee you there will be many people crossing the road to take pictures at sunrise.
Concept 3	Too many pedestrians crossing at rifle range to access bridge
Concept 3	assuming center lane could be used for emergency access (emergency vehicles, evacuation, etc.)
Concept 3	non motorists are punished for not driving a car and shoved into one space. Same comments as in previous concepts.
Concept 3	Still not as good as Concept 5
Concept 3	This is more preferable than previous concepts as there is an emergency lane.
Concept 3	A 10' center median is not wide enough to adequately accommodate some emergency vehicles. In the event of an evacuation this center lane would need to be used as an outbound traffic lane and needs to be wider

Concept 3	Excellent design, especially if you can allow the median to be used as an extra lane during busy hours. Some areas accomplish this with overhead lights. Might require some adjustments in lane widths.
Concept 3	The center median should be a flex lane that can change traffic flow direction based on demand.
Concept 3	Barrier between pedestrians and traffic required.
Concept 3	I think this is best use of the space.
Concept 3	Safest and has an emergency lane.
Concept 3	Acceptable for cars/bicycles but would make no difference for the cars/congestion. Good for emergency access.
Concept 3	Dangerous with bikes and walkers/runners colliding into each other or into other vehicles
Concept 3	The center lane was always a waste of space. We have decades of experience that it was rarely necessary.
Concept 3	Love pedestrians/bikers are on one side (like Ravenel). Also love wider emergency lane.
Concept 3	With a permanent barrier bt cars/ Peds like on the Ravenel
Concept 3	People stop on their walk/bike to photograph the sunrise every day. If the path is on the other side, I guarantee people will cross the road to shoot sunrise.
Concept 3	Bikes and pedestrians on the left as there are safer ways to exit that side.
Concept 3	Road from connector to the rifle range light needs to be made into 2 lanes all the way with signs reflecting up ahead traffic patterns, that way it doesn't back up as much because people are blocking the empty right lane the entire way.
Concept 3	This has a much more reasonable amount of ped/bike space which can accommodate even the heaviest ped/bike traffic. Flexible shoulder space allows for pattern changes in emergencies, and there is always an open lane in the center for an emergency vehicle. Why you ever moved away from this is beyond comprehension.
Concept 3	Multiuser path does not need to be 10 feet. Never that much foot/bike traffic
Concept 3	Best. Emergency lane which both the police chief and the fire chief say they need. Problem is NO protection for bike/ped and it doesnt meet SCDOT safety standards. Steel barriers are 60lbs per foot and work.
Concept 3	Nothing gained for cars over current layout. Pedestrians and bikes forced to crowd to one side and cross lanes of traffic for no reason.
Concept 3	If they were able to use the middle lane to get people off the island faster during major traffic this could work as well as if no one was on walking path in case of emergency if an emergency vehicle needed to get off the island and people leaving could pull over a bit.
Concept 3	Like the internal emergency lane and distance between lanes. This is a good design but 5 is better because runners/bikers arrive/leave IOP at a safer location near the bridge.
Concept 3	Bike /walk land should be on west side of bridge. Needs barrier between the walkers and the motoring traffic. Similar to the barrier on the Cooper River Bridge. Pedestrian walkway on only one side of bridge.
Concept 3	Walkers/bikers on the correct side of road on IOP, good use of space on right side of bridge, but emergency lane only in use occasionally and it still requires all road traffic to pull over to the sides as much as possible to allow emergency passage.

Concept 3	far left safer for ped/bikes - the middle great for emergencies and the middle & right also can be used for emergencies when IOP has to be cleared of residents in an island wide emergency.
Concept 3	Requesting a raised barrier of some sort to protect bikers/pedestrians from vehicle traffic (in the current configuration on the white arrowed area). The current configuration does not allow for a vehicle pull off without affecting both sides of traffic.
Concept 3	3
Concept 3	This is not safe for pedestrians and bikers in same lane. It does allow an open lane for emergency vehicles.
Concept 3	It seems like we're crowding the pedestrians/bicyclists unnecessarily and wasting space on the other side. I'm not sure what a paved median would be accomplishing.
Concept 3	For both 3 and 4 I don't know enough about pedestrian bike/pedestrian safety and parking at both ends. That would be an important factor
Concept 3	Assume middle lane is wide enough for emergency vehicles which is important. With sirens, cars automatically pull to the right, so it would work. Could easy convert to two lanes leaving IOP for hurricanes (or possibly severe traffic days?)
Concept 3	A waste of valuable highway space with the center lane empty.
Concept 3	Better due to emergency lane, however I would suggest making side areas smaller so as to create a changeable lane, one that would allow two lanes of traffic onto the island mornings during summer months and then reversing to two lanes off the island in the afternoon hours.
Concept 3	The wide paved median is simply wasted space.
Concept 3	No
Concept 3	I don't think it matters which side the bicycle/pedestrian is on.
Concept 3	Doesn't help with traffic congestion
Concept 3	Middle lane would be used to pass cars...more opportunities for accidents.
Concept 3	I absolutely love the larger median inbetween cars so there is not AS big of a risk of head on collisions like rifle range road. But the lack of any type of barrier in the pedestrian lane on any of these designs will always prevent me from actually using this with my family. I would be terrified to bike with my kids on the IOP connector without any barrier between cars and pedestrians. Lifelong IOP resident, pre connector
Concept 3	would give more stars if could use center as optional 2nd lane away from IOP to Mt Pleasant on weekends or in time of need.
Concept 3	This seems to be the safest configuration. Provides emergency path in the middle and ample protection to the pedestrians and bikers. Why not put a 2 way from MP road to Hwy 17.
Concept 3	Weak
Concept 3	prefer concept 4 due to MUP on the other side, but this could work - like the center lane which can be flexible to meet incoming/outgoing traffic needs for emergencies, special events/times of year/week/day
Concept 3	At least provide emergency lane for emergency vehicles
Concept 3	Please use concrete jersey barrier for a smaller bike/ped lane to allow for a breakdown lane in both directions. Currently without a jersey barrier it is not safe to bike/ped under any configuration. Thanks

Concept 3	I prefer this concept because it allows plenty of space for pedestrians, allows for an emergency lane at all times, and by keeping the MUP on the west side of the bridge, seems to be less work and safer. In my experience as a walker and living on the island, people tend to drive fast when in the turn lane exiting from Palm Blvd onto the connector, so I believe having more pedestrians crossing in that area could be problematic.
Concept 3	Concept 3 is better for traffic flow allowing for the median to handle breakdowns. I would not pave the median higher than the car paths, allowing for emergency vehicles to travel up the median. This concept agrees with Concept 1 as to pedestrian flow.
Concept 3	Gives good separation between inbound and outbound traffic like it used to be. Provides good access for emergency vehicles. Pedestrian lanes on the more logical side.
Concept 3	Restoring the center emergency lane is a waste of space. Cars are legally required to pull over in case of an emergency vehicle approaching. Bikers and pedestrians are in common lanes with the possibility of collisions. Bikers and walkers will likely cross the road at one end of the bridge, increasing the risk of accidents.
Concept 3	Keeping pedestrians on the left/south side prevents them from exiting and darting into a dangerous merge lane on the right/north side when you get on the island. This plan allows for a disabled vehicle in either lane to move to the middle and keep traffic flowing.
Concept 3	This allows a future mixed use lane to go either direction in urgent situations
Concept 3	Pedestrians and bicyclists using same path nothing but trouble
Concept 3	no image to see alternative.
Concept 3	This configuration puts cars behind runners. If a driver gets distracted (phone use, etc.) they may cross the line and the runner would be hit from behind without the chance to move over.
Concept 3	No matter how the lanes are configured, please put some type of barrier between the driving lanes and the pedestrian/bike lane.
Concept 3	A center turn lane is not a good use of the bridge pavement. The public needs more information as to the issue we are trying to solve here. What's wrong with the current design?
Concept 3	This and Concept 4 both offer a common center shoulder for the purposes of traffic incident mitigation, however being located in the center can present other issues if seen by either side as a passing lane.
Concept 3	A paved median would inhibit emergency vehicles in an emergency situation if there was a lot of traffic! Please do not put a paved median in the middle of the road!!
Concept 3	If the median is used for emergency vehicles
Concept 3	Less head on collision risk. Allows for emergency access.
Concept 3	Concept is good but pedestrian bike path should be on other side
Concept 3	Convenient for walkers and joggers, Cyclists would use motorized vehicle lanes. Need better crosswalks that are synched with lights for timing.
Concept 3	Best option allowing for emergency vehicles going both north and south
Concept 3	This is closer to the original striping and at least allows for cars in outer two lanes to pull over to allow emergency vehicles out.
Concept 3	What is the point of the huge median? Doesn't make sense. I think some drivers might use it to pass illegally when there is a lot of traffic.

Concept 3	Better of new configurations
Concept 3	Waste of money!
Concept 3	Since the center lane has been removed for the IOP connector, I have been close to being hit by oncoming traffic on numerous occasions. Once, would have been a fatal collision while traveling at 5:00 am to the airport. I had to run into the multi-use path to avoid a truck. The IOP Connector is too long to have such a narrow median, with speed being difficult to regulate and drivers frequently distracted by the views and cell phones. Emergency vehicles need a place to safely pass traffic!
Concept 3	This is closest to what we had and worked well! But no need for a 6' buffer lane when currently we have 3.5 and that has been acceptable. The extra space can be added to the center lane for emergency vehicles.
Concept 3	Bike pedestrian traffic enters isle of palms with easy access to front beach area and enters Mt pleasant on the side of the shopping area, which presumably is where people are going ? Has wide division between auto traffic for emergency use.
Concept 3	Big separator has more of a feel of extra 'safety', by increasing the separation of opposite-direction motor vehicle traffic, than a big shoulder. A big separator provides value in this way continually ... while a big shoulder only provides value during those times when a disabled vehicle occurs. With a big separator, a disabled vehicle would still pull to the side ... and motor vehicle drivers would have to comprehend to enter the separation zone to move around the stopped disabled vehicle.
Concept 3	I don't really have a strong preference between 3 and 4, but I ranked as asked. Having the median accessible if needed by either driving lane makes more sense to me than having a shoulder on one side or the other.
Concept 3	No. No. No
Concept 3	Much better, as emergency vehicles could use center median but doesn't fix the problem with traffic backed up to leave the island
Concept 3	This is 2nd if they didn't make two lanes right off the connector
Concept 3	Make the middle lane a reversible lane
Concept 3	Two way travel for bike lanes please. When I ride at night, drivers think it's funny to shine their high beams on us when we are on the same side traveling in opposite directions. This is dangerous. Also, these changes make no improvements for moving motor vehicle traffic. Seems like a pointless waste of time, money and resources.
Concept 3	Unsafe and does not accommodate traffic
Concept 3	All 5 of these proposals put pedestrians and cyclist in the same lane. TOO DANGEROUS!!!
Concept 3	The pedestrian/bike path should be on this side of the bridge since the sidewalk and bike lane continues to the right. If they come down the other side of the bridge onto IOP, the path ends at the lane of cars trying to merge onto the bridge and there is no bike lane there.
Concept 3	Looks like safest and works well except for peak time issues. Solve issues with traffic lights if possible.
Concept 3	provides a protective buffer between vehicular and bike/pedestrian traffic as well as a lane wide enough for emergency vehicles or for accident vehicles to move in to. In the event of evacuation needs this would provide potentiall 3 lanes leaving the island
Concept 3	Yes, pedestrians should be put into a single 10 ft lane. The center median should be a either-way lane, that is managed by signs or signals. On most days you would only

	need one lane each way. During evacuation, that center lane could be to Mt. Pleasant. On high use weekends, center lane would be to IOP.
Concept 3	ONLY if we ca NOT have Concept #5.
Concept 3	Seems like the best option to keep pedestrians and bike traffic to one side and divide the lane between oncoming traffic to allow emergency vehicles to access from either side- seems to require the least amount of reconfiguration and construction
Concept 3	If median were also 11', it could be used as a flex lane (southbound in AM / northbound in PM for beach traffic in Summer); also as emergency lane, etc.
Concept 3	This option offers a middle buffer zone, which would assist first responders during emergencies. I believe the location of the hike/bike path would connect with the path on the Mt. Pleasant side, but am not sure about its fate on the IOP side. Since option 4 is the mirror image of this one, the selection should consider which choice provides the most safety for pedestrians and bicyclists.
Concept 3	The MUP is in place in this configuration. Also, the emergency lane could be configured for exiting the island with minimal work on busy summer afternoons to help move traffic around the island. Why not use the space on the bridge if it is there. One pedestrian/bicyclist lane works on the Ravenel bridge today.
Concept 3	My fave. The middle lane could be available for emergency vehicles (in either direction); furthermore, it could be opened during extreme conditions to let more people off the island.
Concept 3	I don't know why there is such a large shoulder and median. This will make drivers in cars feel safer to increase their speeds which will then make it extremely unsafe for the bikers and pedestrians. It would be better to leave out the median altogether and increase the buffer between the bike/pedestrian lane and the rest of traffic. Also, I would add a physical buffer between the driving lanes and the bike/pedestrian lane.
Concept 3	We don't need more cars on the road, we need less! I will bike to isle of palms as long as it remains safe. Please leave the bike lanes as they are.
Concept 3	Shared path between pedestrians and bicycles is dangerous.
Concept 3	Wide space between lanes would be safest for bikers and pedestrians to ensure cars stay far away from the path.
Concept 3	Adds emergency lane to center. Unclear on speed limit - prior 55 MPH recommended.
Concept 3	My only concern with this configuration is the safety of people crossing the connector from the north side to get to the MUP. A narrower MUP on each side of the connector would be best, in my opinion. I of course choose this configuration because I access the connector from Seaside Farms, so no crossing the road.
Concept 3	Putting cyclist and walkers on the same side is dumb. Look at the Ravenel bridge. Walkers constantly are on the wrong side. Its not safe. This is just another way we bow down to the loud minority of kooks. Current system is fine.
Concept 3	Needs barrier between pedestrians and cars, bikes should not share space with walking pedestrians
Concept 3	Need a physical barrier between pedestrians & vehicles, especially since the outside wall is shorter than current code. Please remember the July 2020 Don Holt Bridge deadly fall over wall into Cooper River, and take appropriate action on the IOP Connector Bridge. Thank you!
Concept 3	Like for Concept 4, this concept does not accommodate incidents/emergency vehicle access via a wide shoulder.

Concept 3	of the 5 options, this is the best, but because ped/bikes are going in 2 directions there is an increased risk of them going into auto lane so the addition of a barrier would make this then the best option in my mind. Altho my prefernce is still to have ped/bike lane be located on each side of the bridge, maybe a bit narrower with a barrier to autos and include a center emergency lane.
Concept 3	Please add a physical barrier between vehicles & pedestrians/cyclists. Please also increase the height of the outside wall to avert a fall over the wall as on the Din Holt Bridge July 2020.
Concept 3	Keep left turn entrance to Riviera Drive on Mount Pleasant side.
Concept 3	Same as #1 and #2 but a median instead of shoulder, equally poor for improvements.
Concept 3	This is the most idiotic use of space I could possibly imagine and I hope whoever came up with this idea is fired immediately and sent back to whatever school they graduated from.
Concept 3	How many state roads/bridges have dedicated emergency lanes that serve a very small community? If this was necessary, then every bridge that has high traffic patterns must need one too.
Concept 3	i like this the best
Concept 3	Combining bike and pedestrian Lanes to one side is dangerous as this bridge is one of the few areas where cyclists are moving at high speeds in both directions. Someone will get killed as they shift into traffic to avoid each other.
Concept 3	This is the best one. The pedestrians and cyclists on one side is safer for them and drivers. The wider lane is a good use for emergency vehicles and space between oncoming traffic.
Concept 3	Umm, what?
Concept 3	Having a large median like this would cause vehicles to greatly increase their speed on the bridge. This would put pedestrians and bikers at risk. This is the least desirable option and if there are no physical protections put in place, it will be DEADLY.
Concept 3	This is so wasteful.
Concept 3	Even more wasted space
Concept 3	This crowds non-motorized users into a tiny space. Not good.
Concept 3	Bikes and pedestrians sharing a ten foot space and going in both directions+ no barrier between them and the traffic is a terrible plan.
Concept 3	I prefer this one because the median can easily access both directions of vehicle traffic.
Concept 2	This is unsafe for vulnerable road users — limiting and removing existing bicycle and pedestrian space is a massive step backward.
Concept 2	Unless waste of my tax dollars. Bikes will just use the other lane anyway.
Concept 2	Image does not load
Concept 2	Too many pedestrians crossing at rifle range to access bridge
Concept 2	Absolutely dangerous to put all non-motorists in one lane. And a waste of the other lane space.
Concept 2	Better than the original but not much.
Concept 2	Minimally better.
Concept 2	What is the left lane? Is this the pull off, emergency lane?
Concept 2	Same as concept 1. No, No, No

Concept 2	Peds Bikes should be on other side heading to IOP, having them on side heading to Mt PI removes option for lane to accommodate congested traffic leaving IOP
Concept 2	See reasoning above
Concept 2	Too dangerous for head on traffic. No emergency access.
Concept 2	Acceptable for cars/bicycles but would make no difference for the cars/congestion.
Concept 2	Insufficient bike/ped clearance IOP to Mt Pleasant direction
Concept 2	Shoulder can only be used by ne side of the road...not useful.
Concept 2	Dangerous with bikes and walkers/runners colliding into each other or into other vehicles
Concept 2	No jersey barriers to separate pedestrians from motorists?
Concept 2	Same comment- no improvement for cars only crammed peds and bikes
Concept 2	Like that one side only is pedestrian/biker but emergency lane is still too narrow.
Concept 2	Putting pedestrians and bicycles together is not a good idea.
Concept 2	With a permanent barrier bt cars/ Peds like on the Ravenel bridge
Concept 2	Definitely keep the path on this side of the bridge.
Concept 2	Again, reduce size of multi use path. Should not be on right where most people go to get out of the way of Emergency vehicles trying to get off island
Concept 2	again, no protection for bike/ped, no emergency lane and the bike pad dumps into traffic
Concept 2	10 feet of wasted shoulder space to gain absolutely nothing. Bikes and pedestrian crowded to one side and forced to somehow cross the busy lanes. Absolutely nothing gained here.
Concept 2	I assume far left lane to IOP is for emergency use, and far right could be used for emergency use if needed to leave IOP.
Concept 2	Wasted space on left side of bridge...walker/biker lanes to nowhere on IOP side
Concept 2	Not a fan. Emergency shoulder only will be confusing for drivers.
Concept 2	Requesting a raised barrier of some sort to protect bikers/pedestrians from vehicle traffic (in the current configuration on the white arrowed area). Both sides of traffic should have spacing for emergency pull-offs and ambulance traffic.
Concept 2	This is not safe for pedestrians and bikers in the same lane. Does allow open lane for emergency vehicles.
Concept 2	It seems like we're crowding the pedestrians/bicyclists unnecessarily and wasting space on the other side.
Concept 2	Makes sense for the occasional breakdown and could be adapted to a lane reversal situation.
Concept 2	I like the idea of just one side as a MUP leaving a place for emergency vehicles, wrecks etc to use the shoulder. Leaving the island is prob where most wrecks occur, but leaving open the way going to island is most helpful for emergency vehicles to get onto island.
Concept 2	I don't like the extra lane on the left. To me it's about an emergency lane getting people off the island for medical emergency. I would put emergency lane in middle or on right.
Concept 2	Yet another poor design. More attention given to pedestrians and cyclists than emergency vehicles. There are never many on foot or bicycle at a given time.

Concept 2	In addition to the comments from Concept 1, the 10.0' wide shoulder is simply wasted space. Emergency vehicles do not need a dedicated idle lane to safely reach people in need.
Concept 2	Just not a safe idea
Concept 2	On either multi-use path add a physical barrier between it and the vehicle path
Concept 2	I don't think it matters which side the bicycle/pedestrian is on.
Concept 2	Same as concept 1 need to utilize both lanes
Concept 2	Weak
Concept 2	Better than what we have
Concept 2	losing MUP doesn't seem to benefit residents or resolve existing concerns
Concept 2	No clear benefits over concept no 1
Concept 2	Bike/Ped should be on the other side. It is unsafe right now for bike/ped on that side when coming down to palm.
Concept 2	Concept 1 is better, as pedestrian traffic on the north side of the Connector is less based upon where people are coming from. This concept requires folks to cross at the intersection of the Connector and Rifle Range for a controlled crossing or risk crossing at Riveria Dr to get to the other side.
Concept 2	it makes more sense for pedestrians to enter on the other side b/c there is a sidewalk there and a cross walk over to the Harris Teeter side. There is no dedicated access to this side from the IOP side.
Concept 2	Similar to concept 1: the left side median is wasted space. Pedestrians and bikers are in the same lanes with the possibility of collisions. Bikes and walkers must cross the road at one end of the bridge with the possibility of accidents.
Concept 2	The worst new option. Yes, it does provide an extra lane for law enforcement. But that lane is not on the useful side of the bridge that would efficiently help with hurricane evacuations and the ongoing traffic jams from cars backed up trying to exit the island during tourist season. Moreover, the pedestrians are exiting and entering the bridge by darting across a really dangerous merge lane on the island near the liquor store.
Concept 2	I like the single pedestrian and bike lane. However, the lane on the left is not being used, which is a mistake.
Concept 2	Pedestrians and bicyclist using same paths... nothing but trouble
Concept 2	no image to see alternative.
Concept 2	This configuration puts cars behind runners. If a driver gets distracted (phone use, etc.) they may cross the line and the runner would be hit from behind without the chance to move over.
Concept 2	No matter how the lanes are configured, please put some type of barrier between the driving lanes and the pedestrian/bike lane.
Concept 2	Why must we cram in a multi use path into the bridge? It's an un thoughtful redesign. We need dual lanes of travel for bicycles and pedestrians on the bridge. It works within the existing lanes and is safer when getting back onto adjacent streets. It's so much more integrated and provides equity for pedestrians and cyclists.
Concept 2	This concept provides a shoulder that others don't. Shoulders offer the safest solution to traffic incident mitigation by allowing the vehicles involved to be moved into that idle lane at police direction and restore traffic flow.
Concept 2	People will still use both sides. You haven't changed much in this case.

Concept 2	No emergency access. Head on collision risk. Bad alternative.
Concept 2	The few bikers/walkers are 99% on this side
Concept 2	Same as Concept 1.
Concept 2	lacks emergency lane
Concept 2	No emergency lane
Concept 2	No dedicated cyclist lane will prompt cyclists to use motorized vehicle lanes. Walkers and runners, especially those with dogs on leashes, may not mesh will with cyclists.
Concept 2	That huge shoulder is a waste of space and cars will absolutely use it to go around other cars when there is traffic
Concept 2	Seems no benefit at all
Concept 2	Same as option 1 only difference is pedestrian lanes are now on right side of island.
Concept 2	Some bicyclists will ride on the shoulder side in order to ride with traffic.
Concept 2	The only way to improve on the current design in use would be if the single side multi-use path included a physical barrier of some kind between pedestrians and motorists.
Concept 2	Wide wasted lane on left
Concept 2	Basically the same as concept 2
Concept 2	I have no preference between which side would have a shoulder and which would be multi-use.
Concept 2	I like this one but it would help if the shoulder would be cleaned and maintained. A lot of garbage and sharp objects pile up
Concept 2	See my answer to the other wasteful configuration. A few people a day might walk this bridge. Go the Ravenal bridge for a much safer walking path.
Concept 2	Two way travel for bike lanes please. When I ride at night, drivers think it's funny to shine their high beams on us when we are on the same side traveling in opposite directions. This is dangerous. Also, these changes make no improvements for moving motor vehicle traffic. Seems like a pointless waste of time, money and resources.
Concept 2	Unsafe
Concept 2	All 5 of these proposals put pedestrians and cyclist in the same lane. TOO DANGEROUS!!!
Concept 2	With no barrier this is an accident waiting to happen. As a runner, you always run facing the oncoming traffic. I've had cars swerve into the running/bike lane on the connector multiple times because they weren't paying attention.
Concept 2	Outside shoulder looks like wasted space. Why have cars facing each other so closely when you have more space.
Concept 2	provides a protective buffer between vehicular and bike/pedestrian traffic as well as a lane wide enough for emergency vehicles or for accident vehicles to move in to. but I like the ones with the open - non traffic lane, in the middle better
Concept 2	Same comment as previous one only on the left.
Concept 2	now you are wasting too much space on the IOP shoulder
Concept 2	pedestrian traffic should not be on the right side!
Concept 2	Bad location for safety regarding bike/ped traffic, and wasted shoulder space on the south side.
Concept 2	Better than Concept 1 because bikers and pedestrians have a better view on that side of the bridge.

Concept 2	You would have to build the MUP on the north side of 517 on the MP side and the emergency lane couldn't be used for exiting the island in this configuration.
Concept 2	I don't know why there is such a large shoulder and median. This will make drivers in cars feel safer to increase their speeds which will then make it extremely unsafe for the bikers and pedestrians. It would be better to leave out the median altogether and increase the buffer between the bike/pedestrian lane and the rest of traffic. Also, I would add a physical buffer between the driving lanes and the bike/pedestrian lane.
Concept 2	Please leave the bike lanes as they are! We barely have any bike lanes in Charleston as is! Cars should be reduced not encouraged. Look at other major cites that have lots of space for residents to enjoy life, not drive through life.
Concept 2	Shared path between pedestrians and bicycles is dangerous.
Concept 2	Pedestrians and cyclists will still use the wide shoulders
Concept 2	Putting cyclist and walkers on the same side is dumb. Look at the Ravenel bridge. Walkers constantly are on the wrong side. Its not safe. This is just another way we bow down to the loud minority of kooks. Current system is fine.
Concept 2	Needs barrier between pedestrians and cars, bikes should not share space with walking pedestrians
Concept 2	Again the left shoulder here should be smaller and pedestrians need large separation from traffic especially when they're traveling on same side
Concept 2	No.
Concept 2	Need physical barrier and more space to avoid cyclist+pedestrian+vehicle crashes. These are horribly unsafe designs.
Concept 2	Concepts 1 and 2 offer the best balance of multimodal safety and incident management, which should be prioritized over mobility based on area context.
Concept 2	same concern I submitted for option 1. Autos veering in ped/bike lane, peds/bikes using the shoulder are on the other side.
Concept 2	Keep left turn entrance to Riviera Drive on the Mount Pleasant side.
Concept 2	makes sense to me to have a larger shoulder for emergency vehicles but that would be a question for them. I prefer the shoulder on the western side simply because my normal bike loop from downtown takes me clockwise that direction and I wouldn't have to cross the road.
Concept 2	Same as #1 but mirrored, no improvement.
Concept 2	This makes NO sense. Why are you removing safe spaces for pedestrians and cyclists? If anything, add a barrier to prevent them from getting hit, don't create less safe space for them.
Concept 2	I candidly don't understand the value of the emergency lane in this configuration. Do most accidents on the bridge occur in this direction? I wish there was a formal report from the independent contractors published with this survey as I have not been able to source any data supporting these proposals.
Concept 2	Combining bike and pedestrian Lanes to one side is dangerous as this bridge is one of the few areas where cyclists are moving at high speeds in both directions. Someone will get killed as they shift into traffic to avoid each other
Concept 2	Concern of pedestrians and cyclists on entrance side of connector. While merging onto the connector there could be a blindspot to the right.
Concept 2	Oh, you just mirrored Concept 1? Come on, do better. This option still prioritizes vehicles over the safety of ALL bridge users. These options won't decrease the number

	of cyclists or pedestrians on the bridge, it will only make it easier for a car to mow down more of them in one swoop.
Concept 2	What would this do for us? Why would we eliminate a bike lane and add an unused shoulder?
Concept 2	Waste of space. Inefficient
Concept 2	This crowds non-motorized users into a tiny space. Not good.
Concept 2	Bikes and pedestrians sharing a ten foot space and going in both directions+ no barrier between them and the traffic is a terrible plan.
Concept 2	This works just as well as concept 1.
Concept 1	This is unsafe for vulnerable road users — limiting and removing existing bicycle and pedestrian space is a massive step backward.
Concept 1	Unless. Bike will just use the other lane anyway.
Concept 1	Image does not load
Concept 1	People stop walking/riding to take pictures of the sunrise every morning. If you have the walking path on the opposite side, I guarantee you there will be many people crossing the road to take pictures at sunrise.
Concept 1	Please put an elevated barrier between traffic and bikes/pedestrians to reduce chance of injury and reduce debris on the cycle way.
Concept 1	Too many pedestrians crossing at rifle range to access bridge
Concept 1	It is really unsafe to have all ped/cyclists in one lane and going in both directions.
Concept 1	Better than it is today, but not much.
Concept 1	Absolutely not! There needs to be an emergency lane in the middle. People who drive automobiles are required to pull over for emergency vehicles! Under this concept, as well as the existing conditions, driver's have no clue as to what to do except possibly injure a cyclist or pedestrian.
Concept 1	right shoulder could be used for congested traffic leaving IOP at peak times; would require Mt Pl side to add 2nd lane to Rifle Range
Concept 1	Pedestrian and bike traffic together is dangerous, especially if both directions are in same side of bridge
Concept 1	Too dangerous with head on traffic. No emergency access
Concept 1	Acceptable for cars/bicycles but would make no difference for the cars/congestion.
Concept 1	None of the plans show any protection from cars driving into the bike and walking lane. The Ravenel Bridge does it right.
Concept 1	wastes space and shoulder is only good for one side of the road drivers.
Concept 1	Dangerous with bikes and walkers/runners colliding into each other or into other vehicles
Concept 1	No jersey barriers to separate pedestrians from motorists?
Concept 1	You haven't improved vehicular traffic, only crammed up peds and bikes
Concept 1	Non of the concept recommendations are nearly as good as the current existing multi-use path
Concept 1	I like pedestrians/bikers on one side yet emergency lane is still too narrow
Concept 1	Seems to provide for all users, but may create conflicts with opposing pedestrian and bike users
Concept 1	Putting pedestrians and bicycles together is not a good idea for pedestrian safety or bicycle transportation equity. They should be separated.

Concept 1	With a permanent barrier bt cars/ Peds like on the Ravenel
Concept 1	People stop on their walk/bike to photograph the sunrise every day. If the path is on the other side, I guarantee people will cross the road to shoot sunrise.
Concept 1	Still becomes a hassle for cars that need to pull over or redirect for a crash or to allow emergency vehicles in heavy traffic conditions.
Concept 1	Multi use does not need to be 10 feet. Keep cars farther apart
Concept 1	again, no protection for bike/ped, no emergency lane
Concept 1	So much wasted space with the 10 foot shoulder. Bikes and pedestrians are crowded to one side for no reason at all.
Concept 1	Total Wasted space on right side of road
Concept 1	Not a fan. Emergency shoulder on one side will be confusing to drivers.
Concept 1	Requesting a raised barrier of some sort to protect bikers/pedestrians from vehicle traffic (in the current configuration on the white arrowed area). Both sides of traffic should have spacing for emergency pulloffs and ambulance traffic.
Concept 1	This is not safe for pedestrian and bikers in same lane. Does allow open lane for emergency vehicles.
Concept 1	It seems like we're crowding the pedestrians/bicyclists unnecessarily and wasting space on the other side.
Concept 1	Waste of space
Concept 1	Still no emergency lane. More attention given to pedestrians and cyclists when there are NEVER many at one time. Poor design.
Concept 1	Multi use paths make a mess of pedestrian vs bike flow. Walkers have no easy way to know that bikes are approaching; bikes have a hard time avoiding accidents. Overall, a very bad idea.
Concept 1	This will be terribly dangerous at either end
Concept 1	On either single multi-use path add a physical barrier.
Concept 1	I don't think it matters which side the bicycle/pedestrian is on.
Concept 1	Think the should could be a lane and used for either direction or closed if needed for emergency
Concept 1	This is weak
Concept 1	losing MUP space doesn't seem like it will benefit the residents
Concept 1	At least this provides an emergency lane for emergency traffic
Concept 1	Too much space is wasted between the bike/ped lane. Use a concrete jersey barrier so there is room for breakdowns in both directions and an emergency lane. I do agree with the bike/ped lane being on the right coming from Mt. Pleasant. Safer for everyone when the come to Palm Blvd.
Concept 1	This plan is preferred over Concept 2 for my assumptions that most foot and bike traffic approaches from the south end of the Connetor on the MT Pleasant side and on the IOP side there are ample cross walks to transfer folks either to the beach or northbound on Palm Blvd. Concept 2 pushes these folks into a congested traffic pattern with vehicles trying to enter the Connector without traffic light control, that is a vehicle can continue past the Harris Teeter bearing right without a stop.
Concept 1	Where is an effective emergency lane?????

Concept 1	it makes more sense for pedestrians to enter on the other side b/c there is a sidewalk there and a cross walk over to the Harris Teeter side. There is no dedicated access to this side from the IOP side.
Concept 1	The outbound shoulder serves no purpose and is a waste of space. Pedestrians and bikes are in the same lanes, with the possibility of collisions. Does not align with existing bike paths in Mount Pleasant, forcing dangerous road crossings by pedestrians and bikes on each end of the bridge.
Concept 1	Benefit: optional second lane for traffic exiting the island during heavy traffic periods and during evacuations. Foot and Bike traffic enter and exit the island on the safer side of the street where there is not a merge lane. Weakness: traffic from Mt Pleasant does not have access to the extra lane in case of vehicle problems.
Concept 1	Same as concept 2
Concept 1	Pedestrians and bicyclists using same path, nothing but trouble !
Concept 1	This configuration puts cars behind runners. If a driver gets distracted (phone use, etc.) they may cross the line and the runner would be hit from behind without the chance to move over.
Concept 1	These images are too large and taking too long to load..
Concept 1	Preferred concept with same comments provided for Concept 2.
Concept 1	Dangerous for head on collisions. Doesn't maximize space opportunity.
Concept 1	This does nothing to relieve congestion getting off the island.
Concept 1	silly to make a shoulder so wide when could use for emergency lane in the middle
Concept 1	No emergency lane
Concept 1	Good to have all foot traffic on one side but without a dedicated bike lane, some cyclists will still use the motor vehicle lanes
Concept 1	That resolves breakdowns and emergency vehicle access, but what if a car in the other lane needs to pull over? Do you suggest they cross incoming traffic?
Concept 1	That huge shoulder is a waste of space and I am 100% positive that cars will use it to go around the traffic
Concept 1	Seems no benefit at all
Concept 1	Waste of ten foot lane on right side of bridge off the island. It serves no purpose.
Concept 1	This is somehow even worse to me then the current connector
Concept 1	10' is entirely too small for a multimodal path and very dangerous given the current context you need at least 18' for a multipurpose path with a clearly dedicated bike zone
Concept 1	Add more of a barrier between the multiuser lane and the vehicle traffic
Concept 1	needs a concrete barrier to be safe.
Concept 1	The wide lane on the right side is useless wasted space
Concept 1	No. It's a bridge for cars. If you want to walk or ride a bike...go to the park.
Concept 1	Two way travel for bike lanes please. When I ride at night, drivers think it's funny to shine their high beams on us when we are on the same side traveling in opposite directions. This is dangerous. Also, these changes make no improvements for moving motor vehicle traffic. Seems like a pointless waste of time, money and resources.
Concept 1	Unsafe
Concept 1	All 5 of these proposals put pedestrians and cyclist in the same lane. TOO DANGEROUS!!!

Concept 1	See bike lane comments on concept 3. If there is going to be a bike lane, it should be on this side so that bikes coming onto IOP are not biking into a merge lane.
Concept 1	With no barrier this is an accident waiting to happen. As a runner, you always run facing the oncoming traffic. I've had cars swerve into the running/bike lane on the connector multiple times because they weren't paying attention.
Concept 1	The placement of the sidewalk is better oriented for the mount Pleasant side but a two way lanes that close will always have issues and inevitably a pedestrian or cyclist will get pushed into the traffic lane due to a lack of space.
Concept 1	The current path is much safer and if a car needs to pull to the right side they can and allow emergency to pass
Concept 1	provides a protective buffer between vehicular and bike/pedestrian traffic as well as a lane wide enough for emergency vehicles or for accident vehicles to move in to. but I like the ones with the open - non traffic lane, in the middle better
Concept 1	Too much temptation to go around traffic and speed down empty corridor because nothing is dedicated on the right.
Concept 1	You're still wasting way too much space on the Mt. Pleasant shoulder
Concept 1	Bicycle/pedestrian path is located on proper side for safety, but the shoulder on the north side is wasted space.
Concept 1	The MUP is in place in this configuration. Also, the emergency lane could be configured for exiting the island with minimal work on busy summer afternoons to help move traffic around the island. Why not use the space on the bridge if it is there. One pedestrian/bicyclist lane works on the Ravenel bridge today.
Concept 1	Please stop trying to take away outdoor space and alternative transportation methods. You only live once and it shouldn't be from inside of a car...
Concept 1	No physical barriers or green striping, this is waiting for cyclists to bump into one another and cause an accident.
Concept 1	Pedestrians and cyclist already struggle with sharing space. Add electric scooters and bikes and it makes it more unsafe for anyone choosing to walk in such a small space.
Concept 1	Pedestrians and cyclists will still use the wide shoulder.
Concept 1	Putting cyclist and walkers on the same side is dumb. Look at the Ravenel bridge. Walkers constantly are on the wrong side. Its not safe. This is just another way we bow down to the loud minority of kooks. Current system is fine.
Concept 1	Needs barrier between pedestrians and cars, bikes should not share space with walking pedestrians
Concept 1	Why is the right shoulder so large?!? Give the pedestrians a shoulder like that or a wall like on the big bridge. This shouldn't be this hard!
Concept 1	We don't want more taxpayer dollars to be spent to redo it. It doesn't need to be changed
Concept 1	Greatly reduces safety for pedestrians & cyclists. Terrible.
Concept 1	Not safe for cyclists OR pedestrians to be sharing such a small space with no physical barrier to protect them from speeding vehicles/intoxicated drivers on the Connector.
Concept 1	Concepts 1 and 2 offer the best balance of multimodal safety and incident management, which should be prioritized over mobility based on area context.
Concept 1	My concern with this option is that the shoulder/emergency lane will inevitably get used as a pedestrian and bike lane. And if there is still the possibility of auto veering into the pedestrian/bike lane as shown with people going in 2 directions in the same space.

Concept 1	Keep left turn entrance to Riviera Drive on Mt. Pleasant side.
Concept 1	4 stars ONLY if bike ped lane is widened to 13feet!!
Concept 1	Worse and less non-automobile access.
Concept 1	If the shoulder had been wider to allow use as a traffic lane in case of emergency such as evacuations or reroute traffic this would have rated higher.
Concept 1	All options need a physical barrier that separated bicycles and pedestrians from vehicular traffic
	Pushing pedestrians and bicycles to a single side makes entering and exiting the bridge dangerous especially towards the IOP side of the connector. I have personally witnessed an increase of people using the connector for walking and riding cycles with this current configuration. The previous bike lanes were narrow for both walkers and bikers.
Concept 1	All this seems to accomplish is a dedicated, easily accessible emergency lane off IOP.
Concept 1	Combining bike and pedestrian Lanes to one side is dangerous as this bridge is one of the few areas where cyclists are moving at high speeds in both directions. Someone will get killed as they shift into traffic to avoid each other
Concept 1	ped/bike lane not protected. how do you turn left at either end???
Concept 1	Why? Why put pedestrians and cyclists, who are traveling in opposite directions, in each other's way? This option will increase cycle collisions, which could spill over into the car lanes. It puts everyone on the bridge in greater danger.
Concept 1	I don't think there needs to be a large unused shoulder.
Concept 1	Waste of space. Inefficient
Concept 1	This crowds non-motorized users into a tiny space. Not good.
Concept 1	Bikes and pedestrians sharing a ten foot space and going in both directions+ no space between them and the traffic is a terrible plan.
Concept 1	Seems acceptable
Concept 1	This idea is great. It has breakdown/emergency access on both sides, as well as places for each side to emergency-swerve to avoid rear end collisions.

ADDITIONAL COMMENTS	
General Comment	If you have three working lanes as proposed in option 5, you could alternate the use of the third lane based on traffic norms. Two of the lanes could head to IOP or head to Mount Pleasant depending on the time of day or day of the week. This is done in many cities, they use a changeable/moveable barrier.
General Comment	I believe all the sidewalks on Palm Blvd need to be improved, particularly in the areas of the intersection at Palm and 517, like in front of the Harris Teeter for example. And better pedestrian crosswalk interaction.
General Comment	My family has been on the IOP since before the connector and has used it nearly every day since it opened. The need for more lanes is very apparent to anyone using it with any regularity. Additionally, an embedded traffic counter should be added to Palm Blvd between 41st and 42nd to get a clear picture of traffic island wide.
General Comment	With proposal #5, you could have the center lane of the bridge be adjustable with a movable barrier based on the flow of traffic. (two lanes heading to IOP on Saturday mornings and other peak times, two lanes heading to MP during peak times)
General Comment	This is best opportunity to fix the traffic problems. Two lanes off the island and one way on.

City of Isle of Palms, SC

Recommendations from Public Safety to enhance surveillance and safety on the beach

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| 1. Ordinance to require a permit for large gatherings on public property, including the beach and beach access paths | Ordinance presented for First Reading on 4/25/2023. |
| 2. Canine Unit to enhance efforts in crime prevention, detection, apprehension, officer safety and community service. | Initial cost approx. \$20K, annual recurring cost approx. \$5K. |
| 3. Mobile Surveillance Tower to assist surveillance and monitoring efforts in large crowds, parking lots and assist search efforts. | \$140,000 for personnel observation tower - suggest purchasing if able to obtain a grant, \$25,000 for camera surveillance tower |
| 4. Add security cameras along beach access paths in the commercial district and Sea Cabins pier. | Approx. \$20K for 6 cameras & equip. |
| 6. Drone helipad to facilitate beach monitoring efforts. | \$115,000 all in for one Skydio (American made) which includes drone, charging port/box, software, streaming capabilities and legal authorizations with FAA. |
| 7. Prisoner transport vehicle | Approx. \$60K |
| 8. Assign an IOPPD Officer to join FBI Joint Terrorism Taskforce to be part of group of investigators and analysts that investigate leads, collect and share intelligence and work cases associated with domestic and international terrorism. | No additional cost to the City. Overtime expenses related to taskforce investigations are reimbursed by the FBI. |
| 9. Incentivize police officers to obtain EMT certification. | Officers who obtain EMT certification could be moved one step in current pay plan. |



April 12, 2023

Desiree Fragoso, Town Administrator
Kevin Cornett, Chief of Police
City of Isle of Palms

RE: Revised Parking Enforcement staffing proposal

As per your request to provide parking enforcement staffing services to the City of Isle of Palms for the 2023 parking season our proposal is below for your review.

As stated in our full parking management proposal, we can provide full parking management services and new technology, but in transitioning during the start of your season, it is best to continue with all current payment platforms and enforcement technology and equipment to make for a smoother, easier, and quicker transition. During the current 2023 season, Pivot staff would continue the use of the current T2 enforcement software, the existing payment platforms and the current vehicles.

Our proposal for enforcement is inclusive of a full time- onsite manager and enforcement ambassadors to fulfill the requested 4 – 12 hour shifts daily, 7 days per week during the season. The manager position will be responsible to be the day to day contact between staffing and the police and town administration, staff scheduling, assisting customers in the field as well as filling in for shifts that are not covered. The manager position can also assist with some administration of calls and citation appeals if the city desires. One of the enforcement positions would be deemed as a lead enforcement ambassador to provide management oversight to staff when manager is off. Enforcement positions will be filled by multiple employees who will be of full time and part time status but all seasonal with duties ending at the end of October.

Our proposal does Not include the following services for the 2023 season:

- Collection of cash from pay stations.
- Accounting services including financial reporting.
- Customer service full time support from an administration aspect for answering calls/ assisting with in-person transactions or citation appeals.
- The oversight manager can offer some assistance for customer service but will have primary responsibilities to oversee enforcement staff, troubleshoot paystation mechanical issues and assist with on-site/in-field enforcement issues.

The above will be assessed daily and adjustments can be made after conferring with you and the Chief of police. All enforcement staff will be fully trained in all facets of enforcement with a focus on customer service for in-field operations and be visible in DOT compliant uniforms. Utilizing internal and external candidates, we believe we can have a team hired in the next two- three weeks and be fully operational by the first week of May.



Our proposed all-inclusive staffing fee is proposed at \$25.67 per hour. This fee is inclusive of the following:

- Operations manager – 40 hours per week (8 hours per day- 5 days per week)
 - Working in field when necessary
 - To cover shifts
 - To assist customers
 - To assist with paystation mechanical issues
 - Staff scheduling
 - Primary point of contact for City on a daily basis
- In-field enforcement ambassadors – 48 hours per day from May 1st – Oct 31st.
 - Hours of enforcement will be adjusted dependent upon weather when necessary.
 - One position will be lead/supervisor enforcement.
 - (see attached for visual of enforcement hours)
- Pay rates for all staff including payroll taxes, benefits and worker's compensation coverage.
- Other expenses including:
 - Uniforms
 - Auto Liability & General Liability, naming the City of Isle of Palms as an additional insured.
 - Cell phones for supervisor and manager
 - Management fee
 - Background and MVR check fees
- Example calculation:
 - May = 1,798 total hours x \$25.67 per hour = \$46,154.66

Pivot Parking would bill to the City at the end of each month the total number of working hours incurred for the program. Payment would be due within 10 days of receipt.

We thank you for the opportunity to provide this proposal to you and look forward to your feedback. Please let me know if you have any additional questions after review.

Best Regards,

Tina Reid,



Executive Vice President

**PARK FAST, PARK EASY,
PARK SAFE...**

Evaluation of Pivot Parking Staffing Proposal for Summer 2023

PIVOT PROPOSAL

Operations Manager - 40 hours/week
 4 Associates for 12 hrs 7 days a week
 Total

Cost per Hour
 Total Cost Per Month

HOURS PER MONTH						
May	June	July	Aug	Sept	Oct	Total
184	176	168	184	168	176	1,056
1,488	1,440	1,488	1,488	1,440	1,488	8,832
1,672	1,616	1,656	1,672	1,608	1,664	9,888
25.67	25.67	25.67	25.67	25.67	25.67	25.67
42,920	41,483	42,510	42,920	41,277	42,715	253,825

CITY OF IOP BUDGET/ACTUALS**COST FOR (10) BEACH SERVICE OFFICERS (BSOs)**

	May-Oct 2022	FY24 Budget
APPROX HOURS WORKED	4,914	6,840
OVERTIME WAGES	1,975	2,000
PART-TIME WAGES	74,168	125,000
FICA EXPENSE	5,825	9,716
WORKERS COMPENSATION	1,523	1,920
SUBTOTAL BEACH SERVICE OFFICERS	83,491	138,636

IOP REVENUE FROM PARKING

	May-Oct 2022	FY24 Budget
PARKING REVENUE	1,110,579	1,343,000
CITATIONS	134,667	255,000
	1,245,246	1,598,000

ESTIMATED COST TO CITY OF ADDITIONAL BSOS, using Police Dept estimate of hours needed

	Hours	Rate	Cost
Working Manager - 40 hours/week	1,056	25	26,400
BSOS (up to 10 additional)	5,000	18	90,000
Total Additional Cost for May-Oct	6,056		116,400

As an alternative to outsourcing, the City could hire additional BSOS, one of which could be a working manager at a higher hourly rate

COMPARE ESTIMATED COSTS FOR MAY-OCT 2023

IOP BSO cost May-Oct 2022	83,491	Pivot Outsourcing Cost	253,825
Increase by 20% (\$18 vs \$15 per hr)	16,698	Add current BSO staff	100,189
IOP Estimated Cost for 10 BSOS	100,189		
Add Add'l BSO estimate	116,400		
Total without Outsourcing	216,589	Total with Outsourcing	354,014

Cost of Outsourcing
137,425

Application for Commercial Surf Instruction - 2023

Name

Philip Neal Antman

Phone

(843) 607-2209

Email

philip.antman@gmail.com

Business Name

Salt Marsh Surf Co.

Business License Address

1338 Ronald Lane, Charleston, South Carolina 29412

Location where lessons will be provided

21st-23rd Ave.

I certify that I have completed an application for a business license through the City of Isle of Palms Building Department.

Yes

Copy of CPR Certification

Lifeguard Cert. 2022.pdf

Copy of First Aid Certification

Lifeguard Cert.2 2022.pdf

Copy of Lifeguard Certification

Lifeguard Cert. 2022.pdf

Copy of Insurance Policy showing minimum coverage of at least \$1,000,000 and naming the City of Isle of Palms as an additional insured

CERTIFICATE OF LIABILITY INSURANCE- city of IOP2023.pdf

I have read, understood, and agree to abide by the stipulations listed below:

(a) Area where surf lessons are allowed shall be dictated by the current boundary restrictions stated in the City Ordinances.

(b) At least one instructor attending each lesson must be lifeguard, CPR, and first aid certified, with current certifications on file with the city. There must be a first aid kit on site.

(c) Each surf instructor provider must carry liability insurance of at least \$1,000,000 that names the City of Isle of Palms as an additional insured.

(d) Surf instructions shall be limited to groups of four (4) or fewer students and at least one (1) instructor, with a maximum of twelve (12) students and three (3) instructors per day per provider.

(e) Surf instruction shall not exceed more than two (2) hours per day per provider.

(f) Surf instruction providers may not advertise on the beach. All signs, merchandise or other article that violate Article 7-SIGNS of the City's ordinances are prohibited.

(g) Surf instruction providers may not solicit for students on the beach, beach accesses, public

parking lots, or the Breach Inlet Bridge parking lot.

(h) Surf instruction providers must indicate on the application the location where the lessons will be provided.

(i) Surf instruction providers shall execute an indemnification agreement to be submitted with the application.

(j) Failure to adhere to these standards will result in automatic revocation of permission to conduct surfing instruction on the beach by City Council.

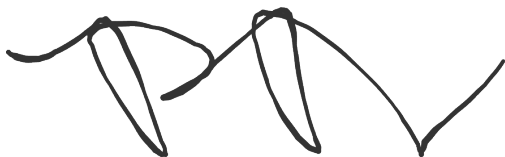
(k) City Council shall have the authority to limit the number of permissions issued for commercial surfing instruction on the beach.

(l) Permission shall be granted for one (1) year which may be renewed annually upon application.

Signature

Date

4/13/2023

A handwritten signature in black ink, consisting of a series of loops and a final downward stroke.



ENVIRONMENTAL ADVISORY COMMITTEE

4:00pm, Thursday, April 13, 2023

1207 Palm Boulevard, Isle of Palms, SC

and broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>

MINUTES

1. Call to order

Present: Deb Faires, Linda Plunkett, Mary Pringle, Sandra Brotherton, Belvin Olasov, Council Member Bogosian

Absent: Doug Hatler, Jonathan Knoche, Jordan Burrell

Staff Present: Director Kerr, Zoning Administrator Simms, PR Coordinator Mikell-Yudchenko

2. Approval of previous meeting's minutes

MOTION: Dr. Plunkett made a motion to approve the minutes of the March 9, 2023 meeting, and Ms. Pringle seconded the motion. The minutes passed unanimously.

3. Citizens' Comments -- none

4. Old Business

A. Water Quality

Dr. Brotherton noted that Mr. Hatler was not present to review the goals of the Water Quality subcommittee.

Director Kerr reported that they are in discussions with Charleston Waterkeepers to do water quality testing for the City. The Water Quality subcommittee is also speaking with DHEC and the monitoring they are doing. Dr. Knoche can speak to those conversations next month.

Director Kerr also shared the City's Adopt-a-Drain initiative that will be rolled out at the May 16 Disaster Expo. He believes the program will bring awareness to the need to keep the drainage ditches clear. Those who adopt a drain can either keep the drain clear of debris or report to the City when clearing is needed. He said there will be about 100 drains up for adoption.

Dr. Plunkett suggested using the promotion of the Adopt-a-Drain program as an opportunity to suggest residents become more active in keeping their neighborhoods free of litter.

Director Kerr said PR Coordinator Mikell-Yudchenko will work on how to get the word out to the public about the program.

B. Climate Action

Mr. Olasov said that the Town of James Island has debuted solar panels on City Hall and its new cultural center. He would like to see the IOP City Council consider such an option for its public buildings. He said he could have one of James Island's Council members come speak to the committee about their solar panels, the cost, and who installed them.

Director Kerr said the City did look into the placement of solar panels 10-15 years ago. Rather than place solar panels on the buildings, the City opted to pay for panels in professionally managed solar farm in a less hurricane-prone area that would have offset the cost of solar panels. He will look to see if the City may still be receiving a credit on its electrical bills.

Mr. Olasov also shared the Town of Mt. Pleasant has adopted a Low Impact Development ordinance that incentivizes green building practices. He will share the ordinance with Committee members. He would like to speak with experts about the workings of such an ordinance and how it could be implemented in a smaller municipality.

C. Wildlife

Director Kerr reported that approximately 53 turtle signs have been put up at beach accesses across the island.

Ms. Pringle reported that she and Ms. Faires attended the Coyote seminar at the Recreation Center and found it to be very informative.

D. Litter

Director Kerr said he hopes to have Elizabeth Fisher of Fisher Recycling at the May meeting for a mid-year update. He also reported that there will be a food composting workshop at the Recreation Center on April 25 at 5pm. He anticipates they will need to host another workshop as this one will only allow 50 people to attend.

Dr. Brotherton said she received an email from Susan Smith who suggested the Committee look into the Fill-A-Bag program as an additional way of encouraging litter collection on the beach. After some discussion, Director Kerr will speak to the Public Works Committee and the Wild Dunes Community Association about the possibility of adding these stations at 5th, 25th, 42nd, and 53rd avenues as well as Breach Inlet and the new 34A Beach Access. The City would be responsible for station maintenance and replacing the buckets as needed while the program would pay for the installation of the stations.

Ms. Smith also suggested putting covered beach trash cans on the beach. Director Kerr stated that the equipment used by the company who empties the beach trash cans prevents them from having covered trash cans on the beach. He will look into the matter and report back to the Committee.

Dr. Brotherton asked if there was any interest in the installation of more cigarette butt cannisters, suggesting locations near the marina store or restaurant might be a good place for another

cannister. Director Kerr said that the current cannisters are well utilized, but it would be up to the marina lease holders to decide if they would like them near their establishments.

5. Miscellaneous Business

A. Discuss takeaways from the Beach Advocates Conference

Ms. Pringle said that most of the Committee members attended the Beach Advocates meeting and shared some of her observations from the meeting. Dr. Plunkett said she was struck by the number of legislative officials who were in attendance at the meeting. She also noted the collaborative nature of the meeting with attendees very willing to share what was working in their communities.

B. Update on Sea Level Rise Adaptation Plan RFP

Director Kerr said the RFP for this plan is out and due at the end of next week. The Planning Commission will grade the plans and interview the candidates before giving their recommendation to City Council. He said it may be necessary to spend more money than is budgeted to get a plan of substance. The City is speaking with the Sea Grant Consortium about their willingness to partner with the City on the Plan.

C. Discussion with PR Coordinator Chondra Mikell-Yudchenko

PR Coordinator Mikell-Yudchenko said the Committee can give her topics they would like to see put out to the community and she will develop plans to disperse that information. Mr. Olasov said information needs to go out about the food composting session and the Adopt-a-Drain program.

6. Adjournment

The next meeting of the Environmental Advisory Committee will be Thursday, May 11, 2023 at 4pm.

Dr. Plunkett made a motion to adjourn, and Mr. Olasov seconded the motion. The meeting was adjourned at 5:16pm.

Respectfully submitted,

Nicole DeNeane
City Clerk

ORDINANCE 2023-03

AN ORDINANCE AMENDING TITLE 3, PUBLIC WORKS, CHAPTER 2, SOLID WASTE OF THE CITY OF ISLE OF PALMS CODE OF ORDINANCES TO PROVIDE REGULATIONS TO REQUIRE LAWN COMMERCIAL SERVICES TO REMOVE YARD DEBRIS FROM RESIDENTIAL AND COMMERCIAL PROPERTIES.

BE IT ORDAINED AND ENACTED BY THE MAYOR AND COUNCIL MEMBERS OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, IN CITY COUNCIL ASSEMBLED:

SECTION 1. That Title 3, Chapter 2, Section 3-2-5 “Trash Collections”, subsection (d) is hereby amended in its entirety and replacing it to state as follows:

“Sec. 3-2-5. Trash Collection.

(d) Logs, limbs, brush, and like materials shall be placed at the curb in front of the property in the following manner:

(1) Length of material shall not exceed four feet.

(2) Diameter of material shall not exceed four inches.

(3) The City will only collect materials as listed in this category which are generated **by the resident for** routine landscape maintenance on developed lots. Debris generated by grading or clearing of undeveloped property shall be disposed of by the party generating such debris.

(4) When placed at the curbside for collection, materials shall not obstruct access to water meters, stormwater collection boxes, sewer manhole covers, or fire hydrants.

(5) No garbage shall be mixed with the items listed in this category.

(6) No plastic bags shall be used for the disposal of any items listed in this category.

(7) **Lawn commercial services must take all yard debris with them that is removed from residential or rental properties. Lawn commercial services must not leave their debris removal behind on site.**

SECTION 2. That should any part of this Ordinance be held invalid by a Court of competent jurisdiction, the remaining parts shall be severable therefrom and shall continue to be in full force and effect.

SECTION 3. That all ordinances or parts of ordinances conflicting with the provisions of this Ordinance are hereby repealed insofar as the same affect this Ordinance.

SECTION 4. That this Ordinance take effect and be in full force immediately.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS, ON THE _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

(Seal)

Attest:

Nicole DeNeane, City Clerk

First Reading:

Public Hearing:

Second Reading:

Ratification:

ORDINANCE 2023-04

AN ORDINANCE AMENDING TITLE 8, MOTOR VEHICLES AND TRAFFIC, CHAPTER 2 STOPING, STANDING AND PARKING VEHICLES, ARTICLE B RESIDENT PARKING DISTRICT OF THE CITY OF ISLE OF PALMS CODE OF ORDINANCES TO INCREASE THE NUMBER OF RESIDENT PARKING PERMITS ISSUED TO PART-TIME RESIDENT OWNERS.

BE IT ORDAINED AND ENACTED BY THE MAYOR AND COUNCIL MEMBERS OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, IN CITY COUNCIL ASSEMBLED:

SECTION 1. That Title 8, Chapter 2, Article B, Section 8-2-24 “Issuance of resident parking permits; annual renewal” is hereby amended in its entirety and replacing it to state as follows:

“Sec. 8-2-24. Issuance of resident parking permits; annual renewal.

Every resident may register an owned vehicle with the Police Department by presenting proof of residency or payment of property taxes, vehicle registration with the South Carolina Department of Motor Vehicles (SCDMV), or other appropriate documentation as may be required by the Police Department. Upon registration with the Police Department, resident owners or resident renters shall be issued a resident parking permit for any vehicle that is registered to the resident's address or for any other owned vehicle approved by the Police Department. **Part-time resident owners shall be issued a maximum of four (4) resident parking permits for any owned vehicle approved by the Police Department.** Resident parking permits shall be displayed in a manner prescribed by the Police Department. Registration with the Police Department shall be required annually. Resident parking permits shall not be renewed until all unpaid parking fines have been paid or otherwise satisfied.”

SECTION 2. That should any part of this Ordinance be held invalid by a Court of competent jurisdiction, the remaining parts shall be severable therefrom and shall continue to be in full force and effect.

SECTION 3. That all ordinances or parts of ordinances conflicting with the provisions of this Ordinance are hereby repealed insofar as the same affect this Ordinance.

SECTION 3. That this Ordinance take effect and be in full force immediately.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS, ON THE _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

(Seal)

Attest:

Nicole DeNeane, City Clerk

First Reading:

Public Hearing:

Second Reading:

Ratification:

ORDINANCE 2023-05

**AN ORDINANCE AMENDING TITLE 7, LICENSING AND REGULATION TO
INCLUDE CHAPTER 8. REGULATION FOR SPECIAL EVENTS ON PUBLIC
PROPERTY INCLUDING THE BEACH AND BEACH ACCESS PATHS.**

BE IT ORDAINED AND ENACTED BY THE MAYOR AND COUNCIL MEMBERS
OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, IN CITY COUNCIL ASSEMBLED:

SECTION 1. That Title 7, Licensing and Regulation is hereby amended to include Chapter 8, Regulations for Special Events on Public Property, Including the Beach and Beach Access Paths, to state as follows:

“Chapter 8. Regulations for Gatherings on Public Property, Including the Beach and Beach Access Paths.

Section 8-8-1. Definitions

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

“Gathering” shall be defined as a social assembly or meeting of more than twenty-five (25) people in one place for a collective purpose.

Section 8-8-2. Permission From the City Required for Gatherings on Public Property, including the Beach and Beach Access Paths.

- (A) Permission from the Isle of Palms Police Department in the form of a permit is required for gatherings on public property, including the beach, that are expected to involve more than twenty-five (25) people. Applicants must be at least 21 years old. Weddings on the beach are exempt from this requirement but must provide the following as notice to the city: the time, place, duration, and nature of the event and the number of expected participants, and the name and contact information, including cell phone numbers, of the person or persons who will be responsible for responding to complaints or handling problems.
- (B) Criteria for approval of gatherings on public property, including the beach and beach access paths.
 - a. Gatherings on public property, including the beach and beach access paths, must accomplish at least one of the following objectives:
 - i. Have a positive impact on the quality of life for residents;
 - ii. Enhance the image of the city;
 - iii. Benefit the city financially; or
 - iv. Promote tourism or benefit the business community between September 10 and April 30.
 - b. No gathering on public property, including the beach and beach access paths, shall be approved if it will:
 - i. Threaten the environment or endanger wildlife;

- ii. Interfere with the public’s use of any street or the beach for more than half a block of the beach between March 1 and September 9;
 - iii. Involve a run or a race between March 1 and September 9; or
 - iv. Require more city services, such as traffic control and litter cleanup, than the city is able and willing to provide.
- (C) Applications for permits must be submitted to the Chief of Police at least 60 days prior to the planned gathering, unless the Chief agrees to a shorter period.
- (D) City sponsored events approved by City Council are exempt from this requirement.

SECTION 2. That should any part of this Ordinance be held invalid by a Court of competent jurisdiction, the remaining parts shall be severable therefrom and shall continue to be in full force and effect.

SECTION 3. That all ordinances or parts of ordinances conflicting with the provisions of this Ordinance are hereby repealed insofar as the same affect this Ordinance.

SECTION 4. That this Ordinance take effect and be in full force immediately.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS, ON THE _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

(Seal)

Attest:

Nicole DeNeane, City Clerk

First Reading: _____
Public Hearing: _____
Second Reading: _____
Ratification: _____

ORDINANCE 2023-06

AN ORDINANCE AMENDING TITLE 7, LICENSING AND REGULATION, CHAPTER 1, BUSINESS LICENSE, ARTICLE A, GENERAL PROVISIONS OF THE CITY OF ISLE OF PALMS CODE OF ORDINANCES TO INCREASE THE SHORT-TERM RENTAL LICENSE BASE FEE.

BE IT ORDAINED AND ENACTED BY THE MAYOR AND COUNCIL MEMBERS OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, IN CITY COUNCIL ASSEMBLED:

SECTION 1. That Title 7, Chapter 1, Article A, Section 7-1-21 NAICS 5311 is hereby amended in its entirety and replacing it to state as follows:

“Section 7-1-21 Classification and rates.

NAICS 5311—Lessors of Residential Housing Units—Less than Ninety (90) Days (Non-resident rates do not apply):

Minimum on first \$2,000.00: \$450.00 plus

Per \$1,000.00, or fraction, over \$2,000.00: \$4.60

The application shall require written acknowledgement by the licensee that a violation of this Code, either by the licensee, the licensee's property manager, or the licensee's rental guests, may result in the suspension or revocation of the license.

The licensee shall maintain on file with the City Business License Office the current telephone number, if any, of the residence and current twenty-four (24) hour per day telephone numbers at which the City may contact the licensee, licensee's agent and, if applicable, the licensee's property manager. The point of contact provided must be able to be physically on site within one hour of receiving a phone call and must have the authority over the property to be able to remove tenants and address unlawful activity.

SECTION 2. That should any part of this Ordinance be held invalid by a Court of competent jurisdiction, the remaining parts shall be severable therefrom and shall continue to be in full force and effect.

SECTION 3. That all ordinances or parts of ordinances conflicting with the provisions of this Ordinance are hereby repealed insofar as the same affect this Ordinance.

SECTION 4. That this Ordinance take effect and be in full force immediately.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF
ISLE OF PALMS, ON THE _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

(Seal)

Attest:

Nicole DeNeane, City Clerk

First Reading: _____
Public Hearing: _____
Second Reading: _____
Ratification: _____

ORDINANCE 2023-07**AN ORDINANCE TO RAISE REVENUE AND ADOPT A BUDGET FOR THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, FOR THE FISCAL YEAR BEGINNING JULY 1, 2023, AND ENDING JUNE 30, 2024.**

WHEREAS, Subsection 3 of Section 5-7-260 of the South Carolina Code of Laws, 1976, as amended, requires that a municipal council shall act by ordinance to levy taxes and adopt a budget pursuant to public notice;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Isle of Palms, South Carolina, in council duly assembled, that the following provisions are hereby adopted and enacted:

SECTION 1. The prepared budget and estimated revenue for the payment of the same is hereby adopted and made a part hereof as if fully incorporated herein and a copy thereof dated _____, is attached hereto.

SECTION 2. The City Administrator shall administer the budget and may authorize the transfer of appropriated funds within departments as necessary to achieve the goals of the budget as established by City Council.

SECTION 3. If, for any reason, any sentence, clause or provision of this ordinance shall be declared invalid, such shall not affect the remaining portions thereof.

SECTION 4. This ordinance shall become effective immediately upon its ratification by City Council.

PASSED, APPROVED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ISLE OF PALMS ON THIS _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

(Seal)

Attest:

Nicole DeNeane, City Clerk

First Reading: _____

Public Hearing: _____

Second Reading: _____

Ratification: _____

City of Isle of Palms

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Summary of FY24 Budget DRAFT #4 with Reconciliation from DRAFT #1

	General Fund	Capital Proj Fund	Muni Atax Fund	Hosp Tax Fund	State Atax Fund	Beach Preserve Fund	All Other Funds (incl Disaster Recovery)	Marina Fund Illustrative Only NOTE 1	Total Fund Balance & Net Position
REVENUES									
PROPERTY & LOCAL OPT TAXES	6,027,000								6,027,000
LICENSES & PERMITS	5,529,000								5,529,000
TOURISM REVENUES	162,755		2,337,000	1,178,000	3,112,200	1,680,000			8,469,955
ALL OTHER REVENUES (NOTE 2)	2,223,280	3,098,100	59,000	33,000	76,000	165,000	313,550	441,000	6,408,930
TOTAL REVENUES	13,942,035	3,098,100	2,396,000	1,211,000	3,188,200	1,845,000	313,550	441,000	26,434,885
EXPENSES									
PERSONNEL EXPENSES	10,091,744	-	-	-	-	-	-	-	10,091,744
OPERATING EXPENSES	3,490,770	297,980	624,300	426,300	1,320,580	370,000	245,000	541,700	7,316,630
CAPITAL EXPENSES	-	2,696,000	846,500	458,000	893,600	485,000	-	2,000,794	7,379,894
DRAINAGE EXPENSES	-	2,431,000	197,804	-	-	-	-	-	2,628,804
DEBT SERVICE EXPENSES	830,307	-	93,957	208,758	91,915	-	-	333,427	1,558,364
TOTAL EXPENSES	14,412,821	5,424,980	1,762,561	1,093,058	2,306,095	855,000	245,000	2,875,921	28,975,436
NET TRANSFERS	470,786	(40,451)	(979,433)	(277,728)	(1,358,544)	-	-	2,185,370	-
INCR/(DECR) IN FUND BALANCE	(0)	(2,367,331)	(345,994)	(159,786)	(476,439)	990,000	68,550	(249,551)	(2,540,551)
NOTE 3									
FY24 PROJCTED BEG FUND BAL	4,593,855	11,621,142	3,118,607	777,555	3,923,896	8,127,827	3,189,593	597,298	35,949,772
FY24 PROJCTED END FUND BAL	4,593,855	9,253,811	2,772,612	617,769	3,447,457	9,117,827	3,258,143	347,747	33,409,222

NOTE 1: For illustrative purposes only the Marina Enterprise Fund is presented here in the same format as the other funds. For internal and external accounting and reporting purposes however, the Marina Fund follows the accounting rules of a for-profit business and includes proceeds from debt as a liability (not revenue) and capital additions as assets (not expenses).

NOTE 2: Other revenues include parking revenues, recreation fees, interest income, grant income, state shared funds, court revenues and marina rents.

NOTE 3: The large decrease in the Capital Projects Fund Balance relates primarily to funding 50% of the Waterway Blvd multi-use path renovation and elevation (\$550k), 66% of the City Hall renovation (\$834k) and the completion of the Forest Trail drainage outfall (\$1.3M)

City of Isle of Palms

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Summary of FY24 Budget DRAFT #4 with Reconciliation from DRAFT #1

General Fund	Capital Proj Fund	Muni Atax Fund	Hosp Tax Fund	State Atax Fund	Beach Preserve Fund	All Other Funds (incl Disaster Recovery)	Marina Fund Illustrative Only NOTE 1	Total Fund Balance & Net Position
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RECONCILE FY24 BUDGET DRAFT #1 TO DRAFT #2:

DRAFT #1 ENDING FUND BAL	4,593,856	9,217,623	3,104,949	837,536	4,069,968	8,622,827	3,261,043	387,747	34,095,549
CHANGES TO FY23 FORECAST IMPACTING FY24 FUND BALANCE:									
Correct formula error in Draft 1 FY23 Forecast				(47,665)					(47,665)
Reduce FY23 revenue forecast		(176,000)							(176,000)
Reduce FY23 expense forecast Drainage P3		1,149,000							1,149,000

CHANGES TO REVENUES:

Add Property Tax revenue based on most recent 12 mos rec'd	184,000								184,000
Decrease budget for Bus Lic and Build Pmts to 85% of most recent 12 months instead of 80% of CY22	(163,000)								(163,000)
Increase budget for Rental Lic to 90% of most recent 12 mos	153,000								153,000
Add new \$200 cost to each short term rental license	356,000								356,000
Other net revenue incrs based on most recent 12 months actual	12,000		20,000	10,000		20,000			62,000
Recognize revenue for the 2nd half of the Federal ARP Funding		1,085,300							1,085,300

CHANGES TO EXPENDITURES - (Increase)/Decrease:

Add 6 Paramedics incl fringes	(548,214)								(548,214)
Add uniforms for 6 Paramedics	(12,000)								(12,000)
Add med supplies for Paramedics	(30,000)								(30,000)
Add bunker gear for Paramedics				(36,000)					(36,000)
Add 2 cardiac monitors for Paramedics				(120,000)					(120,000)
Add \$ for Medical Control Off req'd by DHEC (currently unpaid)	(20,000)								(20,000)
Add 9.8% health insurance experience modifier incr all employees effect 1/1/24 (6 mos)	(41,453)								(41,453)
Moved Rentalscape STR compliance software to Muni Atax fund	62,000		(62,000)						0
Added Property Mgt software			(35,000)						(35,000)

City of Isle of Palms

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Summary of FY24 Budget DRAFT #4 with Reconciliation from DRAFT #1

General Fund	Capital Proj Fund	Muni Atax Fund	Hosp Tax Fund	State Atax Fund	Beach Preserve Fund	All Other Funds (incl Disaster Recovery)	Marina Fund <i>Illustrative Only</i> NOTE 1	Total Fund Balance & Net Position
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RECONCILE FY24 BUDGET DRAFT #1 TO DRAFT #2, continued:

Added renovation construction of City Hall in FY24 instead of FY25	(584,000)	(416,000)						(1,000,000)
Increased Capital Expense for Drainage to match ARP Grant recognized	(835,300)	250,000						(585,300)
Moved 50% of Waterway Blvd Project to State Atax Fund	550,000			(550,000)				0
Added \$ for Rec Ctr amperage	(10,000)							(10,000)
Increase cost of PWks pickup			(25,000)					(25,000)
Misc expense correction						100		100

CHANGES TO TRANSFERS IN AND (OUT):

Increase Transfers In from Tourism to cover 3 Paramedics	275,211			(275,211)				0
Increase Transfers In from Tourism to cover health ins increase on funded positions	4,041		(1,837)	(1,102)	(1,102)			0
(Increase)/Decrease Transfer Out to Capital Projects Fund	(231,585)	231,585						0

DRAFT #2 ENDING FUND BAL	4,593,856	10,628,208	2,860,112	617,769	3,243,655	8,642,827	3,261,143	387,747	34,235,317
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Summary of FY24 Budget DRAFT #4 with Reconciliation from DRAFT #1

General Fund	Capital Proj Fund	Muni Atax Fund	Hosp Tax Fund	State Atax Fund	Beach Preserve Fund	All Other Funds (incl Disaster Recovery)	Marina Fund <i>Illustrative Only</i> NOTE 1	Total Fund Balance & Net Position
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RECONCILE FY24 BUDGET DRAFT #2 TO DRAFT #3:

CHANGES TO REVENUES:

Delete addition of new \$200 cost to each short term rental license	(356,000)	(356,000)
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CHANGES TO EXPENDITURES - (Increase)/Decrease:

Reduce Paramedic salaries by 25% in recognition of the time needed to fully staff the positions	137,605			137,605
Move 50% of the Fire Dept exhaust system to Muni Atax	100,000	(100,000)		0
Reduce provision for utility undergrounding & fund 100% from Tourism	87,500	12,500		100,000
Add provision for Hurricane Expo expenses			(3,000)	(3,000)
Remove Rec Dept amperage. This work will be completed in FY23	10,000			10,000
Increase Marina dock insurance based on recent renewal			(40,000)	(40,000)

CHANGES TO TRANSFERS:

Decrease Transfers In from Tourism to 75% of 3 Paramedics	(68,803)	68,803	0
(Increase)/Decrease Transfer Out to Capital Projects Fund	287,198	(287,198)	0

DRAFT #3 ENDING FUND BAL	4,593,856	10,538,510	2,772,612	617,769	3,312,458	8,642,827	3,258,143	347,747	34,083,922
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Summary of FY24 Budget DRAFT #4 with Reconciliation from DRAFT #1

General Fund	Capital Proj Fund	Muni Atax Fund	Hosp Tax Fund	State Atax Fund	Beach Preserve Fund	All Other Funds (incl Disaster Recovery)	Marina Fund Illustrative Only NOTE 1	Total Fund Balance & Net Position
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RECONCILE FY24 BUDGET DRAFT #3 TO DRAFT #4:

CHANGES TO REVENUES:

Decrease Business Lics and Building Pmts based on recent 12 mos incl Mar23	(111,000)							(111,000)
Increase Rental Lic by \$100 per short term rental license	178,000							178,000

CHANGES TO EXPENDITURES - (Increase)/Decrease:

Balance to finish Forest Trail Outfall in FY24	(1,302,000)							(1,302,000)
Reduce FY24 offshore permitting cost per CSE estimate					475,000			475,000
Adjust Drainage expense for projects ID'd in Comp Drain Plan	85,300							85,300
Re-distrib Waterway Multiuse path (may use ARP funds in CPF)	(135,000)			135,000				0

CHANGES TO TRANSFERS:

Increase transfer to CPF	(67,000)	67,000			0			0
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DRAFT #4 ENDING FUND BAL **4,593,856** **9,253,810** **2,772,612** **617,769** **3,447,458** **9,117,827** **3,258,143** **347,747** **33,409,222**

City of Isle of Palms

FY24 Budget with Forecasts for FY25 - FY28

DRAFT #4

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FY24 BUDGET**SUMMARY OF KEY BUDGET INITIATIVES**

BUDGET INITIATIVES INCLUDED		HOW IS IT FUNDED?
1	\$2,200,000 for design and construction of 41st Avenue drainage outfall including piping of the ditch.	Funded by the State of SC Office Of Resilience which will pay all costs directly and manage the project. The City's only cost share is approximately \$29,000 for permitting, which is budgeted in the Capital Projects Fund.
2	\$1,703,000 to construct new Public Dock at the IOP Marina	\$1,085,300 half of the City's ARP funding + \$500,000 Tourism Funds + \$118,000 Marina Funds
3	\$1,100,000 for improvements to Waterway Blvd multi-use path, including elevation for drainage and flood mitigation.	Capital Projects (using ARP funds on hand) and State Atax Funds. OR delay this project 1 yr pending award of a FEMA Flood Mitigation Grant. Awards announced mid 2024.
4	\$1,000,000 for drainage projects identified by the Comprehensive Drainage Plan.	Approximately \$600,000 remaining bond proceeds on hand and \$400,000 from the City's ARP funding.
5	\$612,000 to staff and equip a new Paramedic Unit in the Fire Dept (6 employees). Only 75% of annual salaries in FY24 since full staffing will not occur immediately.	In Yr 1, 41% Gen Fund and 59% Tourism Funds. In Yr2+, 52% Gen Fund and 48% Tourism Funds.
6	\$178,000 in new revenue generated by increasing the cost of a short term rental license by \$100	These funds will be used to offset the cost of increased compliance with STR regulations including the additional STR compliance coordinator and the 2nd Code Enforcement Officer
7	\$200,000 to improve the T-dock at the Isle of Palms Marina.	State and Municipal Accommodations Tax
8	\$150,000 for public green space around new public dock at Isle of Palms Marina.	Marina and Tourism Funds
9	\$225,000 to design and permit the next large scale off-shore beach renourishment project and procure a shoal management permit	Beach Preservation Fee Fund
10	\$450,000 to maintain, renovate or construct beach accesses including \$200,000 to improve emergency vehicular access at the IOP County Park	Beach Preservation Fee Fund
11	\$1,250,000 to study, design and construct the reno/reconfiguration of City Hall	67% Capital Projects Fund (\$834,000) and 33% Municipal Accommodations Tax (\$416,000)
12	\$75,000 for undergrounding electrical lines	Municipal Accommodations Tax Fund. The City's contribution will be matched by another \$75,000 from Dominion Energy Company.
13	\$200,000 to add an exhaust system at both Fire Stations	50% Capital Projects Fund amd 50% Municipal Accommodations Tax
14	\$200,000 for a new Caterpillar trash loader	State Accommodations Tax Fund
15	\$137,000 annual value of a 2.5% merit pool for wage adjustments on 1/1/24.	General Fund
16	\$165,000 to construct outdoor fitness court at the Rec Center	Tourism (66%) and Capital Projects (33%) Funds
17	\$60,000 to replace fencing and equipment at the Rec Center Dog Park	State Accommodations Tax Fund
18	Professional and IT incl \$30,000 for Grant Writing/Mgt services, \$30,000 for traffic engineering, \$48,000 for lobbyist, \$15,000 to update Comp Plan, \$62,000 for short term rental compliance software and \$35,000 for prop mgt software	General Fund (\$123,000) and Muni Atax Fund (\$97,000)
19	\$240,000 to add 4 full-time positions - a 2nd Code Enforcement Officer, a STR Compliance Coordinator, a Public Relations/Media Coordinator and a Financial Analyst expected to begin in January 2024.	General Fund + \$21,000 of the PR/Media Coordinator coming from 30% State Atax Tourism Promotion Funds.
20	\$1,516,000 transferred into the General Fund from the Tourism Funds	4 Police Officers, 1 Police Sgt, 6 Firefighters, 3 new Paramedics (75% in FY24), BSOs and Marina Parking Attendant, 50% of Public Works Temp Labor and Fuel, Police OT, part-time restroom attendant and a portion of the Public Relations/ Media coordinator
21	\$1,045,000 transferred from the General Fund in the Capital Projects Fund	For current and future capital projects

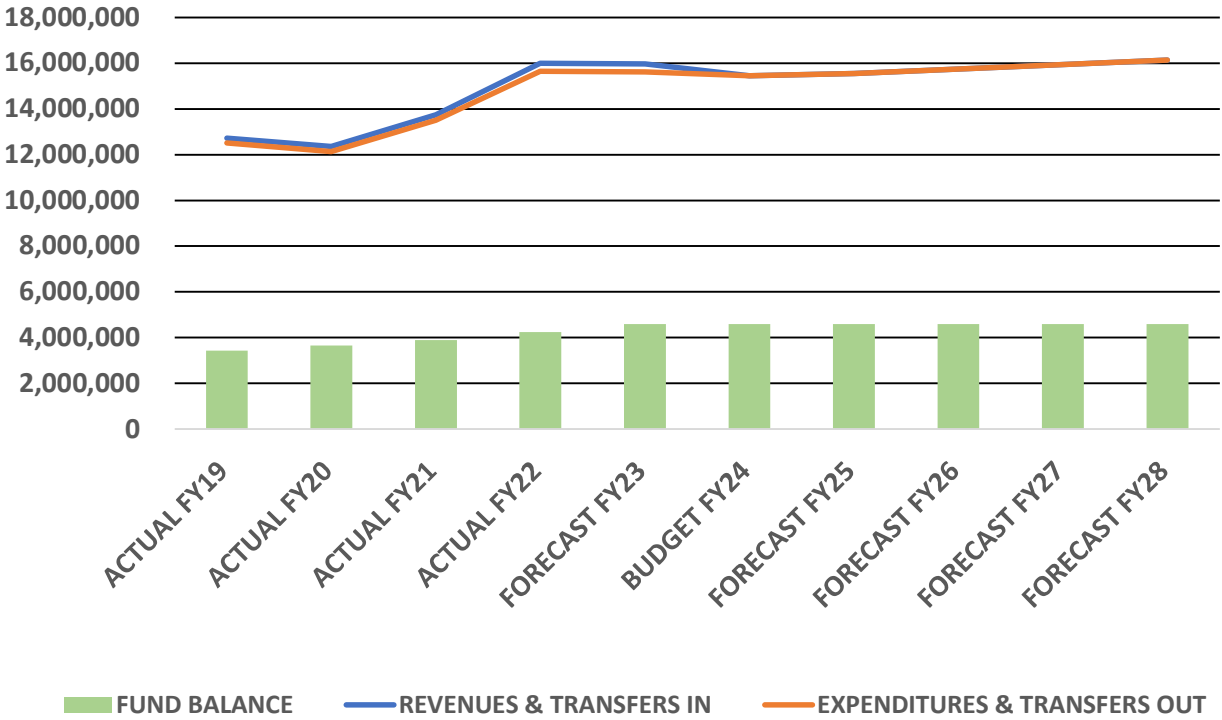
	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24 INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28	
3																	
4	SUMMARY OF PERSONNEL COSTS AND FTES																
5																	
6																	
7	TOTAL GENERAL FUND EXPENDITURES		10,467,611	10,314,457	11,126,105	12,019,226	13,321,490	6,618,606	13,410,932	14,141,488	819,998	14,412,821	1,091,331	14,571,860	14,875,339	15,034,336	15,296,131
8	TOTAL CITY WIDE EXPENDITURES		16,002,358	16,413,712	19,381,940	19,413,722	23,730,811	9,475,477	20,964,232	21,610,521	(2,120,290)	27,026,254	3,345,443	23,552,567	22,095,482	23,113,959	24,694,909
9			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	SALARIES & WAGES		4,650,137	4,630,169	4,787,160	5,071,643	5,529,824	3,148,796	5,736,028	6,055,225	525,401	5,906,861	377,037	6,054,533	6,205,896	6,361,043	6,520,069
11	OVERTIME		482,531	552,680	515,719	532,521	487,045	283,961	551,488	533,001	45,956	559,979	72,934	573,928	588,227	602,882	617,904
12	PARTTIME		325,639	268,838	295,032	269,893	349,310	125,475	364,229	361,012	11,702	445,300	95,990	445,908	446,530	447,168	447,823
13	SUBTOTAL SALARIES & WAGES		5,458,306	5,451,686	5,597,911	5,874,057	6,366,179	3,558,231	6,651,745	6,949,238	583,059	6,912,140	545,961	7,074,369	7,240,653	7,411,094	7,585,796
14	% INCREASE FROM PRIOR YEAR		-2%	-0.1%	3%	5%	8%	-44%	87%	18%		9%		2%	2%	2%	2%
15	% OF TOTAL GENERAL FUND EXPENDITURES		52%	53%	50%	49%	48%	54%	50%	49%		48%		49%	49%	49%	50%
16	% OF CITY WIDE EXPENDITURES		34%	33%	29%	30%	27%	38%	32%	32%		26%		30%	33%	32%	31%
17																	
18	FICA		406,343	404,699	422,251	440,611	487,013	266,597	498,466	531,388	44,375	528,779	41,766	541,189	553,910	566,949	580,313
19	RETIREMENT		795,310	852,571	869,570	962,648	1,223,271	603,637	1,123,569	1,349,180	125,909	1,318,882	95,611	1,355,230	1,388,814	1,423,238	1,458,522
20	GROUP HEALTH		782,482	778,285	794,816	792,064	824,223	384,117	802,614	826,579	2,356	1,029,126	204,903	1,085,728	1,118,300	1,151,849	1,186,404
21	WORKERS COMP		182,209	179,520	182,544	242,595	306,472	159,487	282,200	306,472	-	302,817	(3,655)	310,339	317,967	325,857	333,944
22	UNEMPLOYMENT		-	3,000	1,994	-	-	-	-	-	-	-	-	-	-	-	-
23	SUBTOTAL FRINGES		2,166,344	2,218,075	2,271,175	2,437,918	2,840,979	1,413,838	2,706,850	3,013,618	172,639	3,179,604	338,625	3,292,486	3,378,991	3,467,892	3,559,184
24	% INCREASE FROM PRIOR YEAR		3%	2.4%	2%	7%	17%	-50%	91%	24%		12%		4%	3%	3%	3%
25	% OF SALARIES & WAGES		40%	41%	41%	42%	45%	40%	41%	43%		46%	62%	47%	47%	47%	47%
26	% OF TOTAL GENERAL FUND EXPENDITURES		21%	22%	20%	20%	21%	21%	20%	21%		22%	31%	23%	23%	23%	23%
27	% OF CITY WIDE EXPENDITURES		14%	14%	12%	13%	12%	15%	13%	14%		12%	10%	14%	15%	15%	14%
28																	
29	TOTAL PERSONNEL COSTS		7,624,650	7,669,761	7,869,086	8,311,975	9,207,158	4,972,069	9,358,595	9,962,856	755,698	10,091,744	884,586	10,366,855	10,619,643	10,878,986	11,144,980
30	% INCREASE FROM PRIOR YEAR		-1%	1%	3%	6%	11%	-46%	88%	20%		10%		3%	2%	2%	2%
31	% OF TOTAL GENERAL FUND EXPENDITURES		73%	74%	71%	69%	69%	75%	70%	70%		70%		71%	71%	72%	73%
32	% OF CITY WIDE EXPENDITURES		48%	47%	41%	43%	39%	52%	45%	46%		37%		44%	48%	47%	45%
33																	
34	# OF FULL-TIME EMPLOYEES		92	92	91	92	92	92	92	92.5		101.5		102	102	102	102
35	SALARY & WAGES FTE*		55,790	56,335	58,273	60,915	65,401	37,313	68,343	71,224		63,713		64,985	66,609	68,274	69,980
36	FRINGE FTE*		22,281	22,624	22,936	24,618	29,914	14,989	28,509	32,219		33,842		35,014	35,942	36,895	37,462
37	TOTAL (FULLY LOADED) FTE*		78,071	78,960	81,210	85,532	95,315	52,301	96,851	103,443		97,555		99,999	102,551	105,169	107,443
38																	
39	* Does not include wages or fringes for Mayor & Council or Part-time Employees with regular schedules less than 30 hours per week.																

	A	B	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS SUMMARY OF ALL FUNDS																
2	Fund Number	Description	ACTUAL FY18	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
5	10 GENERAL FUND	REVENUES	10,526,262	11,493,760	11,534,406	12,877,957	14,963,737	12,901,105	3,965,865	14,876,876	14,730,450	1,829,345	13,942,035	1,040,930	13,924,110	14,062,017	14,201,854	14,343,654
6		EXPENDITURES	10,525,096	10,467,611	10,314,457	11,126,105	12,019,226	13,321,490	6,618,606	13,410,932	14,141,488	819,998	14,412,821	1,091,331	14,571,860	14,875,339	15,034,336	15,296,131
7		TRANSFERS IN	1,197,567	1,226,087	827,658	873,002	1,031,462	1,243,410	13,144	1,034,859	1,243,410	-	1,515,634	272,224	1,634,449	1,686,462	1,740,555	1,796,811
8		TRANSFERS OUT	(1,127,848)	(2,037,371)	(1,820,026)	(2,380,577)	(3,624,164)	(823,025)	-	(3,624,164)	(1,482,372)	(659,347)	(1,044,848)	(221,823)	(986,699)	(873,140)	(908,073)	(844,333)
9		NET	70,885	214,865	227,581	244,276	351,809	-	(2,639,597)	(1,123,361)	350,000	350,000	(0)	(0)	(0)	(0)	0	0
10																		
11	20 CAPITAL PROJECTS FUND	REVENUES	1,245,861	1,006,155	945,388	3,627,879	1,593,848	1,713,300	161,282	(209,761)	275,442	(1,437,858)	3,098,100	1,384,800	132,500	132,500	132,500	132,500
12		EXPENDITURES	1,986,413	2,086,624	2,305,543	3,216,432	2,418,562	4,416,675	492,291	2,124,136	1,689,491	(2,727,184)	5,424,980	1,008,305	1,821,480	1,669,480	1,817,960	1,725,960
13		TRANSFERS IN	1,127,848	1,924,450	1,728,994	2,380,577	3,444,164	823,025	-	3,444,164	1,482,372	659,347	1,044,848	221,823	986,699	873,140	908,073	844,333
14		TRANSFERS OUT	-	-	-	-	-	-	-	-	-	-	(1,085,300)	(1,085,300)	-	-	-	-
15		NET	387,297	843,981	368,839	2,792,024	2,619,449	(1,880,350)	(331,010)	1,110,267	68,323	1,948,673	(2,367,332)	(486,982)	(702,281)	(663,840)	(777,387)	(749,127)
16																		
17	30 MUNICIPAL ACCOM TAX FUND	REVENUES	1,533,533	1,594,725	1,259,578	1,828,527	2,554,894	2,142,500	995,248	2,395,128	2,592,000	449,500	2,396,000	253,500	2,251,100	2,295,532	2,340,853	2,387,080
18		EXPENDITURES	823,814	1,081,591	1,202,388	1,235,292	1,233,953	1,657,486	403,054	1,129,277	1,373,486	(284,000)	1,762,561	105,075	1,467,283	1,452,570	1,389,728	1,342,952
19		TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20		TRANSFERS OUT	(592,900)	(607,582)	(395,615)	(281,700)	(432,954)	(833,050)	-	(432,954)	(583,050)	250,000	(979,433)	(146,383)	(595,710)	(612,639)	(855,244)	(648,554)
21		NET	116,819	(94,448)	(338,426)	311,535	887,987	(348,036)	592,194	832,897	635,464	983,500	(345,994)	2,042	188,107	230,323	95,880	395,574
22																		
23	35 HOSPITALITY TAX FUND	REVENUES	795,928	820,369	620,179	732,447	1,150,120	1,001,100	629,779	1,311,490	1,342,000	340,900	1,211,000	209,900	1,218,060	1,242,091	1,266,603	1,291,605
24		EXPENDITURES	327,095	360,878	354,890	752,096	965,312	1,137,418	275,207	970,948	1,113,618	(23,800)	1,093,058	(44,360)	795,837	800,048	590,953	598,553
25		TRANSFERS IN	-	-	-	1	2	2	-	-	-	-	-	-	-	-	-	-
26		TRANSFERS OUT	(261,330)	(462,008)	(229,830)	(218,549)	(244,456)	(266,214)	-	(244,456)	(266,214)	-	(277,728)	(11,514)	(288,837)	(300,391)	(312,406)	(324,902)
27		NET	207,502	(2,517)	35,459	(238,197)	(59,646)	(402,530)	354,571	96,086	(37,832)	364,700	(159,786)	242,746	133,386	141,652	363,244	368,150
28																		
29	40 FIRE DEPT 1% FUND	REVENUES	148,244	143,287	144,519	156,556	163,466	160,025	208,512	208,547	208,300	48,275	208,300	48,275	208,300	208,300	208,300	208,300
30		EXPENDITURES	162,590	185,939	264,006	155,904	169,695	160,025	185,560	200,114	198,100	38,075	208,300	48,275	208,300	208,300	208,300	208,300
31		TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32		TRANSFERS OUT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33		NET	(14,347)	(42,652)	(119,486)	652	(6,229)	-	22,952	8,434	10,200	10,200	-	-	-	-	-	-
34																		
35	50 STATE ACCOM TAX FUND	REVENUES	1,797,765	1,934,552	1,624,447	2,325,879	3,315,847	2,619,538	1,435,161	3,491,344	3,537,000	917,462	3,188,200	568,662	3,212,444	3,275,933	3,340,692	3,406,745
36		EXPENDITURES	1,396,215	1,344,560	1,497,952	1,582,850	1,597,564	1,771,523	721,577	1,727,340	1,831,695	60,172	2,306,095	534,572	2,019,050	1,921,703	1,960,362	1,761,633
37		TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38		TRANSFERS OUT	(768,513)	(577,410)	(258,667)	(625,523)	(603,497)	(944,565)	(13,144)	(606,894)	(694,565)	250,000	(1,358,544)	(413,979)	(1,050,292)	(1,073,296)	(1,322,911)	(1,123,406)
39		NET	(366,964)	12,582	(132,171)	117,507	1,114,786	(96,550)	700,440	1,157,111	1,010,740	1,107,290	(476,439)	(379,889)	143,102	280,933	57,419	521,706
40	55, 57 & 58 BEACH RESTOR/MAINT/ PRESERVE FUND	REVENUES	13,073,287	1,197,728	907,140	1,325,033	1,836,468	1,545,700	828,568	1,809,655	2,014,000	468,300	1,845,000	299,300	1,796,100	1,830,372	1,865,329	1,900,986
41		EXPENDITURES	14,156,226	116,615	72,712	23,215	98,655	414,662	221,633	288,286	380,000	(34,662)	855,000	440,338	370,000	370,000	865,000	2,970,000
42		TRANSFERS IN	403,640	226,803	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43		TRANSFERS OUT	(403,640)	(226,803)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44		NET	(1,082,938)	1,081,113	834,428	1,301,818	1,737,814	1,131,038	606,935	1,521,369	1,634,000	502,962	990,000	(141,038)	1,426,100	1,460,372	1,000,329	(1,069,014)
45																		

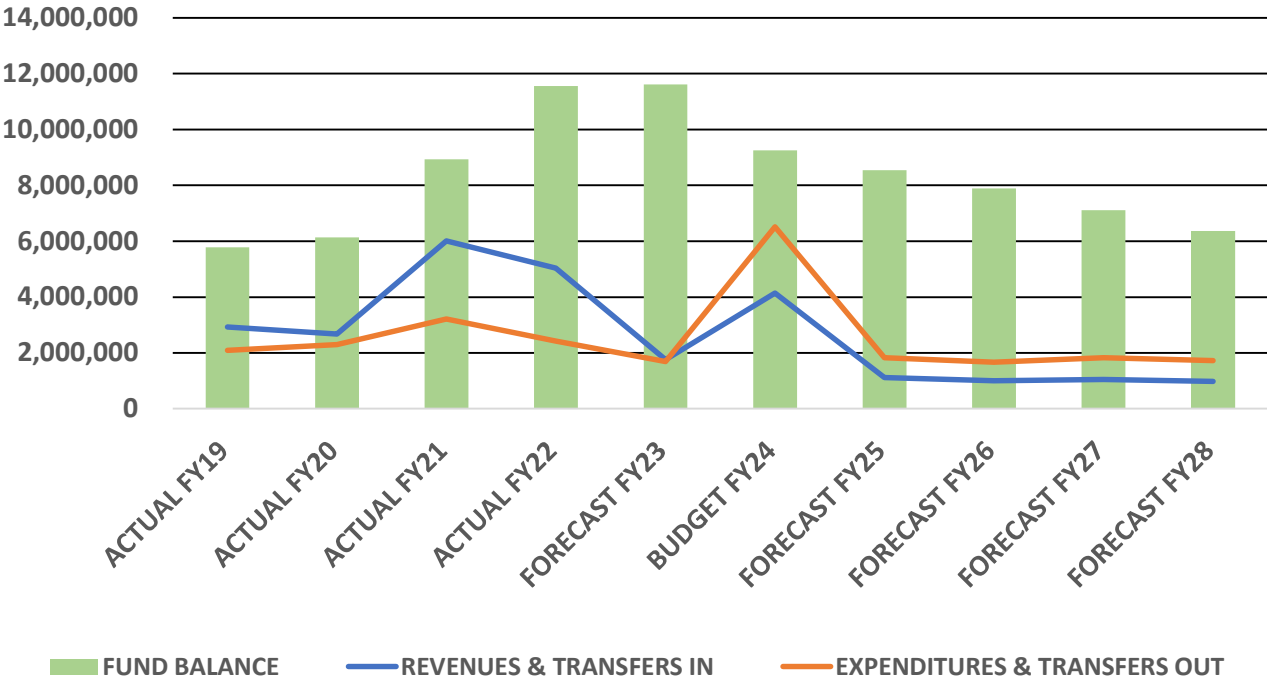
	A	B	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS SUMMARY OF ALL FUNDS																
2	Fund Number	Description	ACTUAL FY18	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
46	60 DISASTER	REVENUES	369,615	143,134	164,138	16,750	49,327	3,300	43,953	51,783	74,000	70,700	74,000	70,700	37,000	37,000	37,000	37,000
47	RECOVERY FUND	EXPENDITURES	355,757	26,341	43,890	-	-	10,000	111,249	111,249	111,249	101,249	13,000	3,000	13,000	13,000	13,000	13,000
48		TRANSFERS IN	-	100,000	91,032	-	180,000	-	-	180,000	-	-	-	-	-	-	-	-
49		TRANSFERS OUT	-	-	-	1	2	2	-	-	-	-	-	-	-	-	-	-
50		NET	13,858	216,793	211,280	16,751	229,329	(6,698)	(67,297)	120,534	(37,249)	(30,549)	61,000	67,700	24,000	24,000	24,000	24,000
51																		
58	64 VICTIMS	REVENUES	9,640	9,259	5,153	10,942	11,739	10,000	6,726	12,910	13,000	3,000	10,000	-	10,000	10,000	10,000	10,000
59	FUND	EXPENDITURES	1,383	1,694	4,355	1,424	14,769	5,850	7,483	21,692	5,850	-	6,700	850	6,700	6,700	6,700	6,700
60		TRANSFERS IN	-	12,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61		TRANSFERS OUT	(14,000)	-	-	-	(3,475)	(3,000)	-	(3,475)	(3,000)	-	(3,000)	-	(3,000)	(3,000)	(3,000)	(3,000)
62		NET	(5,743)	20,486	797	9,518	(6,505)	1,150	(758)	(12,258)	4,150	3,000	300	(850)	300	300	300	300
63																		
70	68 REC	REVENUES	13,582	16,525	14,792	7,106	17,604	18,850	18,357	19,811	19,500	650	21,250	2,400	16,250	16,250	16,250	16,250
71	BUILDING	EXPENDITURES	22,885	13,238	5,168	4,015	11,871	17,000	4,536	10,399	17,000	-	17,000	-	15,000	15,000	15,000	15,000
72	FUND	TRANSFERS IN	3,000	3,000	3,000	3,000	3,000	3,000	-	3,000	3,000	-	3,000	-	3,000	3,000	3,000	3,000
73		TRANSFERS OUT	-	-	-	1	2	2	-	-	-	-	-	-	-	-	-	-
74		NET	(6,303)	6,287	12,624	6,092	8,735	4,852	13,821	12,412	5,500	650	7,250	2,400	4,250	4,250	4,250	4,250
75																		
76	90 MARINA	REVENUES	408,355	431,588	299,122	354,758	524,728	414,590	261,388	608,318	460,190	45,600	441,000	26,410	1,937,701	461,148	486,064	502,478
77	FUND	EXPENDITURES	290,628	318,510	343,965	1,284,606	884,115	818,682	434,280	969,860	748,544	(70,138)	976,739	158,057	2,264,056	763,342	1,212,619	756,679
78		TRANSFERS IN	436,176	417,913	53,454	249,770	249,920	800,419	-	249,920	300,419	(500,000)	2,185,370	1,384,951	300,391	299,864	750,007	300,052
79		TRANSFERS OUT	-	-	-	1	2	2	-	-	-	-	-	-	-	-	-	-
80		NET	553,904	530,991	8,611	(680,077)	(109,465)	396,329	(172,891)	(111,621)	12,065	(384,262)	1,649,631	1,253,304	(25,964)	(2,330)	23,451	45,851
81																		
82	TOTAL	REVENUES	29,922,073	18,791,082	17,518,861	23,263,835	26,181,778	22,530,008	8,554,837	24,576,102	25,265,882	2,735,874	26,434,885	3,904,877	24,743,565	23,571,143	23,905,445	24,236,598
83	ALL FUNDS	EXPENDITURES	30,076,602	16,002,358	16,413,712	19,381,940	19,413,722	23,730,811	9,475,477	20,964,232	21,610,521	(2,120,290)	27,076,254	3,345,443	23,552,567	22,095,482	23,113,959	24,694,909
84		TRANSFERS IN	3,168,231	3,911,174	2,704,138	3,506,350	4,908,548	2,869,856	13,144	4,911,943	3,029,201	159,347	4,748,852	1,878,998	2,924,539	2,862,466	3,401,635	2,944,196
85		TRANSFERS OUT	(3,168,231)	(3,911,174)	(2,704,138)	(3,506,346)	(4,908,540)	(2,869,848)	(13,144)	(4,911,943)	(3,029,201)	(159,347)	(4,748,853)	(1,878,999)	(2,924,538)	(2,862,466)	(3,401,634)	(2,944,195)
86		NET	(154,529)	2,788,724	1,105,149	3,881,899	6,768,064	(1,200,795)	(920,640)	3,611,869	3,655,361	4,856,164	(641,370)	559,433	1,190,999	1,475,661	791,487	(458,310)
87																		
88	TOTAL UNRESTRICTED FUND BALANCES		10,515,436	11,791,074	12,598,774	15,651,824	18,852,410	13,764,774	-	-	19,233,484	350,000	16,927,152	350,000	16,248,871	15,609,030	14,855,644	14,130,517
89	TOTAL TOURISM FUND BALANCES		4,597,238	4,512,854	4,077,717	4,268,561	6,211,686	3,421,443	-	-	7,820,058	-	6,837,839	-	7,302,434	7,955,342	8,471,885	9,757,315
90	TOTAL BEACH FUND BALANCES		1,538,654	2,619,767	3,454,195	4,756,013	6,493,827	5,887,051	-	-	8,127,827	-	9,117,827	-	10,543,927	12,004,299	13,004,628	11,935,614
91	TOTAL OTHER FUND BALANCES		264,077	249,443	138,992	155,252	151,251	144,992	-	-	171,101	-	178,651	-	183,201	187,751	192,301	196,851
92	SUBTOTAL GOVERNMENTAL FUNDS		16,915,406	19,173,138	20,269,677	24,831,650	31,709,173	23,218,260	-	-	35,352,469	350,000	33,061,468	350,000	34,278,431	35,756,422	36,524,458	36,020,297
93																		
94	TOTAL MARINA NET POSITION		6,099,772	6,630,764	6,639,374	5,959,296	5,849,829	6,355,623	-	-	5,861,894	-	7,511,525	-	7,485,561	7,483,232	7,506,683	7,552,534
95	TOTAL MARINA NET POSITION LESS FIXED ASSETS (TOT NET POSITION INCLS FIXED ASSETS THAT ARE NOT PART OF THE OTHER FUND BALANCES)										597,298	-	347,747	-	417,395	505,677	613,741	738,204
96																		
97	TOTAL FUND BALANCES & NET POSITION		23,015,178	25,803,902	26,909,051	30,790,946	37,559,002	29,573,883	-	-	41,214,363	350,000	40,572,993	350,000	41,763,993	43,239,654	44,031,141	43,572,831

CITY OF ISLE OF PALMS - HISTORICAL & FORECASTED ENDING FUND BALANCES

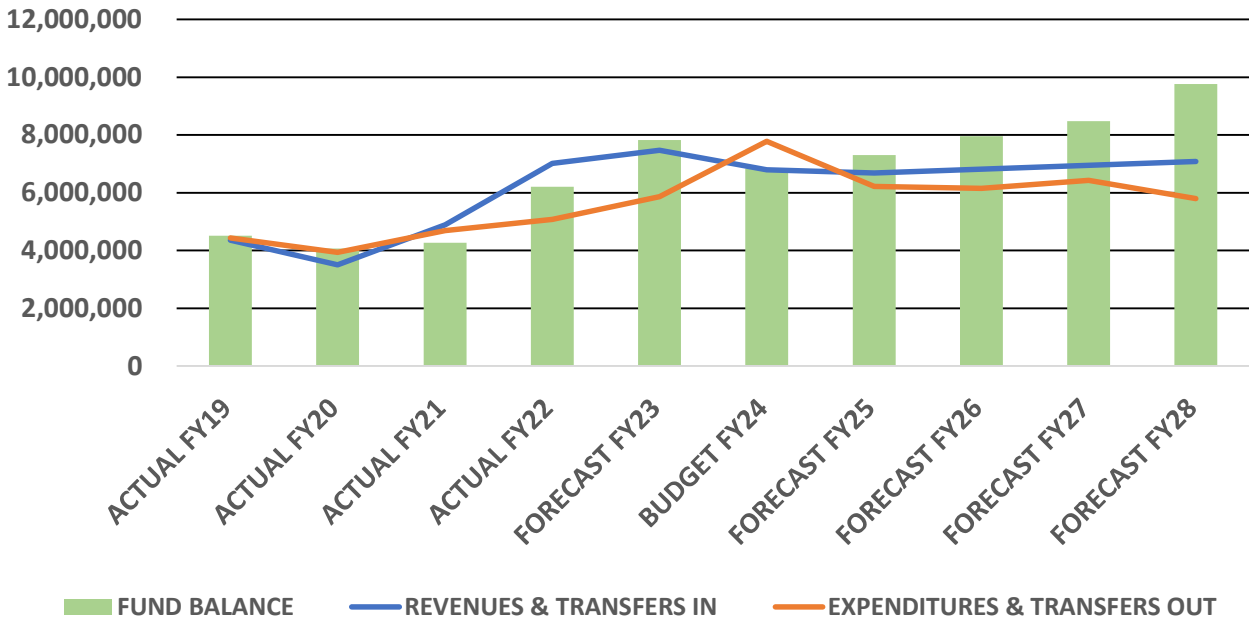
GENERAL FUND



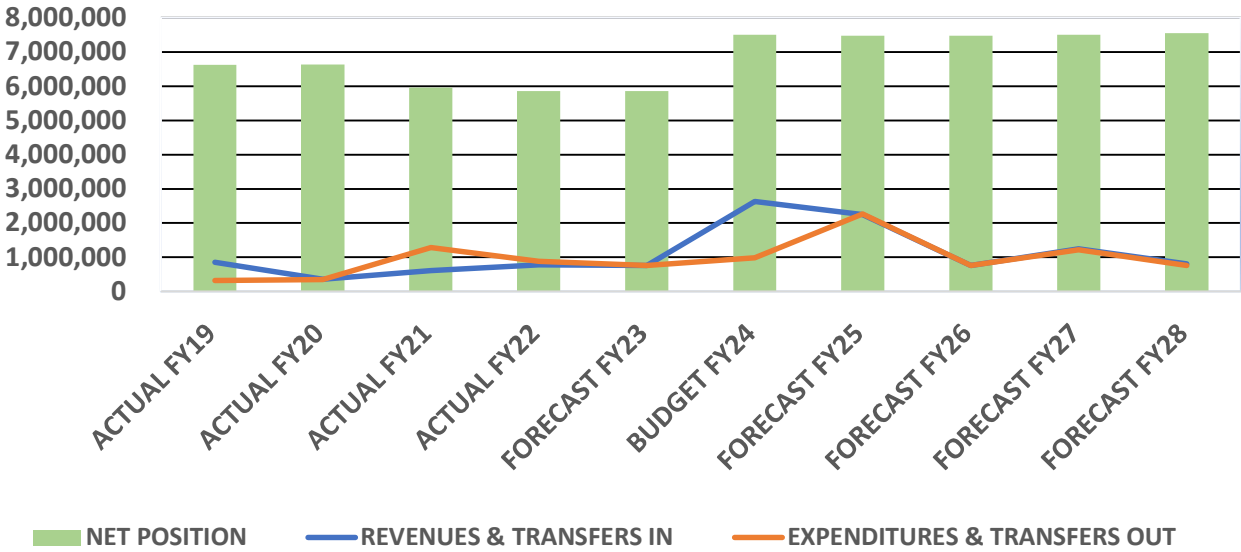
CAPITAL PROJECTS FUND



TOURISM FUNDS MUNI & STATE ATAX + HOSPITALITY TAX



MARINA FUND



	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															175
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
5	GENERAL FUND REVENUES																
6	10-3100.4001	PROPERTY TAXES	3,707,531	3,781,972	3,786,582	3,848,587	3,880,000	808,426	3,783,611	4,061,000	181,000	4,061,000	181,000	4,101,610	4,142,626	4,184,052	4,225,893
7	10-3100.4002	LOCAL OPTION SALES TAX	817,962	799,984	970,759	1,111,813	1,014,000	432,921	1,146,213	1,172,000	158,000	1,113,000	99,000	1,135,260	1,157,965	1,181,125	1,204,747
8	10-3100.4003	PROPERTY TAX DEBT SERVICE	715,400	735,711	1,017,866	1,048,533	1,044,000	226,200	1,033,627	1,120,000	76,000	853,000	(191,000)	861,530	870,145	878,847	887,635
9	10-3210.4005	TELECOMMUNICATIONS LICENSES	20,411	18,240	16,761	14,939	20,000	16	14,955	15,000	(5,000)	15,000	(5,000)	15,000	15,000	15,000	15,000
10	10-3210.4006	BUSINESS LICENSES	1,690,205	1,365,072	1,553,880	2,028,571	1,500,000	545,573	2,225,789	1,892,000	392,000	1,608,000	108,000	1,624,080	1,640,321	1,656,724	1,673,291
11	10-3210.4007	INSURANCE LICENSES	662,491	713,993	796,001	835,549	785,000	4,246	839,793	840,000	55,000	820,000	35,000	828,200	836,482	844,847	853,295
12	10-3210.4008	PUBLIC UTILITIES	788,023	777,648	784,288	825,757	780,000	57,755	825,748	826,000	46,000	800,000	20,000	800,000	800,000	800,000	800,000
13	10-3210.4009	BUILDING PERMITS	681,371	423,217	721,366	1,026,283	725,000	607,253	1,182,156	994,000	269,000	845,000	120,000	853,450	861,985	870,604	879,310
14	10-3210.4010	ANIMAL LICENSES	2,585	210	-	-	-	-	-	-	-	-	-	-	-	-	-
15	10-3210.4011	RESIDENTIAL RENTAL LICENSES	515,555	1,009,462	928,524	1,659,316	975,000	178,756	1,306,932	1,392,000	417,000	1,431,000	456,000	1,459,620	1,488,812	1,518,589	1,548,960
16	10-3210.4013	TRANSPORT NETWORK CO FEE	6,799	11,522	5,034	11,297	6,000	3,751	11,992	12,000	6,000	10,000	4,000	6,000	6,000	6,000	6,000
17	10-3400.4075	COURT GENERATED REVENUES	289,232	277,428	415,747	310,059	300,000	116,111	224,359	226,000	(74,000)	275,000	(25,000)	275,000	275,000	275,000	275,000
18	10-3450.4106	INTERGOVERNMENT TRANSFERS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	10-3450.4111	GRANT INCOME	-	-	85,041	76,792	-	10,413	80,305	10,000	10,000	-	-	-	-	-	-
20	10-3450.4115	STATE SHARED FUNDS	94,499	97,989	100,679	98,481	100,000	25,468	99,694	100,000	-	100,000	-	100,000	100,000	100,000	100,000
21	10-3450.4117	STATE SHARED FUNDS-ALCOHOL	35,755	50,550	26,900	59,450	35,000	-	50,700	48,000	13,000	48,000	13,000	35,000	35,000	35,000	35,000
22	10-3500.4501	MISCELLANEOUS	45,914	22,610	3,636	10,624	3,000	5,639	11,260	16,000	13,000	3,000	-	3,000	3,000	3,000	3,000
23	10-3500.4502	PARKING LOT REVENUES	423,920	428,729	542,155	681,600	600,000	298,168	663,447	665,000	65,000	665,000	65,000	665,000	665,000	665,000	665,000
24	10-3500.4504	SALE OF ASSETS	15,172	44,581	7,038	56,748	5,000	11,890	61,838	12,000	7,000	20,000	15,000	5,000	5,000	5,000	5,000
25	10-3500.4505	INTEREST INCOME	68,656	87,161	5,629	16,397	6,000	90,099	103,012	134,000	128,000	134,000	128,000	67,000	67,000	67,000	67,000
26	10-3500.4506	REC. INSTRUCTORS INCOME	168,741	137,336	142,889	198,080	150,000	87,023	198,913	194,000	44,000	200,000	50,000	165,000	165,000	165,000	165,000
27	10-3500.4507	REC. PROGRAM INCOME	82,050	78,555	59,302	90,560	70,000	21,929	89,737	83,000	13,000	90,000	20,000	70,000	70,000	70,000	70,000
28	10-3500.4508	RECYCLING REVENUE	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	10-3500.4509	KENNEL FEES	84	7	14	21	100	14	28	-	(100)	30	(70)	100	100	100	100
30	10-3500.4511	STATE ACC TAX ADMIN FEE	124,863	109,107	147,237	199,121	162,755	79,501	206,126	207,000	44,245	162,755	-	166,010	169,330	172,717	176,171
31	10-3500.4514	PARKING METER REVENUE	508,591	543,184	729,179	731,345	730,000	328,096	678,234	677,000	(53,000)	678,000	(52,000)	678,000	678,000	678,000	678,000
32	10-3500.4515	CART PURCHASE REVENUE	3,300	4,425	11,175	8,404	4,000	3,825	9,604	8,000	4,000	4,000	-	4,000	4,000	4,000	4,000
33	10-3500.4516	ALARM PERMIT REVENUE	1,375	1,045	375	-	-	-	-	-	-	-	-	-	-	-	-
34	10-3500.4517	BREACH INLET BOAT RAMP FEES	1,100	700	200	300	100	-	200	400	300	100	-	100	100	100	100
35	10-3500.4518	RESIDENTIAL PARKING GUEST BOO	255	345	210	210	150	-	210	50	(100)	150	-	150	150	150	150
36	10-3500.4525	TREE REPLACEMENT COLLECTIONS	21,575	13,623	19,491	14,900	6,000	22,792	28,392	26,000	20,000	6,000	-	6,000	6,000	6,000	6,000
37	TOTAL GENERAL FUND REVENUES		11,493,760	11,534,406	12,877,957	14,963,737	12,901,105	3,965,865	14,876,876	14,730,450	1,829,345	13,942,035	1,040,930	13,924,110	14,062,017	14,201,854	14,343,654
38	% Increase/(Decrease) from Prior Y		9%	0%	12%	16%	0%			14%		8%		0%	1%	1%	1%
39																	
40	MAYOR & COUNCIL																
41	10-4010.5001	SALARIES & WAGES	17,000	17,000	17,000	17,000	17,000	17,000	17,000	17,000	-	17,000	-	17,000	17,000	17,000	17,000
42	10-4010.5004	FICA EXPENSE	1,184	1,299	1,299	1,301	1,301	1,071	1,071	1,071	(230)	1,301	(1)	1,301	1,301	1,301	1,301
43	10-4010.5005	RETIREMENT EXPENSE	2,345	1,901	1,946	2,318	557	263	263	263	(294)	557	(0)	3,155	3,155	3,155	3,155
44	10-4010.5006	GROUP HEALTH INSURANCE	88,857	91,178	90,276	75,828	61,010	24,763	55,453	53,274	(7,736)	64,862	3,852	68,429	70,482	72,597	74,775
45	10-4010.5007	WORKERS COMPENSATION	375	360	353	448	570	266	486	570	-	513	(57)	526	456	456	456
46	10-4020.5010	PRINT AND OFFICE SUPPLIES	307	969	-	1,865	2,100	70	1,149	2,100	-	2,100	-	2,100	2,100	2,100	2,100
47	10-4020.5014	MEMBERSHIP AND DUES	-	-	-	50	500	-	50	500	-	500	-	-	-	-	-
48	10-4020.5015	MEETINGS AND SEMINARS	7,867	8,919	7,178	14,119	14,000	12,346	20,389	14,000	-	17,000	3,000	14,000	14,000	14,000	14,000
50	10-4020.5021	TELEPHONE/CABLE	2,597	2,354	1,915	6,176	6,000	2,349	7,110	7,000	1,000	7,000	1,000	7,000	7,000	7,000	7,000
51	10-4020.5062	INSURANCE	2,002	2,016	2,017	139	2,100	76	152	2,100	-	2,500	400	2,550	2,601	2,653	2,706
52	10-4020.5079	MISC. & CONTINGENCY EXP	4,242	4,398	5,177	9,222	6,000	4,987	7,536	6,000	-	6,000	-	6,000	6,000	6,000	6,000
53	10-4020.5088	CITIZENS & EMPLOYEE SERVICES	2,429	1,163	-	-	5,000	1,206	1,206	5,000	-	5,000	-	5,000	5,000	5,000	5,000
54	SUBTOTAL MAYOR & COUNCIL		129,205	131,559	127,161	128,467	116,138	64,398	111,865	108,878	(7,260)	124,332	8,194	127,061	129,095	131,261	133,492
55	% Increase/(Decrease) from Prior Y		-7%	2%	-3%	1%	-9%			-6%		7%		2%	2%	2%	2%

	X	Y	176
1	CITY OF ISLE OF PALMS GENERAL FUND		
	NOTES		
2			
3			
5	GENERAL FUND REVENUES		
6	PROPERTY TAXES	FY24 budget based on April 2022 - March 2023 actual receipts from Charleston County. Does not include any increase in the operating millage rate. Assessed values increased 8% from FY22 to FY23.	
7	LOCAL OPTION SALES TAX	FY24 budget based on 95% of most recent 12 month actual collections. Long-term forecast assumes 2% annual increase.	
8	PROPERTY TAX DEBT SERVICE	FY24 budget assumes a decrease in the debt service millage due to the Rec Bond maturing in FY23.	
9	TELECOMMUNICATIONS LICENSES		
10	BUSINESS LICENSES	FY24 budget estimated at 85% of last 12 months actual, which is less than calendar year 2022. Long-term forecast increases 1% annually. This revenue stream is tightly aligned with construction activity, which could be negatively impacted by rising interest rates. A 5% change in the assumption equates to approx \$98,000.	
11	INSURANCE LICENSES	Forecast 1% annual increases to reflect modest increases in insurance rates.	
12	PUBLIC UTILITIES	This revenue a factor of utility fees paid.	
13	BUILDING PERMITS	FY24 budget estimated at 85% of last 12 months actual, which is less than calendar year 2022. Long-term forecast increases 1% annually. This revenue stream is tightly aligned with construction activity, which could be negatively impacted by rising interest rates. A 5% change in the assumption equates to approx \$52,000.	
14	ANIMAL LICENSES	The City no longer requires payment for dog permits	
15	RESIDENTIAL RENTAL LICENSES	FY22 was an outlier as it includes the impact of 1-time transition to State mandated business license year. Budget based on 90% of last 12 months actual. Long-term forecast increases 2% annually. In FY24 add \$100 to the cost of all short-term rental licenses (est \$178k). Add'l revenue intended to offset cost of increased compliance incl 2 new employees - STR coordinator/2nd code enforcement officer.	
16	TRANSPORT NETWORK CO FEE		
17	COURT GENERATED REVENUES	Hard to forecast as this is a function of tickets written which is hard to predict.	
18	INTERGOVERNMENT TRANSFERS		
19	GRANT INCOME		
20	STATE SHARED FUNDS		
21	STATE SHARED FUNDS-ALCOHOL	This is the Sunday alcohol license fee paid by island businesses.	
22	MISCELLANEOUS		
23	PARKING LOT REVENUES	Daily rate in municipal parking lots is \$15/day on Saturday and Sunday and \$10/day Monday - Friday. FY24 Budget based on last 12 months actual	
24	SALE OF ASSETS		
25	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
26	REC. INSTRUCTORS INCOME		
27	REC. PROGRAM INCOME		
28	RECYCLING REVENUE		
29	KENNEL FEES		
30	STATE ACC TAX ADMIN FEE	Follows forecast estimates for State Atax. Based on 90% of last 12 month collections.	
31	PARKING METER REVENUE	Rate for street kiosks is \$2.50/hr. FY24 Budget based on last 12 months actual.	
32	CART PURCHASE REVENUE		
33	ALARM PERMIT REVENUE	Alarm permits are no longer required.	
34	BREACH INLET BOAT RAMP FEES		
35	RESIDENTIAL PARKING GUEST BOOKS		
36	TREE REPLACEMENT COLLECTIONS		
37			
38			
39			
40	MAYOR & COUNCIL		
41	SALARIES & WAGES		
42	FICA EXPENSE	FICA rate is 7.65%	
43	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
44	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
45	WORKERS' COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
46	PRINT AND OFFICE SUPPLIES		
47	MEMBERSHIP AND DUES		
48	MEETINGS AND SEMINARS	MASC conferences and Statehouse meetings.	
50	TELEPHONE/CABLE	Increased for cell phones for Council	
51	INSURANCE		
52	MISCELLANEOUS		
53	CITIZENS & EMPLOYEE SERVICES		
54			
55			

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															177
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
57	GENERAL GOVERNMENT																
58	10-4110.5001	SALARIES & WAGES	439,439	403,495	394,715	388,163	531,662	262,984	474,388	554,000	22,338	565,269	33,607	579,401	593,886	608,733	623,951
59	10-4110.5002	OVERTIME WAGES	11,513	928	240	873	1,846	320	607	1,846	-	1,383	(463)	1,418	1,453	1,489	1,527
60	10-4110.5003	PART-TIME WAGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	10-4110.5004	FICA EXPENSE	33,425	30,217	29,736	29,253	40,813	19,751	35,639	42,522	1,709	43,349	2,536	44,433	45,543	46,682	47,849
62	10-4110.5005	RETIREMENT EXPENSE	60,564	58,531	58,314	61,764	99,019	41,541	76,297	103,165	4,146	105,171	6,152	107,800	110,495	113,257	116,089
63	10-4110.5006	GROUP HEALTH INSURANCE	39,371	36,630	30,520	29,201	44,931	19,893	35,336	50,598	5,667	60,737	15,806	64,078	66,000	67,980	70,019
64	10-4110.5007	WORKERS COMPENSATION	4,261	(683)	2,737	3,541	5,674	2,122	3,873	5,674	-	5,553	(121)	5,692	5,834	5,980	6,129
65	10-4120.5009	DEBT SERVICE - PRINCIPAL	536,000	555,000	834,000	799,000	808,000	-	799,000	808,000	-	690,000	(118,000)	699,000	757,000	676,000	680,000
66	10-4120.5010	PRINT AND OFFICE SUPPLIES	10,149	8,389	8,506	10,320	11,000	3,343	10,067	11,000	-	12,000	1,000	11,000	11,000	11,000	11,000
67	10-4120.5011	DEBT SERVICE - INTEREST	185,754	167,983	159,029	186,253	163,362	81,681	174,807	163,362	-	140,307	(23,055)	119,226	97,980	74,521	52,026
68	10-4120.5013	BANK SERVICE CHARGES	5,904	7,814	7,582	10,636	11,000	5,117	10,283	11,000	-	11,000	-	11,000	11,000	11,000	11,000
69	10-4120.5014	MEMBERSHIP AND DUES	5,344	4,981	6,974	6,111	5,985	2,340	6,635	5,985	-	6,000	15	5,985	5,985	5,985	5,985
70	10-4120.5015	MEETINGS AND SEMINARS	6,428	1,704	1,174	7,213	8,500	3,548	8,736	8,500	-	9,500	1,000	8,500	8,500	8,500	8,500
71	10-4120.5016	VEHICLE, FUEL & OIL	376	579	918	1,628	2,500	2,323	3,334	3,400	900	3,000	500	1,300	1,300	1,300	1,300
72	10-4120.5020	ELECTRIC AND GAS	3,628	4,231	5,063	4,750	5,000	2,737	5,147	5,200	200	5,500	500	5,000	5,000	5,000	5,000
73	10-4120.5021	TELEPHONE/CABLE	10,095	9,423	9,498	8,695	10,500	5,537	9,949	10,500	-	10,500	-	10,500	10,500	10,500	10,500
74	10-4120.5022	WATER AND SEWER	1,551	1,566	1,847	1,452	1,900	848	1,670	1,900	-	1,900	-	1,900	1,900	1,900	1,900
75	10-4120.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	191,636	239,000	114,722	226,652	209,000	(30,000)	303,000	64,000	303,000	303,000	303,000	303,000
76	10-4120.5025	NON-CAPITAL TOOLS & EQUIPMEN	1,038	552	952	845	1,000	45	761	1,000	-	1,000	-	1,250	1,250	1,250	1,250
77	10-4120.5026	MAINT & SERVICE CONTRACTS	22,691	28,922	29,036	15,511	29,000	5,192	16,851	25,000	(4,000)	29,000	-	29,000	29,000	29,000	29,000
78	10-4120.5027	MACHINE/EQUIPMENT REPAIR	-	-	-	235	500	262	262	500	-	500	-	500	500	500	500
79	10-4120.5044	CLEANING/SANITARY SUPPLY	1,732	2,149	1,490	1,918	2,000	1,266	2,307	2,000	-	2,500	500	2,000	2,000	2,000	2,000
80	10-4120.5049	MEDICAL AND LAB	452	680	494	505	600	281	668	600	-	700	100	600	600	600	600
81	10-4120.5061	ADVERTISING	9,354	4,716	4,945	8,155	6,000	4,102	8,717	6,000	-	8,000	2,000	6,000	6,000	6,000	6,000
82	10-4120.5062	INSURANCE	19,233	19,864	17,518	22,280	21,000	12,016	23,375	21,000	-	25,500	4,500	26,010	26,530	27,061	27,602
83	10-4120.5063	RENT AND LEASES	10,565	8,998	8,227	6,301	10,000	3,574	6,961	10,000	-	9,000	(1,000)	10,000	10,000	10,000	10,000
84	10-4120.5064	EMPLOYEE TRAINING	54,291	21,926	40,875	14,370	37,000	7,997	15,857	25,000	(12,000)	63,000	26,000	37,000	37,000	37,000	37,000
85	10-4120.5065	PROFESSIONAL SERVICES	66,251	64,181	107,207	115,735	86,000	78,822	146,289	90,000	4,000	94,000	8,000	86,000	86,000	86,000	86,000
86	10-4120.5066	TEMPORARY LABOR	-	-	-	2,242	4,000	1,719	3,961	4,000	-	4,000	-	4,000	4,000	4,000	4,000
87	10-4120.5067	CONTRACTED SERVICES	58,517	40,131	96,217	55,884	178,000	9,900	59,031	73,000	(105,000)	149,000	(29,000)	213,000	213,000	213,000	213,000
88	10-4120.5068	ELECTION EXPENSES	77	2,206	-	10,150	-	-	10,150	-	-	5,000	5,000	-	5,000	-	5,000
89	10-4120.5079	MISC. & CONTINGENCY EXP	19,087	16,937	5,314	18,024	44,000	41,204	49,851	50,000	6,000	44,000	-	44,000	44,000	44,000	44,000
90	SUBTOTAL GENERAL GOV'T		1,617,089	1,502,050	1,863,129	2,012,646	2,409,792	735,185	2,227,458	2,303,752	(106,040)	2,409,369	(423)	2,438,591	2,501,256	2,413,238	2,421,727
91	% Increase/(Decrease) from Prior Y		2%	-7%	24%	8%	29%			-4%		0%		1%	3%	-4%	0%
92																	
93	POLICE																
94	10-4410.5001	SALARIES & WAGES	1,297,392	1,235,798	1,440,037	1,453,848	1,627,181	914,706	1,668,273	1,818,905	191,724	1,680,022	52,841	1,722,023	1,765,073	1,809,200	1,854,430
95	10-4410.5002	OVERTIME WAGES	139,222	167,858	121,084	145,998	143,133	78,847	156,923	140,386	(2,747)	150,419	7,286	154,179	158,034	161,985	166,034
96	10-4410.5003	PART-TIME WAGES	-	13,809	-	547	-	5,000	5,496	-	-	-	-	-	-	-	-
97	10-4410.5004	FICA EXPENSE	107,547	105,311	117,607	120,092	135,429	74,771	137,154	149,886	14,457	140,029	4,600	143,529	147,118	150,796	154,566
98	10-4410.5005	RETIREMENT EXPENSE	228,451	237,075	261,371	285,465	365,799	183,016	339,251	406,019	40,220	378,234	12,435	388,952	398,675	408,642	418,858
99	10-4410.5006	GROUP HEALTH INSURANCE	190,275	179,745	211,261	218,024	217,022	98,961	223,597	219,970	2,948	265,137	48,115	279,720	288,111	296,754	305,657
100	10-4410.5007	WORKERS COMPENSATION	62,442	50,860	49,330	77,095	99,721	51,514	93,690	99,721	-	92,077	(7,644)	94,379	96,738	99,157	101,636
101	10-4420.5010	PRINT AND OFFICE SUPPLIES	12,527	7,099	11,923	12,841	14,000	6,114	15,255	14,000	-	15,000	1,000	14,000	14,000	14,000	14,000
102	10-4420.5014	MEMBERSHIP AND DUES	1,523	1,710	849	1,218	2,000	1,600	2,658	2,000	-	2,000	-	2,000	2,000	2,000	2,000
103	10-4420.5015	MEETINGS AND SEMINARS	1,177	640	1,778	1,432	3,000	1,448	2,038	3,000	-	3,000	-	3,000	3,000	3,000	3,000
104	10-4420.5016	VEHICLE, FUEL & OIL	73,976	55,802	64,611	90,547	125,000	60,677	112,434	125,000	-	103,000	(22,000)	90,000	90,000	90,000	90,000
105	10-4420.5017	VEHICLE MAINTENANCE	56,110	46,497	56,670	57,994	60,000	22,981	49,732	60,000	-	60,000	-	60,000	60,000	60,000	60,000

	X	Y	178
1	CITY OF ISLE OF PALMS GENERAL FUND		
	NOTES		
2			
57	GENERAL GOVERMENT EXPENDITURES		
58	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Added Public Relations & Tourism Coordinator position and 6 months of a Financial Analyst. Long-term forecasts include and annual 2.5% merit pool.	
59	OVERTIME WAGES	Forecast increase is 2.5% per year	
60	PART-TIME WAGES		
61	FICA EXPENSE	FICA rate is 7.65%	
62	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
63	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
64	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
65	DEBT SERVICE - PRINCIPAL	100% Debt service on Public Safety Building GO bond and \$3.5M Drainage Phase 3 GO Bond, 40% of debt service on Fire Station 2 GO bond. FS2 bond matures 1/1/26. Rec Bond paid off in FY23.	
66	PRINT AND OFFICE SUPPLIES	Increased for additional personnel in City Hall	
67	DEBT SERVICE - INTEREST	100% Debt service on Public Safety Building GO bond and \$3.5M Drainage Phase 3 GO Bond, 40% of debt service on Fire Station 2 GO bond. FS2 bond matures 1/1/26. Rec Bond paid off in FY23.	
68	BANK SERVICE CHARGES		
69	MEMBERSHIP AND DUES		
70	MEETINGS AND SEMINARS	Includes SCCCMA, ICMA, MASC and BS&A conferences.	
71	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
72	ELECTRIC AND GAS		
73	TELEPHONE/CABLE		
74	WATER AND SEWER		
75	IT EQUP, SOFTWARE & SVCS	Includes City-wide VC3 contract (IT svcs, email, Microsoft licenses, security and backups - 209k) and website maint (7k). Also Gen Govt Dept Timekeeping (4k), new agenda software (30k), new HR software (4.5k), new Citibot resident engagement AI software (14.5k), software for new Public Relations position (10k), Adobe DC (2k), BS&A accounting software (11k), misc provision (2k) and hardware replacements (8k)	
76	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed - does not include computer hardware that is now budgeted in new IT Equip, Software & Svcs account	
77	MAINT & SERVICE CONTRACTS	City Hall recurring expenses for cleaning, pest control, hvac, stormwater/sol waste disp fees, pressure washing & elevator maint (\$10k), Tree Fund expenditures (\$15k only if needed), and misc provision as needed (\$3k).	
78	MACHINE/EQUIPMENT REPAIR		
79	CLEANING/SANITARY SUPPLY		
80	MEDICAL AND LAB		
81	ADVERTISING	Covers all advertising needs of the City - public notices, employment, license renewals, etc.	
82	INSURANCE	Forecast 2% annual increase each year	
83	RENT AND LEASES	City Hall copiers and postage meter. Timeclock rental moved to IT account	
84	EMPLOYEE TRAINING	Includes \$5,000 for City Hall employee training, \$2,000 for a safety program and \$56,000 for City-wide tuition reimbursement program (based on requests received in advance from employees)	
85	PROFESSIONAL SERVICES	Incls annual audit fees (\$36k), Clerk to Council (\$25k), Flex benefits administration (\$1k), credit and background checks on new employees (\$3k), Codification updates and online searchable code (\$4k), refresh Compensation Study market analysis (\$15k), drug tests & misc (\$10k)	
86	TEMPORARY LABOR	Provision for occasional office help in City Hall	
87	CONTRACTED SERVICES	Incls grant writing/mgt services (\$30k), traffic engineer consultant for traffic and transportation needs (\$30k), provision for new initiatives coming from Environmental Advisory Committee (\$15k), Smart Recycling composting service (\$6k), Fisher glass recycling (\$10k), lobbyist (\$48k) and general provision if needed (\$10k).	
88	ELECTION EXPENSES	Municipal elections in November of odd numbered calendar years, expense included in even numbered fiscal years	
89	MISC. & CONTINGENCY EXP	Provision for donations to Chaplaincy or Bird Rescue when these services are rendered to the City (\$1k), employee appreciation event (\$12k), Holiday Party (\$25k), employee engagement events (\$5k) & misc (\$1k).	
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93	POLICE EXPENDITURES		
94	SALARIES & WAGES	FY24 Budget includes a 2nd full-time Code Enforcement Officer and a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool.	
95	OVERTIME WAGES	Approximately 7% of regular pay for officers, 12.5% for communications specialists.	
96	PART-TIME WAGES		
97	FICA EXPENSE	FICA rate is 7.65%	
98	RETIREMENT EXPENSE	PORS & SCRS employer contribution rates are 21.24% & 18.56% respectively.	
99	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
100	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
101	PRINT AND OFFICE SUPPLIES		
102	MEMBERSHIP AND DUES		
103	MEETINGS AND SEMINARS	Includes hosting of a Tri-County Police Chiefs meeting and/or the SC FBI Group	
104	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
105	VEHICLE MAINTENANCE	Increased based on actual	

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															179
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
106	10-4420.5020	ELECTRIC AND GAS	25,111	24,412	27,323	32,248	29,000	15,780	32,784	33,000	4,000	33,000	4,000	29,000	29,000	29,000	29,000
107	10-4420.5021	TELEPHONE/CABLE	54,820	48,010	51,988	48,346	52,000	22,106	45,828	52,000	-	52,000	-	52,000	52,000	52,000	52,000
108	10-4420.5022	WATER AND SEWER	5,587	5,700	6,807	6,226	6,500	3,467	6,795	6,500	-	6,500	-	6,500	6,500	6,500	6,500
109	10-4420.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	30,261	55,000	23,065	33,317	44,000	(11,000)	65,000	10,000	58,000	58,000	58,000	58,000
110	10-4420.5025	NON-CAPITAL TOOLS & EQUIPMEN	2,492	2,943	1,561	22,299	15,000	11,945	23,566	15,000	-	17,000	2,000	15,000	15,000	15,000	15,000
111	10-4420.5026	MAINT & SERVICE CONTRACTS	78,619	66,350	61,217	27,736	45,500	7,799	28,889	40,000	(5,500)	40,000	(5,500)	40,000	40,000	40,000	40,000
112	10-4420.5027	MACHINE/EQUIPMENT REPAIR	6,199	137	3,519	4,311	7,000	675	4,368	7,000	-	7,000	-	8,500	8,500	8,500	8,500
113	10-4420.5041	UNIFORMS	18,605	10,528	20,836	14,913	22,715	11,666	17,889	22,715	-	22,000	(715)	22,715	22,715	22,715	22,715
114	10-4420.5044	CLEANING/SANITARY SUPPLY	1,950	2,835	4,382	3,718	6,000	1,697	4,435	6,000	-	6,000	-	6,000	6,000	6,000	6,000
115	10-4420.5049	MEDICAL AND LAB	4,018	3,922	5,796	5,946	5,000	2,710	6,087	5,000	-	9,000	4,000	6,500	6,500	6,500	6,500
116	10-4420.5062	INSURANCE	61,284	70,235	77,836	90,584	97,000	45,673	98,567	111,000	14,000	127,000	30,000	129,540	132,131	134,773	137,469
117	10-4420.5063	RENT AND LEASES	2,551	4,334	6,002	1,490	3,000	726	1,618	3,000	-	3,000	-	3,000	3,000	3,000	3,000
118	10-4420.5064	EMPLOYEE TRAINING	8,063	5,462	9,080	12,668	10,000	6,698	14,643	14,000	4,000	14,000	4,000	14,000	14,000	14,000	14,000
119	10-4420.5065	PROFESSIONAL SERVICES	610	765	7,541	6,195	5,000	300	5,345	6,000	1,000	5,000	-	5,000	5,000	5,000	5,000
120	10-4420.5067	CONTRACTED SERVICES	10,954	4,180	260	-	-	-	-	-	-	-	-	-	-	-	-
121	10-4420.5079	MISC. & CONTINGENCY EXP	1,818	3,114	2,992	3,189	5,000	3,924	4,133	5,000	-	6,000	1,000	5,000	5,000	5,000	5,000
122	10-4420.5081	CANINE KENNEL EXPENSES	552	398	829	920	2,200	1,148	322	2,200	-	2,200	-	2,200	2,200	2,200	2,200
123	SUBTOTAL POLICE		2,453,874	2,355,530	2,624,491	2,776,152	3,158,200	1,659,014	3,135,087	3,411,302	253,102	3,303,618	145,418	3,354,737	3,428,296	3,503,722	3,581,065
124	% Increase/(Decrease) from Prior Y		-6%	-4%	11%	6%	20%			8%		5%		2%	2%	2%	2%
125																	
126	FIRE																
127	10-4510.5001	SALARIES & WAGES	1,709,626	1,728,922	1,676,622	1,870,893	1,974,950	1,160,990	2,142,273	2,240,762	265,812	2,266,096	291,146	2,322,748	2,380,817	2,440,338	2,501,346
128	10-4510.5002	OVERTIME WAGES	319,872	364,157	368,910	356,909	317,166	187,106	363,840	361,166	44,000	383,060	65,894	392,637	402,452	412,514	422,827
129	10-4510.5003	PART-TIME WAGES	3,399	2,514	8,087	5,485	20,000	318	(4,725)	2,000	(18,000)	20,000	-	20,000	20,000	20,000	20,000
130	10-4510.5004	FICA EXPENSE	150,840	154,916	156,399	167,513	176,877	100,915	187,244	199,200	22,323	204,190	27,313	209,257	214,450	219,773	225,229
131	10-4510.5005	RETIREMENT EXPENSE	331,955	363,949	352,895	396,773	490,062	253,983	464,586	553,074	63,012	565,851	75,789	580,996	595,414	610,194	625,342
132	10-4510.5006	GROUP HEALTH INSURANCE	280,170	278,507	268,332	285,914	290,413	147,201	302,238	311,153	20,740	394,469	104,056	416,165	428,650	441,509	454,755
133	10-4510.5007	WORKERS COMPENSATION	68,845	81,858	81,520	98,400	117,380	64,437	110,361	117,380	-	128,160	10,780	131,364	134,648	138,014	141,465
135	10-4520.5010	PRINT AND OFFICE SUPPLIES	5,628	3,157	4,003	5,583	7,900	2,371	5,164	7,900	-	7,900	-	5,500	5,500	5,500	5,500
136	10-4520.5014	MEMBERSHIP AND DUES	2,294	553	1,781	2,204	2,300	715	1,524	2,300	-	2,300	-	2,300	2,300	2,300	2,300
137	10-4520.5015	MEETINGS AND SEMINARS	101	314	110	542	3,900	1,226	1,302	3,900	-	3,900	-	3,900	3,900	3,900	3,900
138	10-4520.5016	VEHICLE, FUEL & OIL	18,752	12,693	13,486	26,060	32,000	19,622	34,300	37,000	5,000	31,000	(1,000)	20,000	20,000	20,000	20,000
139	10-4520.5017	VEHICLE MAINTENANCE	59,406	65,175	53,423	59,808	65,000	37,526	70,896	94,000	29,000	70,000	5,000	65,000	65,000	65,000	65,000
140	10-4520.5020	ELECTRIC AND GAS	40,614	40,460	45,845	44,900	46,000	22,084	45,227	46,000	-	46,000	-	46,000	46,000	46,000	46,000
141	10-4520.5021	TELEPHONE/CABLE	58,645	55,278	56,589	54,868	61,000	27,970	55,948	61,000	-	61,000	-	61,000	61,000	61,000	61,000
142	10-4520.5022	WATER AND SEWER	10,784	10,633	10,801	9,984	13,000	5,485	10,786	13,000	-	13,000	-	13,000	13,000	13,000	13,000
143	10-4520.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	23,188	44,000	42,474	55,685	60,000	16,000	91,000	47,000	60,000	60,000	60,000	60,000
144	10-4520.5025	NON-CAPITAL TOOLS & EQUIPMEN	2,822	4,760	10,578	7,402	7,000	6,045	9,993	10,000	3,000	13,500	6,500	5,000	5,000	5,000	5,000
145	10-4520.5026	MAINT & SERVICE CONTRACTS	59,460	52,293	41,037	44,413	46,200	19,988	41,380	46,200	-	41,000	(5,200)	41,000	41,000	41,000	41,000
146	10-4520.5027	MACHINE/EQUIPMENT REPAIR	8,490	11,122	12,261	8,092	10,000	2,774	7,754	10,000	-	15,000	5,000	15,000	15,000	15,000	15,000
147	10-4520.5041	UNIFORMS	16,705	12,140	11,378	25,326	22,000	8,332	26,691	22,000	-	44,000	22,000	35,000	35,000	35,000	35,000
148	10-4520.5044	CLEANING/SANITARY SUPPLY	4,701	7,891	7,533	7,638	8,000	4,810	9,298	8,000	-	10,000	2,000	10,000	10,000	10,000	10,000
149	10-4520.5049	MEDICAL AND LAB	16,528	16,451	28,502	24,636	27,000	10,839	22,764	27,000	-	60,500	33,500	60,500	60,500	60,500	60,500
150	10-4520.5062	INSURANCE	117,135	119,306	130,532	141,536	147,000	69,167	144,560	147,000	-	166,000	19,000	169,320	172,706	176,161	179,684
151	10-4520.5063	RENT AND LEASES	958	5,807	3,954	1,449	3,000	650	1,505	3,000	-	3,000	-	3,000	3,000	3,000	3,000
152	10-4520.5064	EMPLOYEE TRAINING	7,953	8,684	9,572	22,505	22,500	11,491	25,301	22,500	-	26,500	4,000	26,500	26,500	26,500	26,500
153	10-4520.5065	PROFESSIONAL SERVICES	5,380	5,473	6,815	9,315	21,000	2,080	8,416	21,000	-	32,000	11,000	32,000	32,000	32,000	32,000
154	10-4520.5079	MISC. & CONTINGENCY EXP	5,998	4,900	7,067	6,186	9,000	2,548	3,077	9,000	-	9,000	-	9,000	9,000	9,000	9,000
155	10-4520.5080	VOLUNTEER FIRE POINTS	590	998	-	-	-	-	-	-	-	-	-	-	-	-	-

	X	Y	180
1	CITY OF ISLE OF PALMS GENERAL FUND		
2	NOTES		
3			
106	ELECTRIC AND GAS	Increased based on actual. Includes propane. Split 50/50 with Fire Dept.	
107	TELEPHONE/CABLE	Incls phone/internet (\$14k), cellular & data cards (\$7k), NCIC line (\$7k) and Charleston County radio fee (\$28k)	
108	WATER AND SEWER		
109	IT EQUIP, SOFTWARE & SVCS	Police timekeeping (3k) hardware repls (18k), Sonitrol alarm (1k), LawTrac software (4k), Adobe (1k), Pace scheduling module (3k), Power DMS for CALEA (2k), online investigations software (4k), NCIC software annual maint (3k), Code Enforcement Tracking software (5k), Sonitrol alarm monitoring (1k), server warranty (1k), Charleston County MDT license (2.7k) & interagency network IPS (3.7k), new IOP Police App (11k) and misc provision (2k)	
110	NON-CAPITAL TOOLS & EQUIPMENT	Tasers and taser cartridges (tasers must be discharged twice/yr to maintain certification) (\$5k), ammunition for shooting range (\$2k), firearm replacements (\$5) and provision for other small equipment as needed (\$5k).	
111	MAINT & SERVICE CONTRACTS	Incls IOPPD's portion of annual maintenance on Charleston County's MDT (mobile data terminal) system (\$6.5k), elevator maint contract (\$7.5k), janitorial service (\$6k), recurring expenses for pest control, hvac, County stormwater fees and fire protection sys (\$5k) and misc provision as needed (\$15k).	
112	MACHINE/EQUIPMENT REPAIR		
113	UNIFORMS	Includes \$1,000 to cover replacements of jackets and vests for marine unit	
114	CLEANING/SANITARY SUPPLY		
115	MEDICAL AND LAB	Increased based on actual and added \$2500 to install a Medsafe pharmaceutical dropbox at the PSB.	
116	INSURANCE	Forecast 2% annual increase each year. Includes a \$5k provision for deductibles	
117	RENT AND LEASES	Police copier. Timeclock rental moved to IT account	
118	EMPLOYEE TRAINING	Increased based on actual	
119	PROFESSIONAL SERVICES	Annual CALEA continuation	
120	CONTRACTED SERVICES		
121	MISC. & CONTINGENCY EXP	Increased to allow for increased promotional and recruitment efforts	
122	CANINE KENNEL EXPENSES		
123			
124			
125			
126	FIRE		
127	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool.	
128	OVERTIME WAGES	Total OT budget is 14% of Regular Pay - 6% of this is scheduled OT, 8% is estimated OT for coverage of vacation & sick time, extra coverage on summer holidays, etc.	
129	PART-TIME WAGES		
130	FICA EXPENSE	FICA rate is 7.65%	
131	RETIREMENT EXPENSE	PORS & SCRS employer contribution rates are 21.24% & 18.56% respectively.	
132	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
133	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries. Firefighter rates decreased for calendar year 2023.	
135	PRINT AND OFFICE SUPPLIES		
136	MEMBERSHIP AND DUES		
137	MEETINGS AND SEMINARS	Added \$2,400 for Fire Marshal's attendance at State Fire Marshal Conference and State Arson Conference	
138	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
139	VEHICLE MAINTENANCE	Increased based on actual.	
140	ELECTRIC AND GAS		
141	TELEPHONE/CABLE	Incls phone/internet (\$26k), cellular & data cards (\$8k) and Charleston County radio fee (\$27k)	
142	WATER AND SEWER		
143	IT EQUIP, SOFTWARE & SVCS	Incls Fire timekeeping (4k), Adobe DC (1k), Chas Co MDT maint contract (3k) and Image Trend records mgt software (5k), 6 desktops for training and reports (13k), 1 laptop for personnel responsible for SCBA inventory (3k), 2 tablets for use with Vector Solutions inventory & maintenance software (4k), 6 MDTs (36k), Sonitrol alarm (2k), Vector Solutions training software (6k), Vector Solutions Check-it Inventory & Maint software (1.5k), add Vector Solutions scheduling software w/ integration to RMS system (8.6k), First Arriving dashboard software annual subscription (3.6k) and misc provision (1k)	
144	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed. Increased based on actual. FY24 includes 10 office chairs for watch rooms in both stations (\$3.5k).	
145	MAINT & SERVICE CONTRACTS	Incls elevator maint (\$6k), bay door maint (\$3k), janitorial service (\$5k), hvac maint (\$5k), recurring expenses for pest control, AED, county stormwater fees, fire supression foam and fire protection system (\$7k) and misc provision as needed (\$15k).	
146	MACHINE/EQUIPMENT REPAIR	FY24 includes \$5k for radio battery replacements	
147	UNIFORMS	Increased to allow for a more professionnall standard among all employees. Provides for quick dry summer uniforms. In FY24 added \$12k to cover uniforms for 6 new Paramedics.	
148	CLEANING/SANITARY SUPPLY	Increased based on actual	
149	MEDICAL AND LAB	Added \$30k in FY24 for paramedic supplies	
150	INSURANCE	Forecast 2% annual increase each year. Includes a \$5k provision for deductibles	
151	RENT AND LEASES	Fire Dept copier. Timeclock rental moved to IT account	
152	EMPLOYEE TRAINING	Increased to allow for bringing in outside trainers	
153	PROFESSIONAL SERVICES	Includes annual required testing for aerials and engine pumps (\$6k). Added \$6k to outsource annual firehose testing. Added \$20k provision for medical control officer required by SCDHEC.	
154	MISC. & CONTINGENCY EXP	Added \$2,000 for fire prevention materials, kids helmets, etc.	
155	VOLUNTEER FIRE POINTS		

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															181
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
156		SUBTOTAL FIRE	3,307,651	3,412,914	3,368,031	3,707,523	3,984,648	2,213,147	4,147,388	4,435,536	450,888	4,708,426	723,778	4,756,186	4,862,838	4,972,202	5,084,347
157		% Increase/(Decrease) from Prior Y	3%	3%	-1%	10%	18%			11%		18%		1%	2%	2%	2%
158																	
159		PUBLIC WORKS															
160	10-4610.5001	SALARIES & WAGES	527,534	566,183	590,158	596,726	676,422	384,086	694,077	727,509	51,087	646,025	(30,397)	662,176	678,730	695,698	713,091
161	10-4610.5002	OVERTIME WAGES	6,411	10,757	11,410	10,982	11,697	10,841	15,642	17,031	5,334	10,984	(713)	11,259	11,540	11,829	12,124
162	10-4610.5003	PART-TIME WAGES	-	2,577	22,091	18,486	21,870	9,689	18,649	20,914	(956)	24,300	2,430	24,908	25,530	26,168	26,823
163	10-4610.5004	FICA EXPENSE	40,082	43,187	46,271	46,486	54,314	30,296	54,366	58,557	4,243	52,120	(2,194)	53,423	54,759	56,128	57,531
164	10-4610.5005	RETIREMENT EXPENSE	72,216	83,647	88,732	95,913	127,715	62,647	114,277	138,187	10,472	121,941	(5,774)	124,989	128,114	131,317	134,600
165	10-4610.5006	GROUP HEALTH INSURANCE	70,661	87,324	92,437	90,262	110,404	49,078	94,374	102,102	(8,302)	116,563	6,159	122,974	126,663	130,463	134,377
166	10-4610.5007	WORKERS COMPENSATION	29,420	31,390	32,039	41,204	56,556	27,817	49,623	56,556	-	53,780	(2,776)	55,125	56,503	57,915	59,363
167	10-4620.5010	PRINT AND OFFICE SUPPLIES	2,916	920	913	651	1,500	20	502	1,500	-	1,500	-	1,500	1,500	1,500	1,500
168	10-4620.5014	MEMBERSHIP AND DUES	466	254	133	509	500	-	509	500	-	500	-	500	500	500	500
169	10-4620.5015	MEETINGS AND SEMINARS	99	-	191	189	500	55	171	500	-	500	-	500	500	500	500
170	10-4620.5016	VEHICLE, FUEL & OIL	73,819	61,548	59,465	80,853	109,000	66,648	112,587	117,000	8,000	97,000	(12,000)	80,000	80,000	80,000	80,000
171	10-4620.5017	VEHICLE MAINTENANCE	86,111	84,066	119,113	81,320	95,000	91,460	131,712	127,000	32,000	114,000	19,000	114,000	114,000	114,000	114,000
172	10-4620.5020	ELECTRIC AND GAS	76,500	65,390	69,540	67,955	70,000	34,274	68,924	70,000	-	70,000	-	70,000	70,000	70,000	70,000
173	10-4620.5021	TELEPHONE/CABLE	13,386	12,309	12,292	12,896	14,000	5,597	12,142	14,000	-	14,000	-	14,000	14,000	14,000	14,000
174	10-4620.5022	WATER AND SEWER	7,098	2,178	2,035	1,682	3,000	920	1,791	3,000	-	3,000	-	3,000	3,000	3,000	3,000
175	10-4620.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	4,738	6,000	3,945	6,825	6,000	-	16,000	10,000	16,000	16,000	16,000	16,000
176	10-4620.5025	NON-CAPITAL TOOLS & EQUIPMEN	3,846	1,895	6,088	1,561	2,000	3,104	4,015	4,000	2,000	8,000	6,000	8,000	8,000	8,000	8,000
177	10-4620.5026	MAINT & SERVICE CONTRACTS	7,710	13,434	15,313	9,918	11,500	5,021	11,165	17,000	5,500	11,500	-	11,500	11,500	11,500	11,500
178	10-4620.5027	MACHINE/EQUIPMENT REPAIR	2,661	1,299	1,732	4,317	4,000	684	2,046	4,000	-	4,000	-	4,000	4,000	4,000	4,000
179	10-4620.5041	UNIFORMS	10,559	10,276	9,827	10,271	11,000	7,126	12,745	11,000	-	13,000	2,000	11,000	11,000	11,000	11,000
180	10-4620.5044	CLEANING/SANITARY SUPPLY	3,541	2,219	1,578	1,774	2,500	237	1,422	2,500	-	2,500	-	2,500	2,500	2,500	2,500
181	10-4620.5049	MEDICAL AND LAB	2,786	3,117	3,936	3,825	4,000	857	2,748	4,000	-	4,000	-	4,000	4,000	4,000	4,000
182	10-4620.5054	STREET SIGNS	-	-	-	1,334	2,000	1,276	2,610	2,000	-	2,000	-	2,000	2,000	2,000	2,000
183	10-4620.5062	INSURANCE	40,102	44,939	42,933	36,813	38,500	22,078	38,052	41,000	2,500	43,500	5,000	44,370	45,257	46,163	47,086
184	10-4620.5063	RENT AND LEASES	172	1,392	1,502	179	2,000	32	181	2,000	-	2,000	-	2,000	2,000	2,000	2,000
185	10-4620.5064	EMPLOYEE TRAINING	55	-	250	-	300	46	46	300	-	300	-	300	300	300	300
186	10-4620.5065	PROFESSIONAL SERVICES	1,080	280	280	3,050	2,000	-	550	2,000	-	2,000	-	2,000	2,000	2,000	2,000
187	10-4620.5066	TEMPORARY LABOR	180,553	163,644	196,033	241,462	244,000	113,901	239,543	244,000	-	248,000	4,000	248,000	248,000	248,000	248,000
188	10-4620.5067	CONTRACTED SERVICES	298	-	968	206	1,000	-	206	1,000	-	1,000	-	1,000	1,000	1,000	1,000
189	10-4620.5079	MISC. & CONTINGENCY EXP	1,683	925	697	608	1,000	334	537	1,000	-	1,000	-	1,000	1,000	1,000	1,000
190	10-4620.5089	GARBAGE CART PROCUREMENT	13,776	6,959	14,013	24,637	7,500	8,218	24,813	8,500	1,000	8,500	1,000	8,500	8,500	8,500	8,500
191		SUBTOTAL PUBLIC WORKS	1,275,539	1,302,109	1,441,968	1,490,806	1,691,778	940,285	1,716,850	1,804,656	112,878	1,693,513	1,735	1,704,523	1,732,396	1,760,981	1,790,294
192		% Increase/(Decrease) from Prior Y	1%	2%	11%	3%	17%			7%		0%		1%	2%	2%	2%
193											-		-				
194		BUILDING															
195	10-4710.5001	SALARIES & WAGES	244,015	247,287	245,844	239,870	229,345	137,588	267,229	254,764	25,419	278,362	49,017	285,321	292,454	299,765	307,260
196	10-4710.5002	OVERTIME WAGES	65	491	588	672	655	173	465	655	-	1,004	349	1,029	1,055	1,081	1,108
197	10-4710.5004	FICA EXPENSE	17,661	18,119	18,177	17,813	17,595	10,372	20,022	19,540	1,945	21,371	3,776	21,906	22,453	23,015	23,590
198	10-4710.5005	RETIREMENT EXPENSE	33,074	35,849	36,348	38,053	42,688	22,017	43,335	47,406	4,718	51,850	9,162	53,147	54,475	55,837	57,233
199	10-4710.5006	GROUP HEALTH INSURANCE	42,034	41,180	39,426	31,551	33,789	13,874	27,921	31,494	(2,295)	48,369	14,580	51,029	52,560	54,137	55,761
200	10-4710.5007	WORKERS COMPENSATION	2,183	2,722	2,049	2,650	2,988	1,560	2,848	2,988	-	2,593	(395)	2,658	2,724	2,792	2,862
201	10-4720.5010	PRINT AND OFFICE SUPPLIES	12,811	9,562	4,602	8,416	10,000	1,873	7,143	10,000	-	10,000	-	10,000	10,000	10,000	10,000
202	10-4720.5014	MEMBERSHIP AND DUES	238	204	179	548	1,000	400	548	1,000	-	1,000	-	1,000	1,000	1,000	1,000
203	10-4720.5015	MEETINGS AND SEMINARS	213	24	1,168	305	3,000	-	1	3,000	-	3,000	-	3,000	3,000	3,000	3,000
204	10-4720.5016	VEHICLE, FUEL & OIL	3,888	3,220	4,172	5,775	5,000	1,822	5,461	5,000	-	4,100	(900)	4,000	4,000	4,000	4,000
205	10-4720.5017	VEHICLE MAINTENANCE	3	166	508	1,645	1,000	46	1,367	1,000	-	1,000	-	1,000	1,000	1,000	1,000
206	10-4720.5020	ELECTRIC AND GAS	3,628	4,231	5,063	4,750	5,100	2,737	5,146	5,100	-	5,100	-	5,100	5,100	5,100	5,100
207	10-4720.5021	TELEPHONE/CABLE	4,995	4,311	5,831	4,466	5,500	2,000	4,369	5,500	-	5,500	-	5,500	5,500	5,500	5,500
208	10-4720.5022	WATER AND SEWER	1,371	1,374	1,541	1,260	1,600	749	1,459	1,600	-	1,600	-	1,600	1,600	1,600	1,600
209	10-4720.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	23,833	57,000	2,153	25,492	22,000	(35,000)	35,000	(22,000)	35,000	35,000	35,000	35,000

	X	Y	182
1	CITY OF ISLE OF PALMS GENERAL FUND		
	NOTES		
2			
3			
156			
157			
158			
159	PUBLIC WORKS		
160	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool.	
161	OVERTIME WAGES	Includes OT provision for beach cleanup as needed. Forecast increase is 2.5% per year	
162	PART-TIME WAGES	Part-time weekend restroom maintenance/attendant. 100% of wages and fringes covered by transfer in from Muni Atax fund. FY21 Budget assumed this was a contract position and did not include PT wages.	
163	FICA EXPENSE	FICA rate is 7.65%	
164	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
165	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
166	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
167	PRINT AND OFFICE SUPPLIES		
168	MEMBERSHIP AND DUES		
169	MEETINGS AND SEMINARS	Attendance at stormwater managers meetings	
170	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
171	VEHICLE MAINTENANCE	Increased 20% due to higher prices and aging equipment	
172	ELECTRIC AND GAS		
173	TELEPHONE/CABLE		
174	WATER AND SEWER		
175	IT EQUIP, SOFTWARE & SVCS	Incls Public Wks timekeeping (2k), Fuelmaster (2k), Arc GIS mapping/drainage sys mgt (1.2k), Citiworks maintenance management software (10k) and misc provision (.5k)	
176	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed. Includes additional provision for new Stormwater manager and the jet vac trailer.	
177	MAINT & SERVICE CONTRACTS	Includes monthly janitorial service and pest control.	
178	MACHINE/EQUIPMENT REPAIR		
179	UNIFORMS	Weekly uniform service + \$100/yr per employee for steel-toed boots. Increased based on actual.	
180	CLEANING/SANITARY SUPPLY		
181	MEDICAL AND LAB		
182	STREET SIGNS	Covers island wide street name signs only as needed.	
183	INSURANCE	Forecast 2% annual increase each year	
184	RENT AND LEASES	Covers hydrogen and acetylene tanks for welding. Timeclock rental moved to IT account	
185	EMPLOYEE TRAINING		
186	PROFESSIONAL SERVICES	DHEC and UST testing. Using Crompco for all 3 sites (Public Works, Marina and PSB). Includes annual testing and additional compliance monitoring.	
187	TEMPORARY LABOR	Incls provision for additional services if needed, such as right-of-way maintenance, office help, Front Beach parking lot and compactor cleanup. Hourly rate \$18/hr. FY24 added provision for beach cleanup that Joe Washington conducted.	
188	CONTRACTED SERVICES	Covers annual shred day service	
189	MISC. & CONTINGENCY EXP		
190	GARBAGE CART PROCUREMENT	Replenish roll cart inventory. New carts are sold for \$75	
191			
192			
193			
194	BUILDING		
195	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool. Added a Short Term Rental License Coordinator position.	
196	OVERTIME WAGES	Forecast increase is 2.5% per year	
197	FICA EXPENSE	FICA rate is 7.65%	
198	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
199	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
200	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
201	PRINT AND OFFICE SUPPLIES		
202	MEMBERSHIP AND DUES		
203	MEETINGS AND SEMINARS	Increased budget for meetings and conferences for new Zoning Administrator	
204	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
205	VEHICLE MAINTENANCE		
206	ELECTRIC AND GAS		
207	TELEPHONE/CABLE		
208	WATER AND SEWER		
209	IT EQUIP, SOFTWARE & SVCS	Incls Building Dept timekeeping (1k), BS&A business license maint (.5k), Geothinq GIS software subscription (2k), provision for new permitting & licensing software (30k) and misc provision (.5k). STR software moved to Muni Atax Fund.	

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															183
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
210	10-4720.5025	NON-CAPITAL TOOLS & EQUIPMEN	128	500	708	244	1,000	152	396	1,000	-	1,000	-	1,000	1,000	1,000	1,000
211	10-4720.5026	MAINT & SERVICE CONTRACTS	7,948	21,131	25,825	6,054	7,500	4,065	7,681	8,000	500	7,500	-	7,500	7,500	7,500	7,500
212	10-4720.5027	MACHINE/EQUIPMENT REPAIR	-	-	-	-	500	-	-	500	-	500	-	500	500	500	500
213	10-4720.5041	UNIFORMS	362	293	388	431	500	297	664	500	-	500	-	500	500	500	500
214	10-4720.5044	CLEANING/SANITARY SUPPLY	475	708	454	414	500	321	573	500	-	500	-	500	500	500	500
215	10-4720.5049	MEDICAL AND LAB	35	139	30	497	100	95	577	100	-	100	-	100	100	100	100
216	10-4720.5062	INSURANCE	8,718	8,673	8,725	9,311	10,000	5,392	9,975	11,000	1,000	12,000	2,000	12,240	12,485	12,734	12,989
217	10-4720.5063	RENT AND LEASES	443	1,101	1,194	842	1,500	426	895	1,500	-	1,500	-	1,500	1,500	1,500	1,500
218	10-4720.5064	EMPLOYEE TRAINING	793	90	1,311	999	2,000	160	1,044	2,000	-	2,000	-	2,000	2,000	2,000	2,000
219	10-4720.5065	PROFESSIONAL SERVICES	3,740	9,077	9,118	23,841	17,300	33,466	50,188	50,000	32,700	14,300	(3,000)	14,300	14,300	14,300	14,300
220	10-4720.5066	TEMPORARY LABOR	-	-	-	19,135	4,000	-	5,534	4,000	-	4,000	-	4,000	4,000	4,000	4,000
221	10-4720.5079	MISC. & CONTINGENCY EXP	371	418	127	423	500	75	498	500	-	500	-	500	500	500	500
222		SUBTOTAL BUILDING	389,190	410,871	413,376	443,799	461,660	241,811	490,829	490,646	28,986	514,250	52,590	525,930	536,807	547,962	559,403
223		% Increase/(Decrease) from Prior Y	-1%	6%	1%	7%	12%			6%		11%		2%	2%	2%	2%
224																	
225		RECREATION															
226	10-4810.5001	SALARIES & WAGES	364,045	379,099	369,063	445,839	413,496	243,478	404,558	372,002	(41,494)	390,435	(23,061)	400,196	410,201	420,456	430,967
227	10-4810.5002	OVERTIME WAGES	2,719	2,833	4,707	4,377	9,301	1,329	2,243	2,605	(6,696)	9,293	(8)	9,525	9,763	10,008	10,258
228	10-4810.5003	PART-TIME WAGES	195,375	150,844	160,615	130,980	185,000	53,428	212,009	216,991	31,991	235,000	50,000	235,000	235,000	235,000	235,000
229	10-4810.5004	FICA EXPENSE	41,865	39,796	40,006	43,928	46,496	22,502	46,687	45,257	(1,239)	48,557	2,061	49,321	50,105	50,908	51,731
230	10-4810.5005	RETIREMENT EXPENSE	53,076	57,707	56,938	66,280	79,796	31,325	68,669	80,601	805	75,515	(4,281)	76,044	77,945	79,894	81,891
231	10-4810.5006	GROUP HEALTH INSURANCE	64,643	57,056	55,938	54,656	59,919	27,029	57,608	50,992	(8,927)	71,125	11,206	75,037	77,288	79,607	81,995
232	10-4810.5007	WORKERS COMPENSATION	10,919	9,873	10,575	14,012	17,158	8,868	16,018	17,158	-	17,923	765	18,371	18,830	19,301	19,784
233	10-4810.5008	UNEMPLOYMENT COMPENSATION	-	2,997	1,994	-	-	-	-	-	-	-	-	-	-	-	-
234	10-4820.5010	PRINT AND OFFICE SUPPLIES	9,940	8,720	5,509	10,910	10,500	6,504	13,720	10,500	-	12,000	1,500	10,500	10,500	10,500	10,500
235	10-4820.5014	MEMBERSHIP AND DUES	1,281	1,345	1,208	1,499	1,600	295	1,244	1,600	-	1,600	-	1,600	1,600	1,600	1,600
236	10-4820.5015	MEETINGS AND SEMINARS	1,272	328	590	412	2,000	852	852	2,000	-	2,000	-	2,000	2,000	2,000	2,000
237	10-4820.5016	VEHICLE, FUEL & OIL	2,919	2,070	2,164	3,012	4,000	1,741	3,399	4,000	-	7,000	3,000	3,100	3,100	3,100	3,100
238	10-4820.5017	VEHICLE MAINTENANCE	909	4,966	1,649	1,281	2,000	364	1,254	2,000	-	2,000	-	2,000	2,000	2,000	2,000
239	10-4820.5020	ELECTRIC AND GAS	32,628	27,872	31,487	32,328	32,000	18,411	35,245	35,000	3,000	35,000	3,000	32,000	32,000	32,000	32,000
240	10-4820.5021	TELEPHONE/CABLE	15,223	10,527	11,638	10,574	13,000	5,146	10,497	13,000	-	13,000	-	13,000	13,000	13,000	13,000
241	10-4820.5022	WATER AND SEWER	4,104	4,337	4,656	5,115	5,000	2,294	4,574	5,000	-	5,000	-	5,000	5,000	5,000	5,000
242	10-4820.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	24,367	21,000	4,281	19,003	21,000	-	30,000	9,000	30,000	30,000	30,000	30,000
243	10-4820.5025	NON-CAPITAL TOOLS & EQUIPMEN	1,831	1,734	1,854	1,910	2,000	578	889	2,000	-	2,000	-	2,000	2,000	2,000	2,000
244	10-4820.5026	MAINT & SERVICE CONTRACTS	39,562	38,478	48,233	42,890	45,000	24,239	37,450	45,000	-	45,000	-	45,000	45,000	45,000	45,000
245	10-4820.5027	MACHINE/EQUIPMENT REPAIR	591	1,564	2,486	3,438	2,500	786	1,741	2,500	-	2,500	-	2,500	2,500	2,500	2,500
246	10-4820.5041	UNIFORMS	1,593	36	1,838	332	1,950	-	332	1,950	-	1,950	-	1,950	1,950	1,950	1,950
247	10-4820.5044	CLEANING/SANITARY SUPPLY	5,589	6,344	4,549	5,886	8,000	3,214	5,157	8,000	-	8,000	-	8,000	8,000	8,000	8,000
248	10-4820.5049	MEDICAL AND LAB	579	1,344	1,040	1,342	1,000	207	556	1,000	-	1,000	-	1,000	1,000	1,000	1,000
249	10-4820.5062	INSURANCE	40,860	41,520	41,430	43,326	49,000	24,441	47,182	53,000	4,000	60,000	11,000	61,200	62,424	63,672	64,946
250	10-4820.5063	RENT AND LEASES	1,971	2,365	2,796	1,944	4,600	681	1,947	4,600	-	2,500	(2,100)	2,500	2,500	2,500	2,500
251	10-4820.5064	EMPLOYEE TRAINING	1,185	1,092	1,758	1,387	2,500	1,311	1,311	2,500	-	2,500	-	2,000	2,000	2,000	2,000
252	10-4820.5065	PROFESSIONAL SERVICES	120	120	120	-	120	-	-	120	-	120	-	120	120	120	120
253	10-4820.5066	TEMPORARY LABOR	-	-	-	1,859	2,000	-	877	2,000	-	2,000	-	2,000	2,000	2,000	2,000
254	10-4820.5079	MISC. & CONTINGENCY EXP	3,514	2,210	2,401	3,295	3,500	1,227	3,616	3,500	-	3,500	-	3,500	3,500	3,500	3,500
255	10-4830.5088	5 & UNDER GROUPS	469	271	643	658	750	308	789	750	-	750	-	750	750	750	750
256	10-4830.5091	PROGRAMS	2,949	1,360	2,386	3,286	3,500	966	2,635	3,500	-	5,000	1,500	3,500	3,500	3,500	3,500
257	10-4830.5092	SPECIAL ACTIVITIES/EVENTS	22,675	22,544	18,111	25,211	24,500	8,834	13,392	24,500	-	24,500	-	24,500	24,500	24,500	24,500
258	10-4830.5093	SUMMER CAMPS	13,605	10,019	13,119	10,783	14,500	2,588	11,569	14,500	-	15,500	1,000	14,500	14,500	14,500	14,500
259	10-4830.5095	THEME ACTIVITIES	1,194	998	1,291	1,910	2,000	1,950	2,250	2,000	-	3,500	1,500	2,000	2,000	2,000	2,000
261	10-4830.5097	ADULT SPORTS	12,987	6,389	12,115	12,730	13,000	4,970	14,471	1,300	(11,700)	14,000	1,000	13,000	13,000	13,000	13,000
262	10-4830.5098	YOUTH SPORTS	28,472	13,657	32,040	34,898	35,000	11,496	35,982	35,000	-	36,000	1,000	35,000	35,000	35,000	35,000
263	10-4830.5099	KEENAGERS	2,794	1,699	2,920	3,556	3,500	1,424	3,311	3,500	-	4,000	500	3,500	3,500	3,500	3,500
264		SUBTOTAL RECREATION	983,458	914,114	949,864	1,050,210	1,121,186	517,068	1,083,037	1,090,926	(30,260)	1,189,767	68,581	1,191,215	1,208,077	1,225,365	1,243,092
265		% Increase/(Decrease) from Prior Y	2%	-7%	4%	11%	18%			-3%		6%		0%	1%	1%	1%

	X	Y	184
1	CITY OF ISLE OF PALMS GENERAL FUND		
2	NOTES		
3			
210	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed - does not include computer hardware that is now budgeted in new IT Equip, Software & Svcs account	
211	MAINT & SERVICE CONTRACTS	Includes provision for janitorial service, pest control, HVAC maintenance, etc.	
212	MACHINE/EQUIPMENT REPAIR		
213	UNIFORMS		
214	CLEANING/SANITARY SUPPLY		
215	MEDICAL AND LAB		
216	INSURANCE		
217	RENT AND LEASES	Copier rental. Timeclock rental moved to IT account	
218	EMPLOYEE TRAINING		
219	PROFESSIONAL SERVICES	Flood letter (\$2,000) BOZA & Plan Commission legal/prof svcs (\$2,500, \$1,000 of which is training), services for Planning Comm (\$3,000), GIS subscription (\$1,800), temp help w/licensing data entry (\$5,000)	
220	TEMPORARY LABOR	Added \$4,000 for occasional office help.	
221	MISC. & CONTINGENCY EXP		
222			
223			
225	RECREATION		
226	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool.	
227	OVERTIME WAGES	Forecast increase is 2.5% per year	
228	PART-TIME WAGES	Instructor pay = 70% of revenues generated from participant fees, so this line item is tied to participation. Increased PT hourly rate. For FY22, \$81k of PT wages were coded to FT wages in error	
229	FICA EXPENSE	FICA rate is 7.65%	
230	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
231	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
232	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
233	UNEMPLOYMENT COMPENSATION		
234	PRINT AND OFFICE SUPPLIES	Increased based on actual	
235	MEMBERSHIP AND DUES		
236	MEETINGS AND SEMINARS		
237	VEHICLE, FUEL & OIL	FY24 budget based on recent 12 months usage and an estimated \$3.75/gallon cost for marine-grade unleaded and \$4.00/gallong cost for diesel fuel.	
238	VEHICLE MAINTENANCE		
239	ELECTRIC AND GAS	Increased based on actual	
240	TELEPHONE/CABLE		
241	WATER AND SEWER		
242	IT EQUIP, SOFTWARE & SVCS	Incls Rec Dept timekeeping (3k), Rec Trac software w/ online registration, scheduling & communications modules (15k), wi-fi enhancements for Gym & Cardio Room (5k), hardware replacements (6k) and misc provision (.5k)	
243	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed - does not include computer hardware that is now budgeted in new IT Equip, Software & Svcs account	
244	MAINT & SERVICE CONTRACTS		-
245	MACHINE/EQUIPMENT REPAIR		
246	UNIFORMS		
247	CLEANING/SANITARY SUPPLY		
248	MEDICAL AND LAB		
249	INSURANCE	Forecast 2% annual increase each year	
250	RENT AND LEASES	Includes copier rental and year round portable toilets	
251	EMPLOYEE TRAINING		
252	PROFESSIONAL SERVICES	Annual backflow tests	
253	TEMPORARY LABOR	Added budget to address temporary staffing needs	
254	MISC. & CONTINGENCY EXP		
255	5 & UNDER GROUPS		
256	PROGRAMS	Supplies for all youth and adult programming and classes	
257	SPECIAL ACTIVITES/EVENTS		
258	SUMMER CAMPS		
259	THEME ACTIVITIES	Includes Farmers Market	
261	ADULT SPORTS	Increased official's fees	
262	YOUTH SPORTS	Increased official's fees	
263	KEENAGERS		
264			
265			

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS GENERAL FUND															185
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
266	-																
267	COURT																
268	10-4910.5001	SALARIES & WAGES	68,085	69,384	70,721	76,305	76,768	44,963	85,230	87,283	10,515	80,652	3,884	82,668	84,735	86,853	89,025
269	10-4910.5002	OVERTIME WAGES	2,040	1,702	2,454	9,817	1,747	4,407	9,510	7,812	6,065	1,836	89	1,882	1,929	1,977	2,027
270	10-4910.5003	PART-TIME WAGES	16,641	15,041	15,082	15,041	16,500	7,376	15,000	15,167	(1,333)	24,000	7,500	24,000	24,000	24,000	24,000
271	10-4910.5004	FICA EXPENSE	6,551	6,416	6,751	7,705	7,269	4,345	8,399	8,435	1,166	8,146	877	8,304	8,466	8,632	8,801
272	10-4910.5005	RETIREMENT EXPENSE	11,764	12,468	13,026	15,837	17,635	8,844	17,355	20,465	2,830	19,764	2,129	20,147	20,539	20,941	21,354
273	10-4910.5006	GROUP HEALTH INSURANCE	6,472	6,664	6,626	6,629	6,735	3,318	6,634	6,996	261	7,864	1,129	8,297	8,545	8,802	9,066
274	10-4910.5007	WORKERS COMPENSATION	207	221	165	210	390	128	234	390	-	298	(92)	305	313	321	329
275	10-4920.5010	PRINT AND OFFICE SUPPLIES	4,565	3,426	3,477	3,555	4,000	891	3,402	4,000	-	4,000	-	4,000	4,000	4,000	4,000
276	10-4920.5014	MEMBERSHIP AND DUES	93	74	102	83	150	-	83	150	-	150	-	150	150	150	150
277	10-4920.5015	MEETINGS AND SEMINARS	563	512	137	150	700	175	175	700	-	700	-	700	700	700	700
278	10-4920.5021	TELEPHONE/CABLE	4,124	3,409	3,470	3,541	4,000	1,718	3,521	4,000	-	4,000	-	4,000	4,000	4,000	4,000
279	10-4920.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	2,800	1,000	-	-	1,000	-	1,000	-	2,000	2,000	2,000	2,000
280	10-4920.5025	NON-CAPITAL TOOLS & EQUIPMEN	754	624	514	191	800	109	300	800	-	800	-	800	800	800	800
281	10-4920.5026	MAINT & SERVICE CONTRACTS	5,079	4,511	2,551	-	3,850	-	-	3,850	-	3,850	-	3,850	3,850	3,850	3,850
282	10-4920.5027	MACHINE/EQUIPMENT REPAIR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
283	10-4920.5062	INSURANCE	589	669	678	682	800	373	747	1,000	200	1,500	700	1,530	1,561	1,592	1,624
284	10-4920.5064	EMPLOYEE TRAINING	1,802	376	508	645	1,500	196	1,026	1,500	-	1,500	-	1,500	1,500	1,500	1,500
285	10-4920.5065	PROFESSIONAL SERVICES	74,912	78,740	123,496	168,750	130,000	131,843	231,311	228,000	98,000	170,000	40,000	170,000	170,000	170,000	170,000
286	10-4920.5079	MISC. & CONTINGENCY EXP	842	267	63	635	850	59	491	850	-	850	-	850	850	850	850
287	SUBTOTAL COURT		205,083	204,504	249,821	312,575	274,694	208,746	383,417	392,398	117,704	330,911	56,217	334,983	337,938	340,968	344,075
288	% Increase/(Decrease) from Prior Y		-20%	0%	22%	25%	10%	43%			20%		1%		1%	1%	1%
289																	
290	BEACH SERVICE OFFICERS (BSOs)																
291	10-5710.5002	OVERTIME WAGES	689	3,955	6,326	2,894	1,500	939	2,259	1,500	-	2,000	500	2,000	2,000	2,000	2,000
292	10-5710.5003	PART-TIME WAGES	93,224	67,053	72,157	82,354	88,940	32,664	100,799	88,940	-	125,000	36,060	125,000	125,000	125,000	125,000
293	10-5710.5004	FICA EXPENSE	7,188	5,436	6,004	6,522	6,919	2,574	7,885	6,919	-	9,716	2,797	9,716	9,716	9,716	9,716
294	10-5710.5005	RETIREMENT EXPENSE	1,865	1,443	-	244	-	-	(465)	-	-	-	-	-	-	-	-
295	10-5710.5006	GROUP HEALTH INSURANCE	-	-	-	-	-	-	(546)	-	-	-	-	-	-	-	-
296	10-5710.5007	WORKERS COMPENSATION	3,557	2,918	3,777	5,035	6,035	2,776	5,067	6,035	-	1,920	(4,115)	1,920	1,920	1,920	1,920
297	SUBTOTAL BEACH SERVICE OFFICER		106,522	80,806	88,264	97,049	103,394	38,954	115,000	103,394	-	138,636	35,242	138,636	138,636	138,636	138,636
298	% Increase/(Decrease) from Prior Y		14%	-24%	9%	10%	17%	-			34%		-				
299																	
300	TOTAL GENERAL FUND EXPENDITURES		10,467,611	10,314,457	11,126,105	12,019,226	13,321,490	6,618,606	13,410,932	14,141,488	819,998	14,412,821	1,091,331	14,571,860	14,875,339	15,034,336	15,296,131
301	% Increase/(Decrease) from Prior Y		-1%	-1%	8%	8%	20%	6%			8%		1%		2%	1%	2%
302																	
303	NET INCOME BEFORE TRANSFERS		1,026,149	1,219,949	1,751,852	2,944,511	(420,385)	(2,652,741)	1,465,944	588,962	1,009,347	(470,786)	(50,401)	(647,750)	(813,322)	(832,482)	(952,478)
304																	
306	10-3900.4901	OPERATING TRANSFERS IN	1,226,087	827,658	873,002	1,031,462	1,243,410	13,144	1,034,859	1,243,410	-	1,515,634	272,224	1,634,449	1,686,462	1,740,555	1,796,811
307	10-3900.5901	OPERATING TRANSFERS OUT	(2,037,371)	(1,820,026)	(2,380,577)	(3,624,164)	(823,025)	-	(3,624,164)	(1,482,372)	(659,347)	(1,044,848)	(221,823)	(986,699)	(873,140)	(908,073)	(844,333)
308	NET TRANSFERS IN/(OUT)		(811,284)	(992,368)	(1,507,575)	(2,592,702)	420,385	13,144	(2,589,305)	(238,962)	(659,347)	470,786	50,401	647,750	813,322	832,482	952,478
309																	
310	NET INCOME AFTER TRANSFERS		214,865	227,581	244,276	351,809	-	(2,639,597)	(1,123,361)	350,000	350,000	(0)	(0)	(0)	(0)	0	0
311																	
312	ENDING FUND BALANCE		3,420,190	3,647,771	3,892,047	4,243,856	3,892,047	4,593,855			350,000	4,593,855	350,000	4,593,855	4,593,855	4,593,855	4,593,856

	X	Y	186
1	CITY OF ISLE OF PALMS GENERAL FUND		
2	NOTES		
266			
267	COURT		
268	SALARIES & WAGES	FY24 Budget includes a 2.5% merit pool for adjustments effective 1/1/2024. Long-term forecasts include and annual 2.5% merit pool.	
269	OVERTIME WAGES	Forecast increase is 2.5% per year	
270	PART-TIME SALARIES	Includes \$1500 for fill-in Judge if needed. FY24 includes provision for one additional court per month.	
271	FICA EXPENSE	FICA rate is 7.65%	
272	RETIREMENT EXPENSE	SCRS employer contribution rates are 18.56%	
273	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
274	WORKMEN'S COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries.	
275	PRINT AND OFFICE SUPPLIES		
276	MEMBERSHIP AND DUES		
277	MEETINGS AND SEMINARS		
278	TELEPHONE/CABLE	Phone and internet service	
279	IT EQUP, SOFTWARE & SVCS	Incls provision for Court jury selection software (.5k) and misc provision (.5k) LawTrac court software included in Police.	
280	NON-CAPITAL TOOLS & EQUIPMENT	Provision for small (<\$5k) equipment as needed	
281	MAINT & SERVICE CONTRACTS		
282	MACHINE/EQUIPMENT REPAIR		
283	INSURANCE		
284	EMPLOYEE TRAINING		
285	PROFESSIONAL SERVICES	Includes most legal fees for the City and Court security. Increased based on actual.	
286	MISC. & CONTINGENCY		
287			
288			
289			
290	BEACH SERVICE OFFICERS (BSOs)		
291	OVERTIME WAGES		
292	PART-TIME WAGES	FY24 includes an additional Marina Parking Attendant position. Increased PT hourly rate. All BSO and Parking Attendant wages and fringes are covered with transfers in from Tourism Funds	
293	FICA EXPENSE	FICA rate is 7.65%	
294	RETIREMENT EXPENSE		
295	GROUP HEALTH INSURANCE	Current PEBA rates & dependent elections + 3.7% increase on January 1, 2024. Also includes a City of IOP specific experience modifier increase of 9.8% effective January 1, 2024.	
296	WORKERS COMPENSATION	Based on current SCMIT rates (including an experience modifier) and forecasted salaries. The premium rate for BSOs was changed by SCMIT from the police rate to a lower rate.	
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306	OPERATING TRANSFERS IN	Incls transfers in from Tourism funds for BSOs and Marina Parking Attendant (\$139k), 5 Police Officers (\$454k), Victims Advocate (\$3k), Police summer OT (\$20k), 6 Firefighters (\$473k), 3 new Paramedics (\$275k), 50% of Public Wks fuel (\$49k) & temps (\$124k), Front Beach restroom attendant (\$27k) and Public Relations/Media Coordinator (\$21k from CVB 30% Funds).	
307	OPERATING TRANSFERS OUT	Transfers Out to Capital Projects Fund.	
308			
309			
310			
311			
312			

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS CAPITAL PROJECTS FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
5		CAPITAL PROJECTS FUND REVENUES															
6	20-3450.4029	DONATIONS OF EQUIPMENT	-	10,000	-	-	-	-	-	-	-	-	-	-	-	-	-
7	20-3450.4106	INTERGOVERNMENT TRANSFERS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	20-3450.4111	GRANT INCOME	906,544	5,187	43,221	6,351	1,705,300	10,442	(1,068,507)	10,442	(1,694,858)	2,833,100	1,127,800	-	-	-	-
9	20-3500.4501	MISCELLANEOUS REVENUE	18,808	-	20,600	-	-	-	-	-	-	-	-	-	-	-	-
10	20-3500.4504	SALE OF ASSETS	-	-	51,500	-	-	-	-	-	-	-	-	-	-	-	-
11	20-3500.4505	INTEREST INCOME	80,803	81,933	12,558	30,858	8,000	150,840	177,813	265,000	257,000	265,000	257,000	132,500	132,500	132,500	132,500
12	20-3500.4512	BOND PROCEEDS	-	-	3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
13	20-3860.5805	MUNICIPAL LEASE PROCEEDS	-	848,267	-	1,556,639	-	-	680,933	-	-	-	-	-	-	-	-
14		TOTAL CAPITAL PROJ REVENUES (N	1,006,155	945,388	3,627,879	1,593,848	1,713,300	161,282	(209,761)	275,442	(1,437,858)	3,098,100	1,384,800	132,500	132,500	132,500	132,500
15		% Increase/(Decrease) from Prior Y	-19%	-6%	284%	-56%	7%			-84%		81%		-96%			
16																	
17		GENERAL GOVERNMENT															
18	20-4140.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	20-4140.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	38,083	38,000	22,101	60,177	13,000	(25,000)	-	(38,000)	-	-	-	-
20	20-4140.5025	NON-CAPITAL TOOLS & EQUIPMEN	1,714	1,888	2,070	2,668	2,000	-	2,298	2,000	-	2,000	-	2,000	2,000	2,000	2,000
21	20-4140.5026	MAINT & SERVICE CONTRACTS	11,259	1,693	7,110	3,972	12,163	967	3,770	15,000	2,837	13,692	1,529	13,692	13,692	27,384	27,384
22	20-4140.5065	PROFESSIONAL SERVICES	15,247	7,650	24,842	-	-	-	-	-	-	-	-	-	-	-	-
23	20-4140.5085	CAPITAL OUTLAY	-	-	9,637	-	636,000	-	-	16,000	(620,000)	1,522,000	886,000	70,000	-	30,000	35,000
24		SUBTOTAL GENERAL GOVT	28,220	11,231	43,659	44,722	688,163	23,068	66,245	46,000	(642,163)	1,537,692	849,529	85,692	15,692	59,384	64,384
25		% Increase/(Decrease) from Prior Y	-86%	-60%	289%	2%	1439%			-93%		123%		-94%	-82%	278%	8%
26																	
27		POLICE															
28	20-4440.5017	VEHICLE MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	20-4440.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	-	28,000	-	-	-	(28,000)	49,000	21,000	-	-	-	-
30	20-4440.5025	NON-CAPITAL TOOLS & EQUIPMEN	1,133	-	29,576	1,929	-	-	1,929	-	-	-	-	-	-	-	-
31	20-4440.5026	MAINT & SERVICE CONTRACTS	26,050	-	38,645	7,804	62,500	6,771	14,037	50,000	(12,500)	62,500	-	62,500	62,500	125,000	125,000
32	20-4440.5041	UNIFORMS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	20-4440.5084	CONSTRUCTION IN PROGRESS	23,817	-	-	-	-	-	-	-	-	-	-	-	-	-	-
34	20-4440.5085	CAPITAL OUTLAY	145,300	599,372	1,213,596	83,757	70,000	11,073	94,830	70,000	-	52,000	(18,000)	102,500	104,000	106,000	258,500
35		SUBTOTAL POLICE	196,300	599,372	1,281,816	93,490	160,500	17,844	110,795	120,000	(40,500)	163,500	3,000	165,000	166,500	231,000	383,500
36		% Increase/(Decrease) from Prior Y	145%	205%	114%	-93%	72%			-25%		2%		1%	1%	39%	66%
37																	
38		FIRE															
39	20-4540.5009	DEBT SERVICE - PRINCIPAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	20-4540.5011	DEBT SERVICE - INTEREST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	20-4540.5017	VEHICLE MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	20-4540.5025	NON-CAPITAL TOOLS & EQUIPMEN	2,041	786	23,916	24,713	13,500	19,857	28,162	22,000	8,500	-	(13,500)	12,500	12,500	12,500	12,500
43	20-4540.5026	MAINT & SERVICE CONTRACTS	55,776	-	61,829	3,463	117,183	15,207	18,325	75,000	(42,183)	124,620	7,437	124,620	124,620	249,239	249,239
44	20-4540.5063	RENT AND LEASES	17,325	8,487	-	-	-	-	-	-	-	-	-	-	-	-	-
45	20-4540.5065	PROFESSIONAL SERVICES	1,199	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	20-4540.5084	CONSTRUCTION IN PROGRESS	23,817	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	20-4540.5085	CAPITAL OUTLAY	-	1,459,125	1,461,580	1,479,680	241,500	54,941	874,470	185,500	(56,000)	206,000	(35,500)	576,000	592,500	42,500	220,500
48		SUBTOTAL FIRE	100,158	1,468,398	1,547,326	1,507,856	372,183	90,005	920,957	282,500	(89,683)	330,620	(41,563)	713,120	729,620	304,239	482,239
49		% Increase/(Decrease) from Prior Y	42%	1366%	5%	-3%	-75%			-24%		-11%		116%	2%	-58%	59%
50																	

	X	Y	188
1	CITY OF ISLE OF PALMS CAPITAL PROJECTS FUND		
	NOTES		
2			
3			
5	CAPITAL PROJECTS FUND REVENUES		
6	DONATIONS OF EQUIPMENT		
7	INTERGOVERNMENT TRANSFERS		
8	GRANT INCOME	FY24 incls a FEMA flood mitigation grant for an island residence (\$625k) and recognizes 100% of the \$2,170,600 Federal ARP grant. \$1.085 million (50% of total ARP award) will be transferred to the Marina for construction of the public dock while the remaining 50% will be used for the Waterway Blvd multi-use path (\$685k if grant is not rec'd) and drainage improvements (\$400k). FY24 also incls \$37.5k for physical agility testing equipment in the Fire Dept.	
9	MISCELLANEOUS REVENUE		
10	SALE OF ASSETS		
11	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
12	BOND PROCEEDS	\$3.5 million GO Bond issued in January 2021 to fund Phase 3 drainage construction. Debt service expense is in the General Fund.	
13	MUNICIPAL LEASE PROCEEDS		
14			
15			
16			
17	GENERAL GOVERMENT		
18	BANK SERVICE CHARGES		
19	IT EQUIP, SOFTWARE & SVCS		
20	NON-CAPITAL TOOLS & EQUIPMENT	Provision for City Hall and Council Chamber furniture as needed	
21	MAINT & SERVICE CONTRACTS	Building maintenance contingency to proactively address issues as needed. Equals 1% (FY23-26) or 2% (FY27+) of City Hall building insured value. Split 50/50 Gen Govt/Building	
22	PROFESSIONAL SERVICES	City-wide Microsoft Office 365 previously budgeted here is now budgeted in the new IT Equip, Software & Svcs account	
23	CAPITAL OUTLAY	FY24 incls FEMA flood mitigation proj for island residence (\$625k, 100% offset with grants), HVAC repl (only w/failure) (\$15k), City Hall fence repl (\$18k), replace framing and metal doors at City Hall (\$30k) and 66% of the planning and construction of City Hall repairs/renovation (\$834k). Forecast periods = 100% of Gen Govt capital needs per the 10-yr plan.	
24			
25			
26			
27	POLICE		
28	VEHICLE MAINTENANCE		
29	IT EQUIP, SOFTWARE & SVCS	Replace/reconfigure Police Dept servers per VC3 recommendation	
30	NON-CAPITAL TOOLS & EQUIPMENT		
31	MAINT & SERVICE CONTRACTS	Building maintenance contingency to proactively address issues as needed. Equals 1% (FY23-26) or 2% (FY27+) of PSB insured value. PSB costs are split 50% with Fire Department	
32	UNIFORMS		
33	CONSTRUCTION IN PROGRESS		
34	CAPITAL OUTLAY	FY24 incls 1 patrol SUV (\$52,000). Forecast periods = 50% of the annual Police Dept capital needs per the 10-yr plan.	
35			
36			
37			
38	FIRE		
39	DEBT SERVICE - PRINCIPAL		
40	DEBT SERVICE - INTEREST		
41	VEHICLE MAINTENANCE		
42	NON-CAPITAL TOOLS & EQUIPMENT		
43	MAINT & SERVICE CONTRACTS	Includes provision for facility maintenance at PSB and Station #2. Equals 1% of insured building values for (FY23-26) and 2% for FY27+.	
44	RENT AND LEASES	FY20 included rental of construction/office trailer for use during PSB Fire Dept renovation	
45	PROFESSIONAL SERVICES		
46	CONSTRUCTION IN PROGRESS		
47	CAPITAL OUTLAY	FY24 incls replace Port-Count machine for SCBA mask fit testing (\$10k), replace RAD-57 carbon monoxide monitor only w/ failure (\$6k), 50% of exhaust system for both stations (\$100k), physical agility testing equipment (75% offset by grant revenues) (\$50k), high-rise kits req'd for automatic aid (\$10k) and HVAC replacement (only with failure) (\$30k). Forecast periods = 50% of annual Fire Dept expenses per the 10-year cap plan.	
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS CAPITAL PROJECTS FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
51		PUBLIC WORKS															
52	20-4640.5017	VEHICLE MAINTENANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53	20-4640.5025	NON-CAPITAL TOOLS & EQUIPMEN	-	-	1,409	-	-	-	-	-	-	-	-	-	-	-	-
54	20-4640.5026	MAINT & SERVICE CONTRACTS	81,564	11,796	7,005	10,420	14,191	266	10,686	14,191	-	16,121	1,930	16,121	16,121	32,243	32,243
55	20-4640.5063	RENT AND LEASES	-	-	-	-	15,000	-	-	-	(15,000)	15,000	-	15,000	15,000	15,000	15,000
56	20-4640.5065	PROFESSIONAL SERVICES	19,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57	20-4640.5084	CIP PHASE 3 DRAINAGE	1,141,894	81,623	182,855	586,821	2,596,000	257,136	776,298	802,000	(1,794,000)	1,331,000	(1,265,000)	-	-	-	-
58	20-4640.5085	CAPITAL OUTLAY	244,289	32,068	32,420	5,039	16,250	15,000	20,039	16,250	-	685,000	668,750	299,000	176,000	58,500	191,000
59	20-4640.5086	DRAINAGE	167,084	60,266	21,570	82,769	350,000	14,509	78,428	250,000	(100,000)	1,100,000	750,000	350,000	350,000	350,000	350,000
60		SUBTOTAL PUBLIC WORKS	1,654,132	185,753	245,259	685,050	2,991,441	286,910	885,451	1,082,441	(1,909,000)	3,147,121	155,680	680,121	557,121	455,743	588,243
61		% Increase/(Decrease) from Prior Y	9%	-89%	32%	179%	337%			-64%		5%		-78%	-18%	-18%	29%
62																	
63		BUILDING															
64	20-4740.5025	NON-CAPITAL TOOLS & EQUIPMEN	-	-	-	-	-	1,325	1,325	1,325	1,325	-	-	-	-	-	-
65	20-4740.5026	MAINT & SERVICE CONTRACTS	(9)	-	6,710	3,541	12,163	591	3,094	5,000	(7,163)	13,692	1,529	13,692	13,692	27,384	27,384
66	20-4740.5085	CAPITAL OUTLAY	-	-	3,980	-	10,000	-	-	10,000	-	10,000	-	38,000	-	-	15,000
67		SUBTOTAL BUILDING	(9)	-	10,689	3,541	22,163	1,916	4,419	16,325	(5,838)	23,692	1,529	51,692	13,692	27,384	42,384
68		% Increase/(Decrease) from Prior Y	-100%	-100%			526%			-26%		7%		118%	-74%	100%	55%
69																	
70		RECREATION															
71	20-4840.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	-	36,000	-	-	16,000	(20,000)	37,000	1,000	-	-	-	-
72	20-4840.5025	NON-CAPITAL TOOLS & EQUIPMEN	28,596	6,042	1,430	-	7,500	5,026	5,026	7,500	-	7,500	-	7,500	7,500	7,500	7,500
73	20-4840.5026	MAINT & SERVICE CONTRACTS	79,229	34,747	2,500	34,712	37,725	14,682	34,889	37,725	-	42,855	5,130	42,855	42,855	85,710	85,710
74	20-4840.5085	CAPITAL OUTLAY	-	-	83,752	49,192	101,000	52,840	96,355	81,000	(20,000)	135,000	34,000	75,500	136,500	647,000	72,000
75		SUBTOTAL RECREATION	107,825	40,789	87,683	83,904	182,225	72,548	136,270	142,225	(40,000)	222,355	40,130	125,855	186,855	740,210	165,210
76		% Increase/(Decrease) from Prior Y	25%	-62%	115%	-4%	117%			-22%		22%		-43%	48%	296%	-78%
77																	
78																	
79		TOTAL CAPITAL PROJECTS FUND EXPENDITURES	2,086,624	2,305,543	3,216,432	2,418,562	4,416,675	492,291	2,124,136	1,689,491	(2,727,184)	5,424,980	1,008,305	1,821,480	1,669,480	1,817,960	1,725,960
80		% Increase/(Decrease) from Prior Y	5%	10%	40%	-25%	83%			-62%		23%		-66%	-8%	9%	-5%
81																	
82		NET INCOME BEFORE TRANSFERS	(1,080,469)	(1,360,155)	411,447	(824,715)	(2,703,375)	(331,010)	(2,333,897)	(1,414,049)	1,289,326	(2,326,880)	376,495	(1,688,980)	(1,536,980)	(1,685,460)	(1,593,460)
83																	
84		TRANSFERS															
85	20-3900.4901	OPERATING TRANSFERS IN	1,924,450	1,728,994	2,380,577	3,444,164	823,025	-	3,444,164	1,482,372	659,347	1,044,848	221,823	986,699	873,140	908,073	844,333
86	20-3900.5901	OPERATING TRANSFERS OUT	-	-	-	-	-	-	-	-	-	(1,085,300)	(1,085,300)	-	-	-	-
87		NET TRANSFERS IN/(OUT)	1,924,450	1,728,994	2,380,577	3,444,164	823,025	-	3,444,164	1,482,372	659,347	(40,452)	(863,477)	986,699	873,140	908,073	844,333
88																	
89		NET INCOME AFTER TRANSFERS	843,981	368,839	2,792,024	2,619,449	(1,880,350)	(331,010)	1,110,267	68,323	1,948,673	(2,367,332)	(486,982)	(702,281)	(663,840)	(777,387)	(749,127)
90																	
91		ENDING FUND BALANCE	5,772,507	6,141,345	8,933,369	11,552,819	7,053,019			11,621,142		9,253,810		8,551,529	7,887,689	7,110,302	6,361,175

	X	Y	190
1	CITY OF ISLE OF PALMS CAPITAL PROJECTS FUND		
	NOTES		
2			
3			
51	PUBLIC WORKS		
52	VEHICLE MAINTENANCE		
53	NON-CAPITAL TOOLS & EQUIPMENT		
54	MAINT & SERVICE CONTRACTS	Provision for facilities maintenance = 1% (FY23-FY26) or 2% (FY27+) of insured building value including wash station.	
55	RENT AND LEASES	Provision to rent a mini-excavator for in-house drainage maintenance. Approximately 4 weeks a year.	
56	PROFESSIONAL SERVICES		
57	CIP PHASE 3 DRAINAGE	FY24 incls balance to finish the Forest Trail outfall (\$1.3M) and the 41st Ave outfall incl piping of 41st Ave ditch (\$29k). Design and Construction total for 41st Ave has a cost estimate of \$2.2million. This project will be funded and managed by the State Office of Resilience. The City's cost share is for permitting only \$29,000.	
58	CAPITAL OUTLAY	FY24 includes 50% of the Waterway Blvd multi-use path elevation project (\$685k). City is seeking hazard mitigation grant funds to offset this cost but if the grant is not awarded, Federal ARP funds on hand can be used. Forecast periods = 50% of Public Works 10 Year Capital Plan totals for non-drainage related capital expenses.	
59	DRAINAGE EXPENSE CONTING.	Includes annual provisions for drainage contingency (\$100k) and provison for drainage projects identified by the comprehensive drainage plan using bond proceeds on hand + Federal ARP grant (\$1M).	
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63	BUILDING		
64	NON-CAPITAL TOOLS & EQUIPMENT		
65	MAINT & SERVICE CONTRACTS	Building maintenance contingency to proactively address issues as needed - calculated as 1% (FY23-FY26) or 2% (FY27+) of City Hall building insured value. Split 50/50 Gen Govt/Building	
66	CAPITAL OUTLAY	FY24 includes \$10k for HVAC replacements if needed. Forecast periods = 100% of Building Dept needs per the 10-yr plan.	
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70	RECREATION		
71	IT EQUIP, SOFTWARE & SVCS	Upgrade AV system in Rec classrooms (30k) andreplace camera system server (7k)	
72	NON-CAPITAL TOOLS & EQUIPMENT	Provision for Fitness Room equipment	
73	MAINT & SERVICE CONTRACTS	Provision for facilities maintenance = .5% (FY23-FY26) or 1% (FY27+) of insured building value. A lesser maintenance % used for Rec Dept as this Dept has full-time maintenance staff.	
74	CAPITAL OUTLAY	FY24 incls repl HVAC (\$50k only with failure), acoustical panels for gym (\$30k) & 1/3 of cost construct outdoor fitness courts (\$55k). Forecast period annual amounts = 50% of 10 Year Capital Plan Recreation totals.	
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84	TRANSFERS		
85	OPERATING TRANSFERS IN	FY19 BUDGET TRANSFER IS FROM THE GENERAL FUND	
86	OPERATING TRANSFERS OUT	In FY24, transfer 50% of Federal American Rescue Plan (ARP) Funds held in the Cap Projects Fund to Marina (\$1,085,300) for approximately 2/3rds of the cost to build a new Public Dock.	
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS MUNICIPAL ACCOMMODATIONS TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
5	MUNICIPAL ACCOMMODATIONS TAX FUND REVENUES																
6	30-3450.4105	ACCOM. FEE REVENUE	1,042,551	863,187	1,318,141	1,818,174	1,543,000	729,598	1,695,051	1,849,000	306,000	1,680,000	137,000	1,713,600	1,747,872	1,782,829	1,818,486
7	30-3450.4106	COUNTY ACC. FEE REVENUE	508,000	370,500	508,000	730,293	598,000	231,164	659,743	684,000	86,000	657,000	59,000	508,000	518,160	528,523	539,094
8	30-3450.4111	GRANT INCOME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	30-3500.4504	SALE OF ASSETS	3,170	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	30-3500.4505	INTEREST INCOME	41,004	25,891	2,386	6,427	1,500	34,486	40,334	59,000	57,500	59,000	57,500	29,500	29,500	29,500	29,500
11	TOTAL REVENUES (NO TRANSFERS)		1,594,725	1,259,578	1,828,527	2,554,894	2,142,500	995,248	2,395,128	2,592,000	449,500	2,396,000	253,500	2,251,100	2,295,532	2,340,853	2,387,080
12	% Increase/(Decrease) from Prior Y		4%	-21%	45%	40%	-16%			21%		12%		-6%	2%	2%	2%
13																	
14	GENERAL GOVERNMENT																
15	30-4120.5009	DEBT SERVICE - PRINCIPAL	72,000	82,000	84,000	84,000	84,000	-	84,000	84,000	-	-	(84,000)	-	-	-	-
16	30-4120.5011	DEBT SERVICE - INTEREST	6,821	5,611	4,234	2,822	1,411	706	2,117	1,411	-	-	(1,411)	-	-	-	-
17	30-4120.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	30-4120.5020	ELECTRIC AND GAS	317	309	326	370	400	191	381	400	-	400	-	400	400	400	400
19	30-4120.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	-	-	-	-	-	-	97,000	97,000	-	-	-	-
20	30-4120.5025	NON-CAPITAL TOOLS & EQUIPMEN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	30-4120.5026	MAINT & SERVICE CONTRACTS	9,425	13,878	15,285	20,585	41,000	2,476	3,193	41,000	-	52,000	11,000	52,000	52,000	52,000	52,000
22	30-4120.5054	STREET SIGNS	23,306	3,483	16,691	18,296	25,000	1,033	18,925	25,000	-	25,000	-	25,000	25,000	25,000	25,000
23	30-4120.5061	ADVERTISING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	30-4120.5065	PROFESSIONAL SERVICES	-	-	8,945	-	15,000	-	-	-	(15,000)	15,000	-	15,000	15,000	15,000	15,000
25	30-4120.5079	MISC. & CONTINGENCY EXP	9,967	9,926	15,983	19,840	16,000	11,749	21,118	16,000	-	35,000	19,000	35,000	35,000	35,000	35,000
26	30-4120.5085	CAPITAL OUTLAY	-	-	-	-	-	-	-	-	-	416,000	416,000	-	-	-	-
27	SUBTOTAL GENERAL GOVT		121,835	115,207	145,463	145,914	182,811	16,156	129,734	167,811	(15,000)	640,400	457,589	127,400	127,400	127,400	127,400
28	% Increase/(Decrease) from Prior Y		-5%	-5%	26%	0%	25%			-8%		250%		-80%			
30	POLICE																
31	30-4420.5021	TELEPHONE/CABLE	4,848	5,360	5,933	6,799	6,000	6,529	8,945	9,000	3,000	9,000	3,000	9,000	9,000	9,000	9,000
32	30-4420.5025	NON-CAPITAL TOOLS & EQUIPMEN	3,614	3,993	3,548	-	-	-	-	-	-	-	-	-	-	-	-
33	30-4420.5026	MAINT & SERVICE CONTRACTS	691	9,917	8,378	11,544	11,000	4,431	12,402	11,000	-	12,000	1,000	11,000	11,000	11,000	11,000
34	30-4420.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	30-4420.5067	CONTRACTED SERVICES	21,330	14,750	13,160	10,762	33,000	4,708	9,680	33,000	-	33,000	-	20,000	20,000	20,000	20,000
36	30-4420.5084	CONSTRUCTION IN PROGRESS	11,908	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	30-4420.5085	CAPITAL OUTLAY	60,405	354,220	169,544	-	105,000	11,073	11,073	45,000	(60,000)	63,500	(41,500)	41,000	41,600	42,400	103,400
38	SUBTOTAL POLICE		102,796	388,240	200,562	29,105	155,000	26,741	42,101	98,000	(57,000)	117,500	(37,500)	81,000	81,600	82,400	143,400
39	% Increase/(Decrease) from Prior Y		4%	278%	-48%	-85%	433%			-37%		-24%		-31%	1%	1%	74%
41	FIRE																
42	30-4520.5009	DEBT SERVICE - PRINCIPAL	-	-	-	93,957	81,449	81,449	81,449	81,449	-	82,752	1,303	84,076	85,421	86,788	88,177
43	30-4520.5011	DEBT SERVICE - INTEREST	-	-	-	-	12,508	12,508	12,508	12,508	-	11,205	(1,303)	9,881	8,536	7,169	5,780
44	30-4520.5025	NON-CAPITAL TOOLS & EQUIPMEN	14,334	-	-	24,930	-	33	24,963	28,000	28,000	-	-	-	-	-	-
45	30-4520.5026	MAINT & SERVICE CONTRACTS	20,974	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	30-4520.5084	CONSTRUCTION IN PROGRESS	11,908	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	30-4520.5085	CAPITAL OUTLAY	-	300,995	169,544	149,178	154,000	-	52,464	79,000	(75,000)	156,000	2,000	230,400	237,000	17,000	88,200
48	SUBTOTAL FIRE		47,216	300,995	169,544	268,065	247,957	93,990	171,384	200,957	(47,000)	249,957	2,000	324,357	330,957	110,957	182,157
49	% Increase/(Decrease) from Prior Y		326883%	537%	-44%	58%	-8%			-19%		1%		30%	2%	-66%	64%
51	PUBLIC WORKS																
52	30-4620.5026	MAINT & SERVICE CONTRACTS	50,945	9,509	6,564	13,996	29,000	2,094	13,899	29,000	-	29,000	-	29,000	29,000	29,000	29,000
53	30-4620.5054	STREET SIGNS	93	3,899	2,412	955	-	1,526	2,481	-	-	-	-	-	-	-	-
54	30-4620.5063	RENT AND LEASES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55	30-4620.5065	PROFESSIONAL SERVICES	-	482	-	-	-	-	-	-	-	-	-	-	-	-	-
56	30-4620.5067	CONTRACTED SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57	30-4620.5079	MISC. & CONTINGENCY EXP	2,350	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	X	Y	192
1	CITY OF ISLE OF PALMS MUNICIPAL ACCOMMODATIONS TAX FUND		
2	NOTES		
3			
5	MUNICIPAL ACCOMMODATIONS TAX FUND REVENUES		
6	ACCOM. FEE REVENUE	FY24 budget based on 90% of most recent 12 month actual collections. Long-term forecast assumes 2% annual increase.	
7	COUNTY ACC. FEE REVENUE	FY24 budget based on 90% of most recent 12 month actual collections. Long-term forecast assumes 2% annual increase.	
8	GRANT INCOME		
9	SALE OF ASSETS		
10	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
11			
12			
13			
14	GENERAL GOVERMENT		
15	DEBT SERVICE - PRINCIPAL	Rec Bond paid off in FY23	
16	DEBT SERVICE - INTEREST	Rec Bond paid off in FY23	
17	BANK SERVICE CHARGES		
18	ELECTRIC AND GAS		
19	IT EQUIP, SOFTWARE & SVCS	FY24 includes Rentalscape STR compliance software (62k) and a provision for additional property mgt software (35k) if needed	
20	NON-CAPITAL TOOLS & EQUIPMENT		
21	MAINT & SERVICE CONTRACTS	Provision for annual trimming of all roadside palm trees between Breach Inlet and 57th Ave + 19 Palm at Rec Dept (\$34k) and install or refinish approx 3 streetprint crosswalks (\$18k)	
22	STREET SIGNS	Parking management replacement signs as needed (resident parking only, parallel parking only, beach parking). Includes funds to add/repl new beach path signs.	
23	ADVERTISING		
24	PROFESSIONAL SERVICES	Provision for professional services related to parking management	
25	MISCELLANEOUS	In FY24 (\$24k) contract for holiday decorations including installation of Front Beach lights and holiday tree, all bulbs and supplies and storage (relieving the City of the cost of 2 storage units). Provision for lighting oak trees at end of the IOP Connector (\$5k), US flags (\$3k) and tshirts for IOP beach cleanup crew (\$3k).	
26	CAPITAL OUTLAY	FY24 incls 1/3rd of the cost to plan and construct a renovation of City Hall (\$416k)	
27			
28			
30	POLICE		
31	TELEPHONE/CABLE	Comcast service for IOP Connector camera feed. Added new camera facing northbound on Palm.	
32	NON-CAPITAL TOOLS & EQUIPMENT		
33	MAINT & SERVICE CONTRACTS	Includes \$11,000 for pooper scooper stations & supplies co-ordinated by Animal Control in Pol Dept. In FY24 add 2 stations along Waterway Blvd multi-use path.	
34	PROFESSIONAL SERVICES		
35	CONTRACTED SERVICES	Provision for Charleston County Sheriff Deputies assistance. Increased for additional Charleston County support including \$13k cost-share with Isle of Palms County Park.	
36	CONSTRUCTION IN PROGRESS		
37	CAPITAL OUTLAY	FY24 incls one SUV repl (\$52k) and an automatic license plate reader for IOP Connector for investigative purposes (\$11.5k). Forecast periods = 20% of the annual Police Dept capital needs per the 10-yr plan.	
38			
39			
41	FIRE		
42	DEBT SERVICE - PRINCIPAL	Debt service for new Fire engine	
43	DEBT SERVICE - INTEREST	Debt service for new Fire engine	
44	NON-CAPITAL TOOLS & EQUIPMENT		
45	MAINT & SERVICE CONTRACTS		
46	CONSTRUCTION IN PROGRESS		
47	CAPITAL OUTLAY	FY24 incls replacement of 2014 Ford F150 (\$56k) and \$50% of cost to install exhaust system at both stations (\$100k). Forecast periods = 20% of the annual Fire Dept capital needs per the 10-yr plan.	
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49			
51	PUBLIC WORKS		
52	MAINT & SERVICE CONTRACTS	Charleston Co solid waste disposal fees on Front Beach compactor and beach trash dumpsters (\$9,000), right of way maintenance (\$6,000), beach path maint (\$2,500), additional mowing of underbrush/limbs in busy season (\$10,000) and wayfinding sign maint (\$1,500).	
53	STREET SIGNS		
54	RENT AND LEASES		
55	PROFESSIONAL SERVICES		
56	CONTRACTED SERVICES		
57	MISCELLANEOUS		

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS MUNICIPAL ACCOMMODATIONS TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
58	30-4620.5085	CAPITAL OUTLAY	543,199	79,850	18,890	221,523	16,250	14,000	110,685	16,250	-	120,000	103,750	119,600	70,400	23,400	76,400
59	30-4620.5086	DRAINAGE	-	125,988	452,803	305,349	648,668	126,925	403,893	548,668	(100,000)	197,804	(450,864)	445,804	448,668	447,804	445,804
60		SUBTOTAL PUBLIC WORKS	596,587	219,728	480,669	541,822	693,918	144,545	530,958	593,918	(100,000)	346,804	(347,114)	594,404	548,068	500,204	551,204
61		% Increase/(Decrease) from Prior Y	56%	-63%	119%	13%	28%			-14%		-50%		71%	-8%	-9%	10%
62																	
63		RECREATION															
64	30-4820.5025	NON-CAPITAL TOOLS & EQUIPMEN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
65	30-4820.5026	MAINT & SERVICE CONTRACTS	-	-	76	-	-	-	-	-	-	-	-	-	-	-	-
66	30-4820.5085	CAPITAL OUTLAY	21,736	-	-	-	65,000	-	-	65,000	-	91,000	26,000	30,200	54,600	258,800	28,800
67		SUBTOTAL RECREATION	21,736	-	76	-	65,000	-	-	65,000	-	91,000	26,000	30,200	54,600	258,800	28,800
68		% Increase/(Decrease) from Prior Y	555%	-100%										-67%	81%	374%	-89%
69																	
70		FRONT BEACH AND PARKING MANAGEMENT															
71	30-5620.5010	PRINT AND OFFICE SUPPLIES	17,071	9,755	9,549	6,231	20,800	5,685	8,004	20,800	-	20,800	-	20,800	20,800	20,800	20,800
72	30-5620.5013	BANK SERVICE CHARGES	35,248	34,793	54,380	61,276	62,000	46,323	67,970	-	(62,000)	70,000	8,000	62,000	62,000	62,000	62,000
73	30-5620.5020	ELECTRIC AND GAS	38,051	37,850	41,473	41,633	42,000	20,777	41,703	42,000	-	42,000	-	42,000	42,000	42,000	42,000
74	30-5620.5021	TELEPHONE/CABLE	3,322	3,777	3,200	2,808	4,000	1,324	2,800	4,000	-	4,000	-	4,000	4,000	4,000	4,000
75	30-5620.5022	WATER AND SEWER	4,942	3,936	4,060	4,563	5,500	2,450	4,759	5,500	-	5,500	-	5,500	5,500	5,500	5,500
76	30-5620.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	52,237	72,000	8,189	50,167	72,000	-	66,000	(6,000)	72,000	72,000	72,000	72,000
77	30-5620.5025	NON-CAPITAL TOOLS & EQUIPMEN	2,120	1,105	4,584	12,699	3,000	160	11,325	3,000	-	8,000	5,000	3,000	3,000	3,000	3,000
78	30-5620.5026	MAINT & SERVICE CONTRACTS	30,377	20,147	55,185	26,293	43,500	7,262	26,973	43,500	-	43,500	-	43,500	43,500	43,500	43,500
79	30-5620.5027	MACHINE/EQUIPMENT REPAIR	2,120	13,817	14,929	14,912	16,000	9,494	11,652	16,000	-	16,000	-	16,000	16,000	16,000	16,000
80	30-5620.5041	UNIFORMS	3,764	2,244	1,487	2,087	5,000	295	2,030	5,000	-	5,000	-	5,000	5,000	5,000	5,000
81	30-5620.5054	STREET SIGNS	1,397	2,097	4,411	6,038	7,500	5,393	11,029	7,500	-	7,500	-	7,500	7,500	7,500	7,500
82	30-5620.5062	INSURANCE	1,167	908	905	923	1,000	503	1,005	1,000	-	1,100	100	1,122	1,144	1,167	1,191
83	30-5620.5065	PROFESSIONAL SERVICES	31,358	33,168	37,010	1,807	5,000	856	(30)	2,000	(3,000)	2,000	(3,000)	2,000	2,000	2,000	2,000
84	30-5620.5067	CONTRACTED SERVICES	12,200	10,800	6,200	8,822	18,000	12,800	18,822	18,000	-	18,000	-	18,000	18,000	18,000	18,000
85	30-5620.5079	MISC. & CONTINGENCY EXP	8,284	3,823	1,605	1,219	7,500	111	1,256	7,500	-	7,500	-	7,500	7,500	7,500	7,500
86	30-5620.5085	CAPITAL OUTLAY	-	-	-	5,500	-	-	(4,362)	-	-	-	-	-	-	-	-
87		SUBTOTAL FR BEACH/PKG MGT	191,421	178,219	238,979	249,047	312,800	121,623	255,101	247,800	(65,000)	316,900	4,100	309,922	309,944	309,967	309,991
88		% Increase/(Decrease) from Prior Y	-9%	-7%	34%	4%	26%			-21%		1%		-2%	0%	0%	0%
89																	
90		TOTAL MUNI ATAX FUND EXPENDITURES	1,081,591	1,202,388	1,235,292	1,233,953	1,657,486	403,054	1,129,277	1,373,486	(284,000)	1,762,561	105,075	1,467,283	1,452,570	1,389,728	1,342,952
91		% Increase/(Decrease) from Prior Y	31%	11%	3%	0%	34%			-17%		6%		-17%	-1%	-4%	-3%
92																	
93		NET INCOME BEFORE TRANSFERS	513,134	57,189	593,235	1,320,941	485,014	592,194	1,265,851	1,218,514	733,500	633,439	148,425	783,817	842,962	951,124	1,044,128
94																	
95		TRANSFERS															
96	30-3900.4901	OPERATING TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97	30-3900.5901	OPERATING TRANSFERS OUT	(607,582)	(395,615)	(281,700)	(432,954)	(833,050)	-	(432,954)	(583,050)	250,000	(979,433)	(146,383)	(595,710)	(612,639)	(855,244)	(648,554)
98		NET TRANSFERS IN/(OUT)	(607,582)	(395,615)	(281,700)	(432,954)	(833,050)	-	(432,954)	(583,050)	250,000	(979,433)	(146,383)	(595,710)	(612,639)	(855,244)	(648,554)
99																	
100		NET INCOME AFTER TRANSFERS	(94,448)	(338,426)	311,535	887,987	(348,036)	592,194	832,897	635,464	983,500	(345,994)	2,042	188,107	230,323	95,880	395,574
101																	
102		ENDING FUND BALANCE	1,622,046	1,283,620	1,595,155	2,483,143	1,247,119			3,118,607		2,772,612		2,960,719	3,191,043	3,286,923	3,682,497

	X	Y	194
1	CITY OF ISLE OF PALMS MUNICIPAL ACCOMMODATIONS TAX FUND		
	NOTES		
2			
3			
58	CAPITAL OUTLAY	FY24 includes 100% of City's cost for undergrounding elec lines (\$75k), surveying equipment for in-house drainage maintenance (\$20k) and radio replacements for all Public Works vehicles (\$25k). Forecast periods = 20% of Public Works 10 Year Capital Plan totals for non-drainage related capital expenses.	
59	DRAINAGE	Includes annual ditch maintenance (\$196-199k per year)	
60			
61			
62			
63	RECREATION		
64	NON-CAPITAL TOOLS & EQUIPMENT		
65	MAINT & SERVICE CONTRACTS		
66	CAPITAL OUTLAY	FY24 includes replacement of Rec Admin SUV (\$36k) and 1/3 cost to construct outdoor fitness court (\$55k). Forecast period annual amts = 20% of 10 Yr Cap Plan totals	
67			
68			
69			
70	FRONT BEACH AND PARKING MANAGEMENT		
71	PRINT AND OFFICE SUPPLIES	Supplies for kiosks & ticketing devices (\$6,000), residential parking decals/hangtags/booklets (\$9,000), enforcement supplies (\$5,000), parking lot annual passes (\$800).	
72	BANK SERVICE CHARGES	Processing fees paid for parking kiosk credit card transactions.	
73	ELECTRIC AND GAS	Landscape lighting in Front Beach area	
74	TELEPHONE/CABLE	Service for 3 call boxes (\$1,000) and internet service for 12 BSO enforcement tablets (\$3,000).	
75	WATER AND SEWER	Irrigation	
76	IT EQUP, SOFTWARE & SVCS	Includes all T2 parking management and parking citation collection software (34.5k), ROVR service for license plate lookups (3k), NetCertPro mgt of City-wide traffic camera system, incl maint and add'l cameras at Marina, Breach Inlet and JCLong & Ocean (8k), all Parkeon expense for Front Beach kiosk internet operation software, parking collections, credit card fees (w/ provision for add'l credit card usage) and payment management (18.5k), provision for ticket printing device replacement (\$1k) and misc provision (.5k).	
77	NON-CAPITAL TOOLS & EQUIPMENT	Provision for surveillance camera replacements if needed (\$3k). For FY24 add 2 misting fans for personnel (\$5k).	
78	MAINT & SERVICE CONTRACTS	Sidewalks (\$5k) parking lot (\$10k), irrig (\$2.5k), lighting (\$2.5k), benches/cans (\$2k), road patch (\$5k), surveill camera maint (\$1.5k), tablet/printer maint (\$5k), kiosk internet svc & data downlds (\$10k).	
79	MACHINE/EQUIPMENT REPAIR	Includes annual Parkeon maintenance contract for 18 kiosks	
80	UNIFORMS	BSO uniforms	
81	STREET SIGNS	Replace Front Beach parking signs as needed. Increased to cover signage for text-2-park option system.	
82	INSURANCE	Property & liability coverage on parking kiosks, lights and fixtures in Front Beach area	
83	PROFESSIONAL SERVICES	Includes amored car service for kiosk collections (\$2k).	
84	CONTRACTED SERVICES	Beach recycling collection per contract	
85	MISCELLANEOUS	Provision for unanticipated costs. Covers all parking and front beach maintenance.	
86	CAPITAL OUTLAY		
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95	TRANSFERS		
96	OPERATING TRANSFERS IN		
97	OPERATING TRANSFERS OUT	Includes transfers to General Fund for 3 firefighters (\$236k), 2 police officers (\$170k) and 50% of Pub Works fuel (\$49k) & temp labor (\$124k). FY24 incls transfers to Marina fund of \$100k for 50% of cost to improve T-Dock on ICW, \$50k for Marina green space and \$250k for the new Public Dock. In FY27, \$225k for 50% of bulkhead recoating if necessary.	
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS HOSPITALITY TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
5	HOSPITALITY TAX FUND REVENUES																
6	35-3450.4108	HOSPITALITY TAX	794,303	603,275	730,503	1,146,816	1,000,000	610,214	1,289,098	1,309,000	309,000	1,178,000	178,000	1,201,560	1,225,591	1,250,103	1,275,105
7	35-3500.4504	SALE OF ASSETS	915	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	35-3500.4505	INTEREST INCOME	25,151	16,904	1,944	3,304	1,100	19,565	22,391	33,000	31,900	33,000	31,900	16,500	16,500	16,500	16,500
9	TOTAL REVENUES (NO TRANSFERS)		820,369	620,179	732,447	1,150,120	1,001,100	629,779	1,311,490	1,342,000	340,900	1,211,000	209,900	1,218,060	1,242,091	1,266,603	1,291,605
10	% Increase/(Decrease) from Prior Y		3%	-24%	18%	57%	-13%			34%		21%		1%	2%	2%	2%
11																	
12	GENERAL GOVERNMENT																
13	35-4120.5009	DEBT SERVICE - PRINCIPAL	117,000	123,000	129,000	135,000	144,000	-	135,000	144,000	-	150,000	6,000	159,000	165,000	-	-
14	35-4120.5011	DEBT SERVICE - INTEREST	21,094	18,894	16,582	14,156	11,618	5,809	12,887	11,618	-	8,911	(2,707)	6,091	3,102	-	-
15	SUBTOTAL GENERAL GOVT		138,094	141,894	145,582	149,156	155,618	5,809	147,887	155,618	-	158,911	3,293	165,091	168,102	-	-
16	% Increase/(Decrease) from Prior Y		3%	3%	3%	2%	4%					2%		4%	2%		
17																	
18	POLICE																
19	35-4420.5009	DEBT SERVICE - PRINCIPAL	-	-	-	49,973	-	-	49,973	37,000	37,000	38,447	38,447	39,715	41,025	42,385	43,788
20	35-4420.5011	DEBT SERVICE - INTEREST	-	-	-	-	-	-	-	13,000	13,000	11,400	11,400	10,131	8,821	7,468	6,065
21	35-4420.5024	IT EQUIP, SOFTWARE & SVCS	-	-	-	-	100,000	68,876	68,876	50,000	(50,000)	15,000	(85,000)	15,000	15,000	15,000	15,000
22	35-4420.5025	NON-CAPITAL TOOLS & EQUIPMENT	-	5,290	2,871	2,165	2,000	196	2,232	2,000	-	2,000	-	2,000	2,000	2,000	2,000
23	35-4420.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	35-4420.5085	CAPITAL OUTLAY	7,740	30,576	43,801	432,755	55,000	5,083	409,077	55,000	-	57,000	2,000	20,500	20,800	21,200	51,700
25	SUBTOTAL POLICE		7,740	35,867	46,673	484,893	157,000	74,156	530,158	157,000	-	123,847	(33,153)	87,346	87,646	88,053	118,553
26	% Increase/(Decrease) from Prior Y		-52%	363%	30%	939%	-68%					-21%		-29%	0%	0%	35%
27																	
28	FIRE																
29	35-4520.5025	NON-CAPITAL TOOLS & EQUIPMENT	31,726	10,999	12,315	26,958	61,000	9,885	18,870	61,000	-	80,000	19,000	44,000	44,000	44,000	44,000
30	35-4520.5085	CAPITAL OUTLAY	-	-	159,455	27,550	136,500	-	25	136,500	-	176,000	39,500	115,200	118,500	8,500	44,100
31	SUBTOTAL FIRE		31,726	10,999	171,771	54,508	197,500	9,885	18,896	197,500	-	256,000	58,500	159,200	162,500	52,500	88,100
32	% Increase/(Decrease) from Prior Y		-53%	-65%	1462%	-68%	262%					30%		-38%	2%	-68%	68%
33																	
34	PUBLIC WORKS																
35	35-4620.5026	MAINT & SERVICE CONTRACTS	80,731	65,798	101,623	154,672	193,800	56,616	142,114	170,000	(23,800)	193,800	-	193,800	193,800	193,800	193,800
36	35-4620.5067	CONTRACTED SERVICES	69,952	66,119	63,601	83,228	70,000	44,146	84,565	70,000	-	70,000	-	70,000	70,000	70,000	70,000
37	35-4620.5085	CAPITAL OUTLAY	-	-	32,420	-	145,000	25,222	25,222	145,000	-	65,000	(80,000)	59,800	35,200	11,700	38,200
38	35-4620.5086	DRAINAGE	-	-	178,804	-	-	-	(60,000)	-	-	-	-	-	-	-	-
39	SUBTOTAL PUBLIC WORKS		150,683	131,917	376,448	237,900	408,800	125,985	191,901	385,000	(23,800)	328,800	(80,000)	323,600	299,000	275,500	302,000
40	% Increase/(Decrease) from Prior Y		38%	-12%	185%	-37%	72%			-6%		-20%		-2%	-8%	-8%	10%
41																	
42	BUILDING																
43	35-4720.5010	PRINT AND OFFICE SUPPLIES	-	-	-	88	-	-	88	-	-	-	-	-	-	-	-
44	35-4720.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	SUBTOTAL BUILDING		-	-	-	88	-	-	88	-	-	-	-	-	-	-	-
46	% Increase/(Decrease) from Prior Y		-100%														
47																	
48	RECREATION																
49	35-4820.5025	NON-CAPITAL TOOLS & EQUIPMEN	-	3,815	-	-	-	-	-	-	-	-	-	-	-	-	-
50	35-4820.5085	CAPITAL OUTLAY	-	-	-	-	105,000	10,203	10,203	105,000	-	85,000	(20,000)	15,100	27,300	129,400	14,400
51	35-4830.5092	SPECIAL ACTIVITIES/EVENTS	32,636	30,398	11,623	38,767	45,500	22,421	45,066	45,500	-	45,500	-	45,500	45,500	45,500	45,500
52	SUBTOTAL RECREATION		32,636	34,213	11,623	38,767	150,500	32,624	55,270	150,500	-	130,500	(20,000)	60,600	72,800	174,900	59,900
53	% Increase/(Decrease) from Prior Year				-66%	234%	288%					-13%		-54%	20%	140%	-66%
54																	

	X	Y	196
1	CITY OF ISLE OF PALMS HOSPITALITY TAX FUND		
2	NOTES		
3			
5	HOSPITALITY TAX FUND REVENUES		
6	HOSPITALITY TAX	FY24 budget based on 90% of most recent 12 month actual collections. Long-term forecast assumes 2% annual increase.	
7	SALE OF ASSETS		
8	INTEREST INCOME		
9			
10			
11			
12	GENERAL GOVERNMENT		
13	DEBT SERVICE - PRINCIPAL	60% of Debt service on Fire Station 2 GO bond. Maturity date is 1/1/26.	
14	DEBT SERVICE - INTEREST	60% of Debt service on Fire Station 2 GO bond. Maturity date is 1/1/26.	
15			
16			
17			
18	POLICE		
19	DEBT SERVICE - PRINCIPAL	Debt service on Axon body worn and In-car camera system	
20	DEBT SERVICE - INTEREST	Debt service on Axon body worn and In-car camera system	
21	IT EQUIP, SOFTWARE & SVCS	Police Use-of-Force and De-escalation training software (15k)	
22	NON-CAPITAL TOOLS & EQUIPMENT	Body camera equipment replacements as needed	
23	PROFESSIONAL SERVICES		
24	CAPITAL OUTLAY	FY24 includes replacement of Animal Control pickup truck (\$48k) and evidence refrigerator (\$9k) . Forecast periods = 10% of the annual Police Dept capital needs per the 10-yr plan.	
25			
26			
27			
28	FIRE		
29	NON-CAPITAL TOOLS & EQUIPMENT	Increase annual provision for bunker gear from \$25,000 to \$35,000- this covers all personal protective equipment and accounts for new policy of 2 sets of gear for each employee. Provison for hose & appliances increased from \$7,500 to \$9,000 to cover requirements for automatic aid. In FY24 added 2 sets of bunker gear for each of the 6 new paramedics (\$36k)	
30	CAPITAL OUTLAY	FY24 includes replacement of 1 Ford F150 (\$56k) and purchase of 2 cardiac monitors for Paramedic program (\$120k). Forecast periods = 10% of Fire Dept 10-yr cap plan.	
31			
32			
33			
34	PUBLIC WORKS		
35	MAINT & SERVICE CONTRACTS	City-wide landscaping contract = approx \$70,500/year (base price). Add'l provision provides avail funds for improved landscaping/irrig. This line item is managed by the Asst Public Works Director. Incls right-of-way maintenance 21st-41st.	
36	CONTRACTED SERVICES	Covers street sweeping contract (Connector, Ocean Blvd, Palm Blvd) + commercial dumpster service	
37	CAPITAL OUTLAY	FY24 includes replacement of pickup truck with an F350 diesel model to trailer jet vac. Forecast periods = 10% of Pub Wks 10 Year Cap Plan totals for non-drainage related capital expenses.	
38	DRAINAGE		
39			
40			
41			
42	BUILDING		
43	PRINT AND OFFICE SUPPLIES		
44	BANK SERVICE CHARGES		
45			
46			
47			
48	RECREATION		
49	NON-CAPITAL TOOLS & EQUIPMENT		
50	CAPITAL OUTLAY	FY24 incls replacement of bi-parting curtain in gym (\$10k) and lighting for pickleball courts (\$25k). Forecast period annual amts = 10% of 10 Yr Capital Plan totals. FY24 also includes \$50k to rehab the Breach Inlet boat ramp.	
51	SPECIAL ACTIVITIES	Holiday Fest (\$25k), Front Beach Fest (\$16,500) and Sand Sculpting (\$4,000).	
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS HOSPITALITY TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
55	FRONT BEACH AND PARKING MANAGEMENT																
56	35-5620.5026	MAINT & SERVICE CONTRACTS	-	-	-	-	20,000	-	-	20,000	-	20,000	-	-	-	-	-
57	35-5620.5085	CAPITAL OUTLAY	-	-	-	-	48,000	26,749	26,749	48,000	-	75,000	27,000	-	10,000	-	30,000
58	SUBTOTAL FR BEACH/PKG MGT		-	-	-	-	68,000	26,749	26,749	68,000	-	95,000	27,000	-	10,000	-	30,000
59	% Increase/(Decrease) from Prior Year																
60																	
61	TOTAL HOSPITALITY TAX FUND EXPENDITURES		360,878	354,890	752,096	965,312	1,137,418	275,207	970,948	1,113,618	(23,800)	1,093,058	(44,360)	795,837	800,048	590,953	598,553
62	% Increase/(Decrease) from Prior Y		10%	-2%	112%	28%	18%			-2%		-4%		-27%	1%	-26%	1%
63																	
64	NET INCOME BEFORE TRANSFERS		459,491	265,289	(19,649)	184,808	(136,318)	354,571	340,542	228,382	364,700	117,942	254,260	422,223	442,043	675,650	693,052
65																	
66		TRANSFERS															
67	35-3900.5901	OPERATING TRANSFERS OUT	(462,008)	(229,830)	(218,549)	(244,456)	(266,214)	-	(244,456)	(266,214)	-	(277,728)	(11,514)	(288,837)	(300,391)	(312,406)	(324,902)
68		NET TRANSFERS IN/(OUT)	(462,008)	(229,830)	(218,549)	(244,456)	(266,214)	-	(244,456)	(266,214)	-	(277,728)	(11,514)	(288,837)	(300,391)	(312,406)	(324,902)
69																	
70	NET INCOME AFTER TRANSFERS		(2,517)	35,459	(238,198)	(59,648)	(402,532)	354,571	96,086	(37,832)	364,700	(159,786)	242,746	133,386	141,652	363,244	368,150
71																	
72	ENDING FUND BALANCE		1,077,774	1,113,233	875,035	815,387	472,503			777,555		617,769		751,155	892,807	1,256,051	1,624,201

	X	Y	198
1	CITY OF ISLE OF PALMS HOSPITALITY TAX FUND		
2	NOTES		
3			
55	FRONT BEACH AND PARKING MANAGEMENT		
56	MAINT & SERVICE CONTRACTS	Improve entrance to large parking lot with pavers, signage, etc (\$20k).	
57	CAPITAL OUTLAY	FY24 includes replacement of 2 parking kiosks (\$24k) and replacement of all benches in the Front Beach area (\$51k). Add or replace public art in FY26 (\$10k) and replace parking kiosks in FY28 (\$30k)	
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66	TRANSFERS		
67	OPERATING TRANSFERS OUT	Includes transfers to General Fund for 1 police officer (\$85k), 1 police livability/special services officer (\$113k) and 1 firefighter (\$79k).	
68			
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71			
72			

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS STATE ACCOMMODATIONS TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
5		STATE ACCOMMODATIONS TAX FUND REVENUES															
6	50-3450.4105	ACCOMMODATION TAX-RELATED	1,298,212	1,093,386	1,589,078	2,263,580	1,790,810	952,270	2,354,645	2,368,000	577,190	2,129,400	338,590	2,171,988	2,215,428	2,259,736	2,304,931
7	50-3450.4107	ACCOMMODATION TAX-PROMO	599,175	504,640	733,416	1,044,725	826,528	439,505	1,086,755	1,093,000	266,472	982,800	156,272	1,002,456	1,022,505	1,042,955	1,063,814
8	50-3500.4501	MISCELLANEOUS INCOME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	50-3500.4504	SALE OF ASSETS	2,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	50-3500.4505	INTEREST INCOME	35,035	26,421	3,386	7,542	2,200	43,386	49,944	76,000	73,800	76,000	73,800	38,000	38,000	38,000	38,000
11		TOTAL REVENUES (NO TRANSFERS)	1,934,552	1,624,447	2,325,879	3,315,847	2,619,538	1,435,161	3,491,344	3,537,000	917,462	3,188,200	568,662	3,212,444	3,275,933	3,340,692	3,406,745
12		% Increase/(Decrease) from Prior Y	8%	-16%	43%	43%	13%			35%		22%		1%	2%	2%	2%
13																	
14		GENERAL GOVERMENT															
15	50-4120.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	50-4120.5022	WATER AND SEWER	259	323	217	328	600	803	976	1,000	400	1,000	400	1,000	1,000	1,000	1,000
17	50-4120.5025	NON-CAPITAL TOOLS & EQUIPMENT	-	-	-	268	8,000	-	268	1,000	(7,000)	8,000	-	8,000	8,000	8,000	8,000
18	50-4120.5061	ADVERTISING	-	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-
19	50-4120.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	50-4120.5077	PROGRAMS/SPONSORSHIPS	53,493	44,855	10,000	64,932	85,000	59,711	97,845	85,000	-	95,000	10,000	95,000	95,000	95,000	95,000
21	50-4120.5079	MISCELLANEOUS	-	35	-	-	1,000	-	-	1,000	-	1,000	-	1,000	1,000	1,000	1,000
22	50-4120.5085	CAPITAL OUTLAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	50-4120.5090	TOURISM PROMOTION EXP	623,679	523,908	751,876	1,044,725	841,528	439,494	1,086,745	1,093,000	251,472	976,800	135,272	996,456	1,016,505	1,036,955	1,057,814
24		SUBTOTAL GENERAL GOVT	677,431	573,120	762,093	1,110,254	936,128	500,008	1,185,834	1,181,000	244,872	1,081,800	145,672	1,101,456	1,121,505	1,141,955	1,162,814
25		% Increase/(Decrease) from Prior Y	7%	-15%	33%	46%	23%			26%		16%		2%	2%	2%	2%
26																	
27		POLICE															
28	50-4420.5025	NON-CAPITAL TOOLS & EQUIPMENT	5,730	2,353	3,096	7,747	10,600	3,618	11,365	12,000	1,400	11,000	400	7,500	7,500	7,500	7,500
29	50-4420.5026	MAINT & SERVICE CONTRACTS	4,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	50-4420.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	50-4420.5084	CONSTRUCTION IN PROGRESS	11,908	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	50-4420.5085	CAPITAL OUTLAY	93,523	354,620	210,091	102,363	123,000	28,730	131,093	63,000	(60,000)	53,600	(69,400)	41,000	41,600	42,400	103,400
33		SUBTOTAL POLICE	115,911	356,973	213,187	110,110	133,600	32,348	142,458	75,000	(58,600)	64,600	(69,000)	48,500	49,100	49,900	110,900
34		% Increase/(Decrease) from Prior Y	135%	208%	-40%	-48%	-37%			-44%		-52%		-25%	1%	2%	122%
35																	
36		FIRE															
37	50-4520.5009	DEBT SERVICE - PRINCIPAL	-	91,915	78,073	82,956	80,957	-	82,956	80,957	-	82,439	1,482	83,947	85,483	87,048	88,641
38	50-4520.5011	DEBT SERVICE - INTEREST	-	-	13,841	8,959	10,958	-	8,959	10,958	-	9,476	(1,482)	7,967	6,431	4,867	3,274
39	50-4520.5025	NON-CAPITAL TOOLS & EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	50-4520.5026	MAINT & SERVICE CONTRACTS	31,464	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	50-4520.5084	CONSTRUCTION IN PROGRESS	11,908	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	50-4520.5085	CAPITAL OUTLAY	24,219	277,456	319,544	115,596	166,000	18,823	37,680	74,000	(92,000)	20,000	(146,000)	230,400	237,000	17,000	88,200
43		SUBTOTAL FIRE	67,591	369,371	411,458	207,511	257,915	18,823	129,594	165,915	(92,000)	111,915	(146,001)	322,314	328,914	108,915	180,115
44		% Increase/(Decrease) from Prior Y	-10%	446%	11%	-50%	-37%			-36%		-57%		188%	2%	-67%	65%
45																	
46		PUBLIC WORKS															
47	50-4620.5026	MAINT & SERVICE CONTRACTS	28,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	50-4620.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	50-4620.5079	MISCELLANEOUS	3,972	4,444	5,643	76	7,500	-	-	7,500	-	7,500	-	7,500	7,500	7,500	7,500
50	50-4620.5085	CAPITAL OUTLAY	199,605	32,068	32,420	8,174	37,000	36,500	44,674	37,000	-	615,000	578,000	119,600	70,400	23,400	76,400
51		SUBTOTAL PUBLIC WORKS	232,326	36,511	38,063	8,250	44,500	36,500	44,674	44,500	-	622,500	578,000	127,100	77,900	30,900	83,900
52		% Increase/(Decrease) from Prior Y	1152%	-84%	4%	-78%	17%					1299%		-80%	-39%	-60%	172%
53																	
54		RECREATION															

	X	Y
1	CITY OF ISLE OF PALMS STATE ACCOMMODATIONS TAX FUND	
2	NOTES	
3		
5	STATE ACCOMMODATIONS TAX FUND REVENUES	
6	ACCOMMODATION TAX-RELATED	Budget based on 90% of actual last 12 month revenues. Long-term forecast increases by 2% per year.
7	ACCOMMODATION TAX-PROMO	Budget based on 90% of actual last 12 month revenues. Long-term forecast increases by 2% per year.
8	MISCELLANEOUS INCOME	
9	SALE OF ASSETS	
10	INTEREST INCOME	
11		
12		
13		
14	GENERAL GOVERNMENT	
15	BANK SERVICE CHARGES	
16	WATER AND SEWER	Irrigation at Breach Inlet sign
17	NON-CAPITAL TOOLS & EQUIPMENT	Add/replace/maintain benches, etc at Carmen R Bunch and Leola Hanbury parks (\$1k), provision for marker at Hanbury park (\$2k) and provision for addition/maintenance of beach wheelchairs (\$5k)
18	ADVERTISING	
19	PROFESSIONAL SERVICES	
20	PROGRAMS/SPONSORSHIPS	Provision for events and sponsorships approved by the Accommodations Tax Advisory Committee (\$50,000) and July 4th Fireworks show (\$45,000 - up \$10,000 from prior years do to price increase from vendor)
21	MISCELLANEOUS	
22	CAPITAL OUTLAY	
23	TOURISM PROMOTION EXP	Includes State-mandated 30% transfer (\$982,800 less \$21,000 for City's new Public Relations & Tourism Coordinator) to one or more DMOs (Designated Marketing Organizations) that have an "existing, ongoing tourism promotion program" or a DMO that can demonstrate that "it can develop an effective tourism promotion program". City Council could continue to designate the Charleston Area CVB/Explore Charleston as the City's only DMO and/or designate another organization that meets the State's requirements. Also includes \$15k for City Hall visitor T-shirt program.
24		
25		
26		
27	POLICE	
28	NON-CAPITAL TOOLS & EQUIPMENT	Body armor as needed (\$7.5k). FY24 includes purchase of a 2nd portable radar sign for traffic control (\$3.5k)
29	MAINT & SERVICE CONTRACTS	
30	PROFESSIONAL SERVICES	
31		
32	CAPITAL OUTLAY	FY24 incls a pickup truck and in-car radio for new Code Enforcment Officer (\$46k & \$7.6k, respectively). Forecast periods = 20% of the annual Police Dept capital needs per the 10-yr plan
33		
34		
35		
36	FIRE	
37	DEBT SERVICE - PRINCIPAL	Debt service for new 75' ladder truck
38	DEBT SERVICE - INTEREST	Debt service for new 75' ladder truck
39	NON-CAPITAL TOOLS & EQUIPMENT	
40	MAINT & SERVICE CONTRACTS	
41		
42	CAPITAL OUTLAY	FY24 incls purchase of mobile radios for 2 new pickup trucks. These will only be needed if the old radios are cannot be transferred. Forecast periods = 20% of the annual Fire Dept capital needs per the 10-yr plan.
43		
44		
45		
46	PUBLIC WORKS	
47	MAINT & SERVICE CONTRACTS	
48	PROFESSIONAL SERVICES	
49	MISCELLANEOUS	Annual provision for beach trash cans.
50	CAPITAL OUTLAY	FY24 incls addition of a Caterpillar trash loader (\$200k) and approx 38% of the Waterway Blvd multi-use path elevation project (\$415k). Forecast periods = 20% of Public Works 10 Year Capital Plan totals for non-drainage related capital expenses.
51		
52		
53		
54	RECREATION	

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS STATE ACCOMMODATIONS TAX FUND															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
55	50-4820.5025	NON-CAPITAL TOOLS & EQUIPMENT	-	4,114	-	-	-	-	-	-	-	-	-	-	-	-	-
56	50-4820.5026	MAINT & SERVICE CONTRACTS	30,237	-	1,158	1,036	-	3,649	4,685	-	-	-	-	-	-	-	-
57	50-4820.5085	CAPITAL OUTLAY	(5,804)	-	-	-	112,000	34,009	32,973	112,000	-	135,000	23,000	30,200	54,600	258,800	28,800
58	50-4830.5092	SPECIAL ACTIVITIES	13,050	7,500	10,537	9,135	16,500	-	9,135	16,500	-	16,500	-	16,500	16,500	16,500	16,500
59	SUBTOTAL RECREATION		37,483	11,614	11,695	10,172	128,500	37,658	46,793	128,500	-	151,500	23,000	46,700	71,100	275,300	45,300
60	% Increase/(Decrease) from Prior Y		-56%	-69%	1%	-13%	999%					18%		-69%	52%	287%	-84%
61																	
62	FRONT BEACH AND FRONT BEACH RESTROOMS																
63	50-5620.5020	ELECTRIC AND GAS	492	613	709	637	700	310	677	700	-	700	-	700	700	700	700
64	50-5620.5022	WATER AND SEWER	9,642	10,106	10,333	11,577	12,000	6,678	12,323	12,000	-	12,000	-	12,000	12,000	12,000	12,000
65	50-5620.5026	MAINT & SERVICE CONTRACTS	3,041	3,648	9,896	11,129	45,000	2,824	11,534	30,000	(15,000)	45,000	-	45,000	45,000	20,000	20,000
66	50-5620.5044	CLEANING/SANITARY SUPPLY	7,527	6,505	7,252	10,369	10,000	3,829	9,753	10,000	-	11,000	1,000	10,000	10,000	10,000	10,000
67	50-5620.5062	INSURANCE	5,912	6,235	7,079	7,585	8,100	5,474	8,230	9,000	900	10,000	1,900	10,200	10,404	10,612	10,824
68	50-5620.5065	PROFESSIONAL SERVICES	80	80	348	-	80	-	-	80	-	80	-	80	80	80	80
69	50-5620.5067	CONTRACTED SERVICES	129,715	123,175	110,735	109,972	125,000	52,017	110,361	125,000	-	125,000	-	125,000	125,000	125,000	125,000
70	50-5620.5079	MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
71	50-5620.5084	CONSTRUCTION IN PROGRESS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
72	50-5620.5085	CAPITAL OUTLAY	57,410	-	-	-	70,000	25,108	25,108	50,000	(20,000)	70,000	-	170,000	70,000	175,000	-
73	SUBTOTAL FR BEACH RESTRMS		213,819	150,363	146,353	151,269	270,880	96,240	177,986	236,780	(34,100)	273,780	2,900	372,980	273,184	353,392	178,604
74	% Increase/(Decrease) from Prior Y		-60%	-30%	-3%	3%	85%			-13%		1%		36%	-27%	29%	-49%
75																	
76	TOTAL STATE ATAX FUND EXPENDITURES		1,344,560	1,497,952	1,582,850	1,597,564	1,771,523	721,577	1,727,340	1,831,695	60,172	2,306,095	534,572	2,019,050	1,921,703	1,960,362	1,761,633
77	% Increase/(Decrease) from Prior Y		-4%	11%	6%	1%	12%			3%		30%		-12%	-5%	2%	-10%
78																	
79	NET INCOME BEFORE TRANSFERS		589,992	126,496	743,030	1,718,283	848,015	713,584	1,764,004	1,705,305	857,290	882,106	34,091	1,193,394	1,354,229	1,380,330	1,645,112
80																	
81	TRANSFERS																
82	50-3900.4901	OPERATING TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
83	50-3900.5901	OPERATING TRANSFERS OUT	(577,410)	(258,667)	(625,523)	(603,497)	(944,565)	(13,144)	(606,894)	(694,565)	250,000	(1,358,544)	(413,979)	(1,050,292)	(1,073,296)	(1,322,911)	(1,123,406)
84	NET TRANSFERS IN/(OUT)		(577,410)	(258,667)	(625,523)	(603,497)	(944,565)	(13,144)	(606,894)	(694,565)	250,000	(1,358,544)	(413,979)	(1,050,292)	(1,073,296)	(1,322,911)	(1,123,406)
85																	
86	NET INCOME AFTER TRANSFERS		12,582	(132,171)	117,507	1,114,786	(96,550)	700,440	1,157,111	1,010,740	1,107,290	(476,439)	(379,889)	143,102	280,933	57,419	521,706
87																	
88	ENDING FUND BALANCE		1,813,034	1,680,863	1,798,370	2,913,156	1,701,820			3,923,896		3,447,457		3,590,559	3,871,493	3,928,911	4,450,617

	X	Y
1	CITY OF ISLE OF PALMS STATE ACCOMMODATIONS TAX FUND	
2	NOTES	
3		
55	NON-CAPITAL TOOLS & EQUIPMENT	
56		
57	CAPITAL OUTLAY	FY24 incls repl of playground equip and/or scoreboards as needed (\$20k), repl of Dog park fence and equipment (\$60k) and 1/3 of cost to construct outdoor fitness court. Forecast period annual amts = 20% of 10 Yr Cap Plan totals
58	SPECIAL ACTIVITIES	Connector Run (\$7,500), Easter egg hunt (\$4,500), music event (\$4,500).
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62	FRONT BEACH AND FRONT BEACH RESTROOMS	
63	ELECTRIC AND GAS	
64	WATER AND SEWER	Includes outside showers
65	MAINT & SERVICE CONTRACTS	Includes \$20,000 for maintenance of public restrooms and \$25,000 to rehab approx 250 LFt of white fencing in front beach areas (FY23-FY26).
66	CLEANING/SANITARY SUPPLY	Supplies for front beach restrooms
67	INSURANCE	
68	PROFESSIONAL SERVICES	Backflow tests
69	CONTRACTED SERVICES	Includes \$40k for year-round cleaning and maintenance of public restrooms and \$85k year-round business district (on street) & beach trash collection. Cost of PT attendant (\$23k) is now included in the General Fund, but offset by a Transfer In from the State Atax Fund.
70	MISCELLANEOUS	
71	CONSTRUCTION IN PROGRESS	
72	CAPITAL OUTLAY	FY24 - FY26 includes \$70k per year to repair 4500 linear ft of sidewalks on Ocean Blvd between 10th and 14th (1/5 or 900 linear ft per year). Resurface City-owned parts of Ocean Blvd in FY25 (\$100k) and repl irrigation system in FY27 (\$175k).
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76		
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78		
79		
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81	TRANSFERS	
82	OPERATING TRANSFERS IN	
83	OPERATING TRANSFERS OUT	Incls xfers to Gen Fund for 30% (\$21k) of new Public Relations & Tourism Coordinator, 2 firefighters (\$157k), 3 of the new Paramedics (\$275k), 1 police officer (\$85k), 100% of BSOs and Marina Parking Attendant (\$139k), Police OT (\$20k), and Front Beach restroom attendant (\$27k). Also includes 75% of annual debt svc on Marina dock bond (\$250k), Marina maintenance (\$50k) and Beach Run sponsorship (\$3k). FY24 Incls transfers to Marina fund for 50% of improves to the T-dock on the ICW (\$100k), Marina green space (\$50k) and construction of a new public dock (\$250k). \$225k in FY27 for 50% of bulkhead recoating if necessary.
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS BEACH MAINTENANCE AND PRESERVATION BUDGET															
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/22 (6 MOS)	12 Months Jan-Dec 2022	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY23 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28
3																	
4	REVENUES - BEACH RESTORATION FUND (55), BEACH MAINTENANCE FUND (57) AND BEACH PRESERVATION FEE FUND (58)																-
5	55-3450.4028	DONATIONS OF CASH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	55-3450.4111	GRANT REVENUE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	55-3500.4505	INTEREST INCOME	1,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	57-3500.4505	INTEREST INCOME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	58-3450.4105	BEACH PRESERVATION FEE	1,042,551	863,187	1,318,141	1,818,174	1,543,000	729,598	1,695,051	1,849,000	306,000	1,680,000	137,000	1,713,600	1,747,872	1,782,829	1,818,486
10	58-3450.4111	GRANT INCOME	121,236	-	-	98	-	-	98	-	-	-	-	-	-	-	-
11	58-3500.4505	INTEREST INCOME	32,141	43,953	6,892	18,196	2,700	98,970	114,506	165,000	162,300	165,000	162,300	82,500	82,500	82,500	82,500
12		TOTAL REVENUES	1,197,728	907,140	1,325,033	1,836,468	1,545,700	828,568	1,809,655	2,014,000	468,300	1,845,000	299,300	1,796,100	1,830,372	1,865,329	1,900,986
13																	
14	EXPENDITURES - BEACH RESTORATION FUND (55), BEACH MAINTENANCE FUND (57) AND BEACH PRESERVATION FEE FUND (58)																
15	55-4120.5009	DEBT SERVICE - PRINCIPAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	55-4120.5011	DEBT SERVICE - INTEREST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	55-4120.5013	BANK SERVICE CHARGES	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	55-4120.5026	MAINT & SERVICE CONTRACTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	55-4120.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	55-4120.5087	BEACH NOURISHMENT	21,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	57-4120.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	58-4120.5013	B BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	58-4120.5026	B MAINT & SERVICE CONTRACTS	21,457	-	-	6,118	25,000	-	968	-	(25,000)	25,000	-	25,000	25,000	25,000	25,000
24	58-4120.5065	B PROFESSIONAL SERVICES	21,189	72,712	23,215	72,340	104,662	45,574	91,062	75,000	(29,662)	345,000	240,338	60,000	60,000	555,000	60,000
25	58-4120.5085	B CAPITAL OUTLAY	-	-	-	20,197	285,000	176,060	196,256	305,000	20,000	485,000	200,000	285,000	285,000	285,000	285,000
26	58-4120.5087	B BEACH NOURISHMENT	52,732	-	-	-	-	-	-	-	-	-	-	-	-	-	2,600,000
27		TOTAL EXPENDITURES	116,615	72,712	23,215	98,655	414,662	221,633	288,286	380,000	(34,662)	855,000	440,338	370,000	370,000	865,000	2,970,000
28																	
29	NET INCOME BEFORE TRANSFERS		1,081,113	834,428	1,301,818	1,737,814	1,131,038	606,935	1,521,369	1,634,000	502,962	990,000	(141,038)	1,426,100	1,460,372	1,000,329	(1,069,014)
30																	
31	TRANSFERS																
32	55-3900.4901	OPERATING TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	55-3900.5901	OPERATING TRANSFERS OUT	(226,803)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
34	57-3900.4901	OPERATING TRANSFERS IN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	57-3900.5901	OPERATING TRANSFERS OUT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	58-3900.4901	OPERATING TRANSFERS IN	226,803	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37		NET TRANSFERS IN/(OUT)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38																	
39	NET INCOME AFTER TRANSFERS		1,081,113	834,428	1,301,818	1,737,814	1,131,038	606,935	1,521,369	1,634,000	502,962	990,000	(141,038)	1,426,100	1,460,372	1,000,329	(1,069,014)
40																	
41	ENDING FUND BALANCE		2,619,767	3,454,195	4,756,013	6,493,827	5,887,051			8,127,827		9,117,827		10,543,927	12,004,299	13,004,628	11,935,614

	X	Y	204
1	CITY OF ISLE OF PALMS BEACH MAINTENANCE AND PRESERVATION BUDGET		
2	NOTES		
3			
4			
5	DONATIONS OF CASH	Beach Restoration Project Fund closed. Beach Preservation Fee Fund #58 now hold all Beach funds.	
6	GRANT REVENUE		
7	INTEREST	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
8	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
9	BEACH PRESERVATION FEE	FY24 budget based on 90% of most recent 12 month actual collections. Long-term forecast assumes 2% annual increase.	
10	-		
11	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
12			
13			
14	EXPENDITURES - BEACH RESTORATION FUND (55), BEACH MAINTENANCE FUND (57) AND BEACH PRESERVATION FEE FUND (58)		
15	DEBT SERVICE - PRINCIPAL		
16	DEBT SERVICE - INTEREST		
17	BANK SERVICE CHARGES		
18	MAINT & SERVICE CONTRACTS		
19	PROFESSIONAL SERVICES		
20	BEACH NOURISHMENT		
21	PROFESSIONAL SERVICES		
22	BANK SERVICE CHARGES		
23	MAINT & SERVICE CONTRACTS	Matching fund provision for dune vegetation planting program	
24	PROFESSIONAL SERVICES	In FY23-FY27, ongoing monitoring of entire shoreline (\$55-60k), rebudget feasibility study related to a Breach Inlet (\$30k) and Sea Level Rise Adaptation Plan (\$20k). In FY24, \$700k for potential permitting & design of next off-shore proj and \$10k for permit required post-proj monitoring. In FY27, updated beach mgt plan (\$20k).	
25	CAPITAL OUTLAY	\$250k per year to repair/replace/add beach walkovers to include improved handicapped access. Includes mobi-mat material for beach accesses as needed (\$35k). In FY24 \$200k to improved vehicular beach access at IOP County Park.	
26	BEACH NOURISHMENT	Forecast construction of next large scale offshore renourishment in FY28. Rough estimate using a 25% increase over the City's portion of the 2018 project.	
27			
28			
29			
30			
31	TRANSFERS		
32	OPERATING TRANSFERS IN		
33	OPERATING TRANSFERS OUT		
34	OPERATING TRANSFERS IN		
35	OPERATING TRANSFERS OUT		
36	OPERATING TRANSFERS IN		
37			
38			
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41			

	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS ALL OTHER FUNDS BUDGET															
			ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	YTD As Of	12 Months	FORECAST	INCREASE/ (DECR)	BUDGET	INCREASE/ (DECREASE)	FORECAST	FORECAST	FORECAST	FORECAST
			FY19	FY20	FY21	FY22	FY23	12/31/22	Jan-Dec	FY23	FROM FY23	FY24	FROM FY23	FY25	FY26	FY27	FY28
								(6 MOS)	2022		BUDGET		BUDGET				
2	GL Number	Description															
3																	
5		DISASTER RECOVERY FUND REVENUES									-		-				
6	60-3450.4111	GRANT INCOME	90,219	119,697	11,371	39,899	-	-	-	-	-	-	-	-	-	-	-
7	60-3500.4501	MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	60-3500.4505	INTEREST INCOME	52,915	44,441	5,379	9,429	3,300	43,953	51,783	74,000	70,700	74,000	70,700	37,000	37,000	37,000	37,000
9	TOTAL REVENUES		143,134	164,138	16,750	49,327	3,300	43,953	51,783	74,000	70,700	74,000	70,700	37,000	37,000	37,000	37,000
10		% Increase/(Decrease) from Prior Y	-61%	15%	-90%	194%	-80%			2142%		2142%		-50%			
11																	
12		DISASTER RECOVERY FUND EXPENDITURES															
13	60-4120.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	60-4120.5045	STORM PREPARATION/CLEANUP	21,341	38,890	-	-	10,000	111,249	111,249	111,249	101,249	10,000	-	10,000	10,000	10,000	10,000
15	60-4120.5058	HURRICANE BUILDING COSTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	60-4120.5065	PROFESSIONAL SERVICES	-	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-
17	60-4120.5079	MISCELLANEOUS	5,000	-	-	-	-	-	-	-	-	3,000	3,000	3,000	3,000	3,000	3,000
18	TOTAL EXPENDITURES		26,341	43,890	-	-	10,000	111,249	111,249	111,249	101,249	13,000	3,000	13,000	13,000	13,000	13,000
19		% Increase/(Decrease) from Prior Y	-93%	67%	-100%	#DIV/0!				1012%		30%					
20																	
21	60-3900.4901	OPERATING TRANSFERS IN	100,000	91,032	-	180,000	-	-	180,000	-	-	-	-	-	-	-	-
22																	
23		DISASTER RECOVERY NET INCOME AFTER TRANSFERS									-		-				
24			216,793	211,280	16,750	229,327	(6,700)	(67,297)	120,534	(37,249)	(30,549)	61,000	67,700	24,000	24,000	24,000	24,000
25																	
26		ENDING FUND BALANCE	2,598,378	2,809,658	2,826,408	3,055,735	2,819,708			3,018,486		3,079,486		3,103,486	3,127,486	3,151,486	3,175,486
27																	
28																	
29																	
30																	
31		FIRE DEPARTMENT 1% REVENUES															
32	40-3450.4120	VFD 1% REBATE	142,608	143,385	156,526	163,416	160,000	208,310	208,310	208,000	48,000	208,000	48,000	208,000	208,000	208,000	208,000
33	40-3500.4505	INTEREST INCOME	679	1,134	29	49	25	201	237	300	275	300	275	300	300	300	300
34	TOTAL FIRE DEPT 1% REVENUES		143,287	144,519	156,556	163,466	160,025	208,512	208,547	208,300	48,275	208,300	48,275	208,300	208,300	208,300	208,300
35		% Increase/(Decrease) from Prior Y	-3%	1%	8%	4%	2%			30%		30%					
36																	
37		FIRE DEPARTMENT 1% EXPENDITURES															
38	40-4520.5013	BANK SERVICE CHARGES	68	68	48	48	70	39	63	-	(70)	70	-	70	70	70	70
39	40-4520.5014	MEMBERSHIP AND DUES	5,693	5,817	-	-	6,000	-	-	6,000	-	6,500	500	6,500	6,500	6,500	6,500
40	40-4520.5021	TELEPHONE/CABLE	3,342	4,172	4,691	5,623	6,100	2,748	4,832	6,100	-	6,100	-	6,100	6,100	6,100	6,100
41	40-4520.5025	NON-CAPITAL TOOLS & EQUIPMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	40-4520.5041	UNIFORMS	443	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	40-4520.5062	INSURANCE	175,592	252,565	150,605	163,749	145,855	179,792	192,160	183,000	37,145	193,630	47,775	193,630	193,630	193,630	193,630
44	40-4520.5079	MISCELLANEOUS	801	1,384	560	275	2,000	2,982	3,058	3,000	1,000	2,000	-	2,000	2,000	2,000	2,000
45	TOTAL FIRE DEPT 1% EXPENDITURES		185,939	264,006	155,904	169,695	160,025	185,560	200,114	198,100	38,075	208,300	48,275	208,300	208,300	208,300	208,300
46		% Increase/(Decrease) from Prior Y	14%	42%	-41%	9%	3%			24%		30%					
47																	
48		FIRE DEPT 1% NET INCOME	(42,652)	(119,486)	652	(6,229)	-	22,952	8,434	10,200	10,200	-	-	-	-	-	-
49																	
50		ENDING FUND BALANCE	145,130	25,644	26,296	20,066	25,644			30,266		30,266		30,266	30,266	30,266	30,266

	X	Y	208
1	CITY OF ISLE OF PALMS ALL OTHER FUNDS		
	NOTES		
2			
3			
5	DISASTER RECOVERY FUND REVENUES		
6	GRANT INCOME		
7	MISCELLANEOUS		
8	INTEREST INCOME		
9	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.		
10			
11			
12	DISASTER RECOVERY FUND EXPENDITURES		
13	BANK SERVICE CHARGES		
14	STORM PREPARATION/CLEANUP Only if needed		
15	HURRICANE BUILDING COSTS		
16	PROFESSIONAL SERVICES		
17	MISCELLANEOUS \$3k annually for costs related to annual Hurricane Expo community event		
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31	FIRE DEPARTMENT 1% REVENUES		
32	VFD 1% REBATE		
33	INTEREST INCOME		
34	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.		
35			
36			
37	FIRE DEPARTMENT 1% EXPENDITURES		
38	BANK SERVICE CHARGES		
39	MEMBERSHIP AND DUES		
40	TELEPHONE/CABLE		
41	NON-CAPITAL TOOLS & EQUIPMENT		
42	UNIFORMS		
43	INSURANCE		
44	MISCELLANEOUS		
45			
46			
47			
48			
49			
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	A	B	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS ALL OTHER FUNDS BUDGET															
			ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	YTD As Of	12 Months	FORECAST	INCREASE/	BUDGET	INCREASE/	FORECAST	FORECAST	FORECAST	FORECAST
			FY19	FY20	FY21	FY22	FY23	12/31/22	Jan-Dec	FY23	(DECR)	FY24	(DECREASE)	FY25	FY26	FY27	FY28
2	GL Number	Description						(6 MOS)	2022		FROM FY23		FROM FY23				
3											BUDGET		BUDGET				
74																	
75		VICTIMS FUND REVENUES															
76	64-3450.4112	COURT ASSESSMENTS FOR VICTIMS	9,259	5,153	10,942	11,739	10,000	6,726	12,910	13,000	3,000	10,000	-	10,000	10,000	10,000	10,000
77	64-3500.4505	INTEREST	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
78	TOTAL VICTIMS FUND REVENUES		9,259	5,153	10,942	11,739	10,000	6,726	12,910	13,000	3,000	10,000	-	10,000	10,000	10,000	10,000
79	% Increase/(Decrease) from Prior Y		-4%	-44%	112%	7%	-9%			30%							
80																	
81		VICTIMS FUND EXPENDITURES															
82	64-4420.5010	PRINT AND OFFICE SUPPLIES	-	8	326	78	200	-	-	200	-	500	300	500	500	500	500
83	64-4420.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
84	64-4420.5014	MEMBERSHIP AND DUES	50	25	5	-	50	-	-	50	-	100	50	100	100	100	100
85	64-4420.5021	TELEPHONE/CABLE	577	495	520	493	2,600	-	230	2,600	-	2,600	-	2,600	2,600	2,600	2,600
86	64-4420.5041	UNIFORMS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
87	64-4420.5064	EMPLOYEE TRAINING	1,067	513	199	-	1,000	359	359	1,000	-	1,500	500	1,500	1,500	1,500	1,500
88	64-4420.5079	MISCELLANEOUS	-	3,314	375	14,197	2,000	7,124	21,104	2,000	-	2,000	-	2,000	2,000	2,000	2,000
89	TOTAL VICTIMS FUND EXPENDITURES		1,694	4,355	1,424	14,769	5,850	7,483	21,692	5,850	-	6,700	850	6,700	6,700	6,700	6,700
90	% Increase/(Decrease) from Prior Y		22%	157%	-67%	937%	311%						15%				
91																	
92	VICTIMS FUND NET INCOME BEFORE TRANSFERS		7,565	797	9,518	(3,030)	4,150	(758)	(8,782)	7,150	3,000	3,300	(850)	3,300	3,300	3,300	3,300
93																	
94	60-3900.4901	OPERATING TRANSFERS IN	12,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-
95	64-3900.5901	OPERATING TRANSFERS OUT	-	-	-	(3,475)	(3,000)	-	(3,475)	(3,000)	-	(3,000)	-	(3,000)	(3,000)	(3,000)	(3,000)
96																	
97	VICTIMS NET INC AFTER TRANSFERS		20,486	797	9,518	(6,505)	1,150	(758)	(12,258)	4,150	3,000	300	(850)	300	300	300	300
98																	
99	ENDING FUND BALANCE		28,313	29,111	38,628	32,123	30,261			36,273		36,573		36,873	37,173	37,473	37,773
100																	
121																	
122		RECREATION BUILDING FUND REVENUES															
123	68-3500.4501	MISCELLANEOUS REVENUE	16,145	13,474	6,947	17,293	18,750	16,882	18,072	17,000	(1,750)	18,750	-	15,000	15,000	15,000	15,000
124	68-3500.4505	INTEREST	380	1,318	159	311	100	1,475	1,739	2,500	2,400	2,500	2,400	1,250	1,250	1,250	1,250
125	TOTAL RECREATION FUND REVENUES		16,525	14,792	7,106	17,604	18,850	18,357	19,811	19,500	650	21,250	2,400	16,250	16,250	16,250	16,250
126	% Increase/(Decrease) from Prior Y		22%	-10%	-52%	148%	165%			3%		13%		-24%			
127																	
128		RECREATION BUILDING FUND EXPENDITURES															
129	68-4820.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
130	68-4820.5026	MAINT & SERVICE CONTRACTS	-	-	-	-	2,000	-	-	2,000	-	2,000	-	-	-	-	-
131	68-4820.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
132	68-4820.5085	CAPITAL OUTLAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
133	68-4830.5092	SPECIAL ACTIVITIES	13,238	5,168	4,015	11,871	15,000	4,536	10,399	15,000	-	15,000	-	15,000	15,000	15,000	15,000
134	TOTAL RECREATION FUND EXPENDITURES		13,238	5,168	4,015	11,871	17,000	4,536	10,399	17,000	-	17,000	-	15,000	15,000	15,000	15,000
135	% Increase/(Decrease) from Prior Y		-42%	-61%	-22%	196%	323%							-12%			
136																	
137	68-3900.4901	OPERATING TRANSFERS IN	3,000	3,000	3,000	3,000	3,000	-	3,000	3,000	-	3,000	-	3,000	3,000	3,000	3,000
138																	
139	REC BUILDING FUND NET INCOME		6,287	12,624	6,091	8,733	4,850	13,821	12,412	5,500	650	7,250	2,400	4,250	4,250	4,250	4,250
140																	
141	ENDING FUND BALANCE		71,619	84,244	90,334	99,067	89,094			104,567		111,817		116,067	120,317	124,567	128,817

	X	Y	208
1	CITY OF ISLE OF PALMS ALL OTHER FUNDS		
	NOTES		
2			
3			
74			
75	VICTIMS FUND REVENUES		
76	COURT ASSESSMENTS FOR VICTIMS		-
77	INTEREST		
78			
79			
80			
81	VICTIMS FUND EXPENDITURES		
82	PRINT AND OFFICE SUPPLIES		
83	BANK SERVICE CHARGES		
84	MEMBERSHIP AND DUES		
85	TELEPHONE/CABLE		
86	UNIFORMS		
87	EMPLOYEE TRAINING		
88			
89			
90			
91			
92			
93			
94			
95	OPERATING TRANSFERS OUT	Transfers out to General Fund to support payroll costs of part-time victims advocate in the Police Dept	
96			
97			
98			
99			
100			
121			
122	RECREATION BUILDING FUND REVENUES		
123	MISCELLANEOUS REVENUE	Includes \$15k for Beach Run registration fees and \$3.7k for engraved paver donations	
124	INTEREST		FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.
125			
126			
127			
128	RECREATION BUILDING FUND EXPENDITURES		
129	BANK SERVICE CHARGES		
130	MAINT & SERVICE CONTRACTS	Expense related to engraving pavers at Rec Dept.	
131	PROFESSIONAL SERVICES		
132	CAPITAL OUTLAY		
133	SPECIAL ACTIVITIES	Expenses related to IOP Beach Run	
134			
135			
136			
137	OPERATING TRANSFERS IN	Transfer in from State Atax fund to sponsor IOP Beach Run	
138			
139			
140			
141			

	A	B		I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
1	DRAFT 4	CITY OF ISLE OF PALMS MARINA ENTERPRISE FUND BUDGET																209
2	GL Number	Description	ACTUAL FY19	ACTUAL FY20	ACTUAL FY21	ACTUAL FY22	BUDGET FY23	YTD As Of 12/31/2022 (6 MOS)	Jan-Dec 2022 (12 MOS)	FORECAST FY23	INCREASE/ (DECR) FROM FY23 BUDGET	BUDGET FY24	INCREASE/ (DECREASE) FROM FY22 BUDGET	FORECAST FY25	FORECAST FY26	FORECAST FY27	FORECAST FY28	
3																		
5		MARINA REVENUES																
6	90-3450.4111	GRANT INCOME	-	-	-	-	-	-	-	-	-	-	-	1,500,000	-	-	-	
7	90-3500.4501	MISCELLANEOUS INCOME	-	-	-	-	-	36,000	36,000	36,000	36,000	-	-	-	-	-	-	
8	90-3500.4505	INTEREST INCOME	15,102	9,262	2,912	3,458	3,400	8,320	10,660	13,000	9,600	13,000	9,600	6,500	6,500	6,500	6,500	
9	90-3600.4610	MARINA STORE LEASE INCOME	77,840	75,105	87,091	60,685	83,656	43,464	56,234	83,656	-	98,000	14,344	99,960	101,959	103,998	106,078	
10	90-3600.4620	MARINA OPERATIONS LEASE INCOME	173,766	137,556	180,595	143,617	188,242	126,007	152,859	188,242	-	216,000	27,758	220,320	224,726	229,221	233,805	
11	90-3600.4630	MARINA RESTAURANT LEASE INCOME	142,332	54,117	60,355	81,925	139,292	47,597	129,521	139,292	-	114,000	(25,292)	110,921	127,963	146,345	156,095	
12	90-3600.4645	MARINA STORE VARIABLE LEASE INCOME	-	-	-	8,219	-	-	8,219	-	-	-	-	-	-	-	-	
13	90-3600.4655	MARINA OPERATIONS VARIABLE LEASE INCOME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	90-3600.4660	MARINA PUBLIC DOCK INCOME	22,548	23,082	23,805	12,000	-	-	-	-	-	-	-	-	-	-	-	
15	90-3600.4665	MARINA RESTARUANT VARIABLE LEASE INCOME	-	-	-	(2,327)	-	-	(2,327)	-	-	-	-	-	-	-	-	
16	90-3600.4670	MARINA STORE LEASE INTEREST	-	-	-	45,749	-	-	45,749	-	-	-	-	-	-	-	-	
17	90-3600.4680	MARINA OPERATIONS LEASE INTEREST	-	-	-	108,144	-	-	108,144	-	-	-	-	-	-	-	-	
18	90-3600.4690	MARINA RESTAURANT LEASE INTEREST	-	-	-	63,258	-	-	63,258	-	-	-	-	-	-	-	-	
19		TOTAL REVENUES	431,588	299,122	354,758	524,728	414,590	261,388	608,318	460,190	45,600	441,000	26,410	1,937,701	461,148	486,064	502,478	
20		% Increase/(Decrease) from Prior Year	6%	-31%	19%	48%	17%			11%		6%		339%	-76%	5%	3%	
21																		
22		MARINA GENERAL & ADMINISTRATIVE																
23	90-6120.5011	DEBT SERVICE - INTEREST	3,045	-	46,583	84,893	80,892	40,446	82,226	80,892	-	75,427	(5,465)	69,854	64,152	58,342	52,402	
24	90-6120.5013	BANK SERVICE CHARGES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
25	90-6120.5022	WATER AND SEWER	360	384	1,989	547	2,000	198	538	2,000	-	2,000	-	2,000	2,000	2,000	2,000	
26	90-6120.5026	MAINT & SERVICE CONTRACTS	7,233	13,935	25,182	30,212	50,000	2,851	6,812	50,000	-	50,000	-	1,550,000	50,000	50,000	50,000	
27	90-6120.5061	ADVERTISING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
28	90-6120.5065	PROFESSIONAL SERVICES	51,776	46,501	332,710	152,171	82,000	50,943	139,935	62,000	(20,000)	82,000	-	20,000	20,000	20,000	20,000	
29	90-6120.5079	MISCELLANEOUS	-	-	-	-	7,200	7,800	7,800	7,200	-	7,200	-	7,200	7,200	7,200	7,200	
30		SUBTOTAL	62,413	60,820	406,463	267,824	222,092	102,239	237,311	202,092	(20,000)	216,627	(5,465)	1,649,054	143,352	137,542	131,602	
31		% Increase/(Decrease) from Prior Year	-15%	-3%	568%	-34%	-45%			-9%		-2%		661%	-91%	-4%	-4%	
32																		
33		MARINA STORE																
34	90-6220.5022	WATER AND SEWER	300	300	300	320	300	320	320	300	-	300	-	300	300	300	300	
35	90-6220.5026	MAINT & SERVICE CONTRACTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
36	90-6220.5030	DEPRECIATION	6,000	6,000	7,610	7,610	7,610	4,439	8,110	7,610	-	7,610	-	7,610	7,610	7,610	7,610	
37	90-6220.5062	INSURANCE	-	688	931	346	600	-	346	600	-	1,500	900	1,530	1,561	1,592	1,592	
38	90-6220.5065	PROFESSIONAL SERVICES	480	480	80	400	500	-	400	500	-	500	-	500	500	500	500	
39	90-6220.5079	MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
40		SUBTOTAL	6,780	7,468	8,920	8,675	9,010	4,759	9,175	9,010	-	9,910	900	9,940	9,971	10,002	10,002	
41		% Increase/(Decrease) from Prior Year	-55%	10%	19%	-3%	1%					10%		0%	0%	0%		
42																		
43		MARINA OPERATIONS																
44	90-6420.5026	MAINT & SERVICE CONTRACTS	35,668	-	698,367	77,483	-	-	77,483	-	-	-	-	-	-	450,000	-	
45	90-6420.5030	DEPRECIATION	121,820	122,628	122,628	296,752	237,630	173,105	408,476	296,752	59,122	296,752	59,122	296,752	296,752	296,752	296,752	
46	90-6420.5061	ADVERTISING	4,800	-	5,000	3,880	5,000	500	4,380	5,000	-	5,000	-	5,000	5,000	5,000	5,000	
47	90-6420.5062	INSURANCE	66,136	74,407	16,829	159,592	191,000	146,301	201,403	191,000	-	200,000	9,000	204,000	208,080	212,242	212,242	
48	90-6420.5065	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
49	90-6420.5079	MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
50		SUBTOTAL	228,424	197,035	842,823	537,707	433,630	319,906	691,742	492,752	59,122	501,752	68,122	505,752	509,832	963,994	513,994	
51		% Increase/(Decrease) from Prior Year	44%	-14%	328%	-36%	-49%			14%		16%		1%	1%	89%	-47%	
52																		

	X	Y	210
1	CITY OF ISLE OF PALMS MARINA ENTERPRISE FUND BUDGET		
2	NOTES		
3			
5	MARINA REVENUES		
6	GRANT INCOME	\$1.5M State budget allocation for Marina dredging	
7	MISCELLANEOUS INCOME		-
8	INTEREST INCOME	FY24 interest income based on last 12 months received. Forecast periods are 50% of FY24 Budget.	
9	MARINA STORE LEASE INCOME	FY24 budget based on current base rent + \$5k estimated additional rent. Forecast assumes a 2% annual increase.	
10	MARINA OPERATIONS LEASE INCOM	FY24 budget based on current base rent + \$9k estimated additional rent. Forecast assumes a 2% annual increase.	
11	MARINA RESTAURANT LEASE INCOM	FY24 budged based on current base rent + \$35k estimated additional rent. Forecast assumes a 2% annual increase.	
12	MARINA STORE VARIABLE LEASE INC		-
13	MARINA OPERATIONS VARIABLE LEA		-
14	MARINA WAVERUNNER LEASE INCOI		-
15	MARINA RESTARUANT VARIABLE LEA		-
16	MARINA STORE LEASE INTEREST		-
17	MARINA OPERATIONS LEASE INTERE		-
18	MARINA RESTAURANT LEASE INTERE		-
19	-		-
20			
21			
22	MARINA GENERAL & ADMINISTRATIVE		
23	DEBT SERVICE - INTEREST	Includes interest expense on \$4.3 million bond for dock replacement. Marina debt service is funded 75% with State Atax and 25% from the Marina.	
24	BANK SERVICE CHARGES		
25	WATER AND SEWER	Irrigation around sign	
26	MAINT & SERVICE CONTRACTS	Marina maintenance contingency. Approx .6% of insured boat ramp, bulkhead and dock value. FY25 includes \$1.5 million dredging project funded by a State budget allocation.	
27	ADVERTISING		
28	PROFESSIONAL SERVICES	Legal fees (\$10k), UST tank tests (\$2k) and provision for tenant financial statement review (\$20k). FY24 includes a rebudget of \$50k for permitting of future dredging project. Permits can take up to 2 years to secure.	
29	MISCELLANEOUS	Provision for resident eco-tour outings	
30			
31			
32			
33	MARINA STORE		
34	WATER AND SEWER	Annual fireline charge	
35	MAINT & SERVICE CONTRACTS		
36	DEPRECIATION		
37	INSURANCE	Underground storage tank insurance on (2) fuel tanks. Tenant pays for property, liability and flood coverage.	
38	PROFESSIONAL SERVICES	DHEC underground storage tank fees	
39	MISCELLANEOUS		
40			
41			
42			
43	MARINA OPERATIONS		
44	MAINT & SERVICE CONTRACTS	\$450,000 for bulkhead recoating in FY27	
45	DEPRECIATION	Includes depreciation on new docks starting in FY21.	
46	ADVERTISING		
47	INSURANCE	Includes property and liability for the ramp & bulkhead (\$26k), new docks (\$215k*80%=\$172k) and underground storage tank insurance on (2) fuel tanks (\$2k). Assume 2% annual increase during forecast period.	
48	PROFESSIONAL SERVICES		
49	MISCELLANEOUS		
50			
51			
52			

	X		Y	212
1	CITY OF ISLE OF PALMS MARINA ENTERPRISE FUND BUDGET			
2	NOTES			
3				
53	MARINA RESTAURANT			
54	ELECTRIC AND GAS			
55	WATER AND SEWER			
56	MAINT & SERVICE CONTRACTS			
57	DEPRECIATION			
58	INSURANCE	Portion of dock insurance attributable to restaurant dock (\$215k*14%=\$30k). Assume 2% annual increase during forecast period. Tenant pays for property, liability and flood coverage.		
59	PROFESSIONAL SERVICES	Backflow tests.		
60	BAD DEBT EXPENSE			
61	MISCELLANEOUS			
62				
63				
64				
65	MARINA PUBLIC DOCK			
66	MAINT & SERVICE CONTRACTS			
67	MAINT & SERVICE CONTRACTS	Complete improvements to green space surrounding new public dock.		
68	DEPRECIATION	Includes depreciation on the new public dock		
69	INSURANCE	Includes 9% of total dock insurance. This is the pro-rata share based on linear feet of dock.		
70				
71				
72				
73				
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77				
78	TRANSFERS			
	OPERATING TRANSFERS IN	Incls annual transfers to Marina from State Atax Fund for 75% of total annual P&I payments (\$250k) & maintenance (\$50k). In FY24, \$400k transfers in for improvements to the T-Dock on the ICW, \$50k each from Muni & State Atax for green space, \$1M transfer in from Cap Projects Fund (ARP funding) and \$250k each from Muni & State Atax for new public dock. In FY27, \$450k for recoating the bulkhead if necessary.		
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	A	B	C	D	E	F	G	H	I	L	N	O
1	City of Isle of Palms											
2	FY24 Capital and Special Projects > \$5000 AND Debt Service Plan - Spread by Funding Source											
3	DRAFT#4											
4				Proposed Funding Source								
5		FY24		General	Capital	Muni Acc	Hospitality	State Acc	Beach Maint/	Aisle of	Marina	Total
6		Department		Fund	Projects	Tax	Tax	Tax	Restoration/	Palms	Fund	Budget All
7		Requests							Preservation	Fund/Rec	Fund	Funds
8												
74	Public Works Department											
75												
76	Capital Purchases/Projects											
77	Replace 2012 F150 4x4	65,000					65,000					65,000
78	Caterpillar trash loader (keep the old one as reserve)	200,000						200,000				200,000
79	Purchase surveying equipment for in-house drainage maintenance	20,000				20,000						20,000
80	Radio Replacements	25,000				25,000						25,000
81	Waterway Blvd Multi-use path elevation. City is also seeking Hazard Mitigation grant funds to offset this cost	1,100,000			685,000			415,000				1,100,000
82	Provision to move electric lines underground. Dominion Energy matches the City's contribution	75,000			-	75,000						75,000
83		1,485,000		-	685,000	120,000	65,000	615,000	-	-	-	1,485,000
84												
85	Facilities Maintenance											
86	Building maintenance contingency - per PWD Director, the major components of the Hill Report will be addressed in FY19. Calculated as 1% of Public Wks Building insured value.	16,121			16,121							16,121
87		16,121		-	16,121	-	-	-	-	-	-	16,121
88												
89	Drainage											
90	General drainage contingency for small projects	100,000			100,000							100,000
91	Drainage projs identified by Comp Drainage Plan (approx \$600k of remaining bond proceeds + ARP funds)	1,000,000			1,000,000	-						1,000,000
92	Repeat drainage work based on 3-year maintenance rotation	197,804				197,804						197,804
93	Drainage Phase 3 - Balance to complete Forest Trail outfall including construction management and contingency	1,302,000										
94	Drainage Phase 3 - 41st Avenue outfall and pipe 41st Ave ditch. Design and Construction total cost estimate is \$2.2million. This project will be funded and managed by the State Office of Resilience. The City's cost share is for permitting only \$29,000.	29,000			29,000							29,000
95												
96		2,628,804		-	1,129,000	197,804	-	-	-	-	-	1,326,804
97												
98												
99	Grand Total Public Works Department	4,129,925		-	1,830,121	317,804	65,000	615,000	-	-	-	2,827,925

	A	B	C	D	E	F	G	H	I	L	N	O
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3	DRAFT#4											
4		Proposed Funding Source										
5		FY24		General	Capital	Muni Acc	Hospitality	State Acc	Beach Maint/	Aisle of	Marina	Total
6		Department		Fund	Projects	Tax	Tax	Tax	Restoration/	Palms	Fund	Budget All
7		Requests							Preservation	Fund/Rec		Funds
8												
101	Building Department											
103	Capital Outlay											
104	Replace HVAC units (only with failure)	10,000			10,000							10,000
106	Facilities Maintenance											
107	Building maintenance contingency to proactively address issues as needed - calculated as 1% of City Hall building insured value. Split 50/50 Gen Govt/Building	13,692			13,692							13,692
109	Grand Total Building Department	23,692		-	23,692	-	-	-	-	-	-	23,692
111												
112	Recreation Department											
114	Capital Outlay											
115	Add/Repl playground or outside scoreboard equip (only with failure)	20,000						20,000				20,000
116	Upgrade AV system in Magnolia/Palmetto rooms for better livestreaming	30,000			30,000							30,000
117	Replace HVAC as needed (approx 15 total units)	50,000			50,000							50,000
118	Acoustical Panels for Gymnasium	30,000			30,000							30,000
119	Replace Rec-1 SUV	36,000				36,000						36,000
120	Replace computer server for security cameras	7,000			7,000							7,000
121	Replace Bi-Parting walk-draw curtain in Gym	10,000					10,000					10,000
122	Replace Dog Park fencing and play equipment	60,000						60,000				60,000
123	Construct outdoor fitness court	165,000			55,000	55,000		55,000				165,000
124	Lighting for pickleball courts	25,000					25,000					25,000
125		433,000		-	172,000	91,000	35,000	135,000	-	-	-	433,000
126	Facilities Maintenance											
127	1% of Rec Dept insured value = \$67,189; however, since Rec Dept has maint staff only budget .5%.	42,855			42,855							42,855
128	Subtotal Facilities Maintenance	42,855		-	42,855	-	-	-	-	-	-	42,855
130	Grand Total Recreation Department	475,855		-	214,855	91,000	35,000	135,000	-	-	-	475,855

	A	B	C	D	E	F	G	H	I	L	N	O
1	City of Isle of Palms											
2	FY24 Capital and Special Projects > \$5000 AND Debt Service Plan - Spread by Funding Source											
3	DRAFT#4											
4				Proposed Funding Source								
5		FY24 Department Requests		General Fund	Capital Projects	Muni Acc Tax	Hospitality Tax	State Acc Tax	Beach Maint/ Restoration/ Preservation	Aisle of Palms Fund/Rec Build Fund	Marina Fund	Total Budget All Funds
6												
7												
8												
152	Breach Inlet Boat Ramp											-
153	Rehabilitate concrete ramp (last done in FY00)	50,000					50,000					50,000
154	Grand Total Breach Inlet Boat Ramp	50,000		-	-	-	50,000	-	-	-	-	50,000
156	Beach Maintenance, Monitoring and Access											
157												
158	Capital Purchases											
159	Repl/repair/add dune walkovers (approx 57 accesses)	250,000							250,000			250,000
160	Improve vehicular access at IOP County Park	200,000							200,000			200,000
161	Mobi Mat/Access Rec material for beach accesses as needed	35,000							35,000			35,000
162		485,000		-	-	-	-	-	485,000	-	-	485,000
163	Beach Maintenance											
164	Design & permitting related to next large scale off-shore project	225,000							225,000			225,000
165	Feasibility Study - Breach Inlet Project	30,000							30,000			30,000
166	Sea Level Rise Adaptation Plan	20,000							20,000			20,000
167	Required post project monitoring (FY24 is last year)	10,000							10,000			10,000
168	Ongoing monitoring of shoreline	60,000							60,000			60,000
169		345,000		-	-	-	-	-	345,000	-	-	345,000
171	Grand Total Beach Maintenance	830,000		-	-	-	-	-	830,000	-	-	830,000
173	Isle of Palms Marina											
175	Capital Purchases											
176	Public Greenspace	150,000				50,000		50,000			50,000	150,000
177	Engineer & design improvements to public dock and T dock on ICW	57,500									57,500	57,500
178	Bidding & construction oversight - public dock & T dock construction	40,000									40,000	40,000
179	Improvements to T dock on ICW	200,000				100,000	-	100,000			-	200,000
180	New public dock offset by ARP \$1M	1,703,294				250,000		250,000			1,203,294	1,703,294
181		2,150,794		-	-	400,000	-	400,000	-	-	1,350,794	2,150,794
183	Facilities Maintenance											
184	Marina maintenance contingency for common areas not covered by leases. Calculated as .5% of insured boat ramp, bulkhead and dock value.	50,000									50,000	50,000
185												
186		50,000		-	-	-	-	-	-	-	50,000	50,000
188	Grand Total Marina	2,200,794		-	-	400,000	-	400,000	-	-	1,400,794	2,200,794

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3	DRAFT#4											
4				Proposed Funding Source								
5		FY24		General	Capital	Muni Acc	Hospitality	State Acc	Beach Maint/	Aisle of	Marina	Total
6		Department		Fund	Projects	Tax	Tax	Tax	Restoration/	Palms	Fund	Budget All
7		Requests							Preservation	Fund/Rec	Fund	Funds
8												
191	Bonded Debt Service- Principal & Interest											
192												
193	2003 Rec Expansion GO Bond - principal (20 Yrs, refi 1.68%)	-		-		-						-
194	2003 Rec Expansion GO Bond - interest (20 Yrs, refi 1.68%)	-		-		-						-
195	2006 Fire Station #2 GO Bond - principal (20 Yrs, refi 1.88%)	250,000		100,000			150,000					250,000
196	2006 Fire Station #2 GO Bond - interest (20 Yrs, refi 1.88%)	14,852		5,941			8,911					14,852
197	2008 Public Safety Building GO Bond - principal (20 Yrs, 4.14%)	375,000		375,000								375,000
198	2008 Public Safety Building GO Bond - interest (20 Yrs 4.14%)	85,905		85,905								85,905
199	2020 75' Ladder Truck Muni Lease - principal (10Yrs @ 1.83%)	82,439						82,439				82,439
200	2020 75' Ladder Truck Muni Lease - interest (10Yrs @ 1.83%)	9,476						9,476				9,476
201	2021 Drainage Ph 3 w/ Waterway Blvd path principal (15 Yrs @ 1.71%)	215,000		215,000								215,000
202	2021 Drainage Ph 3 w/ Waterway Blvd path interest (15 Yrs @ 1.71%)	48,461		48,461								48,461
203	2020 Marina Dock Replacement Bond - principal (15 Yrs @ 2.16%)	258,000						193,500			64,500	258,000
204	2020 Marina Dock Replacement Bond - interest (15 Yrs @ 2.16%)	75,427						56,570			18,857	75,427
205	2021 Fire Engine & SCBA Muni Lease - principal (10Yrs @ 1.6%)	82,752				82,752						82,752
206	2021 Fire Engine & SCBA Muni Lease - interest (10Yrs @ 1.6%)	11,205				11,205						11,205
207	2022 Police Axon Camera GASB87 SBIT - principal	38,447					38,447					38,447
208	2022 Police Axon Camera GASB87 SBIT - interest	11,400					11,400					11,400
209												
210	Debt Totals by Year	1,558,364		830,307	-	93,957	208,758	341,985	-	-	83,357	1,558,364
211				53%	0%	6%	13%	22%	0%	0%	5%	1
213												
214	SUMMARY BY CATEGORY											
215												
216	Total Capital Items	7,529,894		-	2,696,000	1,246,500	458,000	1,293,600	485,000	-	1,350,794	7,529,894
217	Total Facility Maintenance	368,480		-	273,480	-	-	45,000	-	-	50,000	368,480
218	Total Drainage	2,628,804		-	1,129,000	197,804	-	-	-	-	-	1,326,804
219	Total Beach Maintenance	345,000		-	-	-	-	-	345,000	-	-	345,000
220	Total Assignments of Fund Balance for Future Projects	75,000		-	-	25,000	25,000	25,000	-	-	-	75,000
221	Total Bond and Loan Payments	1,558,364		830,307	-	93,957	208,758	341,985	-	-	83,357	1,558,364
222	Total all expenditures and Fund Bal assignments on this schedule	12,505,542		830,307	4,098,480	1,563,261	691,758	1,705,585	830,000	-	1,484,151	11,203,542
223	Percentage of Total by Fund			7%	33%	13%	6%	14%	7%	0%	12%	1

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1		City of Isle of Palms 10-Year Capital Plan											
2		Expenditures for assets or projects > \$5000 **Expenditures less than \$5,000 are included in operating budgets**											
3		DRAFT#4											
4			FY24 DEPT REQUESTS										
5	Fleet				FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
6	Count												
7													
8													
37		Police Department											
38													
39		Past practice was to replace patrol vehicles and SUVs in the 6th year - this budget moves that replacement rotation to 7 years. We will evaluate this practice as time goes by.											
40	19	Replace patrol SUVs (2 in FY24)		104,000		156,000	104,000		132,000	176,000	132,000	132,000	132,000
41	4	Replace patrol F150 pickup trucks					106,000	54,000					
42	1	Replace beach services 4WD pickup						45,000					
43	1	Replace ACO 4WD Pickup Truck (current vehicle not in good shape)		48,000							50,000		
44	1	Replace Pickup Truck for parking management				38,000							
45	1	Replace beach services utility 4x4 UTV adding a plow attachment				18,000	-		19,000				21,000
46	1	Add beach services utility 4x4 UTV using grant funds				18,000			19,000				21,000
47	1	Add Pickup Truck for 2nd FT Code Enforcement		46,000									
48	2	Replace low speed vehicles (LSVs) for parking mgt (reduced from 4)				18,000	18,000	-	-	19,000	19,000		
49		Replace Front Beach surveillance system (approx 7 cameras)				-		35,000					40,000
50		Replace recording equipment (tie in with outside surveillance sys)					-		20,000				
51		Replace computer servers per VC3 recommendation		49,000			18,000	18,000		20,000	20,000		
52		Replace PD radios (in-car & walkies) purch FY19 (1 rpl in FY24)		7,600				250,000					
53		Replace speed radar & trailer				13,000							
54		Replace 7 traffic counters located at Connector & Breach Inlet					30,000				30,000		
55		Two License Plate Reader (LPRs) for mobile parking enforcement						120,000					
56		Replace HVAC units				30,000			40,000		40,000		
57		Records Management System (Lawtrac)					20,000						
58		De-escalation & Use of Force training simulation sys (software & hardware)					20,000						
59		Add automatic license plate reader for IOP Connector for investigative purposes. Recurring \$5k fee for subscription		11,500				13,000				15,000	
60		Replace evidence refrigerator		9,000									
61		Repl mobile digital billboard purchased with grant funds in FY21										20,000	
62													
63	31	Subtotal Capital		275,100		205,000	208,000	212,000	517,000	230,000	215,000	291,000	214,000
64													
65		Facilities Maintenance											
66		Building maintenance contingency to proactively address issues as needed - calculated as 1% of Public Safety Building insured value. Split 50/50 Police/Fire. Incr to 2% in FY27		62,500		62,500	62,500	125,000	125,000	125,000	125,000	125,000	125,000
67		Subtotal Facilities Maintenance		62,500		62,500	62,500	125,000	125,000	125,000	125,000	125,000	125,000
68													
69	31	Grand Total Police Department		337,600		267,500	270,500	337,000	642,000	355,000	340,000	416,000	339,000

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1	City of Isle of Palms 10-Year Capital Plan												
2	Expenditures for assets or projects > \$5000 **Expenditures less than \$5,000 are included in operating budgets**												
3	DRAFT#4												
4													
5	Fleet Count		FY24 DEPT REQUESTS										
6													
7													
8													
70	Fire Department												
71	Past practice was to replace pickup trucks in the 6th year - this budget moves that replacement rotation to 7 years. We will evaluate this practice as time goes by. Need to evaluate life span of Engines and Ladder Trucks												
73	1	Replace Fire Engine purchased 9/9/21											1,200,000
74	1	Replace E-1 Pumper Truck purchased 7/17/09 (24 month build time)			1,000,000								
75	1	Replace Rescue Truck purchased in FY16 (replace with Heavy Duty Pickup Truck w/ equip)									125,000		
76	1	Replace refurbished 95' Ladder Truck with an Engine (24 month build time)				1,000,000							
77	1	Replace 75' Ladder Truck purchased in FY20 (~2034)											
78	1	Replace 2010 Ford F-150 (rebudget fr FY22)								65,000			
		Replace 2008 Ford F-250 (new Chief's truck including radio & equipment) (rebudget fr FY22)								65,000			
79	1									65,000			
80	1	Replace 2014 Ford F-150 (may not get delivered before 7/1/23)	56,000							65,000			
81	1	Replace 2016 Ford F-150	56,000								65,000		
82	1	Replace 2019 Ford F-150					60,000						
83	1	Replace 2020 Ford Ranger						60,000					
84		2 Mobile radio repeaters				20,000							
85		One Thermal imaging camera (we have 4) in future repl all at once				60,000					70,000		
86		Replace radios (in-car & walkies)	20,000					250,000					
87		Porta-Count machine for SCBA mask fit testing	10,000										
88	1	Replace 10' rubber boat purchased in FY18 and motor				30,000							
89	3	Replace personal watercraft (3 year rotation for 2 primary, 1 reserve)			18,000	18,000		19,000	19,000		20,000	20,000	
90	1	Replace Avon rubber boat and motor purch in FY19					25,000						
91	1	Replace 1995 aluminum boat and motor						35,000					
92		Replace fire pump for boat and marina fires			18,000								
93	1	Replace rescue boat			65,000								
94		RAD-57 medical monitor for carbon monoxide & oxygen (only w/failure)	6,000			7,000			8,000			9,000	
95		Cutters, spreader, hose and pump for "jaws of life" equip						10,000					
96		Two Ram extrication devices						10,000					
97		Battery operated combination extrication tool for Sta2							20,000				
98		New airbags and hoses for vehicle accident extrications			10,000						12,000		
99	2	Repl all terrain veh (ATVs) for beach patrol, add ambulatory pkg to 1			26,000	20,000		27,000	21,000		28,000	22,000	
100	1	Repl 1 of 3 ATVs with a small pickup-gives more flexibility in response and longevity of equipment							30,000				
101		Two (2) portable hydrants to be mounted on ladder trucks			5000								
102		Two (2) portable deck guns to be mounted on pumper trucks			10,000								

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1		City of Isle of Palms 10-Year Capital Plan											
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3		DRAFT#4											
4			FY24 DEPT REQUESTS										
5	Fleet												
6	Count												
7													
8													
103		Fire Department, continued											
104													
105		Two (2) Battery powered Positive Pressure Ventilation (PPV) fans								12,000			
106		Two cardiac monitors for Paramedic program	120,000						130,000				
107		Replace light tower on Eng 1001 (Sta1 pumper)											
108		Repl all SCBA (self contained breathing apparatus) Evaluate in FY34											
109		2nd set of bunker gear (protective helmet, flash hood, coat, pants, boots & gloves) for all personnel (\$4000*34). Approx 10-yr life										165,000	
110		Exhaust system for both stations	200,000										
111		Refurbish PSB and FS2 gyms. Available to all City employees											
112		Repl foam setup equipment (eductors and nozzels - 1 set for ea station)											
113		High-rise kits required for automatic aid	10,000										
114		Physical agility testing equipment, 75% covered with a grant	50,000										
115		Replace HVAC units (2 Stations - only with failure)	30,000			30,000		30,000		30,000			
117		Subtotal Capital	558,000			1,152,000	1,185,000	85,000	441,000	228,000	237,000	320,000	216,000
118													
119		Facilities Maintenance											
120		Building maintenance contingency to proactively address issues as needed - calculated as 1% of Public Safety Building+Fire Sta 2 insured value. PSB split 50/50 Police/Fire. Incr to 2% in FY27	124,620			124,620	124,620	249,239	249,239	249,239	249,239	249,239	249,239
121		Subtotal Facilities Maintenance	124,620			124,620	124,620	249,239	249,239	249,239	249,239	249,239	249,239
123	21	Grand Total Fire Department	682,620			1,276,620	1,309,620	334,239	690,239	477,239	486,239	569,239	465,239

1,449,239

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3	DRAFT#4												
4			FY24 DEPT REQUESTS		FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
5	Fleet												
6	Count												
7													
8													
281		Beach Maintenance, Monitoring and Access											
282													
283		Capital Purchases or Projects											
284		Repl/repair/add dune walkovers (approx 57 accesses)	250,000		250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
285		Improve vehicular access at IOP County Park	200,000										
286		Mobi Mat/Access Rec material for beach accesses as needed	35,000		35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
287			485,000		285,000	285,000	285,000	285,000	285,000	285,000	285,000	285,000	285,000
288		Beach Maintenance											
289		Design & permitting related to next large scale off-shore project	225,000				475,000						
290		Feasibility Study - Breach Inlet Project	30,000										
291		Construction of next large scale off-shore project (rough estimate of City's portion - 25% increase over 2018 proj contribution)						2,600,000					
292		Update Beach Management Plan					20,000						
293		Sea Level Rise Adaptation Plan	20,000										
294		Required post project monitoring (FY24 is last year)	10,000										
295		Ongoing monitoring of shoreline	60,000		60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000
296			345,000		60,000	60,000	555,000	2,660,000	60,000	60,000	60,000	60,000	60,000
297													
298		Grand Total Beach Restoration and Monitoring	830,000		345,000	345,000	840,000	2,945,000	345,000	345,000	345,000	345,000	345,000
299													
300													
301		Isle of Palms Marina											
302													
303		Public Greenspace	150,000										
304		Engineer & design improvements to public dock and T dock on ICW	57,500										
305		Bidding & construction oversight - public dock & T dock construction	40,000										
306		Improvements to T dock on ICW	200,000										
307		New public dock offset by ARP \$1M	1,703,294										
308		Replace bulkhead (FY33+)											
309		Replace boat ramp (FY33+)											
310		Replace Marina docks along Morgan Creek (FY40+)											
312		Subtotal Capital	2,150,794		-	-	-	-	-	-	-	-	-
314		Facilities Maintenance											
		Marina maintenance contingency for common areas not covered by leases. Calculated as .6% of insured boat ramp, bulkhead and dock value.	50,000		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
315													
316		Marina dredging (approx 75,000 cyds)			1,500,000								
317		Re-coat marina bulkhead					450,000						
318		Subtotal	50,000		1,550,000	50,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000
319													
320													
321		Grand Total Marina	2,200,794		1,550,000	50,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000
322													
323													
324													

[illegible]

City of Isle of Palms Debt Schedule

Decription	Year Issued	Original Debt Amt	Original Rate	Current Rate	Original Term	Matures	FY2024			FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	Total Payments FY24-FY35		
							P	I	P&I	P&I	P&I	P&I	P&I	P&I	P&I	P&I	P&I	P	I	P&I			
CURRENTLY OUTSTANDING:																							
Recreation Add (by Ref.)	FY04	2,900,000	3.55% non-taxable	1.68% non-taxable	20 years	FY23															-	-	-
Fire Station #2	FY07	3,650,000	3.99% non-taxable	1.88% non-taxable	20 years	FY26	250,000	14,852	264,852	275,152	280,170										790,000	30,174	820,174
Pub Safety Building	FY09	6,700,000	4.14% non-taxable	4.14% non-taxable	20 years	FY28	375,000	85,905	460,905	445,380	479,855	487,260	468,630								2,075,000	267,030	2,342,030
75' Fire Ladder Truck	FY20	848,267	1.83% non-taxable	1.83% non-taxable	10 years	FY29	82,439	9,476	91,915	91,915	91,915	91,915	91,915	91,915							517,820	33,667	551,488
Drainage Phase 3	FY21	3,500,000	1.71% non-taxable	1.71% non-taxable	15 years	FY35	215,000	48,461	263,461	262,785	263,057	263,261	263,396	263,463	263,462	263,392	263,254	263,047	262,772	263,429	2,834,000	324,780	3,158,780
Marina Docks	FY21	4,300,000	2.16% taxable	2.16% taxable	15 years	FY35	258,000	75,427	333,427	333,854	333,152	333,342	333,402	333,332	333,133	333,804	333,324	333,714	333,954	333,042	3,492,000	509,479	4,001,479
Fire Engine	FY22	875,706	1.6% non-taxable	1.6% non-taxable	10 years	FY31	82,752	11,205	93,957	93,957	93,957	93,957	93,957	93,957	93,957	93,957					700,300	51,355	751,655
Police In-car & Body-worn Camera System	FY22	432,755	inputed 2.9%	inputed 3.3%	10 years	FY31	38,447	11,400	49,846	49,846	49,846	49,853	49,853	49,853	49,853	49,853					345,563	53,240	398,803
SUBTOTAL EXISTING DEBT SERVICE							1,301,637	256,726	1,558,364	1,552,889	1,591,952	1,319,587	1,301,152	832,520	740,404	741,006	596,578	596,762	596,726	596,471	10,754,683	1,269,726	12,024,409
PROPOSED NEW MUNICIPAL LEASE DEBT:																							
NO NEW DEBT PROPOSED FOR FY24																							
SUBTOTAL BUDGETED DEBT SERVICE							1,301,637	256,726	1,558,364	1,552,889	1,591,952	1,319,587	1,301,152	832,520	740,404	741,006	596,578	596,762	596,726	596,471	10,754,683	1,269,726	12,024,409
TOTAL PRINCIPAL & INTEREST OUTSTANDING AT YEAR END									10,466,045	8,913,156	7,321,204	6,001,617	4,700,465	3,867,946	3,127,541	2,386,536	1,789,958	1,193,196	596,470	(0)			

Isle of Palms Debt Limit Calculation per Article 8, Section 7 of the SC Code:

Total Assessed Value (this analysis assumes no growth in assessed value; growth in assessed value would result in a higher available debt limit) :													260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540	260,619,540
8% of Assessed Value													20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	20,849,563	
Less current IOP GO Debt outstanding issued without a referendum (principal only):																								
Fire Station #2													(540,000)	(275,000)	-	-	-	-	-	-	-	-	-	-
Public Safety Building													(1,700,000)	(1,325,000)	(900,000)	(450,000)	-	-	-	-	-	-	-	-
Drainage Outfalls													(2,619,000)	(2,401,000)	(2,179,000)	(1,953,000)	(1,723,000)	(1,489,000)	(1,251,000)	(1,009,000)	(763,000)	(513,000)	(259,000)	-
Marina Docks													(3,234,000)	(2,970,000)	(2,701,000)	(2,426,000)	(2,145,000)	(1,858,000)	(1,565,000)	(1,265,000)	(959,000)	(646,000)	(326,000)	-
Available debt limit (principal)													12,756,563	13,878,563	15,069,563	16,020,563	16,981,563	17,502,563	18,033,563	18,575,563	19,127,563	19,690,563	20,264,563	20,849,563

City of Isle of Palms
Millage Rate Table

CURRENT ISLE OF PALMS MILLAGE					FY24 DEBT SERVICE MILLAGE DECREASES BY .001 FOR RETIREMENT OF REC CENTER DEBT				TAXPAYER'S INCREASE/(DECREASE)	
Operating Millage Rate					Operating Millage Rate					
Debt Service Millage Rate					Debt Service Millage Rate					
Total IOP Millage Rate					Total IOP Millage Rate					
Local Option Sales Tax Credit Factor					Local Option Sales Tax Credit Factor					
Appraised Value	Primary Residences Assessed at 4%	Less Local Option Sales Tax Credit	Net IOP Property Tax for a primary resident	2nd Homes & Commercial Assessed at 6%	Primary Residences Assessed at 4%	Less Local Option Sales Tax Credit	Net IOP Property Tax for a primary resident	2nd Homes & Commercial Assessed at 6%	Primary Residents	2nd Homes/Commercial
250,000	233	(50)	183	350	223	(50)	173	335	(10)	(15)
300,000	280	(60)	220	419	268	(60)	208	401	(12)	(18)
350,000	326	(70)	256	489	312	(70)	242	468	(14)	(21)
400,000	373	(80)	293	559	357	(80)	277	535	(16)	(24)
500,000	466	(100)	366	699	446	(100)	346	669	(20)	(30)
600,000	559	(120)	439	839	535	(120)	415	803	(24)	(36)
700,000	652	(140)	512	979	624	(140)	484	937	(28)	(42)
900,000	839	(180)	659	1,258	803	(180)	623	1,204	(36)	(54)
1,000,000	932	(200)	732	1,398	892	(200)	692	1,338	(40)	(60)
1,250,000	1,165	(250)	915	1,748	1,115	(250)	865	1,673	(50)	(75)
1,500,000	1,398	(300)	1,098	2,097	1,338	(300)	1,038	2,007	(60)	(90)
1,750,000	1,631	(350)	1,281	2,447	1,561	(350)	1,211	2,342	(70)	(105)
2,000,000	1,864	(400)	1,464	2,796	1,784	(400)	1,384	2,676	(80)	(120)
2,500,000	2,330	(500)	1,830	3,495	2,230	(500)	1,730	3,345	(100)	(150)
3,000,000	2,796	(600)	2,196	4,194	2,676	(600)	2,076	4,014	(120)	(180)
3,500,000	3,262	(700)	2,562	4,893	3,122	(700)	2,422	4,683	(140)	(210)
4,000,000	3,728	(800)	2,928	5,592	3,568	(800)	2,768	5,352	(160)	(240)
4,500,000	4,194	(900)	3,294	6,291	4,014	(900)	3,114	6,021	(180)	(270)
5,000,000	4,660	(1,000)	3,660	6,990	4,460	(1,000)	3,460	6,690	(200)	(300)

APPROXIMATE ANNUAL PROPERTY TAX REVENUE TO THE CITY = \$4,914,000

FY22 Millage Rates of Neighboring Communities:

Sullivan's Island = 0.0588

Mt Pleasant = 0.0393

Folly Beach = 0.0366

RESOLUTION 2023 -03**BY THE CITY COUNCIL OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA,
TO REQUEST THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION TO
PROCEED WITH IMPLEMENTATION OF CONCEPT _____ ON THE IOP
CONNECTOR.**

WHEREAS, in February 2021, the South Carolina Department of Transportation (“SCDOT”) restriped and reconfigured the markings on the IOP Connector bridge to make accommodations for cyclists and pedestrians; and

WHEREAS, in doing so, SCDOT reduced the center median from 10’ to 4’, expanded the existing pedestrian lane from 4’ to 5’, installed a 4’6” bicycle lane and a 3’6” buffer between the bicycle lane and the vehicular lane on both sides of the bridge; and

WHEREAS, City Council did not approve and opposed the lane reconfigurations due to safety concerns; and

WHEREAS, SCDOT agreed to perform a review of the IOP Connector and various modal travel patterns in the area and engaged an outside expert to review the City’s concerns with the new configuration and develop potential solutions to facilitate more effective movement along the corridor; and

WHEREAS, on December 13, 2022, SCDOT presented City Council five alternative configurations for the IOP Connector prepared by civil engineer consultants RK&K; and

WHEREAS, on January 18, 2023, SCDOT launched a 30-day public comment via an online survey; and

WHEREAS, the City strongly encouraged citizens to complete the survey and identify their main issues of concern and their preferred lane configuration for the IOP Connector; and

WHEREAS, on April 4, 2023, SCDOT provided the City the final report from RK&K on the IOP Connector survey results; and

WHEREAS, approximately 3,300 citizens responded to the survey, 48% of which indicated they lived on Isle of Palms; and

WHEREAS, the top ranked concern was reducing traffic congestion and improve safety and mobility; and

WHEREAS, the top ranked lane configuration was concept five which includes a 10’ multi-use path for bicycle and pedestrians, one southbound lane, and two northbound lanes towards Mount Pleasant; and

NOW, THEREFORE, BE IT RESOLVED that City Council, in meeting duly assembled, hereby requests the South Carolina Department of Transportation to conduct any necessary operational modifications to the connecting intersections and pursue implementation of concept _____ on the IOP Connector bridge.

**PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF
PALMS, SOUTH CAROLINA, ON THE _____ DAY OF _____, 2023.**

Phillip Pounds, Mayor

Attest:

Nicole DeNeane, City Clerk

RESOLUTION 2023-05**BY THE CITY COUNCIL OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA,
TO ADOPT AN UPDATED LOCAL COMPREHENSIVE BEACH MANAGEMENT
PLAN FOR THE CITY OF ISLE OF PALMS.****IT IS RESOLVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS,
SOUTH CAROLINA, THAT**

WHEREAS, the City of Isle of Palms, in accordance with the South Carolina Beachfront Management Act (SC Code Section 48-39-250 et seq.), did draft its initial Local Comprehensive Beach Management Plan in 2007, which was adopted by resolution on February 26, 2008 and approved by the South Carolina Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management (DHEC-OCRM) on April 7, 2008; and

WHEREAS, pursuant to SC Code Section 48-39-350, the City of Isle of Palms is required to periodically update its Local Comprehensive Beach Management Plan in accordance with applicable South Carolina laws and regulations; and

WHEREAS, on February 28, 2017, the City of Isle of Palms approved by Resolution the updated Local Comprehensive Beach Management Plan dated January 26, 2017; and

WHEREAS, in 2022 the City of Isle of Palms began preparing the required five-year review of the Local Comprehensive Beach Management Plan, submitted it to DHEC-OCRM for review and feedback and was subsequently placed on public comment early 2023; and

WHEREAS, the City of Isle of Palms believes its updated Local Comprehensive Beach Management Plan to be in the best interest of the City, in furtherance of its duty to protect the City's natural resources and in compliance with the provisions of the South Carolina Beachfront Management Act.

NOW, THEREFORE, BE IT RESOLVED that City Council, in meeting duly assembled, hereby adopts the final updated Local Comprehensive Beach Management Plan dated April 7, 2023, including the Appendices, attached hereto and incorporated herein by reference.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, ON THE _____ DAY OF _____, 2023.

Phillip Pounds, Mayor

Attest:

Nicole DeNeane, City Clerk



April 5, 2016
photos



**Local Comprehensive
Beach Management Plan –
5-Year Review
City of Isle of Palms
April 7, 2023**

Submitted by:
Christopher P. Jones, P.E.
Durham, NC

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1. Introduction

1.1 Purpose

This document is an update of the 2017 Local Comprehensive Beach Management Plan (LCBMP) of the City of Isle of Palms (“City” or IOP). The update is being carried out to comply with OCRM 2020 guidance for the required LCBMP 5-year “review” update.

The City’s LCBMP represents considerable effort, inventory, and deliberation on the part of the City, and establishes a strategy for the management of the Isle of Palms beach for the sustainable enjoyment by residents and visitors. This LCBMP is intended for incorporation into the State Beachfront Management Plan in accordance with the provisions of the State Beachfront Management Act.

The following significant events occurred between the 2017 LCBMP and the 2022 5-year update:

- revision of the OCRM Baseline and 40-year Setback Line in 2018, which moved the jurisdictional lines seaward from their 2008 locations in some places
- passage of the 2017-2018 Beach Management Reform Act (Act 173), that removed the State’s 40-year Retreat Policy and instituted a Beach Preservation Policy
- addition to previous beach access parking areas
- emergency beach scraping and berm construction along the west and east ends of IOP (Breach Inlet to 10th Ave; portions of Wild Dunes shoreline) following Hurricane Irma (September 2017)
- completion of the 2018 beach restoration project (53rd Ave to 18th hole of Links Course)
- adoption of revised FEMA Flood Insurance Rate Maps for Isle of Palms (effective January 29, 2021) and adoption of freeboard above throughout the City
- In 2019, the City banned use of the following on the beach: single-use plastic bags, plastic straws, polystyrene coolers and polystyrene food containers, cups and balloons
- In 2020, the City banned smoking and vaping on beaches and beach access paths

1.2 History of Plan Approvals and Revisions

The City initiated drafting its Local Comprehensive Beach Management Plan in 1992. A Plan was submitted to the South Carolina Coastal Council (SCCC) and the City received SCCC comments in March 1994. Subsequent efforts by the City to address the comments were not entirely successful, and the City set aside its work on the LCBMP, concentrating on other matters.

In July 2006, the City reactivated its efforts to create and adopt a LCBMP. The City Council adopted the LCBMP in March 2007 and the Plan was submitted to DHEC OCRM in April 2007. DHEC OCRM provided comments to the City in November 2007, revisions were made to the

Plan and the City adopted the revised Plan on February 22, 2008. DHEC OCRM approved the LCBMP on April 7, 2008.

Data collection for update of the 2008 LCBMP began in March 2015. Additional data collection took place later in 2015 and in 2016, and a draft revised Plan was reviewed by the City in 2016. Discussions were held with OCRM staff in late 2016 and early 2017 to review and respond to OCRM comments on the 2008 LCBMP. A revised LCBMP was submitted to OCRM on January 26, 2017. City Council adopted the January 26, 2017 version on February 28, 2017. OCRM approved the LCBMP on May 9, 2017, following review and a 30-day public comment period.

The City began LCBMP 5-year update discussions with OCRM staff in fall 2021. Clarification was received regarding 5-year versus 10-year update requirements, and the 5-year update began in March 2022.

1.3 Overview of Municipality/History of Beach Management Approaches

The City of Isle of Palms was formed on January 12, 1953 (Isle of Palms Planning Commission, 2015). The City has a Council form of government, with a Mayor and eight Council Members. A City Administrator is appointed by and reports to the Council; the Administrator carries out tasks assigned by Council and oversees daily operations of City departments.

The City Council is responsible for adopting ordinances that, when implemented, form the basis for beach management on IOP (See Section 4.2). The City Council is also responsible for the expenditure of City funds toward beach management efforts.

The City's vision for beach management was articulated by the City's Long-Term Beach Management Citizens Advisory Group (Jones, 2008):

- a dry sand beach at all stages of the tide, capable of providing recreational opportunities for residents and visitors, protecting upland development and sustaining our natural resources
- elimination of the chronic and periodic erosion problems that threaten buildings and loggerhead nesting habitat along the shoreline
- minimizing the need for emergency protection of upland structures and development
- avoiding future shoreline development practices which perpetuate or exacerbate problems of the past, where some buildings were sited close to a dynamic inlet shoreline
- cooperation between all City residents to ensure that this vision is implemented and that generations to come can enjoy the beach on Isle of Palms

The City has pursued this vision through a number of actions:

- instituting regulations and policies for planning, zoning, development, environmental protection, and public safety
- developing and maintaining an excellent public beach access system
- prohibiting hard erosion control structures on the beach

- monitoring beach and dune conditions
- acting as permit applicant and providing funds for beach nourishment, shoal management, and emergency berm construction projects

1.4 Current Beach Management Issues

There are three main beach management issues facing IOP at present:

1. Beach and dune erosion in the unstabilized inlet erosion zones near Dewees Inlet at the eastern end of the island and near Breach Inlet at the western end of the island.
2. Balancing public beach parking demand with available safe parking capacity on the island.
3. Drainage of low-lying areas, an issue highlighted by tidal and rainfall flooding during October 2015 (Joaquin) and September 2017 (Irma).

2. Inventory of Existing Conditions

2.1 General Characteristics of the Beach

Isle of Palms is a seven-mile-long barrier island located eight miles east of Charleston on the South Carolina coast (Figure 1). This long and relatively narrow island varies in width from 0.35 mile at the west end to 1.6 miles at the east end, and its slightly curving shoreline has an orientation of southwest to northeast. For descriptive purposes, the end of the island nearest Charleston is referred to as the “west” end, while the opposite end of the island is referred to as the “east” end. The total area of the island is four and one-half square miles.

The island is bounded on the north by Hamlin Creek and the Intracoastal Waterway, on the east by Dewees Inlet and Dewees Island, on the south by the Atlantic Ocean, and on the west by Breach Inlet and Sullivan’s Island.

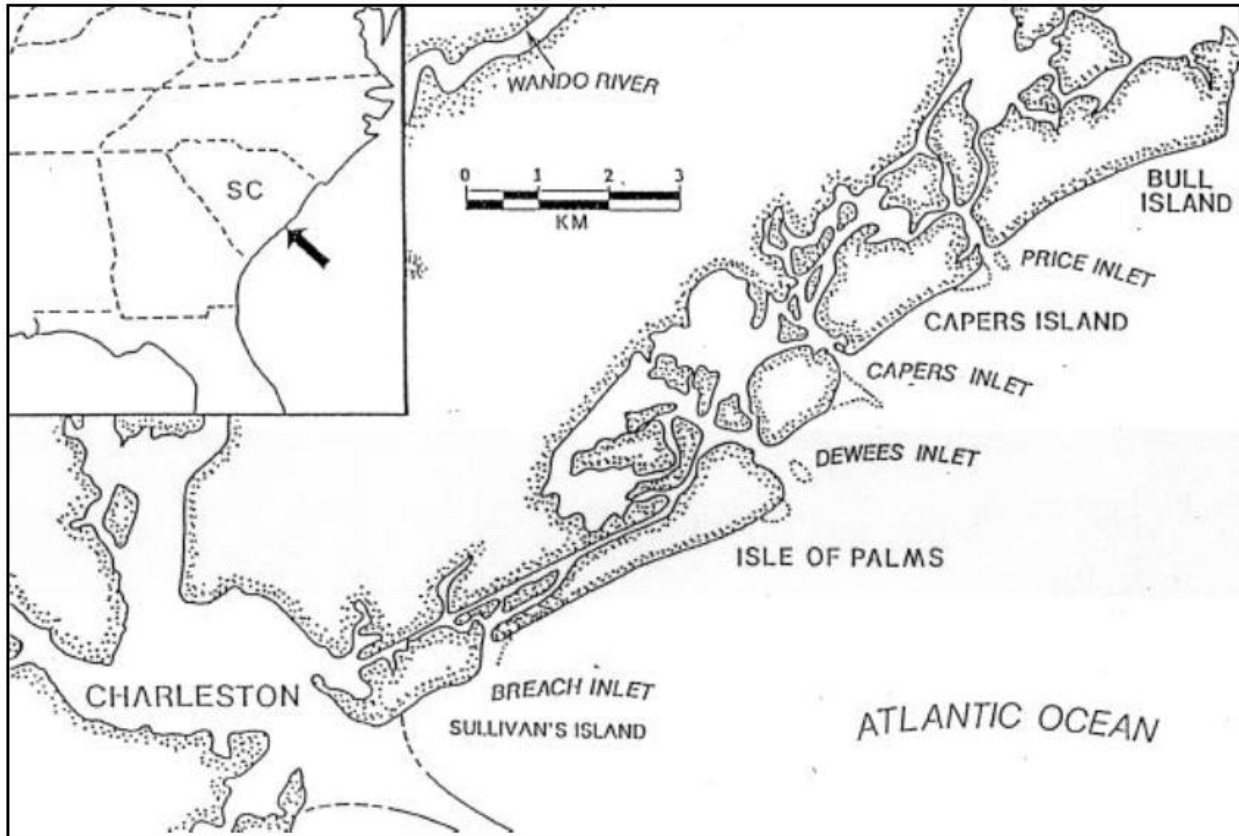


Figure 1. Isle of Palms Location Map.

Isle of Palms has a characteristic “drumstick” shape (Figure 2), with a wider upcoast (east) end due to the influence of Dewees Inlet and to the inlet shoal migration and attachment west of the inlet (Coastal Science & Engineering – CSE, 2015a). Because of this inlet shoal bypass process, however, the shoreline along the east end of Isle of Palms is highly dynamic, with localized advance or retreat by hundreds of feet in short periods of time (Figure 3). Eventually, much of the bypassed sediment travels along Isle of Palms, leading to a persistent, long-term trend of accretion at the west end of the island (Jones, 1986). The west end of the island is also dynamic (but not nearly as dynamic as the east end) as a result of sediment being bypassed from Isle of Palms across Breach Inlet to Sullivan’s Island.



Figure 2. Isle of Palms exhibits a “drumstick” shape due to inlet shoal bypassing at Dewees Inlet at the east end of the island, and westerly sediment transport toward Breach Inlet (bottom). Figure from CSE (2015a).

Between 1941 and 1997, inlet shoals bypassed Dewees Inlet and attached to the beach at the east end of Isle of Palms every four to ten years, with an average interval between attachments of ~ 6 years (Guadiano and Kana, 2001). That shoal attachment frequency has continued through 2016. CSE (2015a) estimates that inlet shoal attachments add approximately 100,000 cy/yr of sediment to the island.



Figure 3. February 2007 view northeast toward Dewees Inlet (CSE, 2015a).
Migrating inlet shoal leads to a wide beach immediately landward of the migrating shoal, and focused erosion adjacent to the location of shoal attachment.

Beaches are composed of fine-to-medium sand with a small percentage of shell. As a result, beach slopes on Isle of Palms are relatively flat, and the typical beach width (distance between the dune toe and the water line) tends to be ~20-50 feet at high tide and ~200 feet or more at low tide. However, in areas immediately landward of and adjacent to attaching inlet shoals, beach widths vary considerably – high tide beach width can be hundreds of feet in areas immediately landward of attaching inlet shoals, but can disappear entirely in areas adjacent to attaching shoals. Once a shoal attaches the added sediment spreads along the beach and beach widths return to a more normal condition.

Dune fields along the island are well-developed along the western and central portions of the island, ranging from approximately 50 ft to 250 ft wide. Along the eastern end of the island, dune width depends on the recent history of shoal attachments, and ranges from 0 ft to ~ 200 ft. Crest elevations of well-developed dunes reach ~ 12-15 ft NAVD (North American Vertical Datum), while crests of newer dunes may be just a few feet above the beach elevation. The 6 ft NAVD contour tends to define the typical boundary between the dune toe and the back of the beach berm.

Ground elevations on the island range from as high as 17 ft above at some points along a ridge on the ocean side of the island, down to sea level at the margins of the island. However, the topography of most of the island is relatively flat with an average ground elevation of approximately 6-8 ft NAVD.

2.2 General Land Use Patterns

Land use on Isle of Palms is depicted on the City's Current and Future Land Use Map (Figure 4). Land Use on the island is a mix of residential (low, medium, high density), commercial, park/recreation and conservation. The following alongshore lengths of land use occur on Isle of Palms:

- Low-density residential exists along approximately 4.4 miles (63%) of the ocean shoreline: 1.4 miles between Breach Inlet and 10th Ave., 2.7 miles between 21st Ave and 57th Ave, and 0.3 mile along Beachwood East and Dunecrest Lane.
- Medium-density residential exists along approximately 0.1 mile east of IOP County Park.
- High-density residential exists along approximately 1.1 miles (16%) of the ocean shoreline, all in the Wild Dunes Planned Development District: 0.25 miles in the vicinity of Grand Pavilion and Seagrove, and approximately 0.8 mile between the Property Owners Beach House and Ocean Club.
- Commercial exists along approximately 0.3 miles (4%) of the ocean shoreline, between 10th Ave. and 14th Ave.
- Park and recreation exist along approximately 0.6 mile (9%) of the ocean shoreline: ~400 ft at Isle of Palms County Park, and approximately 0.5 mile at the Wild Dunes Links Course.
- Conservation exists along the Dewees Inlet shoreline north of the Links Course.

Approximately 330 oceanfront parcels have been platted for residential or commercial use along the ~ 7-mile ocean shoreline. Approximately 90% of these parcels are single family residential.

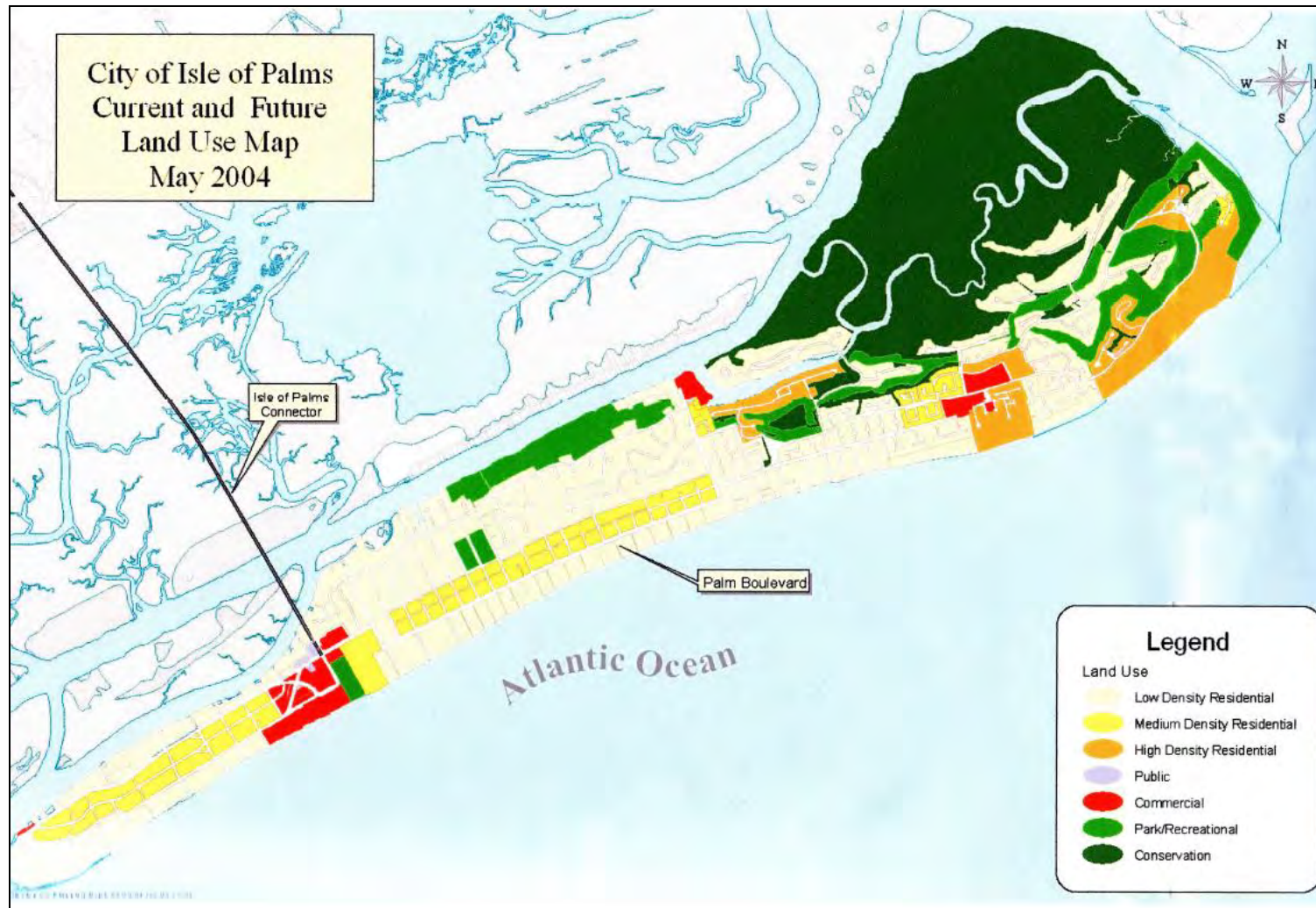


Figure 4. City of Isle of Palms Current and Future Land Use Map.

Unlike many coastal communities, the majority of the oceanfront development on Isle of Palms is set back a reasonable distance from the shoreline, and the area at greatest risk to erosion is along the northeastern third of the island (generally, from 55th Avenue to Dewees Inlet) where inlet shoal attachments occur on a regular basis. Unfortunately, the northeastern end of the island is also the area where the oceanfront development density is greatest, and the buildings are the largest.

In recognition of erosion hazards influenced by land use patterns at the east end of the island, the City has a beach nourishment and focused erosion shoal management strategy, which addresses long-term erosion, storm impacts and episodic erosion due to shoal attachments. The City and the Wild Dunes community cooperate and coordinate on the issue, and Wild Dunes helps fund erosion strategies along the northeast portion of the shoreline.

According to the Comprehensive Plan (Isle of Palms Planning Commission, 2015):

- The 2010 resident population of Isle of Palms was 4,133. The resident population is fairly stable.
- During the summer beach season, the island's population rises to 12,000 people and may increase to as many as 20,000 people during peak weekends such as Memorial Day, Fourth of July and Labor Day.
- There were 4,274 housing units on the island in 2010. Approximately 35% were owner-occupied, approximately 8% were occupied by (long-term) renters, and approximately 57% were seasonal rentals or vacant. Approximately 48% of all housing units are in Wild Dunes.

The 2020 United States Census <https://censusreporter.org/profiles/16000US4536115-isle-of-palms-sc/> shows:

- A resident population of 4,371 with a median age of 53.6 years and a median income of \$128,523
- 4,376 housing units, with approximately 39% owner-occupied. The median value of owner-occupied units is approximately \$815K.

2.2.1 Beach Use

There are a variety of beach uses on Isle of Palms, including: walking, jogging, shelling, wading, skim boarding, sunbathing, volleyball, bicycling, swimming, fishing, paddle boarding, surfing, kite boarding, kayaking, boating and others.

There are generally no restrictions on which of these permissible uses can be carried out along the beach, except:

- Motorized vehicles, including most golf carts, are not permitted on the beach. Exceptions include emergency vehicles, trash pick-up, and in accordance with State Law, golf carts with a State permit and handicap placard.

- A “swimming zone” has been designated from the Isle of Palms Pier east for 450 ft (incorporating the County Park shoreline), where activities other than swimming, wading and related activities are prohibited.
- Swimming and wading are prohibited along the Breach Inlet shoreline.
- Operation of boats, motorboats and jet skis is prohibited within 100 yard of Police jurisdiction, except in emergencies.
- Parasailing is prohibited within Police jurisdiction.
- Tents, canopies, beach chairs, kites, coolers, beach umbrellas and similar property are allowed on the beach after sunset only so long as such property is being attended to by the user.
- No personal property shall be located within 25 feet of any emergency beach access or any turtle nest.
- Any personal property, except "Hobie Cat" style sailboats which are operable and kept in good working condition or poles supporting volleyball nets adjacent to commercially zoned property, left on the beach after sunset shall be deemed abandoned and subject to disposal by the City.
- Overnight sleeping on the beach is prohibited.
- Glass bottles, fireworks, bonfires and alcoholic beverages are prohibited on the beach.
- Single-use plastic bags, plastic straws, polystyrene coolers and polystyrene food containers, cups and balloons are prohibited on the beach.
- Smoking and vaping are prohibited on the beach and beach access paths.
- Dogs may be on the beach and off leash, from 5:00 AM until 9:00 AM April 1st through September 14th, and 4:00 PM until 10:00 AM September 15th through March 31st. Dog owners must have leash in hand and have their dog under voice command. At all other times, dogs must be on leash and under complete control, even in the water.

2.2.2 Benefits and Value of the Beach

Like most beach communities, Isle of Palms owes its existence mainly to the beach. Golf and boating are also important contributors to the Island’s prosperity, but the beach is the main draw. Property values, real estate activity, tourist visitation, commercial activity and City revenues depend directly or indirectly on the presence of a healthy beach.

The 2017 LCBMP stated tourists spent an estimated \$130 million annually on Isle of Palms (based on City information and Oh, 2006). This figure has likely increased significantly. City data from FY 2013 to FY 2015 show the following revenues which are tied to the fact that Isle of Palms is a beachfront community:

- Municipal/County/State Accommodations Tax revenues to the City have averaged approximately \$2.8 million annually

- City Hospitality Tax has brought in approximately \$0.6 million annually.
- City Residential License fees have brought in approximately \$0.5 million annually.
- The City's recently instituted Beach Preservation Fee raised approximately \$1 million in its first year.

City data show that approximately half of the revenues described above are associated with rental/vacation properties and tourist activity at Wild Dunes.

2.3 Beachfront Developments and Zoning

City regulations pertaining to Land Use, Zoning and Building are contained in Title 5 (Planning and Development) of the Code of Ordinances, https://www.municode.com/library/sc/isle_of_palms/codes/code_of_ordinances?nodeId=14483. The newest, adopted ordinances, some not yet incorporated into the Code, are posted on the City web site <http://www.iop.net/ordinances>.

Zoning was established on October 25, 1956, approximately 3 years after incorporation by the City. The entire zoning code has been repealed and readopted, or amended substantially, in 1975, 1981, 1989 and 1992-1993 (Isle of Palms Planning Commission, 2015). Other amendments to zoning regulations have been ongoing since that time. The latest Zoning Map was adopted in February 2016 (Figure 5). The Planning and Zoning Commission was created on December 10, 1986. The City also adopted an ordinance in 1981 creating a Board of Adjustment, which has since been renamed the Board of Zoning Appeals.

In 1975 City Council approved a Planned Residential Development (PRD) zoning district for the eastern, then undeveloped, end of the island. Today this area includes the gated resort community of Wild Dunes and several adjacent residential areas. The PRD was the first zoning agreement of its type in the State of South Carolina. Under the PRD zoning, the eastern end of the island was developed to include a wide variety of housing types: low to high density single-family detached units, townhouses, and low-rise and high-rise condominium multi-family units. Within the gated section of Wild Dunes many of the approximately 2,067 residential units are used as seasonal rental properties. Wild Dunes also includes offices and conference facilities and other resort amenities. The PRD also includes a few properties on 43rd through 45th Avenues outside the Wild Dunes gates.

In the PRD zoning district, the use, subdivision, and development of property is governed through deed restrictions enforced by the Wild Dunes Community Association. The City has implemented zoning control in Wild Dunes only on a few matters not specifically described in the PRD documents (e.g., tree cutting, conservation overlay, marsh setback). Development within Wild Dunes is also subject to OCRM requirements.

In 2000 the name of the zoning district for planned developments changed from Planned Residential District (PRD) to Planned Development District (PDD). The new designation more accurately describes the land use activities.

Figure 5 shows that the approximate 7-mile length of ocean and inlet shoreline can be broken down as follows:

- Single family residential: 4.2 miles in SR-1, SR-2, SR-3 districts (between Breach Inlet and 10th Ave., and between Isle of Palms County Park and 57th Ave.)
- General Commercial: 0.4 mile in GC-2 and GC-2 district (between 10th Ave. and 14th Ave., and Isle of Palms County Park)
- Wild Dunes PDD: 3.4 miles, with a mixture of low- and high-density residential and the Links Course

Since 1989, a Conservation District Overlay Zone has been established along the entire ocean, inlet and marsh shorelines. Permitted activities are limited to recreation, public utility lines, beach nourishment and special activities and franchises approved by the City.

Preservation Overlay Zones have been established landward of the Conservation District along 3.3 miles of ocean shoreline. The zones were established to preserve natural barriers against forces from the ocean, to preserve adequate light, air and open space, and to preserve scenic, historic and ecologically sensitive areas.

- In 1990 the City established a Preservation Overlay Zone (P-1) between 21st Ave. and 41st Ave.
 - The seaward limit of construction (structures and their stairs) is 130 ft seaward of the Palm Blvd. right of way (on-site waste disposal systems may extend beyond 130 ft).
 - Other activities permitted seaward of the construction limit include one dune walkover per lot, as permitted by the City Code and DHEC OCRM regulations; one open air gazebo per lot, as permitted by the City Code and DHEC OCRM regulations, not to exceed 100 square feet in floor area or 16 feet in height.
- In 2006, a second Preservation Overlay Zone (P-2) was established between Breach Inlet and 10th Ave.
 - The seaward limit of construction is given by the “Maximum Building Line” shown on the January 8, 1988 final plat by E.M. Seabrook, and generally lies 150 ft to 250 ft seaward of Ocean Blvd., putting the limit landward of the DHEC OCRM Setback line in all but a few instances.
 - Other activities permitted seaward of the construction limit include one dune walkover per lot, as permitted by the City Code and DHEC OCRM regulations; one swimming pool per lot, as permitted by the City Code and DHEC OCRM regulations.



Figure 5. February 2016 Isle of Palms Zoning Map.

- In 2016, a third Preservation Overlay Zone (P-3) was established between 53rd Ave. and 56th Ave when the area was rezoned from PDD to SR-3.
 - The seaward limit of construction is 110 ft from 54th, 55th and 56th Ave. rights of way (see City Ordinance 2015-15). The construction limit is landward of the DHEC OCRM Setback Line along 54th Ave., but seaward along 55th and 56th Ave.
 - Other activities permitted seaward of the construction limit include one dune walkover per lot, as permitted by the City Code and DHEC OCRM regulations; one swimming pool per lot, as permitted by the City Code and DHEC OCRM regulations.

2.3.1 Beachfront Structural Inventory

Section 7 (Appendix) of this LCBMP provides maps and inventories of beach accesses and structures extending seaward of the DHEC OCRM 40-yr Setback Line. The information contained therein is summarized below.

A review of 2021/2022 data and aerial photography (e.g., <https://gis.dhec.sc.gov/shoreline/> and https://gisccweb.charlestoncounty.org/Public_Search/) showed the following structures¹ extend seaward of the 2018 DHEC OCRM 40-year setback line (the vast majority of these encroachments are at the east end of the island, between 55th Ave and Dewees Inlet):

- ~69 detached single family buildings
- ~16 multifamily buildings that include approximately 297 residential units
- ~12 swimming pools and/or pool decks
- 4 other structures (small ancillary building, pool equipment building)
- ~176 wooden dune walkovers and 3 Mobi-Mat paths
- 1 private pier
- 2 golf course holes
- rock revetments (exposed and buried)

Of these, the following² extend seaward of the 2018 DHEC OCRM baseline:

- ~55 detached single family buildings
- ~15 multifamily buildings that include approximately 285 residential units
- ~7 swimming pools and/or pool decks
- 2 other structures (small ancillary building, pool equipment building)
- 1 private pier

¹ Note: some counts are approximate. Accurate determinations at some locations will require field surveys.

² Note: some counts are approximate. Accurate determinations at some locations will require field surveys.

- 2 golf course holes
- rock revetments (exposed and buried)

Construction of additional buildings along the Isle of Palms shoreline is unlikely, given the fact that the ocean shoreline of Isle of Palms is essentially built-out. However, an increasingly common occurrence on Isle of Palms is the teardown of existing homes and construction of new homes on those properties. New homes tend to be larger than the pre-existing homes, but must comply with all City and State requirements and regulations. It is highly unlikely that additional buildings will be constructed seaward of the DHEC OCRM setback line.

2.4. Natural Resource and Ecological Habitats

Isle of Palms, like most South Carolina barrier islands, is characterized by a beach and dune ridge system, with an extensive tidal marsh along the northern side of the island. The island is surrounded by navigable waters. Prior to development, the island was covered by maritime forest.

Three terrestrial habitats are found around the Isle of Palms' beachfront, namely the beach community, maritime shrub thickets, and maritime forest.

- The beach community generally includes the open beach and dune habitats, as well as the foreshore zone that is frequently inundated by the tides.
- Maritime shrub thicket communities commonly grow in older dunes, behind the primary dunes, and include salt tolerant shrubs such as wax myrtle, yaupon holly, and red cedar.
- Maritime forests are upland communities typified by live oak, cabbage palmetto, and loblolly pine, and remnant patches of this habitat are scattered throughout the island. Each ecological community provides benefits to plants and animals that use the habitat to forage, as shelter, for nesting, or for a combination of these uses.

The importance of barrier islands like Isle of Palms as habitat for plants and animals is significant. Many animals are dependent on smaller prey available on open beach habitats as part of complex food webs. Some animals also require the sands of primary dunes on barrier islands for nesting sites and are unable to successfully reproduce without access to this habitat. In the water, nearshore subtidal bars and sand flats can support large numbers and species of marine invertebrates and fish that cannot thrive in the open ocean. Long-term or permanent alteration to these habitats can affect the type, health, and vitality of the flora and fauna.

Natural habitats and resources are also recognized for the social and economic benefits that they provide. Protection of natural resources is identified in the City's Comprehensive Plan as essential to maintaining the high quality of life on the Isle of Palms. Residents indicate that the attributes of coastal ecosystems, including marshes, mature trees, marine waters, and sandy beaches influenced their decision to purchase property on Isle of Palms. In addition, the accessible ocean beach is a predominant factor in the local tourism and vacation rental economy. Eco-tourism has also increased in recent years as an economic market around Charleston and on Isle of Palms.

2.4.1 Threatened and Endangered Species

South Carolina Department of Natural Resources (SCDNR) does not maintain an island-specific listing of rare, Threatened or Endangered species for Isle of Palms. A list does exist for Charleston County

(<https://experience.arcgis.com/experience/af61ba156d054cc7b3e27d09a0c35c0f>), but not for the island. The Charleston County List from the 2017 LCBMP is shown in Table 1.

Limited island-specific information exists in the 2015 Isle of Palms Comprehensive Plan:

- Seven species of birds are listed on the federal Endangered or Threatened list which may be found in the area. The Endangered species are the bald eagle, Bachman's warbler, wood stork and red-cockaded woodpecker. Threatened birds are the piping plover, peregrine falcon and red knot.
- No federally listed Endangered or Threatened plants are known to be located on the island. The primary tree species on the island are palmetto, live oak, loblolly pine, wax myrtle, and crepe myrtle. In 1989 the City adopted its first tree ordinance to prevent parcels from being completely cleared during development. In 2002, the ordinance was amended to include further protection for all live oak trees and other trees in excess of eight inches in diameter.
- The loggerhead sea turtle, a Threatened species, visits the island to lay eggs along the beach. South Carolina beaches have the largest number of nest sites in the "population" tracked between North Carolina and Northern Florida.

2.4.2 Turtle Nesting

Since 2000 the annual number of loggerhead sea turtle nests along Isle of Palms has fluctuated between approximately 10 and 60. It is thought that individual turtles may return to historical/regional nesting sites every two to five years, accounting for the wide fluctuation in the number of nests from year to year. Enforcement of the island's lighting ordinance, which prohibits lighting directed at the beach, as well as other City ordinances (e.g., requiring the removal of overnight beach furniture, filling in holes in the sand, properly disposing of all trash and garbage, and the banning of single-use plastic bags at retail checkout) are thought to reduce interference and entanglement of sea turtles and to contribute to survival of this Threatened species.

Green, Leatherback and Kemp's ridley turtles can nest on South Carolina beaches, but nesting on Isle of Palms is rare. Recent Activity includes: Once false non-nesting crawl and one nest by endangered Leatherback turtles in 2008 and 2018 respectively. In 1998 when green turtles were listed as Endangered one laid one nest, and in 2020 when they were listed as Threatened another green turtle nest was laid. The remaining activity of nesting and false crawls throughout the years was by the Threatened Loggerhead turtle.

Since 2020 coyotes have begun to impact several species on the Isle of Palms including marine turtle nests, with six loggerhead nests being dug up and destroyed on the night they were laid by coyotes at the east end of the island in 2022. Other species that are possibly being impacted by the appearance of coyotes on this island in recent years are nesting shorebirds, deer fawns

Table 1. SCDNR List of Rare, Threatened and Endangered Species and Communities Known to Occur in Charleston County (6/11/2014).

Scientific Name	Common Name	USESA Designation	State Protection	Global Rank	State Rank
<u>Vertebrate Animals</u>					
<i>Accipiter cooperii</i>	Cooper's Hawk			G5	S3?
<i>Acipenser brevirostrum</i>	Shortnose Sturgeon	LE: Endangered	SE: Endangered	G3	S3
<i>Acris crepitans</i>	Northern Cricket Frog			G5	S5
<i>Aimophila aestivalis</i>	Bachman's Sparrow			G3	S3
<i>Ambystoma cingulatum</i>	Flatwoods Salamander	LT: Threatened	SE: Endangered	G2	S1
<i>Ambystoma tigrinum tigrinum</i>	Eastern Tiger Salamander			G5	S2S3
<i>Caretta caretta</i>	Loggerhead	LT: Threatened	ST: Threatened	G3	S3
<i>Charadrius wilsonia</i>	Wilson's Plover		ST: Threatened	G5	S3?
<i>Clemmys guttata</i>	Spotted Turtle		ST: Threatened	G5	S5
<i>Condylura cristata</i>	Star-nosed Mole			G5	S3?
<i>Corynorhinus rafinesquii</i>	Rafinesque's Big-eared Bat		SE: Endangered	G3G4	S2?
<i>Crotalus horridus</i>	Timber Rattlesnake			G4	SNR
<i>Dendroica virens</i>	Black-throated Green Warbler			G5	S4
<i>Elanoides forficatus</i>	American Swallow-tailed Kite	SC: Sp. of Concern	SE: Endangered	G5	S2
<i>Haliaeetus leucocephalus</i>	Bald Eagle		ST: Threatened	G5	S2
<i>Heterodon simus</i>	Southern Hognose Snake			G2	SNR
<i>Ictinia mississippiensis</i>	Mississippi Kite			G5	S4
<i>Lasiurus cinereus</i>	Hoary Bat			G5	SNR
<i>Limnothlypis swainsonii</i>	Swainson's Warbler			G4	S4
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker			G5	SNR
<i>Microtus pennsylvanicus</i>	Meadow Vole			G5	SNR
<i>Micrurus fulvius</i>	Eastern Coral Snake			G5	S2
<i>Mycteria americana</i>	Wood Stork	LE: Endangered	SE: Endangered	G4	S1S2
<i>Myotis austroriparius</i>	Southeastern Bat			G3G4	S1
<i>Neotoma floridana</i>	Eastern Woodrat			G5	S3S4
<i>Neotoma floridana floridana</i>	Eastern Woodrat			G5T5	S3S4
<i>Ophisaurus compressus</i>	Island Glass Lizard			G3G4	S1S2
<i>Pelecanus occidentalis</i>	Brown Pelican			G4	S1S2
<i>Phoca vitulina</i>	Harbor Seal			G5	SNA
<i>Picoides borealis</i>	Red-cockaded Woodpecker	LE: Endangered	SE: Endangered	G3	S2
<i>Plegadis falcinellus</i>	Glossy Ibis			G5	SHB,SNRN
<i>Pseudobranchius striatus</i>	Dwarf Siren		ST: Threatened	G5	S2

Table 1 (continued).

Scientific Name	Common Name	USESA Designation	State Protection	Global Rank	State Rank
<i>Rana capito</i>	Gopher Frog		SE: Endangered	G3	S1
<i>Sciurus niger</i>	Eastern Fox Squirrel			G5	S4
<i>Seminatrix pygaea</i>	Black Swamp Snake			G5	SNR
<i>Sterna antillarum</i>	Least Tern		ST: Threatened	G4	S3
<i>Tyto alba</i>	Barn-owl			G5	S4
<i>Ursus americanus</i>	Black Bear			G5	S3?
<i>Vermivora bachmanii</i>	Bachman's Warbler	LE: Endangered	SE: Endangered	GH	SX
<u>Animal Assemblage</u>					
Waterbird Colony				GNR	SNR
<u>Vascular Plants</u>					
<i>Agalinis linifolia</i>	Flax Leaf False-foxglove			G4?	SNR
<i>Agrimonia incisa</i>	Incised Groovebur			G3	S2
<i>Amaranthus pumilus</i>	Seabeach Amaranth	LT: Threatened		G2	S1
<i>Amphicarpum muehlenbergianum</i>	Blue Maiden-cane			G4	S2S3
<i>Anthraenantia rufa</i>	Purple Silkyscale			G5	S2
<i>Asclepias pedicellata</i>	Savannah Milkweed			G4	S2
<i>Botrychium lunarioides</i>	Winter Grape-fern			G4?	S1
<i>Calopogon barbatus</i>	Bearded Grass-pink			G4?	S2
<i>Canna flaccida</i>	Bandana-of-the-everglades			G4?	S2
<i>Carex decomposita</i>	Cypress-knee Sedge			G3G4	S2
<i>Carex elliotii</i>	Elliott's Sedge			G4?	S1
<i>Chasmanthium nitidum</i>	Shiny Spikegrass			G3G4	S1
<i>Coreopsis gladiata</i>	Southeastern Tickseed			G4G5	SNR
<i>Coreopsis integrifolia</i>	Ciliate-leaf Tickseed			G1G2	S1
<i>Cornus racemosa</i>	Stiff Dogwood			G5?	S1?
<i>Cyperus tetragonus</i>	Piedmont Flatsedge			G4?	S2
<i>Dionaea muscipula</i>	Venus' Fly-trap			G3	S3
<i>Eleocharis tricostrata</i>	Three-angle Spikerush			G4	S2?
<i>Eleocharis vivipara</i>	Viviparous Spike-rush			G5	S1
<i>Eryngium aquaticum</i> var. <i>ravenelii</i>	Ravenel's Eryngo			G4T2T3	S1
<i>Eupatorium anomalum</i>	Florida Thorough-wort			G2G3	S1?
<i>Eupatorium fistulosum</i>	Hollow Joe-pye Weed			G5?	SNR
<i>Forestiera godfreyi</i>	Godfrey's Privet			G2	S1
<i>Galactia elliotii</i>	Elliott's Milkpea			G5	S1
<i>Helenium pinnatifidum</i>	Southeastern Sneezeweed			G4	S2
<i>Hypericum nitidum</i>	Carolina St. John's-wort			G4	S1

Table 1 (continued).

Scientific Name	Common Name	UESA Designation	State Protection	Global Rank	State Rank
<i>Ipomoea macrorhiza</i>	Large-stem Morning-glory			G3G5	S1
<i>Ipomoea stolonifera</i>	Beach Morning-glory			G5?	SNR
<i>Iris hexagona</i>	Walter's Iris			G4G5	S1
<i>Lepuropetalon spathulatum</i>	Southern Lepuropetalon			G4G5	S2
<i>Lilaeopsis carolinensis</i>	Carolina Lilaeopsis			G3G5	S2
<i>Listera australis</i>	Southern Twayblade			G4	S2
<i>Litsea aestivalis</i>	Pondspice			G3?	S3
<i>Lobelia boykinii</i>	Boykin's Lobelia			G2G3	S3
<i>Ludwigia lanceolata</i>	Lance-leaf Seedbox			G3	S1
<i>Lysimachia hybrida</i>	Lance-leaf Loosestrife			G5	S1
<i>Monotropsis odorata</i>	Sweet Pinesap			G3	S2
<i>Muhlenbergia filipes</i>	Bentgrass			G5?Q	S3S4
<i>Orobanche uniflora</i>	One-flowered Broomrape			G5	S2
<i>Oxypolis canbyi</i>	Canby's Dropwort	LE: Endangered		G2	S2
<i>Paspalum bifidum</i>	Bead-grass			G5	S2
<i>Peltandra sagittifolia</i>	Spoon-flower			G3G4	S2
<i>Physostegia leptophylla</i>	Slender-leaved Dragon-head			G4?	SNR
<i>Pieris phillyreifolia</i>	Climbing Fetter-bush			G3	S1
<i>Plantago sparsiflora</i>	Pineland Plantain			G3	S2
<i>Platanthera integra</i>	Yellow Fringeless Orchid			G3G4	S1
<i>Psilotum nudum</i>	Whisk Fern			G5	S1
<i>Pteroglossaspis ecristata</i>	Crestless Plume Orchid			G2G3	S2
<i>Quercus austrina</i>	Bluff Oak			G4?	S1
<i>Rhexia aristosa</i>	Awed Meadowbeauty			G3G4	S3
<i>Rhynchospora breviseta</i>	Short-bristle Baldrush			G3G4	S1
<i>Rhynchospora careyana</i>	Horned Beakrush			G4?Q	S3
<i>Rhynchospora globularis</i> var. <i>pinetorum</i>	Beakrush			G5?T3?	S1
<i>Rhynchospora harperi</i>	Harper Beakrush			G4?	S1
<i>Rhynchospora inundata</i>	Drowned Hornedrush			G4?	S2?
<i>Rhynchospora tracyi</i>	Tracy Beakrush			G4	S3
<i>Sageretia minutiflora</i>	Tiny-leaved Buckthorn			G4	S3
<i>Sarracenia rubra</i>	Sweet Pitcher-plant			G4	S3S4
<i>Schwalbea americana</i>	Chaffseed	LE: Endangered		G2G3	S2
<i>Scleria baldwinii</i>	Baldwin Nutrush			G4	S2
<i>Spiranthes laciniata</i>	Lace-lip Ladies'-tresses			G4G5	S1S2

Table 1 (continued).

Scientific Name	Common Name	USESA Designation	State Protection	Global Rank	State Rank
<i>Tridens carolinianus</i>	Carolina Fluff Grass			G3G4	S1
<i>Tridens chapmanii</i>	Chapman's Redtop			G3	S1
<i>Triphora trianthophora</i>	Nodding Pogonia			G3G4	S2
<i>Xyris brevifolia</i>	Short-leaved Yellow-eyed Grass			G4G5	S1
<i>Xyris difformis</i> var. <i>floridana</i>	Florida Yellow-eyed Grass			G5T4T5	S2
<i>Xyris elliottii</i>	Elliott Yellow-eyed Grass			G4	S2
<i>Xyris stricta</i>	Pineland Yellow-eyed Grass			G4	S1
Communities					
Atlantic coastal plain depression meadow	Depression Meadow			G5	SNR
Bald cypress - tupelo gum swamp				G5	S4
Bald cypress - water tupelo swamp	Bald Cypress - Tupelo Gum Swamp			G5	SNR
Bottomland hardwoods				G5	S4
Depression meadow				G3	S2
Estuarine intertidal mud flat	Intertidal Mud/sand Flat			G5	SNR
High pocosin	Pocosin			G3G4	SNR
Interior freshwater marsh				G3	SNR
<i>Juniperus virginiana</i> var. <i>silicicola</i> - <i>zanthoxylum clava-herculis</i> - <i>quercus virginiana</i> - (<i>sabal palmetto</i>) / <i>sageretia minutiflora</i> - (<i>sideroxylon tenax</i>) woodland	South Atlantic Coastal Shell Midden Woodland			G2?	SNR
Longleaf pine flatwoods				GNR	SNR
Maritime forest				G2	S2
Maritime shrub thicket				G4	S2S3
Mesic mixed hardwood forest				G5	S4
Middens				GNR	S3
Non-alluvial swamp forest				G5	S4S5
Pine - scrub oak sandhill				G4	S4
Pine flatwoods				G5	S3S4
Pocosin				G3G4	S3S4
Pond cypress pond				G4	S4
Pond cypress savanna				G3	S2

Table 1 (continued).

Scientific Name	Common Name	USESA Designation	State Protection	Global Rank	State Rank
Salt marsh				G5	S5
Salt shrub thicket (allard)	Salt Shrub Thicket			G5	SNR
South atlantic inland maritime forest	Maritime Forest			G2	SNR
Spruce pine - mixed hardwood forest				G3	S2
Spruce pine / mixed hardwood				GNR	SNR
Swamp tupelo pond				G3	S3
Tidal freshwater marsh				G3	S3
<u>Geological</u>					
Carolina bay				GNR	SNR

and domestic animals including feral cats. In 2022 one loggerhead nest was destroyed by human poaching on the Isle of Palms.

The City of Isle of Palms participates in the Island Turtle Team, a group of volunteers that monitors the critical habitat and nesting of loggerhead turtles on Isle of Palms and Sullivan's Island, and posts current nesting information on their web site <http://www.iop.net/turtle-team>. Team members identify nest locations, mark and safeguard the nests, and relocate nests where required. The Island Turtle Team operates under permit from the SCDNR Marine Turtle Conservation Program. SCDNR also authorizes release of marine turtles by the SC Aquarium on the Isle of Palms.

Turtle nesting statistics for 2009 through 2022 are shown in Table 2.

Table 2: 2009 - 2022 Marine Sea Turtle Nesting Data for Isle of Palms. Source: Island Turtle Team, SCDNR Marine Turtle Conservation Program.

	2009	2010	2011	2012	2013	2014	2015	2016
Number of Nests	19	23	42	62	34	11	31	27
False Crawls	12	18	17	24	26	6	15	25
Nests Relocated	13	16	24	46	26	8	22	23
Nest Success*	19	19	31	58	32	11	31	26
Eggs	2,396	2,380	4,226	6,426	3,866	1,397	3,640	3,151
Hatched Eggs	2,094	1,923	2,628	5,088	3,130	1,199	3,225	2,524
Emerged Hatchlings	1,898	1,761	2,424	4,830	2,723	1,101	3,095	2,293
Emergence Success**	79%	76%	57%	74%	71%	80%	85%	73%

	2017	2018	2019	2020	2021	2022
Number of Nests	43	18	57	40	36	43
False Crawls	32	17	55	36	36	26
Nests Relocated	23	11	39	37	28	38
Nest Success*	38	17	57	39	36	39
Eggs	4,547	1,967	6,544	4,568	4,127	4,862
Hatched Eggs	3,534	1,520	5,788	3,537	3,699	3,651
Emerged Hatchlings	3,361	1,471	5,530	3,306	3,634	3,221
Emergence Success**	72%	80%	84%	75%	88%	65%

* number of nests with at least 10% hatch success

** $(\text{number of hatchlings that emerge from nests} / \text{number of eggs laid}) \times 100$

Each season a different group of marine turtles nests on the Isle of Palms which results in some seasons seeing the most nests at the east end and other seasons seeing the most nests west of 6th Avenue closer to Breach Inlet. This may be influenced by beach nourishment projects, erosion control structures, the presence of humans on the beach at night, or by the cyclical nature of nesting.

2.5 Existing Public Access and Map

Public beach access along Isle of Palms is excellent. There are 56 public access points along approximately 4.5 miles of shoreline between Breach Inlet and 57th Ave (average spacing between public access points is approximately 400 ft). The three easternmost of the 56 access points (between 54th Ave. and 57th Ave.) are actually owned and maintained by the Wild Dunes Community Association, but have no use restrictions and are available to the general public as well.

East of 57th Ave., beach access is available via 14 community access points for residents and guests of Wild Dunes (average spacing between community access points is approximately 875 ft, or 1/6 mi).

Public beach access and parking information is posted on the City's web site <http://www.iop.net/beach-access-parking>, and is tabulated in this LCBMP. Public beach access locations also are shown on the SC Beach Guide <http://gis.dhec.sc.gov/beachaccess/> and Figure 6, taken from the SC Beach Guide.

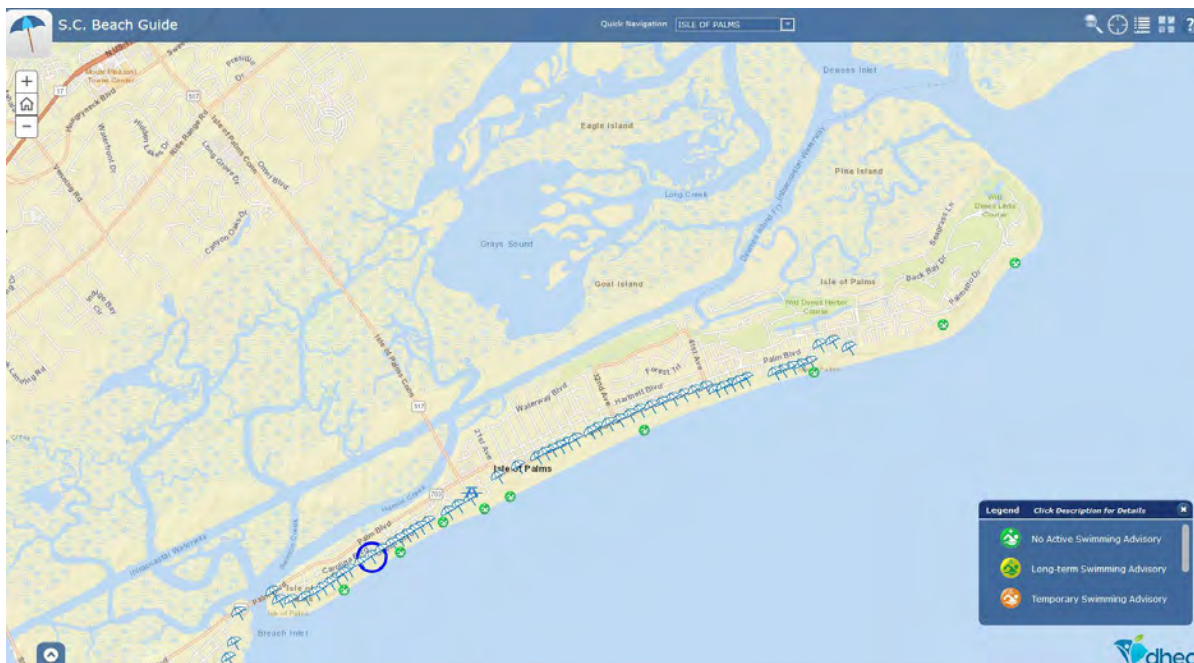


Figure 6. Public beach access points (umbrella and picnic table symbols) and water quality monitoring stations (green swimmer symbols). From SC Beach Guide <http://gis.dhec.sc.gov/beachaccess/>

Isle of Palms public access points are identified by numbered signs (landward and seaward ends) and marked with 'Beach Access' signs. The access points also have beach regulation signs, and trash and recycling receptacles, and many have dog waste collection and disposal containers. The City maintains the access paths and signs, and replaces lost or damaged signs.

Public access paths are shown on plats of the island, and the City will not permit any development or encroachments on the paths, since this would reduce or eliminate public beach access. The City routinely inspects public access paths and notifies adjacent property owners if their vegetation or property uses encroach into the public access paths, and the City requires those owners to correct the situation.

Public restrooms are available at the public beach access between 1116 and 1122 Ocean Boulevard, and at the Isle of Palms County Park.

Beach access for emergency vehicles is available at 5th Ave., 14th Ave., 25th Ave., 42nd Ave., 53rd Ave. and at the Property Owners Beach House (Wild Dunes).

Mobi-mat® beach access mats were installed at 9th Ave., 31st Ave. and 42nd Ave., and there are plans to install the mats at access 34A (between 34th Ave. and 35th Ave).

2.5.1 Parking for Public Beach Access

In 2015 the City completed deliberation and multi-year analysis of parking supply and demand on the island, incorporating input from residents, businesses, SCDOT and other stakeholders. The result was a Managed Beach Parking Plan (Parking Concept C) for the 2016 summer beach season. The City continued to study and modify the Parking Plan between 2016 and 2021. Public parking for beach access is available in paved parking areas and on certain public street rights-of-way.

Four public parking lots are available to beachgoers:

- 30-space paved lot (free) near Breach Inlet (including 2 handicap spaces)
- two City gravel parking lots (pay between March 1 and Oct. 31, free other months of the year) on Pavilion Blvd. with a total of 493 spaces (including 2 handicap spaces)
- paved/grass parking lot (pay year-round) with 424 spaces at Isle of Palms County Park (including 11 handicap spaces)

In addition, approximately 155 spaces (pay between March 1 and Oct. 31, free other months of the year) are situated in the commercial district along Ocean Blvd. between 10th Ave. and 14th Ave. Ten handicap spaces are included in the 155. The pay parking areas are shown in Figure 7.



Figure 7. Pay parking areas between 10th Ave. and Isle of Palms County Park

The City has established a Residential Parking District and a Beach Parking District (public parking) to improve public safety and to better manage on-street (rights-of-way) parking on the Isle of Palms. Parking along street rights-of-way is available as shown on maps at https://www.iop.net/sites/default/files/uploads/beach-parking/2020/20191119_iop_final_parking_plan.pdf.

The City installed over 400 signs along the roads of Isle of Palms during winter 2015-2016 to help residents and the public identify those areas where on-street (rights-of-way) parking is permitted.

The Beach Parking District (see Figure 8) requires no permit or parking fee to park along the public rights-of-way in the following areas:

- North side of Palm Blvd., between Carolina Blvd. and 3rd Ave.
- 3rd Ave. between Ocean Blvd. and Charleston Blvd.
- East side of 4th Ave. between Ocean Blvd. and Charleston Blvd.
- 5th Ave. between Ocean Blvd. and Carolina Blvd.
- 6th Ave. between Ocean Blvd. and Carolina Blvd.
- 7th Ave. between Ocean Blvd. and Carolina Blvd.
- East side of 8th Ave. between Ocean Blvd. and Carolina Blvd.
- East side of 9th Ave. between Ocean Blvd. and Carolina Blvd.
- Palm Blvd., between 21st Ave. and 40th Ave.
- Landward side of Palm Blvd. between 42nd Ave. and 57th Ave.

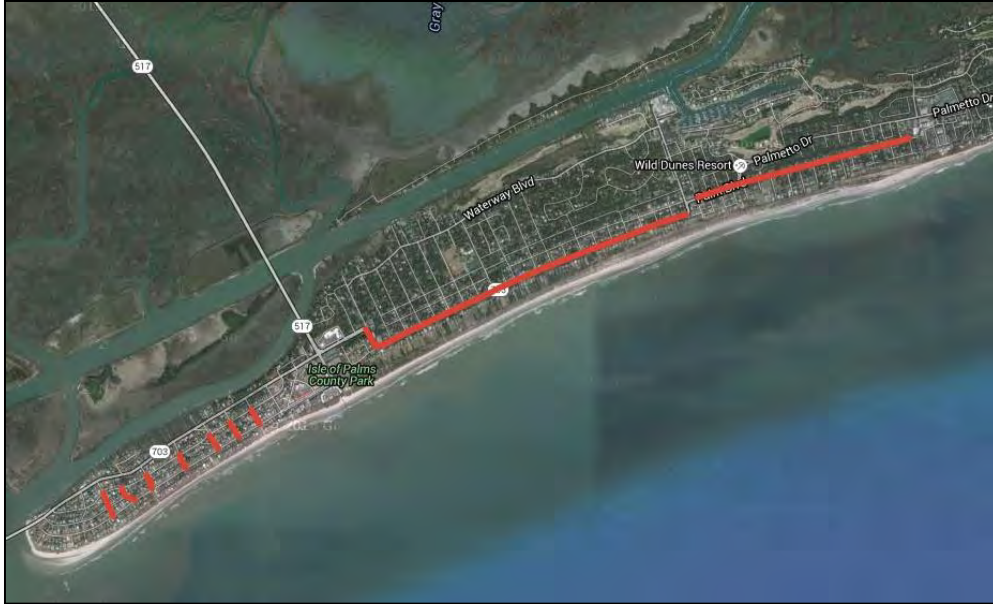


Figure 8. Beach Parking District (public parking along road rights-of-way) established by the City Parking Plan <http://www.iop.net/beach-access-parking>

On March 23, 2021, City Council approved the implementation of angled parking on the landward side of Palm Blvd. between 21st Ave. and 40th Ave.
<https://www.iop.net/news/council-approves-angled-parking-along-palm-boulevard>. Figure 9 shows the angled parking layout.

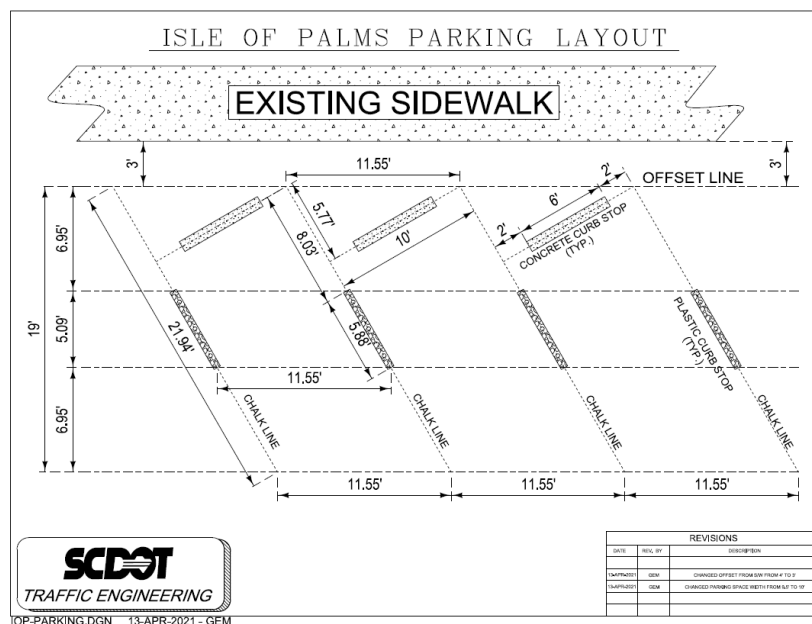


Figure 9. Angled parking layout along the landward side of Palm Blvd. between 21st Ave. and 40th Ave.

Site inspections during preparation of the 2017 LCBMP showed a total of approximately 1,566 public parking spaces available for beach access purposes. 2021/2022 updated figures show a total of approximately 1,737 public parking spaces available for beach access purposes³, broken down as follows⁴:

- 30 spaces (including 2 paved handicap space) at Breach Inlet lot
- +/- 10 spaces on Palm Blvd. north right-of way, between Carolina Blvd. and 3rd Ave.
- +/-61 spaces on road rights-of-way between 3rd Ave. and 9th Ave., including 2 paved handicap spaces off Ocean Blvd. at 9th Ave.
- 155 spaces along Ocean Blvd. between 10th Ave. and 14th Ave., including 10 paved handicap spaces
- 100 spaces, including 2 paved handicap spaces, in the City lot west of Pavilion Blvd.
- 393 spaces in the City lot east of Pavilion Blvd.
- 424 spaces, including 11 paved handicap spaces, in the Isle of Palms County park lots
- +/- 436 spaces on Palm Blvd. right-of-way between 21st Ave. and 41st Ave. (+/- 203 parallel parking spaces on the seaward side and 233 angled parking spaces on the landward side), including 2 paved handicap spaces off Palm Blvd. at 21st Ave. and 2 paved handicap spaces at access 34A (between 34th Ave. and 35th Ave).
- +/- 128 spaces on Palm Blvd. landward-side right-of-way between 41st Ave. and 57th Ave.
- 2 paved handicap spaces at 42nd Ave.

The above figures do not include designated golf cart parking spaces along the beach access paths at 9th Ave. (3 spaces), 25th Ave. (15 spaces), 28th Ave. (10 spaces) and 31st Ave. (10 spaces). Also not counted in the above figures -- the Property Owners Beach House in Wild Dunes provides +/- 50 paved vehicle parking spaces for Wild Dunes residents and guests, and provides space for approximately 30 golf carts along the community beach access path.

The City inspects road rights-of-way upon which public beach access parking is allowed, and prohibits any new encroachments. Some long-established encroachments persist due to

³ The difference between the 2017 LCBMP public parking space total and the 2022 LCBMP total is due to: an increase in the Breach Inlet lot (20 space increase); counting spaces utilized by the public but not previously counted along Palm Blvd. between Carolina Blvd. and 3rd Ave. (10 space increase); a recount of City lots on Pavilion Dr. (71 space increase); changes to front beach parking between 10th Ave. and 14th Ave. (14 space increase); a revised parking count from Charleston County PRC for IOP County Park (17 space decrease); a more efficient angled parking layout on the north side of Palm Blvd. between 21st Ave. and 41st Ave. (5 space increase); a higher space count by SCDOT on the south side of Palm Blvd. between 21st Ave. and 41st Ave. (74 space increase); the inclusion of two paved handicap spaces at 42nd Ave; and a 6-space reduction on Palm. Blvd. between 41st Ave. and 57th Ave. (LCBMP no longer counts these spaces on the seaward side of Palm Blvd. near 44th Ave.).

⁴ Some parking space counts are indicated with "+/-" where exact spaces are not marked and where the number of spaces available will depend upon how efficiently users park.

complex legal issues, but those encroachments have been accounted for in the parking counts in this Plan.

As stated previously, some public parking is available free year-round, some is paid year-round, and some is free for part of the year, paid the rest of the year. Table 3 below summarizes this information.

Table 3. Public Parking for Beach Access, Free vs. Paid by Time of Year

	Free Public Parking Spaces*	Paid Public Parking Spaces
Nov. 1 – Feb. 28	1,322	432 415
March 1 – Oct. 31	686	1,068 1,051

* no charge for handicap parking year-round

2.5.2 Full and Complete Public Beach Access

Public parking within 500 ft of the landward terminations of beach access paths between Breach Inlet and 57th Avenue can be counted toward full and complete public beach access (however, per R.30-21F(3)(b)(vi) some distances to beach parking may exceed 500 ft on a case-by-case basis. This occurs: 1) between the rear of the dune and Palm Blvd. between 41st Ave. and 57th Ave. (DHEC OCRM staff indicated in April 2015 and March 2023 that this was acceptable) and 2) between beach access points and parking spaces on Palm Blvd. north right-of way, between Carolina Blvd. and 3rd Ave. (DHEC OCRM staff indicated in March 2023 that this was acceptable).

In order to qualify for “full and complete public beach access” per State criteria, public parking and other facilities meeting the classification shown in Table 4 must be distributed along the shoreline (SC DHEC, 2020). According to LCBMP site inspections and Table 4:

- Isle of Palms County Park is classified as a *Regional Public Access Park*, and provides full and complete public access for 2 miles of shoreline, from 5th Ave to +/- 31st Ave.
- The Breach Inlet parking lot and parking along 3rd Ave. are each classified as a *Local Public Access Park*, and provide full and complete public access between Breach Inlet and 5th Ave (+/- 0.75 mile).
- Parking along Palm Blvd between 31st Ave. and 57th Ave, results in a continuous *Local Public Access Park* classification, and provides more than enough parking to yield full and complete public access for 2.0 miles, from +/- 31st Ave. to ¼ mile east of Access 57 (between 56th Ave. and 57th Ave.)

The number and distribution of public access points, facilities and parking exist to classify 4.8 miles of the Isle of Palms beach – from Breach Inlet to the Wild Dunes Grand Pavilion (¼ mile east of public beach access 57) -- as having full and complete access per the State guidelines (SC DHEC, 2020). See Figure 10.

Table 4. State Public Beach Access Facility Classification (SC DHEC, 2020).

Type of Facility	Distance on Either Side of Access Point for Full/Complete Access	Minimum Facilities
Public Access Point	1/8 mile	Trash receptacle, walkover/improved surface access; signage; on-street parking for 6 vehicles
Local Public Access Park	1/4 mile	As above, parking for 10 vehicles
Neighborhood Public Access Park	1/2 mile	As above, parking for 25 vehicles
Community Public Access Park	3/4 mile	As above, showers, lifeguards, concession, handicapped access and parking, parking for 75 vehicles
Regional Public Access Park	1 mile	As above, parking for 150 vehicles and greater



Figure 10. Full and Complete Public Beach Access (Breach Inlet to ¼ mile east of Access 57).

Calculations show that Isle of Palms could require as few as 7 access points (one *Regional Public Access Park* and six *Local Public Access Parks*) and approximately 210 public parking spaces to

yield full and complete public access along the same 4.8 mile shoreline. Using 2021/2022 data, Isle of Palms has approximately 8 times as many public access points and public parking spaces as required to provide full and complete public access.

2.6 Community Rating System

The City of Isle of Palms participates in the National Flood Insurance Program's Community Rating System (CRS), that rewards communities for engaging in activities that reduce flood risk with discounts on NFIP flood insurance premiums. During the 2021 Recertification process, the City of Isle of Palms was advised that a preliminary review of its application showed the City earned 2,664 credit points, and that the City would improve from Class 6 (20% discount on NFIP premiums) to Class 5 (25% discount). October 1, 2022 NFIP data show this to be the case https://www.fema.gov/sites/default/files/documents/fema_october-2022-crs-eligible-communities.pdf.

3. Beachfront Drainage Plan

Controlling stormwater and other discharges along the beachfront areas of the Isle of Palms is a priority. Uncontrolled, direct discharge to the beach cannot only lead to erosion of dune and beach areas, but can also affect water quality. Fortunately, Isle of Palms has no pipe outfalls or swashes discharging onto the beach. Stormwater issues on the island typically are related to shallow flooding of upland areas due to heavy rainfall. Stormwater issues seaward of the State's 40-year setback line are minor.

In 1990, the USDA- Soil Conservation Service completed a stormwater management study for the City of Isle of Palms, covering all drainage structures, systems and watersheds between Breach Inlet and 56th Avenue.

Following an episode of serious island-wide flooding in October 1994, the Isle of Palms City Council hired consulting engineers to review the study data prepared by the USDA-SCS and to recommend engineered drainage improvements that would alleviate flooding conditions while still meeting stormwater management objectives of the Beach Management Act. As a result of the engineering study, \$7 million in new drainage infrastructure was proposed. A bond referendum was conducted by City Council in November 1995, but the proposed bond issue was defeated by a wide margin. Since that time, stormwater improvements have been addressed on a project-by-project basis, with priority informed by the prior studies and recommendations.

Recent City and community actions related to stormwater are summarized below:

- During 2001 Wild Dunes undertook a major drainage project to accommodate the run-off of an upcoming project. The City was able to work in conjunction with Wild Dunes and agreed to pay to upgrade the size of the drainage pipe to accommodate additional drainage from an abutting neighborhood.
- The City drafted a Storm Water Management Plan (October 28, 2005) to bring it into compliance with the National Pollution Discharge Elimination System (NPDES) permit

requirements and into compliance with the State of South Carolina Stormwater Management and Sediment Reduction Act (SC Code Sec. 48-14-10) -- to facilitate the long range planning associated with the protection, maintenance, and enhancement of the environment of the City of Isle of Palms. The City's Stormwater Plan was subsequently approved, and in August 2007, the City adopted (see Ordinances 2007-14, 2007-15, 2007-16 and 2007-17) stormwater and sediment control regulations, and established a stormwater utility.

- In the fall of 2011, the City collaborated with Wild Dunes and completed a \$1.1M drainage project that alleviated many of the drainage problems between 53rd Ave. and 57th Ave. The second phase of the project will address drainage issues between 45th Ave. and 52nd. Ave., and has been designed (estimated cost \$1.3 to \$1.4 million). Partial funding (~\$800,000) is in hand and the remaining funds should be in place in the next 1-2 years, at which time the project will be constructed.
- In addition to the routine maintenance of existing drainage facilities, which is done with the assistance of the Charleston County Public Works Department and the SC Department of Transportation (SCDOT), the City has been employing an innovative rehabilitation technique that utilizes a water jet and sewer vacuum truck to re-grade and re-sculpt ditches while simultaneously removing spoil material and vegetation. This process has been successful in shaping ditches that were previously difficult to access with heavy equipment. The City plans to continue funding future maintenance.
- As required by the Priority Investment Act of 2007, an analysis was conducted of the likely federal, state and local funds available for public infrastructure and facilities on the Isle of Palms (Isle of Palms Planning Commission, 2015). Some of the possible projects are roadway and drainage improvements, and they might be eligible for funding by the Charleston County Transportation Development or by other funding sources. Installation of public sewers in areas served by septic systems and having marginal soils is considered a priority (specifically, septic tank systems in the areas near the beach between 42nd and 53rd Ave., adjacent to the Recreation Center from 26th to 29th Ave. and in low areas of the Forest Trail subdivision which are affected by flooding and seasonal high water and would benefit from public sewer service).
- The City cooperates with SCDHEC to monitor beach water quality at nine locations between May 1 and October 1 each year: 4th Avenue, 7th Avenue, 10th Ave, Isle of Palms County Park, 21st Avenue, 34th Avenue, 53rd Avenue, Dunecrest Lane and Port O'Call. If needed, the City has a standard protocol for warning swimmers if bacteria levels in swimming waters are elevated. DHEC will notify the City if water quality sampling results indicate unsafe conditions, at which time the City and/or DHEC will post signs in any affected areas (media reports do not always reach visitors and residents, and are not relied upon). All posting of signs is coordinated between the City and DHEC. Beach water quality monitoring results are also available on <https://gis.dhec.sc.gov/beachaccess/> . Monitoring has shown only rare instances of bacteria levels exceeding State standards at one station (County Park-14th Ave., Sta TRI-054B

<https://www.theswimguide.org/beach/2254>), and no exceedance of State standards at this location since 2017.

4. Beach Management and Authorities

Beach management on Isle of Palms is exercised primarily through the entities listed below. More detail is provided for some of these entities in the sections that follow.

Federal:

USACE (permitting under Section 10 of the Rivers and Harbors Act; Section 404 of the Clean Water Act; post-disaster emergency assistance to the State)

USFWS and NMFS (principally via coordination with USACE on matters related to threatened and endangers species)

NOAA (principally via coordination with USACE and state agencies on coastal zone management and consistency issues; provides coastal zone management funding and training)

FEMA (oversees the National Flood Insurance Program; provides pre- and post-disaster hazard mitigation grant funds; provides disaster assistance to individuals and communities; provides training to fire, emergency management and other local government staff)

USEPA (principally on matters related to NPDES stormwater permitting, air quality, hazardous waste, etc.)

USCG (provides maritime safety and security; oil spill response),

State of South Carolina

SCDHEC (implementation of the Beachfront Management Act; water quality)

SCDNR (principally on matters related to rare/threatened/endangered species; flood mitigation)

SCDOT (transportation and parking)

SCEMD (emergency management coordination and assistance)

Charleston County (hazard mitigation and emergency management; planning and funding assistance with transportation and infrastructure)

City of Isle of Palms (land use and development regulations; public health and safety; environmental protection; public works)

4.1 State Authorities

4.1.1 Overview of State Policies (Beachfront Management Act)

The following overview was obtained from

<https://scdhec.gov/environment/your-water-coast/ocean-coastal-resource-management/beachfront-management>

In 1988, the South Carolina “Beachfront Management Act” (Coastal Tidelands and Wetlands Act, as amended, §48-39-250 et seq.) established a comprehensive statewide beachfront management program. The Act included several key legislative findings, including (summarized):

- the importance of the beach and dune system in protecting life and property from storms, providing significant economic revenue through tourism, providing habitat for important plants and animals, and providing a healthy environment for recreation and improved quality of life of all citizens;
- unwise development has been sited too close to and has jeopardized the stability of the beach/dune system;
- the use of armoring in the form of hard erosion control devices such as seawalls, bulkheads, and rip-rap to protect erosion-threatened structures has not proven effective, have given a false sense of security, and in many instances, have increased the vulnerability of beachfront property to damage from wind and waves while contributing to the deterioration and loss of the dry sand beach;
- inlet and harbor management practices, including the construction of jetties which have not been designed to accommodate the longshore transport of sand, may deprive downdrift beach/dune systems of their natural sand supply;
- it is in the state’s best interest to protect and promote increased public access to beaches for visitors and South Carolina residents alike.
- a coordinated state policy for post-storm management of the beach and dunes did not exist and that a comprehensive beach management plan was needed to prevent unwise development and minimize adverse impacts.

Section 48-39-260 of the Beachfront Management Act, as amended, established eight state policies to guide the management of ocean beaches:

1. Protect, preserve, restore, and enhance the beach/dune system;
2. Create a comprehensive, long-range beach management plan and require local comprehensive beach management plans for the protection, preservation, restoration, and enhancement of the beach/dune system. These plans must promote wise use of the state's beachfront⁵;
3. Severely restrict the use of hard erosion control devices and encourage the replacement of hard erosion control devices with soft technologies as approved by the department which will provide for the protection of the shoreline without long-term adverse effects;

⁵ Passage of the 2017-2018 Beach Management Reform Act (Act 173) removed the State’s 40-year Retreat Policy and instituted a Beach Preservation Policy.

4. Encourage the use of erosion-inhibiting techniques which do not adversely impact the long-term well-being of the beach/dune system;
5. Promote carefully planned nourishment as a means of beach preservation and restoration where economically feasible;
6. Preserve existing public access and promote the enhancement of public access for all citizens, including the handicapped, and encourage the purchase of lands adjacent to the Atlantic Ocean to enhance public access;
7. Involve local governments in long-range comprehensive planning and management of the beach/dune system in which they have a vested interest; and
8. Establish procedures and guidelines for the emergency management of the beach/dune system following a significant storm event.

DHEC OCRM is responsible for implementing these policies through a comprehensive management program that includes research and policy development, state and local planning, regulation and enforcement, restoration, and extension and education activities.

4.1.2 Beachfront Setback Area

The State of South Carolina established a forty-year policy of retreat as part of the Beachfront Management Act in 1988. In 2018, Act 173 of the General Assembly eliminated the State policy of retreat and moved to a policy of beach preservation

https://www.scstatehouse.gov/sess122_2017-2018/bills/4683.htm

The policy is implemented by DHEC OCRM using jurisdictional lines along the ocean shoreline. DHEC OCRM has established two jurisdictional lines along the open coast beaches of South Carolina – a “Baseline” and a “40-year Setback Line” (see

<https://scdhec.gov/environment/your-water-coast/ocean-coastal-resource-management-ocrm/beach-management/state-beachfront>). The purpose of these jurisdictional lines is to

implement § 48-39-280(A) of the statute, which reads as follows:

“A policy of beach preservation is established. The department must implement this policy and utilize the best available scientific and historical data in the implementation. The department must establish a baseline that parallels the shoreline for each standard erosion zone and each inlet erosion zone.”

Descriptions of the jurisdictional lines are:

- The “Baseline”, which is established along the dune crest in “standard erosion zone” areas away from significant influence by unstabilized tidal inlets, and along the most landward shoreline (+/- vegetation line) in areas subject to significant influence by unstabilized tidal inlets. Although not applicable to the Isle of Palms, there is a third procedure used by OCRM to establish the baseline along shorelines near tidal inlets stabilized by jetties, terminal groins or other structures (the baseline is set in a manner similar to that in standard erosion zones). The Baseline is used as the reference feature from which the 40-year Setback Line is measured. Section 48-39-280 states that the baseline must not move seaward from its position on December 31, 2017.

Section 48-39-280 states, “(1) The baseline for each standard erosion zone is established at the location of the crest of the primary oceanfront sand dune in that zone. In standard erosion zones in which the shoreline has been altered naturally or artificially by the construction of erosion control devices, groins, or other manmade alterations, the baseline must be established by the department using the best scientific and historical data, as where the crest of the primary oceanfront sand dunes for that zone would be located if the shoreline had not been altered. (2) The baseline for inlet erosion zones that are not stabilized by jetties, terminal groins, or other structures must be determined by the department as the most landward point of erosion at any time during the past forty years, unless the best available scientific and historical data of the inlet and adjacent beaches indicate that the shoreline is unlikely to return to its former position. In collecting and utilizing the best scientific and historical data available for the implementation of the retreat policy, the department, as part of the State Comprehensive Beach Management Plan provided for in this chapter, among other factors, must consider historical inlet migration, inlet stability, channel and ebb tidal delta changes, the effects of sediment bypassing on shorelines adjacent to the inlets, and the effects of nearby beach restoration projects on inlet sediment budgets. (3) The baseline within inlet erosion zones that are stabilized by jetties, terminal groins, or other structures must be determined in the same manner as provided for in item (1). However, the actual location of the crest of the primary oceanfront sand dunes of that erosion zone is the baseline of that zone, not the location if the inlet had remained unstabilized.”

- The 40-year Setback Line, which establishes the landward limit of DHEC OCRM jurisdiction under the Beachfront Management Act, generally is drawn landward of the Baseline a distance equal to 40 times the average annual erosion rate or not less than twenty feet from the baseline for each erosion zone based on the best historical and scientific data adopted for the department as part of the State Comprehensive Beach Management Plan.
- However, Act 173 modified this procedure in some locations by requiring that: 1) the baseline be established as the most seaward location of either the baseline established during the 2008-2012 establishment cycle, or the baseline proposed by DHEC on October 6, 2017. and 2) the setback line be established as the most seaward location of either the setback line established during the 2008-2012 establishment cycle, or the setback line proposed by DHEC on October 6, 2017.

The DHEC OCRM Baseline and 40-year Setback Line were last updated for Isle of Palms in 2018. The 2018 lines are posted on the DHEC OCRM website <https://gis.dhec.sc.gov/shoreline/>, and are shown in Figures 11a through 11d.

Calculations for the 2022 LCBMP (using Baseline and Setback Line .kml files provided by OCRM) show the following changes between the 2008 and 2018 jurisdictional lines:

- The 2018 Baseline is not landward of the 2008 Baseline anywhere on Isle of Palms.
- The 2018 40-year Setback Line is not landward of the 2008 40-year Setback Line anywhere on Isle of Palms

- The 2018 40-year Setback Line is +/- the same as the 2008 40-year Setback Line along approximately 4.3 miles of the 7-mile-long shoreline, and is seaward of the 2008 40-year Setback Line along approximately 2.7 miles. Of those 2.7 miles, the difference between the 2008 and 2018 40-year Setback Lines is less than 10 ft along approximately 2.2 miles. The 40-year Setback Line moved seaward as much as 200-300 ft along the 17th and 18th holes of the Wild Dunes Links Course.
- The movement of the Baseline is similar to that of the 40-year Setback line. The 2018 Baseline is +/- the same as the 2008 Baseline along approximately 4.7 miles of the 7-mile-long shoreline, and is seaward of the 2008 Baseline along approximately 2.3 miles. Of those 2.3 miles, the difference between the 2008 and 2018 Baselines is less than 10 ft along approximately 2 miles. The Baseline moved seaward as much as 150-300 ft along the 17th and 18th holes of the Wild Dunes Links Course.
- Act 173 did affect the location of the adopted 2018 Baseline and 40-year Setback Line (i.e., where the Baseline was established seaward of the most landward point of erosion in the past 40 years, or seaward of the dune crest, and where the 40-year setback was established seaward of where it otherwise would have been). A complete inventory of Act 173 effects on Isle of Palms was not undertaken, but the Act is thought to have affected the Baseline and/or Setback Line in the following locations:
 - along the shoreline between Breach Inlet and approximately 7th Ave.
 - along the shoreline between 41st Ave. and 46th Ave.
 - along the shoreline near Beach Club Villas and Mariners Walk.
 - along the shoreline between Summer Dunes Lane and Ocean Club.
 - along the shoreline near Ocean Point/17th hole of the Links Course.

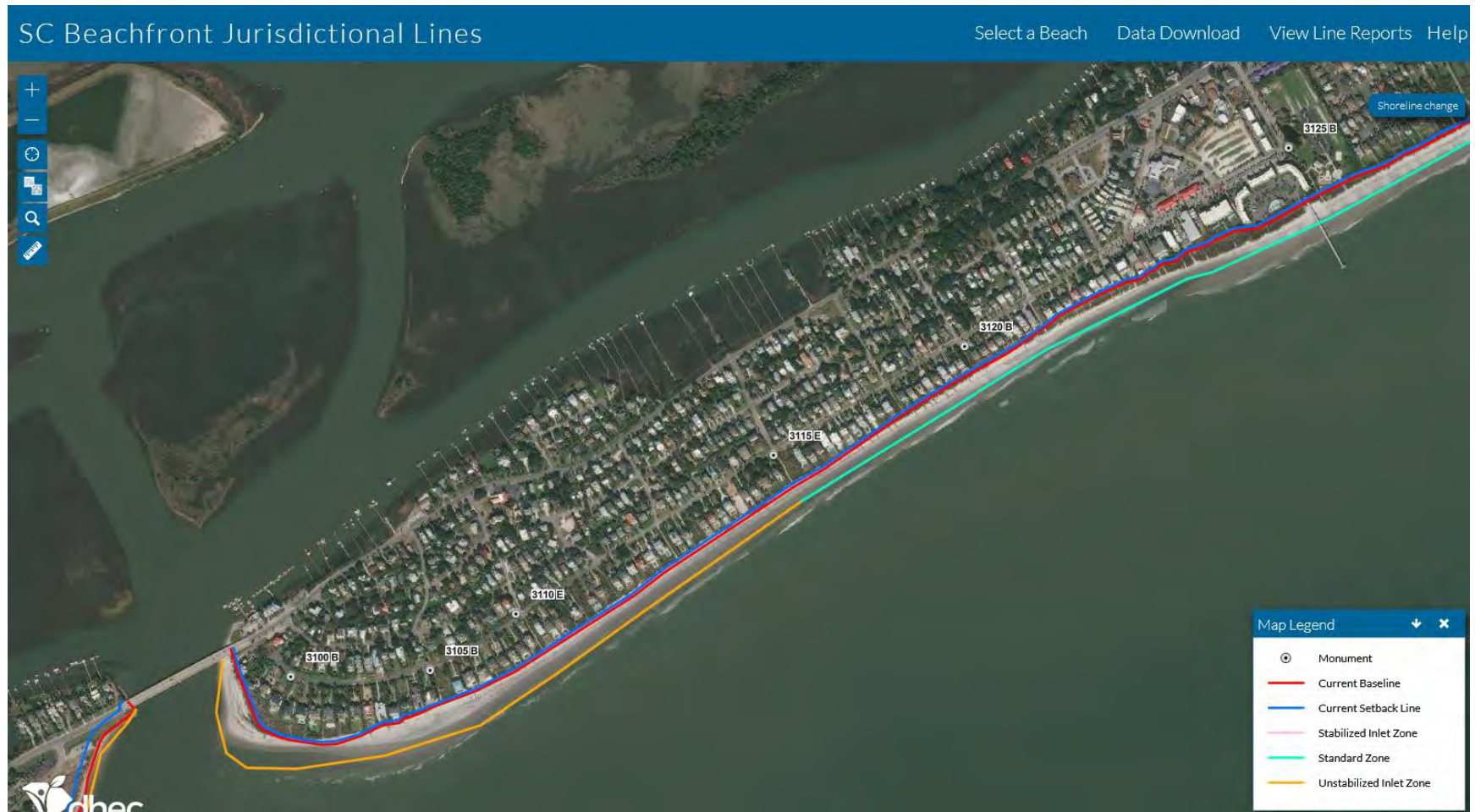


Figure 11a. 2018 Beachfront Jurisdictional Lines for Isle of Palms, Breach Inlet to 14th Ave. See <https://gis.dhec.sc.gov/shoreline/>.

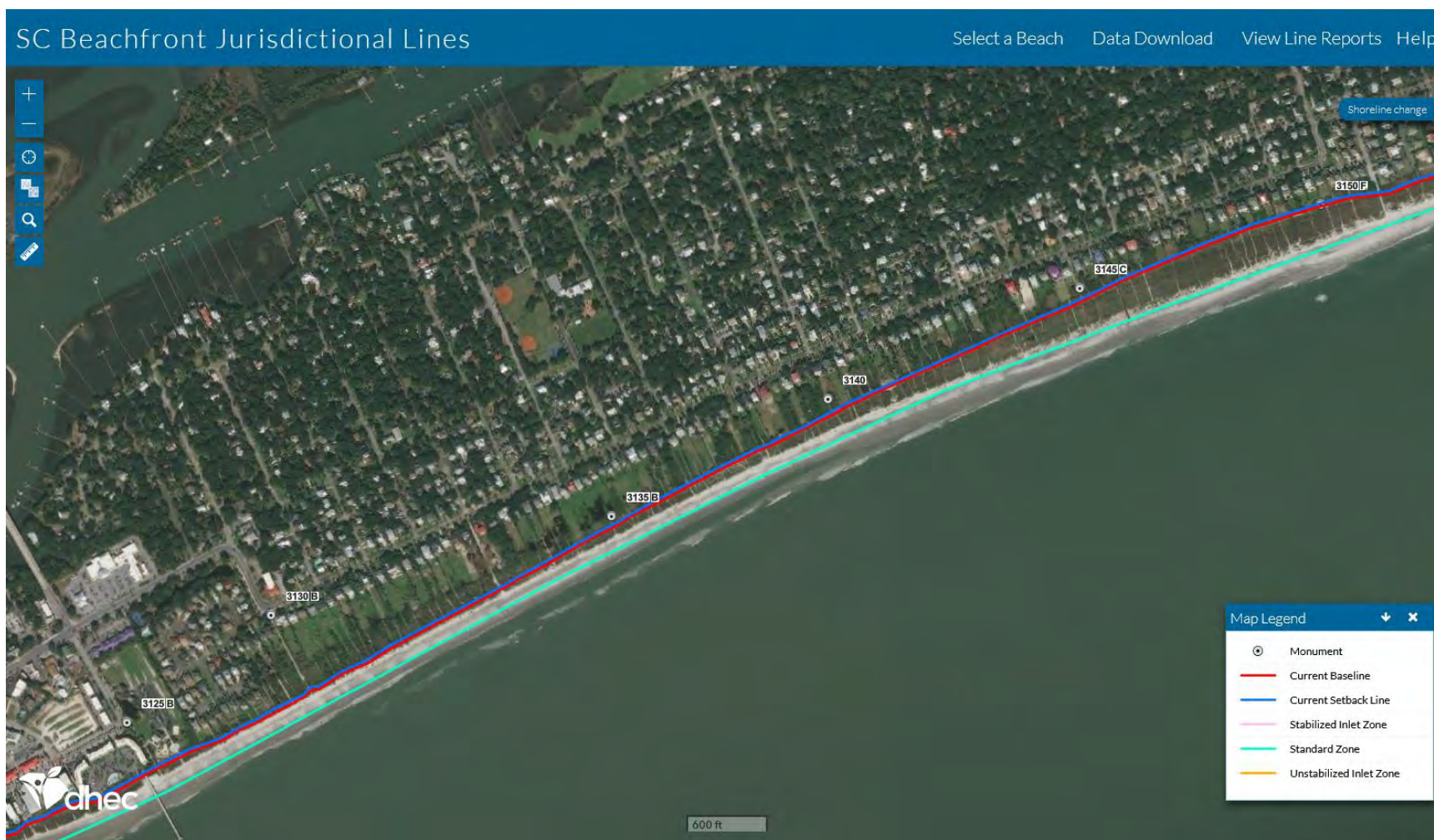


Figure 11b. 2018 Beachfront Jurisdictional Lines for Isle of Palms, 14th Ave. to 41st Ave. See <https://gis.dhec.sc.gov/shoreline/>.

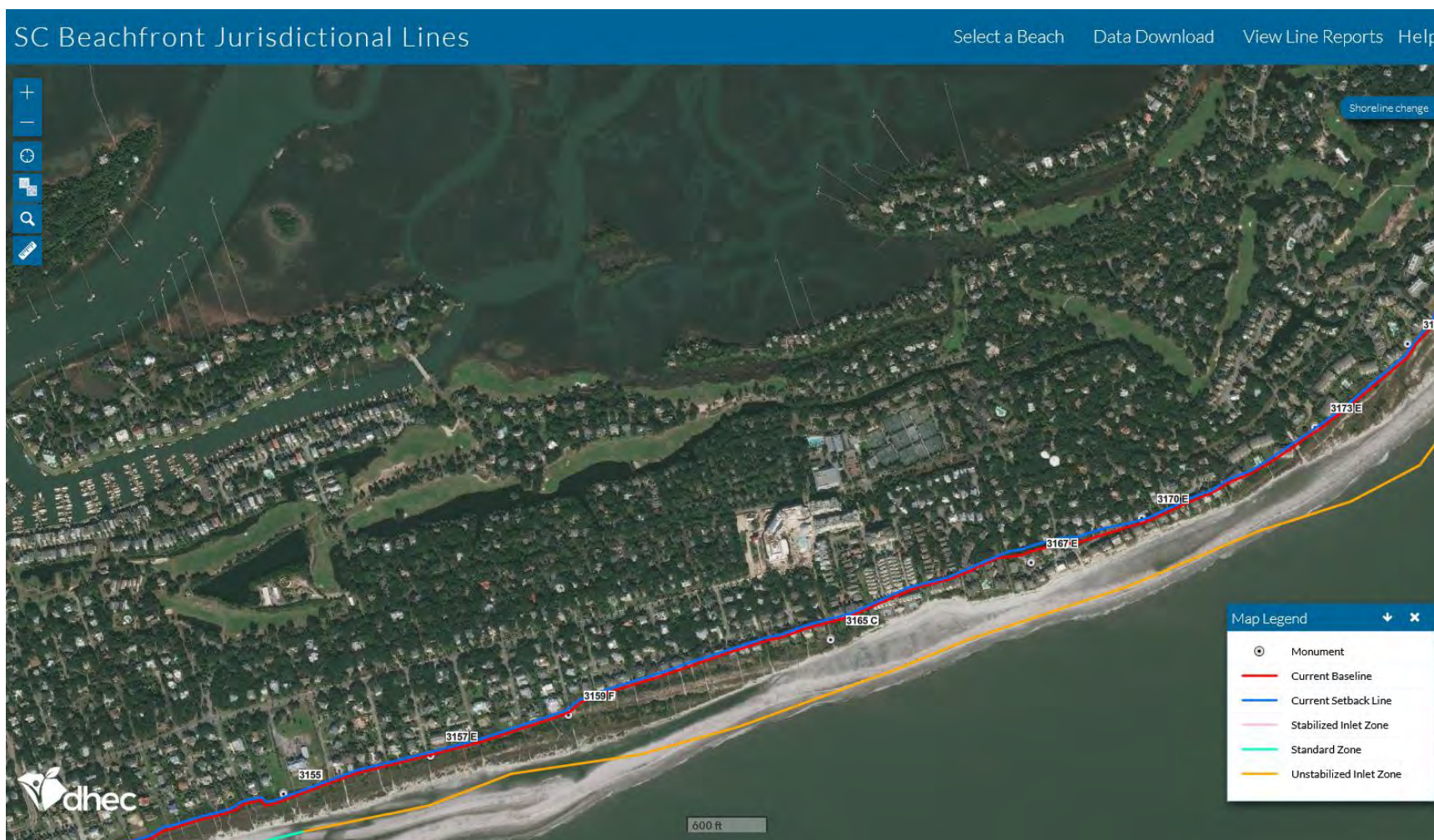


Figure 11c. 2018 Beachfront Jurisdictional Lines for Isle of Palms, 41st Ave. to Mariner's Walk. See <https://gis.dhec.sc.gov/shoreline/>.

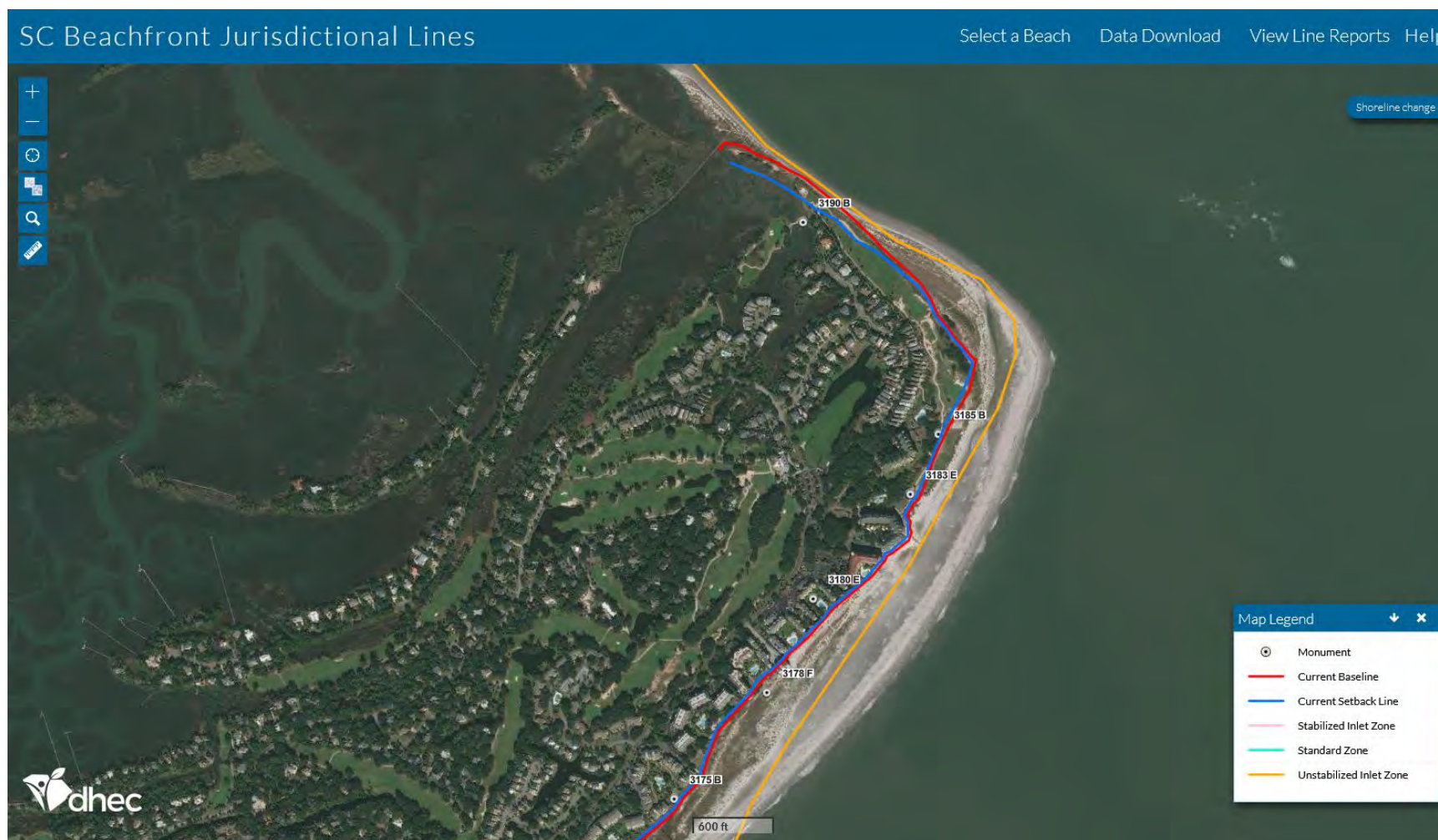


Figure 11d. 2018 Beachfront Jurisdictional Lines for Isle of Palms, Mariner's Walk to Dewees Inlet. See <https://gis.dhec.sc.gov/shoreline/>.

4.2 Local Government and Authorities

The City of Isle of Palms uses various plans to guide development and other activities on the island. It carries out those plans and exercises beachfront management authority through powers provided in various sections of its Code of Ordinances https://www2.municode.com/library/sc/isle_of_palms/codes/code_of_ordinances. Plans and pertinent sections of the City Code are discussed in sections 4.2.1 through 4.2.6 of this LCBMP.

4.2.1 Municipality's Comprehensive Plan

The Comprehensive Plan is intended to document the history of development on the Isle of Palms, to identify the community's problems and needs, and to articulate a vision for its future. The Plan is also intended to help guide future decision making in matters affecting the physical, social, and economic growth, development and redevelopment of the community. The plan is not a final product; it is part of a continuing planning process and is updated and revised as new information becomes available or as new problems and/or needs arise. The latest adopted Comprehensive Plan is dated May 26, 2015 <http://www.iop.net/comprehensive-plan>.

The Comprehensive Plan is guided by the following Vision Statement:

"Isle of Palms has developed into a premier barrier island residential community with a variety of housing styles, commercial uses and recreational facilities. Despite the natural cycle of beach erosion that is inherent on barrier islands and the extensive development of the island, the natural resources that make Isle of Palms such a wonderful place to live and visit remain intact and in good condition. Measures that will enhance the existing character of the island as a quality place to live, and protect the environment both on and around the island, must be taken to guide development and preserve the quality of life for generations to come."

Issues most closely related to the beach and beach management are contained in the following elements of the Comprehensive Plan: Economic, Natural Resources, Community Facilities, Land Use, Transportation and Priority Investment.

Section 1.4 of this LCBMP identified three current beach management issues. These are listed below, accompanied by related extracts from the Comprehensive Plan and the status of City implementation for each.

- **Beach and dune erosion, particularly in the unstabilized inlet erosion zone at the eastern end of the island.** (see Section 5.2.1 of this LCBMP)

Economic Element

Goal 2.1 Balance the needs of residents and tourists with those of the environment.

Strategy 2.1.1: Establish policies and procedures to ensure that beaches, marshlands and marinas are protected and preserved. (Ongoing; Building Department and City Council)

Strategy 2.1.3: Maintain and enhance an effective monitoring system to ensure beaches, marshlands and marinas are properly maintained. *(Ongoing; General Government and City Council)*

Natural Resources Element

Goal 3.3: Protect marshes, dunes and beaches.

Strategy 3.3.1: Create a public awareness/education program aimed at protecting the sensitive ecosystem of a barrier island, to include protection of dunes and marshes and their vegetation, as well as the importance of removing animal waste and trash from the beaches. *(2008; General Government and Building Department)*

Strategy 3.3.2: Support efforts to minimize the impact of erosion on the ends of the island including beach nourishment projects. *(Ongoing; General Government)*

Goal 3.5: Protect the island's wildlife and vegetation.

Strategy 3.5.1: Pursue enforcement of ordinance(s) aimed at protecting loggerhead turtle nesting activities and sites. *(Ongoing; Building Department and Police Department)*

Strategy 3.5.2: Support other regulations that protect wildlife and vegetation. *(Ongoing; General Government and Police Department)*

- **Balancing public beach parking demand with available safe parking capacity on the island.** *(see Section 2.5 of this LCBMP)*

Transportation Element

Goal 8.1: Improve traffic flow and reduce congestion on the roadways of the island.

Strategy 8.1.4: Develop a management plan to lessen the effects beach traffic has on the island's roadways. *(2009; Building Department)*

Goal 8.2: Discourage non-resident parking and traffic in residential neighborhoods.

Strategy 8.2.1: Encourage appropriate measures including signs, traffic restrictions and parking restrictions. *(Ongoing; Managed Parking Plan being implemented; Police Department and City Council)*

- **Drainage of low-lying areas, an issue highlighted by tidal and rainfall flooding during October 2015 (Joaquin) and September 2017 (Irma).** *(see Section 3 of this LCBMP)*

Community Facilities Element

Goal 5.6: The City should take initiatives to address drainage and storm water runoff on the island.

Strategy 5.6.1: Continue to work closely with County and State agencies to properly maintain existing storm water and drainage systems. Clearly delineate the City's areas of responsibility and take appropriate action where feasible. *(Ongoing; General Government and City Council)*

Strategy 5.6.2: Consider funding for a comprehensive drainage study that would isolate the highest priority areas and provide engineering options and costs. *(Ongoing; General Government, Public Works and City Council)*

Strategy 5.6.3: Consider funding options, including special assessments, to address drainage problems. *(Ongoing; General Government and City Council)*

Strategy 5.6.4: The City should continue to work to remain in compliance with the National Pollution Discharge Elimination System Phase II as a small MS4 community. *(Ongoing; Building Department, General Government and City Council)*

Land Use Element

Goal 7.4: Ensure the adequacy of the infrastructure to support continued development and expanded uses.

Strategy 7.4.1: Continue to improve and expand the drainage system to alleviate the problems in those areas that drain poorly. *(Ongoing; Building Department and Public Works Department)*

Natural Resources Element

Goal 3.2: Improve the water quality of the ocean, waterway and creeks surrounding the island.

Strategy 3.2.4: Monitor DHEC/OCRM testing of ocean waters impacting the island. *(Ongoing; General Government and Building Department)*

Strategy 3.2.5: Create a public awareness/education program to address the impact of individual actions on the water ecology of the island. *(Ongoing; General Government, Building Department and Charleston County NPDES public education program)*

Priority Investments Element

Goal 9.1: Improve drainage in those areas that drain poorly.

Strategy 9.1.1: Identify problem areas and appropriate funding sources.

4.2.2 Municipality's Hazard Mitigation Plan

The City does not have a stand-alone Hazard Mitigation Plan, instead, elements of what would be a stand-alone plan are contained in the Charleston Regional Hazard Mitigation Plan, see <https://www.charlestoncounty.org/departments/building-inspection-services/hazard-mitigation-plan.php>. The City has been and continues to be an active participant in the Regional Plan development and update process, and chose this approach to facilitate coordination and consistency with Charleston County and other jurisdictions. All IOP-specific hazard mitigation information is contained in the County plan. The City will actively pursue funding (in advance or reimbursement) for hazard mitigation activities described in the Plan, in its efforts to reduce future damage and loss along the City shoreline.

4.2.3 Municipality's Disaster Preparedness and Evacuation Plan

The City's Disaster Preparedness Plan is posted on the City's Emergency Preparedness web page <http://www.iop.net/emergency-preparedness>. The plan and the website provide important information to residents, day-workers and tourists.

The City hosts a Disaster Expo every year, usually in May. Local, state, federal, private and other organizations provide information to attendees.

The Governor and the Mayor have the authority to order evacuations of the island. Evacuation routes from the island have been designated by Charleston County and the State, and are posted on the City web site.

The City has instituted a hurricane re-entry sticker program to facilitate re-entry of residents after an evacuation.

Wild Dunes Community Association (2012) also has a Hurricane Emergency Preparedness Plan which is consistent with the City's.

4.2.4 Beachfront Development Regulations

Section 5-4-15(A) of the Code of Ordinances ensures that development and redevelopment seaward of the 40-year Setback Line will satisfy DHEC OCRM requirements. The section states, "No land or building situated in whole or in part in a critical area as defined in S.C. Code 1976, § 48-39-10, as amended, shall be used, occupied, constructed, altered or moved without compliance with the State of South Carolina Beachfront Management Act (S.C. Code 1976, § 48-39-10 et seq., as amended)."

Sections 5-4-151 through 5-4-171 (Flood Damage Prevention) govern additions, improvements and reconstruction of damaged buildings within the Special Flood Hazard Area (100-yr floodplain shown on Flood Insurance Rate Maps). On Isle of Palms, this area includes almost all of the island. These sections of the Code require new buildings to comply with flood-resistant design, construction and use standards, and require *substantially damaged* and *substantially improved* buildings to meet the requirements for new construction.

- In June 2021, the City established a minimum lowest floor elevation for new buildings in the Special Flood Hazard Area at one foot above the Base Flood Elevation, or 13 ft NAVD88, whichever is higher. This was done after the January 2021 FIRMs were adopted; those FIRMs establish BFEs on IOP between 9 ft and 14 ft NAVD88. Thus, the City requires from one to four ft of freeboard.
- The City Code defines *substantial damage* to mean damage of any origin sustained by a structure whereby the cost of restoring the structure to its pre-damaged condition equals or exceeds fifty percent (50%) of the fair market value of the structure before the damage occurred. Note that this trigger for complying with current code requirements is more restrictive than DHEC OCRM classification of habitable structures that are destroyed beyond repair in R.30-1.D(17) and R.30-14.D(5)(a) (trigger is 66-2/3 % of replacement value).

- The City Code defines *substantial improvement* to mean any combination of repairs, reconstruction, alteration, additions or improvements to a structure in which the total cost equals or exceeds fifty percent (50%) of the fair market value of the structure before the start of construction. Note that in some ways this trigger for complying with current code requirements is more restrictive than DHEC OCRM treatment of: 1) additions to habitable structures in R.30-13.C and R.30-13.B (DHEC OCRM places a size limit and location restriction on additions but places no limit on the value of additions that trigger new construction requirements) and 2) repair and renovation of habitable structures that are not destroyed beyond repair in R.30-13.D (some habitable structures not captured by DHEC OCRM will be captured by the City Code).

Sections 5-4-45 through 5-4-48 of the Code of Ordinances generally permit nonconforming structures in the City to be used and rebuilt as long as the extent of the nonconformity is not increased, subject to certain limitations. The DHEC OCRM allowance in R.30-15.F (Activities Allowed Seaward of the Baseline, Special Permits) provides additional requirements related to non-conforming structures.

Several other portions of the City Code of Ordinances listed Section 4.2 of this LCBMP pertain directly to beachfront development and redevelopment regulations. These sections will be addressed in sections that follow.

4.2.5 Regulations on Beach and Shoreline Protection

Notwithstanding Section 5-4-15(A), it should be noted that while City zoning and land use regulations might permit construction or reconstruction of buildings larger than 5,000 sq ft in size (enclosed space), potential conflicts between DHEC OCRM and City regulations should not be a concern for most of the island. Outside the Wild Dunes PDD, City regulations specify a maximum single family residential building size (livable space) of 7,000 sq ft, or 40% of the lot area, whichever is less. While the maximum size permitted by the City can sometimes exceed the DHEC OCRM limit of 5,000 sq ft of heated space, other factors often limit single family residential building size below 7,000 sq ft (e.g., lot size, deed restrictions and covenants, City construction limits and setbacks).

A comparison of the City seaward construction limit for buildings and the 2018 DHEC OCRM Setback Line shows:

1. The seaward construction limit for buildings on lots in City Preservation Overlay Zone P-2 along 1.4 miles of shoreline between Breach Inlet and 10th Ave. (see Figure 5 and Section 2.3 of this LCBMP) generally lies approximately 20 ft to 150 ft landward of the DHEC OCRM Setback Line, except near the Breach Inlet bridge.
2. The seaward building construction limit in the commercial district (10th Ave. to 14th Ave) is 200 ft seaward of the Ocean Blvd. right of way -- see Section 5-4-36(3)(a). This setback is approximately 20 ft to 70 ft landward of the DHEC OCRM Setback Line.
3. The seaward building construction limit in the Sand Dune Lane area (east of County Park, west of 21st Ave.) is established by the neighborhood Architectural Review Committee, and has resulted in a more restrictive setback than the City would require

through zoning. Buildings here are approximately 100 ft landward of the DHEC OCRM Setback Line.

4. The seaward building construction limit in City Preservation Overlay Zone P-1 along 1.6 miles of shoreline between 21st Ave, and 41st Ave. is approximately 100 ft to 450 ft landward of the DHEC OCRM Setback Line.
5. The seaward building construction limit along 0.7 miles of shoreline between 41st Ave. and 53rd Ave. is dictated by deed restrictions. The effective seaward limit of building construction is approximately 30 ft to 140 ft landward of the DHEC OCRM Setback Line.
6. The seaward building construction limit in City Preservation Overlay Zone P-3 along 0.3 miles of shoreline between 53rd Ave. and 56th Ave. is 110 ft from the rights-of-way for 54th, 55th and 56th Ave. The building construction limit is from approximately 50 ft landward of the DHEC OCRM Setback Line at 53rd Ave. to approximately *60 ft seaward* of the DHEC OCRM Setback Line near 57th Ave.
7. Within the Wild Dunes PDD, building construction limits are dictated by the development agreement. The seaward sides of buildings presently lie from landward of the DHEC OCRM Setback Line to approximately *275 ft seaward* of the DHEC OCRM Setback Line (Beachwood East).

The most likely location where buildings greater than 5,000 sq ft are, or could be, affected by the DHEC OCRM building size limitation is in the unstabilized inlet erosion zone east of 47th Ave., particularly where homes and condominium buildings already encroach significantly seaward of the Setback Line (between 56th Ave. and Port O'Call).

A review of the development agreement for Wild Dunes was not performed, nor was a review of individual documents for property regimes, and it is possible that these could contain minimum building size or other requirements that would conflict with DHEC OCRM building limitations -- but the City has no authority to initiate modifications to the development agreement or regime documents; therefore, these are not considered in this LCBMP.

4.2.6 Other Regulations on Beach Management

The following other City regulations pertain to beachfront management. Some of these were mentioned in Sections 2.2.1 and 4.2 of this LCBMP.

Title 3, Chapter 4 (Environmentally acceptable packages and products)

- Bans single-use plastic bags, plastic straws, polystyrene coolers and polystyrene food containers, cups, and balloons from the beach.

Title 5, Chapter 4, Section 5-4-15 (Beach regulations)

- Prohibits development and activities that do not comply with the Beachfront Management Act.
- Prohibits construction of hard erosion control devices. Restricts sand bag installations⁶.

⁶ 5-4-16(B)(1) still prohibits sand bags greater than 5 gallons in size, but the City defers to OCRM on sand bagging emergency orders.

- Requires only beach compatible sand be used for beach nourishment.
- Prohibits dune alteration except for dune walkovers that meet DHEC OCRM requirements.
- Requires installation of sand fencing and dune vegetation to meet DHEC OCRM requirements.
- Prohibits obstruction of public beach access.

Title 5, Chapter 4, Section 5-4-17 (Sea turtle outdoor lighting regulations)

- Prohibits illumination of the beach by lights from new and existing development between May 1 and October 31 each year.
- Establishes lighting fixture specifications and requirements.

Title 6, Chapter 2, Sections 6-2-14 (Dogs running at large), 6-2-16 (Dogs not to disturb protected species and habitats) and 7-3-15 (Restrictions on dogs on the beach)

- Prohibits off-leash dogs on the beach, except for between the hours of 4:00 p.m. to 10:00 a.m. from September 15 through March 31, and between the hours of 5:00 a.m. to 9:00 a.m. from April 1 through September 14. Requires owners of dogs off-leash to be in close proximity to the dog, have a leash in hand, and have the dog under control.
- Makes it unlawful for any person to allow their dog to disturb nesting sea turtles, turtle nests or turtle hatchings.
- Makes it unlawful for any person to allow their dog to enter into critical habitat areas which have been posted to prohibit such entry by the City or the State Wildlife and Marine Resources Department.

Title 6, Chapter 4 (Smoking)

- Prohibits smoking on public beaches and beach access points.

Title 7, Chapter 2 (Drinking on streets, beaches, etc., prohibited)

- Prohibits drinking and possession of open containers of alcoholic beverages on the beach.

Title 7, Chapter 3 (Beach and Marine Recreation Regulations)

- Prohibits operation of motor vehicles on the beach, except for those determined by the City to be for emergency or public health and safety or other approved purposes.
- Prohibits use of surfboards or similar within 200 ft of the fishing pier or within 100 ft of any bather; requires surfers to use a surfboard leash within 200 ft of any bather or other surfers.
- Prohibits operation of motorboats and jet skis within 100 yards of the City police jurisdiction of the ocean, except for authorized emergency boats.

- Prohibits beaching or launching of any motorboat or jet ski on the public beach, except in case of emergency.
- Prohibits parasailing within police jurisdiction.
- Prohibits littering or dumping of garbage or refuse or waste on the beach.
- Prohibits bringing glass bottles or receptacles onto the beach.
- Requires users to attend to any tents, canopies, beach chairs, kites, coolers, beach umbrellas and similar property on the beach after sunset.
- Prohibits locating any personal property within 25 ft of any emergency beach access or any turtle nest.
- Prohibits leaving personal property on the beach after sunset, except "Hobie Cat" style sailboats which are operable and kept in good working condition or poles supporting volleyball nets adjacent to commercially zoned property
- Prohibits overnight sleeping on the beach.
- Prohibits fires and fireworks on the beach, except for City-sponsored events.
- Prohibits physically harming, harassing, or otherwise disturbing any sea turtle (including eggs and hatchlings) or any sea bird (including eggs and young). Requires beached or stranded sea turtles, whales, or dolphins to be reported immediately to the City Police Department.
- Prohibits alteration, destruction or removal of any portion of a sand dune, except by obtaining valid permits for construction or development from all required governmental authorities.
- Prohibits any person from cutting, collecting, breaking, or otherwise destroying sea oat plants or other native dune grasses, or any part thereof, on public property or on private property without the owner's consent. *Same prohibition in Section 9-1-12.*
- Establishes a swimming zone east of the fishing pier and seaward of Isle of Palms County Park. Only swimming and wading and related activities are permitted in this zone when County lifeguards are on duty

Title 9, Chapter 3, Sec. 9-3-3 (Swimming and wading at Breach Inlet)

- Prohibits swimming and wading in the waters at Breach Inlet.

5. Erosion Control Management

5.1 Shoreline Change Analysis

There are two types of shoreline zones on the Isle of Palms: unstabilized inlet zones at each end, and a standard zone in the center. The zone extents are shown in Figure 12, and they are described below.

Breach Inlet unstabilized inlet zone: extends approximately 0.9 miles, from the Breach Inlet bridge to DHEC OCRM survey monument 3115B (6th Ave).

Standard zone: extends approximately 3.0 miles, between DHEC OCRM survey monuments 3115B (6th Ave.) and 3155 (47st Ave).

Dewees Inlet unstabilized inlet zone: extends approximately 3.1 miles, between DHEC OCRM survey monument 3155 and the end of Morgan Creek Spit (Dewees Inlet shoreline).

5.1.1 Beach Profiles

Beach profiles are used to monitor beach width, beach volume and beach/dune conditions over time. Beach profiles have been surveyed along portions of the Isle of Palms since the early 1980s. Comprehensive beach profile measurements by DHEC OCRM contractors began about 1987 and occurred on an annual (or more frequent) basis until about 2008; State monitoring on Isle of Palms resumed in 2013, and has continued annually since that time.

State beach profile measurements are taken from 24 survey monuments established by the State (Figure 12), starting with station 3100 near the Breach Inlet bridge, and extending to station 3190 on Dewees Inlet shoreline.

State beach profile data since 2014 are contained in the DHEC OCRM *Berm Explorer* web site <https://gis.dhec.sc.gov/bermexplorer/> (see Figure 13).

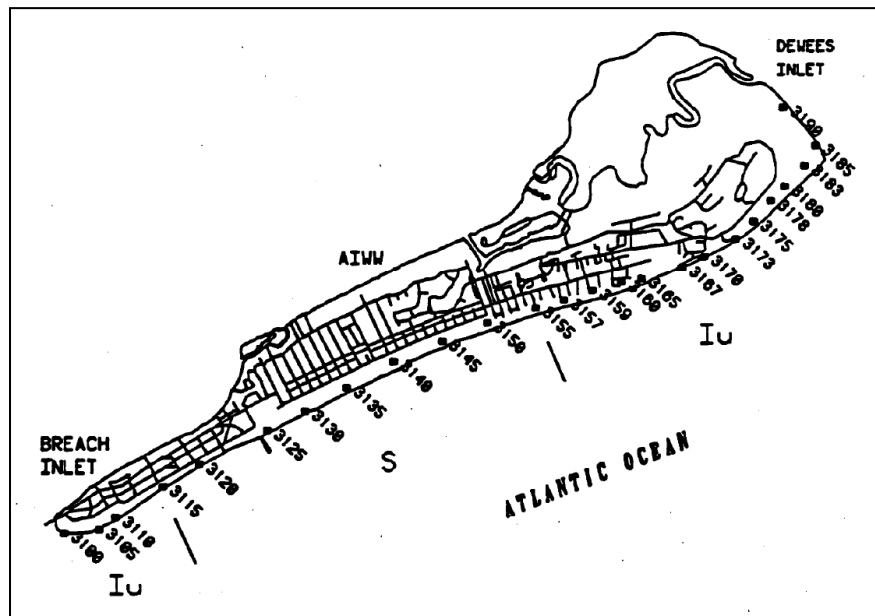


Figure 12. DHEC OCRM shoreline erosion zones (Iu = unstabilized inlet zone; S = standard zone) and beach profile survey monument designations (3100 to 3190) and locations (SCCC, 1992).

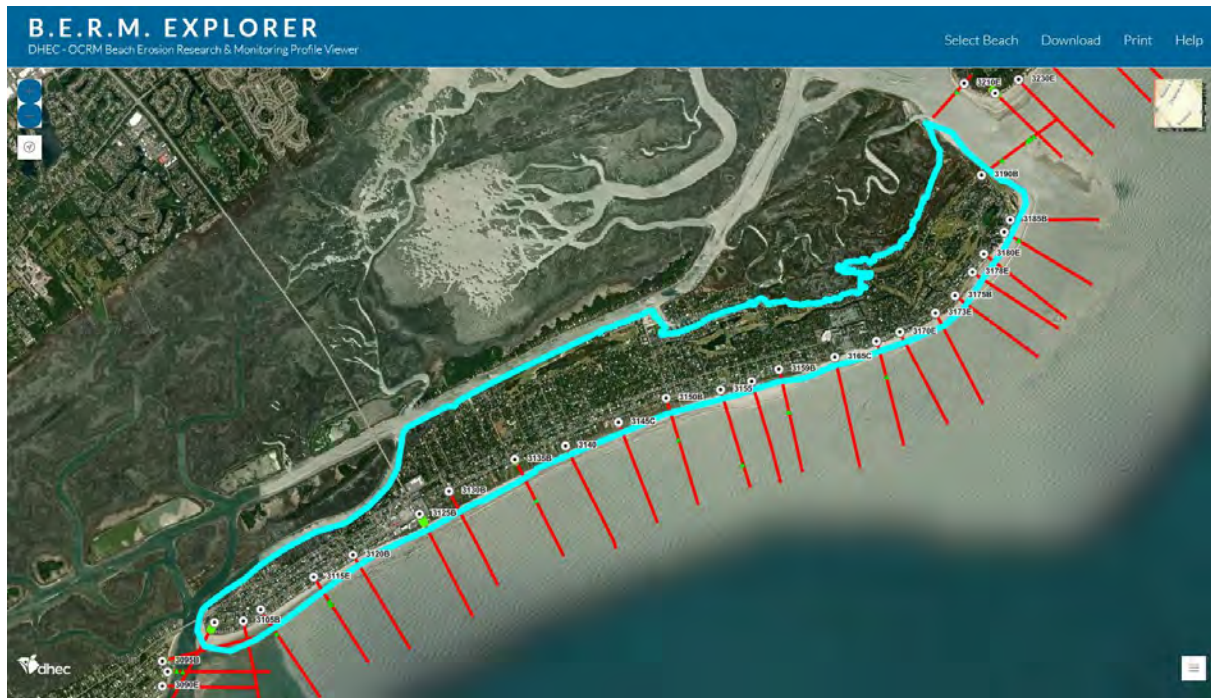


Figure 13. DHEC OCRM Berm Explorer beach profile site
<https://gis.dhec.sc.gov/bermexplorer/> showing profile locations for Isle of Palms.

Since 2008, the City has supplemented the State beach profile program with its own beach monitoring program, using more frequent and more closely spaced beach profiles (118 profile locations, including 24 DHEC OCRM stations). Collectively, the State and City-sponsored profile data provide a good picture of temporal and spatial changes along the shoreline. Reports written as part of the City-sponsored beach monitoring program (e.g., CSE, 2015a, 2016a, 2019, 2020, 2021, 2022) provide the most detailed beach profile change and volumetric calculations. See <http://www.iop.net/beach-restoration> for City beach monitoring reports.

The City beach monitoring program divides the shoreline into 7 reaches (see Figure 14). Reach 1 is the same as the DHEC OCRM unstabilized inlet zone at Breach Inlet. The DHEC OCRM standard zone includes monitoring reaches 2 and 3, and most of reach 4. The DHEC OCRM unstabilized inlet zone at Dewees Inlet includes part of monitoring reach 4, and all of reaches 5, 6 and 7.

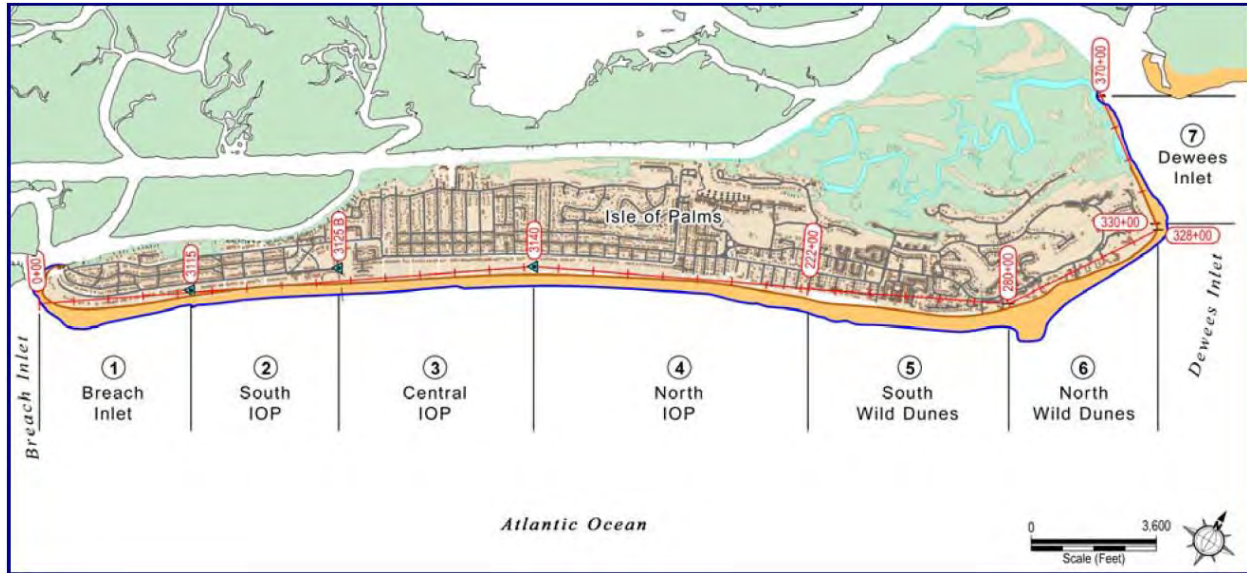


Figure 14. City beach monitoring reaches (CSE, 2015a).

OCRM and City beach monitoring data show high variability in beach width and volume in the eastern unstabilized inlet erosion zone (reaches 5, 6, 7, some of 4), due to shoal attachments and beach nourishment there. The beach profiles in the standard erosion zone (reaches 2, 3, most of 4) show less variability, as would be expected. Beach profiles in the western unstabilized inlet zone (reach 1) show some variability, but nowhere near what is seen in the eastern unstabilized inlet zone.

5.1.2 Long-Term Erosion Rates and Shoreline Change

Prior studies have shown how shorelines have changed over a period of decades on Isle of Palms. For example, Figure 15 shows shoreline changes at the west end of the island between 1875 and 1983 (Jones, 1986). The long-term trend there has been accretion, with short episodes of erosion. Figure 16 shows shoreline (vegetation line) movements along Beachwood East between 1949 and 1997 (data were developed as part of SCCC baseline establishment). As with many locations in the Dewees Inlet unstabilized inlet zone, the shoreline fluctuations here have been dramatic, often accreting or eroding hundreds of feet in just a few years.

DHEC OCRM has calculated long-term, average-annual rates of shoreline change at each of their survey monuments and at intermediate locations using historical shorelines and beach profile data. The rates are used to determine the location of the 40-year Setback Line landward of the DHEC OCRM Baseline (setback distance = 40 times the long-term rate, but not less than 20 ft for areas that are stable or accretional over long periods of time). New erosion rates are adopted by DHEC OCRM when the Baseline and 40-year Setback Line are redrawn (approximately once every 8-10 years). Table 5 shows the shoreline change rates associated with the 2018 Setback

Line. Areas subject to long-term accretion or erosion less than -0.5 ft/yr are given the minimum 20 ft setback.

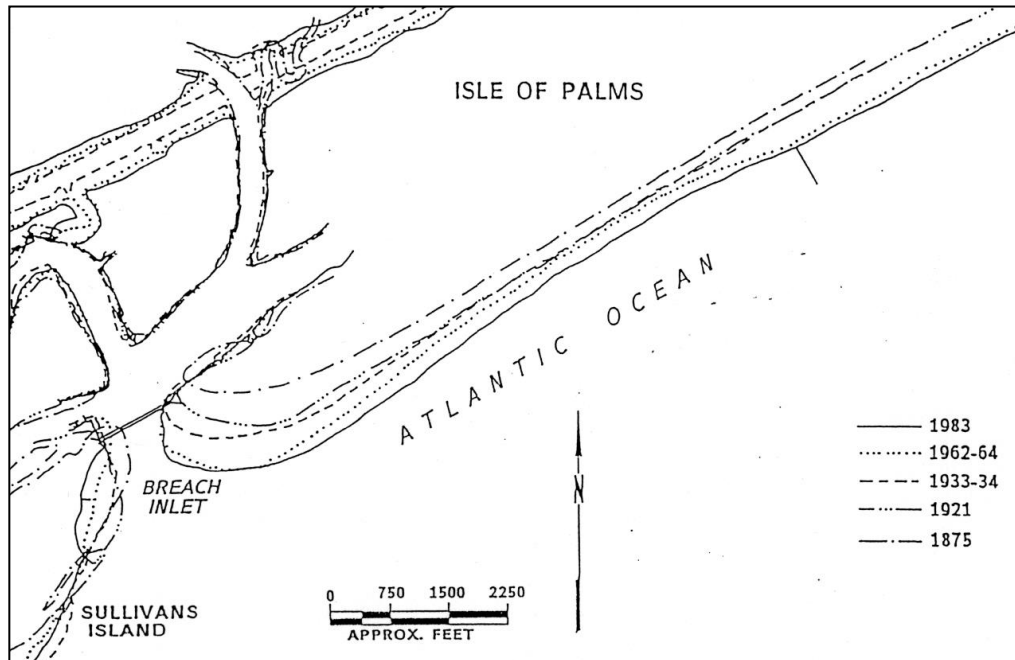


Figure 15. 1875 -1983 shoreline changes at the west end of Isle of Palms (Jones, 1986)

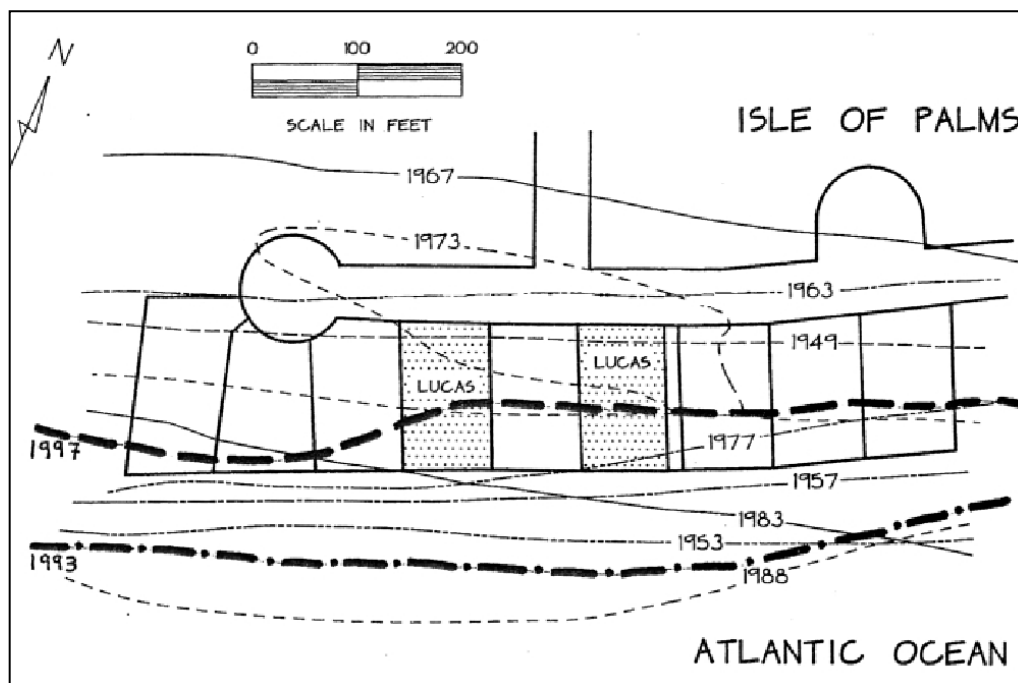


Figure 16. 1949-1997 movement of vegetation line in vicinity of Beachwood East.

Table 5. DHEC OCRM shoreline change rates (ft/yr) taken from Line Report (OCR, 2019) and Jurisdictional Line Viewer <https://gis.dhec.sc.gov/shoreline/> . Positive numbers indicate accretion, negative numbers indicate erosion.

Monument	Long-term shoreline change rate (ft/yr)	Location
3100 B	6.97	Breach Inlet
3105 B	6.97	2 nd Ave.
3110 E	6.97	3 rd Ave.
3115 E	4.16	6 th Ave.
3120 B	4.16	8 th Ave.
3125 B	4.16	14 th Ave.
3130 B	4.16	21 st Ave.
3135 B	4.16	27 th Ave.
3140	4.16	31 st Ave.
3145 C	4.16	36 th Ave.
3150 F	4.16	41 st Ave.
3155	4.16	47 th Ave.
3157 E	4.16	50 th Ave.
3159 F	2.2	53 rd Ave.
3165 C	0.55	57 th Ave.
3167 E	-1.02	Beachwood East (west end)
3170 E	0.73	Beachwood East (east end)
3173 E	3.48	Wild Dunes Property Owners Beach House
3175 B	3.48	Mariner's Walk
3178 F	3.48	Summer House
3180 E	3.48	Port O' Call
3183 E	0.94	Ocean Club
3185 B	0.94*	18 th fairway, Links Course
3190 B	-2.78	17 th tee, Links Course

Notes:

1. "B" through "F" monuments are replacement monuments.
 2. Shoreline change rates vary between monuments. See Surveyor's Package and Line Report (DHEC OCR, 2019), and <https://gis.dhec.sc.gov/shoreline/> .
- * "N/A" rate listed on OCR Jurisdictional Line viewer in areas transitioning from long-term accretion to long-term erosion. Per OCR guidance, the closest shoreline change rate was assigned to the monument.

All but approximately 3,000 ft of the 7-mile shoreline has the 20-ft minimum setback. The Setback Line is more than 20 ft landward of the Baseline along approximately 900 ft of Beachwood East, and along approximately 2,100 ft of the Dewees Inlet shoreline.

It should be noted that even though DHEC OCRM has classified the east end of Isle of Palms as an unstabilized inlet zone, and even though portions of this zone have been subject to significant erosion over short periods of time (shoal attachments), DHEC OCRM has determined much of this zone to be *long-term* accretional. In areas like this the setback distance between the Baseline and Setback Line is the minimum established by the Beachfront Management Act (20 ft), but the Baseline is drawn on the most landward shoreline in the 40 years preceding Baseline and Setback Line establishment. Figure 17 (a close-up of Figure 11c) shows such a location where the State has determined the long-term trend to be accretional, but has established the Baseline landward of present development.

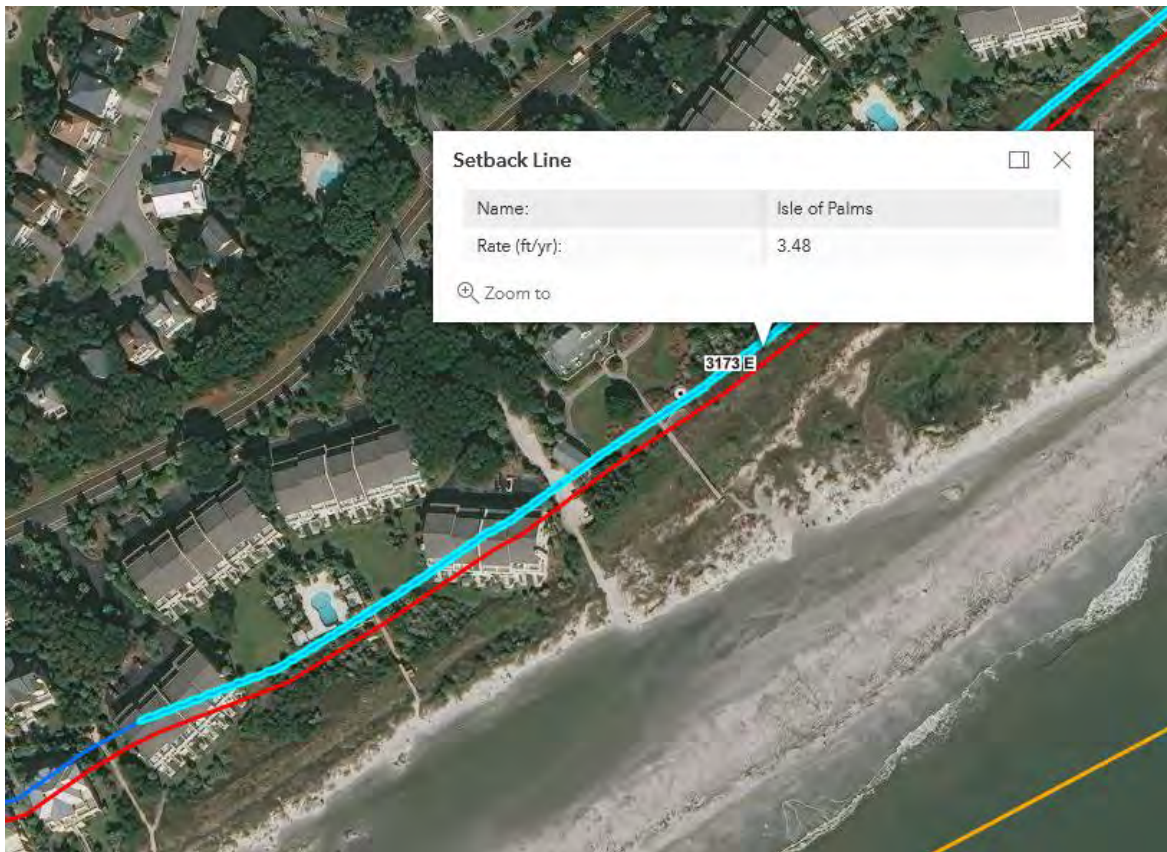


Figure 17. Example of long-term accretion and 20 ft minimum setback distance, with DHEC OCRM Baseline and Setback Line landward of existing development.

5.2 Beach Alteration Inventory

There is one groin on Isle of Palms, on the Dewees Inlet shoreline near the Links Course 17th tee (Figure 18). The groin was constructed in the 1980s using large bags filled with grout. The groin

is partially effective in maintaining the beach updrift (Links Course, 17th fairway) but has not significantly reduced the movement of sediment northward along the inlet shoreline. The Morgan Creek Spit continues to grow downdrift of the groin.



Figure 18. April 14, 2011 photos of groin at Wild Dunes Links Course, 17th tee.

There are thought to be five stone revetments east of 47th Ave – all but one buried by sand in April 2016. The approximate revetment locations and details (if known or estimated) are shown in the map overlays in the Appendix, and are described below:

- Rock revetment (see Figure 19). Length, approximately 700 ft, from approximately 600 ft west of DHEC OCRM station 3167 (Seagrove Villas) to approximately 100 ft east of DHEC OCRM station 3167 (west end of Beachwood East). Location, approximately 250 ft seaward of DHEC OCRM Setback Line. Condition, April 2016, exposed granite stone, ranging in size from approximately 6-in to 3-ft; woven filter fabric visible; other construction details unknown.
- Possible rock revetment. Length, approximately 600 ft, from approximately 170 ft west of 47th Ave. to approximately 100 ft east of 48th Ave. Location, approximately 40 ft seaward of DHEC OCRM Setback Line. Condition, April 2016, buried and not visible.

- Possible rock revetment. Length, approximately 1,300 ft, from 49th Ave. to 53rd Ave. Location, approximately 30 ft seaward of DHEC OCRM Setback Line. Condition, April 2016, buried and not visible.
- Possible rock revetment. Length, approximately 100 ft, near DHEC OCRM station 3165 east of 57th Ave. Location, approximately 100 ft seaward of DHEC OCRM Setback Line. Condition, April 2016, buried and not visible.
- Rock revetment. Length, approximately 1,100 ft (Beach Club II and Mariner's Walk). Location, approximately 60 ft seaward to 10 ft landward of DHEC OCRM Setback Line. Condition, April 2016, buried and not visible.



Figure 19. April 5, 2016 photo of exposed rock revetment near Seagrove/Beachwood East.

Kana, et al (1985) reported that approximately 3,300 ft of rock revetment was constructed in 1983, somewhere in the vicinity of Seagrove, Beach Club and Mariner's Walk. This length has not been confirmed as part of this LCBMP.

There are no known seawalls or bulkheads along the oceanfront, but there is one known timber retaining/landscaping wall near the east end of Beachwood East (approximately 80 ft long, plus return walls; other construction details are unknown) – see Figure 20.

As of January 19, 2017, there were three Wave Dissipation Systems (WDS) along the Isle of Palms oceanfront, all installed under pilot study authorization granted by the SC Legislature:

- Ocean Club. Length, approximately 350 ft.

- Seascapes Villas. Length, approximately 200 ft (this is a replacement for a prior installation removed prior to a 2014 shoal management project).
- Beachwood East. Length, approximately 850 ft – see Figure 20.

DHEC OCRM ordered removal of the WDS by July 28, 2016, but the installations remained in place pending results of a legal challenge. In August 2017, a Federal Court ordered removal. The WDS installations were removed in January 2018, prior to the renourishment project. Documents and details may be found at <http://www.scdhec.gov/homeandenvironment/water/wds/> and <http://www.courthousenews.com/wp-content/uploads/2017/08/sea-turtle-order.pdf>.



Figure 20. April 5, 2016 photo of Wave Dissipation System installation at Beachwood East (same area as shown in Figure 16). WDS ties into rock revetment at west end, see Figure 19. A timber retaining/landscaping wall is also shown. The Wave Dissipation System was removed in 2018.

5.2.1 Beach Renourishment

There have been three large renourishment projects and numerous small projects, along the Wild Dunes shoreline. The small projects were truck-haul projects by property owners for emergency protection (1982 – 2008, details unknown).

There have also been two shoal management projects (2012, 2014-15) to redistribute sediment along the Wild Dunes shoreline in response to erosion from inlet shoal attachment.

The three large renourishment projects were conducted using dredges:

- Nov. 1983 – Mar. 1984. 350,000 cy, pumped from new marina construction at the north side of the island onto the beach.
- May – June 2008. 934,000 cy (pay volume = 847,400 cy), pumped from 2.5 miles offshore onto three sections of beach totaling 10,200 ft in length (Figure 21) at a cost of \$8.4 million (note: some references have reported a cost of \$10 million, but this includes some of the subsequent shoal management work).



Figure 21. Locations of 2008 beach renourishment sites and offshore sediment borrow area (CSE, 2015a).

- December 2017–April 2018. 1,676,500 cy, pumped from approximately 2 miles offshore onto two sections of beach totaling 8,800 ft in length (Figure 22) at a cost of \$13.5 million. These figures include 276,500 cy paid for by FEMA using post-Irma recovery funding.



Figure 22. Location of 2018 beach renourishment (CSE, 2019).

The 2008 and 2018 projects have been well-documented by a series of annual monitoring reports of the entire beachfront on the City web site <https://www.iop.net/administration/beach-restoration> . The reports produced since the 2018 renourishment project (CSE, 2019; CSE, 2020; CSE 2021; CSE, 2022) document 2018 project performance, and recent changes in beach condition along the entire ocean shoreline of Isle of Palms.

Figures 23 and 24 are taken from the most recent monitoring report (CSE, 2022), and show the historical changes in beach volumes between 2007 and 2021 for reaches 7 (Dewees Inlet) through 1 (Breach Inlet). CSE (2022) states:

- Reach 5-7 Summary -- *"The overall erosional trend is evident along reaches 5 and 6 between nourishment projects, each of which restores sand volumes to maintain a dry beach and protective dune. Sand lost from reaches 5 and 6 either moves south to provide sediment to the rest of Isle of Palms, or recycles to Dewees Inlet, where it will eventually form a shoal and recycle back to the beach. The increases in volume along Reach 7 observed in recent years, as well as the buildup of sand within the delta at the northeast corner of the island, document the transfers of sand from reaches 5 and 6 into the inlet system."*
- Reach 7 (shoreline fronting Dewees Inlet channel) – *"The inlet shoals shelter large waves from impacting this portion of beach, resulting in the profile generally showing a narrow dry sand berm and a steep beach face. . . The seaward end of the reach was included in the 2008 nourishment project and remained relatively stable in the following years. . . Overall, Reach 7 has gained ~207,500 cy of sand since 2007, which is an average annual increase of 3.7 cy/ft per year."*

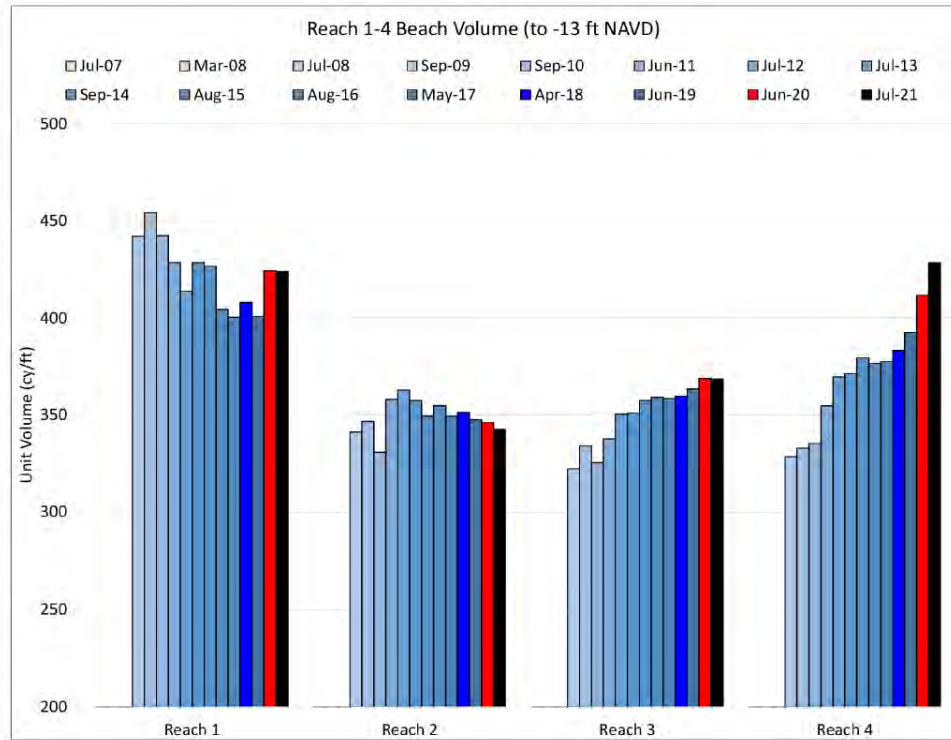


Figure 23. Unit volumes in monitoring reaches 1, 2, 3 and 4 between July 2007 and July 2021 (CSE, 2022). See Figure 14 for beach monitoring reaches.

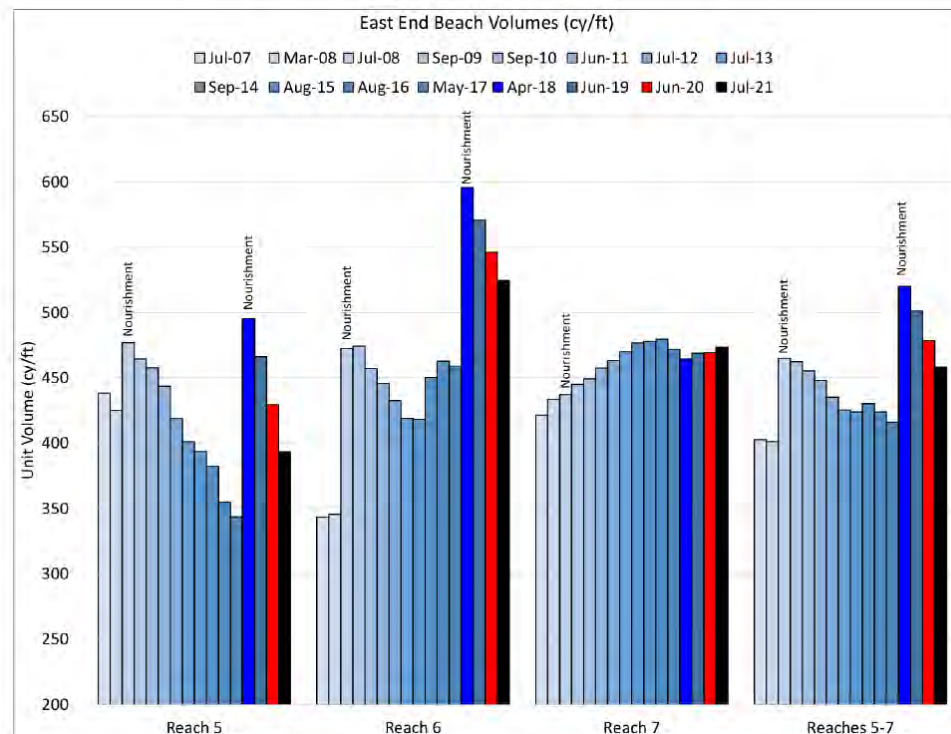


Figure 24. Unit volumes in monitoring reaches 5, 6 and 7 between July 2007 and July 2021 (CSE, 2022). See Figure 14 for beach monitoring reaches.

- Reach 6 (Wild Dunes Property Owners Beach House to the 18th Hole of the Links Course) – *“Along with Reach 5, shoal bypass events directly impact this length of beach. Depending on the location of bypass events, the shoreline can move hundreds of feet over a few months. As a result, the waterline periodically encroaches on properties along this reach. . . Following nourishment in 2008, this reach experienced variable erosion and accretion, with one part of the reach gaining sand while the other lost sand. The area along the western end of the reach near Beach Club Villas was highly erosional following the 2008 project, requiring additions of sand via shoal-management projects in 2012 and late 2014. The eastern end of the reach fluctuated in volume based on attaching shoals; however, it always maintained a sufficient width to protect property. By 2018, the eastern end of the reach was accreting from a prior shoal attachment while the western end was eroding. . . Reach 6 has exhibited similar erosion rates in each survey period following project completion in 2018. The western end of the reach (Beach Club Villas, Mariners Walk) has generally lost sand since the 2018 project, while the eastern end (closer to Dewees Inlet) has generally gained sand over the same period. . . Overall, the reach holds ~887,200 cy more sand than the 2007 condition. Nourishment projects in 2008 and 2018 have resulted in an average annual volume increase of 12.9 cy/ft per year along Reach 6. While the volume totals are very positive, the reach is subject to dynamic localized volume changes.”*
- Reach 5 (53rd Ave. to Wild Dunes Property Owners Beach House) – *“Similar to Reach 6, this area of the beach is highly influenced by shoal-bypass events, especially along the central and eastern portion of the reach. The 2008 nourishment project added ~318,000 cy of sand to the reach; however, by 2015, the area fronting Beachwood East and Dunecrest Lane was highly erosional. Reach 5 has lost the most volume of any reach on Isle of Palms from 2008 to 2021. . . Since 2018 project completion, Reach 5 has steadily lost ~30 to 40 cy/ft between each survey. The reach lost 176,000 cy (29.4 cy/ft) of sand between April 2018 and June 2019 and an additional 219,000 cy (36.5 cy/ft) from 2019–2020. From June 2020 to July 2021, Reach 5 lost ~216,200 cy (36.0 cy/ft). The magnitude of losses in recent years has been higher along the eastern part of the reach.”*
- Reach 4 (31st Ave. to 53rd Ave.) -- *“The reach receives sand eroded from the east end of the island, particularly reaches 5 and 6, with that sand originating from shoal bypass events or nourishment. . . It is also outside of the direct influence of Dewees Inlet and maintains a more typical and consistent beach profile shape. By being positioned downdrift of the nourishment area, it receives nourishment sand spreading from the placement area as well as spreading shoal sand. The reach has gained sand every year since 2009 except for 2016, the year after Hurricane Matthew impacted Isle of Palms. The beach volume in Reach 4 has increased by ~792,700 cy since September 2009, which is an average annual accretion rate of 9.2 cy/ft per year. The dune width has increased by at least 50 ft along the reach, not including the wider dry sand berm seaward of the dune. . . The dune has grown ~3 ft in elevation and offers substantially more storm protection than the 2009 condition.”*

- Reach 3 (Sea Cabins Pier to 31st Ave.) – *“Like Reach 4, the long-term trend in this area is stable to accretional. . . The reach has shown periods of erosion and accretion since CSE began island-wide monitoring in 2009. This is typical for stable to moderately accretional beaches as variations in wave conditions from year to year and temporary changes in sediment supply lead to minor fluctuations in yearly volume change. Over the long term, the trend is accretion. . . Overall, the reach holds ~258,900 cy more sand than the 2009 condition, equivalent to an average annual accretion of 4.3 cy/ft per year.”*
- Reach 2 (6th Ave. to Sea Cabins Pier) – *“Reach 2 shows an erosion/accretion pattern similar to Reach 3 with intermittent periods of accretion and erosion and a long-term accretion trend. Since monitoring began in 2009, Reach 2 has been the most stable reach, typically showing lower magnitudes of volume change compared to the other reaches. . . . Reach 2 is sensitive to yearly changes in weather patterns impacting short term sediment supply, rather than large-scale inlet dynamics that tend to overwhelm volume changes closer to Breach and Dewees Inlets. . . Compared to the 2009 condition, the eastern half of the reach has accreted up to ~10 cy/ft while the western half has eroded up to ~15 cy/ft. Much of the erosion occurring along the west end of the reach was due to a combination of storm impacts after 2015 and an erosional arc formation that impacted the area from 2012–2015. This erosional arc may have developed from changes occurring in Breach Inlet or from a temporary interruption in sediment supply from upcoast.”*
- Reach 1 (Breach Inlet to 6th Ave.) – *“The long-term trend in the reach is accretion, evidenced by a new row of houses being built seaward of the original “beachfront” row in the 1980s. Sand supply originates from shoal-bypass events at Dewees Inlet and longshore sand transport from north to south over the length of the Isle of Palms. Excess sand is deposited along the southern spit of the island and in the Breach Inlet ebb-tidal delta. Shoals of Breach Inlet form a protuberance in the shoreline, which backs sand up along the oceanfront much like a terminal groin traps sand. Changes in this area are related to bars from the inlet delta migrating onto the beach or marginal flood channels moving landward or seaward. Such natural processes lead to rapid changes in the beach volume compared to the central Isle of Palms reaches. . . The dune placed after Hurricane Irma in 2017 has performed well north of 2nd Ave. West of there, the dune eroded through 2020 but has since rebuilt naturally.”*

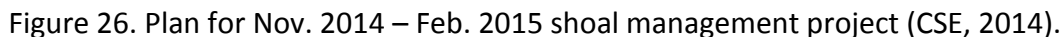
Two inlet shoal management projects were carried out between the 2008 and 2018 renourishment projects. The shoal management projects used land-based equipment to address hot-spot erosion associated with post-nourishment inlet shoal attachment:

- Mar. - Apr. 2012. ~87,700 cy moved from a shoal attachment accretion area to an adjacent erosion area (Figure 25).
- Nov. 2014 – Feb. 2015. ~240,000 cy moved from accretion areas (53rd Ave. to 56th Ave., and Mariner’s Walk/Shipwatch) to erosion areas (Beachwood East/Dunecrest lane, and Seascape/Ocean Club/18th hole). See Figure 26.

Shoal management work has proceeded under permits granted to the City by DHEC OCRM and USACE in 2011 and 2012. Those permits prescribe time windows (November 1 through April 30) during which work can take place; specifies a project size limit (two projects at up to 250,000 cy each, total volume = 500,000 cy); specifies a trigger for project initiation (+5 ft NAVD contour within 100 ft from building line); specifies excavation area buffer (excavation must take place at least 400 ft away from the building line).



Figure 25. Mar. – Apr. 2012 shoal management project (CSE, 2012).



5.2.2 Emergency Orders and Sandbags

Prior to 2008, sand bag size was limited to 1 cubic ft, and the results were problematic – the small sand bags were dislodged and scattered by waves and currents. Starting in 2008, DHEC OCRM authorized the placement of 1 cy bags. No filter fabric beneath the bags was used, and the bags settled, requiring restacking and/or placement of additional bags.

Following Hurricane Matthew, DHEC OCRM issued Emergency Orders EO-16-HM1, EO-16-HM2 and EO-16-HM3 on October 8, 2016 for all SC coastal counties, allowing sand bags, sand

scraping and minor renourishment. The City entered into a contract to carry out sand scraping and emergency berm repairs shortly thereafter.

Following King Tides and a Nor'easter in December 2017, OCRM issued Emergency Order EO-01 for minor renourishment via sand scraping at six properties on Beachwood East.

Table 6. Emergency Orders Issued on Isle of Palms, 1996 2021 (all Emergency Orders are expired). Source: SC DHEC - OCRM, April 28, August 2, 2016, January 20, 2017, and April 21, 2022.

Location (status)	By	Issue Date	Specified Mitigation Techniques
12 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
13 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
14 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
15 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
16 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
17 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
18 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
19 Beachwood East (expired)	City	19-Feb-96	Sand Scraping
Wild Dunes Beachfront (expired)	OCRM	1-Apr-96	Sandbags, Sand Scraping, Renourishment
Ocean Club Villas (expired)	OCRM	19-Aug-05	Sand Scraping, Renourishment
Wild Dunes Beachfront (expired)	OCRM	9-Sep-05	Sand Scraping, Renourishment
Wild Dunes Beachfront (expired)	OCRM	18-May-06	Sandbags
6 Summer Dunes Ln (expired)	OCRM	1-Dec-06	Sandbags
7 Summer Dunes Ln (expired)	OCRM	1-Dec-06	Sandbags
8 Summer Dunes Ln (expired)	OCRM	1-Dec-06	Sandbags
9 Summer Dunes Ln (expired)	OCRM	1-Dec-06	Sandbags
Tidewater Villas (expired)	OCRM	1-Dec-06	Sandbags
Port O' Call Villas (expired)	OCRM	1-Dec-06	Sandbags
Ocean Club Villas (expired)	OCRM	14-May-07	Sandbags
Seascape Villas (expired)	OCRM	16-May-07	Sandbags
Summer House Villas (expired)	OCRM	21-Jun-07	Sandbags
Ocean Club Villas (expired)	OCRM	9-May-13	Sandbags
Wild Dunes Links Course (expired)	OCRM	8-Jul-13	Sandbags
Seascape Villas (expired)	OCRM	10-Mar-14	Sandbags
11 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
12 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
13 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags

Location (status)	By	Issue Date	Specified Mitigation Techniques
14 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
15 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
16 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
17 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
18 Beachwood East (expired)	OCRM	18-Mar-14	Sandbags
4 Dunecrest Lane (expired)	OCRM	18-Mar-14	Sandbags
5 Dunecrest Lane (expired)	OCRM	18-Mar-14	Sandbags
19 Beachwood East (expired)	OCRM	21-Mar-14	Sandbags
20 Beachwood East (expired)	OCRM	30-Apr-14	Sandbags
Seascape Villas (expired)	OCRM	25-Sep-14	Renourishment
Seascape Villas (expired)	OCRM	1-Oct-14	Sandbags, Renourishment
Ocean Club Villas (expired)	OCRM	24-Oct-14	Renourishment
Ocean Club Villas (expired)	OCRM	20-Mar-15	Sandbags
11 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
12 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
13 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
14 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
15 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
16 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
17 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
18 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
19 Beachwood East (expired)	OCRM	24-Mar-15	Sandbags
11 Beachwood East (expired)	OCRM	27-May-15	Sandbags
12 Beachwood East (expired)	OCRM	27-May-15	Sandbags
13 Beachwood East (expired)	OCRM	27-May-15	Sandbags
14 Beachwood East (expired)	OCRM	27-May-15	Sandbags
15 Beachwood East (expired)	OCRM	27-May-15	Sandbags
16 Beachwood East (expired)	OCRM	27-May-15	Sandbags
18 Beachwood East (expired)	OCRM	27-May-15	Sandbags
19 Beachwood East (expired)	OCRM	27-May-15	Sandbags
11 Beachwood East (expired)	OCRM	28-Sep-15	Sandbags
13 Beachwood East (expired)	OCRM	28-Sep-15	Sandbags
14 Beachwood East (expired)	OCRM	28-Sep-15	Sandbags
Seascape Villas (expired)	OCRM	28-Sep-15	Sandbags
Ocean Club Villas (expired)	OCRM	28-Sep-15	Sandbags
15 Beachwood East (expired)	OCRM	29-Sep-15	Sandbags
16 Beachwood East (expired)	OCRM	29-Sep-15	Sandbags
17 Beachwood East (expired)	OCRM	7-Oct-15	Sandbags
Ocean Club Villas (expired)	OCRM	10-Nov-15	Renourishment

Location (status)	By	Issue Date	Specified Mitigation Techniques
19 Beachwood East (expired)	OCRM	24-Nov-15	Sandbags
20 Beachwood East (expired)	OCRM	24-Nov-15	Sandbags
11 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
12 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
14 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
15 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
16 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
17 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
19 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
20 Beachwood East (expired)	OCRM	17-Dec-15	Sandbags
Ocean Club Villas (expired)	OCRM	17-Dec-15	Sandbags, Renourishment
Seascape Villas (expired)	OCRM	22-Dec-15	Sandbags
11 Beachwood East (expired)	OCRM	28-July-16	Sandbags
12 Beachwood East (expired)	OCRM	28-July-16	Sandbags
14 Beachwood East (expired)	OCRM	28-July-16	Sandbags
15 Beachwood East (expired)	OCRM	28-July-16	Sandbags
16 Beachwood East (expired)	OCRM	28-July-16	Sandbags
17 Beachwood East (expired)	OCRM	28-July-16	Sandbags
19 Beachwood East (expired)	OCRM	28-July-16	Sandbags
20 Beachwood East (expired)	OCRM	28-July-16	Sandbags
Ocean shoreline, as needed (expired)	OCRM	8-Oct-16	Sandbags, sand scraping and minor renourishment (Hurricane Matthew)
8 Beachwood East (expired)	OCRM	8-Dec-16	Minor renourishment
9 Beachwood East (expired)	OCRM	8-Dec-16	Minor renourishment
11 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment
13 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment
14 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment
15 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment
16 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment
17 Beachwood East (expired)	OCRM	11-Dec-17	sand scraping and minor renourishment

5.2.3 Previous Hurricane or Storm Events

A number of hurricanes and storms have affected the Isle of Palms. The last major event was Hurricane Hugo in September 1989. Hugo was a Category 4 hurricane and its storm surge covered most of the island (peak water levels ranging between 15.5 feet above MSL along the beach and 12.5 feet above MSL along the back of the island). Hurricane Hugo damaged most buildings on the island and destroyed more than 200. Beach and dune erosion during Hugo was severe.

The more recent storms to affect Isle of Palms have been relatively minor, but still caused some flooding and erosion. The offshore passage of Hurricane Sandy in October 2012 caused erosion along the oceanfront. Hurricane Joaquin passed offshore (October 2015) but was accompanied by tides approximately 2 ft above predicted, strong waves and extremely heavy rainfall. The result was flooding of low-lying areas of the island and some erosion along the oceanfront. The effects on the island were documented by CSE (2015b).

Hurricane Matthew eroded dunes along the Isle of Palms shoreline in early October 2016. An erosion assessment was performed and recommendations were provided to the City in November 2016 (CSE, 2016b).

Hurricane Irma further eroded dunes along the Isle of Palms shoreline in September 2017. Emergency sand scraping and berm construction were undertaken in September and October 2017. An erosion assessment was performed and recommendations were provided to the City in December 2017 (CSE, 2017).

Hurricane Ian made landfall on September 30, 2022 as a Category 1 hurricane near Georgetown, SC. Effects on Isle of Palms were reported by the City as minor.

5.3 Discussion of Erosion Control Alternatives

Erosion control actions that have been employed on Isle of Palms have included a variety of measures: construction of rock revetments and a groin (Section 5.2), beach nourishment and shoal management (see Section 5.2.1), and emergency fill placement and sand bags (Section 5.2.2). Kana, et al. (1985) reports that property owners also used sand scraping and artificial seaweed in the early 1980s.

The City has maintained its prohibition on hard erosion control devices (within 250 ft of mean high water) for at least 35 years. The DHEC OCRM prohibition would apply landward of this point, if the State's 40-year setback line lies landward of the City's 250 ft zone. The City defers to the State on experimental erosion control devices.

Going forward, the erosion control alternatives likely to be used on Isle of Palms are those that have proven most effective -- beach nourishment (offshore sediment), shoal management (excavation from accreting shoal areas and fill in eroding areas), and emergency sand bagging and fill placement by property owners. Other alternatives authorized by the State (e.g., experimental erosion control devices) may also be used.

5.3.1 Beach Renourishment

The City has demonstrated its commitment to beach renourishment, and plans to continue working with affected property owners and other stakeholders to implement this alternative in the future.

The City advocated for and was successful in changing State law in 2014, allowing qualified communities to ask voters to institute a Beach Preservation Fee. In November 2014, City voters overwhelmingly passed a referendum establishing a City Beach Preservation Fee (1% of gross receipts for accommodations and certain rentals). As of January 19, 2023, the balance in the associated Beach Preservation Fund is approximately \$7.3 million. Approximately \$9.4 million have been collected since Fee inception in 2015. Receipts from the Fee are used for beach monitoring, beach nourishment, erosion mitigation, dune restoration and maintenance, and maintenance of public beach accesses.

State cost-sharing for renourishment areas designated as having full and complete public access is pursued by the City. This includes the western ¼ mile of the Wild Dunes shoreline (most of Wild Dunes is not eligible under current rules). The City also works closely with Wild Dunes on planning, permitting, funding and monitoring beach projects there.

5.3.2 Other Measures

Other erosion control alternatives to be used in the community were outlined above: beach nourishment (offshore sediment); shoal management (excavation from accreting shoal areas and fill in eroding areas); emergency sand bagging and fill placement by property owners; and other options authorized by the State (e.g., experimental wave dissipation system installations).

6. Needs, Goals and Implementation Strategies

As was stated previously in Sections 1.4 and 4.2.1 of this LCBMP, there are three principal beach management issues facing Isle of Palms. The City has implemented, and will continue to implement, those measures necessary to address these issues:

1. Beach and dune erosion, particularly in the unstabilized inlet erosion zone at the eastern end of the island. *Strategy: manage and minimize erosion effects through beach monitoring, beach nourishment, shoal management, and limited emergency protection as approved by DHEC OCRM. The Comprehensive Plan, City Code of Ordinances and Council/Department actions support these types of measures.*
2. Balancing public beach parking demand with available safe parking capacity on the island. *Strategy: document parking demand and capacity on the island (completed, 2015) and implement a managed beach parking program to balance public beach parking and resident needs (implemented via designation of a [public] Beach Parking District and a Residential Parking District).*
3. Drainage of low-lying areas. *Strategy: adopt a stormwater plan and stormwater utility (accomplished) and identify and implement drainage projects and funding sources. This*

work is ongoing, and is supported by the Comprehensive Plan, the Code of Ordinances, and by Council/City department actions and operations. Fortunately, few drainage problems exist seaward of the DHEC OCRM Setback Line, and those that do are being addressed by the City.

In addition, the City's recently adopted Strategic Plan <https://www.iop.net/strategic-plan-2022-2027> mirrors and further speaks to these items.

6.1 Policy of Beach Preservation

Between the mid-1980s and 2007, the City was a mostly a passive participant in beach preservation efforts, leaving those to property owners. However, the City convened a Long-Term Beach Management Citizens Advisory Group in 2007, and subsequently accepted the findings and recommendations of that Group (Jones, 2008). The City also prepared, adopted, and received OCRM approval for its first LCBMP in 2008.

The 2007 Citizens Advisory Group articulated a ***Beach Management Vision for Isle of Palms*** that remains valid today:

- a dry sand beach at all stages of the tide, capable of providing recreational opportunities for residents and visitors, protecting upland development and sustaining our natural resources
- elimination of the chronic and periodic erosion problems that threaten buildings and loggerhead nesting habitat along the shoreline
- minimizing the need for emergency protection of upland structures and development
- avoiding future shoreline development practices which perpetuate or exacerbate problems of the past, where some buildings were sited close to a dynamic inlet shoreline
- cooperation between all City residents to ensure that this vision is implemented and that generations to come can enjoy the beach on Isle of Palms

Since 2007, the City has implemented this vision through its actions, including serving as facilitator for and using City funds for permitting, design and construction of major beach nourishment using offshore sediment, for inlet shoal management, and for emergency beach scraping and berm construction. The City also funds beach monitoring surveys and studies in an effort to stay abreast of beach conditions and trends, and to plan for future beach preservation projects.

6.2 Strategy for Preserving and Enhancing Public Beach Access

Maintaining public beach access on the island is very important and has been addressed by the City. There are 56 public beach access points along approximately 4.6 miles of beach. The beach accesses are recorded on plats and are protected against loss, encroachment or damage by City monitoring and enforcement. The City has approximately 8 times the necessary numbers of public beach access points and public parking spaces to qualify 4.8 miles of beach as having full

and complete public access according to SC DHEC criteria (see Table 4). However, all seven miles of Isle of Palms beaches are public beaches, and are accessible to the public. For the 2.2 miles of Wild Dunes beach beyond the SC DHEC full-and-complete-public-access designation, the public can visit the beach from the adjacent beach with full-and-complete-public-access, or from one of the many vacation/rental accommodations available in Wild Dunes.

7. References

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Appendix 1. Structure Inventories

ISLE OF PALMS – Sheet 163

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
Hunley Bridge					
100 Ocean Blvd	568-9-0	142	A, P	+5, +15	--
102 Ocean Blvd	568-9-0	147	--	--	--
104 Ocean Blvd	568-9-0	148	W	--	--
106 Ocean Blvd	568-9-0	149	W	--	--
108 Ocean Blvd	568-9-0	150	W	--	--
110 Ocean Blvd	568-9-0	151	W	--	--
112 Ocean Blvd	568-9-0	152		--	--
114 Ocean Blvd	568-9-0	153	W	--	--
116 Ocean Blvd	568-9-0	154	--	--	--
118 Ocean Blvd	568-9-0	155	W	--	--
120 Ocean Blvd	568-9-0	156	W	--	--
122 Ocean Blvd	568-9-0	157	W	--	--
126 Ocean Blvd	568-9-0	158			
128 Ocean Blvd	568-9-0	159	W	--	--
130 Ocean Blvd	568-9-0	160	W	--	--
132 Ocean Blvd	568-9-0	161			--
2 nd Ave					
200 Ocean Blvd	568-9-0	143			vacant
202 Ocean Blvd	568-9-0	162	--	--	--
204 Ocean Blvd	568-9-0	163	W	--	--
206 Ocean Blvd	568-9-0	164	--	--	--
208 Ocean Blvd	568-9-0	165	--	--	--
210 Ocean Blvd	568-9-0	166		--	--
212 Ocean Blvd	568-9-0	167	W	--	--
214 Ocean Blvd	568-9-0	168	W	--	--
216 Ocean Blvd	568-9-0	169	--	--	--
3 rd Ave					

Note:* A = Habitable Structure <5,000 sq. ft
 B = Habitable Structure >5,000 sq. ft.
 C = Ancillary Building
 D = Deck
 P = Pool/Pool Deck
 PP = Private Pier
 RR = Rock Revetment
 W = Dune Walkover, I = Improved Surface

**** Distances Measured Seaward From
 2018 OCRM 40-Year Setback Line**

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended.

ISLE OF PALMS – Sheet 164

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
3 rd Ave					
300 Ocean Blvd	568-9-0	144	W	--	--
302 Ocean Blvd	568-9-0	170	W	--	--
304 Ocean Blvd	568-9-0	171	W	--	--
306 Ocean Blvd	568-9-0	172	W	--	--
308 Ocean Blvd	568-9-0	173	--	--	--
310 Ocean Blvd	568-9-0	174	--	--	--
312 Ocean Blvd	568-9-0	175	--	--	--
314 Ocean Blvd	568-9-0	176	--	--	--
4 th Ave					
400 Ocean Blvd	568-10-0	175	--	--	--
402 Ocean Blvd	568-10-0	178	--	--	--
404 Ocean Blvd	568-10-0	179	--	--	--
406 Ocean Blvd	568-10-0	180	--	--	--
408 Ocean Blvd	568-10-0	181	W	--	--
410 Ocean Blvd	568-10-0	182	--	--	--
5 th Ave					
500 Ocean Blvd	568-10-0	176	--	--	--
502 Ocean Blvd	568-10-0	183	--	--	--
504 Ocean Blvd	568-10-0	184	--	--	vacant
506 Ocean Blvd	568-10-0	185	--	--	--
508 Ocean Blvd	568-10-0	186	--	--	--
510 Ocean Blvd	568-10-0	187	W	--	--
512 Ocean Blvd	568-10-0	188	--	--	--
514 Ocean Blvd	568-10-0	189	--	--	--
516 Ocean Blvd	568-10-0	190	W	--	--
518 Ocean Blvd	568-10-0	191	W	--	--
520 Ocean Blvd	568-10-0	192	W	--	--
522 Ocean Blvd	568-10-0	194	--	--	--
6 th Ave					
600 Ocean Blvd	568-10-0	177	--	--	vacant
602 Ocean Blvd	568-10-0	195	W	--	--
604 Ocean Blvd	568-10-0	196	W	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 165

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
606 Ocean Blvd	568-10-0	197	W	--	--
608 Ocean Blvd	568-10-0	198	W	--	--
610 Ocean Blvd	568-10-0	199		--	--
612 Ocean Blvd	568-10-0	200		--	--
614 Ocean Blvd	568-10-0	201	W	--	--
616 Ocean Blvd	568-10-0	202	W	--	--
618 Ocean Blvd	568-10-0	203	W	--	--
620 Ocean Blvd	568-10-0	204	W	--	--
622 Ocean Blvd	568-10-0	205	P, W	+5	--
7 th Ave					
700 Ocean Blvd	568-11-0	212	--	--	--
702 Ocean Blvd	568-11-0	216	--	--	--
704 Ocean Blvd	568-11-0	217	--	--	--
706 Ocean Blvd	568-11-0	218	P	+15	--
708 Ocean Blvd	568-11-0	219	--	--	--
710 Ocean Blvd	568-11-0	220	--	--	--
712 Ocean Blvd	568-11-0	221	--	--	--
714 Ocean Blvd	568-11-0	222	--	--	--
8 th Ave					
800 Ocean Blvd	568-11-0	213	--	--	--
802 Ocean Blvd	568-11-0	223	--	--	--
804 Ocean Blvd	568-11-0	224	--	--	--
806 Ocean Blvd	568-11-0	225	--	--	--
808 Ocean Blvd	568-11-0	226	--	--	--
810 Ocean Blvd	568-11-0	227	W	--	--
812 Ocean Blvd	568-11-0	228	W	--	--
814 Ocean Blvd	568-11-0	229	W	--	--
9 th Ave			I		
900 Ocean Blvd	568-11-0	214	P, W	+10	--
902 Ocean Blvd	568-11-0	230	W	--	--
904 Ocean Blvd	568-11-0	231	P, W	+10	--
906 Ocean Blvd	568-11-0	232	W	--	--
908 Ocean Blvd	568-11-0	233	W	--	--
910 Ocean Blvd	568-11-0	234	W	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 166

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
912 Ocean Blvd	568-11-0	235	W	--	--
914 Ocean Blvd	568-11-0	236	W	--	--
10 th Ave					
1006 Ocean Blvd	568-11-0	Dunescape	W	--	--
1008 Ocean Blvd	568-11-0	206	W	--	--
	568-11-0	VFW	--	--	--
1004 Ocean Blvd	568-11-0	Seaside Inn	W	--	--
1010 Ocean Blvd	568-11-0	Ocean Palms	W	--	--
1116 Ocean Blvd	568-11-0	Ocean View	W	--	--
Public Restrooms and Beach Access	568-11-0	245	--	--	--
	568-11-0	186	W	--	--
1120 Ocean Blvd	568-11-0	187	W	--	--
1126 Ocean Blvd	568-11-0	Palms Hotel	W	--	--
1130 Ocean Blvd	568-11-0	250	W	--	--
1140 Ocean Blvd	568-11-0	193	W	--	--
Pavilion Drive			W	--	--
1300 Ocean Blvd	568-11-0	Sea Cabin	Wx2, PP	--	--
14 th Ave					
	568-12-0	IOP Co Park	Wx2	--	--
5 Sand Dune Lane	568-12-0	252	--	--	--
6 Sand Dune Lane	568-12-0	253	--	--	--
7 Sand Dune Lane	568-12-0	254	--	--	--
8 Sand Dune Lane	568-12-0	255	--	--	--
9 Sand Dune Lane	568-12-0	256	W	--	--
10 Sand Dune Lane	568-12-0	257	--	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 167

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
			--	--	--
11 Sand Dune Lane	568-12-0	258	--	--	--
12 Sand Dune Lane	568-12-0	259	--	--	--
13 Sand Dune Lane	568-12-0	260	--	--	--
2000 Palm Blvd	568-12-0	230	W	--	--
2002 Palm Blvd	568-12-0	026	W	--	--
2004 Palm Blvd	568-12-0	027/303	--	--	--
2006 Palm Blvd	568-12-0	028/304	--	--	--
2008 Palm Blvd	568-12-0	029	--	--	--
21 st Ave			W		--
2102 Palm Blvd	568-12-0	030/231	--	--	--
2104 Palm Blvd	568-12-0	031	W	--	--
2106 Palm Blvd	568-12-0	032/307	W	--	--
2108 Palm Blvd	568-12-0	033/308	W	--	--
2110 Palm Blvd	568-12-0	297/309	W	--	--
22 nd Ave					
2200 Palm Blvd	571-9-0	034	W	--	--
2202 Palm Blvd	571-9-0	160	W	--	--
2204 Palm Blvd	571-9-0	161/198	W	--	--
2206 Palm Blvd	571-9-0	162/199	--	--	--
2208 Palm Blvd	571-9-0	163/200	W	--	--
23 rd Ave					
2300 Palm Blvd	571-9-0	164	W	--	--
2302 Palm Blvd	571-9-0	165	W	--	--
2306 Palm Blvd	571-9-0	166	W	--	--
2308 Palm Blvd	571-9-0	167/204	W	--	--
24 th Ave					
2400 Palm Blvd	571-9-0	168	W	--	--
2402 Palm Blvd	571-9-0	230	W	--	--
2404 Palm Blvd	571-9-0	169	W		
2406 Palm Blvd	571-9-0	170	W	--	--
2408 Palm Blvd	571-9-0	171	--	--	--
25 th Ave					
2500 Palm Blvd	571-9-0	172	W	--	--
2502 Palm Blvd	571-9-0	173/210	--	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 168

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
2504 Palm Blvd	571-9-0	174/211	W	--	--
2600 Palm Blvd	571-9-0	175/212	W	--	--
26 th Ave			--	--	--
2602 Palm Blvd	571-9-0	213	W	--	--
2604 Palm Blvd	571-9-0	177	W	--	--
2606 Palm Blvd	571-9-0	178	W	--	--
2608 Palm Blvd	571-9-0	179/216	--	--	--
2610 Palm Blvd	571-9-0	180/217	--	--	--
2612 Palm Blvd	571-9-0	181/218	--	--	--
27 th Ave					
2614 Palm Blvd	571-9-0	182/219	--	--	--
2616 Palm Blvd	571-9-0	1183/220	--	--	--
2700 Palm Blvd	571-9-0	184/221	--	--	--
2702 Palm Blvd	571-9-0	185/222	--	--	--
2704 Palm Blvd	571-9-0	186	--	--	--
2706 Palm Blvd	571-9-0	187/224	--	--	--
2708 Palm Blvd	571-9-0	188	W		
28 th Ave					
2800 Palm Blvd	571-9-0	189	--	--	--
2802 Palm Blvd	571-9-0	190/227	--	--	--
2804 Palm Blvd	571-9-0	191/228	--	--	--
2900 Palm Blvd	571-9-0	192/229	--	--	--
2902 Palm Blvd	571-10-0	182			
29 th Ave					
2904A Palm Blvd	571-10-0	183	W	--	--
2904B Palm Blvd	571-10-0	221	W	--	--
2906 Palm Blvd	571-10-0	184	W	--	--
2908 Palm Blvd	571-10-0	185/226	--	--	--
2910 Palm Blvd	571-10-0	186	--	--	--
2912 Palm Blvd	571-10-0	187/228	--	--	--
2914 Palm Blvd	571-10-0	188	--	--	--
2916 Palm Blvd	571-10-0	255	W	--	--
30 th Ave					
3000 Palm Blvd	571-10-0	189/230	W	--	--
3002 Palm Blvd	571-10-0	190	--	--	--
3004 Palm Blvd	571-10-0	191	W	--	--
3006 Palm Blvd	571-10-0	193/233	--	--	--
3008 Palm Blvd	571-10-0	194	W	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 169

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
3012 Palm Blvd	571-10-0	195/235	--	--	--
3014 Palm Blvd	571-10-0	196/236	--	--	--
31 st Ave					
3100 Palm Blvd	571-10-0	197	W	--	--
3102 Palm Blvd	571-10-0	237	W	--	--
3104 Palm Blvd	571-10-0	198	--	--	--
3106 Palm Blvd	571-10-0	199/239	--	--	--
3108 Palm Blvd	571-10-0	200/240	--	--	--
32 nd Ave					
3200 Palm Blvd	571-10-0	201	W	--	--
3202 Palm Blvd	571-10-0	202	W	--	--
3204 Palm Blvd	571-10-0	203/243	W	--	--
3206 Palm Blvd	571-10-0	204	W	--	--
3300 Palm Blvd	571-10-0	205/245	W	--	--
33 rd Ave					
3302 Palm Blvd	571-10-0	206	W	--	--
3304 Palm Blvd	571-10-0	207	--	--	--
3306 Palm Blvd	571-10-0	208/248	--	--	--
3308 Palm Blvd	571-10-0	209/249	W	--	--
34 th Ave					
3400 Palm Blvd	571-10-0	210	W	--	--
3404 Palm Blvd	571-10-0	211/251	--	--	--
	571-10-0	212/252	--	--	--
3502 Palm Blvd	571-10-0	213	W	--	--
35 th Ave	571-11-0				
3504 Palm Blvd	571-11-0	143	--	--	--
3506 Palm Blvd	571-11-0	144/202	--	--	--
3508 Palm Blvd	571-11-0	145/203	--	--	--
3600 Palm Blvd	571-11-0	146	W	--	--
3602 Palm Blvd	571-11-0	147	W	--	--
36 th Ave					
3604 Palm Blvd	571-11-0	148	W	--	--
3606 Palm Blvd	571-11-0	149/207	--	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 170

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
3608 Palm Blvd	571-11-0	150/208	--	--	--
3700 Palm Blvd	571-11-0	151	W	--	--
3702 Palm Blvd	571-11-0	152/210	W	--	--
37 th Ave					
3704 Palm Blvd	571-11-0	153	W	--	--
3706 Palm Blvd	571-11-0	154	--	--	--
3708 Palm Blvd	571-11-0	212	--	--	--
3800 Palm Blvd	571-11-0	155/213	--	--	--
38 th Ave					
3802 Palm Blvd	571-11-0	156/214	W	--	--
3806 Palm Blvd	571-11-0	157/215	--	--	--
3808 Palm Blvd	571-11-0	158/216	W	--	--
3900 Palm Blvd	571-11-0	159	W	--	--
39 th Ave					
3902 Palm Blvd	571-11-0	160	W	--	--
3904 Palm Blvd	571-11-0	161	W	--	--
3906 Palm Blvd	571-11-0	162/220	W	--	--
3908 Palm Blvd	571-11-0	163	W	--	--
4000 Palm Blvd	571-11-0	164/222			
40 th Ave					
4002 Palm Blvd	571-11-0	165	W	--	--
4004 Palm Blvd	571-11-0	166	--	--	--
4006 Palm Blvd	571-11-0	167	--	--	--
4008 Palm Blvd	571-11-0	168	W	--	--
41 st Ave					
8, 9, 10, 11, 12 Surf Ln	571-12-0	183	W	--	--
42 nd Ave			I		
2 42 nd Ave	571-12-0	030	W	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 171

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
1 43 rd Ave	571-12-0	029/186	W	--	--
2 43 rd Ave	571-12-0	040	--	--	--
1 44 th Ave	571-12-0	039/188	W	--	--
2 44 th Ave	571-12-0	050/189	W	--	--
1 45 th Ave	571-12-0	049/190	W	--	--
2 45 th Ave	571-12-0	060	W	--	--
1 46 th Ave	571-12-0	059/192	W	--	--
46 th Ave			W	--	--
2 46 th Ave	571-12-0	070	W	--	--
1 47 th Ave	571-12-0	069	--	--	Buried(?) RR (+40)
47 th Ave	571-12-0	164	--	--	Buried(?) RR (+40)
4700 Palm Blvd	571-12-0	Citadel Beach Club			Buried(?) RR (+40)
2 48 th Ave	571-12-0	171	W	--	Buried(?) RR (+40)
4 48 th Ave	571-12-0	170	W	--	Buried(?) RR (+40)
3 49 th Ave	571-12-0	173/198	W	--	Buried(?) RR (+40)
1 49 th Ave	571-12-0	172	W	--	Buried(?) RR (+40)
2 49 th Ave	604-9-0	002	W	--	Buried(?) RV (+35)
1 50 th Ave	604-9-0	003	--	--	Buried(?) RV (+35)
2 50 th Ave	604-9-0	004/289	--	--	Buried(?) RV (+30)

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 172

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
1 51 st Ave	604-9-0	013/290	W	--	Buried (?) RV (+30)
2 51 st Ave	604-9-0	014/291	--	--	Buried (?) RV (+30)
1 52 nd Ave	604-9-0	023	--	--	Buried (?) RV (+30)
2 52 nd Ave	604-9-0	024/293	W	--	Buried (?) RV (+30)
1 53 rd Ave	604-9-0	033/294	W	--	Buried (?) RV (+30)
2 53 rd Ave	604-9-0	041	W	--	--
8 54 th Ave	604-9-0	048	W	--	--
9 54 th Ave	604-9-0	049	W	--	--
10 54 th Ave	604-9-0	050	W	--	--
11 54 th Ave	604-9-0	057	--	--	--
	604-9-0	245	W	--	--
7 55 th Ave	604-9-0	058	--	--	--
8 55 th Ave	604-9-0	065	--	--	--
9 55 th Ave	604-9-0	066	W	--	--
10 55 th Ave	604-9-0	067	A, W	+5	--
11 55 th Ave	604-9-0	074	A, W	+5	--
	604-9-0	246	--	--	--
7 56 th Ave	604-9-0	177	A, W	+5	--
8 56 th Ave	604-9-0	178	A, W	+5	--
9 56 th Ave	604-9-0	179	A, P, W	+20, +50	--
10 56 th Ave	604-9-0	180	A, W	+60	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 173

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
11 56 th Ave	604-9-0	181	A, W	+60	--
	604-9-0	287	--	--	--
7 57 th Ave	604-10-0	007	--	--	--
8 57 th Ave	604-10-0	008	B, W	+60	--
9 57 th Ave	604-10-0	009	A, W	+50	--
10 57 th Ave	604-10-0	010	B, D, W	+60, +80	--
11 57 th Ave	604-10-0	011	A, D, W	+60, +80	Buried (?) RR (+130)
Grand Pavilion	604-10-0	379/389	--	--	--
"	604-10-0	379/390	--	--	--
"	604-10-0	379/391	A	+5	--
"	604-10-0	379/392	A	+10	--
"	604-10-0	379/473	A	+10	--
"	604-10-0	379/394	A	+15	--
"	604-10-0	379/395	A	+20	--
"	604-10-0	379/396	A	+20	--
"	604-10-0	381/434	A	+60	--
"	604-10-0	381/435	A	+55	--
"	604-10-0	381/436	A	+60	--
"	604-10-0	381/437	A	+60	--
"	604-10-0	381/438	A	+70	--
"	604-10-0	381/439	A	+75	--
"	604-10-0	381	C, D, Px2	+140, 175, +130, +150	--
"	604-10-0	381/455	A	+80	--
"	604-10-0	381/456	A	+85	--
"	604-10-0	381/457	A	+90	--
"	604-10-0	381/458	A	+95	--
"	604-10-0	381/459	A	+95	--
"	604-10-0	381/460	A	+100	--

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ISLE OF PALMS – Sheet 173 (cont.)

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
Grand Pavilion	604-10-0	383/405	A	+80	--
"	604-10-0	383/406	A	+80	--
"	604-10-0	383/407	A	+85	--
"	604-10-0	383/408	A	+85	--
"	604-10-0	383/409	A	+80	--
"	604-10-0	383/410	A	+85	RR (+240)
"	604-10-0	383/411	A	+90	RR (+250)
"	604-10-0	383/412	A	+90	RR (+255)
Seagrove Villas	604-10-0	Bldg 10	B	+195	RR (+265)
"	604-10-0	Bldg 11	B	+195	RR (+265)
"	604-10-0	Bldg 9	B	+90	RR (+265)
"	604-10-0	Bldg 8	B	+35	RR (+265)
"	604-10-0	Seagrove	P	+175	RR (+270)
"	604-10-0	Bldg 4	B	+65	--
"	604-10-0	Bldg 3	B	+135	--
"	604-10-0	Bldg 2	B	+240	--
"	604-10-0	Bldg 1	B	+255	--
4 Beachwood East	604-10-0	34	A	+90	--
5 Beachwood East	604-10-0	35	A	+95	--
6 Beachwood East	604-10-0	36	A	+75	--
7 Beachwood East	604-10-0	37	A	+150	--
8 Beachwood East	604-10-0	38	B, P, W	+270, +295	RR (+325)
9 Beachwood East	604-10-0	39	B, W	+275	RR (+340)
10 Beachwood East	604-10-0	40	A	+255	RR (+330)

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ISLE OF PALMS – Sheet 174

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
11 Beachwood East	604-10-0	41	A	+235	--
12 Beachwood East	604-10-0	42	A	+235	--
13 Beachwood East	604-10-0	43	A	+220	--
14 Beachwood East	604-10-0	44	A, P	+175, +200	--
30 Beachwood East	604-10-0	45	A, P	+45, +70	--
15 Beachwood East	604-10-0	90	B	+165	--
16 Beachwood East	604-10-0	91	B	+150	--
17 Beachwood East	604-10-0	92	A, W	+135	--
18 Beachwood East	604-10-0	93	B	+115	L (+130)
19 Beachwood East	604-10-0	94	A, W	+85	--
20 Beachwood East	604-10-0	95	A	+60	--
			W		
4 Dunecrest Lane	604-11-0	4	A	+65	--
5 Dunecrest Lane	604-11-0	5	A, D, W	+55, +80	--
6 Dunecrest Lane	604-11-0	6	B, D, W	+70, +105	--
7 Dunecrest Lane	604-11-0	7	A, W	+65	--
8 Dunecrest Lane	604-11-0	8	A, D, W	+40, +60	--
9 Dunecrest Lane	604-11-0	9	A, W	+55	--
			W		
Beach Club Villas I					
29 – 36 Beach Club Villas Ct (8 units)	604-11-0	105-112	B	+5 to +55	--
			C, W	+20	
1 – 8 Beach Club Villas Ct (8 units)	604-11-0	75-82	B	+5 to +80	--
WDCA Property Owners Beach House	604-11-0	211	C, W	+5	Buried RR (+95)

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ISLE OF PALMS – Sheet 175

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
Beach Club Villas II	604-11-0	114 (127-134)	W	--	Buried RV (+60)
	604-11-0	114 (117-126)	--	--	Buried RV (+60)
	604-11-0	116	--	--	Buried RV (+60)
	604-11-0	115 (143-152)	--	--	Buried RV (+50)
	604-11-0	115 (135-142)	W	--	Buried RV (+45)
Mariners Walk	604-12-0	Mariners II	W x 2	--	Buried RV (+10)
Shipwatch	604-12-0	Shipwatch	D, W x 3	+90	--
Summer House	604-12-0	Summer House	B, W	+50	--
6 Summer Dunes Lane	604-12-0	506	A	+80	--
7 Summer Dunes Lane	604-12-0	507	A	+80	--
8 Summer Dunes Lane	604-12-0	508	A	+80	--
9 Summer Dunes Lane	604-12-0	509	A	+80	--
Tidewater Villas (12 units)	604-12-0	Bldg I	B, W	+5	--
"	604-12-0	Pool deck	P	+5	--
"	604-12-0	Pool Bldg	C	+20	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

ISLE OF PALMS – Sheet 176

Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
Port O' Call (12 units)	604-12-0	Bldg B	B	+35	--
Port O' Call (12 units)	604-12-0	Bldg F	B	+35	--
Seascape (50 units)	604-12-0	Seascape	B, W	+30	--
Ocean Club (102 units)	604-5-0	Bldg 9510	B, W	+20	--
Ocean Point	604-5-0	5	--	--	--
	604-5-0	174	--	--	--
	604-5-0	175	--	--	--
	604-5-0	176	--	--	--
	604-5-0	177	--	--	--
	604-5-0	178	--	--	--
	604-5-0	179	--	--	--
	604-5-0	180	--	--	--
	604-5-0	181	--	--	--
	604-5-0	182	--	--	--
	604-5-0	183	--	--	--
	604-5-0	86	--	--	--
	604-5-0	87	--	--	--
	604-5-0	88	--	--	--
	604-5-0	89	--	--	--
	604-5-0	90	--	--	--
	604-5-0	91	--	--	--
	604-5-0	92	--	--	--
	604-5-0	93	--	--	--
	604-5-0	94	--	--	--
	604-5-0	95	--	--	--
	604-5-0	96	--	--	--
	604-5-0	97	--	--	--
	604-5-0	98	--	--	--

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ISLE OF PALMS – Sheet 177
Structural Inventory

Street/ Development	Tax Map Number	Parcel Number	(*) Structure Inventory	(**) Structure Location (ft)	(**) Erosion Control Structure
Ocean Point			W		
	604-5-0	99	--	--	--
	604-5-0	102	--	--	--
	604-5-0	103	--	--	--
	604-5-0	104	--	--	--
	604-5-0	105	--	--	--
	604-5-0	106	--	--	--
	604-5-0	107	--	--	--
	604-5-0	108	--	--	--
	604-5-0	109	--	--	--

Counts are approximate. Distances relative to 40-year setback line were calculated using 2021 aerial imagery and information from DHEC OCRM. Distances are approximate and actual distances may vary. If more accurate distances are required a field survey is recommended. See Sheet 163 inventory for Structure Notes.

Appendix 2. Maps

(not updated for 5-Year Review -- see 2017 LCBMP)

RESOLUTION 2023-04

BY THE CITY COUNCIL OF THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, TO RECOGNIZE GORDON WHEELER FOR HIS CONTRIBUTIONS TO THE PROSTATE CANCER FOUNDATION

WHEREAS, on May 13th, the 10th annual Wild Dunes Men's Golf Association Charity Golf Event and Auction benefiting the Prostate Cancer Foundation will be held; and

WHEREAS, the support for this tournament has been steadily increasing over a decade, becoming the largest single private fundraiser benefiting Prostate Cancer Foundation; and

WHEREAS, over the past nine years, this event has raised more than \$820,000 for the Prostate Cancer Foundation; and

WHEREAS, this year's event could raise \$1 million, thanks to the generosity of an anonymous donor who also serves on the national Prostate Cancer Foundation board who has agreed to match whatever the tournament raises this year; and

WHEREAS, Gordon Wheeler, this year's honoree, is a local artist who has supported the golf event over the past several years by making sizable contributions of original art custom-made for the event and hosting fundraiser events; and

WHEREAS, as an avid golfer, Wheeler combined his love of painting with his love of golf and was selected to paint the official prints and posters for the PGA when the 1991 Ryder Cup was played on the Ocean Course at Kiawah Island and has painted for numerous other PGA golf tournaments across the country; and

WHEREAS, his golf art is highly sought after and collected worldwide; and

WHEREAS, Wheeler has also enlisted members of Bulls Bay Golf to join the Wild Dunes Men's Golf Association to try to break the 2022 record of \$300,000 raised to fight prostate cancer and more than 40 Bulls Bay members have committed to the fundraising effort; and

NOW, THEREFORE, BE IT RESOLVED that City Council, in meeting duly assembled, hereby recognizes Gordon Wheeler for this efforts, generosity and commitment to the Prostate Cancer Foundation.

**PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF
PALMS, SOUTH CAROLINA, ON THE _____ DAY OF _____, 2023.**

Phillip Pounds, Mayor

Attest:

Nicole DeNeane, City Clerk

RESOLUTION NO. R-2023-06

A RESOLUTION TO OPPOSE THE IMPLEMENTATION OF BILL H3253 BY ALL LAWFUL MEANS

WHEREAS, Bill H3253 was filed in the South Carolina General Assembly on March 29, 2023 by Rep. Lee Hewitt, and co-sponsored by Rep. Melissa Oremus, Rep. Lin Bennett, Representative Jay Kilmartin, Representative Robert May, Representative Frank Atkinson, Representative Jackie Hayes, Representative Benjamin Connell, Representative Bill Hager, Representative Roger Kirby, Representative William Bailey, Representative Carla Schuessler, Representative Patrick Haddon, Representative Robby Robbins; and

WHEREAS, Bill H3253 is a Bill to amend the Code of Laws of South Carolina, 1976, by adding Section 6-1-195 so as to provide that a governing body of a municipality, county, or other political subdivision of the state may not enact or enforce an ordinance, resolution, or regulation that prohibits the rental of a residential dwelling to a short-term guest and to provide penalties for doing so; and

WHEREAS, while short-term rentals are a part of community's tourism related economy, local governments must retain the ability to regulate them to protect the health, safety, and interests of owners, neighbors, and visitors; and

WHEREAS, short-term rentals may have adverse impacts on surrounding neighborhoods including, but not limited to, increased noise, garbage, litter and traffic changes to the private residential character of the neighborhood, the uncertainty and instability of the identity of the occupants of neighboring properties, a decline in the shared sense of community, and increased demands on water and wastewater, and on code enforcement, police, fire and emergency services; and

WHEREAS, the City of Isle of Palms previously adopted regulations to address short-term rental uses of dwellings in 2007, prior to the proposed enactment of Bill H3253's statutory preemption; and

WHEREAS, maintenance of the character and integrity of residential neighborhoods is an essential local government purpose implemented through local zoning and licensing regulations, representing a substantial local governmental interest; and

WHEREAS, short-term rental periods of a few days to weeks for transient occupants is a use that is more commercial in nature, and that is best regulated as already set forth in the City of Isle of Palms Code, Title 5, Article 9; and

WHEREAS, local government regulation of short-term rentals protects visitors and the residents of the City of Isle of Palms; and

WHEREAS, the City of Isle of Palms finds it to be in the best interest of the residents of the City to oppose Bill H3253 and urge the South Carolina Legislature and the Governor to oppose

Bill H3253, and any legislation which infringes on local governments' home rule authority or in any way restricts local governments' ability to regulate short-term rental uses within their neighborhoods – a uniquely local function.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council this ____ Day of _____, 2023 that the City of Isle of Palms, South Carolina strongly opposes Bill H3253 which the City views as being in violation of the Home Rule Act and urges the South Carolina Legislature and Governor Henry McMaster to oppose Bill H3253.

PASSED AND APPROVED BY THE CITY COUNCIL FOR THE CITY OF ISLE OF PALMS, SOUTH CAROLINA, ON THE ____ DAY OF JANUARY, 2023.

Phillip Pounds, Mayor

Nicole DeNeane

City Clerk