



Safe, Connected + Equitable Transportation on/to Union Pier

Charleston Moves requests:

- Creation of a street and pathway design committee to develop specific bike/ped/transit connectivity layouts — including intersections — to ensure that designs to, from and on the site circulate vulnerable road users in a consistent, safe and enjoyable way.
- Design and installation of a dedicated, predictable network that ties into Wonders' Way, People Pedal Plan and Citywide Transportation Plan, including, but not limited to: on-street bike lanes on Market Street, Concord Street, Washington Street, and Laurens Street; on-street bike lanes on East Bay Street where possible, linking to a cycle track/bike lanes on Alexander Street, through an upgraded Calhoun/East Bay intersection; bike box at East Bay/Chapel; multi-modal connections from off-site affordable housing to these facilities; and integration with high quality bus stops, bike share stations, a future ferry dock, Lowcountry Rapid Transit, and the East Coast Greenway.
- Installation of infrastructure prior to any vertical development, and subject to approval by the City of Charleston's Traffic & Transportation Department.
- Dedication of more public space to non-motorized use (i.e. open streets, car-free zones and pedestrian plazas).
- Setting of maximum parking limits and reduction of on-street parking throughout the site. 220 on-street spaces is far too many, particularly given the excessive off-street parking proposed. Streetscapes that include on-street bike lanes and on-street parking need to be oriented as parking-protected bike lanes. Travel lanes should not exceed 10' in width. Engineer streets for slow speeds through a mix of chicanes, raised crosswalks and intersections, curb extensions, and mid-block crossings.
- Protection of usable path and sidewalk widths by avoiding right-of-way encroachments, including architectural and landscaped features. All sidewalks and alleys must be ADA-compliant.
- Honoring the City's sidewalk width requirements, as they relate to building heights.
- Incorporation of bike parking standards.
- Reduction of overall space catered to motor vehicles. We oppose cross-sections of three travel lanes or more.

Our related livability concerns:

- Increase the percent of on-site affordable housing, make it in perpetuity, and ensure opportunity for renters to become homeowners. At no time throughout development of Union Pier should less than 20% of all available residential units be categorized as affordable and workforce. The Ports Authority must be responsible for building off-site housing properties, rather than paying into a fund and requiring the City to construct them.
- As reiterated by TRC, 600 accommodations units is too many; this needs to be drastically reduced. We recommend the City study how many units are needed on the peninsula to meet visitor demand prior to approving language in the PUD. Tourism revenue cannot continue to eclipse quality of life for locals.
- There should be more and larger public parks and greenspaces throughout the site.
- The process thus far has been entirely developer-led, rather than City-led. This lack of a predetermined vision for the property, coupled with a "unique" review process makes the case for a reset to better strike a balance of what uses (and how much of those uses) are needed in this area of the peninsula. Since the Port did not pay for the land they are aiming to develop, it opens the door for a more collaborative, sensitive approach that is less profit-driven.