

Appendix I

Relocation Impact Study





TECHNICAL MEMORANDUM: RELOCATION IMPACT STUDY

INTERSTATE 526 (I-526)

FROM PAUL CANTRELL BOULEVARD TO VIRGINIA AVENUE
NORTH CHARLESTON AND CHARLESTON, SOUTH CAROLINA



JULY 2021

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Appendix: Mapping - FEIS-ROD Relocation Impact Study - June 2022

1.0 INTRODUCTION

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing a Final Environmental Impact Statement-Record of Decision (FEIS-ROD) for the proposed I-526 Lowcountry Corridor WEST Project (I-526 LCC WEST) to address the existing and future transportation demands on the I-526 corridor from Paul Cantrell Boulevard in Charleston, to Virginia Avenue in North Charleston, South Carolina.

The I-526 LCC WEST project includes improvements to the I-526 and I-26 system-to-system interchange. This interchange is an important local link for North Charleston residents because it provides access to downtown Charleston, Summerville, West Ashley (a suburb of Charleston), and Mount Pleasant. I-26 links the Charleston area with other major cities to the west like Columbia and Spartanburg, South Carolina, and north to Asheville, North Carolina, as well as with I-95, I-77, I-20, and I-85; refer to Figure 1.1.

I-526 provides the only freeway access to two important port terminals, the North Charleston terminal, and the Wando Welch terminal. Wando Welch is the busiest terminal in the region and has no access to rail. I-526 is an important route for daily commuting traffic and is part of the network for transporting freight and commercial goods to and from the Port of Charleston and throughout the region. I-526 also provides freeway crossings over three major rivers. To the east of I-26, the route crosses the Cooper and Wando Rivers providing an important connection and hurricane evacuation route, for the Daniel Island and Mount Pleasant areas. To the west of I-26, the route crosses the Ashley River and provides a similar connection to the West Ashley area.

The proposed project consists of 3.5 miles of work on I-26 and 9.2 miles of work on I-526 for an approximate total of 12.7 miles. The project corridor, as shown by the proposed right of way in Figure 1.2, generally follows the section of I-526 from Paul Cantrell Boulevard to Virginia Avenue including the I-26/I-526 interchange. The I-526 LCC WEST project also proposes upgrades/changes to five interchanges along I-526: I-526 at Paul Cantrell Boulevard; I-26/I-526 system-to-system interchange; I-526 at Rivers Avenue; I-526 at N Rhett Avenue, and I-526 at Virginia Avenue. These project limits were selected as the rational end points for the transportation improvements and the environmental review, also referred to as logical termini. The western terminus of Paul Cantrell Boulevard and the eastern terminus of Virginia Avenue are major points of congestion based on traffic analyses for the project.

1.1 PROJECT PURPOSE

The purpose of the project is to increase capacity at the I-26/I-526 interchange and along the I-526 mainline, thereby relieving traffic congestion and improving operations at the I-26/I-526 interchange and along the I-526 mainline from Paul Cantrell Boulevard to Virginia Avenue.

SCDOT ranks the segment of I-526 between I-26 and Virginia Avenue as the most congested segment of interstate highway in South Carolina. The remainder of the I-526 LCC WEST project, from I-26 to Paul Cantrell Boulevard, ranks among the top ten of the state's most congested corridors. Forecasts show that segments of that corridor will continue to be among the state's most congested in 2040. Due to

Geometric Deficiencies, the interchange of I-526 and I-26 is the major source of the congestion (refer to FEIS-ROD Chapter 2 for additional information). The provisions of the 2014 South Carolina Multimodal Transportation Plan, Interstate Plan are incorporated by reference.

Figure 1.1: Regional Overview

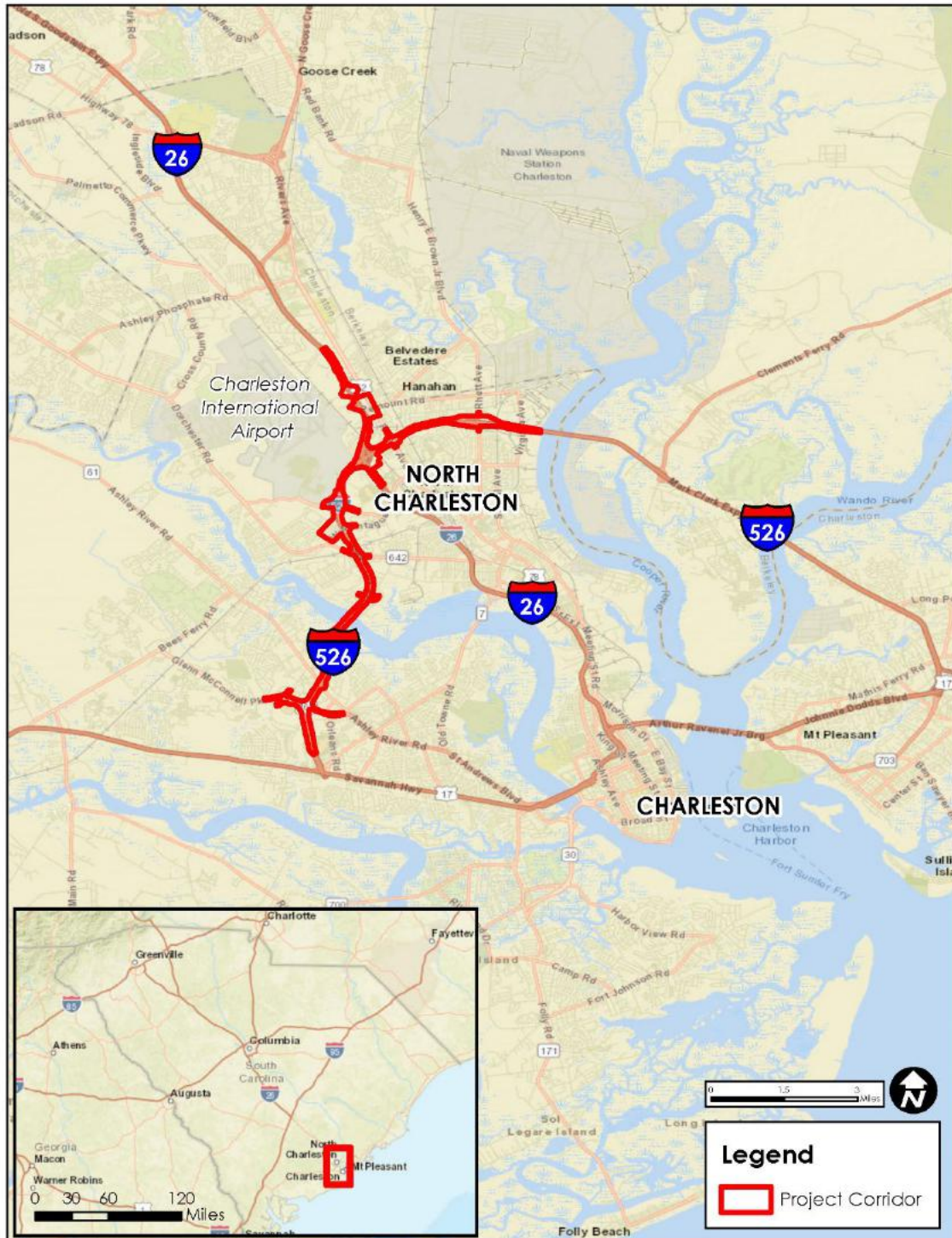


Figure 1.2: I-526 LCC WEST Project Study Area (Preferred Alternative Right of Way in Red)



1.2 PROJECT NEED

The I-526/I-26 interchange was listed as the #2 project in the 2035 CHATS LRTP Ranked List of Candidate Transportation Projects and is now listed on the Committed Roadway Projects for the 2040 CHATS LRTP. This interchange is also the #6 project on SCDOT's ACT 114 Interstate Capacity List and is listed in SCDOT's State Transportation Improvement Plan 2017-2022. Congestion was detailed in SCDOT's

Corridor Analysis for I-526 Between North Charleston and West Ashley and in the Interstate Plan portion of SCDOT's 2014 Multimodal Transportation Plan, which lists four segments within this project corridor among the top 20 most congested interstate segments.

1.3 PROJECT IMPACT SUMMARY

All Proposed Reasonable Alternatives that were evaluated as a part of the Draft Environmental Impact Statement (DEIS) would create relocation impacts to residents, businesses, billboards, cell towers, community centers, churches, and institutions due to the close proximity of these structures to the existing I-526 and I-26 corridors. A Recommended Preferred Alternative was then selected based on factors such as the fewest relocation impacts, see FEIS-ROD Chapter 3 for more information on how the project team selected a preferred alternative. Based on the Recommended Preferred Alternative, it is anticipated that there will be approximately 156 residential relocations and 28 commercial buildings that account for 71 commercial unit relocations along the project corridor, as described Table 1.2, which provides a direct comparison to the relocation counts presented in the October 2020 DEIS publication.

Changes since the October 2020 DEIS Publication

There has been an increase of 62 residential relocations and 10 commercial buildings since the DEIS was published. The additional residential relocations are due in part to a supplementary right-of-way field study that was conducted in July 2021, which counted displacements within the proposed right-of-way boundary, identified additional displacements that were not previously visible from aerial imagery, and verified multi-family or single-family residence status. Because two (2) hotels are likely to be displaced as a part of the project, the project team has also included an estimate of the long-term hotel tenants in the updated residential relocation count. Per SCDOT Relocation Manager guidance, this estimate is based off the percentage of long-term tenants occupying impacted hotels of previous SCDOT projects. Through this methodology, the tenant to room rate typically ranges from 10-20% of total occupancy. The high end of this range was used for this project to reflect a conservative estimate. This estimate is subject to change as contact with tenants is initiated during the Right of Way phase. Furthermore, per requests from the Community Advisory Council (CAC), cul-de-sacs have been added at the end of previously bisected roads in the Highland Terrace and Liberty Park neighborhoods which resulted in additional, yet minimal, property impacts.

Commercial relocations were also re-evaluated to provide a count of actual tenants rather than the number of commercial building displacements. The count of building units is intended to estimate a more accurate number of businesses that may be relocated as a part of this project. In addition to the field study, access and drainage impacts were evaluated which resulted in additional relocations.

It is noted that relocation impact numbers for all of the Proposed Reasonable Alternatives would increase to reflect the considerations detailed above. It is SCDOT's desire to leave in place remaining homes and parcels with an adequate front yard and space for parking, so final relocation impacts will be based on negotiations with each individual property owner as a part of the appraisal process during the right of way phases. These counts will be refined as the project advances and additional measures are evaluated to minimize impacts.

There is a possibility that the number of single-family homes and mobile homes could change due to homes being built on vacant lots and homes or mobile homes being vacant. As noted above, the increase in business relocations for the FEIS-ROD reflects a count of actual tenants, not just commercial buildings. The number of tenants in the commercial buildings are subject to change due to vacancies, leasing to new tenants, and altering space to accommodate current tenant needs. To accommodate these considerations, this study presents a range of relocations. Relocation estimates and updates from the DEIS publication for the Preferred Alternative are described in Table 1.1 and are based on the best available information at the time of production from sources including 2019 GIS imagery provided by Charleston County, 2021 GIS ESRI imagery, latest market information, and field verification. Mapping of the relocations along the project corridor can be reviewed in the Appendix of this document (Figures A.1-A.13). Specific relocation counts from this mapping are summarized in Table 1.2. These estimates are subject to change in response to housing and/or businesses changes in the project study area.

Table 1.1: I-526 LCC WEST Project Direct Impact Summary: Range Changes from the DEIS to the FEIS-ROD

Displacements by Preferred Alternative	DEIS Approximate Number of Displacements	FEIS ROD Approximate Number of Displacements ¹	Locations
Single Family Dwellings	30 - 40	40 - 45	North Charleston and West Ashley
Multi-Family Dwelling Units ²	40 - 50	90 - 110	North Charleston and West Ashley
Mobile Homes	10 - 20	10 - 15	North Charleston
Commercial Buildings (Units) and Farms ³	15 - 20	25 - 30 (65 - 75 units)	North Charleston
Billboards	10 - 20	15-25	North Charleston and West Ashley
Cell Towers	1	2	North Charleston
Recreational	2	2	North Charleston
Church	1	1	North Charleston
Institutions	1	1	North Charleston

¹ Estimates have increased since the DEIS publication to account for additional displacements identified through a field study as described in Section 1.3. Additional business displacements can be attributed to a consideration of access impacts and a count of actual tenants, rather than solely the number of commercial building displacements. All relocations reflect a conservative estimate that will be refined as the project advances and additional measures are evaluated to help further minimize impacts.

² Includes apartments, townhomes, duplexes, triplexes, and estimated long term tenants at impacted hotels.

³ All impacts counted under Business and Farms are business impacts since there are no farm impacts associated with the I 526 LCC WEST project.

Table 1.2: I-526 LCC WEST Project Direct Impact Summary: Mapping Count Changes from the DEIS to the FEIS-ROD

Displacements		Recommended Preferred Alternative (DEIS)	Recommended Preferred Alternative (Updated FEIS ROD) ¹
Residential	Single-Family	36	43
	Multi-Family Units ²	47	102
	Mobile Homes	11	11
Commercial Buildings (Units)		16	28 (71 units)
Billboards		10-20	20
Cell Towers		1	2
Recreational		2	2
Church		1	1
Institutional		1	1

¹ Estimates have increased since the DEIS publication to account for additional displacements identified through a field study as described in Section 1.3. Additional business displacements can be attributed to a consideration of access impacts and a count of actual tenants, rather than solely the number of commercial building displacements. All relocations reflect a conservative estimate that will be refined as the project advances and additional measures are evaluated to help further minimize impacts.

² Includes apartments, townhomes, duplexes, triplexes, and estimated long term tenants at impacted hotels.

2.0 RELOCATION IMPACT STUDY

In accordance with FHWA Technical Advisory T6640.8A, a review of the potential relocation impacts associated with I-526 LCC WEST from Paul Cantrell Boulevard in Charleston, SC to Virginia Avenue in North Charleston, SC has been conducted in the form of a Relocation Impact Study. The purpose of a Relocation Impact Study is to identify any possible challenges with the displacement of individuals, families, businesses, farms, and nonprofit organizations so that plans can be developed to mitigate these problems prior to the Right of Way Acquisition phases.

The SCDOT has put forth an effort to involve the public for suggestions, views, and advice on the preliminary design alternatives and the draft mitigation for replacement housing and community centers. Public Informational Meetings were held at various times and locations from 2016-2022 as noted below:

- 7/18/16 - Community Meeting at Radisson Hotel on Rivers Avenue
- 7/19/16 - Community Meeting at Jerry Zucker School
- 7/21/16 - Community Meeting at Alfred William Community Center
- 7/25/16 - Community Meeting at Alfred Williams Community Center
- 7/26/16 - Community Meeting at Danny Jones Center
- 7/28/16 - Community Meeting at Felix Davis Center
- 10/25/16 - Community Meeting at West Ashley Magnet Middle School
- 2018 - City of North Charleston's Councilwoman Dorothy Williams hosted a Project Informational Meeting
- 11/9/19 - Community Drop in at Biblical House of God
- 11/13/19 - Community Drop-In at Ferndale Community Center
- 11/14/19 - Community Drop-In at Life Changers Church

- 11/18/19 - Community Drop-In at Danny Jones Center
- 11/19/19 - Community Drop-In at Citadel Mall
- 11/21/19 - Public Information Meeting at Convention Center
- 1/25/20 - Community Office Open House
- 11/6/20 - Community Drop-In at Biblical House of God*
- 11/7/20 - Community Drop-In at Ferndale Community Center*
- 11/14/20 - Community Drop-In at Enoch Chapel*
- 11/19/20 - Virtual Public Meeting Goes Live*
- 11/18/20 – BCDCOG Staff Briefing on I-526
- 12/5/20 - In Person Meetings at Community Office for Public Hearing attendees*
- 12/8/20 – 12/9/20 - Live Chat and Community Office In-Person Meeting for Public Hearing*
- 12/15/20 - Live Comment Session with Virtual Public Hearing*
- 3/6/21 - CIEP Open House at Ferndale Community Center*
- 7/9/22 - Community Drop-In – location TBD

*Opportunity for public to provide feedback on the DRAFT EJ Community Mitigation Plan

These meetings allowed members of the communities affected by the project to meet with SCDOT and other representatives involved with the project design and planning. The Community Advisory Council (CAC) was also consulted on how to improve the quality of life for the affected communities and how to mitigate for the impacts to the community centers, affordable housing, and roads in the surrounding areas as a result of the project. For a complete overview detailing the effort, please see the Environmental Justice (EJ) Outreach Strategy and Tools, Appendix X of the FEIS-ROD.

Real Estate Market data, Census data, and recorded public records were used to compile statistical data. All findings are included in this report.

The complexity of the project requires careful planning, community involvement, and support from several Federal and State Agencies. To address the number of potential displacees both residential and commercial, solutions and next steps have been included in the Section 5.0 conclusion of the report. To ensure project delivery, a right of way acquisition plan will be completed before the start of the right of way acquisition process to address potential acquisition issues that may arise.

The areas of focus are from Paul Cantrell Boulevard in Charleston, to Virginia Avenue in North Charleston, South Carolina (see Figure 1.2). To determine the number of potential displacements within the Preferred Alternative, 2019 and 2021 aerial photographs, design files, project plan sheets, and maps showing the proposed new right of way were reviewed. The estimates number of potential displacements can be reviewed in Table 1.1, 1.2, and the mapping found in the Appendix of this document. All relocations identified will be refined as the project advances and additional measures are evaluated to help further minimize impacts.

When road plans are developed to the point of the right of way acquisition, the acquisition process will be conducted in accordance with State Law 28-11-10 and the Uniform Relocation Assistance and Real Property Acquisition Act Policies of 1970 as amended. The Act provides for payments of just compensation for property acquired and equitable services and benefits necessary for a successful

relocation of displaced persons and businesses for a federal aid project. Title VI of the Civil Rights Act of 1964 will be followed and will be provided without discrimination.

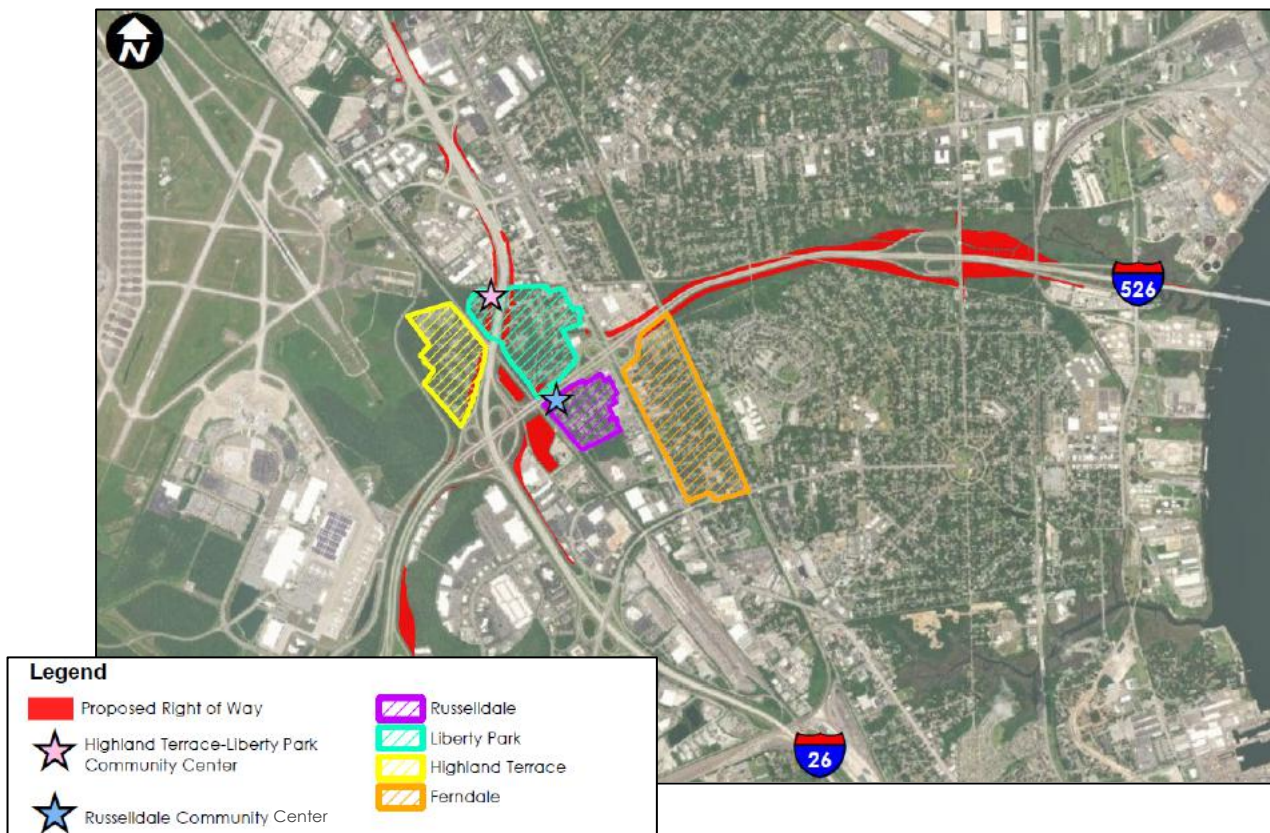
2.1 AFFECTED NEIGHBORHOODS

The Preferred Alternative will impact homes in both North Charleston and West Ashley, a suburb of Charleston, South Carolina.

2.1.1 North Charleston

The residences located within the North Charleston area affected by the project will require relocation assistance. Many of the anticipated residential and recreational impacts are expected to effect four well established residential Environmental Justice (EJ) communities in North Charleston: Ferndale, Highland Terrace, Liberty Park, and Russelldale, as shown in Figure 2.2.

Figure 2.2: Environmental Justice Communities with the Highest Impacts from the I-526 LCC WEST Project



According to the Census Reporter (June 2021), the Per Capita Income for North Charleston is \$29,552.00, with a median household income of \$53,470.00. The North Charleston area employs primarily workers in construction, manufacturing, retail, and health care. It is one of South Carolina's major industrial centers and top area for retail sales. Most of the industries are supported by the Port of Charleston, the Charleston International Airport, and the multiple railroad lines, Palmetto Railways, Norfolk Southern, and CSX Transportation which transports goods into and out of the North Charleston area.

Residents in the North Charleston area have access to Charleston Area Regional Transportation Authority (CARTA) and TriCounty Link. CARTA serves the urban and suburban area of the Tri-County (Berkeley, Charleston, and Dorchester) region. It provides service between larger communities, has regular routes to major destinations and provides free transportation in the downtown area. CARTA also manages the Tel-A-Ride Service which meets residents with disabilities to transport them around the region. TriCounty Link provides similar services to more rural parts of North Charleston. They have 49 buses that are American with Disabilities Act (ADA) compliant and serve areas as far as Summerville.

Healthcare in North Charleston is provided by many different private practices throughout the area, but chiefly by Trident Medical Center and Medical University of South Carolina Health. Both medical facilities are located in the northern region of North Charleston. Emergency services are provided by the North Charleston Fire Department, Charleston County Sheriff, and the Charleston Volunteer Rescue Squad. In total, there are approximately five EMS Medic locations, 15 Charleston County Fire Stations, and ten police departments throughout North Charleston. North Charleston has three public libraries: The Dorchester Road Regional Library, the Otranto Regional Library, and the Cooper River Memorial Library.

Public schools located in North Charleston are part of Charleston County's District Four. There are 14 elementary, six (6) middle, six (6) high schools, and two (2) charter schools throughout North Charleston, with the majority located near the southern portion of the city. There are also eight universities and colleges located in North Charleston.

There are many religious institutions located in North Charleston, including churches and Iglesias, with approximately 33 that serve the communities most impacted by the I-526 LCC WEST project.

North Charleston has many parks and facilities for recreation, including 21 community center facilities. Notable centers within the impacted communities are shown in Figure 2.2 and include the Russelldale Community Center and the Highland Terrace-Liberty Park Community Center.

2.1.2 West Ashley

West Ashley will also be impacted by the project and those in the area affected by the project will require relocation assistance.

West Ashley is characterized by a mixture of residential and commercial properties. According to the Census Reporter (June 2021), the Per Capita Income for West Ashley is \$39,131.00, with a Median Household Income of \$64,189.00. There are established communities with some new construction taking place. West Ashley has a lesser number of displacements than North Charleston.

Residents in the West Ashley area have access to Charleston Area Regional Transportation Authority (CARTA) and Tri-County Link bus services. Tri-County provides service between large communities and provides free transportation to the downtown area.

Healthcare services in West Ashley are provided by the Medical University of South Carolina, Bon Secours St. Francis Hospital, Roper St. Francis Health Care, and Health First. The Charleston County Emergency Medical Service Department provides emergency medical services. The West Ashley project study area has five fire stations, two operated by West Ashley and three operated by St. Andrews. The closest

available police station is located across the Ashley River in the City of Charleston. Library services for West Ashley are provided by Charleston County Public with local branches at the West Ashley Library, the Cynthia Graham Hurd/St. Andrew's Regional Library, and a planned branch on Bees Ferry Road.

West Ashley's public schools are served by Charleston County School District 10. There are seven (7) elementary schools, two (2) middle schools, one (1) high school, and two (2) charter schools in West Ashley.

Religious facilities in the project study area include churches, synagogues, and churches with services in Spanish. There are many religious facilities located in West Ashley, with approximately 19 located within the project study area.

Although West Ashley does not have community centers available for individual neighborhoods, there are various parks and facilities for recreation. None are within the project study area.

2.2 RESIDENTIAL DISPLACEMENT OWNERS AND TENANTS

As shown in Section 1.3 and in the Appendix mapping, there are approximately 43 single-family dwellings, 11 mobile homes, and 102 multi-family dwelling units that will likely be affected by the Preferred Alternative. Many of the anticipated impacts are expected to effect four residential communities in North Charleston: Ferndale, Highland Terrace, Liberty Park, and Russelldale. Below is a summary of the demographics of the populations in each neighborhood, but more detailed information can be found in the FEIS-ROD Appendix G, the Environmental Justice Analysis.

- The Ferndale Neighborhood is composed of mobile homes, single-family homes, apartments, and duplexes. Using census data, 95% are minority, 73% are tenant occupied, and 4% are 65 years of age or older.
- The Highland Terrace Neighborhood is composed of single-family homes and apartment buildings. Using census data, 91% are minority, 83% are tenant occupied and 18% are 65 years of age or older. Joppa Way is a subdivision of Highland Terrace and for the purposes of this document will be part of the
- The Liberty Park Neighborhood is composed of single-family homes, duplexes, mobile homes, and apartment buildings. Using census data, it is 59% minority, 42% tenant occupied, and 25% is 65 years of age or older.
- The Russelldale Neighborhood is composed of single-family and mobile homes, duplexes, and small apartment buildings. Using census data, 84% are minority, 73% are tenant occupied and 9% of the community is 65 years of age or older.

There is a possibility that some of the residents may be handicapped or disabled and will require additional assistance while being relocated. As stated in the September 2020 study that was completed for the DEIS, based on community informational meetings, the impacted homes are primarily single-family, brick, or framed with two to three bedrooms and one to two bathrooms. Some families may be larger than average, in which case overcrowding will need to be considered. Public Records indicate the homes are between 800-2,000 square feet sitting typically on at least 0.10 acres. In addition, there may be long-term tenants living at either of the two (2) hotel displacements along the project. This will be determined during the Right of Way Acquisition phases of the project.

Based on the recommendations from the 2018 Preliminary Relocation Impact Study, to avoid confusion about the project, and to assist with the understanding of the acquisition and relocation process, a Community Office was established at a central location to all of the affected communities. A Right of Way Liaison along with Community Outreach Specialists are available at the Community Office to answer questions about the project and timeframe. The liaison will provide advisory services to the impacted residents to ensure they fully understand their rights, benefits, responsibilities, and opportunities available. Because some of the elderly potential displacees may not have access to the internet, other means of communication, such as mailers and door hangers, were utilized to distribute project information. As suggested in the 2018 Preliminary Relocation Impact Study, SCDOT has communicated with the residents of the community by hosting several public information and community meetings to solicit input on the Preferred Alternative (see Section 2.0 for a list of the community meetings). In addition, the CAC was established with members of the community to provide additional outreach opportunities and develop a mitigation plan to help offset project impacts. Please see the FEIS-ROD Appendix U and X, the Public Involvement Plan and EJ Outreach Strategy and Tools, which outline the efforts by SCDOT to involve and assist the community.

According to census data, the West Ashley area affected by the Preferred Alternative is composed of 66% minority, are 76% tenant occupied, and 16% are 65 years of age or older. Based on the Preferred Alternative, approximately six tenant-occupied units and one single-family home will likely be affected. There is a mixture of apartments, townhomes, and single-family homes in the area. They are both owner and tenant occupied. The affected areas are located close to the Citadel Mall, restaurants, and other shops. Market research indicates there are several apartment complexes and new construction that may accommodate those being displaced requiring relocation assistance.

2.3 SECTION 8 HOUSING

Section 8 Housing is a Federal program that is provided by the U.S. Department of Housing and Urban Development (HUD). The purpose of the program is to provide affordable housing to individuals or families that are having a difficult time finding a home because of their financial situation. Applicants on the program are provided a portion of their monthly rental payment. As a part of the initial study, interviews were conducted with three housing authorities located in Charleston. The three housing authorities interviewed indicated that they all have Section 8 housing voucher programs and a number of tenants with vouchers in the units being displaced by the Recommended Preferred alternative for this project. During those interviews, it was determined that the recipients are allowed to choose apartments, townhouses, or homes within the program. If the recipient has located or found a home that is not currently on the list provided or in the system, there is a possibility that the home can be approved provided all requirements are met. As a part of the requirements, the landlord must be willing to accept government subsidies, and an inspection must be completed to ensure that the unit is in good condition and meets requirements for decent, safe, and sanitary housing set by the Section 8 program. During the interviews, there were very few available units within the areas of focus.

There are a limited number of applications accepted during the application process. According to the SC Housing Authority's representatives, the waiting time is two to four years for acceptance into the program. Eligibility is established through a series of questions, answers, and information provided during

the official housing application process. Many of the questions refer to the applicant's income, family composition, background, and financial ability. Documented proof is also confirmed and reviewed before being considered. There is currently a waiting list for Section 8 housing in all areas of Charleston. This requires potential recipients to be placed on a waiting list or a lottery-type selection which is used to move the person forward. When a person is approved for the program, they may research the area for available housing, contact a list of landlords in search of housing, or provide an address with the agreement and approval from a landlord that the dwelling can be placed on the Section 8 program.

Finding comparable housing within the area may be difficult and may require other measures to assist in finding a replacement location and remain in the program. If a person is currently within the Section 8 system and cannot find suitable housing within the area, they may request to be ported to another area within the same program. SCDOT will work closely with the local Housing Authorities to ensure that each tenant that is currently receiving Section 8 Assistance will continue to receive the same assistance even if it requires them to relocate to another area outside of their current community.

2.3.1 Mitigation for Section 8 Recipients

Previous studies have made the following recommendations and SCDOT has implemented these recommendations as indicated:

- Work closely with the State Housing Authority to move the displaced person(s) from the I-526 LCC WEST project to the top of the list for available replacement housing.
 - SCDOT has committed to working with the SC Housing Authority to assure that those in Section 8 Housing continue to receive the same assistance.
- Research other areas, by choice of the recipient, for available housing outside of their prospective area.
- As part of the Uniform Act, each tenant on the project should understand the down payment option as a means to go from tenant to owner. A workshop or class will be held at the Community Office to assist with the understanding of entitlement, the process, and the requirements.
 - Workshops were planned to start in 2020 but were deferred due to precautions implemented during the global pandemic. The Community Office is actively procuring vendors to set up workshops to start educating those interested in home ownership and finances.
- Construct affordable multi-family and single-family housing for displaced residents.
 - SCDOT has agreements in place to construct multi-family housing and have committed to and are actively purchasing 45 single-family lots. In addition, they are developing the framework to partner with an affordable housing organization to construct single-family dwellings as replacement housing.
 - SCDOT has committed to a First Time Home Buyer Grant Program and Financial Literacy and First-time Home Buyer Counseling to encourage home ownership for impacted residents.

Additional mitigation ideas for consideration

- Monitor new housing developments in the area to identify opportunities to utilize ROW tools such as options to buy where appropriate to reserve housing stock early.

2.4 MOBILE HOMES

There are five main categories or groups of mobile homes:

- Owner occupant of the mobile home and land;
- Owner occupant of the mobile home; leases the land;
- Owner of the mobile home; leases the lot; rents the mobile home to a tenant;
- Owner of the mobile home and lot; leases to a tenant; and
- Owner of the mobile home may lease or own lot occupies periodically (not primary residence)

There are three areas containing mobile homes within the Preferred Alternative with 11 mobile home displacements.

As stated in the September 2020 study, Ferndale Mobile Home Park has the highest concentration of mobile home impacts. The neighborhood is a mixture of mobile and single-family homes and a few commercial businesses. There are public facilities including the Ferndale Community Center and transit routes along the areas located on Rivers Avenue. There are restaurants and convenience stores within a short walking distance from the mobile home park.

As stated in the September 2020 Study, Ferndale Mobile Home Park has older single wide mobile homes that are approximately 12' x 60' in size. The mobile homes are tenant occupied with a rental package including the mobile home and the land. They all appear to be underpinned, have a concrete pad, and a parking area. The monthly rental amount has not been established however, similar rental units in nearby areas are approximately \$599.00 for a (1) bedroom, \$699.00 for (2) bedrooms, and \$825.00 for (3) bedrooms.

There is one mobile home displacement anticipated in the Russelldale neighborhood and one in the Liberty Park neighborhood that are mixed with single-family homes and duplexes. They are located within established communities with familiar neighbors and support systems. Public facilities including the Russelldale Community Center and the Highland Terrace-Liberty Community Center, are also available within the areas of displacement.

Any handicap considerations will be addressed during the Right of Way Acquisition phases of the project. Individuals that may require handicap assistance will be provided with special provisions to ensure adherence to the Americans with Disabilities Act of 1990 (ADA).

It appears that most of the mobile homes in the displacement areas are older models and most likely cannot be moved. If the mobile homes are owner-occupied and cannot be moved, the mobile home will be given special consideration to determine if they are real estate or personal property. If they are mobile, they will be considered personal property and if possible, relocated to another location. If they are tenant occupied, the displacees may be relocated to single family dwellings or apartments as comparable replacements or choose to purchase a home using the down payment option. The rental supplement payments may result in Housing of Last Resort as described in Section 2.5. Research showed that there are several mobile home parks in the surrounding areas however, most of the parks have little

or no available vacant spaces to accommodate the low-income displacements associated with the project.

2.5 HOUSING OF LAST RESORT

Affordable housing is still a concern and remains a top priority for SCDOT. As a way to assist with affordable housing and the shortage for both owners and tenants, Housing of Last Resort will be used following the guidelines in the Uniform Act and the SCDOT Relocation Manual. Housing of Last Resort is used when a project or program cannot move forward promptly because there are no comparable replacement dwellings available within the monetary limits for owners or tenants. The purpose is to allow broad latitudes in methods so that decent, safe, and sanitary replacement housing can be established.

There are approximately 43 single-family dwellings, 11 mobile homes, and 102 multi-family dwelling units that are located within the proposed right-of-way corridor or close proximity of the Preferred Alternative and will need to be relocated. Final relocation impacts will be based on negotiations with the property owner, but these conservative estimates are being used for impact assessment and right-of-way cost estimation. The right of way acquisition for this project will be phased, which could give the current real estate market time to absorb the single-family dwelling displacements. Per SCDOT Relocation Manager guidance, long-term hotel residents would be compensated with similar long-term stay hotel accommodations if available. Otherwise, these residents would be compensated with a local apartment. Low-income hotel tenants do not need to meet the Uniform Act's length of tenancy requirements.

In addition, as noted in a previous study, some of the potential displacees have expressed an interest in moving to other areas of the state and some have mentioned that they prefer to move out of state. However, in light of the number of overall project impacts and the lack of currently available affordable housing, SCDOT has committed to funding additional affordable housing for the affected communities to help offset changes in the real estate market that may negatively affect the existence of both single family and multi-family housing. Affordable housing commitments from SCDOT are outlined in Section 4.0.

3.0 POSSIBLE SOLUTIONS

3.1 FHWA PEER EXCHANGE

The methods listed below were discussed during the peer exchange hosted on May 13 and 14, 2020, by FHWA. Along with SCDOT, the presenters were MnDOT, CDOT, TxDOT, and ODOT. Approximately 60 people from the various DOT's engaged in this virtual exchange with the constant ability to ask questions and make comments during the presentations. Each DOT identified a project of a similar magnitude as I-526 LCC WEST and shared knowledge and experience gained while working the project. The DOT's identified their areas and listed enforceable, sustainable, and tested solutions that may be beneficial with

a variety of EJ mitigation issues SCDOT may encounter during this project. Below are a few of the key takeaways and mitigation ideas discussed:

- Mitigation plans, ideas, and strategies
- Housing enhancements, weatherization
- Innovative public strategies and techniques
- Ideas to build trust with the community
- Ideas to turn renters into homeowners
- Relocation home buying workshop
- Trusted liaison as the face of the project

Takeaway and best practices were used by the project team to develop the mitigation plan and outreach strategies for this project.

3.2 TENANT TO OWNER

As a part of the Uniform Relocation Assistance and Real Property Policies Act of 1970 as amended, each tenant that is relocated as a result of this project may be eligible for a rental supplement payment. This supplement may be used as a down payment and closing cost to purchase a home. This benefit is encouraged and has been widely used by those wishing to become owners. As stated in the September 2020 study, it was recommended that classes be held to inform and educate potential displaced tenants. SCDOT and the Community Office held community workshops in 2021 and is actively working to procure additional vendors to initiate workshops so that they can begin educational classes for those interested in home ownership and finances. Details on the planned workshops can be found the FEIS-ROD Appendix H, the Environmental Justice Community Mitigation Plan.

3.3 OTHER PROGRAMS

The South Carolina State Housing Finance and Development Authority provides affordable housing options for the citizens of South Carolina. Their vision is that all South Carolinians will have the opportunity to live in safe, decent, and affordable housing. They also help invigorate the economy by supporting jobs in construction, real estate, and financial industries. They control several Federal and State programs directed at low- and low to moderate-income families. South Carolina (SC) Housing is self-sustaining and does not receive state appropriations. SCDOT will partner with SC Housing to construct the affordable multi-family housing as described in the Section 4.0.

3.4 HOUSING CHOICE VOUCHER PROGRAM (HCVP)

As stated in the September 2020 study, The Housing Choice Voucher Program (HCVP) will assist low to very low-income families with affordable housing in the private market. Participants select housing from the private sector. The amount of voucher assistance is determined by several factors including total annual gross income and family size. Depending on the annual U.S. Department of Housing and Urban Development (HUD) funding, SC Housing currently provides up to 2,000 vouchers in seven counties: Clarendon, Colleton, Dorchester, Fairfield, Kershaw, Lee, and Lexington.

3.5 HOUSING MARKET RESEARCH

A search of the real estate market was performed to determine available housing in the areas of North Charleston and West Ashley in July 2021. The searches were done in areas with close proximity to the project area but does not include available housing within the project corridor Right of Way.

3.5.1 North Charleston Housing for Sale

The following sources were used to research for comparable replacement housing for sale in the North Charleston Area:

- www.Homes.com
- www.Realtor.com
- www.Zillow.com
- www.Mhville.com

Single-Family Dwellings

Data represented in the following tables was available and on the market at the time of the study.

Single-Family Dwellings for Sale in North Charleston (Homes.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$140,000-175,000	5	3Br-2B	1,104-1,398 SF
\$175,001-\$200,000	16	3Br-2B	1,000-1,410 SF
\$200,001-\$250,000	62	3Br-2B	1,204-2,158 SF
\$250,001-\$300,000	18	3Br-2B	762-1,724 SF

Single-Family Dwellings for Sale in North Charleston (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$140,000-175,000	3	3Br-2B	814-1,104 SF
\$175,001-\$200,000	2	3Br-2B	1,175-1,220 SF
\$200,001-\$250,000	10	3Br-2B	1,091-1,650 SF
\$250,001-\$300,000	19	3Br-2B	1,100-1,962 SF

Single-Family Dwellings for Sale in North Charleston (Zillow.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$140,000-175,000	0	3Br-2B	-
\$175,001-\$200,000	1	3Br-2B	1,080 SF
\$200,001-\$250,000	15	3Br-2B	1,050-1,653 SF
\$250,001-\$300,000	9	3Br-2B	1,461-1,948 SF

Mobile Homes

Data represented in the following table was available and on the market at the time of the study.

Mobile Homes for Sale in North Charleston (Mhville.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$47,999-\$58,999	6	2Br-1-2B	Single or Double Wide
\$42,999-\$63,999	6	3Br-1-2B	Single or Double Wide

3.5.2 North Charleston Housing for Rent

The following sources were used to research for comparable replacement housing for rent in the North Charleston Area:

- www.Apartment.com
- www.Redfin.com
- www.Realtor.com
- www.Mobilehome.net

Multi-Family Dwelling Units (Apartments)

Data represented in the following tables was available and on the market at the time of the study.

Apartments for Rent in North Charleston (Apartment.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$850-\$1525	33	2Br-1B	1,031 Average SF
\$1,265-\$1,777	12	3Br-1B	1,300 Average SF
\$1,250-\$1,690	7	3Br-2B	1,480 Average SF

Apartments for Rent in North Charleston (Redfin.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$850-\$1288	74	2Br-1B	811 Average SF
\$1,800	1	3Br-1B	1,000 Average SF
\$780-\$1,390	14	3Br-2B	1,260 Average SF

Apartments for Rent in North Charleston (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$975-\$1,025	57	2Br-1B	920 Average SF
-	0	3Br-1B	-
\$780-\$1,840	12	3 Br-2B	1,240 Average SF

Single Family Dwellings

Data represented in the following tables was available and on the market at the time of the study.

Single Family Dwellings for Rent in North Charleston (Apartment.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,500-\$1,750	17	3Br-2B	1,650 Average SF

Single Family Dwellings for Rent in North Charleston (Redfin.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,100-\$1,600	39	3Br-2B	1,268 Average SF

Single Family Dwellings for Rent in North Charleston (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,200-\$1,600	24	3Br-2B	1,200 Average SF

Mobile Homes

Data represented in the following tables was available and on the market at the time of the study.

Mobile Homes for Rent in North Charleston (Mobilehome.net)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$915-\$1,100	7	2Br-1B	Single or Double
\$1,125-\$1,175	5	3Br-1-2B	Single or Double

3.5.3 West Ashley Housing for Sale

The following sources were used to research for comparable replacement housing for sale in the West Ashley Area:

- www.Homes.com
- www.Realtor.com

Single-Family Dwellings

Data represented in the following tables was available and on the market at the time of the study.

Single-Family Dwellings for Sale in West Ashley (Homes.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$275,000-\$320,000	3	3Br-2B	1,032-1,605 SF
\$352,000-\$369,900	2	3Br-2B	1,252-1,666 SF
\$575,000-\$689,000	2	3Br-2B	1,500-2,728 SF

Single-Family Dwellings for Sale in West Ashley (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$250,000-\$290,000	4	3Br-2B	1,241-1,954 SF
\$315,000-\$345,000	5	3Br-2B	1,186-1,735 SF
\$349,000-\$377,000	4	3Br-2B	1,252-2,156 SF

3.5.4 West Ashley Housing for Rent

The following sources were used to research for comparable replacement housing for rent in the West Ashley Area:

- www.Apartment.com
- www.Redfin.com
- www.Realtor.com

Multi-Family Dwelling Units (Apartments)

Data represented in the following tables was available and on the market at the time of the study.

Apartments for Rent in West Ashley (Apartment.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,479-\$1,788	9	2Br-1B	1,230 Average SF
-	0	3Br-1B	-
\$1,471-\$1,719	2	3 Br-2B	1,300 Average SF

Apartments for Rent in West Ashley (Redfin.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,395-\$1,500	3	2Br-1B	875 Average SF
-	0	3Br-1B	-
-	0	3 Br-2B	-

Apartments for Rent in West Ashley (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$950-\$1,395	6	2Br-1B	910 Average SF
-	0	3Br-1B	-
\$1,250-\$1,550	2	3 Br-2B	1,290 Average SF

Single Family Dwellings

Data represented in the following tables was available and on the market at the time of the study.

Single Family Dwellings for Rent in West Ashley (Apartment.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,400-\$1,560	2	3Br-2B	1,254 Average SF

Single Family Dwellings for Rent in West Ashley (Redfin.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,500-\$1,600	3	3Br-2B	1,519 Average SF

Single Family Dwellings for Rent in West Ashley (Realtor.com)

Price Range	Available Units	Bedroom/Bath	Square Footage
\$1,280-\$1,675	3	3Br-2B	1,500 Average SF

During the Right of Way Acquisition phases of the project, it is recommended that the Charleston Multiple List Service be used in searching for comparable replacement housing. As mentioned in the conclusion of this report, SCDOT is monitoring new housing developments in the area to identify opportunities to utilize ROW tools such as options to buy where appropriate to reserve housing stock early.

When searching for replacement housing Title VI of the Civil Right Act of 1964 and Title VII of the Civil Rights Act of 1968 (Fair Housing Act) will be followed. These acts make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, national origin.

3.6 BUSINESSES AND FARMS

All impacts counted under “Business and Farms” are business impacts since there are no impacts to farms associated with the I-526 LCC WEST project.

On large complex projects, it may not be feasible to estimate the number of employees employed by possible displaced businesses. There are varying types of businesses located in the preferred alternative project limits that are considered office, retail, and industrial. The impacted businesses are all considered small businesses in accordance with the Uniform Act’s definition of a small business as having not more than 500 employees working at the site to be acquired or displaced.

Based on the Preferred Alternative maps, it is estimated that approximately 25-30 commercial buildings with an estimated 65-75 commercial units will be relocated in the study area. As of June 2022, there are an estimated 71 commercial units being impacted. This number could fluctuate depending on how many units a single business occupies, new tenants requiring more or less space than previous occupants, and vacancies. Businesses within the proposed areas are located in areas that may have available property which may be used as replacement sites however, zoning restrictions for the replacement property will determine if the property is suitable for the displaced business. Several of the potential businesses are located on property that may have a buildable remainder, depending on the type and requirements for the business.

There are many different types of businesses within the study areas that would require special attention and planning to ensure the relocation of the business is given appropriate time to relocate. With the complexity of some of the businesses, there will be a need for outside assistance to facilitate the relocation, to assist with the move, and to reinstall specialized equipment to accommodate each business. Steps should be taken to minimize any hardship to the business the displacement may cause.

All business relocation impacts reflect a conservative estimate that will be refined as the project advances and additional measures are evaluated to help further minimize impacts. Per a request from the Federal Highways Administration during a previous study, listed below are the potential businesses that may be affected by the project:

ID	Business ¹	Approximate Number of Employees	New Since DEIS?
1	Bank of America Financial Center (15 Units)	Undisclosed	Yes
2	Propac Exporter (2 Buildings)	11	Yes (1 building)
3	Precision Cycle & Watercraft	1	No
4	Airbine Properties LLC (5 Buildings) ²	Undisclosed	Yes (2 buildings)
5	Warren Fastenings South Inc.	21	No
6	Charleston Dog House	Undisclosed	No
7	Borden Dairy Company	Undisclosed	No
8	Demolition Environmental Company	23	No
9	Staffmark (5 Units)	95	No
10	Cabinets to Go	81	No
11	Cross Dock Warehouse	Undisclosed	No
12	HD Supply White Cap	6	No
13	Mungo Homes	15	No
14	PYE Barker Fire & Safely	22	No
15	Carolina One Real Estate	12	No
16	Jones Ford Collision Center	Undisclosed	Yes
17	Budget Inn – Charleston (2 units) ³	Undisclosed	Yes
18	Aviation Square Shopping Center (13 Units)	Undisclosed	Yes
19	Aviation Center (5 Units)	Undisclosed	Yes
20	Double Tree Hilton (2 units) ³	Undisclosed	Yes
21	Carolina International Trucks and Idealease	Undisclosed	Yes
22	Johnson Controls	Undisclosed	Yes
23	Faber Place (8 Units)	Undisclosed	Yes

¹ Estimates have increased since the DEIS publication to account for additional displacements identified through a field study as described in Section 1.3. All relocations reflect a conservative estimate that will be refined as the project advances and additional measures are evaluated to help further minimize impacts.

² Shown as Custom Wood Gifts in the DEIS, updated to reflect current ownership.

³ Includes a hotel and restaurant/bar

The following sources were used to research for comparable replacement industrial, retail, and office properties for sale or lease:

- www.CREXI.com
- www.Looped.com

Industrial, Retail, and Office Properties for Sale or Lease (CREXI.com)

Type of Property	Sale	Lease	Square Footage
Industrial	0	6	2,000-36,845 SF
Retail	4	8	1,214-40,320 SF
Office	5	14	750-31,775 SF

**Available and on the market at the time of the study*

Industrial, Retail, and Office Properties for Sale or Lease (LoopNet.com)

Type of Property	Sale	Lease	Square Footage
Industrial	3	16	9,654-297,137 SF
Retail	10	28	1,860-67,176 SF
Office	10	50	1,860-104,815 SF

**Available and on the market at the time of the study*

3.7 BILLBOARDS

Based on the Preferred Alternative, there are approximately 20 billboards within the Preferred Alternative Right of Way. Billboards in South Carolina are considered personal property and will be relocated to other conforming locations during the Right of Way Acquisition phase, which addresses personal property moves for all displacements. The billboards vary in size, but most appear to be on a monopole. Because of local code restrictions and other requirements, billboard relocations are costly and may require additional time. It is very important to maintain and ensure notices are issued to billboard companies promptly.

SCDOT has secured surveys on billboards in the impacted area to be more accurate in evaluating the impacts to include billboards that overhang into the Right of Way which would require relocation.

The Right of Way Office will work closely with the Outdoor Advertising Office at SCDOT regarding tracts containing billboards. SCDOT will continue to coordinate with the Director of Outdoor Advertising to ensure that the process is followed, enough time is allotted to relocate the billboards, and if there are any other issues with the boards that it is addressed sooner rather than later. The owners of the billboards were invited to attend the informational meetings to ensure they are kept abreast of the project, the time frame, and the process.

3.8 COMMUNICATION CELL TOWERS

Two communication cell towers have been identified to be potentially impacted in the study area of the project. The relocation of a communication cell tower can be a costly relocation expense. There are several factors to consider when relocating a cell tower. Those considerations are the lease agreement or terms with the property owner, the amount of money the tower company has invested in its current location, and the facilities located on the piece of property that are used to access wireless antennas operating at the replacement site. The tower owner may be restricted to a certain location due to the agreement it has with parties leasing space on the tower. The company would also be concerned about the interruption of service which would be reflected in the rental amount they can collect from the lessees.

The relocation of a communication cell tower will require the services of several specialty companies to relocate the tower. As road plans are developed, the right of way will be further analyzed to possibly avoid interference with the impacted cell towers.

3.9 COMMUNITY CENTERS

Two community centers have been identified as displacements due to the I-526 LCC WEST project. One center serves the Russelldale Community, and the second center serves both the Highland Terrace and Liberty Park Communities. They are one-story buildings with a common area, kitchen, and bathrooms. Each center has a basketball court, playground equipment, and a picnic area for outdoor activities. These centers may be rented at a rate of \$125-\$250.00 depending on the number of hours for special occasions and events. Due to summer camps hosted by the City of North Charleston, they cannot be rented during June or July. According to a previous study, both centers appear to be in good condition and the grounds are well kept. The centers provide afterschool care, summer camps, and specialized programs for youth and adults.

Highland Terrace-Liberty Park Community Center and Russelldale Community Center are both publicly owned recreation areas and qualify as Section 4(f) parks. Highland Terrace-Liberty Park Community Center was also acquired or developed, partially or wholly, with Land and Water Conservation Fund (LWCF) assistance, making it an eligible Section 6(f) property. More information on Section 4(f) and 6(f) evaluations can be found in the FEIS-ROD Appendix Q and R.

The current location of each impacted community center provides support to parents and a safe place for children that live in each community to play after school and during the summer. SCDOT worked with the CAC and the City of North Charleston to develop plans for replacement recreational facilities that will continue to meet or exceed the needs of the surrounding communities. SCDOT is currently securing parcels within the impacted neighborhoods and coordinating with the City of North Charleston to develop an Intergovernmental Agreement, which outlines the programs, services, structural components, and arrangements for long-term operation and maintenance of the replacement community center and recreational facilities. Specific mitigation commitments for the replacement recreational facilities are summarized in Section 4.0 and detailed in Appendix H of the FEIS-ROD.

3.10 CHURCH

Enoch Methodist Church is located in one of the impacted EJ communities, Liberty Park, and has been relocated three times since its founding in 1904 on Dorchester Road due to transportation projects. This church is anticipated to be impacted by the project and must be given priority to maintain the integrity of its congregation.

3.11 INSTITUTION

As stated in the FEIS-ROD, the Medical University of South Carolina (MUSC) Children's Services & Speech Pathology building is considered an institution and is being displaced by the Preferred Alternative. This institution provides medical services for the community and should be given priority so that the relocation is successful, and services can continue to be provided.

4.0 RELOCATION MITIGATION COMMITMENTS

4.1 HOUSING MITIGATION

Due to the subsequent challenges residents may face resulting from relocations due to the I-526 LCC WEST Project, SCDOT is taking a two-pronged approach to addressing the replacement housing needs of the displaced residents in the impacted EJ areas. Both programs will be implemented during the right-of-way acquisition phase in order to maximize the benefit to the displaced residents. The replacement housing units for qualified displaced residents will be built and ready for occupancy prior to residents being displaced by the project. Qualified displaced residents (persons who qualify as displaced under 49 CFR 24.2 (a)(9)), will be allowed to stay in their existing units until replacement housing is available. In addition to replacement housing, SCDOT has committed to an **Enhanced Relocation Mitigation Program** to assist displaced residential tenants by reimbursing reasonable moving costs and providing rent supplement payment in accordance with the Uniform Act.

Developer Incentive Affordable Multi-Family Housing Program: SCDOT will partner with the South Carolina State Housing and Finance and Development Authority (SC Housing) to implement the program which will be funded by a minimum \$1.5M in SCDOT grant funding, SC Housing low-income tax credits, and bond financing. SC Housing partners with affordable housing developers to finance high quality and affordable rental housing across the Palmetto State. These programs provide permanent real estate financing for property being developed for multifamily rental use. Development teams should have sufficient experience in multifamily rental housing designed for use by low-income tenants to assure the successful completion and operation of the development. Additional grant money will be added to this financing package by SCDOT to offset additional costs necessary to meet the needs of this project and to ensure the funding/finance opportunity is attractive to affordable housing developers. SC Housing will provide SCDOT with the amount required for the grant funding based on market conditions at the time of the solicitation. More information about the programs is available at <https://www.schousing.com/Home/Development>. SCDOT intends to ensure housing remains affordable for twenty (20) years, consistent with SC Housing's public-private partnerships. The program will create a funding/finance opportunity for an affordable housing developer to submit a housing proposal that will meet housing priorities based on input from the CAC, SCDOT, and SC Housing. At a minimum, the program should include the following components:

- Construction of 100 affordable housing units with a mixture of unit sizes (1 – 3 bedrooms) for the lowest income level category
- Developments must include green space or a recreational area component
- Developments must be located in an area with direct access to transit and convenient access to the proposed Bus Rapid Transit System
- Developments that are in compliance with the Berkeley-Charleston-Dorchester Council of Government's Lowcountry Rapid Transit - Transit Oriented Development Plan will be given priority
- Development must be located in close proximity to the impacted communities; the closest developments will be given first priority, but proposed developments must be located, at a minimum, within the City of North Charleston

Single-Family Affordable Replacement Housing Program: SCDOT will work to secure 45 vacant lots within the EJ communities and partner with a local non-profit that specializes in developing or constructing affordable housing to implement a Single-Family Affordable Replacement Housing Program. If SCDOT is unable to acquire all 45 lots within the EJ communities, additional lots for the program will be purchased in adjacent communities. At a minimum, the program should include the following components:

- SCDOT will secure vacant lots within the EJ communities, zoned for single-family or duplex homes, in each of the four impacted EJ communities (or in close proximity) for the purpose of constructing housing for displaced residents who would like to remain in their community. Some of these lots will be preserved for the construction of replacement market rate homes for displaced families that do not fall into the low-income category
- A majority of the lots would be utilized for low-income affordable replacement Single Family Home Housing Development
- SCDOT will allocate funds for program administration as well as purchasing the land/lots
- SCDOT will engage non-profits during the summer of 2022 to arrange interviews in order to learn more information on what organizations may be interested in and what resources would be required to execute an affordable housing home ownership program for interested families that will be displaced by the I-526 LCC West Project
- The program would give priority to displaced families but could be opened to other EJ community residents currently renting if there are remaining lots once all families are relocated
- SCDOT will issue a Notice of Interest and implement an interview and selection process to identify a partnering non-profit organization in 2023. During this process SCDOT will interview, review qualifications and proposals, and select a non-profit organization that has the capability to develop the replacement homes and administer this program
- SCDOT and Community Office staff will work with the selected non-profit to assist in identifying qualified families and coordination through the application process.
- Residents of the impacted EJ communities who are displaced by the project will receive first priority in this program.
- Once project relocations are completed, if there are remaining replacement housing opportunities available, the program will be opened to residents of all EJ communities impacted by the project.
- Upon completion of the construction of the project, if there are still remaining replacement housing opportunities available, these will be transferred to the contracted organization. These remaining lots will be developed and administered by the contracted organization's normal affordable housing program operations and will fully mitigate for the project's impact to affordable housing in the local community.
- SCDOT will implement an **Acquisition Fairness Program** to prepare appraisals in compliance with all State and Federal laws that affect property value at the initiation of the Right of Way acquisition. If a second appraisal is requested, SCDOT will compensate an appraiser selected by the property owner. The mitigation payments would be calculated based on the additional value that affected conditions of the property outside of the landowner's control (such as zoning or previous impacts from transportation projects). Any increase in the property value will be used to the benefit of the property owner. These payments should eliminate any potential for disparities in value due to prior project impacts or local zoning changes in the community.

In addition, SCDOT will implement a **First Time Home Buyer Grant Program** and develop partnerships with local organizations to provide **Financial Literacy and First-Time Home Buyer Workshops and Counseling** to residents of the impacted EJ community residents. This educational offering is intended to assist participants as they attempt to secure residential loans and transition from renters to homeowners. The counseling will continue until the completion of the right-of-way phases in 2027.

4.2 COMMUNITY CENTER MITIGATION

SCDOT worked with the CAC and the City of North Charleston to develop plans for replacement recreational facilities that will continue to meet or exceed the needs of the surrounding communities. SCDOT is currently securing parcels within the impacted neighborhoods and coordinating with the City of North Charleston to develop an Intergovernmental Agreement, which outlines the programs, services, structural components, and arrangements for long-term operation and maintenance of the replacement community center and recreational facilities.

SCDOT will fund the construction of replacement recreational facilities and associated infrastructure to mitigate project impacts and satisfy Section 4(f) and Section 6(f) requirements. SCDOT will acquire parcels located within the affected neighborhoods and provide funding to the City of North Charleston who will oversee construction of one large, modern, centrally located community center complex with expanded programs and operating hours, and two pocket parks, one within the Liberty Park neighborhood and one within the Russelldale neighborhood. See FEIS-ROD Appendix H for draft facility and amenity renderings. The Russelldale pocket park location is preliminary and SCDOT is committed to continuing to identify additional locations within Russelldale and reviewing the options with community members. It is SCDOT's goal that construction of the new, centrally located community center and the pocket parks will be completed prior to the relocation of the existing community centers.

Specific mitigation commitments for the replacement recreational facilities and the Intergovernmental Agreement are detailed in Appendix H of the FEIS-ROD.

4.3 BUSINESS MITIGATION

SCDOT will assist displaced business owners through an **Enhanced Relocation Mitigation Program** by reimbursing reasonable moving costs, personal property losses, expenses in finding a replacement location, and expenses in reestablishing their business. SCDOT will offer relocation counseling to employees of displaced businesses to minimize economic harm and provide information as to possible sources of funding and assistance from other local, state, and federal agencies. SCDOT will partner with career development and employment organizations to ensure that displaced employees are aware of and provided offerings including career development information, job search resources, and training programs. Businesses being relocated in the EJ communities may also be eligible for an additional mitigation payment to cover the actual expenses in reestablishing their business above the maximum amounts allowed under state and federal law. Transportation to view comparable replacement properties will be provided for displaced business owners, residents and tenants requiring assistance.

In addition, SCDOT will develop a Small Business Development Program to bring awareness to the generational wealth benefits that entrepreneurship can provide to EJ community members. SCDOT will

partner with organizations and other disadvantaged business enterprises (DBE) in the state to develop and deliver an educational program that empowers those interested in learning more about starting a small business enterprise (SBE). This program will include awareness about how to access small business resources and orientation to the benefits and programs offered to SBE and DBEs through SCDOT, FHWA and other local organizations. SCDOT will also conduct DBE information sessions to provide information on opportunities to work on the I-526 LCC-WEST project during design, right of way and construction. Additional recruitment, round table discussions and partnering sessions will be conducted once the potential prime contractors are identified for the project. This program will begin in 2023 and be available throughout the project until construction is substantially underway and all contracts are fulfilled.

5.0 CONCLUSION

The I-526 LCC WEST project is anticipated to benefit the overall North Charleston and Charleston areas by relieving traffic congestion and improving operations at the I-26/I-526 interchange and along the I-526 mainline from Paul Cantrell Boulevard to Virginia Avenue. However, as described in Table 5.1, adverse relocation impacts and community disruptions are anticipated to communities along I-526 and I-26 due to their close proximity to the existing interstate corridor.

There is a possibility that the number of single-family homes and mobile homes could change due to homes being built on vacant lots and homes or mobile homes being vacant.

Commercial relocations were also re-evaluated to provide a count of actual tenants, rather than the number of commercial building displacements. The count of building units is intended to estimate a more accurate number of businesses that may be relocated as a part of this project. In addition to the field study, access and drainage impacts were evaluated which resulted in additional relocations.

All impacts reflected in the FEIS-ROD count in Table 5.1 consider results from the supplemental field study that took place in July 2021. The field study accounted for displacements that were not previously visible from ariel imagery, verified multi-family or single-family residence status, and considered access and drainage design impacts for a more accurate count. An estimate of the long-term hotel tenants was also added in the updated residential relocation count. Furthermore, at the request of the Community Advisory Council (CAC), cul-de-sacs have been added at the end of previously bisected roads in the Highland Terrace and Liberty Park neighborhoods which resulted in additional, yet minor, property impacts. It is SCDOT's desire to leave in place remaining homes and parcels with an adequate front yard and space for parking, so final relocation impacts will be based on negotiations with each individual property owner. Business relocations for the FEIS-ROD also reflects access impacts and a count of actual tenants, not just commercial buildings. The number of tenants in the commercial buildings are subject to change due to vacancies, leasing to new tenants, and altering space to accommodate current tenant needs. These estimates are subject to change in response to housing and/or businesses changes in the project study area.

Federal, State, and Local representatives are aware of the potential displacements and are working together to mitigate hardships that may arise as a result of the project. To mitigate impacts to these communities, a draft EJ Community Mitigation Plan was developed by the CAC and presented to residents in affected neighborhoods through the series of neighborhood meetings that were held during the public review period for the DEIS, as noted in Section 2.0. Feedback received from neighborhood residents and a formal response received from the CAC were used to refine and finalize the EJ Community Mitigation Plan, which can be reviewed in Appendix H of the FEIS-ROD. The final EJ Community Mitigation Plan catalogs all agreements and plans required to implement the mitigation commitments, including those associated with replacement housing and community center commitments, which are summarized in Section 4.0 of this document. Many of these components will be implemented prior to the construction of the I-526 LCC WEST project in order to increase the benefits to the community members who will be most impacted by the project.

According to prior studies, with the establishment of the Community Office and implementation of several community meetings, fear of the unknown is not as prevalent as previously mentioned in the 2018 Preliminary Relocation Impact Study. Through the public involvement process and implementation of the EJ Outreach Strategy outlined in Appendix X of the FEIS-ROD, residents have had the opportunity to learn more about the project, the relocation process, and possible entitlements or mitigation with the goal of reducing community concerns and fears.

Table 5.1: Summary of Direct Impacts (June 2022 FEIS-ROD)

Displacements		Recommended Preferred Alternative (Updated FEIS ROD) ¹
Residential	Single-Family	43
	Multi-Family Units ²	102
	Mobile Homes	11
Commercial Units		71
Billboards		20
Cell Tower		2
Recreational		2
Church		1
Institutional		1
¹ All relocations reflect a conservative estimate that will be refined as the project advances and additional measures are evaluated to help further minimize impacts.		
² Includes apartments, townhomes, duplexes, triplexes, and estimated long term tenants at impacted hotels.		

Next steps and recommendations for the relocation process include, but are not limited to, the following:

- SCDOT will continue to operate and maintain the Community Office for the remainder of the project development phase and throughout both the final design and Right of Way Acquisition phase of the project. The office will continue to serve as the information center for the project.
- The Community Office team will continue to schedule meetings with area residents to discuss project impacts and the right of way acquisition process on a one-on-one basis.

- SCDOT will provide a full time EJ Community Right of Way Liaison to be available in the Community Office as a resource to all impacted EJ communities.
- Only experienced right of way agents with an extensive relocation background will be assigned to this project. Utilizing two agents, one for the acquisition of real estate and one for the relocation of displacees. This would allow an agent to focus on either acquisition or relocation. The dual agent concept will also allow the agent to apply the appropriate time and attention to each displaced person or business.
- Due to the age of some of the potential displacees, family members or guardians will be notified and present during all discussions about the right of way acquisition process.
- Transportation to view comparable replacement properties will be provided for displacees requiring assistance.
- The Highways and You brochure will be thoroughly explained in-person to any resident who may be impacted to reduce any confusion about the process and entitlements.
- The right of way acquisition for the project will be completed in phases.
- Due to the impacts to affordable housing stock, SCDOT has committed to the construction of additional affordable multi-family and single-family housing for the affected communities. These commitments are outlined in Section 4.1.
- SCDOT is monitoring new housing developments in the area to identify opportunities to utilize ROW tools such as options to buy where appropriate to reserve housing stock early.
- The Community Office will continue to host informational meetings to specifically address business and billboard displacements. The informational meetings will be small and repeated as needed.
- SCDOT will continue to work with the SC Housing Authority to assure that those in Section 8 Housing continue to receive the same assistance.
- SCDOT will consider other areas, by choice of the recipient, for available housing outside of the individual residents' prospective location.
- As part of the Uniform Act, workshops or classes will be held at the Community Office to assist with the understanding of entitlement, the relocation process, and the requirements. Workshops were planned to start in 2020 but were deferred due to precautions implemented during the global pandemic. The Community Office is actively procuring vendors to set up workshops to start educating those interested in home ownership and finances.

All proposed components of the relocation process listed above have been reviewed by the SCDOT and will be provided to the FHWA for approval.

To minimize the effects of right of way acquisition and the relocation of a displaced person(s), businesses, farms, and non-profits, the program will be conducted by following State Law 28-11-10 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Also, in compliance with the non-discrimination requirements in Title VI of the Civil Rights Act of 1964, relocation advisory assistance will be provided to eligible persons without discrimination. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, requires payment of just compensation for property acquired and relocation assistance for federal-aid projects.

6.0 LIST OF PREPARERS

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Senior Right of Way Relocation Specialist	Joy Layne - Stantec	joy.layne@stantec.com
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Environmental Planner	Hannah Clements - Stantec	hannah.clements@stantec.com

Appendix

FEIS-ROD Relocation Impact Study Maps



Figure A.01

Figure A.02

Figure A.03

Figure A.04

Figure A.05



Figure A.07

Figure A.06

Figure A.08

Figure A.09





Figure A.10

Figure A.11

Figure A.12

Figure A.13

Legend

-  Map Pages
-  Proposed ROW

0 0.5 1 2 3 Miles



Overview Map
FEIS-ROD
Relocation Impact Study
December 2021

I-526 Lowcountry Corridor WEST
Charleston County
Revised: 12/08/2021



Legend

Proposed ROW

New Relocation Since DEIS

Commercial

Multi-Family Residence

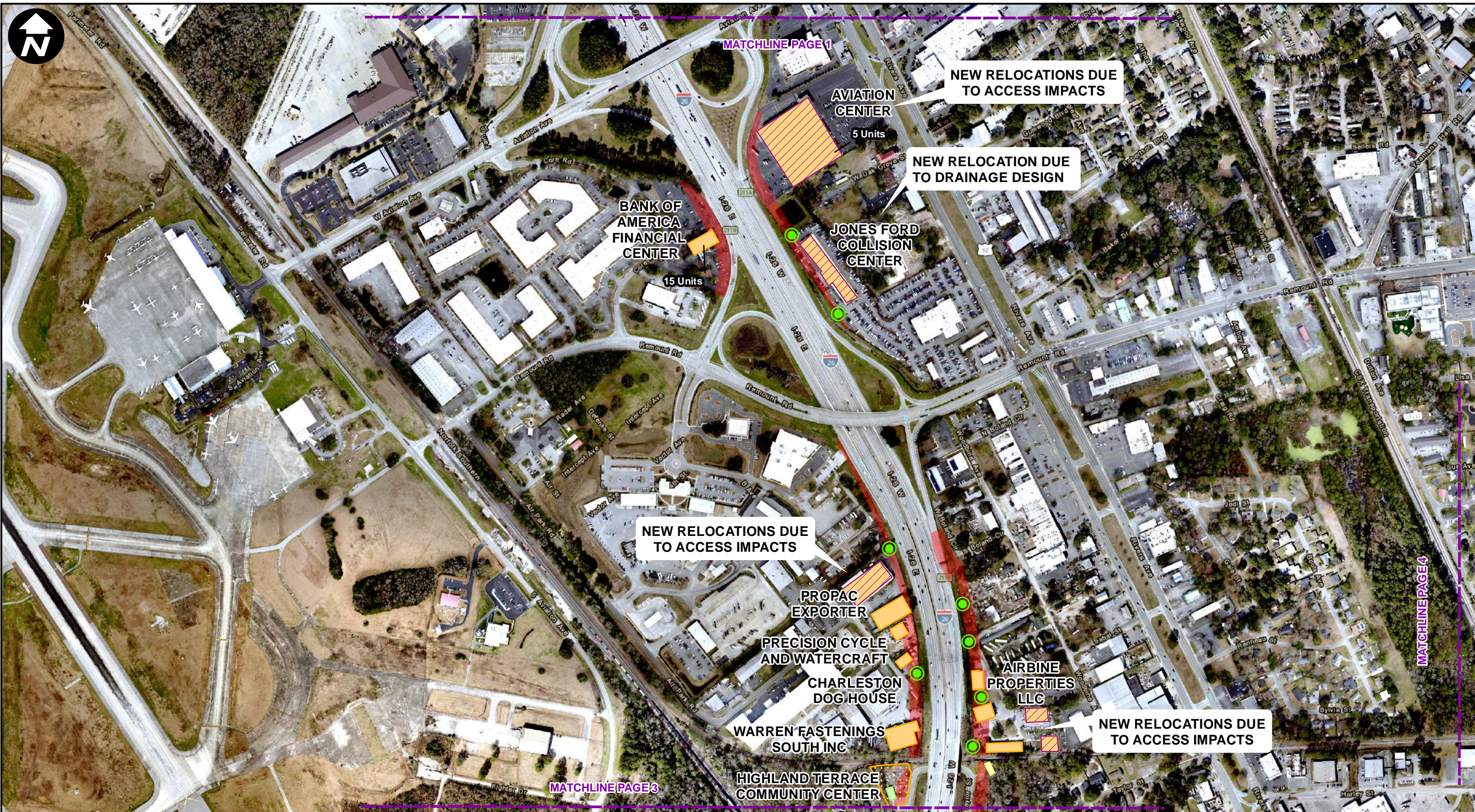
Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	2	15	0	15	0	0	0	0	1	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.01
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

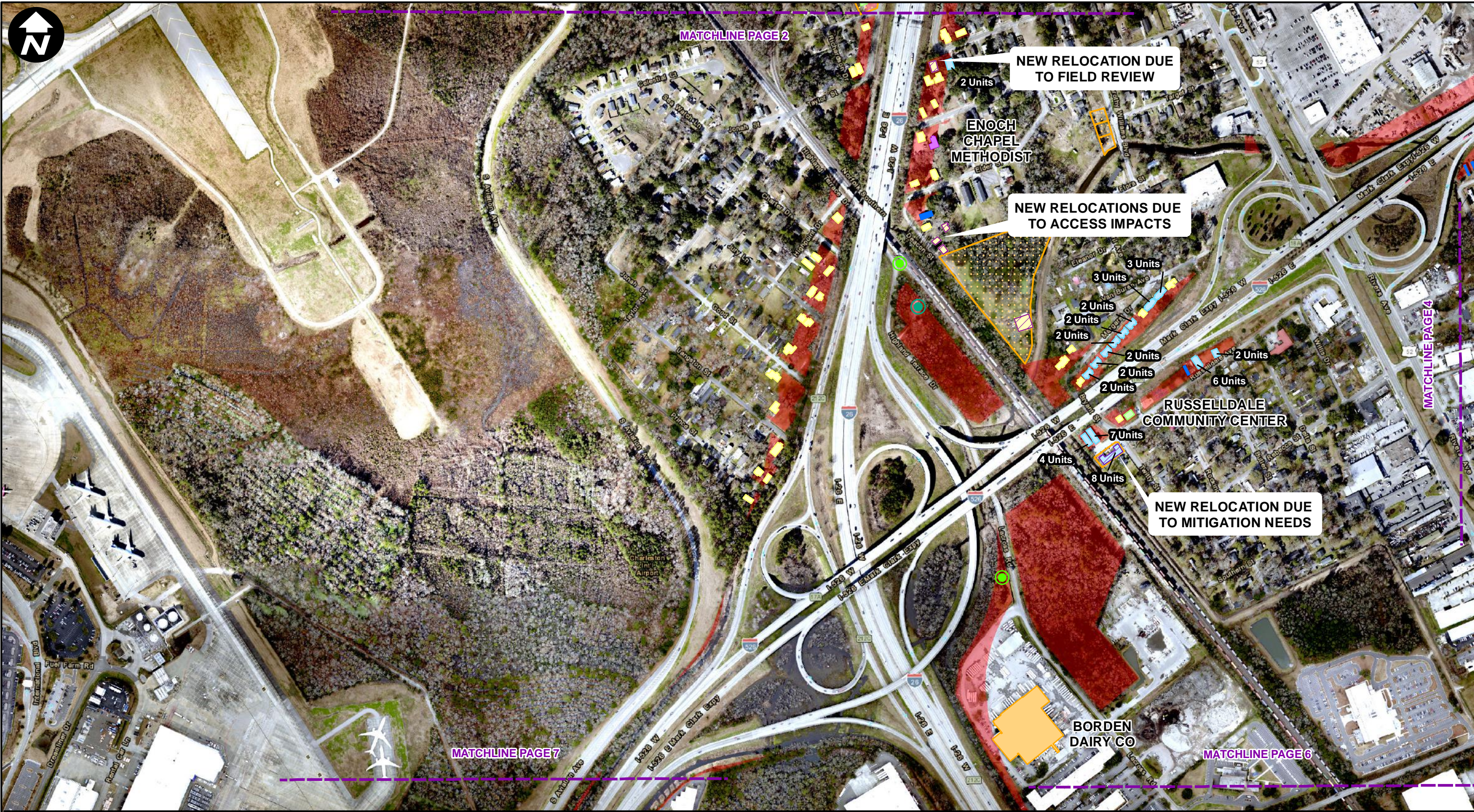
- Proposed ROW
- Mitigation: Potential Replacement Recreational Facility
- New Relocation Since DEIS
- Recreational
- Commercial
- Single Family Residence
- Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	13	31	0	0	1	0	0	1	8	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.02
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

Proposed ROW

Mitigation: Potential Replacement Recreational Facility

New Relocation Since DEIS

Recreational

Commercial

Church

Multi-Family Residence

Single Family Residence

Mobile Home

Billboard

Cell Tower

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	1	1	1	14	47	39	2	0	1	2	1
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

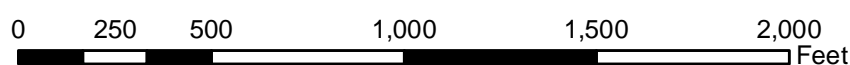


Figure A.03
FEIS-ROD
Relocation Impact Study
June 2022
I-526 Lowcountry Corridor WEST
Charleston County, SC
Revised: 06/06/2022



Legend

Proposed ROW

New Relocation Since DEIS

Multi-Family Residence

Single Family Residence

Mobile Home

Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	0	0	2	10	1	9	0	0	1	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

02505001,0001,5002,000

Feet

WEST

526

LOWCOUNTRY CORRIDOR

Figure A.04

FEIS-ROD

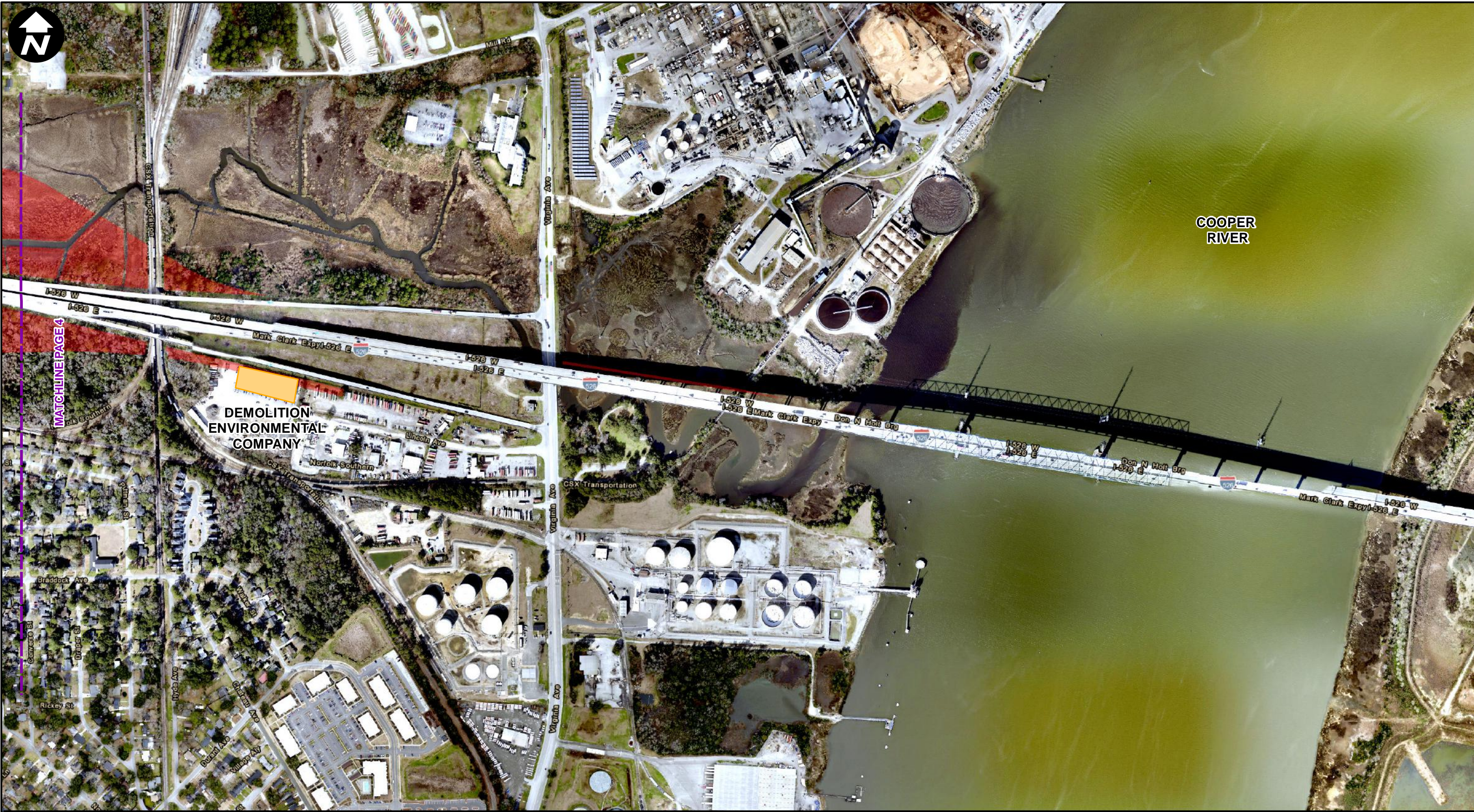
Relocation Impact Study

June 2022

I-526 Lowcountry Corridor WEST

Charleston County, SC

Revised: 06/06/2022



Legend

Proposed ROW

Commercial

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	1	1	0	0	0	0	0	0	0	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

WEST 526 LOWCOUNTRY CORRIDOR

Figure A.05
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
Charleston County, SC
Revised: 06/06/2022



Legend

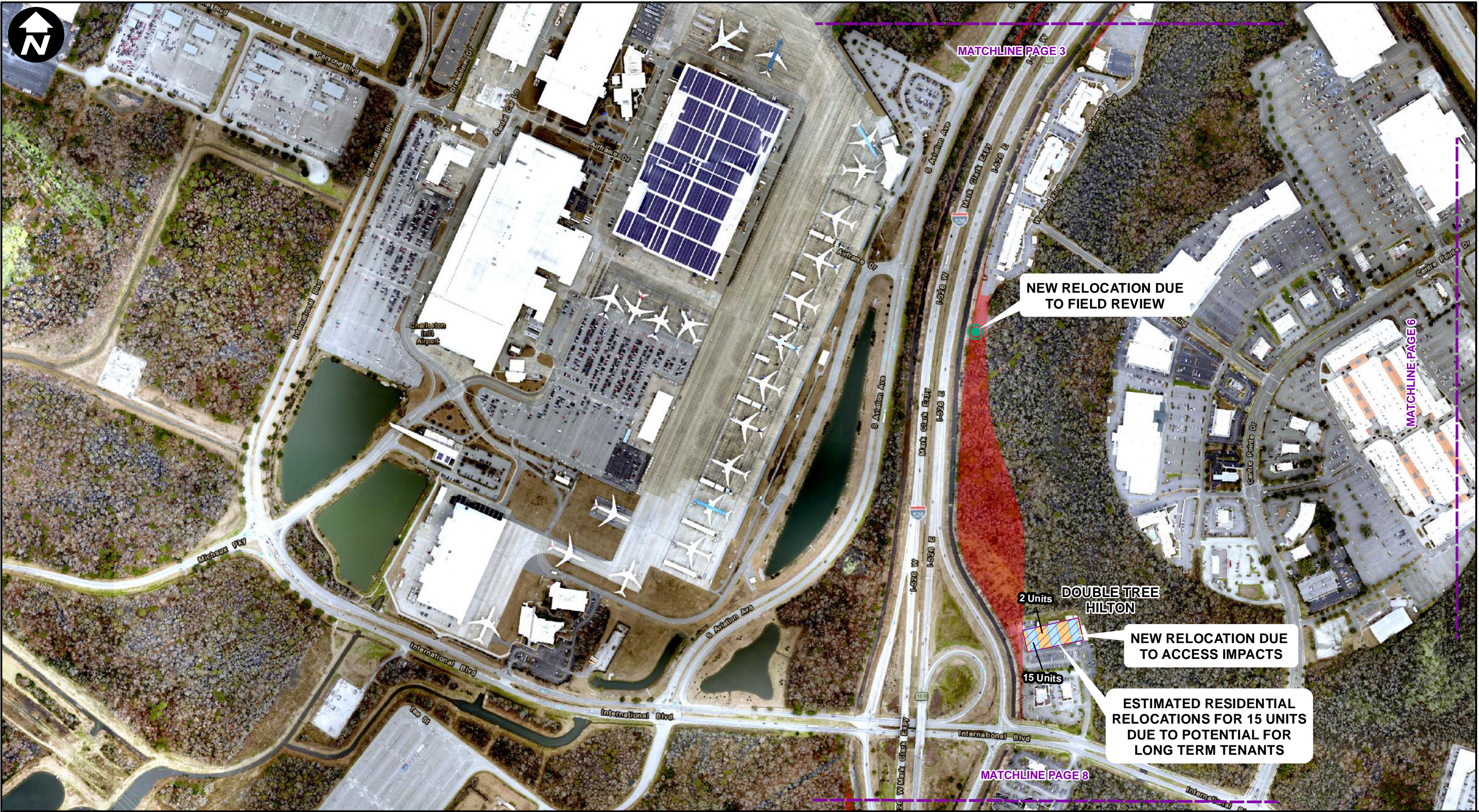
- Proposed ROW
- Commercial
- Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	1	5	0	0	0	0	0	0	1	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.06
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

- Proposed ROW
- New Relocation Since DEIS
- Commercial
- Multi-Family Residence
- Cell Tower

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	1	2	0	15	0	0	0	0	0	1
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.07
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

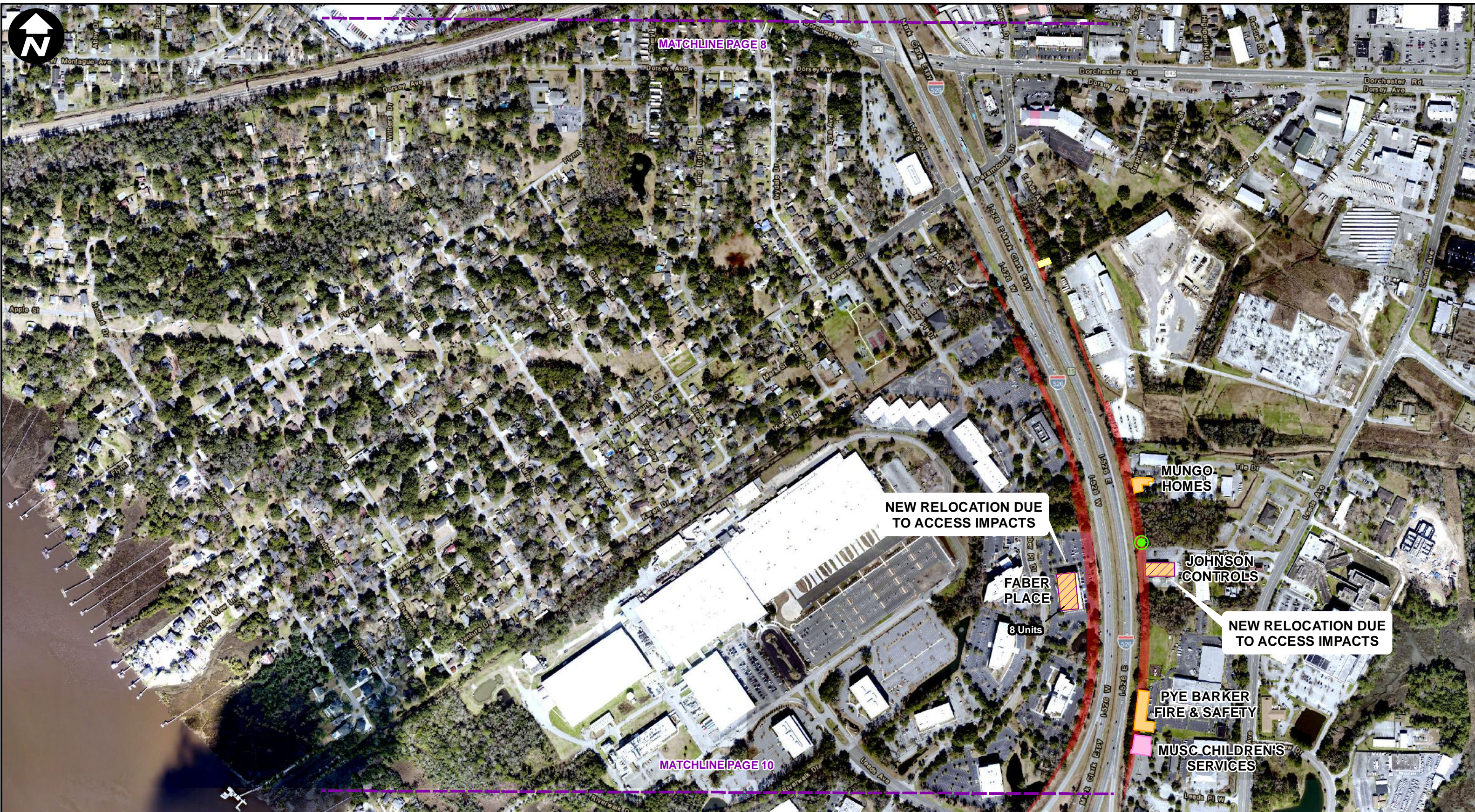
- Proposed ROW
- New Relocation Since DEIS
- Commercial
- Multi-Family Residence
- Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	4	4	4	9	0	0	0	0	5	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.08
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

- Proposed ROW
- New Relocation Since DEIS
- Institutional
- Commercial
- Single Family Residence
- Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	4	11	0	0	1	0	1	0	1	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 255 510 1,020 1,530 2,040 Feet

Figure A.09
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

Proposed ROW

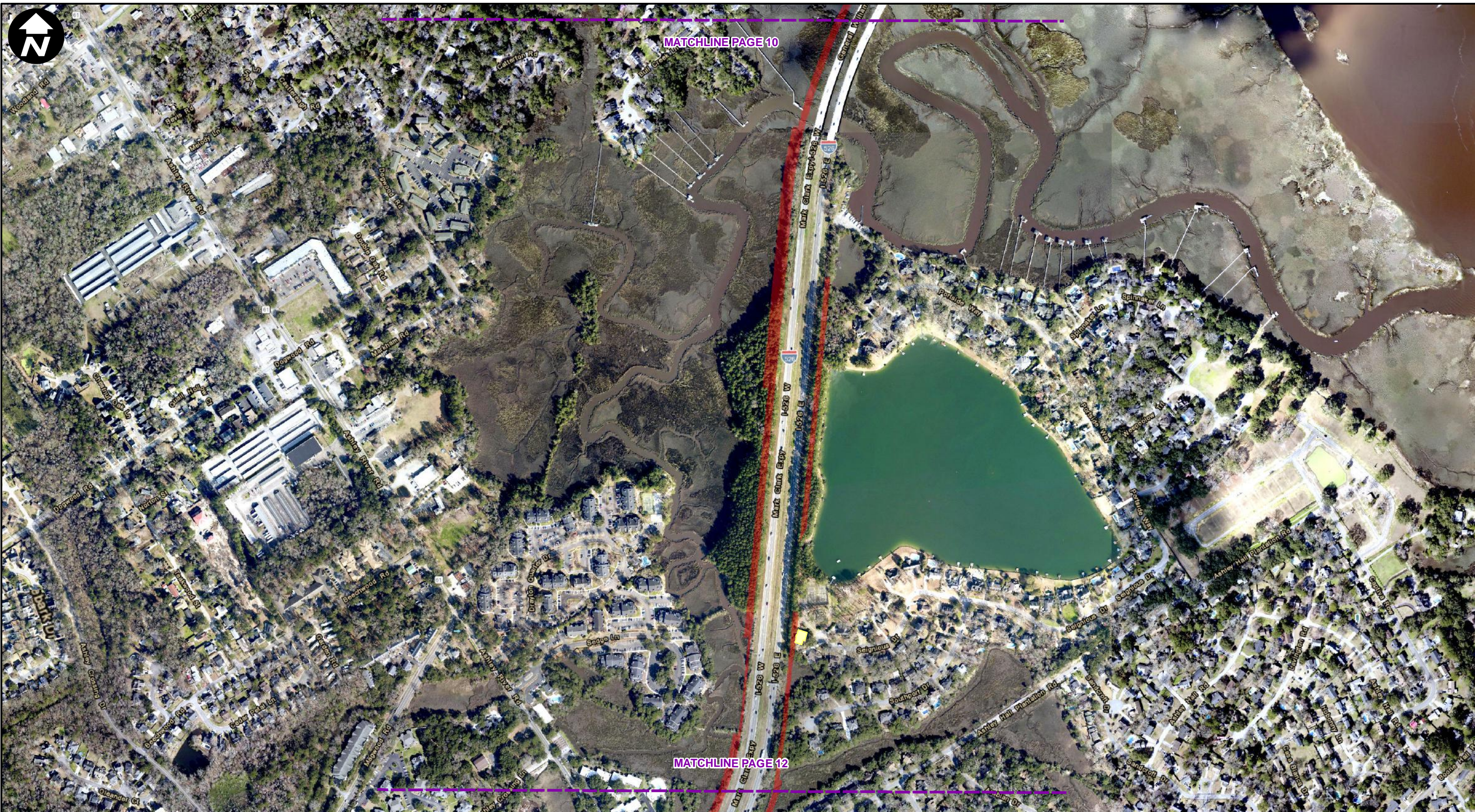
Commercial

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	1	1	0	0	0	0	0	0	0	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.10
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

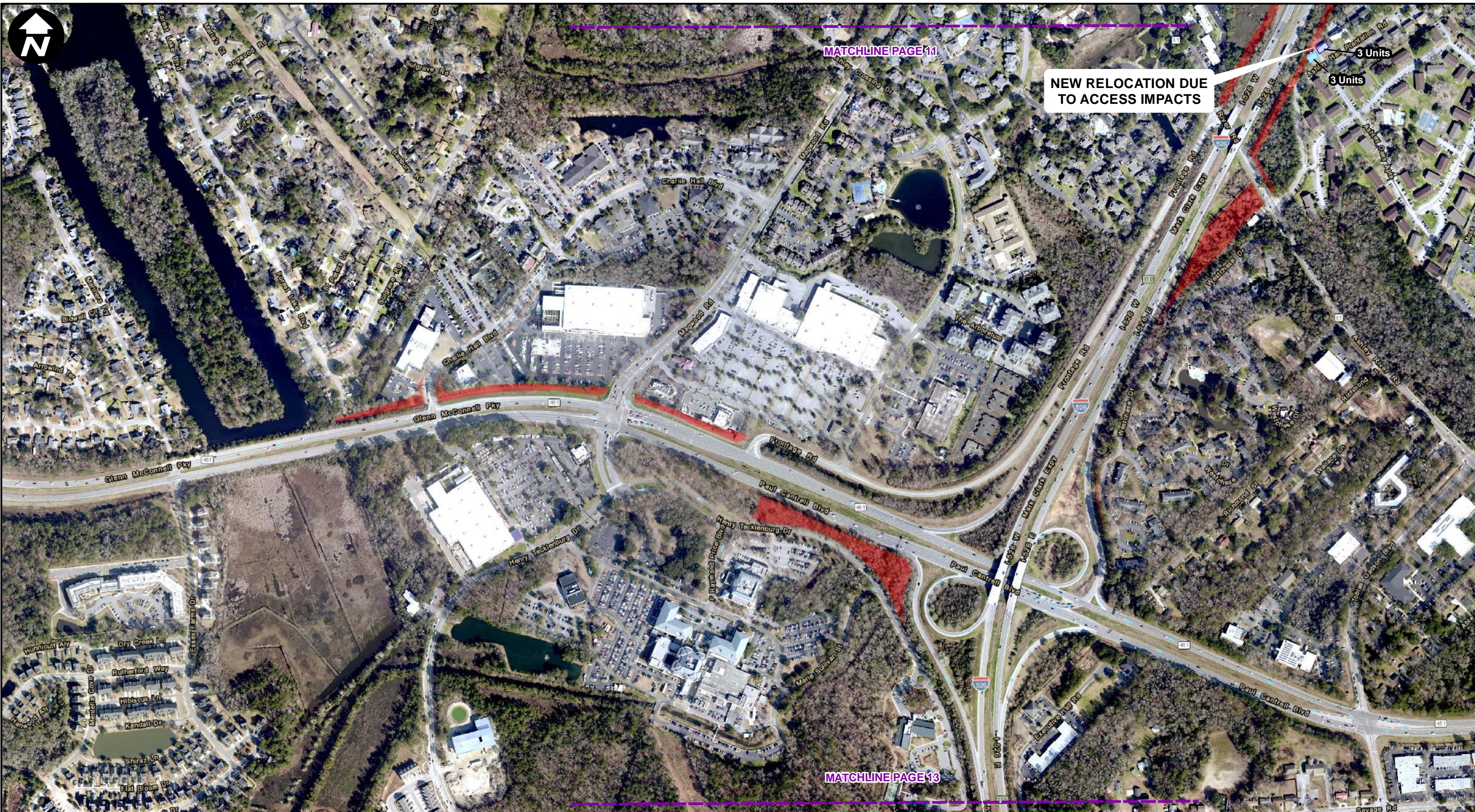
- Proposed ROW
- Single Family Residence

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	0	0	0	0	1	0	0	0	0	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.11
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

- Proposed ROW
- New Relocation Since DEIS
- Multi-Family Residence

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	0	0	2	6	0	0	0	0	0	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0 250 500 1,000 1,500 2,000 Feet

Figure A.12
FEIS-ROD
Relocation Impact Study
June 2022

I-526 Lowcountry Corridor WEST
 Charleston County, SC
 Revised: 06/06/2022



Legend

Proposed ROW

Billboard

Relocations	Church	Commercial Buildings	Commercial Units	Multi-Family Buildings	Multi-Family Units	Single Family	Mobile Homes	Inst.	Rec.	Billboards	Cell Tower
Relocations on Map	0	0	0	0	0	0	0	0	0	1	0
Total Relocations	1	28	71	22	102	43	11	1	2	20	2

0

250

500

1,000

1,500

2,000

Feet

**WEST 526
LOWCOUNTRY
CORRIDOR**

**Figure A.13
FEIS-ROD
Relocation Impact Study
June 2022**

I-526 Lowcountry Corridor WEST
Charleston County, SC

Revised: 06/06/2022