

CCM

Joint Base Charleston
Communication
Coordination
Manual



A publication of the BCD
Council of Governments/Joint Base
Charleston Joint Land Use Study


May 2015

Updated **December 2021**

This Communication Manual was originally developed by and is maintained by the Berkeley-Charleston-Dorchester Council of Governments, with financial support from the Department of Defense Office of Local Defense Community Cooperation (formerly the Office of Economic Adjustment). The content reflects information the BCDCOG, jurisdictions, agencies and organizations participating in the JLUS (Joint Land Use Study) program feel is important to be shared within the region and does not necessarily reflect the views of the Office of Local Defense Community Cooperation.

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INTRODUCTION



While the military has a longstanding place in the history of the Charleston region, in many cases there is a lack of understanding between Joint Base Charleston (JB CHS) leadership and municipalities that surround the facility about each's vision and goals. This is due, in part, to turnover, both at the military level as leadership moves onto their next duty station, and amongst elected officials. Without protocols in place to ensure that these visions, of military and/or civilian leadership, are consistently aligned as the actual leadership changes; the ability of JB CHS to maintain and expand its mission can be compromised, the ability of the region to balance the needs of the civilian and military communities hampered and the ability of long-term regional planning efforts to be successful can be negatively impacted.

In 2008, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) completed an update to the 1993 Joint Land Use Study.

The 2008 update came at a time when the area had experienced a significant amount of growth and Charleston Air Force Base and Naval Weapons Station Charleston were transitioning into a new, joint-base structure. That growth has continued to be robust, with relatively little slow down during the great recession or the COVID pandemic. Now more than ever, it is important to increase awareness and communication between our local governments, military installations, and community residents.

The Communications Coordination Manual (CCM) provides JB CHS and municipalities in the Charleston region a framework upon which to build strong relationships between the civilian and military leadership, provide an understanding of whom in each community can address specific needs, and a process that focuses on partnerships between the civilian and non-civilian communities that have a long-term interest in the region.



How to use the CCM

This CCM is designed to build and enhance relationships that support effective communication and coordination between Joint Base Charleston and the civilian community. The CCM can be used as a guide to direct who should be contacted, which department to contact, and then specifically who in that department can address the specific need. The CCM contains contact information, which includes telephone numbers, extensions, and email addresses, for various positions within Joint Base Charleston, adjacent jurisdictions, the Berkeley-Charleston-Dorchester Council of Governments, or the Charleston County Aviation Authority. The goal of information within this CCM is to enable military and civilian peers to communicate more efficiently.

As relationships shift due to changes in command or local leadership, subsequent leaders should use the information contained herein as a way to build new relationships that are critical for effective communication.

Use this plan often!

**Get to know your
community partners and
neighbors!**

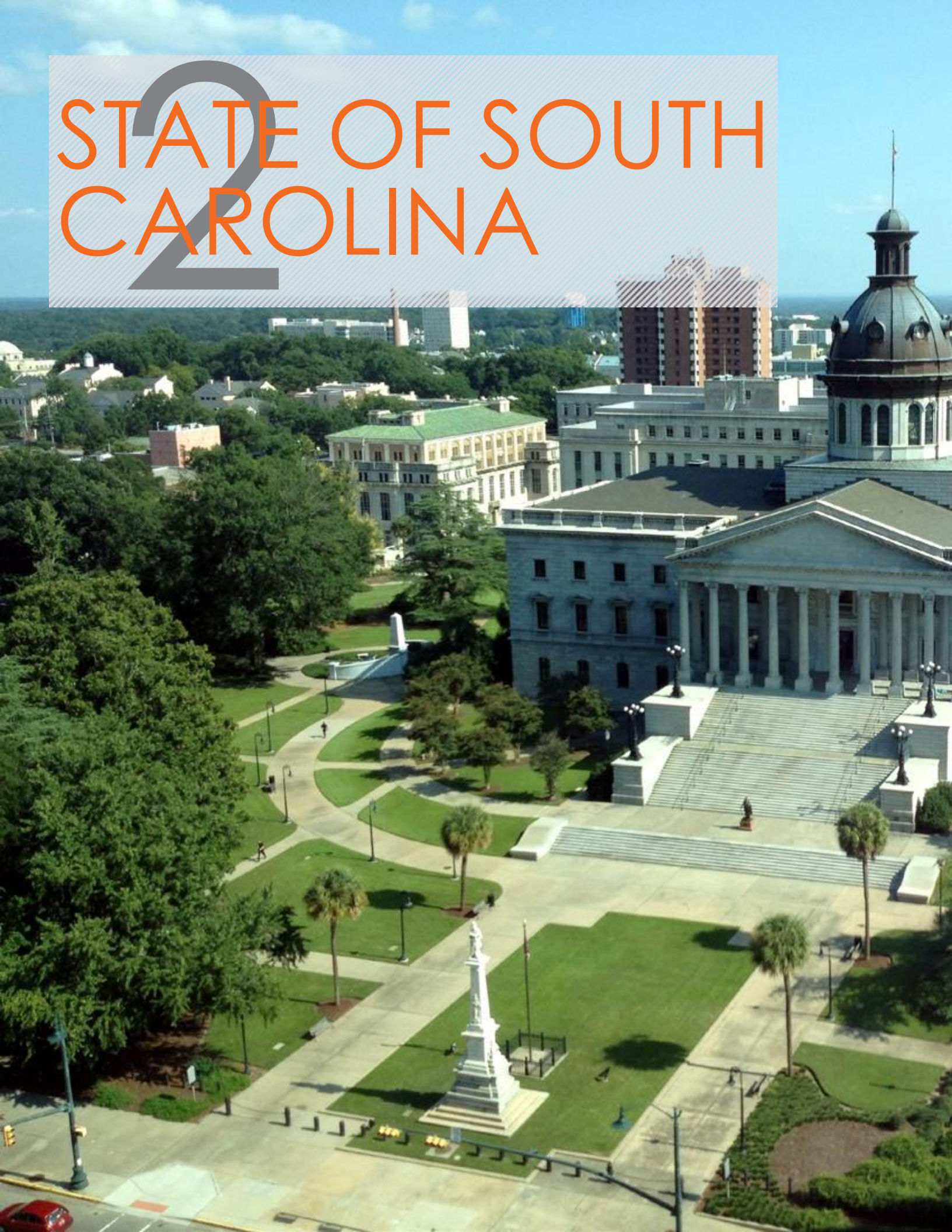


Updating the CCM

This publication is only one of many tools to use in support of a long-term communication and coordination commitment. Not only should it be updated regularly, but each iteration should include higher quality information. We expect each CCM edition to be even better and more effective than the last one. Equally important, points of contact are encouraged to train their successors to allow for a smooth transition in our deepening military/civilian relationships.



STATE OF SOUTH CAROLINA



South Carolina officially separated from North Carolina in 1729. It was the scene of extensive military action during the Revolution and again during the Civil War, in which it was the first state to secede from the Union. In fact, when the Civil War began in 1861, it was South Carolina troops that fired on federal Fort Sumter in Charleston Harbor.

Once primarily agricultural, South Carolina's economy evolved with many large textile and other mills that produced several times the output of its farms in cash value. Charleston mills made asbestos, wood, pulp, steel products, chemicals, machinery, and apparel.

In recent years, farms have become fewer in number but larger in scale. South Carolina ranks second in peach production behind California. Other top agricultural commodities include broilers, turkeys, greenhouse products, cattle and calves, and corn. One of only two commercial tea plantations in America is 20 miles south of Charleston on Wadmalaw Island.

Listing points of historic interest in the Berkeley-Charleston-Dorchester region emphasizes the region's connection to both the military and its agricultural legacy; including Fort Sumter National Monument, Fort Moultrie, Fort Johnson, the USS Yorktown aircraft carrier at Patriot's Point in the Charleston Harbor; and former plantations such as Middleton, Magnolia, Drayton Hall and Cypress Gardens.

Attractions elsewhere in the South Carolina include Cowpens National Battlefield in the Upstate; Hilton Head resorts; and the Riverbanks Zoo and Botanical Gardens in Columbia.



“One of only two commercial tea plantations in America is 20 miles south of Charleston on Wadmalaw Island.”

Local Government

“The earliest state constitutions gave state legislatures authority to create local units of government and to alter the powers, organization, and boundaries of existing units. Municipal corporations were set up to provide special services that counties were unable or unwilling to provide. South Carolina first established enabling legislation for cities in 1924 and counties in 1942.”

Mayor-Council Form

Under the mayor-council form of government there is a mayor and a council of four, six, eight or twelve council members. The mayor is elected at-large and serves a term of two or four years. This form of government provides for a distinct division of powers between the council and the mayor.

The mayor actually is the chief executive, giving the office of the mayor substantial influence in the policy-making process and substantial control over administration. The mayor holds important budgetary powers along with the power to veto legislative actions of the council.

Administrative authority is shared with a number of independent boards and commissions. The mayor is empowered to appoint people to boards and commissions.

Council Form

Under the council form of municipal government, both administrative and legislative powers are vested in the Council. Council is composed of a mayor and five, seven, or nine members (including a mayor) elected for two- or four-year terms of office. The council form combines both executive and legislative powers in a governing board - the council. There is no single chief executive; rather, the council serves collectively as the policy-making body and individually as liaisons to principal departments.

Council-Manager

Under the council-manager form, there is a mayor and council composed of four, six, or eight members elected for two- or four-year terms. The council-manager form of government parallels the organization of a business corporation. Voters elect the council, which in turn appoints the manager much like in the business world, where the stockholders elect the board of directors that appoints the chief administrative officer. In this analogy, the mayor is the chairperson of the board.

Comprehensive Planning

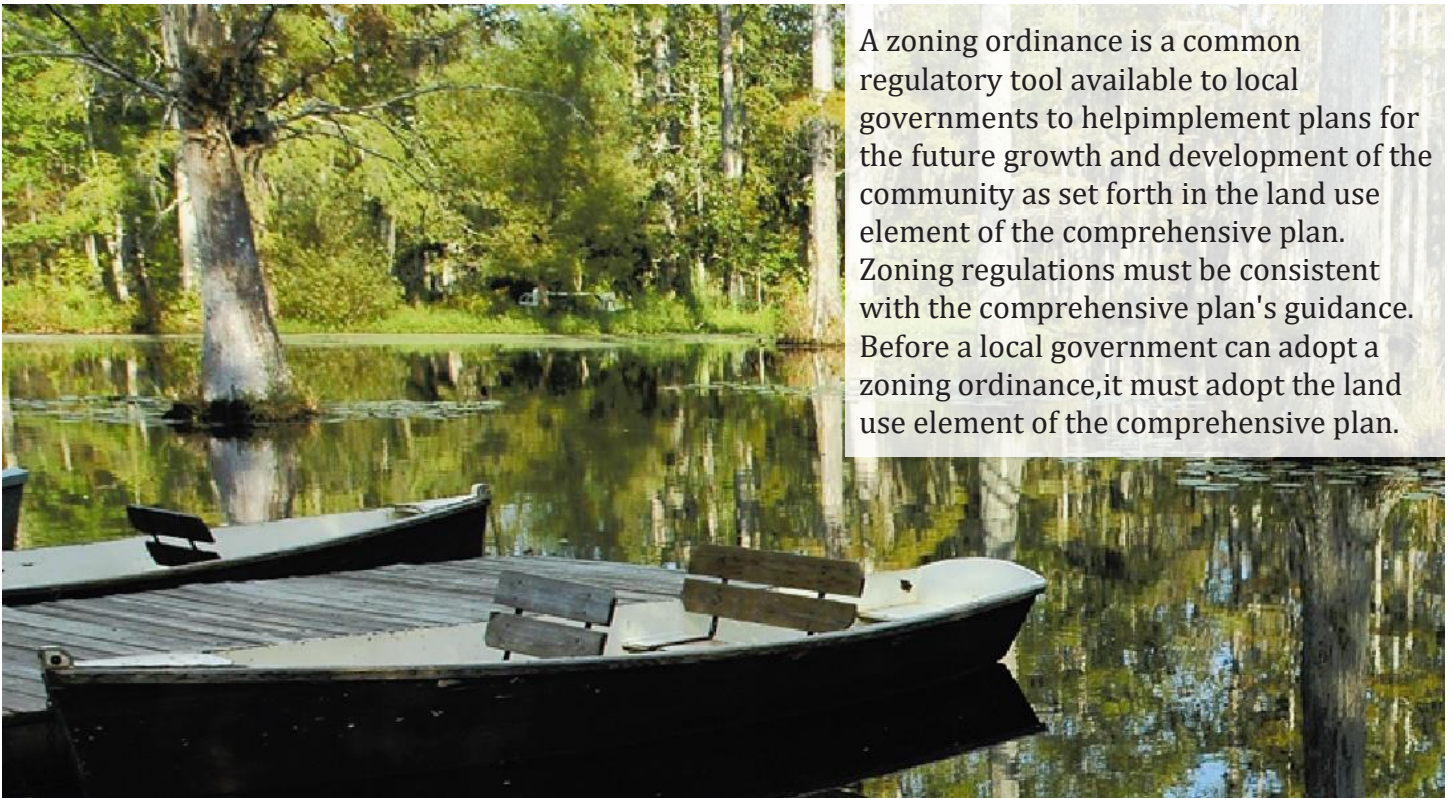
Planning in South Carolina is a constantly evolving and changing process. It is conducted within a framework established by the US Constitution, the South Carolina State Constitution, state statutes and rules, and the rulings of South Carolina courts. Title 6, Chapter 29 of the South Carolina Code of Laws establishes the framework for how local governments plan.

The Comprehensive Plan is a public guide for each community that sets its vision for the future. It inventories and assesses the existing conditions within the community to determine future needs and to set goals and policies with implementation strategies for the future. It ultimately provides a blueprint for the community's physical development. The document is considered a living document, to be continually updated as conditions change, but no less than every ten years.

The Local Government Comprehensive Planning Enabling Act of 1994 replaced the 1967 Act, repealed previous statutes, and required all local comprehensive plans, zoning ordinances, and land development ordinances to conform to the 1994 Act by December 31, 1999. The Act with subsequent amendments is codified in S.C. Code Title 6, Chapter 29.

Zoning Ordinance

A zoning ordinance is a common regulatory tool available to local governments to help implement plans for the future growth and development of the community as set forth in the land use element of the comprehensive plan. Zoning regulations must be consistent with the comprehensive plan's guidance. Before a local government can adopt a zoning ordinance, it must adopt the land use element of the comprehensive plan.



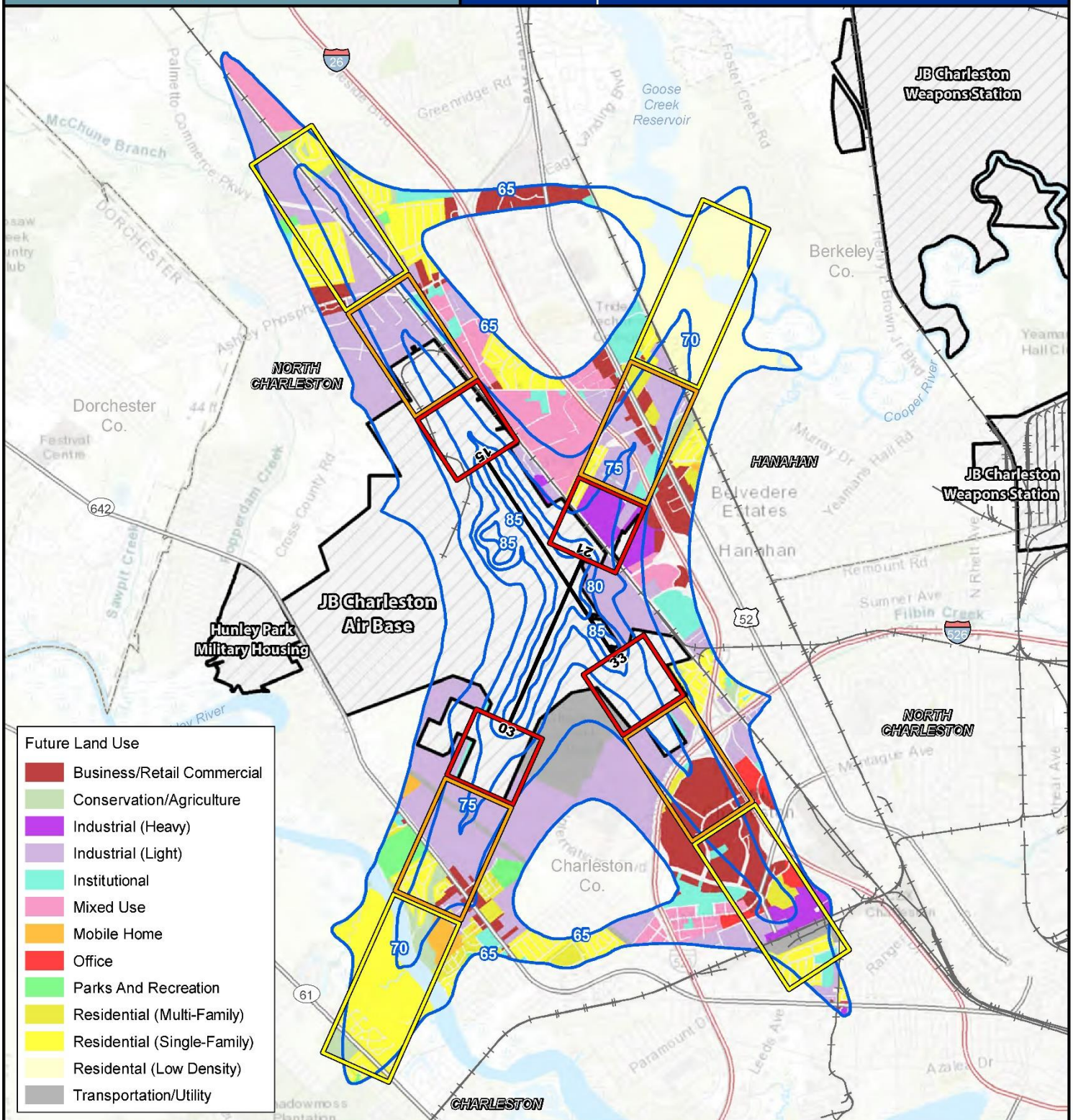
Military Base Land Use Compatibility

A military installation and the surrounding communities that support its mission are closely interconnected, where decisions made by leadership on both sides may have real, and sometimes serious, consequences for their respective installations and local jurisdictions. Military installations are often critical to regional and state economies, attracting jobs and workers and generating billions of dollars in economic activity and tax revenue. This economic driver in turn increases the demand for housing, public services, and infrastructure in surrounding communities. However, as growth occurs and communities develop and expand, they often develop closer to military lands, resulting in conflicting land use activities. This greatly impacts the relationship between installations and their surrounding communities.

Incompatible residential and commercial development patterns surrounding a military base are identified as “encroachments.” Several issues can result from encroachments. For instance, they can interfere with important military training exercises, inhibiting the military’s ability to carry out missions conducting realistic training and testing. Ultimately, if an encroachment restricts or compromises training and operational missions, military installations could be forced to close.

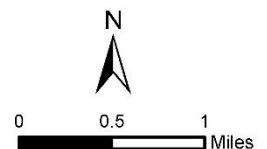
The population growth and concurrent urbanization of areas around Joint Base Charleston is an issue of concern in the region. In 2015, and again in 2020, regional leaders signed a charter creating the Lowcountry Defense Community Partnership Council. Since 2020, the LCDPC has been holding quarterly meetings in conjunction with the BCDCOG’s Joint Land Use Policy Committee.





Legend:

- | | | |
|--------------------|-----------------------------------|---------------------------------|
| County Boundary | Installation | 2019 AICUZ Clear Zones and APZs |
| Interstate | Waterbody | Clear Zone |
| U.S./State Highway | 2019 AICUZ Noise Contour (dB DNL) | Accident Potential Zone I |
| Railroad | | Accident Potential Zone II |
| Runway | | |



Note: Future land use data is not available within major transportation corridors.

Source: AFCEC 2017, 2018; BCDCOG 2018; ESRI 2017; FHWA 2017; U.S. Census Bureau 2017. © Ecology and Environment, Inc. 2018

On the other hand, military-related training and activities often lead to undesirable consequences for neighboring communities, where residents are potentially exposed to noise from ammunitions testing, dust, aircraft noise, and even accidents. This exposure can often generate citizen complaints to local governments if not addressed. New residents from outside the region are often less prepared for impacts generated by base operations.

In 2019, Joint Base Charleston had a \$25.3 billion impact on the state. The installation employs approximately 190,000 residents of the region.

The South Carolina Legislature recognizes the importance of compatibility issues between development and military installations and has created regulations to ensure cooperation. A 2004 amendment to SCC Title 6, Chapter 29 (known as the “Federal Defense Facilities Utilization Integrity Protection Act”) requires that jurisdictions provide the military opportunities to comment on land use or zoning decisions involving land on a federal military installation, within any federal military installation overlay zone, or (if there is no such established overlay zone) within 3,000 feet of a federal military installation or within the 3,000' Clear Zone or Accident Potential Zone of a federal military airfield.



Contacts

State of South Carolina 32,020 square miles, 2019 Census Population Est. 5,020,806
Office of the Governor 1205 Pendleton Street, Columbia, South Carolina
Website: sc.gov, **Phone:** 803-734-2100, **Fax:** 803-734-5167

State Agency Officials (as of July 2021)	Title	Contact	Telephone	Website
Governor	The Honorable	Henry McMaster	803-734-2100	http://governor.sc.gov
Lieutenant Governor	Lieutenant Governor	Pamela Evette	803-734-2080	http://ltgov.sc.gov/
Secretary of State	Secretary	Mark Hammond	803-734-2170	http://www.scsos.com/
Treasurer	Treasurer	Curtis M. Loftis, Jr.	803-734-2016	http://www.treasurer.sc.gov/
Attorney General	Attorney General	Alan Wilson	803-734-3970	http://www.scag.gov/
Comptroller General	Comptroller General	Richard Eckstrom	803-734-2121	http://www.cg.sc.gov/
State Superintendent of Education	Superintendent	Molly Spearman	803-734-8500	http://www.ed.sc.gov/
Commissioner of Agriculture	Commissioner	Hugh E. Weathers	803-734-2190	http://agriculture.sc.gov/
Adjutant General	Major General	Van McCarty	803-229-4360	http://www.scguard.com/leadership/
Senator	Senator	Lindsey Graham	202-224-5972	http://lgraham.senate.gov/
Senator	Senator	Tim Scott	202-224-6121	http://www.scott.senate.gov/
House of Representatives District 1	Congresswoman	Nancy Mace	803-212-6717	http://mace.house.gov/
House of Representatives District 6	Congressman	James Clyburn	803-799-1100	http://clyburn.house.gov/

State Agency Officials
(as of July 2021)**Title****Contact****Telephone****Website****House of
Representatives
District 7****Congressman****Tom Rice****843-445-6459****<http://rice.house.gov/>****Department of
Alcohol and Other
Drug Abuse Services****Director****Sara Goldsby****803-896-5555****www.daodas.state.sc.us****Department of
Commerce****Secretary****Robert M.
"Bobby" Hitt, III****803-737-0400****www.sccommerce.com****Department of
Corrections****Director****Bryan P. Stirling****803-896-8500****www.doc.sc.gov****Department of
Employment and
Workforce****Executive
Director****Dan Ellzey****803-737-2400****www.dew.sc.gov****Department of
Health and Human
Services****Director****Joshua D. Baker****803-898-2500****www.scdhhs.gov****Department of
Insurance****Director****Ray Farmer****803-737-6160****www.doi.sc.gov****Department of
Juvenile Justice****Director****Freddie Pough****803-896-9749****www.state.sc.us/djj/**

State Agency Officials
(as of July 2021)

	Title	Contact	Telephone	Website
Department of Labor, Licensing and Regulation	Director	Emily H. Farr	803-896-4300	www.llr.state.sc.us
Department of Motor Vehicles	Director	Kevin A. Shwedo	803-896-5000	www.scdmvonline.com
Department of Parks, Recreation and Tourism	Director	Duane N. Parrish	803-734-0166	www.scprrt.com
Department of Probation, Parole and Pardon Services	Director	Jerry B. Adger	803-734-9220	www.dppps.sc.gov
Department of Public Safety	Acting Director	Robert G. Woods IV	803-896-7979	www.scdps.gov
Department of Revenue	Director	W. Hartley Powell	803-898-5000	www.sctax.org
Department of Social Services	Director	Michael Leach	803-898-7601	www.dss.sc.gov
Department of Transportation	Secretary	Christy Hall	803-737-1302	www.scdot.org
State Law Enforcement Division	Chief	Mark A. Keel	803-737-9000	www.sled.sc.gov



JOINT BASE CHARLESTON

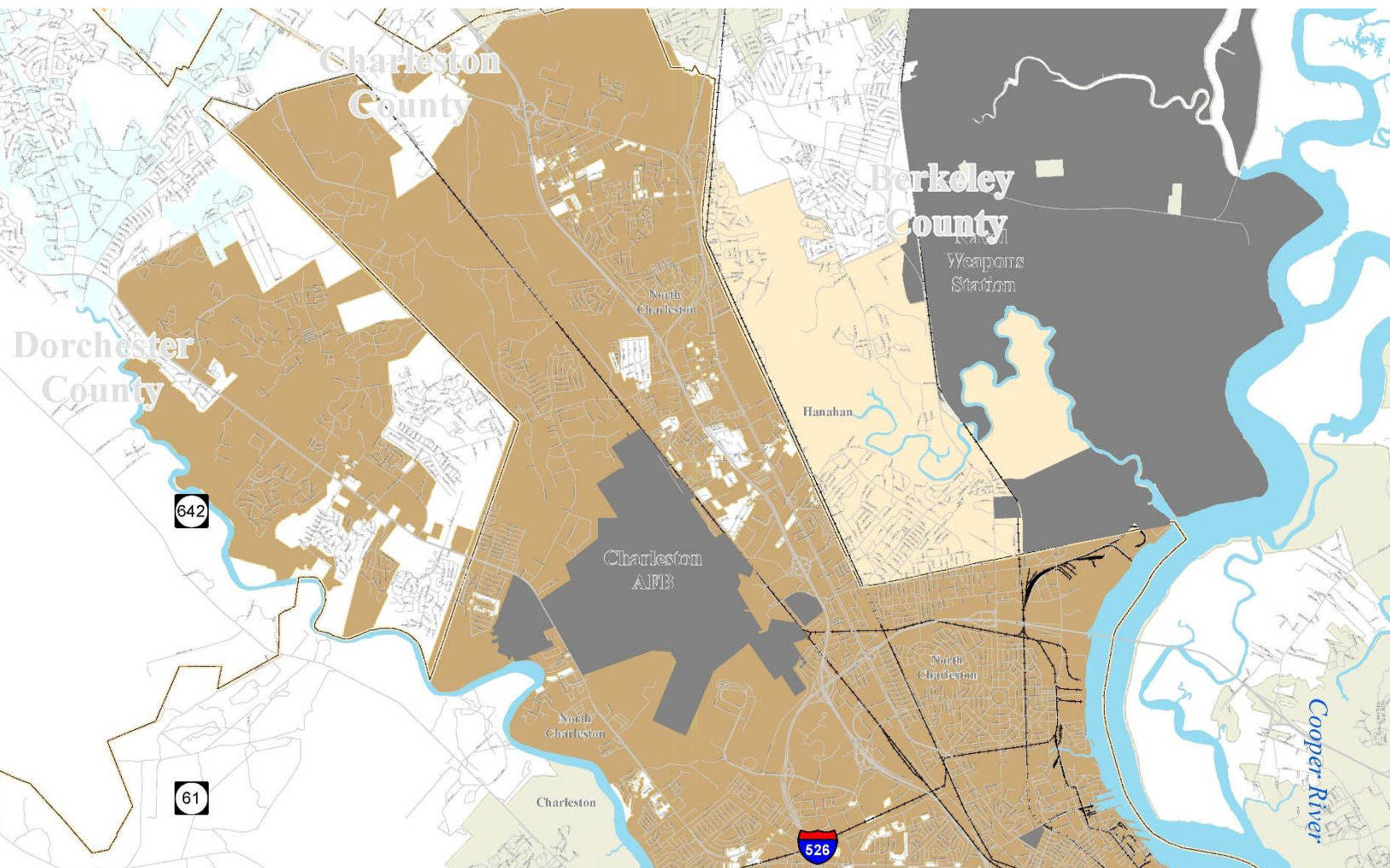


As of 2010, Charleston was home to both the Naval Weapons Station (NWS) and Charleston Air Force Base (AFB). In 1941 NWS Charleston was commissioned as a U.S. Naval Ammunition Depot and served as a munitions collection and distribution point during World War II. Following the war, the site handled guided missiles and arming submarines.

In 1942 the City of Charleston began leasing the Charleston Municipal Airport to the War Department, thus founding what eventually became Charleston Army Air Field. In addition to providing a home for anti-submarine units, the field's initial mission was training air depot groups. That training mission changed, and the field began training combat crews for B-24 Liberators. Following the end of World War II in 1952, the City began leasing what became Charleston Air Force Base to the United States Air Force.

As a result of recommendations from the 2005 Base Realignment and Closure (BRAC) study, Charleston AFB and NWS Charleston were merged into Joint Base Charleston, effective October 1, 2010. Joint Base Charleston is one of 12 joint bases formed as a result of congressional legislation implementing the 2005 BRAC recommendations. The base specializes as a logistics, transportation, training, and engineering hub.

The 628th Air Base Wing (ABW) serves as the host unit of Joint Base Charleston and is comprised of two operational groups and a wing staff directorate. The 628th ABW provides installation support to more than 60 DOD and federal agencies serving over 70,000 Airmen, Sailors, Marines, Soldiers, Coast Guardsmen, civilians, dependents, and retirees. It also provides expeditionary Airment to combatant commanders in support of joint and combined operations.



Joint Base Charleston also includes the Naval Nuclear Power Training Command (NNPTC) training center. The center is designed to educate enlisted personnel and commissioned officers of the U.S. Naval Nuclear Power Program on the design, operation, and maintenance of naval nuclear propulsion plants.

Joint Base Charleston is comprised of over 23,000 non-contiguous acres and includes 22 miles of Atlantic shoreline and 34 miles of active railroads. The base shares commercial runways with the Charleston International Airport. There are more than 1,500 on-base housing units, childcare facilities, and a large medical clinic on both the Weapons Station and Air Base.



Other Joint Base Charleston mission partners include:

- 315th Airlift Wing
- 437th Airlift Wing
- 841st Transportation Battalion
- Army Field Support Battalion Charleston
- Naval Consolidated Brig Charleston
- Naval Health Clinic Charleston
- Naval Munitions Command Unit Charleston
- Naval Nuclear Power Training Unit
- Naval Support Activity Charleston
- Naval Information Warfare Center (NIWC) Atlantic
- Navy Nuclear Power Training Command
- 1189th Transportation Brigade



Contacts

Joint Base Charleston 20,877 acres

Address: 102 North Davis Drive, Joint Base Charleston, SC 29404

Departments	Telephone
628th Air Base Wing Command Section	843-963-3418
437th Airlift Wing Command Section	843-963-3201
315th Airlift Wing Command Section	843-963-3338
841st Transportation Battalion	843-597-4761
Army Field Support Battalion Charleston	843-794-8702
Naval Information Warfare Center (NIWC) Atlantic	843-218-5000
Naval Consolidated Brig Charleston	843-794-0306
Navy Nuclear Power Training Unit Charleston	843-794-5340
Navy Nuclear Power Training Command	843-794-8030
Naval Health Clinic Charleston	843-794-6213
Navy Munitions Command	843-794-7621
Air Base Fire	843-963-3777
Weapons Station Fire	843-794-7555
North Auxiliary Air Field	843-963-9975
Air Base Law Enforcement Desk	843-963-3600
Weapons Station Law Enforcement Desk	843-794-7777
Weapons Station dispatch	843-794-7556/7555/7777/7732
628 CES Community Planner (@us.af.mil)	843-963-1496
Civil Engineer Squadron	843-963-2392
Emergency Management	843-963-1740
628th Air Base Wing Medical Group	843-963-6909
Naval Support Activity Charleston	843-963-3419
1189 th Transportation Brigade	843-794-0622



CITY OF NORTH CHARLESTON





History

In the 1700's over 60 plantations were established between the Ashley and Cooper Rivers. Great botanical and horticultural progress was made during the 18th century by Eliza Lucas Pinckney with production of silk and indigo; Phillipe Noisette with development of the internationally famous Noisette rose; and by Andre Michaux, the father of American horticulture, who established a botanical garden (near what is now Aviation Avenue) and introduced new plants to the area such as camellias and mimosas.

The earliest railroad lines were laid from Charleston proper to the "North Area", along what is now Rivers Avenue in the 1800's. Farming and lumbering were vital, and the mining of phosphate for use in fertilizer created an economic boom after the Civil War.

Chicora Park was purchased by the Navy and the Charleston Naval Yard was established in 1901. The Shipyard boasted the largest pier and dry dock on the East Coast used for shipbuilding and repair prior to World War I. The Naval Shipyard and Naval Base expanded even further during World War II and remained active until it was closed by a BRAC in January 1996. For almost 100 years, the Naval Yard bolstered the economy and the development of North Charleston as a new city drawn on planning principals of the progressive era.

By 1930 there were only 2,000 residents in the North Area. However, the nation was in the Great Depression. West Virginia Pulp and Paper Co. moved into the area, creating many jobs, and consequently the residential population increased. A Public Service District was formed in 1934 to serve the area with street lights, water, sewerage, garbage disposal, and fire protection.

With the Navy's presence, the population of the North Area rapidly grew in 1940 as World War II loomed. By 1942 the population had jumped to more than 18,000 as the Naval Yard increased its personnel and the Army brought its Port of Embarkation here.

The military bases in North Charleston brought prosperity to the area during both world wars and the Korean and Vietnam conflicts. After the wars, many servicemen continued to live and work in the area, enabling the industrial community to keep up its production.

On June 12, 1972, the City of North Charleston was established as the 9th largest city in South Carolina with John E. Bourne, Jr. as its first mayor. By December of that year, North Charleston had become the 4th largest city in the state after annexing the Naval Base, Air Force Base, and the Charleston International Airport. Within one year the city population had increased from 22,000 to 53,000.





By July 3, 1975 the city had become the third largest city in the state. On June 12, 1982, North Charleston had grown by 250 percent since its incorporation. It had \$15 million in capital investments; \$1.95 million invested in parks and recreation facilities, and \$2.28 million in economic development.

The City celebrated the opening of Northwoods Mall in 1986, which helped to promote North Charleston as a state leader in retail sales. North Charleston also remains one of the state's major industrial centers.

The Charleston Naval Base and Shipyard officially closed in 1996, ending an almost 100-year history as the largest employer of civilian workers in South Carolina.

Approximately \$1.4 billion dollars of annual expenditures were lost due to the closure. Hundreds of acres of land that the Charleston Naval Base and Shipyard occupied reverted to the City of North Charleston after the base closure. Shortly thereafter, private businesses began to enter into leasing agreements for warehouses and office spaces. The former shipyard today continues to serve as a location for startup businesses and industries.

Boeing Aircraft announced in 2009 that North Charleston would become the new home of the 787 Dreamliner Aircraft assembly and delivery prep center, providing thousands of new jobs in a world-wide market. Opening a 1.2 million square foot facility adjacent to the Charleston International Airport and Joint Base Charleston's Air Force Base, Boeing SC today is one of the largest employment centers in the state.

Geography and Demographics

The total population of the Tri-County region including Charleston, Berkeley, and Dorchester counties was estimated at 802,122 people in 2019. Charleston is the largest city in the Tri-County area and ranks as the second-largest city in the state. North Charleston is the second-largest city in the Tri County area and ranks as the third-largest city in the state.

As the third largest city in South Carolina, North Charleston's incorporated areas cover more than 81 square miles in Berkeley, Charleston, and Dorchester counties.

According to the U.S. Census 2019 estimates, there are 111,501 people, 41,874 households, and 22,624 families residing in the city. The median income for a household in the city in 2019 was estimated as \$45,510.



Government

The City of North Charleston is a mayor-council form of government with a mayor and ten council-members elected from single-member districts for four-year terms by the City's citizens. The mayor acts as chief administrator and executive officer of the municipality. The mayor presides over city council meetings and has a vote, the same as the other ten council members.

Industry

With the arrival of Boeing South Carolina's aircraft delivery center, the city has gained international importance and stature as one of only four places in the world for the manufacture and assembly of wide-body commercial aircraft. Coupled with construction of the Palmetto Commerce Parkway, many businesses and industries have located and invested hundreds of millions of dollars in North Charleston's economy. These manufacturers continue to provide high-paying jobs in the area.

North Charleston has been the state's leader in retail sales since 1989. In calendar year 2020, gross retail sales exceeded \$6.9 billion to surpass its nearest competition, Columbia, by over \$2 billion. The city continues to expand its inventory of 4-star hotel accommodations, particularly near the airport. In 2021, North Charleston was reported to have over 8,000 hotel rooms and, despite economic impacts of the pandemic, an occupancy rate of 61.2%.

Transportation

The hub of regional transit in the Charleston-North Charleston-Summerville metropolitan area, North Charleston boasts a wide array of transportation options. The city is centered by the intersection of two interstates (I-26 and I-526), the Charleston International Airport, two Class I Railroads, the Amtrak station, two rivers with docks and marinas, two seaport terminals.

The city and surrounding area are also served by four major U.S. highways and seven primary state highways. Charleston Area Regional Transportation Authority (CARTA) and Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCD-RTMA) provide bus travel to and through the city. The Charleston International Airport and the Charleston Air Force Base provide commercial and military air service for the region. The S.C. State Ports Authority has seven intermodal facilities, three of which are located in North Charleston. Each facility handles container, bulk and break-bulk cargo. With more than two million square feet of warehouse and storage space, the port terminals can accommodate more than 17 vessels at a time. Rail service providers include Norfolk Southern, CSX System, and Palmetto Railways.



Utility Service

Potable Water

The primary provider of potable water in North Charleston is Charleston Water System. Charleston Water System (CWS) provides water directly to areas of North Charleston within Charleston County, and provides wholesale water to the Charleston Air Force Base and Dorchester County Water and Sewer. In the CWS system, raw water from the Edisto River and the BushyPark Reservoir in Goose Creek is treated at the Hanahan Water Treatment Plant.

Sanitary Sewer

The North Charleston Sewer District provides sewer and wastewater treatment for North Charleston excluding areas of the city located in Dorchester County. The district primarily serves North Charleston, but also Lincolnville and portions of unincorporated Charleston County and Summerville. Wastewater is treated at the Felix C. Davis Wastewater Treatment Plant, located at the south end of North Charleston, off Herbert Street near the confluence of Shipyard Creek and the Cooper River.

Solid Waste and Recycling

The Sanitation Division of North Charleston's Public Works Department is responsible for residential garbage and trash collection. Collection occurs curbside within the city limits on different days in different areas of the city; however, both trash collection and garbage collection are performed in the same areas on the same day.

The Charleston County recycling program administers recycling services in North Charleston. Charleston County provides curbside pickup of cans (aluminum, steel), plastic bottles and jugs (#1, #2), glass (brown, green and clear), paper (office paper, brown paper bags, magazines, mixed paper, newspapers and inserts, paperboard, telephone books), and motor oil bottles.

North Charleston residents located within Dorchester County boundaries utilize "convenience sites" to which they must take their recyclables, the nearest one of which stands along Old Fort Drive.



Electricity and Natural Gas

Dominion Energy purchased South Carolina Electric & Gas Company at the beginning of 2019 and with it, the responsibility to serve North Charleston residents, businesses, institutions and manufacturers with electricity and natural gas. The acquisition also included SCANA, which generated power for SCE&G to distribute.

Headquartered in Richmond, Virginia, Dominion Energy operates in 20 states and serves more than seven million customers.



Customer service is provided to the Tri-County area through the former SCE&G facility, located at 4481 Leeds Avenue in North Charleston.

Points of contact for economic development and governmental affairs serve the region from this base of operations, while the head of governmental affairs and economic development is housed in Columbia.

These POCs are available to facilitate coordination with Joint Base Charleston on its efforts to improve energy resiliency. Dominion Energy has reduced power outages at multiple military installations by 85% or more and invested hundreds of millions of dollars in distribution upgrades to that end.



Contacts

City of North Charleston: 76.6 square miles, 2019 Census Population Est. 115,382

Address: 2500 City Hall Lane, North Charleston, SC 29406

Website: www.northcharleston.org, **Phone:** 843-554-5700

Key Staff (July 2021)	Name	Email	Telephone
Mayor	R. Keith Summey	mayor@northcharleston.org	843-740-2504
Special Assistant to the Mayor	Ray Anderson	randerson@northcharleston.org	843-740-2512
Special Assistant to the Mayor/ Public Relations	Julie Elmore	jelmore@northcharleston.org	843-740-2527
Project Manager	Adam B. MacConnell	amaconnell@northcharleston.org	843-740-5821
Economic Development – Naval Base Liaison	Ryan Johnson	rjohnson@northcharleston.org	843-740-2520
Event Coordinator/ Zoning Director	Lisa Reynolds	lreynolds@northcharleston.org	843-308-4746
Communications Coordinator	Tony Tassarotti	tonyt@northcharleston.org	843-740-2515
Planning and Zoning Director	Gwen Moultrie	gmoultrie@northcharleston.org	843-740-2572
Chief Building Official	Darbis Briggman	dbriggman@northcharleston.org	843-740-2560
Public Works Director	Jim Hutto	jhutto@northcharleston.org	843-460-1543



Business Hours: Mon - Fri 8:30 am to 5:00 pm

City Council Meetings: 2nd and 4th Thursday of each month at 7:00 pm in the City Council Chambers of North Charleston City Hall, 2500 City Hall Lane

Planning Commission Meetings: 2nd Monday of each month at 6:00 pm in the third-floor Buist Conference Room at North Charleston City Hall, 2500 City Hall Lane

Form of Government: Mayor-Council Government

Elected Officials (July 2021)	Name	Email	Telephone
Council Member District 1	Mike A. Brown	mabrown@northcharleston.org	843-377-3918
Council Member District 2	Rhonda Jerome	ncdist2@comcast.net	843-414-7891
Council Member District 3	Virginia Jamison	vjamison@northcharleston.org	843-553-0885
Council Member District 4	Ron Brinson	rbrin@aol.com	843-425-1718
Council Member District 5	Jerome Heyward	jheyward@northcharleston.org	843-697-1600
Council Member District 6	Dorothy Williams	dwilliams@northcharleston.org	843-735-1539
Council Member District 7	Samuel L. Hart	shart@northcharleston.org	843-554-1249
Council Member District 8	Robert (Bob) King	bob1408.king@comcast.net	843-744-1041
Council Member District 9	Kenneth Skipper	klskipper@gmail.com	843-200-7520
Council Member District 10	Michael Brown	bmichaelchr@aol.com	843-747-3531
Mayor	R. Keith Summey	mayor@northcharleston.org	843-740-2504

5 CITY OF HANAHAN



History

One of the more established communities in Berkeley County, the areas in and around what is now known as Hanahan thrived in the antebellum plantation economy that expanded throughout much of the southern United States into the 1860s. In the 20th century, the Hanahan area was reborn under different economic forces, primarily railroad and military presence. Rail was extended to the Port of Charleston in the nineteenth century and the Charleston Navy Base was established in 1901 along the Cooper River between its confluence with the Goose Creek and the port.

Most important was the damming of the Goose Creek at the turn of the twentieth century. Groundwater under much of Charleston had long been contaminated by effluent from raw sewage, so the City required a permanent, reliable freshwater source. The private Charleston Water and Light Company met this demand by creating the Goose Creek Reservoir and Saxon Pumping Station and Treatment Facility, operations of which commenced in 1903. A railroad station was established on the Atlantic Coast Line so that supplies could be delivered to the new facility, and Remount Road was constructed to provide access to US Highway 52.

Like many areas across the United States, Hanahan developed briskly after WWII as a suburban bedroom community. Increased demand for services was met as the Highland Park Fire and Water District became a public service district (PSD) in 1946, empowered to provide sanitary and stormwater sewage systems, parks and recreation facilities, and refuse collection in addition to fire protection and potable water service. The Highland Park-Remount Road Exchange Club chose the name “Hanahan,” the enduring name of the railroad station near Remount Road, as the new name for the local communities and the PSD, as well as for itself, in 1947. In 1950, Fishburne Elementary School opened on land donated by the Highland Park developer, a Hanahan Health Club was formed, and the Hanahan Public Service Commission (PSC) created a zoning commission to administer land use controls in the district, as its population approached 3,000.



With incorporation of the City of North Charleston in 1972, increased tensions ensued regarding home rule when the City of North Charleston annexed a Berkeley County parcel from within the Hanahan PSD, and Hanahan-residents learned that State Law prohibited incorporation of a new city within two miles of an existing city of 15,000 people.

Concurrently, under scrutiny of the constitutionality of its zoning commission and ordinance, the Hanahan Public Service Commission was taken to court in 1972 by a developer seeking rezoning to build a convenience store in the Trident Industrial Park. State Senator Rembert C. Dennis of Berkeley County, who supported and worked with the Hanahan community since its inception, had been working for years at the state capitol to create legislation to support zoning in public service districts, but without success. In the early 1970s, he shifted gears to amend State Code covering incorporation. He and State Assemblyman Robert L. Helmly of Berkeley County successfully cleared the way for Hanahan incorporation, amending code to permit new cities of at least 7,000 within two miles of existing cities of 15,000, provided such are divided by county lines.

Hanahan PSD Manager L. Hugh Smith collected 240 signatures on a petition to the Secretary of State's office to prompt a local referendum on the matter of incorporation.

Despite the opposition of the Public Service Commission, which faced obsolescence, Hanahan-ians voted to incorporate by a margin of 1093 to 903 on September 18, 1973. The new city, with a population of 11,408, included the entire PSD as well as abutting undeveloped lands northward to the Otranto and Saint James subdivisions. The 1980 US Census counted 13,224 Hanahan residents, a figure that has risen to nearly 18,000 as of the 2010 Census and continues to grow.

The US military has endured as a major employer in the area during and after the Second World War. Charleston was a point of embarkation for troops bound for Europe and a destination for prisoners of war, many of whom were held in the Hanahan area, and the US Army Depot was established in 1941 for the transmission of munitions from the interior of the country to Europe. The US Navy acquired a large tract of land east of Hanahan in 1954 as the Weapons Station Annex, which later became the site for the Atlantic Polaris Missile Facility and Nuclear Power Training School.



The Naval Weapons Station Charleston, which was added during the Second World War, occupies a large area within the southeast portion of Hanahan, maintains and operates facilities and provides services and material to support commands of the operating forces of the Navy. The facility also supports the Maritime Prepositioning Force (MPF) Program, and serves as homeport for ships as directed by the Chief of Naval Operations (CNO), and Commander, Military Sealift Command (MSC). The Charleston Air Force Base (AFB) is located just southwest of Hanahan adjacent to the Charleston International Airport (CHS). Hanahan is still surrounded by a strong military presence, with the military occupying 12 percent of land area in the city.

Geography and Demographics

Hanahan is the second largest municipality in Berkeley County behind Goose Creek, the sixth largest municipality in the Berkeley-Charleston-Dorchester Region, and the 22nd largest municipality in the State of South Carolina. The total population of the Tri-County area of Charleston, Berkeley, and Dorchester counties was estimated at 802,122 people in 2019. According to the U.S. Census 2019 Estimates, Hanahan's total population is 26,917 people, 8,891 households, 6,031 total family households. The median income for a household in the city of Hanahan is \$70,043.



Government

The city of Hanahan is a mayor-council form of government including a mayor and six council-members elected from single-member districts for four-year terms by the City’s citizens. The City Council carries out its duties in accordance with the City Ordinances and the laws of the State of South Carolina. As the legislative branch, the City Council is primarily responsible for making laws, which govern the City of Hanahan and proposes, debates, and votes on legislation governing and/or affecting the city. The City Council also regulates revenues and expenditures, incurs debt and approves the final operating and capital budgets for the city.

Transportation

Located in a centralized area of the region near the City of North Charleston, Hanahan has access to many different transportation options. The intersection of two interstate highways, I-26 and I-526, US 52 and US 78 are all within 5-miles of the City’s boundaries. Although none of these roads run directly through the City of Hanahan, Interstate 26 and US 52 (Rivers Avenue) parallel the City of Hanahan to the west, and Interstate 526 is in close proximity to the southern border of the city.

The City of Hanahan is served by two transit systems, CARTA and TriCounty Link. CARTA (Charleston Area Regional Transportation Authority) offers Fixed-Route, Flex Service, Express Commute Service, and Tel-A-Ride Paratransit, which is CARTA’s transportation service for the disabled. Tel-A-Ride is available to riders living in areas served by other CARTA services on a non-fixed route.

As the nation’s fourth busiest container port, the South Carolina State Ports Authority (SCSPA) owns and operates several terminals on the Wando and Cooper Rivers, comprising the Port of Charleston. Among these terminals is the North Charleston Terminal (NCT), touching Hanahan at its southeast corner and accessed by Remount Road.

The Charleston International Airport (CHS) is located just southwest of Hanahan adjacent to the Charleston Air Force Base, providing commercial and military air service for the Charleston metropolitan area. Railroads include Norfolk Southern, CSX System and Palmetto Roadways. Passenger services are available through Amtrak on their Palmetto and Silver Service trains, which run from New York to Miami with a stop in North Charleston at the Gaynor Avenue station.

Utility Service

Potable Water

The Charleston Water System (CWS) provides potable water to Hanahan households and the Greater Charleston area. The largest treatment plant in the State, the Hanahan Water Treatment Plant is located on a 60-acre site on the banks of the Goose Creek Reservoir. The plant now treats water taken from the Edisto River and the Bushy Park Reservoir and delivers it to approximately 400,000 customers in the Greater Charleston area through 1,700 miles of water mains.

Sanitary Sewer

The City of Hanahan owned and operated its own wastewater treatment plant (WWTP) until 2000, when it was sold to Berkeley County Water and Sanitation Authority (BCWSA). At this time BCWSA diverted flow from the Hanahan system to Berkeley County's Lower Berkeley WWTP on Red Bank Road near the Naval Weapons Station. The Lower Berkeley WWTP is capable of treating

22.5 million gallons of wastewater each day. The process removes pollutants from the wastewater and discharges the treated water into the Cooper River.

In cases where public water and sewer are not provided to properties within the City, private wells and septic systems are utilized. South Carolina's Department of Health and Environmental Control regulates and permits private wastewater systems.

Solid Waste and Recycling

The City of Hanahan Public Works Department consists of 16 employees who provide weekly trash pick-up to service to Hanahan households. All solid waste is transported to Berkeley County Municipal Waste Landfill operated by BCWSA, and located on Highway 52 in Moncks Corner. Recycling is an important component of solid waste management. BCWSA operates a recycling program at its Landfill, and the city has 2 drop-off facilities located in Otranto across from Hanahan Fire Station I on South Basilica Avenue, and on Murray Drive across from Hanahan Middle School



Contacts

City of Hanahan: 11.5 square miles, 2019 Census Population Est. 26,917

Address: 1255 Yeamans Hall Rd, Hanahan, SC 29410

Website: <https://cityofhanahan.com/> **Phone:** [\(843\) 554-4221](tel:8435544221)

Key Staff (July 2021)	Name	Email	Telephone
Mayor	Christie Rainwater	crainwater@cityofhanahan.com	843-554-4221
City Administrator	Mike Cochran	mcochran@cityofhanahan.com	843-576-5250
Human Resources	Wynette DeGroot	wynette.degroot@cityofhanahan.com	843-576-5252
Clerk to Council	Emily Huff	ehuff@cityofhanahan.com	843-576-5251

Business Hours: Mon - Fri 8:30 am to 5:00 pm

City Council Meetings: The Hanahan City Council meets the second Tuesday of each month in the Debbie Lewis Municipal Chambers at 1255 Yeamans Hall Road in Hanahan at 6:30 P.M.

Planning Commission Meetings: The Commission meets the first Tuesday of every month.

Form of Government: Mayor-Council Government

Elected Officials (July 2020)	Name	Email	Telephone
Council Member	Kevin Hedgpeth	khedgpeth@cityofhanahan.com	843-554-4221
Council Member	Jeff Chandler	jchandler@cityofhanahan.com	843-554-4221
Council Member	Michael Sally	msally@cityofhanahan.com	843-554-4221
Council Member	Mike Dyson	mdyson@cityofhanahan.com	843-554-4221
Council Member	Michael Sally	msally@cityofhanahan.com	843-554-4221
Council Member	Adam Spurlock	adam.spurlock@cityofhanahan.com	843-554-4221
Council Member	Ken Boggs	ken.boggs@cityofhanahan.com	843-554-4221
Mayor	Christie Rainwater	crainwater@cityofhanahan.com	843-554-4221

6 BERKELEY - CHARLESTON - DORCHESTER COUNCIL OF GOVERNMENTS (BCDCOG)



As one of South Carolina's 10 Regional Planning Councils, the Berkeley-Charleston-Dorchester Council of Governments' primary objectives are to assist local governments in developing local and regional plans within the Tri-County area and to provide local governments with planning and technical support to improve the quality of life in the region.

Local governments in Berkeley and Charleston counties first created a Regional Planning Commission in 1968 to encourage a regional approach to local issues. Local governments in Dorchester County elected to join the group three years later. The organization changed in 1976 to the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG).

The BCDCOG's by-laws call for a governing board of 57 members, all of whom are appointed by local governments within the three-county region. This board, led by an Executive Committee, sets policy and provides direction to the programs of the Council of Governments.

The BCDCOG accomplishes its goals by providing its member governments with technical assistance in a variety of fields, including:

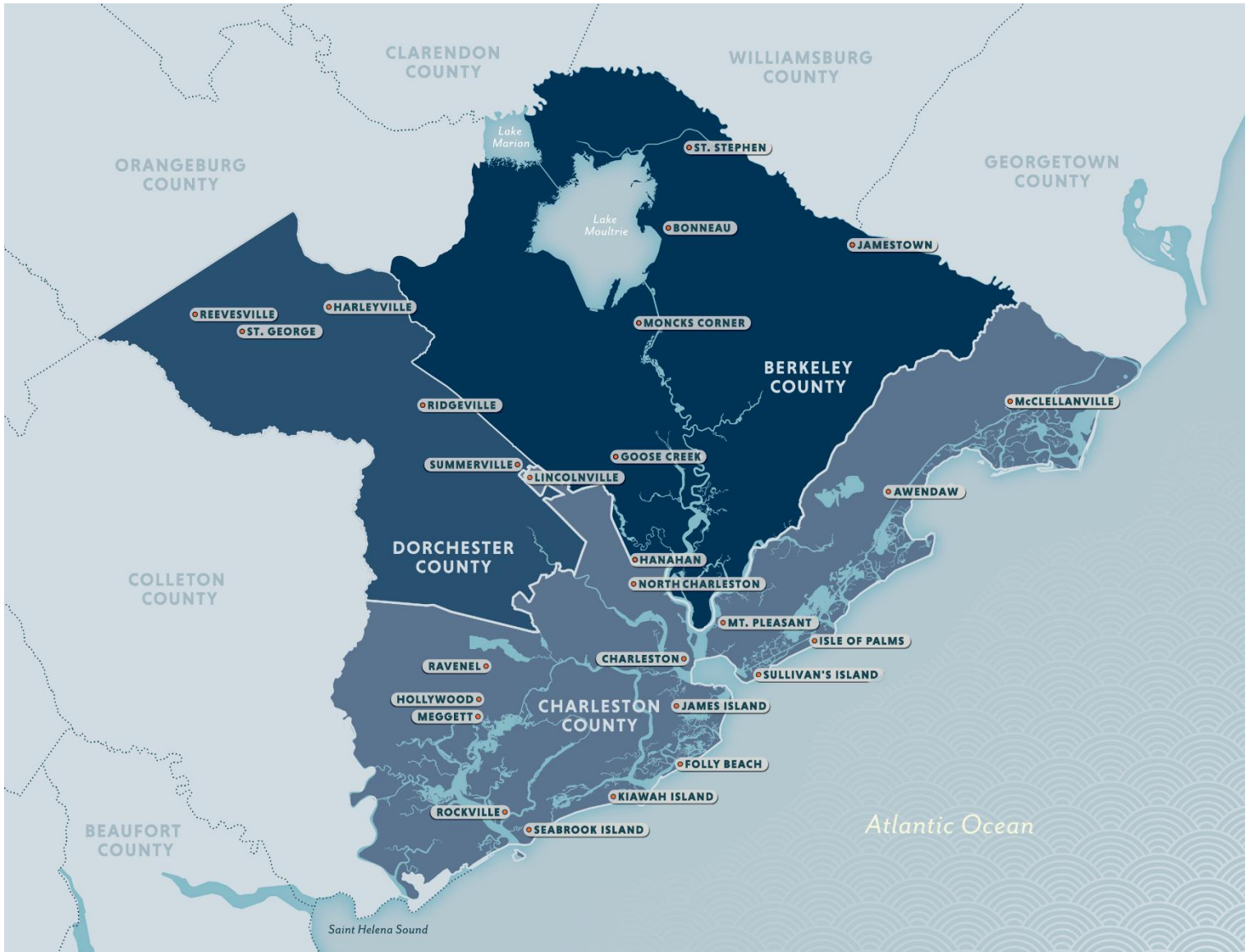
- economic development,
- community development,
- comprehensive planning,
- statistical information gathering and analysis,
- regional transportation planning, and
- regional water quality management.

BCDCOG is a voluntary association of, by, and for local governments. It was established to help local governments plan for common needs, cooperate for mutual benefit, and coordinate for sound regional development. BCDCOG's purposes are to strengthen both the individual and collective power of local governments, help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

BCDCOG serves a 3-county region of South Carolina. BCDCOG has 30 member governments. The COG's board of directors provides a forum for local leaders to find common goals and determine a course for the entire region.

Since the mid-1990s, the BCD Council of Governments has assisted the region's military installation with addressing issues common to the base mission and surrounding communities.

In addition to hosting quarterly meetings of the Joint Land Use Committee and Lowcountry Defense Community Partnership Council (LDCPC), the BCDCOG reserves office space for the Community Liaison for Joint Base Charleston at its facility in North Charleston near the back gate to the Air Force Base.



Contacts

Berkeley-Charleston-Dorchester Council of Governments Address: 5790
Casper Padgett Way, North Charleston, SC 29406**Website:** www.bcdcog.com
Phone: 843-529-0400

Name	Title	Email
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Robin Mitchum	Deputy Director of Finance and Administration	robinm@bcdcog.com
Michelle Emerson	Marketing and Communications Manager	memerson@bcdcog.com
Daniel Brock	Regional Strategist	danielb@bcdcog.com
Kathryn S. Basha (AICP)	Planning Director	kathrynb@bcdcog.com
Sharon Goss	Workforce Development Director	sharong@bcdcog.com

CHARLESTON COUNTY AVIATION AUTHORITY BOARD



The Charleston County Aviation Authority (CCAA) owns and operates the Charleston International Airport (CHS), Charleston Executive Airport (JZI) on Johns Island, and the Mount Pleasant Regional Airport (LRO).

Chartered in 1970 by the State of South Carolina as a special purpose district, CCAA is responsible for managing, operating and developing all public airports in the Charleston County Airport District. It coordinates its activities with the Federal Aviation Administration and the South Carolina Aeronautics Commission.

The Aviation Authority District is governed by a 13-member board. The South Carolina House and Senate delegations representing Charleston County each nominate three members to be approved by the governor.

One more member is jointly appointed by the Charleston County Council and the Charleston City Council. The mayors of the City of Charleston, City of North Charleston, and Town of Mount Pleasant; the chairman of Charleston County Council; and the chairman and vice chairman of the Charleston County Legislative Delegation serve as ex-officio board members. The appointed members serve four-year terms.

Charleston International Airport (CHS) is centrally located in the Charleston-North Charleston-Summerville metropolitan area and provides a first impression of the local community to nearly 4.9 million passengers annually arriving in South Carolina's Lowcountry for business and leisure activities.



Responsible for managing, operating and developing all public airports in the Charleston County Airport District, the CCAA is governed by a 13-member board comprised of local mayors, state and county elected officials, and business leaders from the region. The stated goal of the Charleston County Aviation Authority Board and staff is to provide first-class facilities that embrace the history, culture, and beauty of Charleston and the South Carolina Lowcountry.

Charleston International Airport's main terminal houses the airlines and related contractors, restaurant and retail concessionaires, the Transportation Security Administration, Customs and Border Patrol, and the CCAA staff and administrative offices. In addition to the terminal building, the airport property houses an air cargo facility, fixed-based operators Landmark Aviation and Atlantic Aviation, and parking for nearly 5,000 cars and rental car, taxi, shuttle and valet parking services. Also on site are the airport fuel farm and a CCAA law enforcement facility.

The runways at CHS are owned by the U.S. Air Force and Joint Base Charleston and are shared through what is the longest running civilian/military joint-use agreement of its kind with the US Department of Defense.

Boeing South Carolina sits on 265 acres of land on International Boulevard, the primary access route to the terminal building. Boeing fabricates, assembles and installs rear fuselage systems on the 787 Dreamliner. The site is also home to the company's newest 787 Dreamliner final assembly and delivery facility.

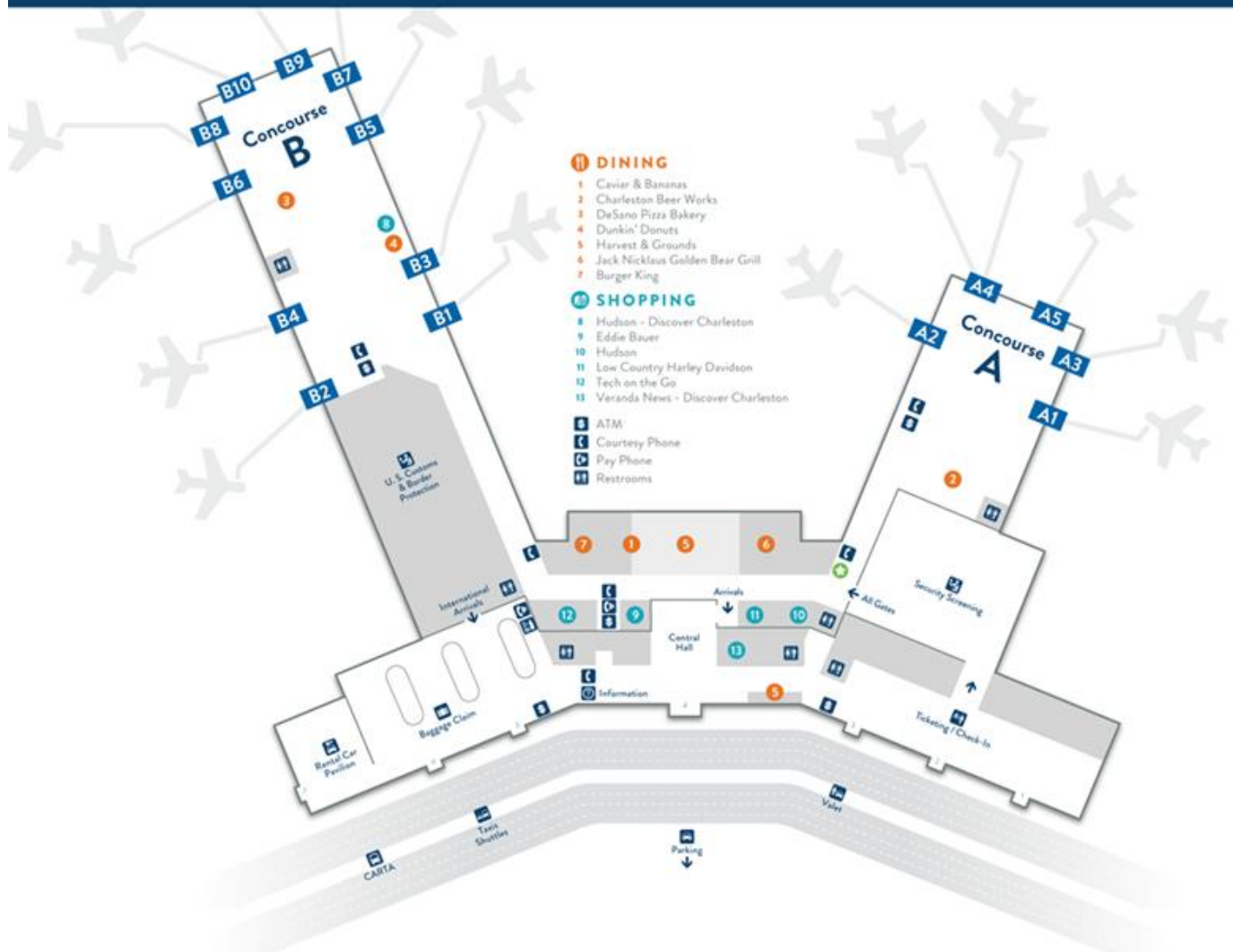
Combined with other aerospace- and aviation-related industry in the Lowcountry, the airport, Air Force, and Boeing had a reported economic impact of nearly \$7 billion as of 2015. SC Department of Commerce reports the state-wide economic impact of the aerospace industry in 2018 at \$24.8 million, a large part of which arises in and around the BCD region. In 2011, CHS employed more than 2.5 million people on the scheduled, commuter and charter airlines serving the airport. With the addition of Southwest Airlines in March 2011, CHS now offers direct flights to 15 destinations, including Chicago, Baltimore, Houston and Nashville.





CHARLESTON

INTERNATIONAL AIRPORT



Contacts

Charleston County Aviation Board Authority

Address: 5500 International Blvd., #101, North Charleston, SC 29418

Website: www.chs-airport.com **Phone:** 843-767-7000

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Hernan Pena	Deputy Executive Director & COO	hpena@chs-airport.com
Doug Boston	Deputy Director and CFO	disely@chs-airport.com
Spencer Pryor	Deputy Director and CCO	tpryor@chs-airport.com
Caroline Axman	Manager of Public Affairs and Strategic Initiatives	caxman@chs-airport.com

Business Hours: Monday - Friday 8:00 am to 5:00 pm

Meetings: 3rd Thursday of each month at 10:00 am or 2:00 pm on the 2nd floor of the CHS terminal (except June, July, and August)





