



# APPENDIX D: RELOCATION IMPACT STUDY

Prepared for:



Prepared by:





# TECHNICAL MEMORANDUM: RELOCATION

Prepared for:



Prepared by:



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## 1.0 INTRODUCTION

According to Federal Highway Administration (FHWA) Technical Advisory T6640.8A, the South Carolina Department of Transportation (SCDOT) has investigated the potential relocation impacts associated with the Long Point Road Interchange Study. The purpose of this report is to elaborate upon the anticipated potential problems and proposed solutions associated with the displacement of individuals, families, businesses, farms, and nonprofit organizations. The report also may assist and lead to solutions to coordinate and develop plans for relocation assistance before initiating any right-of-way activities.

There are two types of data sources used to obtain and analyze potential impacts: primary and secondary. A primary source is information received directly from the potential displacee through surveys, public information meetings, and other direct sources. A secondary source is information received from community organizations, governmental agencies including Charleston County, the local housing authority, schools, churches, census data, real estate statistics, periodicals, geographic information systems and the internet. In South Carolina the secondary data sources are currently preferred, though outreach to potentially impacted businesses could be considered within the context of stakeholder engagement.

Because this a conceptual relocation impact report and an early assessment of the project, minimal contact was made with potential displacees. Census data along with other recorded public records were used to compile statistical data. A multiple listing service (MLS) was used to determine the availability of replacement property. Other sources of data were collected by several field reviews of the displacement areas.

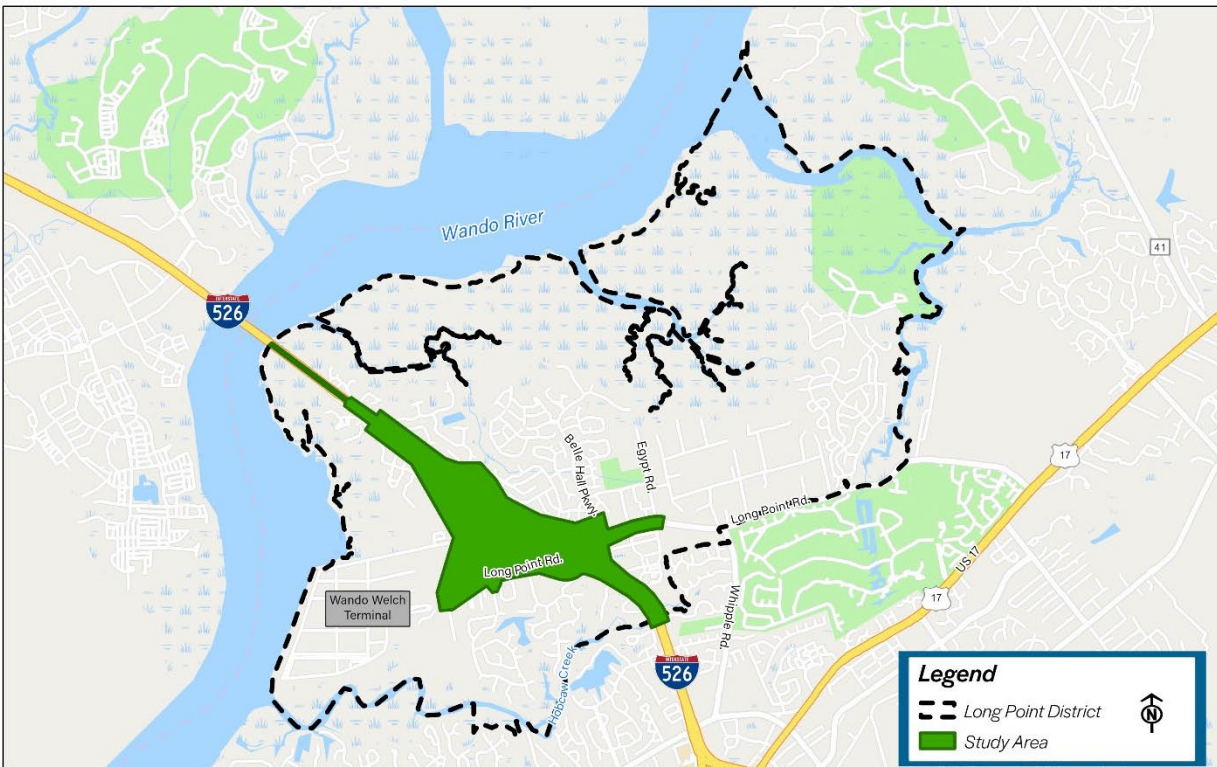
Over the course of several months, numerous field visits and research were conducted on the study area. This document provides information on the availability of replacement housing and the number of potential displacements for the one reasonable build alternative, Alternative 2. Additional details on the Preferred Alternative is provided in Chapter 3, Alternatives, of the Environmental Assessment (EA).

## 2.0 PROJECT DESCRIPTION

SCDOT and FHWA are proposing improvements to the I-526/Long Point Road interchange, located within the I-526 corridor, in the Town of Mount Pleasant, South Carolina. The study area extends along I-526 from the Wando River to Hobcaw Creek and along Long Point Road from the Wando Welch Port Terminal (WWT) to Egypt Road (Figure 2-1).

The purpose of the proposed project is to improve operations of the interchange and interstate and to reduce operational conflicts between port-related traffic and local traffic. The need for the project is demonstrated by the growing automobile and truck traffic on I-526 and Long Point Road, the existing interchange deficiencies, and the operational conflicts between cars and trucks on Long Point Road and I-526.

Figure 2.1: Study Area



## 2.1 ALTERNATIVES

Only two reasonable alternatives were identified to be carried forward for the NEPA document and include the No-Build and Alternative 2. Additional details on the alternative analysis are provided in Chapter 3, Alternatives, of the Environmental Assessment (EA).

### 2.1.1 NO-BUILD ALTERNATIVE

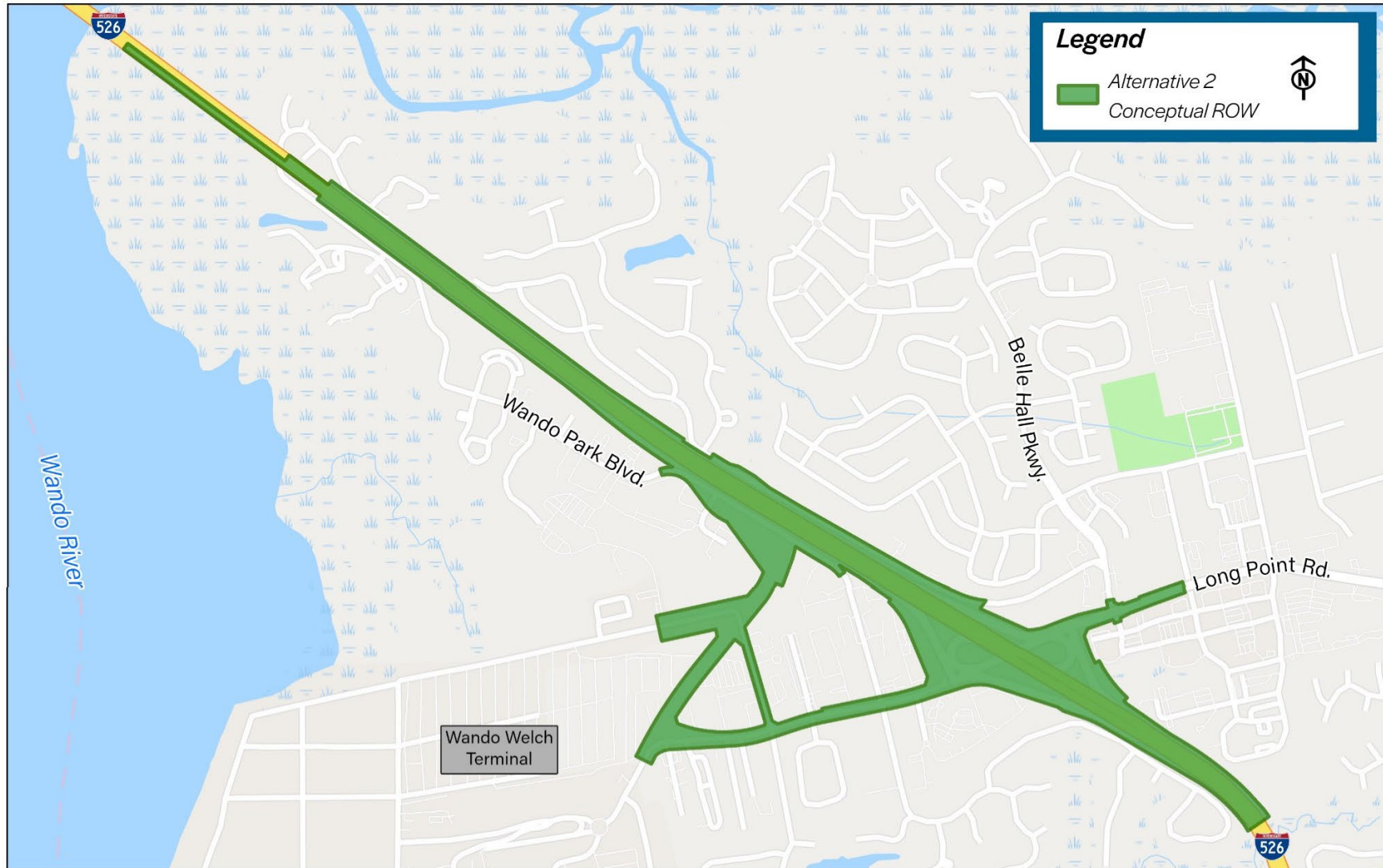
The No-Build alternative includes the transportation projects that can reasonably be expected to be in place for the design year of 2050, including the anticipated widening of Low Country Corridor WEST; however, it does not assume a widening of I-526 between Virginia Avenue and its terminus at US 17 in Mount Pleasant.

### 2.1.2 ALTERNATIVE 2 (RECOMMENDED PREFERRED): PORT ACCESS RAMPS WITH IMPROVED PARTIAL CLOVERLEAF INTERCHANGE

Build Alternative 2, would provide a new access to Long Point Road for port-related traffic along with improvements to the existing partial cloverleaf interchange. The improved partial cloverleaf interchange (Figure 2-2) is a larger version of the existing interchange design. Two new ramps along I-526 would be constructed approximately one mile west of the existing Long Point Road interchange and would extend to the western end of Long Point Road near the main gate of the WWT.

Collector-distributor (CD) roads will be used west of the interchange to improve merge and diverge movements of port-related and local traffic. In the westbound direction, the new port ramp would tie into the existing Wando River bridge truck-climbing lane and in the eastbound direction, the Wando River truck lane would be extended to tie into the eastbound CD road. This alternative is compatible with the future planned widening of I-526.

Figure 2.2: New Improved Port Access Ramps with Improved Partial Cloverleaf Interchange



## NEIGHBORHOODS

The study area includes six block groups within four census tracts in the Town of Mount Pleasant. **Table** the demographic profile for the study area, Charleston County, and the state of South Carolina

Table 3.1: Demographics for Charleston County and the Study Area

| Demographics  | Study Area | Charleston County | South Carolina |
|---|------------|-------------------|----------------|
| Percent of Population that is White                       | 87.9%      | 64.7%             | 63.4%          |
| Percent of Population that is Minority                    | 12.1%      | 35.3%             | 36.6%          |
| Median Age  | 40.3       | 38.0              | 39.7           |
| Percent of Population Age 65 and Over                     | 14.2%      | 16.4%             | 17.7%          |
| Median Household Income                                   | \$135,683  | \$67,182          | \$54,864       |
| Per Capita Income   | \$62,357   | \$43,141          | \$30,727       |
| Percent of Families Below Poverty Level                   | 2.5%       | 7.7%              | 10.5%          |
| Unemployment  | 0.6%       | 2.3%              | 3.3%           |
| Limited English Proficiency Population                    | 0.1%       | 1.7%              | 1.4%           |
| Percent of Households with No Vehicle                     | 1.6%       | 6.5%              | 6.0%           |
| Percent of Households with No Phone Service               | 2.6%       | 1.8%              | 1.8%           |
| Percent Owner-Occupied                                    | 75.8%      | 62.2%             | 70.1%          |
| Percent Vacant  | 3.0%       | 14.7%             | 15.4%          |
| Median House Value of Owner-Occupied Units                | \$443,000  | \$334,600         | \$170,100      |
| Percent of Noninstitutionalized Persons with a Disability | 8.7%*      | 10.7%             | 14.7%          |

Source: U.S. Census American Community Survey 2016–2020, 5-year estimates

\*Data not available at block group level; it was collected at census tract level.

According to the FHWA definitions, there are low-income and minority populations within the study area. Two block groups have a larger minority population than the study area and two block groups have a higher poverty rate than the study area. These four block groups have been identified as environmental justice block groups. For more information on environmental justice please see Chapter 4, Section 4.22 of the EA.

### 3.1 IMPACTS

#### 3.1.1 NO-BUILD ALTERNATIVE

The No-Build alternative would not require the relocation of any residences, businesses, or community facilities.



### 3.1.2 ALTERNATIVE 2

Alternative 2 would require ten building relocations, including the relocation of six multi-tenant commercial buildings, four single-tenant commercial buildings, and a cellular phone tower (representing four tenants). This results in the relocation of 51 businesses. In addition, Alternative 2 would relocate the Christ Church Presbyterian and two outbuildings. A total of 54 relocations have been identified for Preferred Alternative.

**Table 3.2** shows the impacted businesses. **Table 3.3** provides an estimate of employees impacted based on the average number of employees by industry. However, based on the size and number of units in each building being relocated, it is expected that these estimates are high and not representative of the study area. No large employers are expected to be relocated.

Table 3.2: Relocations

| Address                  | Buildings | Total Units | Occupied Units | Businesses  | Tenure <sup>1</sup>        | Relocations |
|--------------------------|-----------|-------------|----------------|---|----------------------------|-------------|
| 449 Long Point Road      | 2         | 1           | 1              | <ul style="list-style-type: none"> <li>Universal Intermodal Services Inc.</li> </ul>  | Owner-occupied             | 1           |
| 482 Wando Park Boulevard | 1         | 1           | 1              | <ul style="list-style-type: none"> <li>eGroup</li> </ul>  | Renter-occupied            | 2           |
| 478 Wando Park Boulevard | 1         | 2           | 2              | <ul style="list-style-type: none"> <li>CH Powell Company</li> <li>Tandem Global Logistics</li> </ul>  | Owner- and Renter-occupied | 2           |
| 503 Wando Park Boulevard | 1         | 6           | 3              | <ul style="list-style-type: none"> <li>Prudential</li> <li>Walker Allen Trial Attorneys</li> <li>Sourcenet Medical Billing Associates</li> </ul>  | Renter-occupied            | 7           |
| 474 Wando Park Boulevard | 1         | 14          | 12             | <ul style="list-style-type: none"> <li>Unified Terminal Services</li> <li>James Doran Company/Humanities Foundation<sup>2</sup></li> <li>Star LLC</li> <li>Long Point Counseling LLC</li> <li>Cooper Law Firm LLC</li> <li>THS Construction Inc.</li> <li>Premiere Automation LLC</li> <li>Hussey Gay Bell</li> <li>Golfbreaks by PGA Tour</li> <li>WSB Retail Partners</li> <li>Guaranteed Rate</li> </ul> | Renter-occupied            | 15          |
| 455 Long Point Road      | 1         | 2           | 2              | <ul style="list-style-type: none"> <li>Palmetto Environmental Services</li> <li>Tapio School of Dance-Gymnastics</li> </ul>   | Renter-occupied            | 3           |

| 443 Long Point Road                  | 1 | 8              | 7 | <ul style="list-style-type: none"> <li>• Old Towne Heating &amp; Air</li> <li>• SBA Inc.</li> <li>• 5 Stars Roofing</li> <li>• Carolina Builders &amp; Reconstruction</li> <li>• Graphically Speaking Inc.</li> <li>• Palmetto State Steel Co.</li> <li>• East Cooper Custom Motorcycles</li> </ul> | Renter-occupied            | 9 |
|--------------------------------------|---|----------------|---|---|----------------------------|---|
| 486 Wando Park Boulevard             | 1 | 1              | 1 | <ul style="list-style-type: none"> <li>• Christ Church Presbyterian</li> </ul>  | Renter-Occupied            | 2 |
| Cell Phone Tower NE of Shipping Lane | 1 | 4              | 4 | <ul style="list-style-type: none"> <li>• Unknown tenants</li> </ul>   | Owner- and Renter-occupied | 5 |
| 462 Wando Park Boulevard             | 1 | 5 <sup>3</sup> | 2 | <ul style="list-style-type: none"> <li>• Lloyd's Soccer</li> <li>• Bioscript Infusion Services</li> </ul>   | Renter-Occupied            | 6 |

<sup>1</sup> Undetermined were quantified as renter-occupied/<sup>2</sup> Occupies two units/<sup>3</sup> Fieldwork indicated that the building appeared fully occupied between the two occupied tenants but the building could potentially house 5 units.

Table 3.3: Employment per Business Relocation

| Business   | Industry  | Estimate of Employees* |
|--|---|------------------------|
| Universal Intermodal Services Inc.                     | Freight Packing and Logistics Services              | 3.2                    |
| eGroup   | IT Consulting                                       | 4.7                    |
| CH Powell Company                                      | Supply Chain Management Services                    | 9.5                    |
| Tandem Global Logistics                                | Supply Chain Management Services                    | 9.5                    |
| Prudential   | Financial Planning and Advice                       | 1.5                    |
| Walker Allen Trial Attorneys                           | Criminal Lawyers & Attorneys                        | 3.1                    |
| Sourcenet Medical Billing Associates                   | Medical Billing Services                            | 37.0**                 |
| Unified Terminal Services                              | Stevedoring & Marine Cargo Handling Services        | 149.0                  |
| James Doran Company/Humanities Foundation <sup>2</sup> | Housing Developers                                  | 2.8                    |
| Star LLC   | Behavioral Therapists                               | 1.7                    |
| Long Point Counseling LLC                              | Psychologists, Social Workers & Marriage Counselors | 1.6                    |
| Cooper Law Firm LLC                                    | Debt Relief Services                                | 21.5                   |
| THS Construction Inc.                                  | Commercial Building Construction                    | 3.6                    |
| Premiere Automation LLC                                | Automated Guided Vehicle Manufacturing              | 68.0                   |
| Hussey Gay Bell  | Engineering Services                                | 8.6                    |
| Golfbreaks by PGA Tour                                 | Travel Agency                                       | 3.0                    |
| WSB Retail Partners                                    | Property Management                                 | 2.8                    |
| Guaranteed Rate  | Online Mortgage Brokers                             | 3.5                    |
| Palmetto Environmental Services                        | Environmental Testing                               | 13.9                   |
| Tapio School of Dance-Gymnastics                       | Dance Studios                                       | 1.8                    |
| Old Towne Heating & Air                                | HVAC Services Franchises                            | 4.2                    |

|   |   |         |
|---|---|---------|
| SBC Inc.  | Packaging and Shipping Service Franchises | 3.2     |
| 5 Stars Roofing   | Roofing and Siding Contractors            | 2.7     |
| Carolina Builders & Reconstruction  | Home Builders                             | 1.6     |
| Graphically Speaking Inc.   | Document Preparation Services             | 1.5     |
| Palmetto State Steel Co.  | Iron and Steel Manufacturing              | 213.9** |
| East Cooper Custom Motorcycles  | Motorcycle Dealership and Repair          | 4.4     |
| Christ Church Presbyterian  | Religious Organizations                   | 9.1     |
| Lloyd's Soccer  | Sporting Goods Stores                     | 6.2     |
| Bioscript Infusion Services   | Healthcare and Social Assistance          | 7.8     |
| <p><i>*Based on average employee estimates by industry from <a href="http://www.ibisworld.com">www.ibisworld.com</a>, August 2022</i></p> <p><i>**Estimate of employees impacted is based on the average number of employees by industry. However, based on the size and number of units in each building being relocated, these average number of employee estimates are very high and are not representative of our study area.</i></p> |   |         |

Alternative 2 impacts the parking for a commercial building at 486 Wando Park Boulevard and the entire property would potentially be acquired. Christ Church Presbyterian is currently renting the building and completed a \$550,000 renovation in 2021.

In addition, five WWT port buildings would be impacted. The exact use of these buildings is undetermined at this time, but it is likely they could be relocated elsewhere on the WWT property. Alternative 2 would also split one of the parcels owned by WWT. On September 26, 2022, the project team met with personnel at WWT to present the proposed design for Alternative 2. It was indicated that the impacts to the WWT property including the parking areas were acceptable and the WWT was in favor of the alternative. A cell tower northeast of Shipping Lane will also be relocated. It is estimated that the tower has four tenants.

Two outbuildings will need to be relocated. One is an outbuilding, used as a woodworking shed, at the Atria Mount Pleasant, a senior living facility. The second is a portable outbuilding at 571 Long Point Road. It is likely the outbuildings could be relocated elsewhere on their properties. This will be addressed during future right-of-way negotiations.

No additional impacts to businesses or residential properties are anticipated as a result of displacement or proximity to the proposed improvements.

Alternative 2 travels through four block groups, two of which have been identified as environmental justice block groups. The two block groups have a greater low-income population than the study area average. The 54 relocations, including the Christ Church Presbyterian, Alternative 2 may require are within one block group, which has been identified as an environmental justice block group. Data is not readily available to determine if businesses are owned, operated, or staffed by environmental justice populations. While the impacted businesses are part of the Town of Mount Pleasant's economic base, none of businesses being relocated are anticipated to provide community dependent services (i.e., rely on being located within the community to function or conversely, the community is dependent upon the business for example a corner market or health care facility). The businesses in this area are not dependent on foot-traffic source access or sales.

All relocations will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and all relocation resources will be made available to displacees without discrimination. . Section 4.22 of the EA provides more information regarding environmental justice.

Figure 3.1 shows the businesses that may be displaced.

Figure 3.1: Displacements



## 4.0 AVAILABLE REPLACEMENT PROPERTY

**Table 4.1** shows the availability of commercial properties by type within the Town of Mount Pleasant and Charleston County area, according to the National Association of Realtors’ MLS at [www.loopnet.com](http://www.loopnet.com) as of July 2022. The likelihood of the businesses relocating within the study area varies on the business and its needs. While Table 4 shows the availability of replacement property in the Town of Mount Pleasant may be low, the study team’s field review of the study area indicates there may be more available office space in the study area, up to 50 unoccupied spaces.

Table 4.1: Available Commercial Real Estate for Sale/Lease on Multiple Listing Service

| Property Type  | Town of Mount Pleasant – Sale | Town of Mount Pleasant – Lease | Charleston County – Sale | Charleston County – Lease |
|--|-------------------------------|--------------------------------|--------------------------|---------------------------|
| Industrial (2,846–738,400 ft <sup>2</sup> ) <sup>1</sup> | 1                             | 0                              | 12                       | 28                        |
| Retail (150–59,824 ft <sup>2</sup> )                     | 3                             | 17                             | 27                       | 76                        |
| Hospitality  | 0                             | 0                              | 0                        | 0                         |
| Office (550–90,980 ft <sup>2</sup> )                     | 0                             | 17                             | 22                       | 95                        |
| Restaurant (1,200–8,857 ft <sup>2</sup> )                | 0                             | 1                              | 2                        | 7                         |
| Land (0.3–330 acres)                                     | 10                            | 2                              | 54                       | 7                         |

Source: [www.loopnet.com](http://www.loopnet.com), September 2022

<sup>1</sup> SF = square feet

The acquisition and relocation program will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and all relocation resources will be made available to displacees without discrimination.

## 5.0 CONCLUSION

Alternative 2 would provide new access to Long Point Road for port-related traffic along with an improved partial cloverleaf interchange. Two new ramps along I-526 would be constructed approximately one mile west of the existing Long Point Road interchange and would extend to the western end of Long Point Road near the main gate of the WWT. Collector-distributor (CD) roads would be used west of the interchange to improve merge and diverge movements for port-related and local traffic. The new westbound port access ramp would tie into the existing Wando River bridge truck-climbing lane and the truck lane would be extended in the eastbound direction to tie into the exit for the new CD road. This alternative is compatible with the planned widening of I-526.

The Alternative 2 would require 54 relocations including 51 businesses, one church, and two outbuildings. There are ten building structures, seven of which are renter-occupied, one is owner-occupied, and one owner and renter-occupied. Additionally, one cell tower that includes the owner and four renters and two outbuildings. Business relocations were quantified to include both the building owner, renter, and vacant units.

The acquisition and relocation program would be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (P.L. 91-646, as amended by 100-17; 49 CFR 24.205 A–F) as the project progresses. Relocation resources are available to all residential and business displacees without discrimination.