

MAYOR:
Bradley D. Belt

MAYOR PRO TEMPORE:
Russell A. Berner

TOWN ADMINISTRATOR:
Stephanie Tillerson

TOWN ATTORNEY:
Stafford J. McQuillin III



COUNCIL MEMBERS:
E. Luke Farrell
Madeleine Kaye
Lance Spencer

**Town of Kiawah Island
INFRASTRUCTURE & PUBLIC WORKS COMMITTEE**

**Virtually via Zoom
August 14, 2025; 10:00 am**

AGENDA

- I. Call to Order:**
- II. Roll Call:**
- III. Citizens' Comments (Agenda Items Only):**
- IV. Approval of Minutes:**
 - A.** Minutes of the Infrastructure and Public Works meeting of June 5, 2025
 - B.** Minutes of the Infrastructure and Public Works meeting of July 10, 2025
- V. Executive Session:**
 - A.** Executive Session to receive a presentation from Comcast/Xfinity pursuant to S.C. Code Ann. 34-4-40-(a)(1) regarding proprietary matters related to utility operations and infrastructure.

No action will be taken following the Executive Session.
- VI. Old Business:**
 - A.** Franchise Agreements
 - B.** Bridge Repairs
 - C.** Engineering Study to Extend Bridge Life
 - D.** Kiawah Island Parkway (KIP) and Mingo Curve Flood Risk Study
- VII. New Business:**
 - A.** Consideration of a Kiawah Island Shuttle System
- VIII. Chairman's Updates:**
- IX. Committee Members' Comments:**
- X. Citizens' Comments:**
- XI. Adjournment:**

Town of Kiawah Island
INFRASTRUCTURE & PUBLIC WORKS COMMITTEE
Council Chambers Meeting Room
June 5, 2025; 10:00 am

Minutes

I. Call to Order: *Chairman Spencer called the meeting to order at 10:00 am.*

II. Roll Call:

Present at the Meeting: Lance Spencer, Chairman
David DeStefano
Brad McIlvain
Philip Mancusi-Ungaro
John Shippee
Warren Stannard
Brian Gottshalk

Also Present:

Russell Berner, *Mayor Pro Tem*
Jody Forrest, *Kiawah Island Community Association*
Plamen Dimitrov, *Kiawah Island Golf Resort*
Tom Nevin, *Kiawah Partners*
Bert Walling, *Berkeley Electric Co-operative, Director of Key Accounts and Government Relations*

III. Citizens' Comments (Agenda Items Only):
None

IV. Approval of Minutes:

A. Minutes of the Infrastructure and Public Works meeting of May 1, 2025

Chairman Spencer asked if there were any changes to the minutes of the May 1st meeting. He indicated that he made some minor edits, which had been incorporated into those presented.

With no other changes, the minutes were approved.

V. Service Provider Presentation:

A. Berkeley Electric Co-op

Chairman Spencer stated that the Town has been working to strengthen its relationship with utility service providers at several levels through committee dialogues. One of the focuses of the committee discussion is building a dialogue, so he introduced Bert Walling, the Director of Key Accounts and Government Relations at Berkeley Electric Cooperative, who would discuss the island's electric infrastructure and have a friendly conversation about Berkeley Electric in general. It was noted that since Berkeley Electric is a not-for-profit investor-owned utility, rates would not be part of the conversation.

Chairman Spencer stated that the letter provided to Berkeley Electric outlined some of the Committee's questions and concerns.

Bert Walling began his presentation by establishing the relationship between Berkeley Electric

and Kiawah Island. "You are our decision makers. As a nonprofit company... Each one of you is my boss," he explained, while apologizing for his voice being affected by illness.

Chairman Spencer welcomed Mr. Walling, stating, "It's really helpful. And, you know, nothing else would help increase our understanding of, you know, what's going on in your world." He emphasized that the dialogue would be beneficial for both parties.

Mr. Walling presented a PowerPoint addressing the Committee's previously submitted concerns, beginning with an explanation of where Kiawah Island receives its power. He pointed to the Kiawah substation, noting that some residents wished it had been named "Kiawah" rather than "Zebra." He explained the red and yellow lines on his diagram represented phases - "basically the arteries that are feeding everything from this point forward."

Mayor Belt provided clarification for the committee: "What we're talking about is the substation that is right over here visible off the corner of our property... and then it runs right along the side of our property that is adjacent to where they're building the new single-family home, and it runs under Folly Creek."

Mr. Walling detailed the island's power infrastructure, explaining that four different substations serve Kiawah with significant redundancy. "Your redundancy, your reliability is well over," he emphasized. "Even though you're only a small piece of the pie, you're approximately 1.8 percent of our system... you're very, very, very, very, very strong."

When Chairman Spencer asked about the infrastructure development timeline, Mr. Walling indicated that much of it was done in the 1980s. He explained that Kiawah's requirement for no overhead lines - "zero lines, everything's in the ground" - makes it "very, very difficult to try to find an outage" compared to Johns Island, where they can see visual problems.

Phillip Mancusi-Ungaro raised questions about interconnectivity between stations, specifically referencing new lines installed along Kiawah Island Parkway. He also brought up concerns about exposed conduits near Governors Drive: "There are 6, well, a total of 3 red conduits that are not connected. They overlap, and then they pop up next to a large transformer, and they're not connected at any time." He noted they'd been asking about this for years.

Mayor Belt suggested scheduling a site visit with engineers to confirm the interconnectivity and verify that if one substation went down, another could power the entire island. Mr. Walling confirmed that this redundancy exists.

David DeStefano recalled a previous presentation where Berkeley had promised to connect stations for redundancy: "The presentation was they were going to connect both... The presentation was that we're going to interconnect so they could backfeed the other one if one went up. And we saw the conduit go in, but we never saw any cable vehicle."

Mr. Walling addressed capacity concerns, confirming Berkeley has plenty of capacity for the island. He detailed recent upgrades: the Kiawah Station in 2013, Seabrook Station upgrades, Vanderhorst Station in 2022, and major upgrades at Legareville during COVID. He explained that COVID created significant challenges when they couldn't get parts on order, which contributed to the December 26, 2020, outage.

"December 26, 2020, would have never happened if we had had this hot," Mr. Walling stated, explaining that the Legareville station was inoperable during that event due to the delayed COVID-impacted project.

The discussion turned to equipment replacement and upgrades. Mr. Walling detailed Berkeley's hardening project, which involves installing more expensive equipment that can handle saltwater exposure, including full stainless steel transformers. "We've gone to full stainless steel transformers on the island. That's for corrosion purposes. Because we've y'all seen it. They've

gone underwater. Guess what happens? They corrode."

Brad McIlvain asked about determining equipment end-of-life, to which Mr. Walling explained it's based on how many times the equipment has been used, its age, and exposure to water.

Mr. Walling discussed current projects, including bidding for replacements from the Kiawah regulator station - approximately 3,000 feet of pipe and 3,000 feet of cable. "Once again, that is giving you more redundancy, another outlet," he explained.

The Committee extensively discussed why Berkeley shuts down power preemptively during storms. Mr. Walling explained: "We can let it run. Hope everything goes fine. Did you get a king tide during a storm? All the green boxes fill up. They're protected. They're fused. They'll shut down. It could be a lot of arcing. Could be a lot of problems. Therefore, it's a proactive approach to shut it down, de-energize all the equipment, reassess after the storm with the help of the fire department to open every single cabinet, wash it with clean water, then pull them back down, let it dry, and flip the switch. Or if you want to go to the other option, wait months."

Phillip Mancusi-Ungaro recalled issues from 2021 when transformers were "basically blowing all over the place" after power was restored. Mr. Walling acknowledged this as a lesson learned, explaining they now have protocols for rinsing and drying equipment.

When asked about whole-house generators on the island, Mr. Walling said he didn't have specific numbers but had heard there might be interest in conducting a survey similar to one done for EVs.

Plamen Dimitrov asked about the Kiawah substation's protection from water levels. Mr. Walling explained it's in an area far from erosion, though not fully protected from all scenarios, but noted "that steel is up in the air. All the live parts are up in the air. It's not underground."

Discussion about transmission lines and the Kiawah River Bridge revealed that lines run underground, not attached to the bridge itself, at approximately 4 feet underground. The committee confirmed that even if the line from Seabrook to Kiawah went out, they could still back-feed from other stations.

Mr. Walling addressed future capacity for resort development and other growth, stating simply, "Yes. We have plenty of power. We've got a new transmission loop. We've got additional power transformers. So we're ahead of your growth."

When Chairman Spencer asked about funding, Mr. Walling clarified that Berkeley provides all infrastructure unless a developer wants "a special source of power outside the normal scope," in which case they would pay for that.

The discussion shifted to South Carolina's overall power situation. Mr. Walling revealed: "As a state, we're running out of power... Last week, I had to tell somebody no. Never, never, never had this idea." He explained that this affects economic development, but assured the committee that Kiawah is not affected by these statewide constraints.

The committee discussed franchise agreements extensively. Mr. Walling, who brought materials proactively, explained the current 3% rate and suggested that most communities moving to renewal go to 5%. He provided context about why Dominion is involved in some agreements: "We partnered with Dominion. And, basically, it's a trust factor. Dominion knows that they can't come over here, and I know I can't go over there. It's by law."

Brad McIlvain raised the question of whether franchise agreements could include regulatory requirements for reporting. The discussion revealed that the town doesn't currently receive automatic notifications about Berkeley outages - they must call to inquire.

Mr. Walling concluded by showing investment figures for Kiawah Island and offering to be

available for follow-up questions. Chairman Spencer thanked him for the comprehensive presentation and suggested scheduling a follow-up site visit to address the exposed conduit concerns raised by committee members.

VI. Old Business:

A. Cellular and Fiber to the Home Improvements Update

Chairman Spencer provided an update on cellular improvements, reporting that the planning commission had taken up the committee's recommendation at their recent meeting. He noted there's urgency because of active conversations about the first upgrade cell site at the Ocean Course.

"I'm confident that the planning commission will support the recommendation for you to forward. They formed a subcommittee. They've asked me to meet with them next week to kind of, you know, work through their concerns," Spencer reported. He explained the planning commission is "ramping up now" and wants to be responsible in their role.

Chairman Spencer indicated the planning commission would likely take this up at their July meeting, with it proceeding to council in August. Regarding the installation timeline, he stated they met on-site with Crown Castle two weeks prior, and installation would likely occur "later in 2025" with upgrades happening around January.

Russell Berner raised concerns about planning commission pushback regarding tower height: "The communications groups, they all want 150 feet, but the planning commission was pushing on whether they should be that high or not. I don't know where that's going to end up."

David DeStefano emphasized the stark choice: "It's pretty much 150 or nothing... It's almost that black and white." He warned about potential backlash if the planning commission rejected the height requirement: "If this thing doesn't go forward because the planning commission says under 20 feet and gets around the island, our cell coverage is going to be bad forever."

Brad McIlvain suggested proactive communication to educate the public, proposing joint communication from both Kiawah and the town explaining why the upgrades are needed for safety. The committee discussed emphasizing that towers are needed for emergency services, alarm systems, and critical infrastructure monitoring.

Plamen Dimitrov added that Berkeley Electric uses cellular for monitoring and control, and many home alarm systems now rely on cellular connectivity. The committee agreed to draft educational materials highlighting these public safety aspects.

B. Discussion on Franchise Agreements (focus on next actions to update/renew)

The committee continued discussing franchise agreements following Berkeley Electric's presentation. Phil Mancusi-Ungaro noted that while Berkeley's agreement is valid until 2036, it lacks reporting requirements. The committee discussed that Comcast's agreement expired 10 years ago, and AT&T's agreement needs updating.

Brad McIlvain mentioned that Eric (the town attorney) had suggested including regulatory requirements in new agreements, but wanted research done on legal standing. Chairman Spencer suggested writing desired requirements into agreements and testing what survives negotiation.

The committee agreed to prioritize Berkeley first, then AT&T and Comcast, with Phil Mancusi-Ungaro leading the franchise agreement subcommittee efforts.

C. Bridge inspection recommendations status update..

Brian Gottshalk reported that the RFQ recommendations for on-call engineering services were presented to the Town Council. Once contracts are in place, they'll call for a secondary bridge inspection to verify Mick Sweeney's initial findings that showed no pressing structural repairs needed.

"When we're talking about the only way on and off, we want to make sure it's good to go," Gottshalk stated. He explained they'll also seek recommendations for prolonging the bridge's life.

a. Near-term repairs from the last inspection report

Gottshalk indicated they're waiting for engineering contracts to be finalized before proceeding with any recommended repairs from the inspection.

b. Assessment of actions to prolong life for 20 years

Warren Stannard referenced McCormick's 2020 report showing three elevation scenarios for the Mingo Curve area, ranging from 8.6 feet to 13.6 feet depending on whether accounting for just high tide plus sea rise, adding storm surge, or including all factors.

The Committee engaged in extensive discussion about raising the road at Mingo Curve. David DeStefano distinguished between two different problems: "If you look at the high tide issue, that's an issue when the island is populated. People aren't evacuating because we had a king tide come... So what do you have to do to keep that road passable in both lanes due to a king tide at 10, 10 and a half feet?"

Russell Berner emphasized the need for cost-benefit analysis: "If you're raising it 4 feet, this is the cost, and this is what's going to happen."

Warren Stannard noted that any raising would impact wetlands requiring mitigation, and suggested the committee needs to decide how much to raise the road, considering the 20-year lifespan of asphalt pavement.

Brian Gottshalk agreed to write up a scope for engineering analysis that would include recommendations for different elevation scenarios with associated costs and impacts.

D. Assessing and modeling sea level rise at Mingo Curve update and next steps

The Committee discussed updating the sea level rise modeling done 7-8 years ago. Phillip Mancusi-Ungaro cautioned about modeling assumptions, noting that Kiawah's tide station only went in during 2020, and previous modeling used 2015-2016 data.

Brian Gottshalk noted they need to reevaluate, given that "our high tides are getting higher," and determine necessary mitigation for the parkway. The committee agreed to have engineers provide updated projections and recommendations.

E. Update on Mayor's List of Initiatives, Prioritize, and Assign Actions

This item was not discussed during the meeting.

VII. New Business:

A. Discussion on inviting Comcast/Xfinity to present at the July I&PWC

Chairman Spencer indicated he's trying to get Comcast to attend the next meeting and will follow up on the expired franchise agreement issue.

B. Consideration of a second bridge off the island

The committee engaged in extensive discussion about planning for the eventual replacement of the Kiawah River Bridge. David DeStefano framed the issue: "We're not going to wait for that bridge to fall to replace it. That's insane... It's going to get to a point where some engineer's going to go, you got another 4 or 5 years in that bridge."

He emphasized the need for macro-level planning: "You're going to have to build a bridge next to it. How does that get done? What are the permitting requirements? How much is it going to cost?"

Russell Berner clarified he supports planning for replacement, not building a redundant bridge: "In my mind, it was kind of like where Berkeley's running at 7 hours from their farms up there. You know, is that where it would go? I don't know... David's definition of a second bridge, you know, with planning for its ultimate demise, is perfect. Putting in a redundant bridge, I'm not for."

The Committee discussed whether the existing bridge could be maintained indefinitely through major repairs. Brad McIlvain suggested "you can't make that go pretty much indefinitely" by replacing structural elements over time, though others noted this would eventually become like a complete renovation.

Brian Gottshalk agreed to include long-term bridge planning considerations in the engineering scope of work.

VIII. Chairman's Updates:

Chairman Spencer had no additional updates beyond what was discussed during the meeting.

IX. Committee Members' Comments:

Warren Stannard reminded the committee about McCormick's 2020 report with detailed elevation scenarios for Mingo Curve, offering to provide copies to anyone who needs them.

The committee agreed to move the July meeting from July 3rd to July 10th at 9:00 AM due to the holiday weekend.

X. Citizens' Comments:

No citizens offered comments at the end of the meeting.

XI. Adjournment:

Chairman Spencer adjourned the meeting at 11:28 am, thanking everyone for their participation and hard work.

Submitted by,

Petra S. Reynolds, Town Clerk

Date

Town of Kiawah Island
INFRASTRUCTURE & PUBLIC WORKS COMMITTEE
Council Chambers Meeting Room
July 10, 2025; 9:00 am

Minutes

I. Call to Order: Chairman Spencer called the meeting to order at 10:00 am.

Chairman Spencer called the meeting to order and noted that the roll call had been completed. Warren Stannard provided maps showing the locations of solar towers to the committee members. Phillip Mancusi-Ungaro mentioned that he had previously sent an FCC map of the island electronically. There was a brief discussion about various towers and repeaters on the island, with some uncertainty about their ownership and purpose.

II. Roll Call:

Present at the Meeting: Lance Spencer, Chairman
Philip Mancusi-Ungaro
Brad McIlvain
John Shippee
Warren Stannard
Brian Gottshalk

Absent: David DeStefano

Also Present: Brad Belt, *Mayor*
Tom Nevin, *Kiawah Partners*

III. Citizens' Comments (Agenda Items Only):

None. No citizens were present for comments.

IV. Approval of Minutes:

A. Minutes of the Infrastructure and Public Works meeting of June 5, 2025

Chairman Spencer announced that approval of the minutes would be deferred because Ms. Reynolds was out this week due to a family death. He noted there had been some comments via email, and Committee Members should send any additional comments directly to Ms. Reynolds for her to address when she returns. The committee agreed to review and finalize the minutes at the next meeting.

V. Service Provider Presentation:

A. None

Chairman Spencer reported that Comcast had been scheduled to meet with the committee but requested more time. He explained that Comcast also wanted to speak with KICA regarding their agreement. Comcast representatives confirmed they would attend the August meeting instead.

Phillip Mancusi-Ungaro raised the outstanding question about the Town's agreement with Comcast, noting that their agreement expired in 2012, the same year KICA started. He questioned whether an agreement exists and if KICA's agreement superseded the Town's agreement. Mayor

Belt stated he believed the Town needs to have its own agreement, regardless of KICA's arrangement. Chairman Spencer noted the curious language in the KICA agreement referring to them as an "authorized governmental entity" in what should be a private agreement.

VI. Old Business:

A. Cellular and Fiber to the Home Improvements Update

Chairman Spencer reported that the Planning Commission voted unanimously on the updated cell tower ordinance, which would go to the Town Council in August. In parallel, Planning staff is working with Crown Castle and providers on the Ocean Course Tower as the first priority, followed by surveys of other towers.

Chairman Spencer confirmed that private investment capital had been waiting for Planning Commission approval before securing funding. He expected that Crown Castle would now be able to get money since meaningful progress was being made on the ordinance. Phillip Mancusi-Ungaro noted that Crown Castle representatives, including their radio frequency engineer, were present at the Planning Commission meeting and provided helpful technical answers. Mr. Gottshalk stated that Crown Castle, along with other providers, have attended every meeting and appear motivated to make infrastructure improvements once the new tower heights are approved.

Regarding fiber to the home, Chairman Spencer reported meeting with AT&T about a month ago. AT&T is working on a program that could potentially bring fiber to residences. They requested 30 days to develop a proposal and needed about two weeks to receive the requested information. He planned to follow up with them upon his return to the island.

Chairman Spencer expressed frustration with Comcast's service, sharing a personal anecdote about repeated internet outages at his home. He discovered from a Comcast technician that the main feed to his neighborhood had been damaged by construction and was failing, explaining his ongoing connectivity issues. Brad McIlvain also indicated that he had experienced an issue with equipment that was damaged by construction and took time and the right technician to resolve. Phillip Mancusi-Ungaro confirmed experiencing similar slowdowns during busy summer periods due to bandwidth limitations on the island.

B. Update on Mayor's List of Initiatives

Mr. Gottshalk provided an update on the Cultural and Civic Wing project. The Town received 11 responses to the RFQ sent to architects. A review selection committee narrowed these down to six firms for interviews. The selection committee appointed by Mayor Belt would begin interviews the next day, continuing through the following week. Up to three architects would be selected to participate in a conceptual design competition, with the winner ultimately being awarded the project.

Mayor Belt added that the firms included extraordinarily well-qualified regional and national companies with relevant experience. He outlined the timeline: interviews would be completed the following Tuesday, the committee would select three firms for the design competition, firms would have six weeks to submit conceptual designs, and at least one public workshop would be held for presentations. The selection committee's recommendation would go to Council to decide whether to proceed, as they would have a better understanding of the project scope and costs at that point.

Mayor Belt also discussed related considerations, including establishing a finance working group for debt issuance (to be recaptured through state tax funds), pursuing sewer connectivity ideally with Seabrook Island utility, making necessary changes to the Plan Development for the parcel, and addressing associated roadwork, landscaping, and hardscaping. He expressed his desire to pursue the extension of the Town's leisure trail and build a pedestrian/bicycle bridge across Haulover Creek from Freshfields.

Brad McIlvain asked about national firms partnering with local architects. Mayor Belt responded that only one firm (David O. Schwartz from D.C.) lacked a local office presence, though they had done local work, including at the Gilliard. He acknowledged this would be addressed during interviews to ensure sufficient real-time presence.

Mr. Gottshalk then discussed plans for connectivity from the Municipal Center campus to the Kiawah Island Parkway via a bridge over Haulover Marsh. He confirmed the Town owns all the marsh property between the campus and Kiawah Island Parkway. The committee discussed engaging one of the Town's on-call engineering firms to help with design and permitting. Phillip Mancusi-Ungaro offered to assist with the permitting process, noting his experience with Corps districts and current staffing challenges at regulatory agencies.

The committee discussed the challenge of crossing the Parkway to reach Freshfields after the bridge is built. Mayor Belt indicated that a crossing similar to the one installed on KIP behind the gate around Oyster Lake would be appropriate, rather than a vertical crossing. Brad McIlvain suggested that if the Andell West intersection proceeds, it could serve as a crossing point.

Mayor Belt then provided a detailed update on the Andel West development. He had just received an email indicating Riverstone is moving forward with county construction permitting. Harris Teeter is requiring a roundabout at the Andel West property access as a condition of opening their store. This would encroach on the town's right-of-way and require town permission. Mayor Belt expressed skepticism about the necessity of a roundabout for Phase 1 (new Harris Teeter, relocated fuel center, and three pads), suggesting it might be more appropriate for Phase 2. Harris Teeter is pushing back, linking the roundabout to their participation. The anticipated opening is 2029.

Warren Stannard raised safety concerns about the proposed roundabout location. Discussion ensued about who approves the location (the Town, as it encroaches on the Town right-of-way), previous design work by Kimley-Horn (now working for the developer), and alternative locations. The committee discussed challenges of pedestrian crossings at roundabouts versus traffic signals, with Mayor Belt expressing his opposition to a stoplight while acknowledging traffic engineers' recommendations for full build-out.

C. Update on Kiawah Island Parkway Bridge Repairs and Assessment

Mr. Gottshalk reported that with engineering contracts now finalized, he would reach out for a supplemental inspection of the bridge based on McSweeney's report. He would engage a different engineer for an independent assessment. Based on McSweeney's report, the bridge is in good shape with no imminent danger of collapse. Minor guardrail and pedestrian rail fixes could be addressed quickly. The next step is to have another engineer assess the bridge's structural integrity, with an update expected at the next meeting.

Phillip Mancusi-Ungaro asked three key questions: the lifespan of the existing bridge with minor repairs, whether major repairs could extend its life, and how to plan for eventual replacement. These questions would be part of the engineering assessment.

Brad McIlvain raised concerns about the bridge's ability to withstand storm surge and lateral forces versus normal traffic loads. Warren Stannard explained that the bridge was designed to interstate specifications and should be structurally sound. However, he expressed greater concern about the approaches to the bridge, noting the bridge sits at 12 feet while the adjacent roadway is at 7 feet, making the approaches vulnerable to storm surge damage.

D. Update on Mingo Curve Storm Surge Modeling

Mr. Gottshalk discussed the need to reevaluate road height relative to current water levels and projected sea level rise. It had been five years since the road was repaved. The previous approach focused on mitigating nuisance flooding rather than major hurricane events, acknowledging that

no one would be on the road during a Category 4 or 5 hurricane. The goal is to keep the road passable during king tides and minor storm surge events, such as if that day's storm had coincided with high tide.

Warren Stannard emphasized that the Mingo Point curve should be the starting point for any discussion. He recommended issuing an RFP for the redesign of Mingo Point, similar to the previous Kiawah Island Parkway RFP. The consultant would evaluate the curve and determine the best solution, which would then determine the height of the roadway for the remaining distance.

Chairman Spencer suggested having the selected consultant present to the committee before beginning work and again when presenting results, allowing the committee to provide input and recommendations to the Council.

E. Review the Franchise Agreement Subcommittee Recommendations to be Provided to the Mayor

Chairman Spencer introduced the topic of franchise agreement recommendations. Mayor Belt reported having preliminary discussions with municipal franchise legal experts at the town attorney's firm, originally sparked by the KIU consolidation proposal. He aims to draft a municipal franchise ordinance to provide a legal framework for contract negotiations with service providers. Progress has been slow despite multiple emails requesting focus on this issue.

Phillip Mancusi-Ungaro described his work analyzing all existing agreements, creating a chart of main issues, and extracting important provisions while noting the self-serving boilerplate. He plans to reorganize the information into sections by agreement type, financial aspects, and other categories, then share it with the Mayor and the committee. His particular interest is in the Comcast situation, questioning whether the Town has been receiving payments since the agreement expired.

Brad McIlvain raised Eric Scheidel's concern about the town granting rights over land it doesn't own, questioning whether KICA needs to be included to make agreements more enforceable. Mayor Belt noted these are separate issues, explaining that state enabling statutes allow municipalities to execute franchise agreements independent of road and right-of-way access. The question remains about what authority such agreements actually grant when roads are privately owned.

The committee discussed whether joint agreements with KICA make sense, acknowledging potential revenue-sharing implications. Chairman Spencer argued for treating it as a binary issue between the municipality and private property owners. Phillip Mancusi-Ungaro noted that some existing agreements are implemented through ordinances, requiring research into existing town ordinances on franchise agreements.

Mr. Mancusi-Ungaro also reported that Berkeley Electric had provided three proposed franchise agreements at a recent meeting: one with Berkeley, one with Dominion, and a third addressing relationships between franchise organizations and large power companies. The committee expressed confusion about Dominion's involvement since they have no assets on Kiawah Island. Brad McIlvain speculated this might be defensive positioning, noting Eric's comment that cooperatives were designed for rural areas and Kiawah no longer qualifies as rural.

VII. New Business:

A. Discuss KIU Consolidation and Water Quality Report

Chairman Spencer noted that committee members likely received the KIU consolidation letter signed by Sorenson and the water quality report with QR code access. The report was attached to the meeting package. Spencer recalled that the town made a conscious decision not to comment

on the consolidation package with the Public Utilities Commission. He observed that some items in the water quality report appeared outside normal ranges, but wasn't sure of their significance.

Phillip Mancusi-Ungaro stated he would be shocked if any island homes had copper or lead plumbing, given the construction timing. He identified the real issues as PFOA and PFOS levels and what Charleston Water Systems is doing about them. Chairman Spencer suggested the committee could revisit the report with Becky from KIU if needed, noting she had been helpful in their April or May meeting and seemed open to answering questions.

B. Discuss Leisure Trail Extension Next Steps

This item was discussed earlier in conjunction with the Mayor's initiatives update regarding the pedestrian bridge over Haulover Creek.

C. Review Speed Sign Data

Mr. Gottshalk reported on the two speed projection signs installed on the exterior parkway - one approaching Mingo Point and another outbound near the island exit. These signs, similar in style to KICA's installations, collect volume and speed data.

The data confirmed there are speeders on Kiawah, which wasn't surprising. More importantly, the signs allow compilation of historical tracking data. Observationally, vehicles tend to slow down when they see their speed projected, perhaps not braking but releasing the accelerator, which is considered a win. The data can track speeds from when vehicles first enter range through their approach and departure.

Gottshalk planned to pull additional data from the Fourth of July week, though acknowledged standstill traffic conditions would skew it. Outside congested periods, the data would show true driving patterns during nighttime and early morning hours.

Chairman Spencer highlighted that the Beachwalker sign recorded nearly 52,000 vehicles in roughly three weeks. Mr. Gottshalk explained this wasn't surprising given Beachwalker Park's full capacity and multiple parking lot turnovers daily - potentially 3-4 complete cycles representing about 1,000 cars per day. For context, there were 201,000 inbound vehicles on KIP during the same period, with 158,000 outbound (outbound data was incomplete due to system downtime).

The committee discussed whether to publicize the data. Mayor Belt suggested reporting only vehicles exceeding the speed limit by 10 mph or more, avoiding meaningless average speed statistics skewed by congestion. Phillip Mancusi-Ungaro supported this approach, recalling how KICA used to report speeds in increments above the limit. He also advocated for more small lighted signs rather than large trailers, citing their effectiveness at locations like Governors Drive.

John Shippee noted the signs' effectiveness except for "midnight speeders who try to bust the record." Brad McIlvain confirmed similar positive results at Cassique over two years of data collection. The committee briefly discussed Fourth of July traffic, with Brad McIlvain noting KICA reported slightly lower traffic than the previous year. Mayor Belt specified that traffic was very high Wednesday through Friday, but down significantly on Saturday.

The discussion evolved into broader observations about changing rental patterns and island growth. Chairman Spencer observed more long-weekend rentals (Wednesday to Sunday) rather than traditional Saturday-to-Saturday patterns, as evidenced by the number of new dogs in his neighborhood. The phenomenon affects golf course availability, with Saturday afternoons historically being easier for tee times due to turnover.

Mayor Belt then provided an extensive analysis of island growth patterns. He emphasized that increased pressure on traffic and amenities over the past five years isn't due to tourism - short-term rental licenses and hotel occupancy rates have remained flat. Instead, growth is attributable to two

factors: approximately 400 new dwelling units (15% growth) and part-time property owners spending more time on the island.

Tom Nevin reported that full-time residents now comprise 26% of the population (defined as 120+ days annually), up from 20% in 2022. Club membership shows a slightly higher percentage of full-time residents than the overall population. Mayor Belt estimated about 300 new full-time residents over five years, with club members disproportionately becoming full-time compared to non-members.

The Mayor detailed current housing statistics: 4,100 dwelling units (excluding Cassique), with roughly 1,000 full-time, 1,300 in short-term rental programs, and 2,000 part-time owners who don't rent. If part-time usage increased from 15% to 25% of the year, the marginal impact would be substantial.

Future growth projections include: Ocean Pines (80 units in 18 months), potential West End development (60 units under mediation settlement), approximately 150 undeveloped lots (50 with current building permits), unknown resort development under the 2010 agreement (bedroom count for either villas or hotels), limited remaining Cassique growth, Seafields (100 units), and Orange Hill (120 total units including 68 cottages, with likely mandatory club membership).

Tom Nevin shared that in monthly meetings with randomly selected couples, about half plan to move to Kiawah full-time within 3-4 years. Committee members confirmed this trend in their neighborhoods, with Brad McIlvain noting that buyers in their 50s are planning for retirement in 5-7 years, suggesting the age of full-time residents is lowering.

Mayor Belt concluded by mentioning that the Comprehensive Plan recommendations would come to the Council in August, which would need to address growth impacts and stakeholder responsibilities. He noted most Town Hall questions concerned gate access, which is controlled by the homeowners' association, not the Town. The KICA board is examining technology solutions and policy changes for gate access issues.

VIII. Chairman's Updates:

Chairman Spencer had no additional updates beyond suggesting that the town might help KICA with their gate problems, to be discussed with Jody at the next meeting.

IX. Committee Members' Comments:

No committee members offered additional comments.

X. Citizens' Comments:

None. No citizens were present for comments.

XI. Adjournment:

Chairman Spencer adjourned the meeting at 11:28 am, thanking everyone for their flexibility with the morning meeting time.

Submitted by,

Petra S. Reynolds, Town Clerk

Date