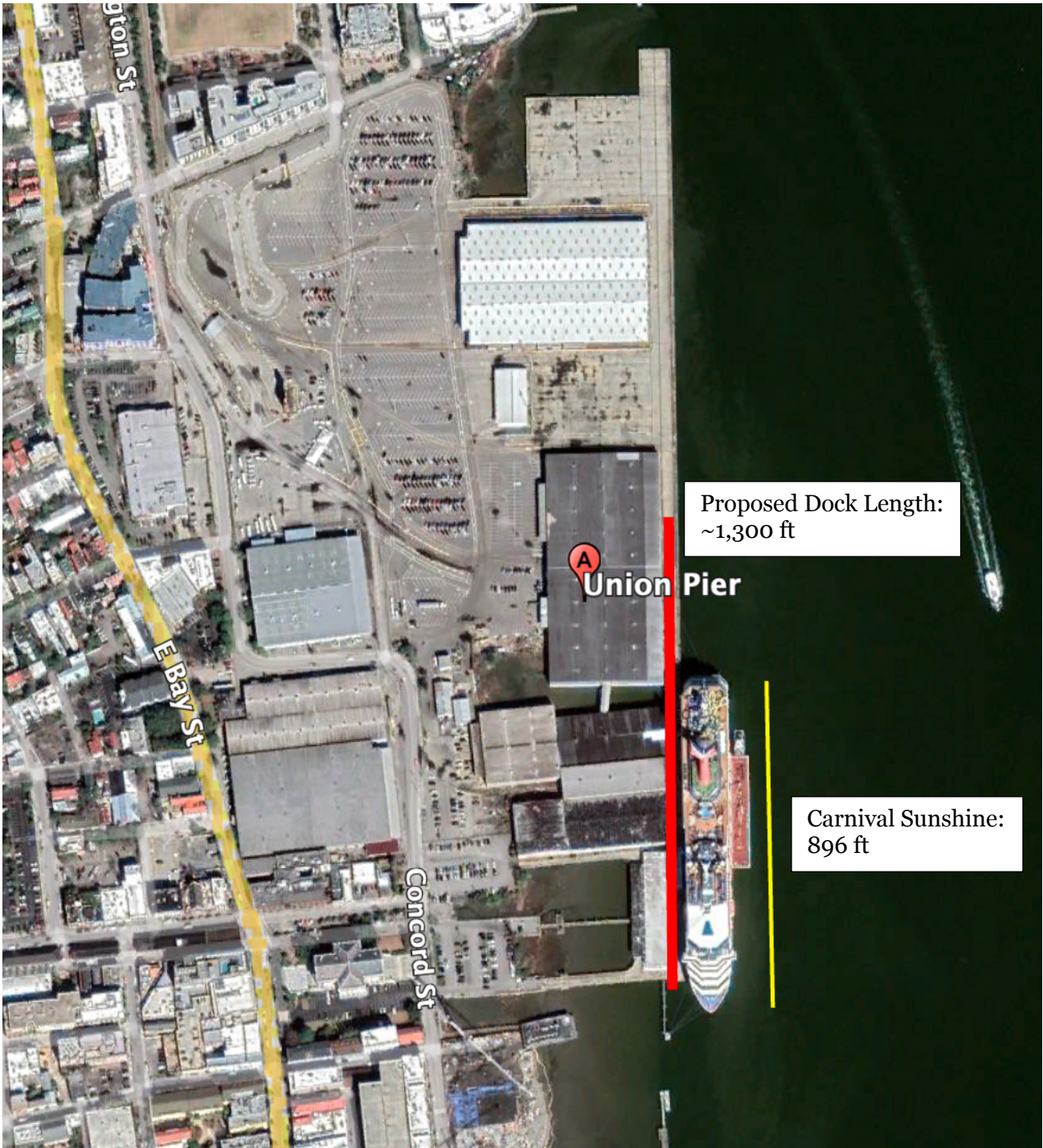


The Redevelopment of Union Pier

Union Pier is a 70-acre waterfront site in Charleston's downtown historic district. Since the 1700s, the site has been used for shipping and port operations, and more recently a cruise terminal. It is currently owned by the South Carolina Ports Authority (SCPA).

Earlier this year, the SCPA announced it will end its homeport contract with Carnival Cruise Lines and will only support port-of-calls, or visiting ships, starting in 2024. The SCPA will continue to hold ownership of the cruise terminal located at the Southern end, but the remaining area is now being redeveloped with the help of Lowe Enterprise to include a mixed-use neighborhood design which will take place on a majority of the property. Thus, this project will have a massive impact on the surrounding community.

- When the cruise debate first began in 2011, the Conservation League engaged Dover Kohl on a feasibility study for Union Pier as a mixed-use community. We knew then, and we know now, that it's possible. However, we need robust public engagement to make sure the redevelopment of Union Pier serves the needs of Charleston residents.
- There have only been four in-person opportunities for public review and input. **We need to slow down the process and allow for robust public review and engagement process**, such as the Plan West Ashley process in 2016.
- Thanks to a more focused awareness of local resilience challenges in 2022 than existed in 2011 during the time of the urban focused Dover Kohl analysis, the current redevelopment opportunity for Union Pier provides a chance to better adapt to a changing climate and improve the ways we live and build with water. After working with Sherwood Design Engineers on the Conservation League's 3x3 efforts with the Army Corps of Engineers' proposed seawall, Lowe opted to bring Sherwood to the table to serve as the resilience experts for the Union Pier.
- The SCPA has publicly noted the agency aims to become "the greenest port in the Southeast". In order to fulfill this, **the SCPA should publicly commit to providing shorepower infrastructure by a specific deadline.**
- The voluntary cruise management plan between Charleston and the SCPA limits cruise operations to no more than 104 ships per year, hosting only one ship at a time, and no larger than a 3,500-passenger capacity. **The proposed dock length is excessive and should be reduced to no more than 900 feet to ensure the SCPA's voluntary commitment is never violated or increased in the future.**
- The most recent design suggests roughly only one-tenth of the total site will be set aside for public parks and open space. **At a minimum, 25% of the site should be comprised of public parks and open space to provide substantial access for all the residents of Charleston.**
- Staggered streets and alleyways to break up large blocks, protected bike lanes, and accommodation for transit services such as CARTA, Lowcountry Rapid Transit system, and regional ferries are necessary to achieve a desirable and walkable mixed-use development.



Proposed Dock Length:
~1,300 ft

A
Union Pier

Carnival Sunshine:
896 ft