

**JOINT**  
**PUBLIC NOTICE**

**CHARLESTON DISTRICT, CORPS OF ENGINEERS**  
**1835 Assembly Street, Room 865B-1**  
**Columbia, South Carolina 29201**  
**and**  
**THE S.C. DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL**  
**Office of Environmental Quality Control**  
**Water Quality Certification and Wetlands Programs Section**  
**2600 Bull Street**  
**Columbia, South Carolina 29201**

REGULATORY DIVISION

Refer to: P/N # SAC 2013-00691-5C

11 OCTOBER 2013

Pursuant to Sections 401 and 404 of the Clean Water Act (33 U.S.C. 1341), an application has been submitted to the Department of the Army and the South Carolina Department of Health and Environmental Control by

**Greenville-Spartanburg Airport District**  
**c/o Katie Crum**  
**Kimley-Horn & Associates**  
**4500 Main Street, Suite 500**  
**Virginia Beach, Virginia 23462**

for a permit to place fill material in

**unnamed tributaries to Maple Creek and adjacent wetlands**

at a site located south of SC 290, west of the J. Verne Smith Parkway (Highway 80), and north of Victor Avenue in Greer, Spartanburg County, South Carolina (Latitude 34.931698°N, Longitude 82.199609°W).

In order to give all interested parties an opportunity to express their views

**NOTICE**

is hereby given that written statements regarding the proposed work will be received by the **Corps** until

**15 Days from the Date of this Notice,**

and **SCDHEC** will receive written statements regarding the proposed work until

**30 Days from the Date of this Notice**

from those interested in the activity and whose interests may be affected by the proposed work.

The proposed work consists of the development of a Logistics Park adjacent to the Inland Port. In detail, the applicant proposes impacts to approximately 1,818 linear feet of streams and 0.52 acres of freshwater wetlands for the westward expansion of an existing warehouse and for the construction of roads and a sewer system within the planned Logistics Park. Five additional warehouse, manufacturing and distribution buildings are also included in the master plan. As stated by the applicant, the purpose is to construct an intermodal park with approximately ± 2.4 million square feet of warehouse and distribution building area featuring the following key components: direct access and connectivity to the South Carolina Inland Port (SCIP) with maximum building frontage along the SCIP, ability for portions of the park located

adjacent to the SCIP to be incorporated into the Foreign-Trade Zone, and ability to meet the user's throughput requirements for the building requirement of Building #1. The applicant states that avoidance and minimization efforts have been accomplished through evaluating four alternatives for Building #1 and three on-site design alternatives for the park using seven criteria. As compensatory mitigation, the applicant proposes to purchase 11,587.5 stream credits and 5.824 wetland credits from the approved Arrowhead Farms Mitigation Bank. Please note: The construction of a four lane road with utilities was previously authorized for this site under a Nationwide permit (SAC 2012-01139-5C), as shown on the attached Sheet 4.

The District Engineer has concluded that the discharges associated with this project, both direct and indirect, should be reviewed by the South Carolina Department of Health and Environmental Control in accordance with provisions of Section 401 of the Clean Water Act. As such, this notice constitutes a request, on behalf of the applicant, for certification that this project will comply with applicable effluent limitations and water quality standards. The District Engineer will not process this application to a conclusion until such certification is received. The applicant is hereby advised that supplemental information may be required by the State to facilitate the review. Persons wishing to comment or object to Water Quality Certification must submit all comments in writing to the S.C. Department of Health and Environmental Control at the above address within thirty (30) days of the date of this notice.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Implementation of the proposed project would impact 0.76 acres of freshwater habitat well inland of estuarine substrates and emergent wetlands utilized by various life stages of species comprising the red drum, shrimp, and snapper-grouper management complexes. Our initial determination is that the proposed action would not have a substantial individual or cumulative adverse impact on EFH or fisheries managed by the South Atlantic Fishery Management Council and the National Marine Fisheries Service (NMFS). Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

Pursuant to Section 7(c) of the Endangered Species Act of 1973 (as amended), the District Engineer has consulted the most recently available information and has determined that the project is not likely to adversely affect any Federally endangered, threatened, or proposed species or result in the destruction or adverse modification of designated or proposed critical habitat. This public notice serves as a request for written concurrence from the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service on this determination.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA), this public notice also constitutes a request to Indian Tribes to notify the District Engineer of any historic properties of religious and cultural significance to them that may be affected by the proposed undertaking.

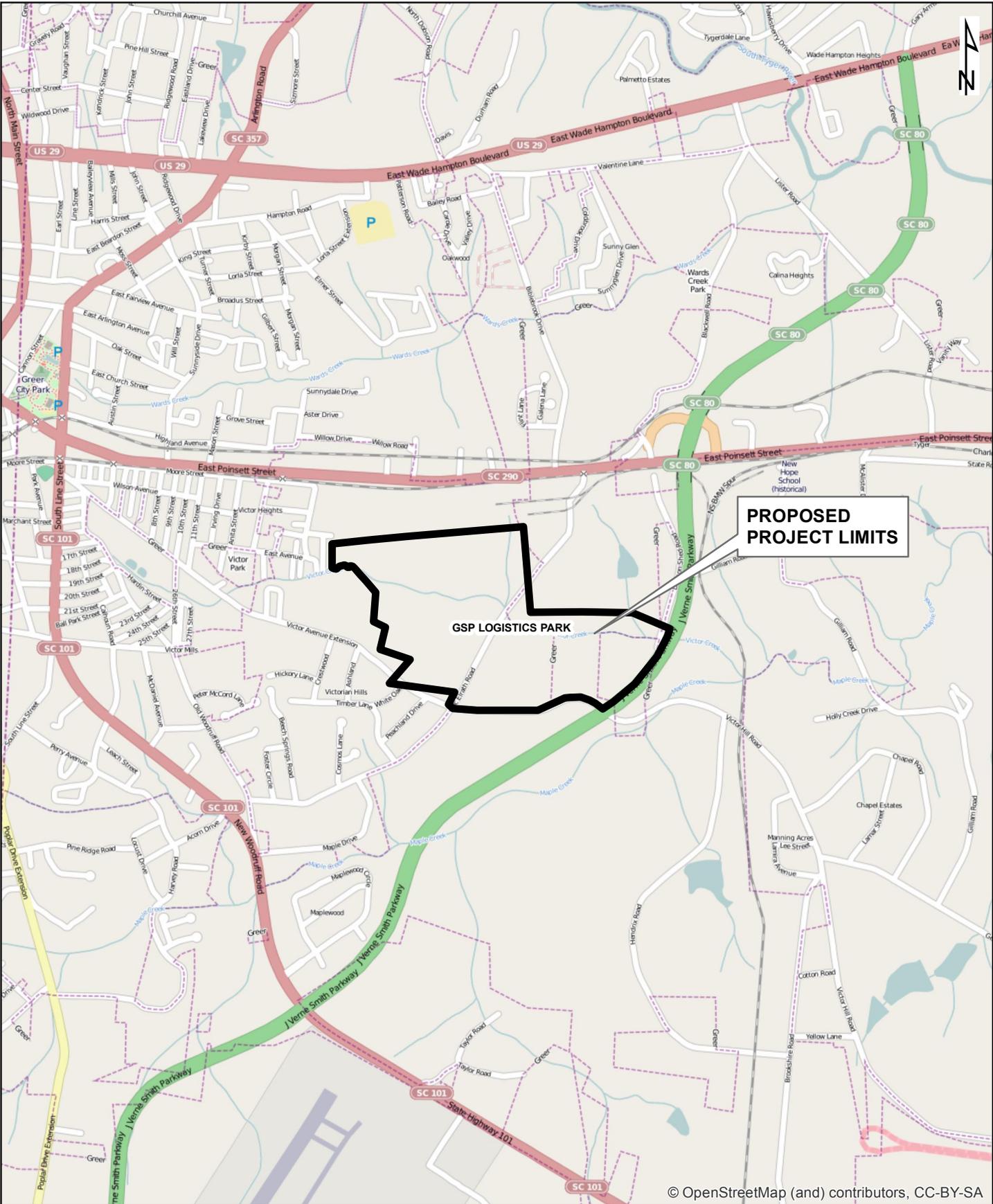
In accordance with the NHPA, the District Engineer has also consulted the latest published version of the National Register of Historic Places for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein, and this worksite is not included as a registered property or property listed as being eligible for inclusion in the Register. To insure that other cultural resources that the District Engineer is not aware of are not overlooked, this public notice also serves as a request to the State Historic Preservation Office to provide any information it may have with regard to historic and cultural resources.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state, with particularity, the reasons for holding a public hearing.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the activity on the public interest and will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b) of the Clean Water Act and, as appropriate, the criteria established under authority of Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the project will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest. In cases of conflicting property rights, the Corps of Engineers cannot undertake to adjudicate rival claims.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

If there are any questions concerning this public notice, please contact Amy Cappellino at 803-253-3992.



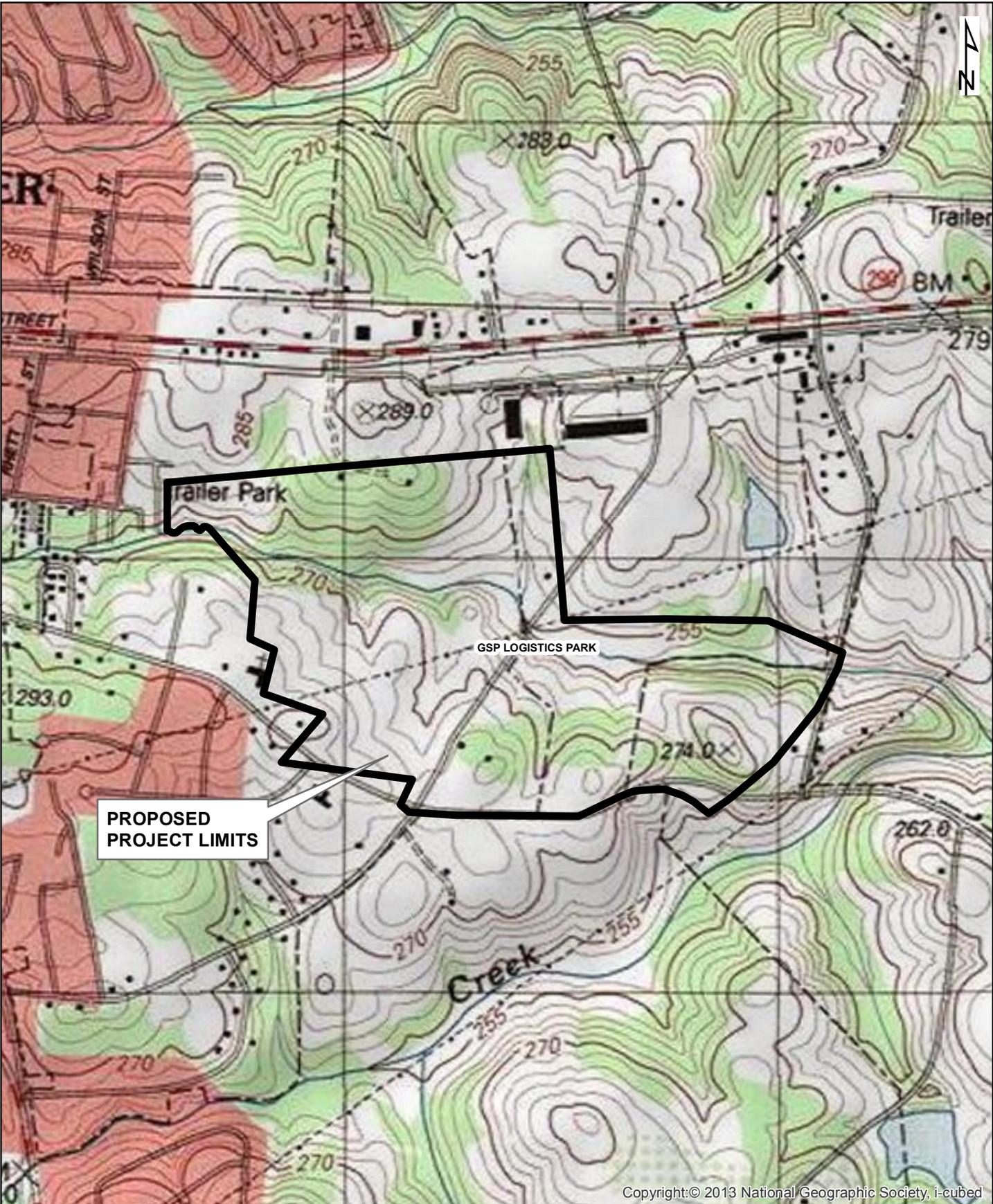
© OpenStreetMap (and) contributors, CC-BY-SA

LOCATION: GREER, SC  
 APP BY: GSP AIRPORT DISTRICT  
 APP NO: SAC-2013-00691-5C  
 KHA NO: 116071029  
 SCALE: 1 IN = 2,000 FT

**JOINT PERMIT APPLICATION  
 GSP LOGISTICS PARK  
 GENERAL LOCATION**



DATE: 7/10/13  
 REVISION DATE: 10/9/13  
 REVISION DATE:  
 CREATED BY: KC  
 SHEET: 1 OF 14



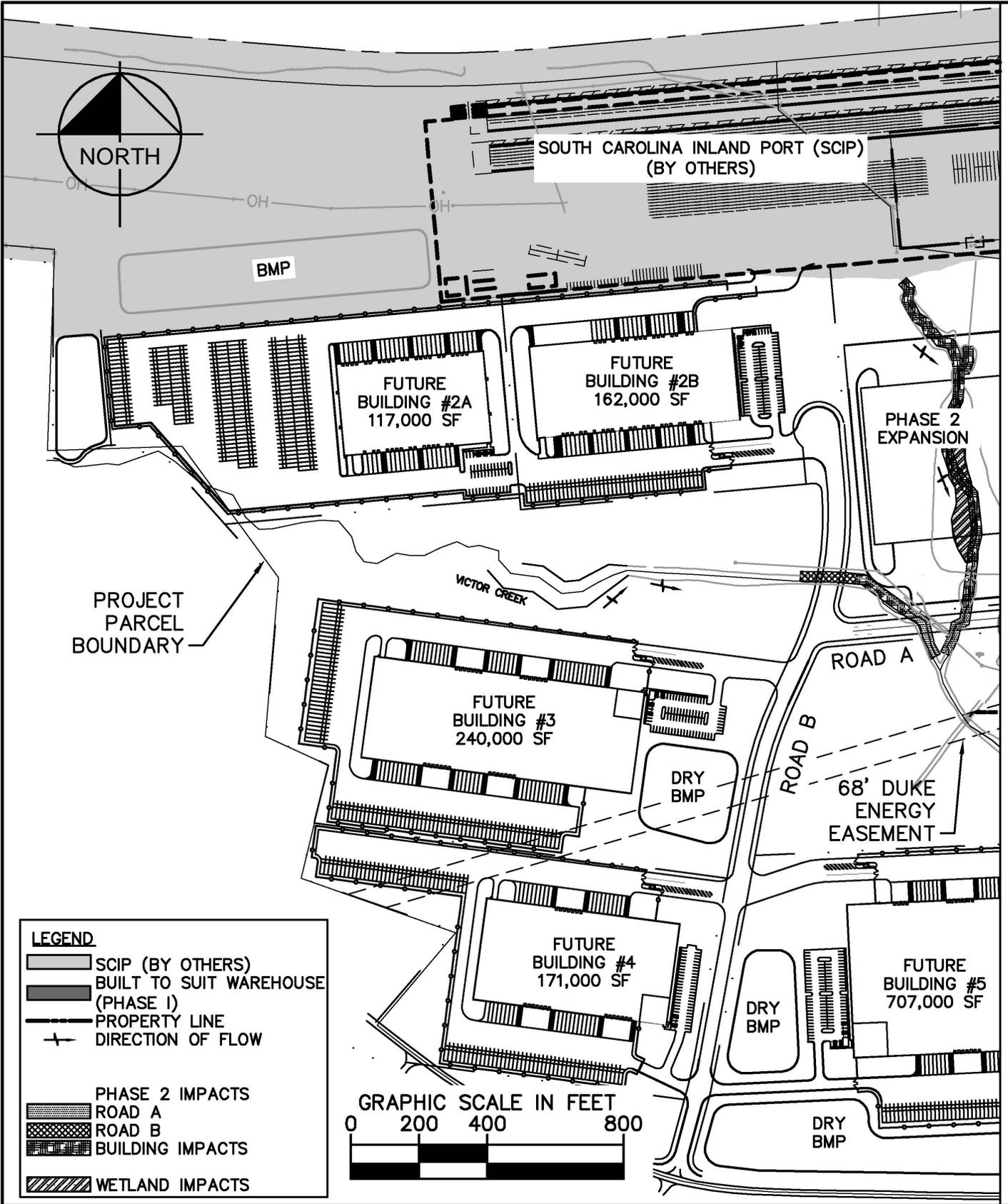
Copyright: © 2013 National Geographic Society, i-cubed

LOCATION: GREER, SC  
 APP BY: GSP AIRPORT DISTRICT  
 APP NO: SAC-2013-00691-5C  
 KHA NO: 116071029  
 SCALE: 1 IN = 1,000 FT

**JOINT PERMIT APPLICATION  
 GSP LOGISTICS PARK  
 TOPOGRAPHIC VICINITY**

Kimley-Horn  
and Associates, Inc.

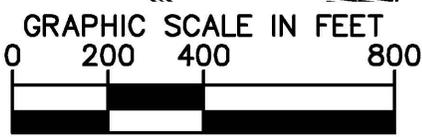
DATE: 7/10/13  
 REVISION DATE: 10/9/13  
 REVISION DATE:  
 CREATED BY: KC  
 SHEET: 2 OF 14



MATCH LINE - SEE FIGURE 4 OF 14

**LEGEND**

- SCIP (BY OTHERS)
- BUILT TO SUIT WAREHOUSE (PHASE I)
- PROPERTY LINE
- DIRECTION OF FLOW
  
- PHASE 2 IMPACTS ROAD A
- PHASE 2 IMPACTS ROAD B
- BUILDING IMPACTS
- WETLAND IMPACTS



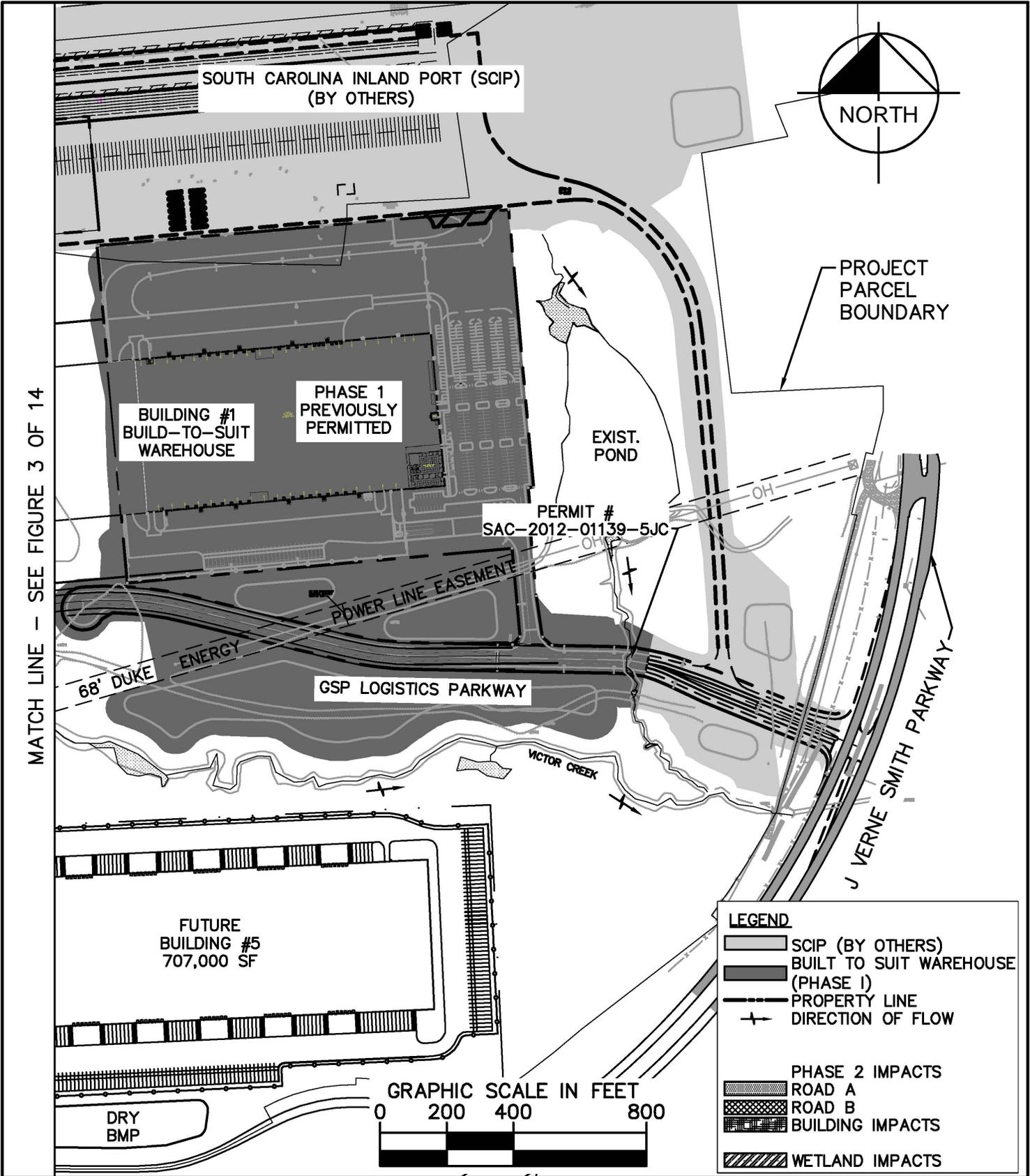
**LOCATION:** GREER, SC  
**APP BY:** GSP AIRPORT DISTRICT  
**APP NO:** SAC 2013-00691-5C  
**KHA NO:** 116071023  
**SCALE:** 1" = 400'

**JOINT PERMIT APPLICATION  
 GSP AIRPORT DISTRICT  
 LOGISTICS PARK**

OVERALL PROJECT  
 WESTERN PORTION



**DATE:** 07/10/2013  
**REVISION DATE:** 10/09/2013  
**REVISION DATE:**  
**CREATED BY:** JAR  
**SHEET:** 3 OF 14



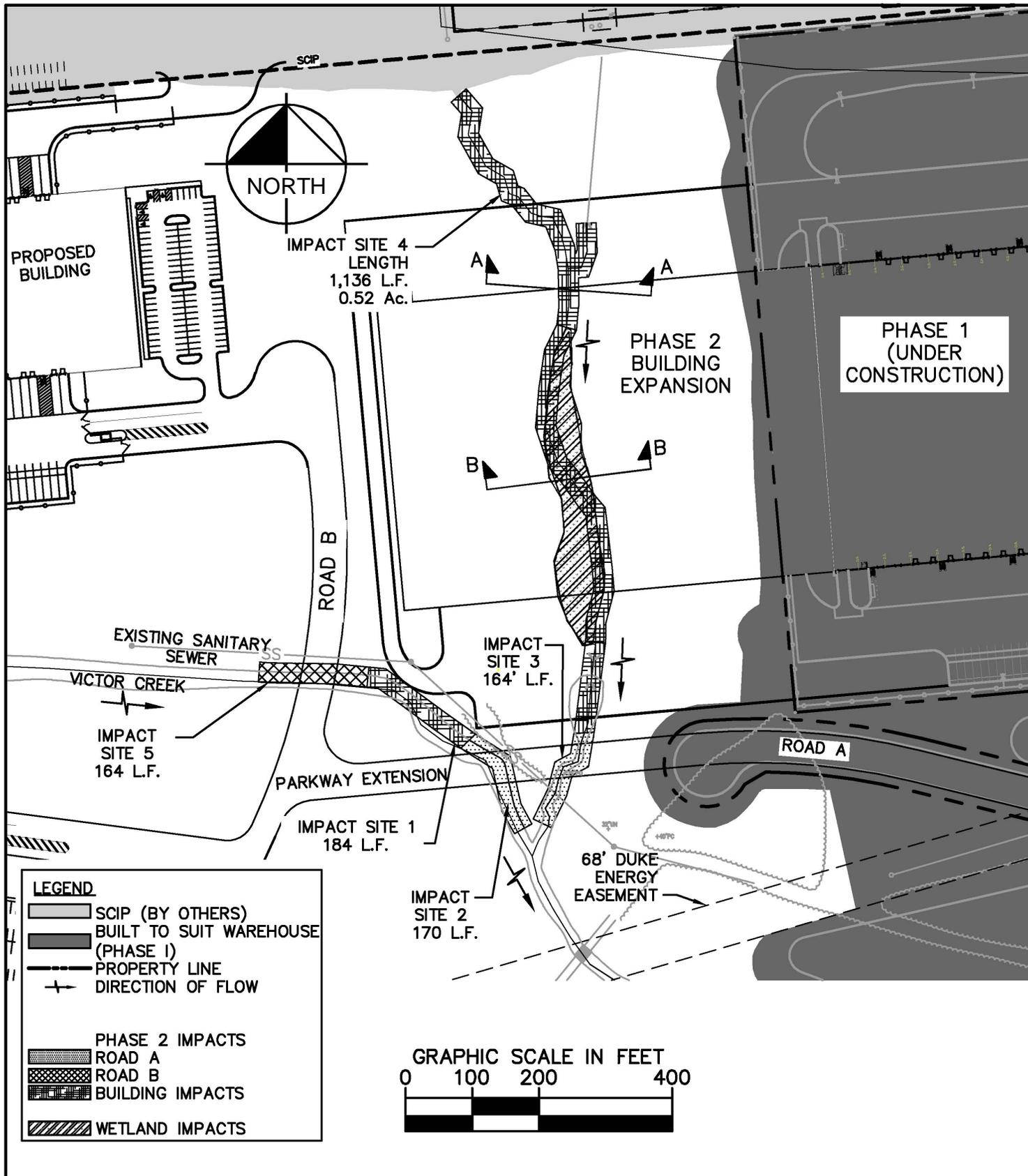
**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: 1" = 400'**

**JOINT PERMIT APPLICATION**  
**GSP AIRPORT DISTRICT**  
**LOGISTICS PARK**

**OVERALL PROJECT**  
**EASTERN PORTION**

**Kimley-Horn and Associates, Inc.**

**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 4 OF 14**

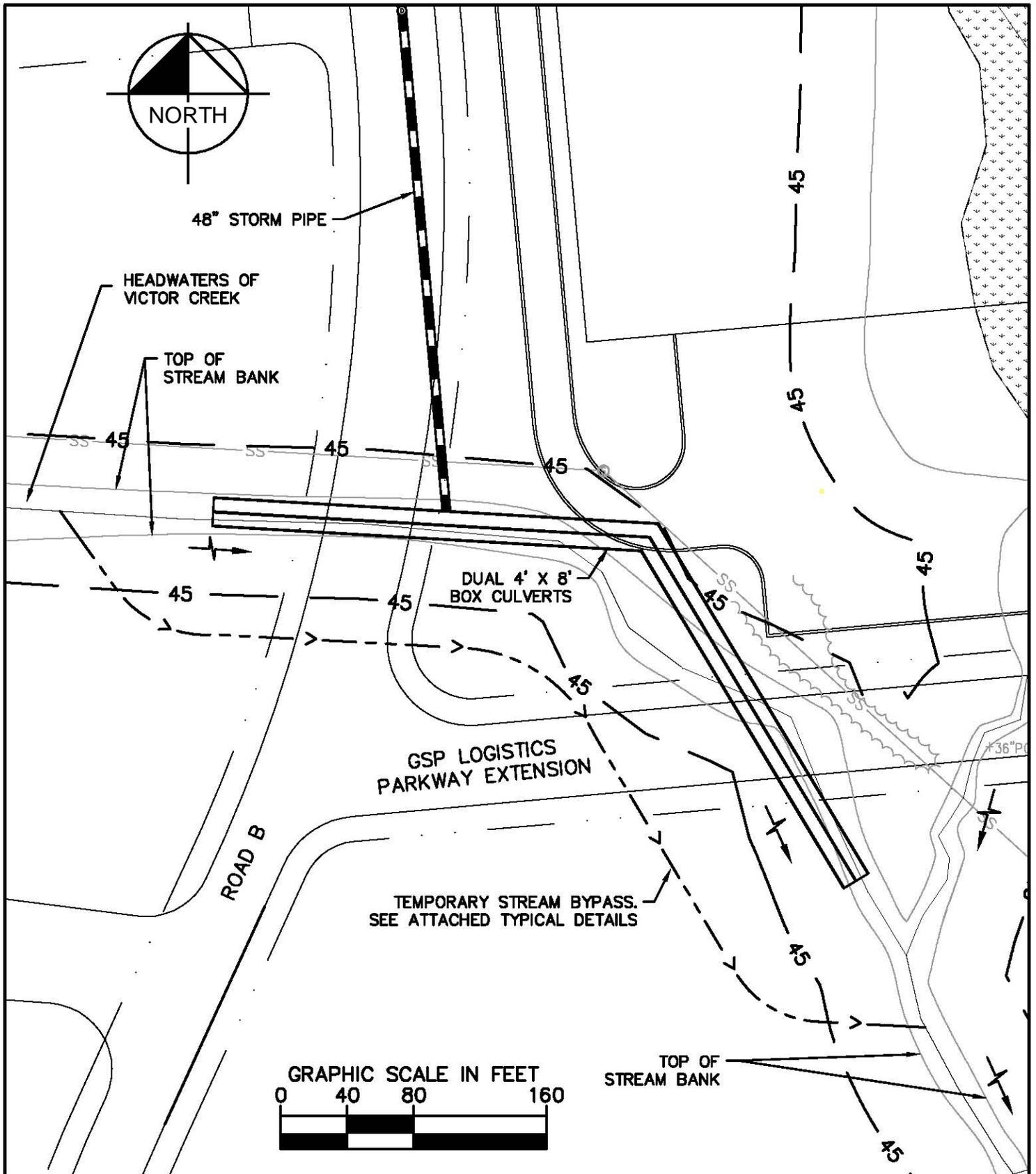


**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: 1" = 200'**

**JOINT PERMIT APPLICATION  
 GSP AIRPORT DISTRICT  
 LOGISTICS PARK**

**WETLAND IMPACT DETAIL**

**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 5 OF 14**

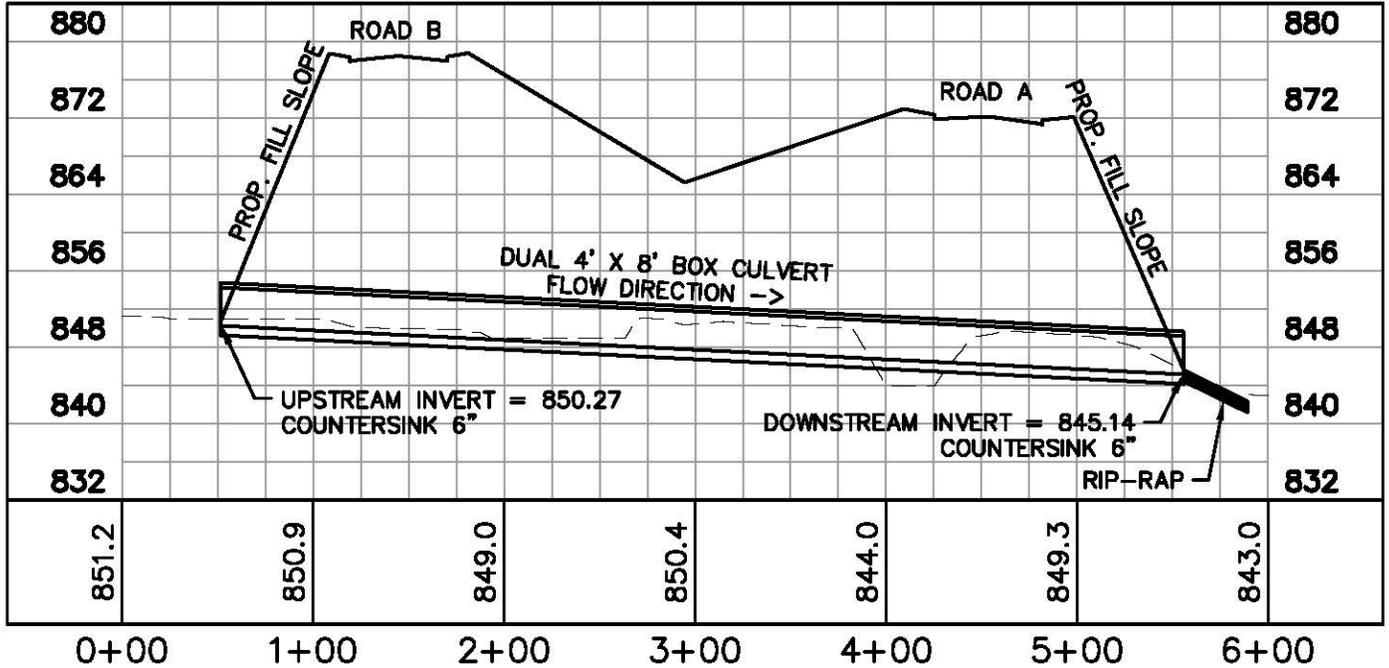


**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: 1" = 80'**

**JOINT PERMIT APPLICATION**  
**GSP AIRPORT DISTRICT**  
**LOGISTICS PARK**

**STREAM BYPASS**

**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 6 OF 14**



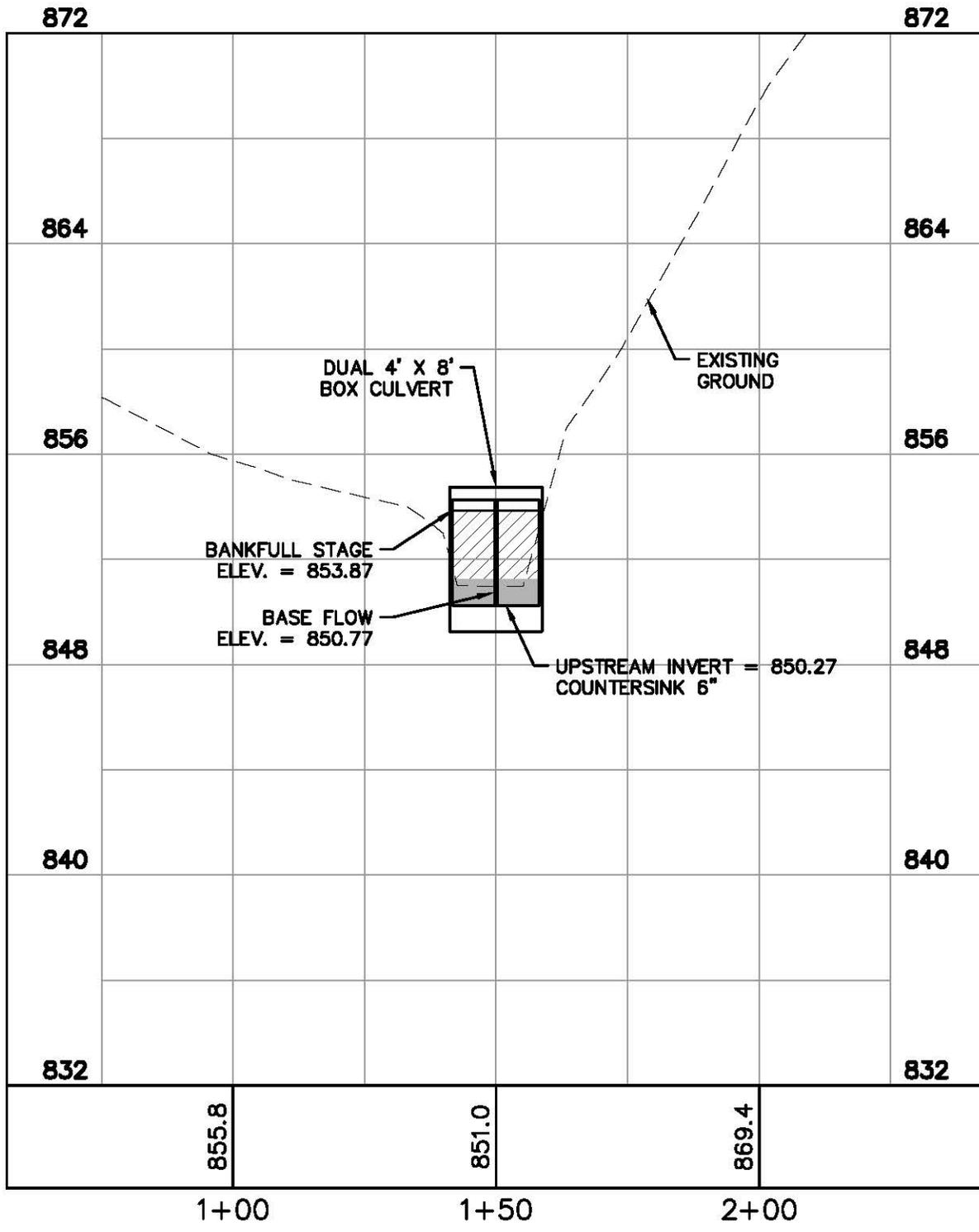
**PROFILE ALONG BOX CULVERT**  
**INFLOW AND OUTFLOW-STREAM CROSSING GSP LOGISTICS PARKWAY**  
**AND PROPOSED ROAD B**

**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: 1" = 100' (HORZ)**  
**1" = 5' (VERT)**

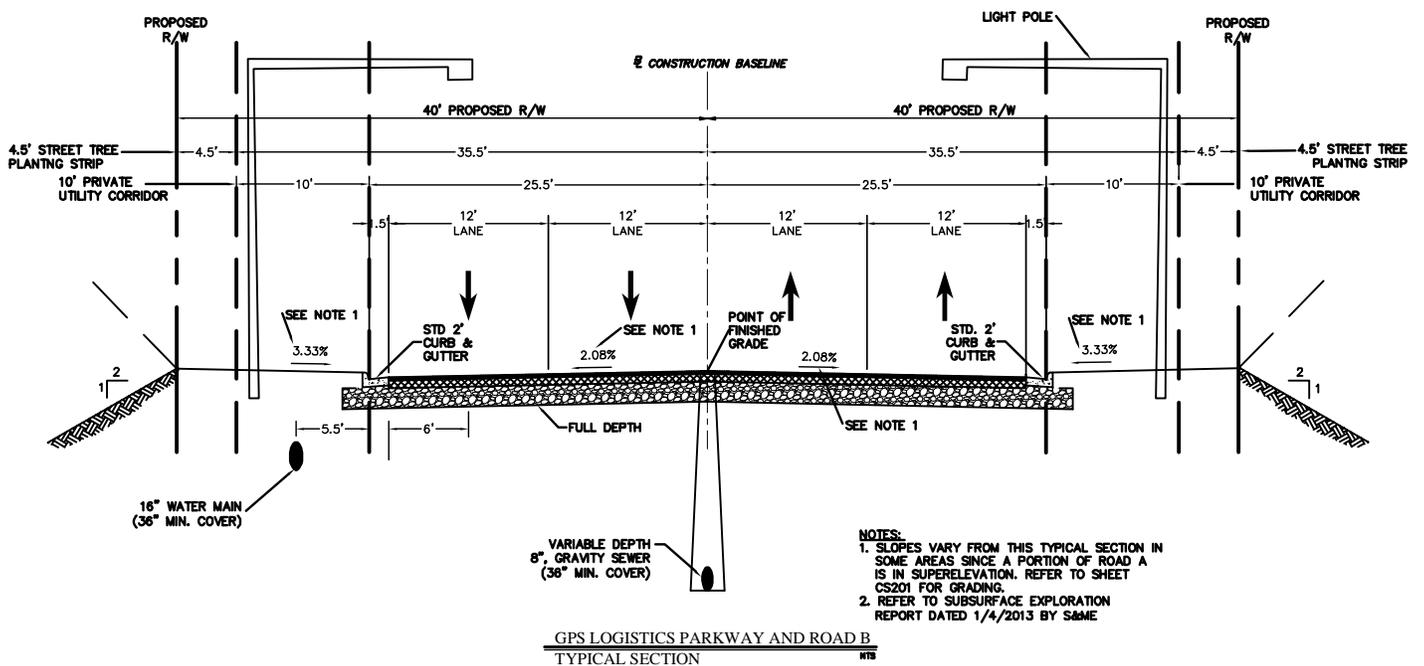
**JOINT PERMIT APPLICATION**  
**GSP AIRPORT DISTRICT**  
**LOGISTICS PARK**  
**DUAL 10' X 8' BOX**  
**CULVERT CROSSING**

**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 7 OF 14**





<p><b>LOCATION: GREER, SC</b></p> <p><b>APP BY: GSP AIRPORT DISTRICT</b></p> <p><b>APP NO: SAC 2013-00691-5C</b></p> <p><b>KHA NO: 116071023</b></p> <p><b>SCALE: 1" = 30' (HORZ)</b>  <b>1" = 1.5' (VERT)</b></p>	<p><b>JOINT PERMIT APPLICATION</b></p> <p><b>GSP AIRPORT DISTRICT</b></p> <p><b>LOGISTICS PARK</b></p> <p><b>CULVERT BACKFILL AND</b></p> <p><b>BASEFLOW ELEVATIONS</b></p>	<p><b>DATE: 07/10/2013</b></p> <p><b>REVISION DATE: 10/09/2013</b></p> <p><b>REVISION DATE:</b></p> <p><b>CREATED BY: JAR</b></p> <p><b>SHEET: 8 OF 14</b></p>
 <p><b>Kimley-Horn and Associates, Inc.</b></p>		



**LOCATION:** GREER, SC  
**APP BY:** GSP AIRPORT DISTRICT  
**APP NO:** SAC 2013-00691-5C  
**KHA NO:** 116071023  
**SCALE:** N.T.S.

**JOINT PERMIT APPLICATION  
 GSP AIRPORT DISTRICT  
 LOGISTICS PARK**

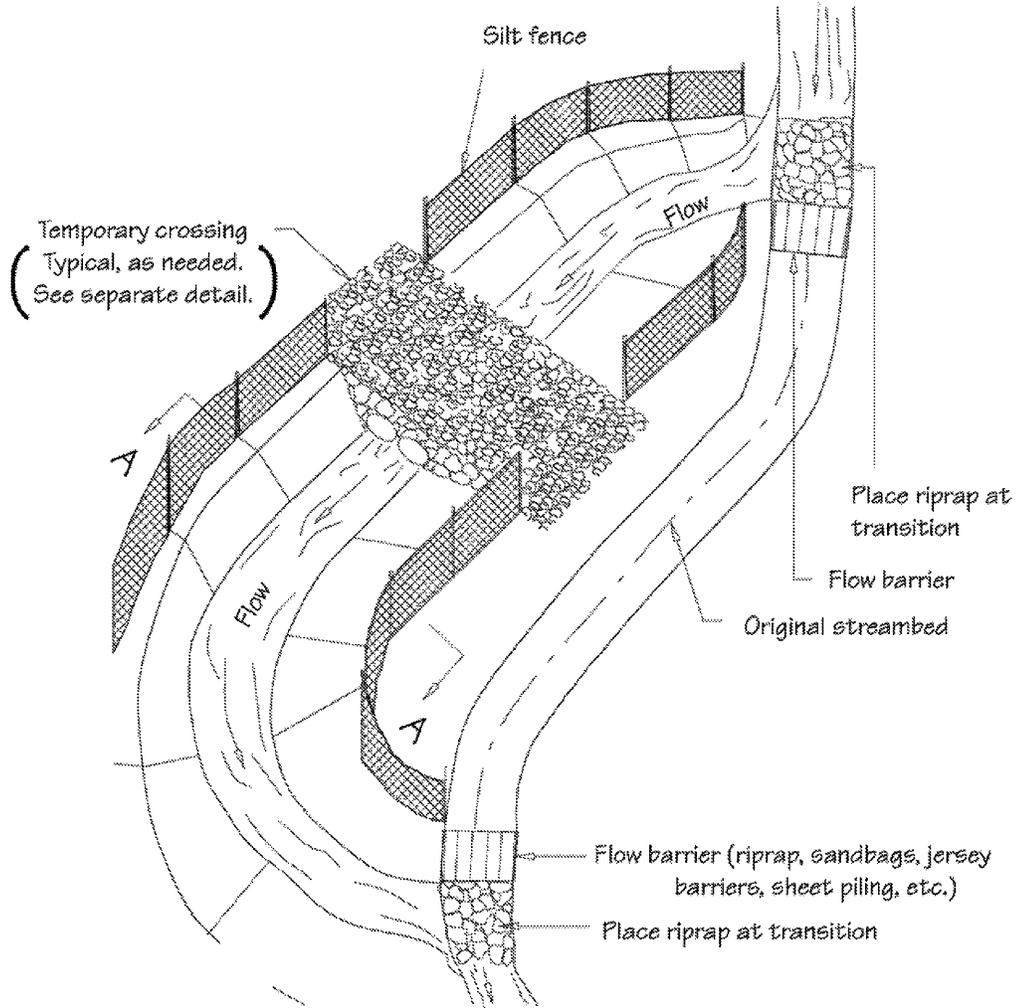
TYPICAL SECTION OF ROADWAYS



**DATE:** 07/10/2013  
**REVISION DATE:** 10/09/2013  
**REVISION DATE:**  
**CREATED BY:** JAR  
**SHEET:** 9 OF 14

# Standard Detail & Specifications

## Stream Diversion Channel



*Perspective*

<p>Source: Adapted from D&amp;A ESC Handbook</p>	<p>Symbol: <div style="border: 2px solid black; padding: 5px; display: inline-block;"><b>SD</b></div></p>	<p>Detail No. <b>DE-ESC-3.5.2.3</b> Sheet 1 of 3 Date: 12/03</p>
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**LOCATION:** GREER, SC  
**APP BY:** GSP AIRPORT DISTRICT  
**APP NO:** SAC 2013-00691-5C  
**KHA NO:** 116071023  
**SCALE:** NONE

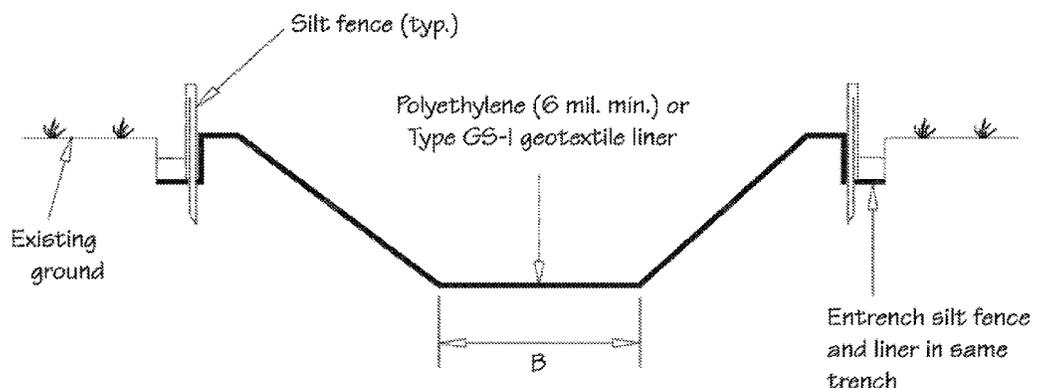
**JOINT PERMIT APPLICATION**  
**GSP AIRPORT DISTRICT**  
**LOGISTICS PARK**  
 STREAM DIVERSION  
 CHANNEL



**DATE:** 07/10/2013  
**REVISION DATE:** 10/09/2013  
**REVISION DATE:**  
**CREATED BY:** JAR  
**SHEET:** 10 OF 14

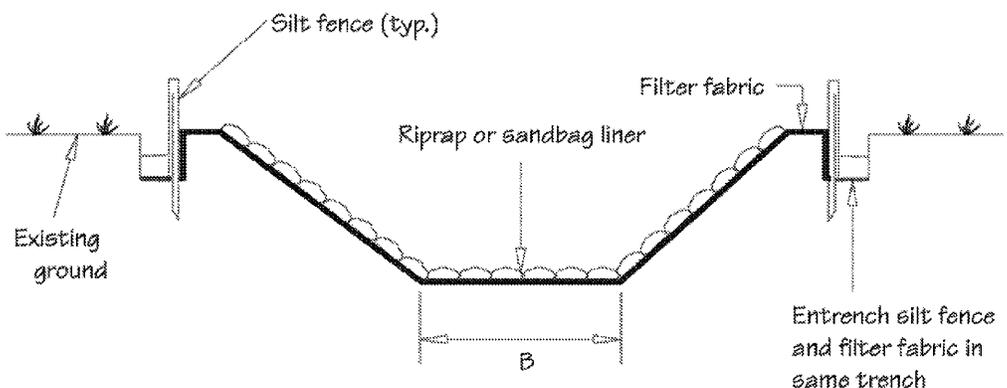


# Standard Detail & Specifications Stream Diversion Channel



**Section A-A (Low velocity lining)**

**NOTE:** Channel bottom width (B) to be 6' min. or width of exist. stream, which ever is less.



**Section A-A (High velocity lining)**

DATA

Channel bottom width (B)

Lining specification

<p>Source:</p> <p>Adapted from DE ESC Handbook</p>	<p>Symbol:</p> <div style="border: 2px solid black; padding: 5px; display: inline-block; text-align: center;"> <p><b>SD</b></p> </div>	<p>Detail No.</p> <p><b>DE-ESC-3.5.2.3</b></p> <p>Sheet 2 of 3</p> <p>Date: 12/03</p>
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**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: NONE**

**JOINT PERMIT APPLICATION  
GSP AIRPORT DISTRICT  
LOGISTICS PARK**

STREAM DIVERSION  
CHANNEL



**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 11 OF 14**

## Standard Detail & Specifications

# Stream Diversion Channel



### Construction Notes:

1. Diversion channel shall be operational prior to any in-stream construction.
2. Minimum width of bottom shall be 6' or equal to the bottom width of the existing streambed, whichever is less.
3. Maximum steepness of sideslopes shall be 2:1. Depth and grade may be variable, depending on site conditions, but shall be sufficient to ensure continuous flow of water in the diversion.
4. Channel lining shall be as specified and installed in accordance with the appropriate detail. Liners shall be secured at the upstream and downstream ends with riprap or other non-erodible material which will allow normal flow of the stream. This material shall not have soil mixed in. Additional material may be placed along the length of the diversion, as needed, to secure the liner.
5. If a single or continuous liner is not available or is impractical, upstream sections shall overlap downstream sections by a min. of 18".
6. Liner shall be entrenched at the top of the slope or slope break as shown in the detail. Silt fence or other perimeter control shall be provided unless the liner is extended far enough to prevent sediment from reaching the stream.
7. Liners shall be secured to the side slopes of the diversion channel using staples and patterns similar to those used for erosion control matting; wooden stakes shall not be used for this purpose.
8. Stream flow shall be diverted away from the work area in the original streambed using non-erodible, impervious materials such as riprap with geotextile, jersey barriers, sand bags, wood planking, sheet pile, etc. These materials shall be placed so as to prevent or reduce water backing up into the construction area.
9. Water in the construction area shall be pumped to an approved dewatering practice.
10. Once in-stream construction has been completed and all disturbed areas stabilized, the downstream flow barrier in the original stream shall be removed first. The upstream flow barrier shall then be removed and the material placed in the upstream end of the diversion, thus redirecting flow back to the original stream channel. The diversion shall then be sealed at the downstream end.
11. Once the diversion has been sealed at both ends, backfilling of the diversion channel may begin. Liner material, if used, shall be buried or removed and properly disposed of in accordance with the job specifications.
12. All disturbed areas shall be stabilized in accordance with the approved plan.

Source:

Adapted from  
DVA ESC Handbook

Symbol:



Detail No.

**DE-ESC-3.5.2.3**  
Sheet 3 of 3

Date: 12/03

**LOCATION:** GREER, SC

**APP BY:** GSP AIRPORT DISTRICT

**APP NO:** SAC 2013-00691-5C

**KHA NO:** 116071023

**SCALE:** NONE

**JOINT PERMIT APPLICATION  
GSP AIRPORT DISTRICT  
LOGISTICS PARK**

CONSTRUCTION NOTES  
STREAM DIVERSION CHANNEL



**Kimley-Horn  
and Associates, Inc.**

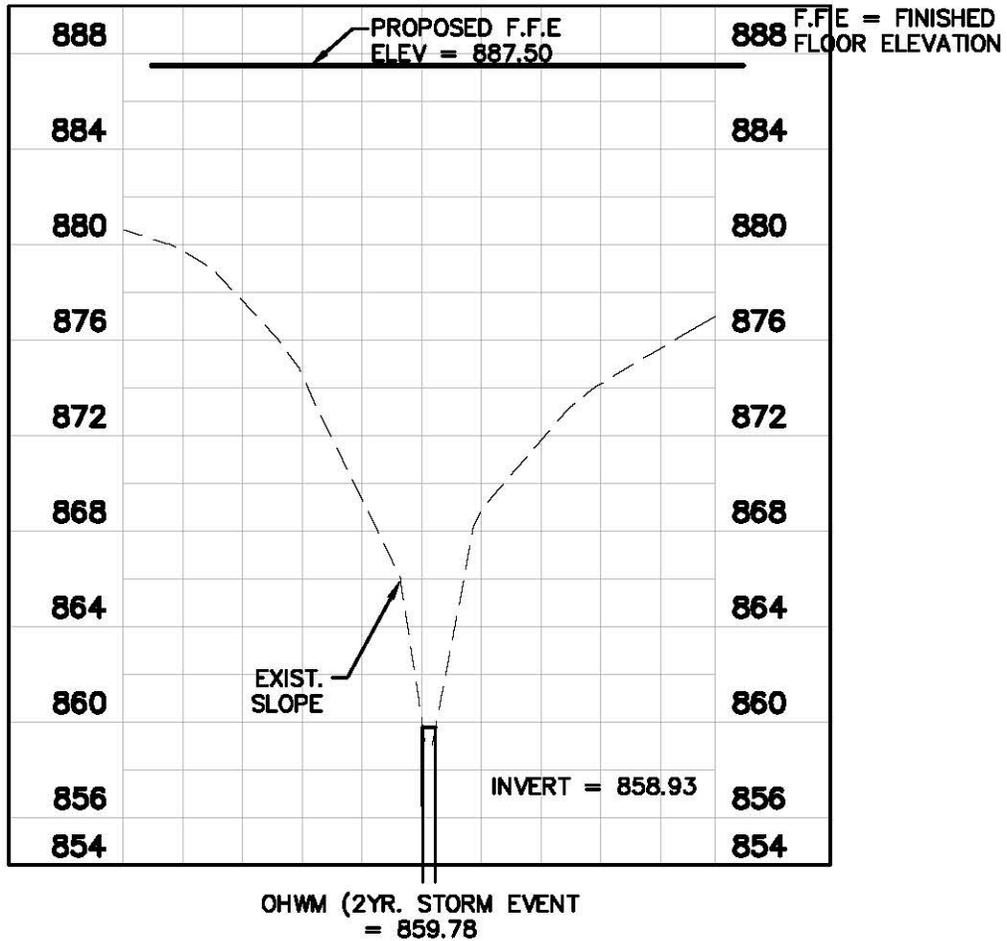
**DATE:** 07/10/2013

**REVISION DATE:** 10/09/2013

**REVISION DATE:**

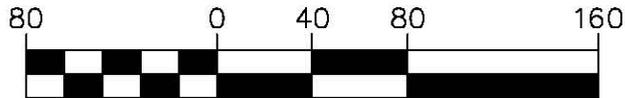
**CREATED BY:** JAR

**SHEET:** 12 OF 14



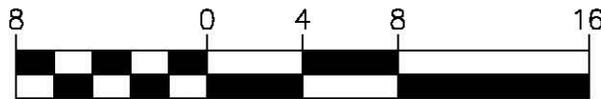
**PROFILE SECTION A - A**

HORIZONTAL SCALE



1 INCH = 80 FEET

VERTICAL SCALE



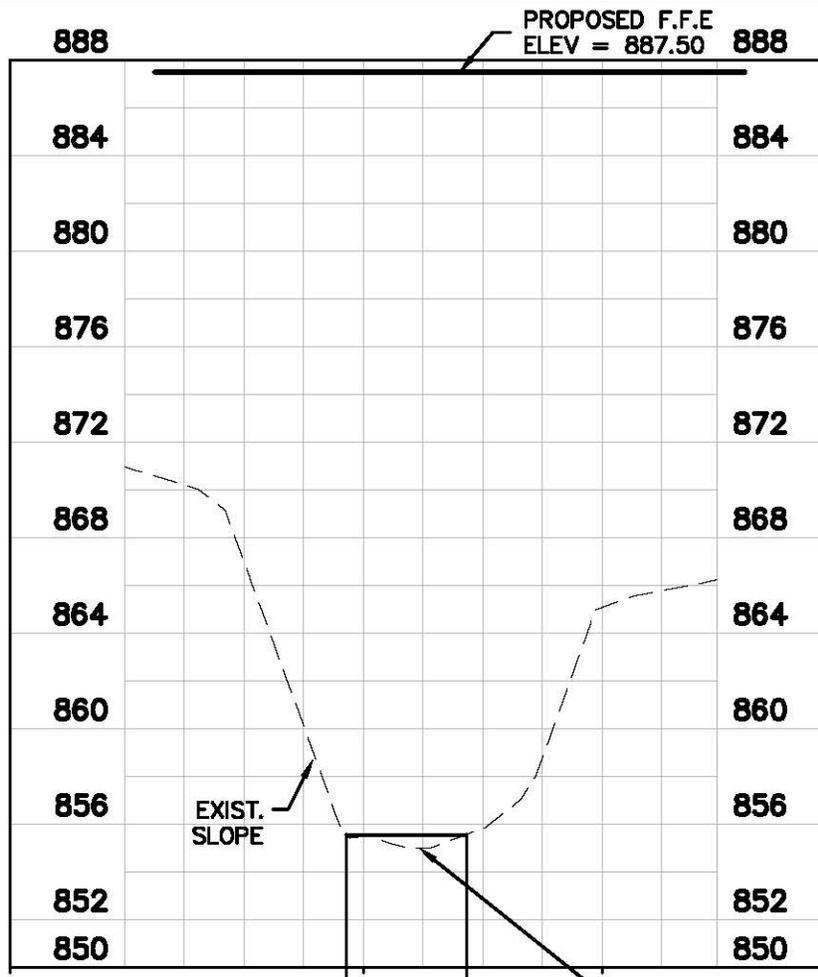
1 INCH = 8 FEET

**LOCATION: GREER, SC**  
**APP BY: GSP AIRPORT DISTRICT**  
**APP NO: SAC 2013-00691-5C**  
**KHA NO: 116071023**  
**SCALE: 1" = 80' (HORZ)**  
**1" = 8' (VERT)**

**JOINT PERMIT APPLICATION**  
**GSP AIRPORT DISTRICT**  
**LOGISTICS PARK**  
**SECTION A - A**  
**CROSS SECTION PROFILE**



**DATE: 07/10/2013**  
**REVISION DATE: 10/09/2013**  
**REVISION DATE:**  
**CREATED BY: JAR**  
**SHEET: 13 OF 14**

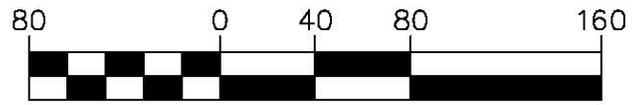


F.F.E = FINISHED FLOOR ELEVATION

OHWM (2YR. STORM EVENT = 855.57)      STREAM INVERT = 854.99

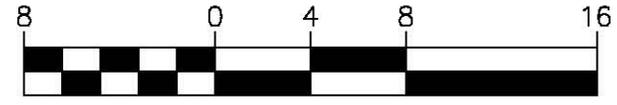
**PROFILE SECTION B - B**

HORIZONTAL SCALE



1 INCH = 80 FEET

VERTICAL SCALE



1 INCH = 8 FEET

<p><b>LOCATION: GREER, SC</b>  <b>APP BY: GSP AIRPORT DISTRICT</b>  <b>APP NO: SAC 2013-00691-5C</b>  <b>KHA NO: 116071023</b>  <b>SCALE: 1" = 80' (HORZ)</b>  <b>1" = 8' (VERT)</b></p>	<p><b>JOINT PERMIT APPLICATION</b>  <b>GSP AIRPORT DISTRICT</b>  <b>LOGISTICS PARK</b>  <b>SECTION B - B</b>  <b>CROSS SECTION PROFILE</b></p> <p> <b>Kimley-Horn and Associates, Inc.</b></p>	<p><b>DATE: 07/10/2013</b>  <b>REVISION DATE: 10/09/2013</b>  <b>REVISION DATE:</b>  <b>CREATED BY: JAR</b>  <b>SHEET: 14 OF 14</b></p>
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