

October 14, 1998

Regulatory Branch

Ms. Yvonne Fortenberry
City of Charleston
Post Office Box 652
Charleston, South Carolina 29402

Dear Ms. Fortenberry:

This is in regard to the proposed project by the South Carolina State Ports Authority (SPA) to develop a marine cargo terminal on Daniel Island in the City of Charleston, Berkeley County, South Carolina. The entire project will include the following components: approximately 1,300 acres of port terminal development at the south end of Daniel Island, approximately 7,000 feet of wharf and berthing area on the Cooper River and approximately 5,000 feet of wharf and berthing area on the Wando River, approximately 35 acres of dredged berthing area, associated improvements to the Wando River and Hog Island Channels, approximately 2.5 miles of multi-lane roadway construction between the proposed terminal site and Interstate 526, approximately 12 miles of rail connecting the proposed terminal facilities to the East Cooper and Berkeley Railroad, and a rail bridge and road bridge over Beresford Creek.

As you are aware the Corps of Engineers is preparing an Environmental Impact Statement (EIS) on the project. An important step in the EIS process is identifying and evaluating reasonable alternatives to the project. The alternatives under study include other locations where the proposed terminal facilities might be developed, alternative routes for the proposed rail line, and alternative routes for the proposed access road. At present, the alternative terminal sites are: 1) the combination of the Wando River and Cooper River sides of Daniel Island, 2) the combination of the Navy Base and the Wando River side of Daniel Island, and 3) the combination of the Navy Base, the Cooper River side of Daniel Island and the Columbus Street Terminal. The SPA's proposed rail route is shown in pink on the attached map. The proposed alternatives to that route are shown in green on the attached map. With regard to proposed road access, the SPA proposes a route adjacent to the rail route from the Daniel Island terminal to Interstate 526. An alternative to that route is being evaluated that is shown on the attached map as that portion of the line 3A from Daniel Island to Interstate 526.

The Daniel Island Company has provided this office with the attached letters dated August 31, 1998, and September 15, 1998. These letters indicate that alternative 3A is not a viable alternative since it is prohibited by zoning.

The purpose of this letter is to request that you review the attached information and provide this office with information on any conflicts that the project and each of its alternatives may have on any zoning ordinances in your jurisdiction. It is further requested that, if such a conflict exists, you provide this office with a description of the extent of any conflicts, any potential possibilities that may resolve these conflicts, the seriousness of any such conflict, and how much any such conflict will impair the effectiveness of land use control mechanisms for the area. This information is needed in order to fully document the impacts from the project or its alternatives in the EIS; therefore, it is requested that this information be provide by November 13, 1998.

If you have any questions regarding this matter, you may contact Ms. Tina Hadden of my staff at 843-727-4613.

Sincerely,

Robert H. Riggs
Chief, Regulatory Branch

Concur *[Signature]*
T. HADDEN
/COP/4/13
RIGGS *[Signature]*

JORDAN *[Signature]*
10/19

OCT 19 1998
OCT 19 1998



JOSEPH P. RILEY, JR.
MAYOR

City of Charleston

YVONNE FORTENBERRY
DIRECTOR

Department of Planning and Urban Development

November 12, 1998

Mr. Robert H. Riggs
Chief, Regulatory Branch
Corps of Engineers, Charleston District
Department of the Army
Post Office Box 919
Charleston, South Carolina 29402-0919

Dear Mr. Riggs:

Thank you for the opportunity to respond to the impact of the proposed transportation routes associated with the South Carolina State Ports Authority's plans for a marine cargo terminal on Daniel Island. Our office is particularly concerned with the proposal for Alternative 3A which runs through the center of Daniel Island. This concern regarding the conflict with the Daniel Island Master Plan was pointed out to the EIS consultants at the first technical committee meeting on the EIS in September 1997.

Rail lines and road corridors normally do not fall into a particular zoning category in the city of Charleston's Zoning Ordinance. However, on Daniel Island, different requirements exist. In 1993, the City of Charleston adopted the Daniel Island Master Plan, which has been incorporated into the City of Charleston Zoning Ordinance. The plan outlines future land use and zoning, an overall transportation framework plan, a connected open space network with parks and greenways and other specific zoning regulations. Any major change to the master plan would require approval by both the City of Charleston (through a master plan/rezoning process) and the Daniel Island owners (as required by the Daniel Island Development Agreement).

15 CALHOUN STREET • CHARLESTON, SOUTH CAROLINA 29401-3506 • TEL. (843) 724-3765 • FAX (843) 724-3772
chasplanning@charleston.net

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Mr. Robert H. Riggs
November 12, 1998
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The impact of Alternative 3A would be significant in that it would immeasurably alter the land use patterns on the island. The proposed route would run through or adjacent to several planned City parks, residential neighborhoods and the heart of the Town Center, the economic, social and cultural hub of the island. In addition, it would totally destroy the transportation framework and open space network of the master plan. The introduction of an industrial corridor through the center of the island would destroy the overall concept and framework of the master plan. This would be in violation of City zoning and would require developing an entirely new master plan.

The Daniel Island Master Plan is an exceptional, innovative plan for a beautiful part of the city. The City of Charleston would be opposed to a major rail corridor in the Alternative 3A location and the master plan and zoning amendments that would be necessary as a result.

If you have any questions or need additional information, please call.

Sincerely,



Yvonne Fortenberry
Director

YF:sgf
1112/DI/W

NOV 13 1998



**BERKELEY COUNTY
PLANNING & ZONING**

223 North Live Oak Drive
Moncks Corner, South Carolina 29461-3707

Telephones: (803) 719-4164, 723-3800, 567-3136
FAX: (803) 719-4111

9. November 1998

AMELIA R. LINDER
Legal Counsel and Director

Mr. Robert H. Riggs
Chief, Regulatory Branch
Department of the Army
Charleston District, Corps of Engineers
P.O. Box 919
Charleston, SC 29402-0919

Re: South Carolina State Ports Authority (SPA) Project

Dear Mr. Riggs:

I am in receipt of your letter dated October 14, 1998, in which you asked if the above-referenced project, and each of its alternatives, presented any conflict with Berkeley County's zoning ordinance.

Please be advised that I have reviewed your proposed and alternative railroad routes, and that none of these routes presently conflict with Berkeley County's zoning ordinance. However, your proposed route does appear to traverse an established residential neighborhood, and I would suggest that you give strong consideration to utilizing alternative routes 3A-3B-3C1-8-6C2, or route 5A to alternative routes 6A and 7.

A copy of your letter and map has also been forwarded to each member of Berkeley County Council for their consideration.

Sincerely,

A handwritten signature in cursive script that reads "Amelia R. Linder".

Amelia R. Linder
Director of Planning & Zoning

ARL:dl

cc: Berkeley County Council

October 14, 1998

Regulatory Branch

Ms. Amelia Linder
Berkeley County
Planning and Zoning
223 North Live Oak Drive
Moncks Corner, South Carolina 29461

Dear Ms. Linder:

This is in regard to the proposed project by the South Carolina State Ports Authority (SPA) to develop a marine cargo terminal on Daniel Island in the City of Charleston, Berkeley County, South Carolina. The entire project will include the following components: approximately 1,300 acres of port terminal development at the south end of Daniel Island, approximately 7,000 feet of wharf and berthing area on the Cooper River and approximately 5,000 feet of wharf and berthing area on the Wando River, approximately 35 acres of dredged berthing area, associated improvements to the Wando River and Hog Island Channels, approximately 2.5 miles of multi-lane roadway construction between the proposed terminal site and Interstate 526, approximately 12 miles of rail connecting the proposed terminal facilities to the East Cooper and Berkeley Railroad, and a rail bridge and road bridge over Beresford Creek.

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The purpose of this letter is to request that you review the attached information and provide this office with information on any conflicts that the project and each of its alternatives may have on any zoning ordinances in your jurisdiction. It is further requested that, if such a conflict exists, you provide this office with a description of the extent of any conflicts, any potential possibilities that may resolve these conflicts, the

seriousness of any such conflict, and how much any such conflict will impair the effectiveness of land use control mechanisms for the area. This information is needed in order to fully document the impacts from the project or its alternatives in the EIS; therefore, it is requested that this information be provide by November 13. 1998.

If you have any questions regarding this matter, you may contact Ms. Tina Hadden of my staff at 843-727-4613.

Sincerely,

Robert H. Riggs
Chief, Regulatory Branch

Enclosure

Concur: MGS
T. HADDEN
/COP/4613

RIGGS/CO-P

OCT 19 1998