(5)

21943

THE STATE OF SOUTH CAROLINA
In the Court of Appeals

APPEAL FROM ADMINISTRATIVE LAW COURT
Ralph King Anderson, III, Administrative Law Judge

Appellant Case No. 2014-000847

Preservation Society of Charleston, Historic Charleston Foundation, Historic Ansonborough Neighborhood Association, South Carolina Coastal Conservation League, Charlestowne Neighborhood Association, Charleston Chapter of the Surfrider Foundation, and Charleston Communities for Cruise Control ..... Appellants,

vs.

South Carolina State Ports Authority and South Carolina Department of Health and Environmental Control..... Respondents.

RECORD ON APPEAL
VOLUME IV OF VII

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SC Court of Appeals
APR 14 2015
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not otherwise visit here and is in keeping with the maritime history of the City as a viable seaport.

3. I have been fortunate to preside over the City through an era of rebirth. While many factors have played a role in the success the City now enjoys as a desirable place to live, work, play or visit, perhaps the most important key to Charleston's success has been its resilient economy. A major component of City's economy is, and has been since its founding, its maritime industry. The direct and indirect economic effects of the operations at the Port of Charleston cannot be overstated. These operations generate millions of dollars in revenue and support hundreds, if not thousands, of jobs, across the State.

4. An important segment of the maritime industry, particularly for Charleston, is the passenger cruise business. Passenger cruise vessels are not new to Charleston. They have been calling on Charleston since the turn of the last century, and have regularly called on the Port over the last 40 years. The economic benefit of this business to the City's economy is real and significant and not limited to tourist dollars. Passenger vessels provide jobs for our stevedores and longshoremen and order supplies from our businesses. Their crews purchase goods from our local merchants, and their passengers eat in our restaurants, shop in our stores and stay in our hotels. In 2010 alone, this business generated some $35 million and over 400 jobs. While embarking vessels require that portions of Washington and Concord Streets be closed about 5 hours for traffic management purposes, the State Ports Authority has hired trained, off-duty police officers to direct traffic operations, and the traffic impact of an embarking ship is no greater than that associated with events at the Gaillard Auditorium, College of Charleston and Citadel sporting events, the Cooper River Bridge Run or the Maritime Festival.

5. I am aware that the South Carolina State Ports Authority is seeking to establish a sustainable passenger cruise business at Union Pier. I endorse these efforts not just for the economic reasons already stated, but also because, if a long term contract with Carnival Cruise Lines is successfully negotiated, an unprecedented opportunity for the citizens of this community to mold and guide the redevelopment of a significant area of our waterfront will ensue.

6. To establish a sustainable passenger cruise business, the South Carolina State Ports Authority has recognized the need to provide an attractive and modern passenger terminal. The current terminal, dedicated in 1973, is dated and inadequate. The State Ports Authority has plans to construct a new, state-of-the-art terminal just north of the location of the current terminal at Union Pier. The financing is in place to construct the new terminal, with an estimated completion date being late 2012. When the new terminal is completed, street closures now occurring when vessels embark from Charleston will cease, and the Ports Authority will make available for redevelopment some 35 acres along the Cooper River waterfront. The redevelopment of Union Pier poses an extraordinary, once in forever opportunity for the City and the State. Under the redevelopment plan, streets will be reconstructed, view corridors reopened, new parks constructed and eyesores removed. The plan will create opportunities for additional places for people to live and work in the City. Properties which are now bordered by chain link or barbed wire fencing will be opened and lined with trees and shrubs. And, public access to the water's edge will be restored and preserved.

FURTHER YOUR DEPONENT SAITH NOT.

Joseph P. Riley, Jr.

Sworn to and subscribed before me,
this 23rd day of August 2011.

Notary Public for South Carolina
My Commission Expires: 2/1/15

Exhibit 14

Union Pier
Passenger Terminal

Design Meeting III - Concepts & Renderings
July 18, 2011

Jim Newsome
President & CEO
South Carolina Ports Authority

PORTCHARLESTON

A presentation of the South Carolina State Ports Authority

Union Pier
Passenger Terminal

Design Meeting III - Concepts & Renderings
July 18, 2011

Mayor Joe Riley
City of Charleston

PORTCHARLESTON

A presentation of the South Carolina State Ports Authority

Union Pier
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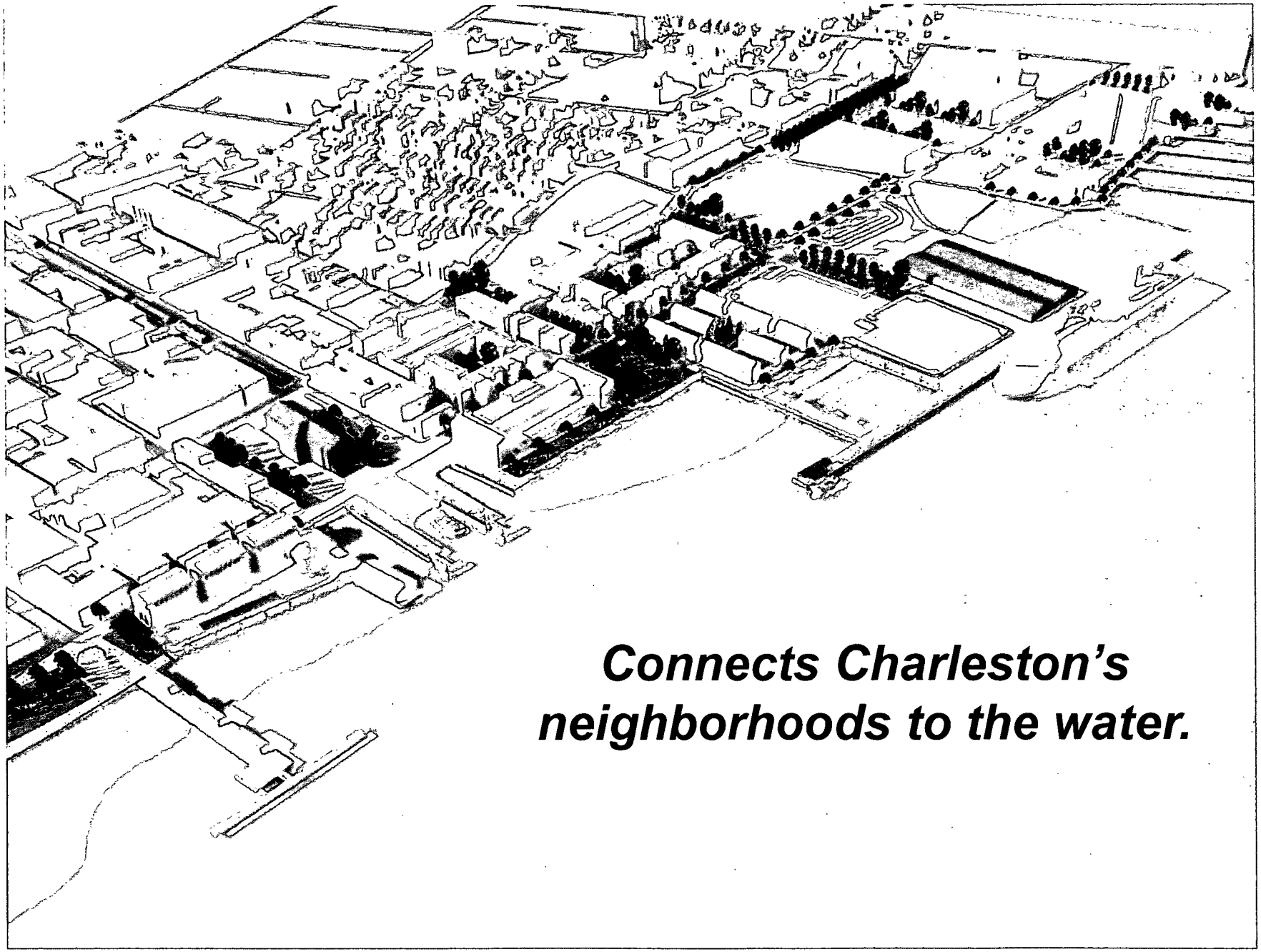
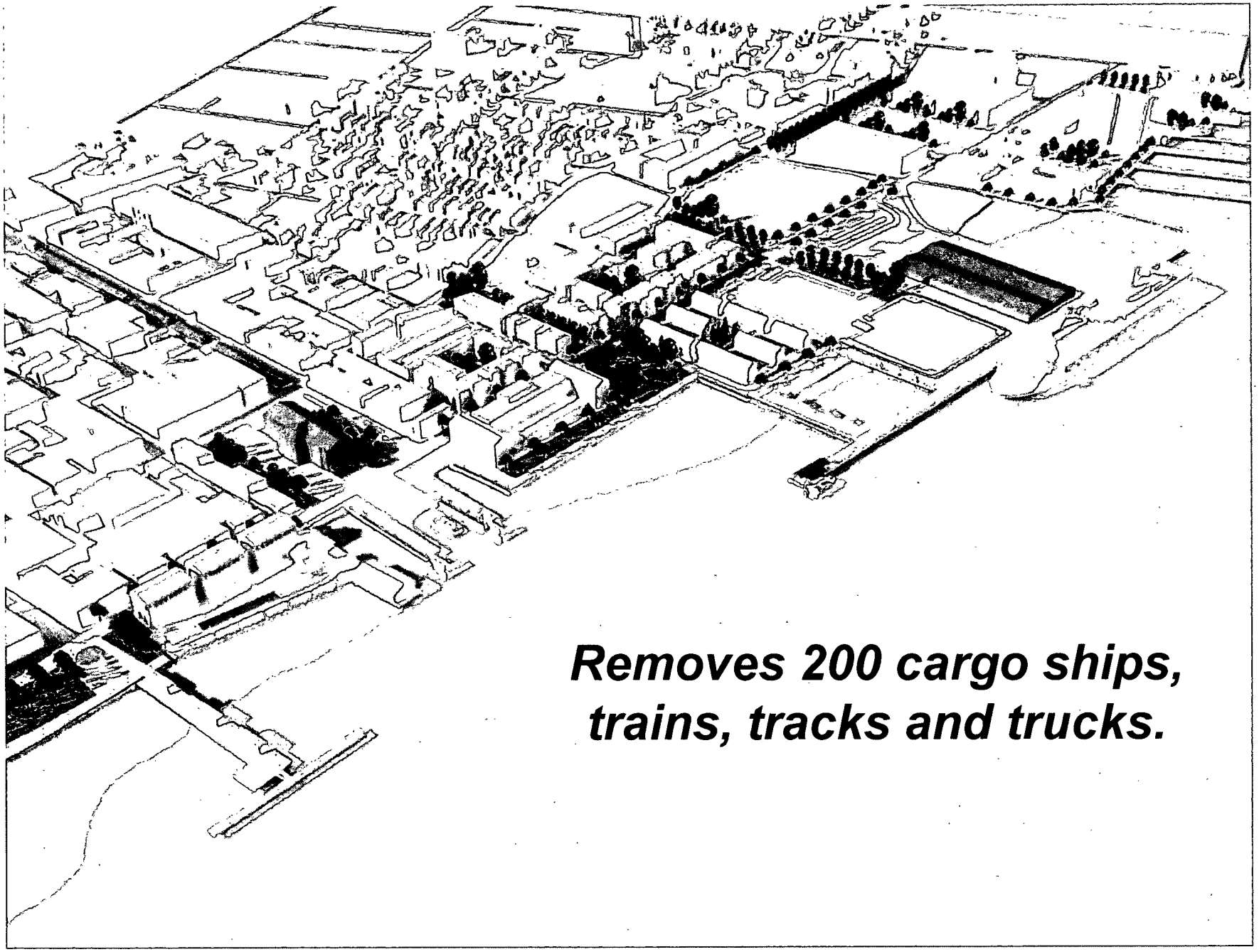
PORTCHARLESTON

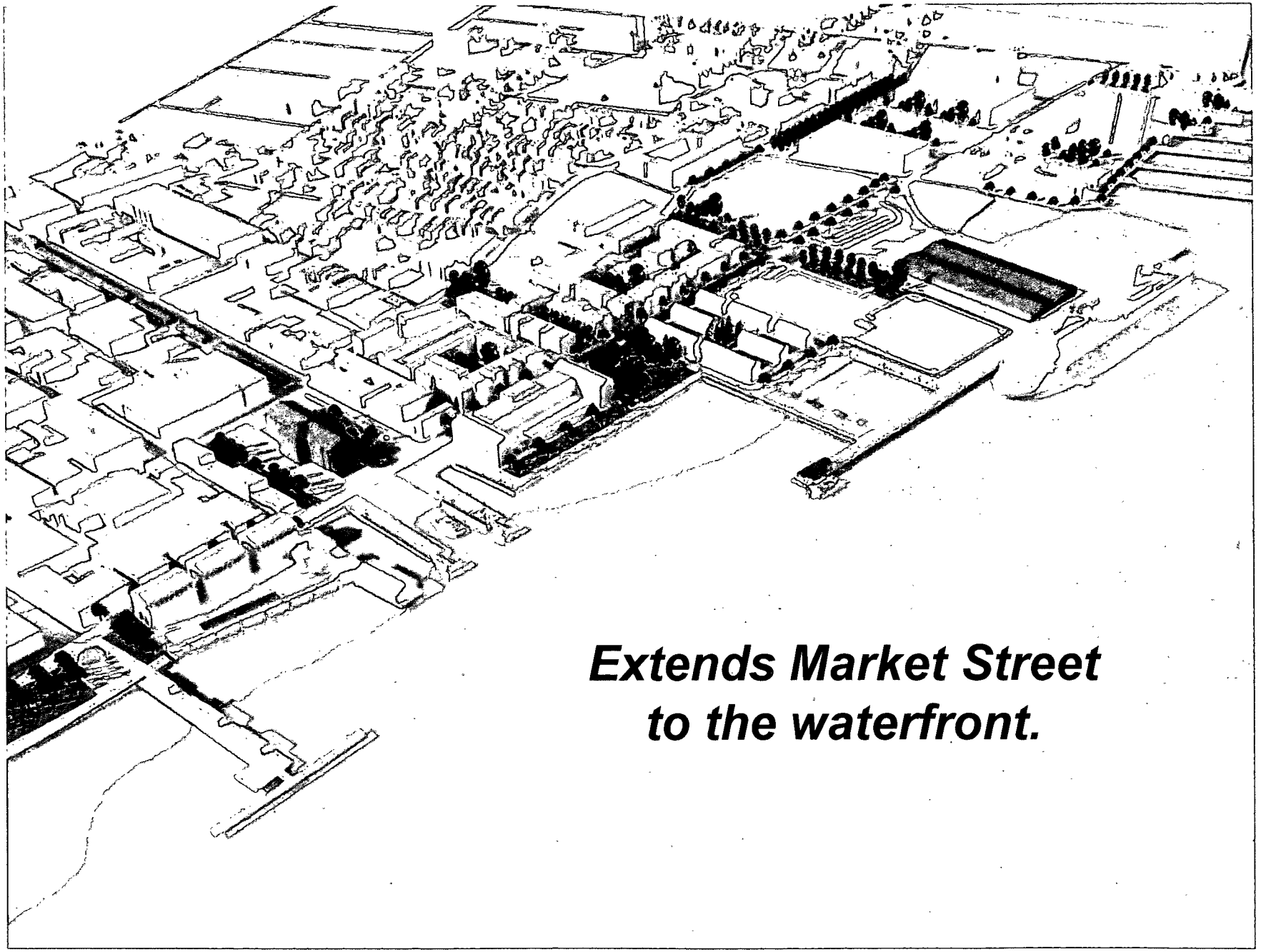
A presentation of the South Carolina State Ports Authority

Existing Conditions

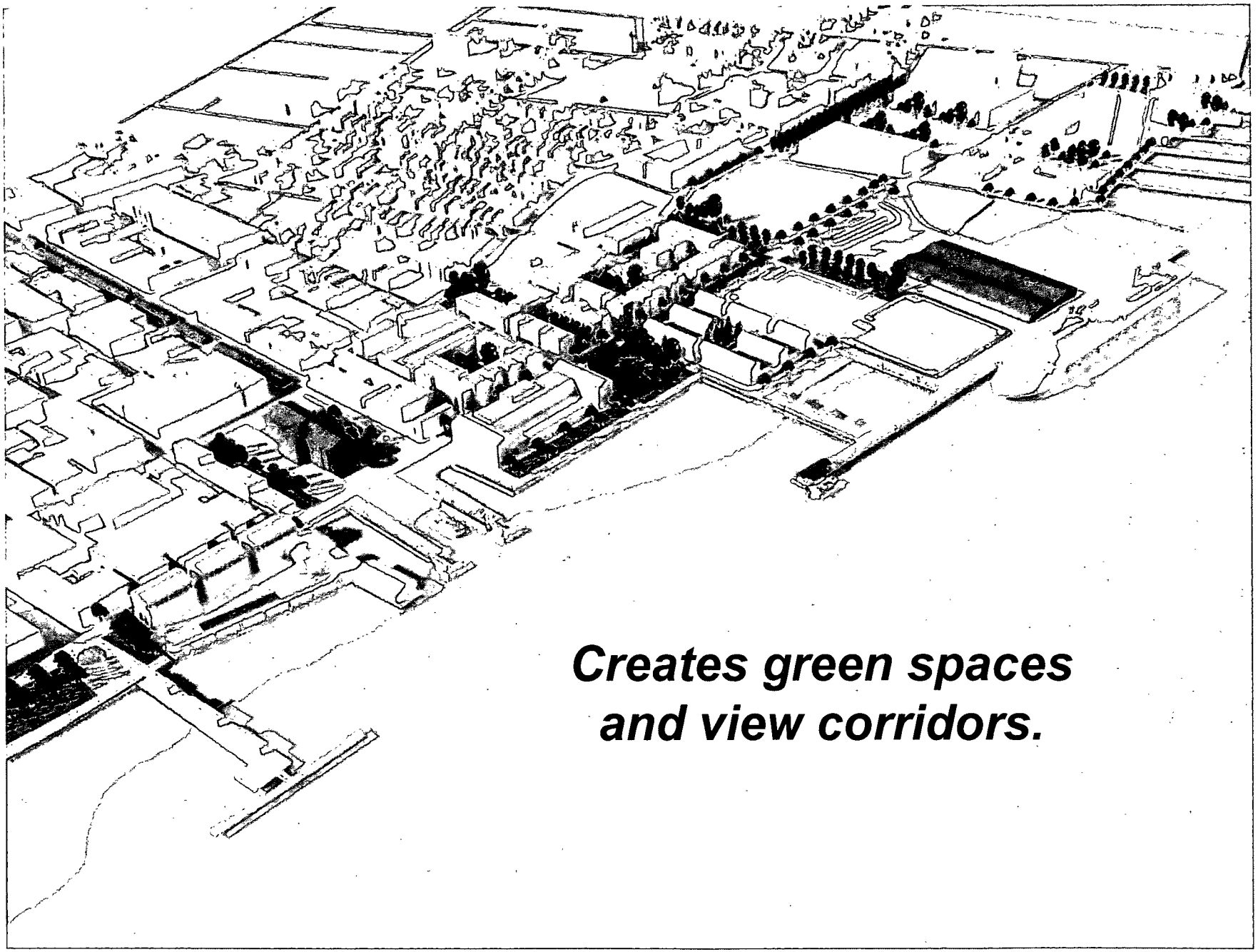
Concept Plan for Union Pier Waterfront - an illustrative concept

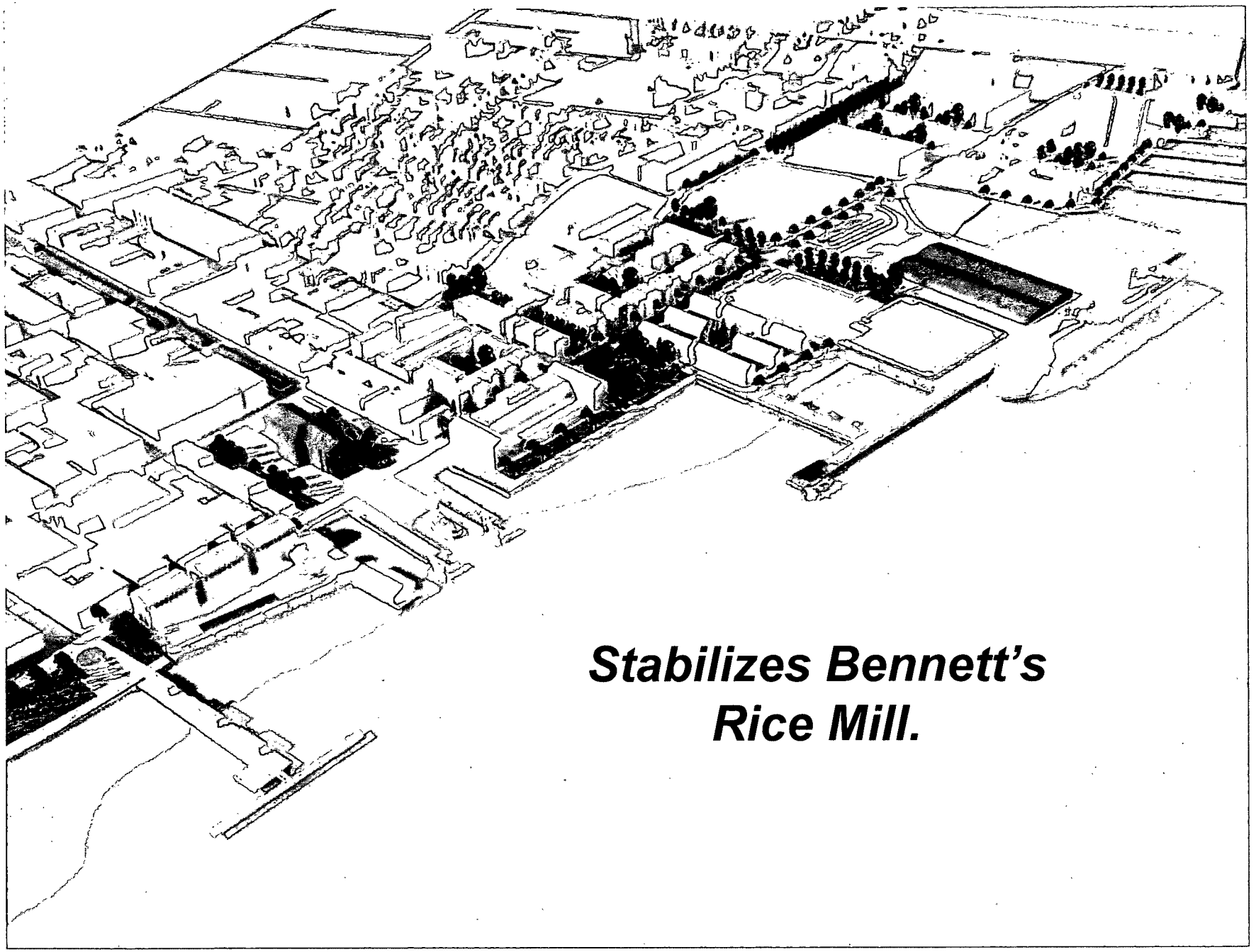

Connects Charleston's
neighborhoods to the water.


Removes 200 cargo ships,
trains, tracks and trucks.

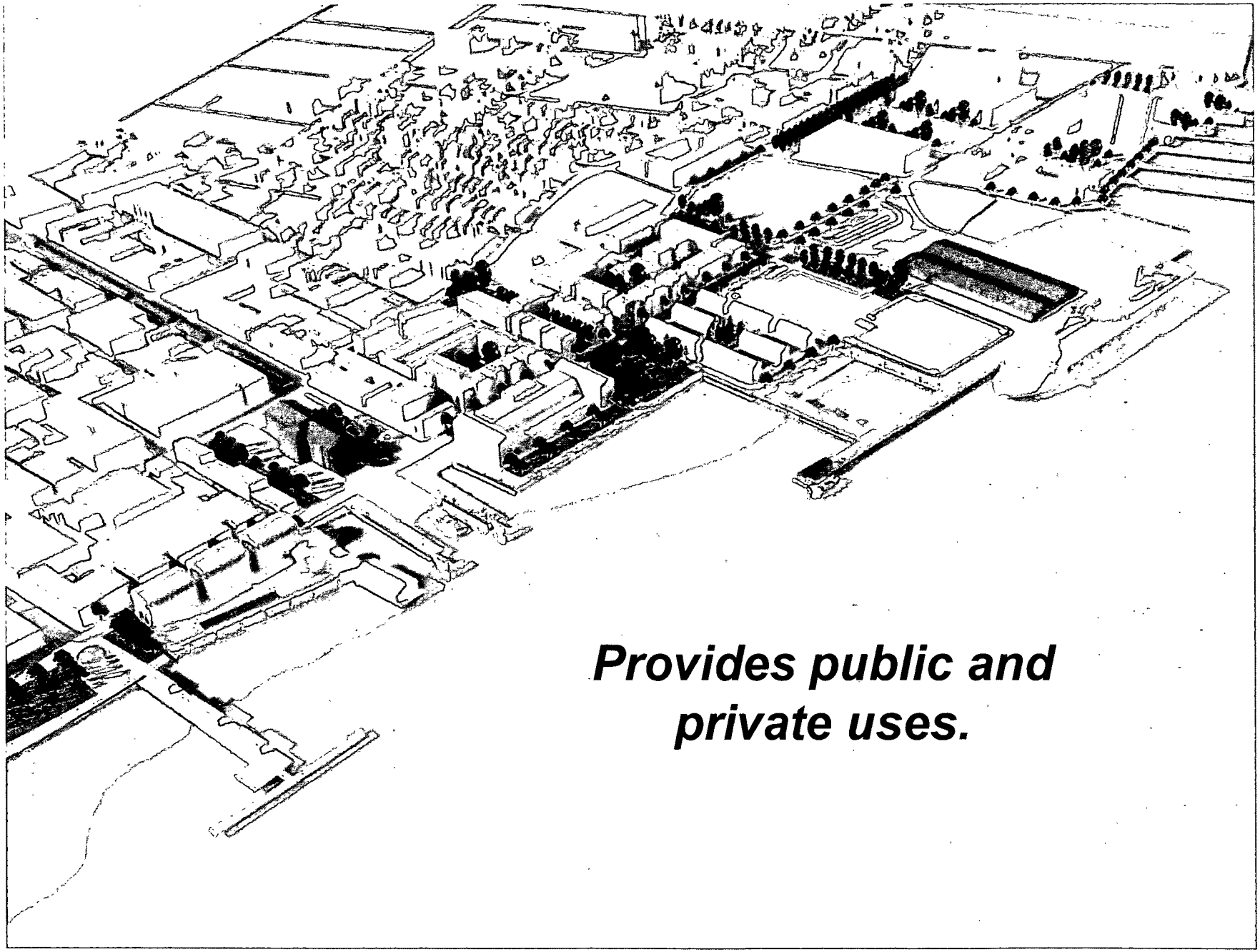

Extends Market Street
to the waterfront.

Restores a natural shoreline.

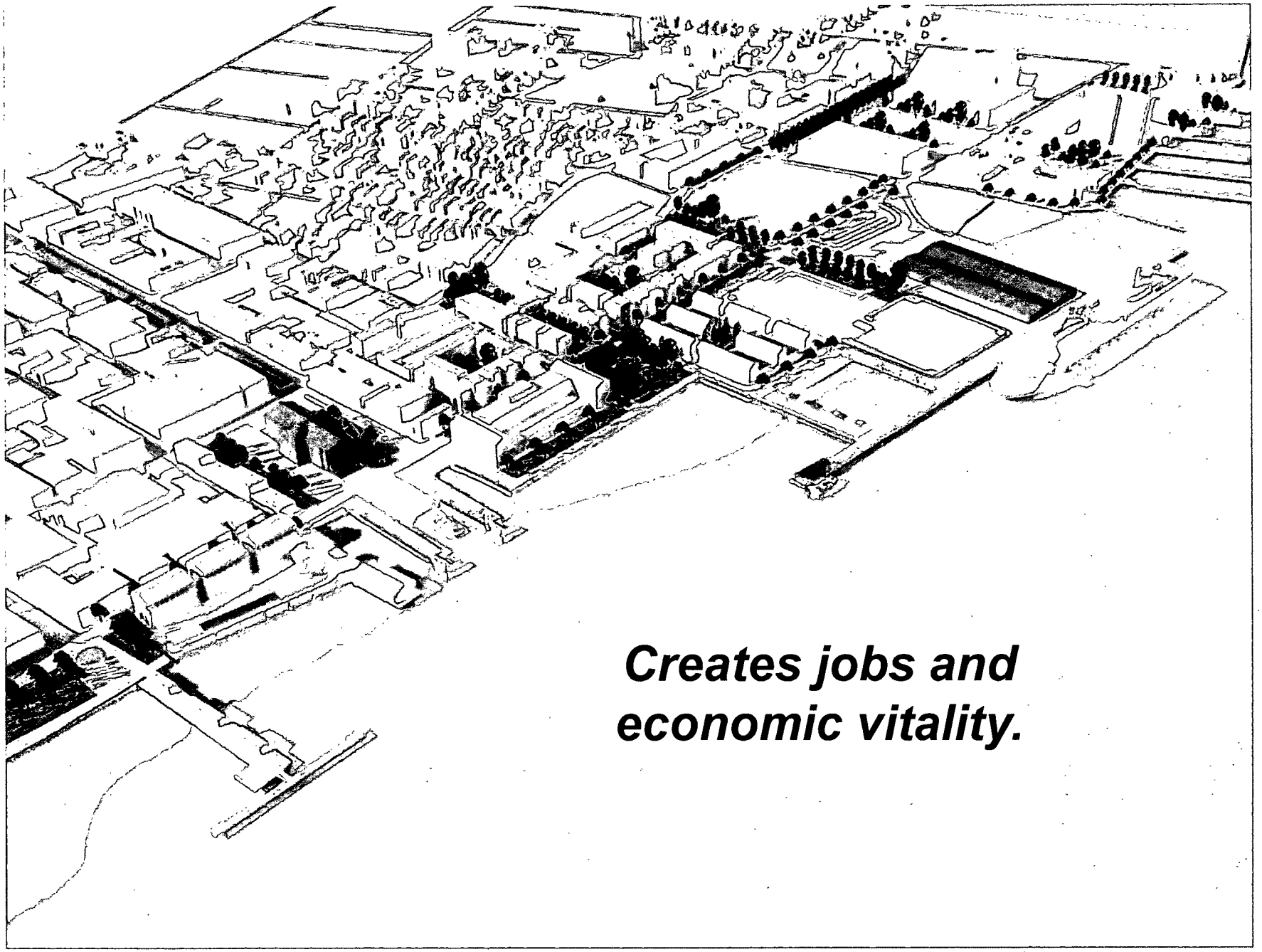

Creates green spaces
and view corridors.

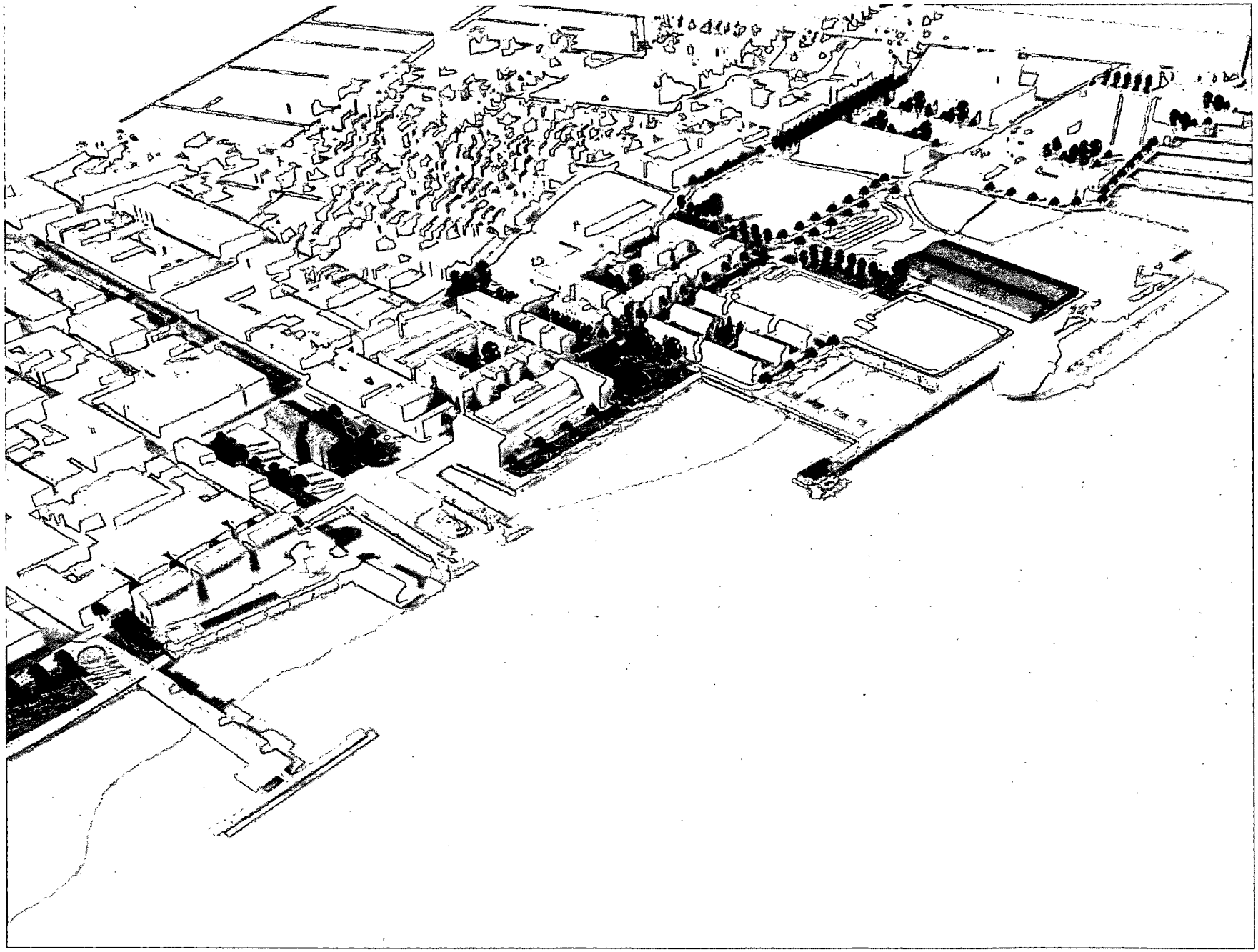


Stabilizes Bennett's Rice Mill.



Provides public and private uses.


Creates jobs and
economic vitality.



What We Heard

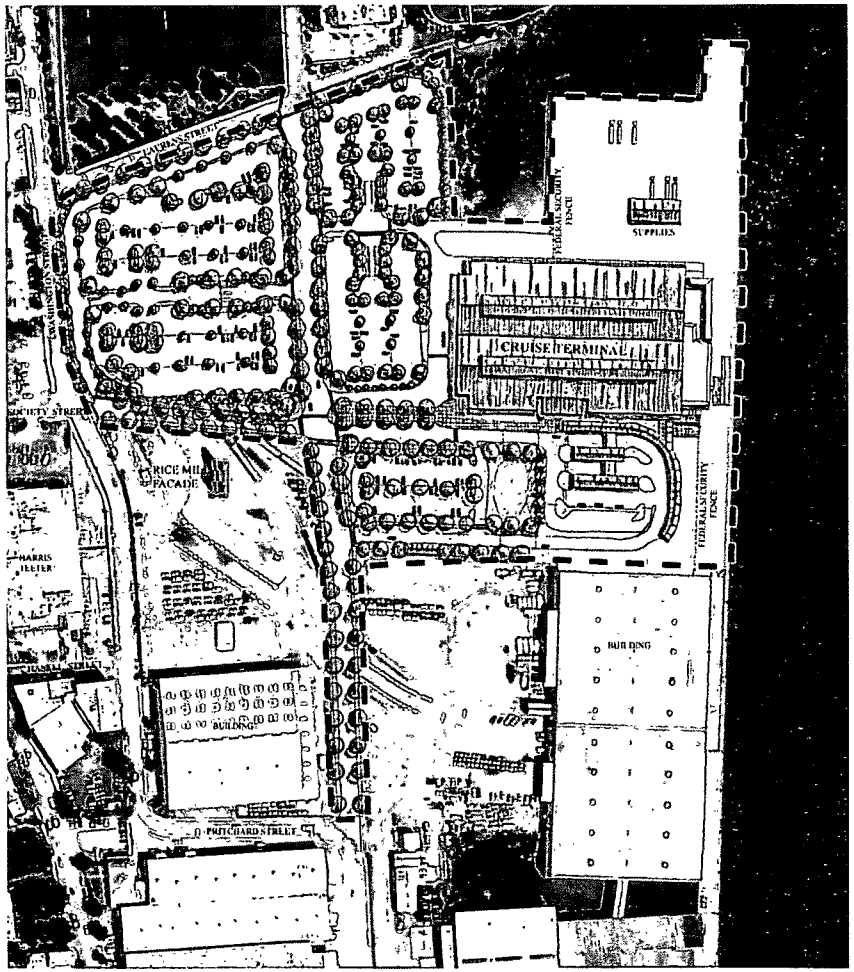
- Vehicle Circulation & Parking
- Connecting the Terminal to its Surroundings
- The Building's Design

VEHICLE CIRCULATION AND PARKING

- ✓ improves traffic flow
- ✓ addresses street closures
- ✓ provides multiple access points
- ✓ removes fences
- ✓ makes parking areas attractive
- ✓ moves drop-off to south side

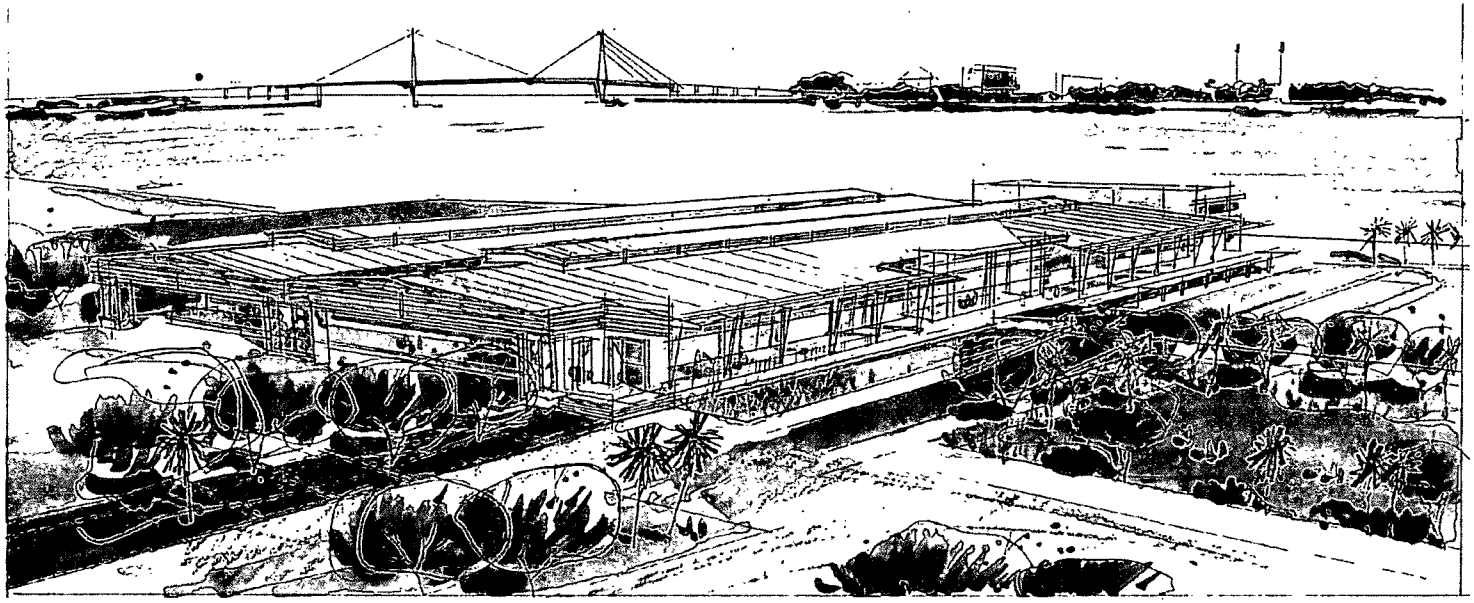
CONNECTS THE TERMINAL TO ITS SURROUNDINGS

- ✓ intensive landscaping
- ✓ looks like Charleston
- ✓ has appropriate lighting
- ✓ reduces industrial 'feel' of the area
- ✓ works to reduce noise



PORTCHARLESTON

A presentation of the South Carolina State Ports Authority



THE BUILDING'S DESIGN

- ✓ contextual to Charleston
- ✓ presents a low profile, yet is visually fitting and interesting
- ✓ celebrates, interprets and connects with Charleston's maritime heritage
- ✓ uses sustainable materials and practices
- ✓ uses building and landscaping materials relevant to Charleston

What We Heard

- Vehicle Circulation & Parking
- Connecting the Terminal to its Surroundings
- The Building's Design

Concepts & Renderings

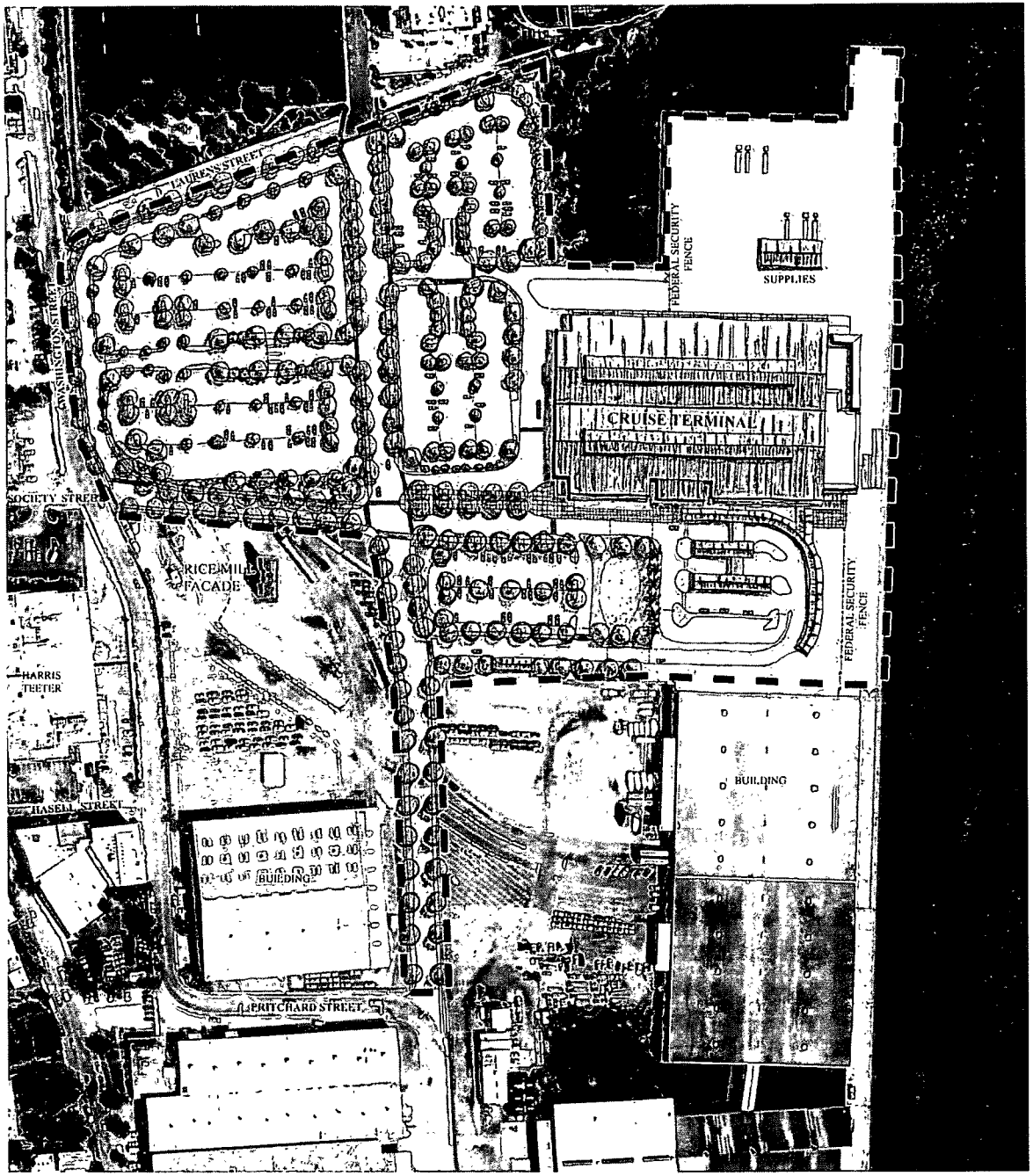
THE BUILDING'S DESIGN

Thom Penney

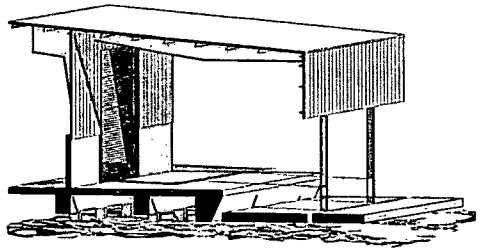
LS3P

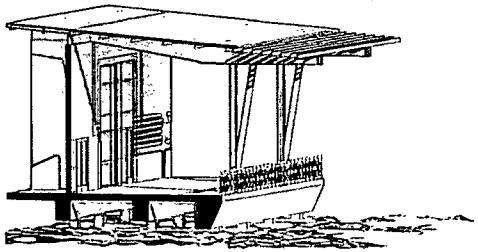
PORTCHARLESTON

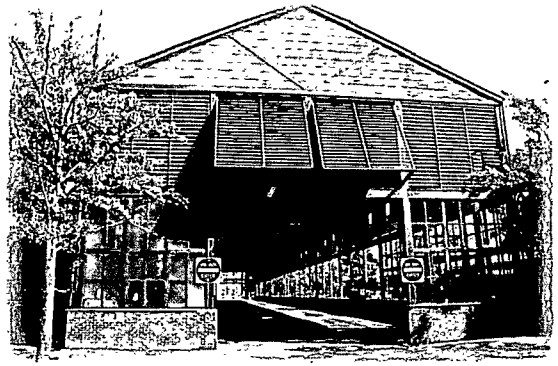
A presentation of the South Carolina State Ports Authority

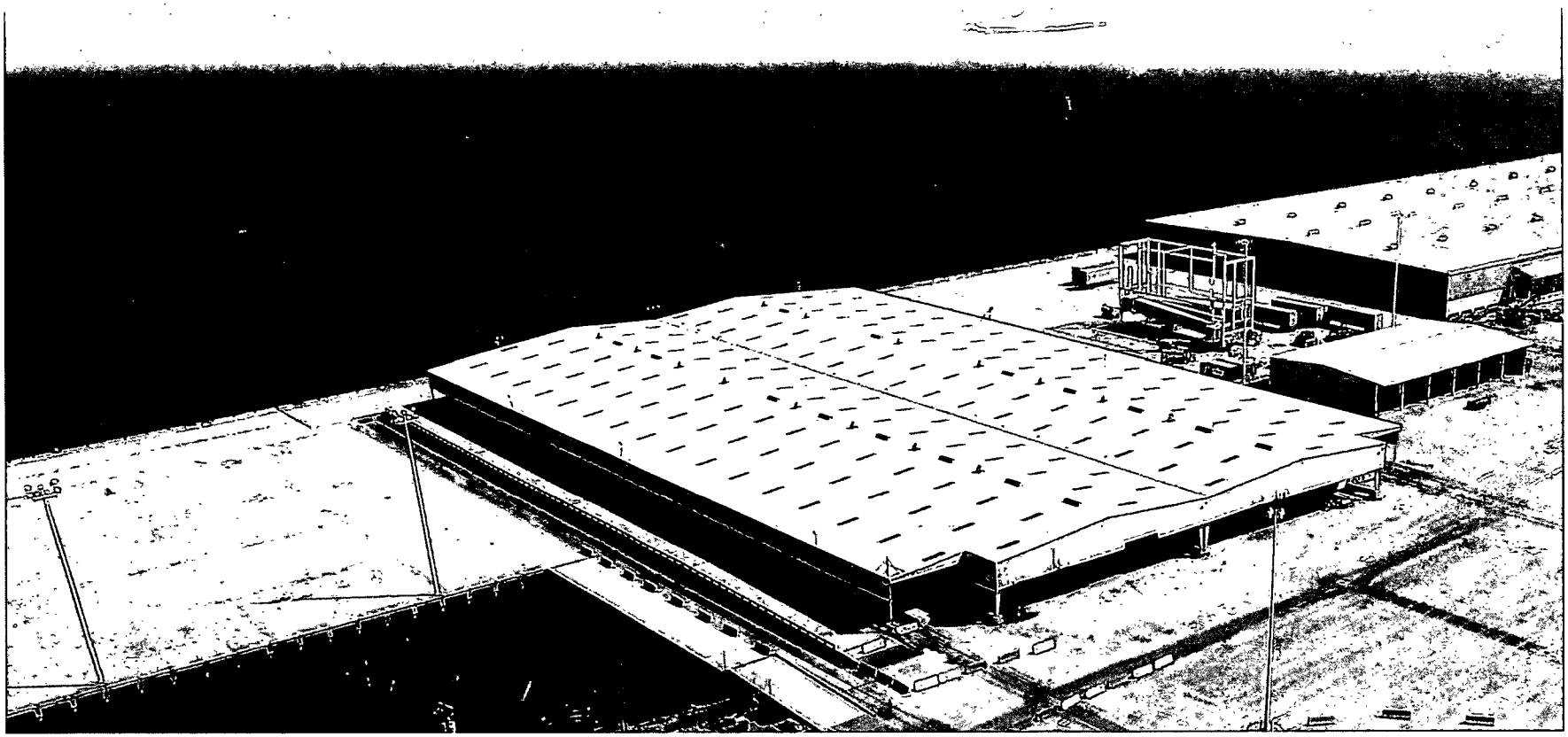

LAURENS STREET
WASHINGTON STREET
SOCIETY STREET
PRICE MILL FACADE
HARRIS TEETER
HASELL STREET
BUILDING
BUILDING
LIBERTY HARD STREET
FEDERAL SECURITY FENCE
SUPPLIES
CRUISE TERMINAL
FEDERAL SECURITY FENCE
BUILDING

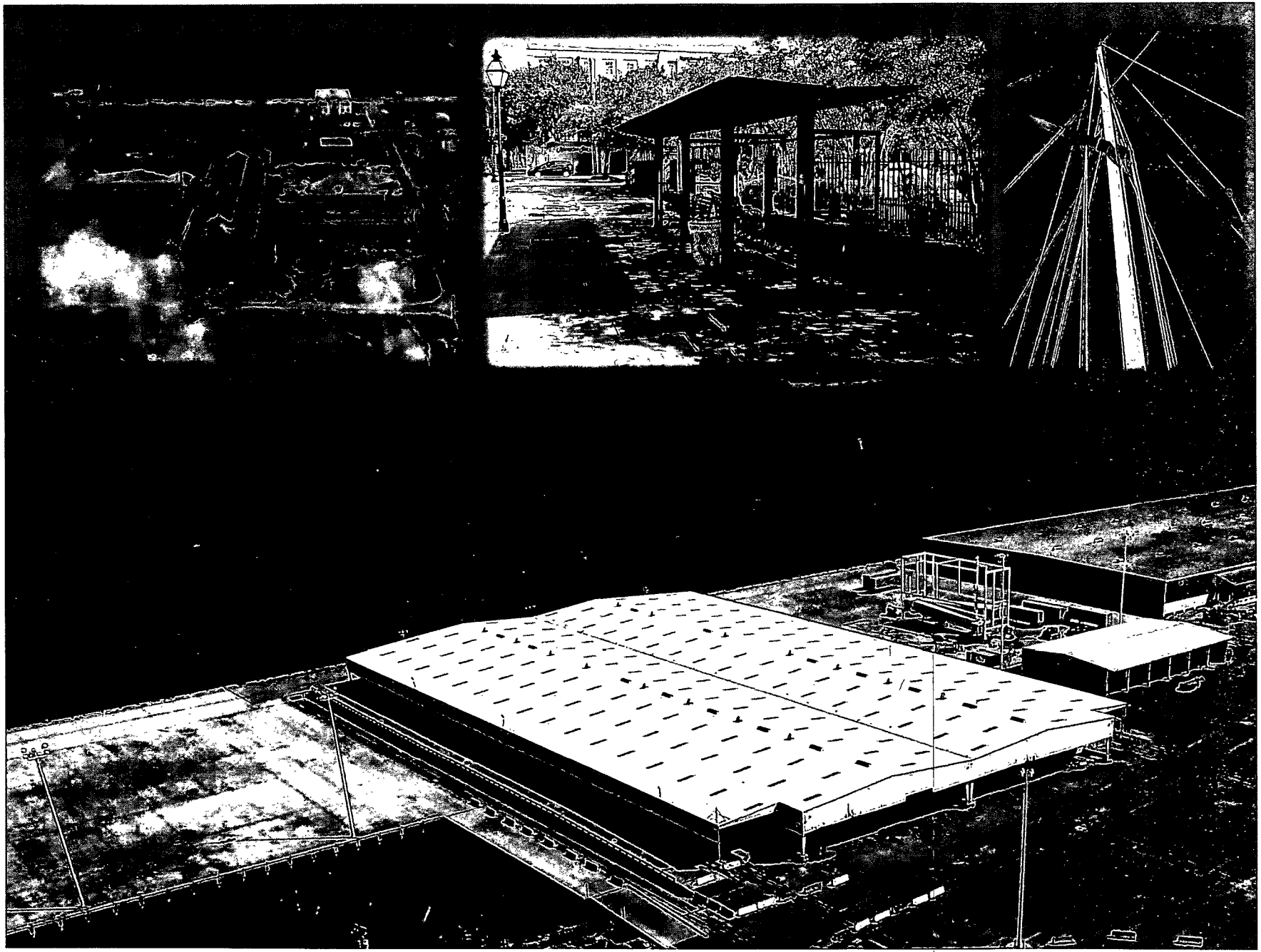
R.001524

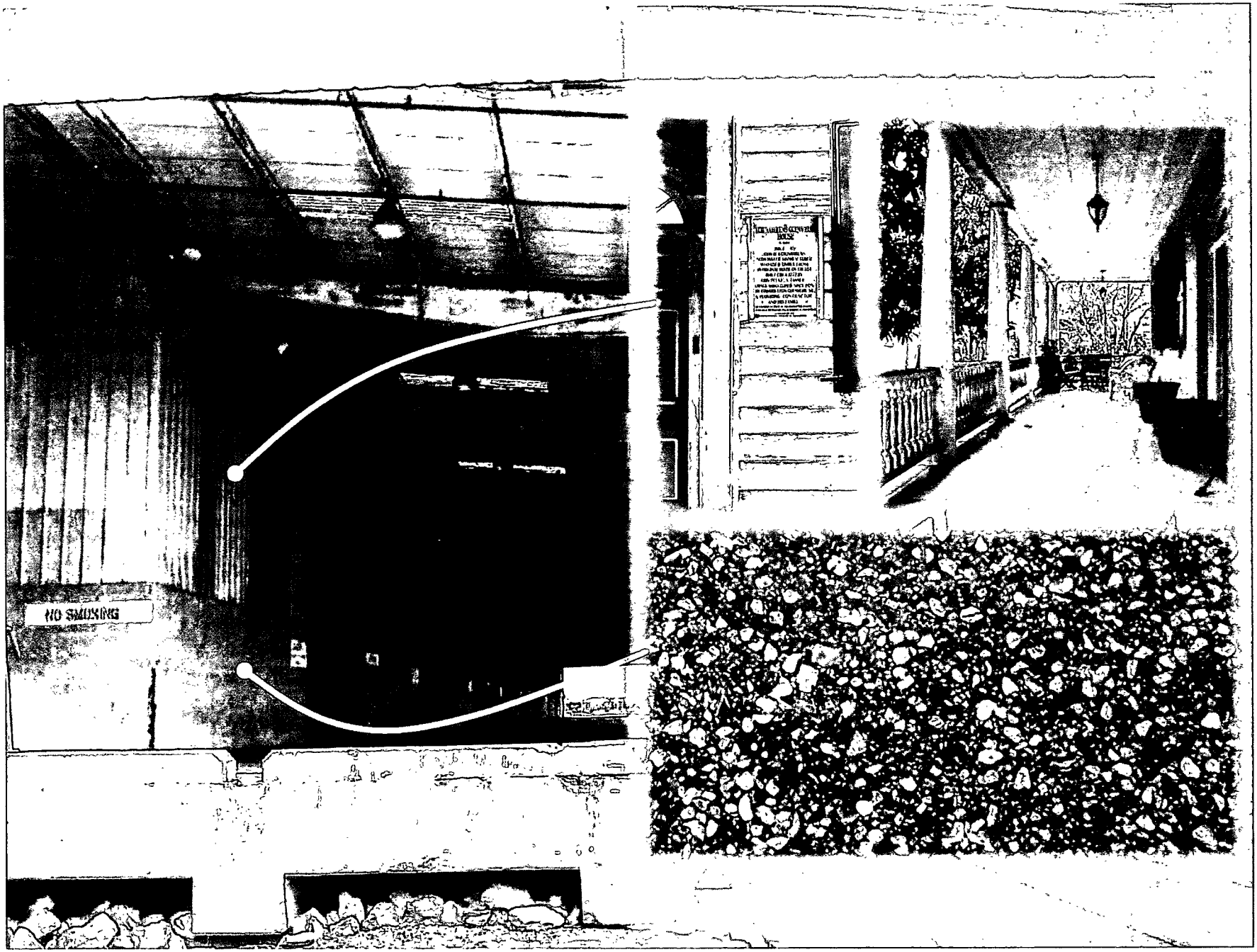


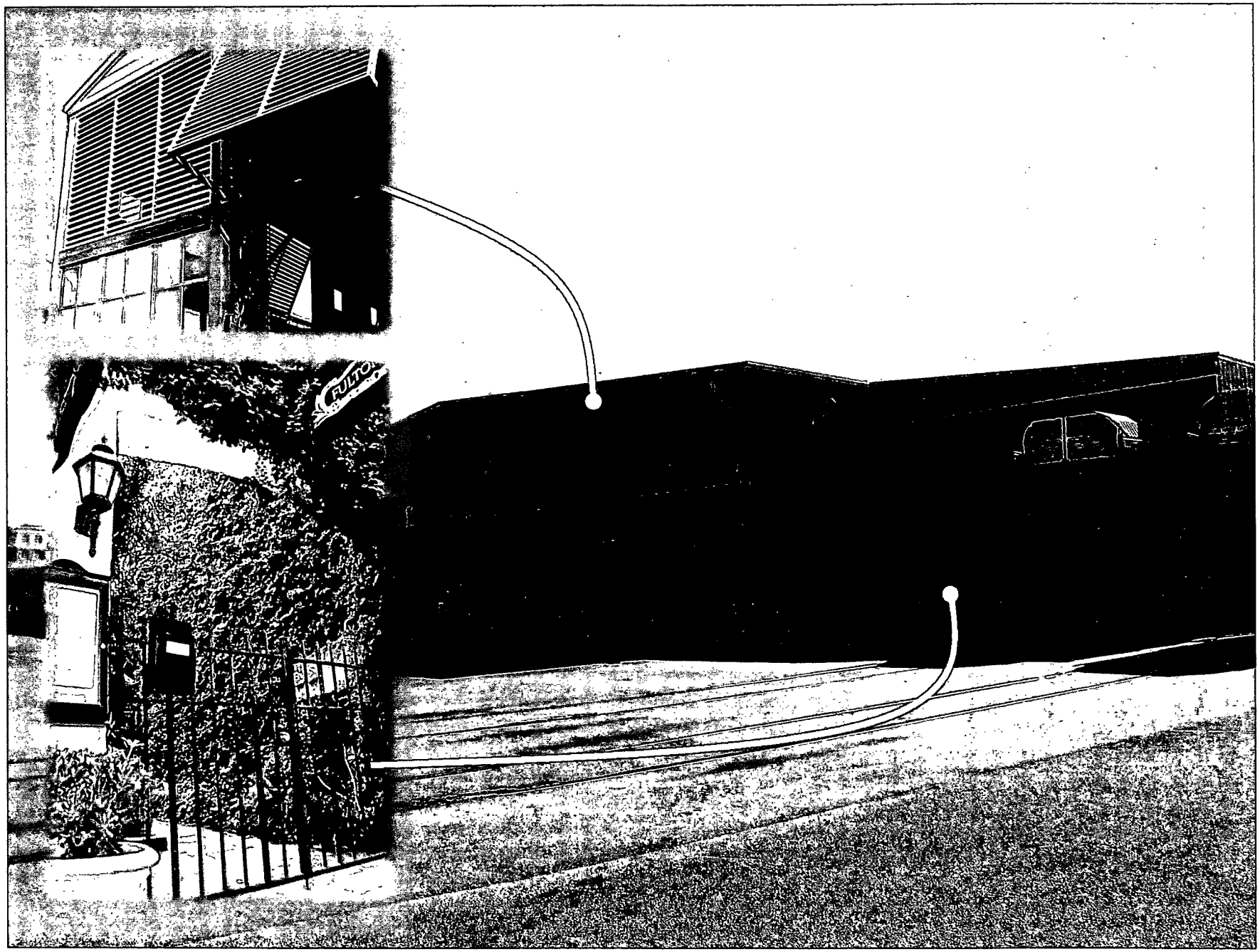









NO SMOKING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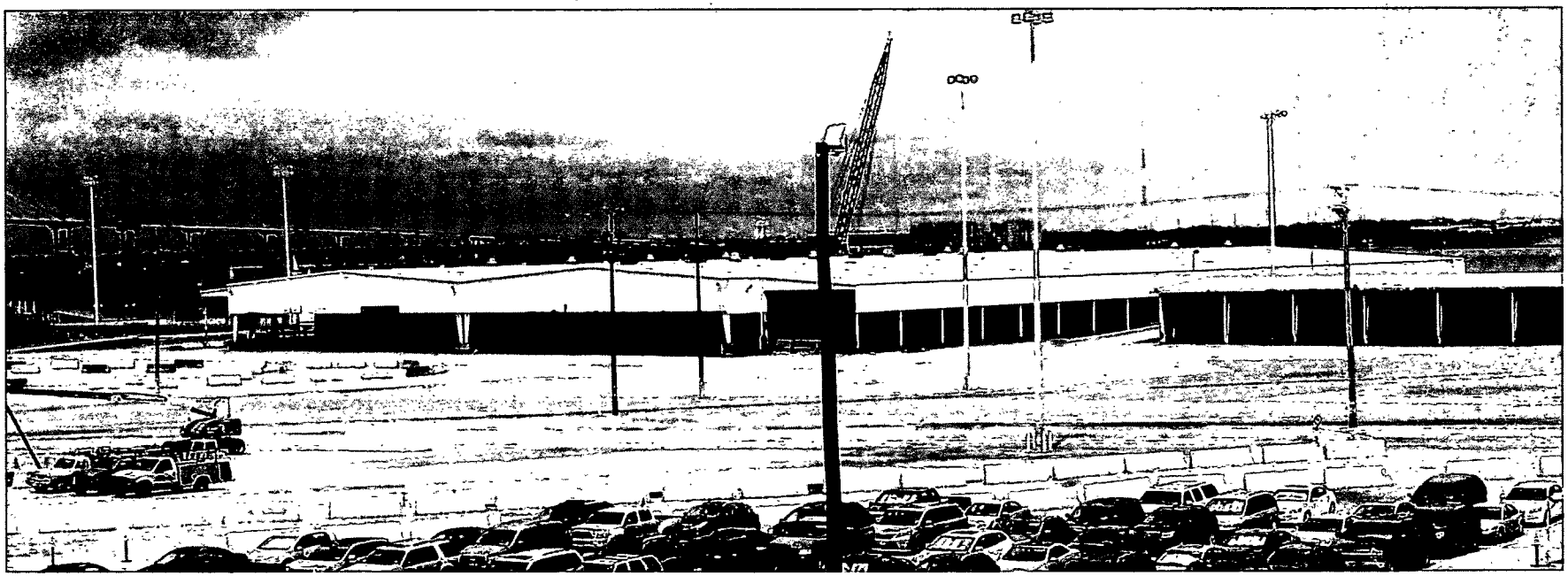
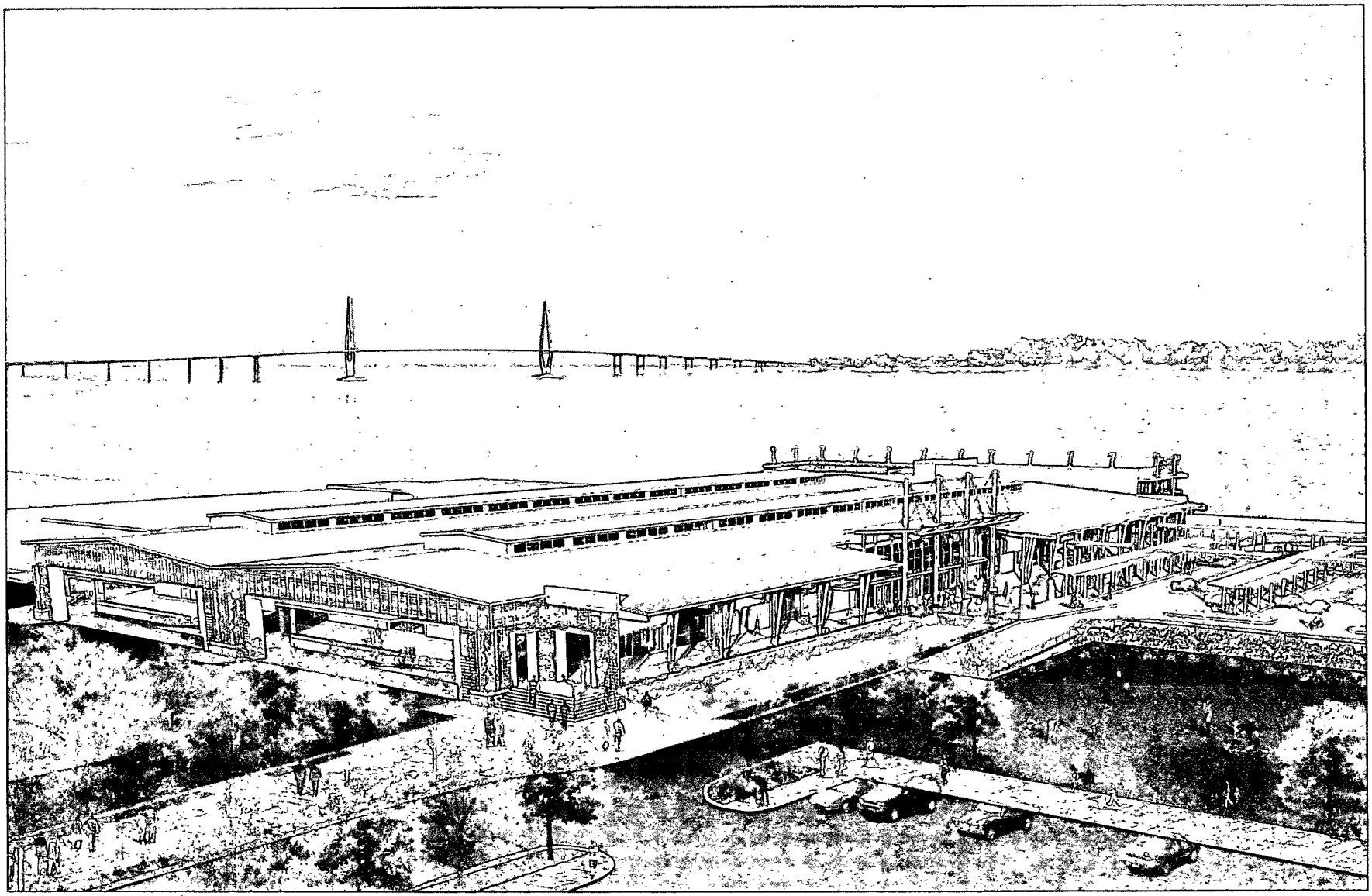
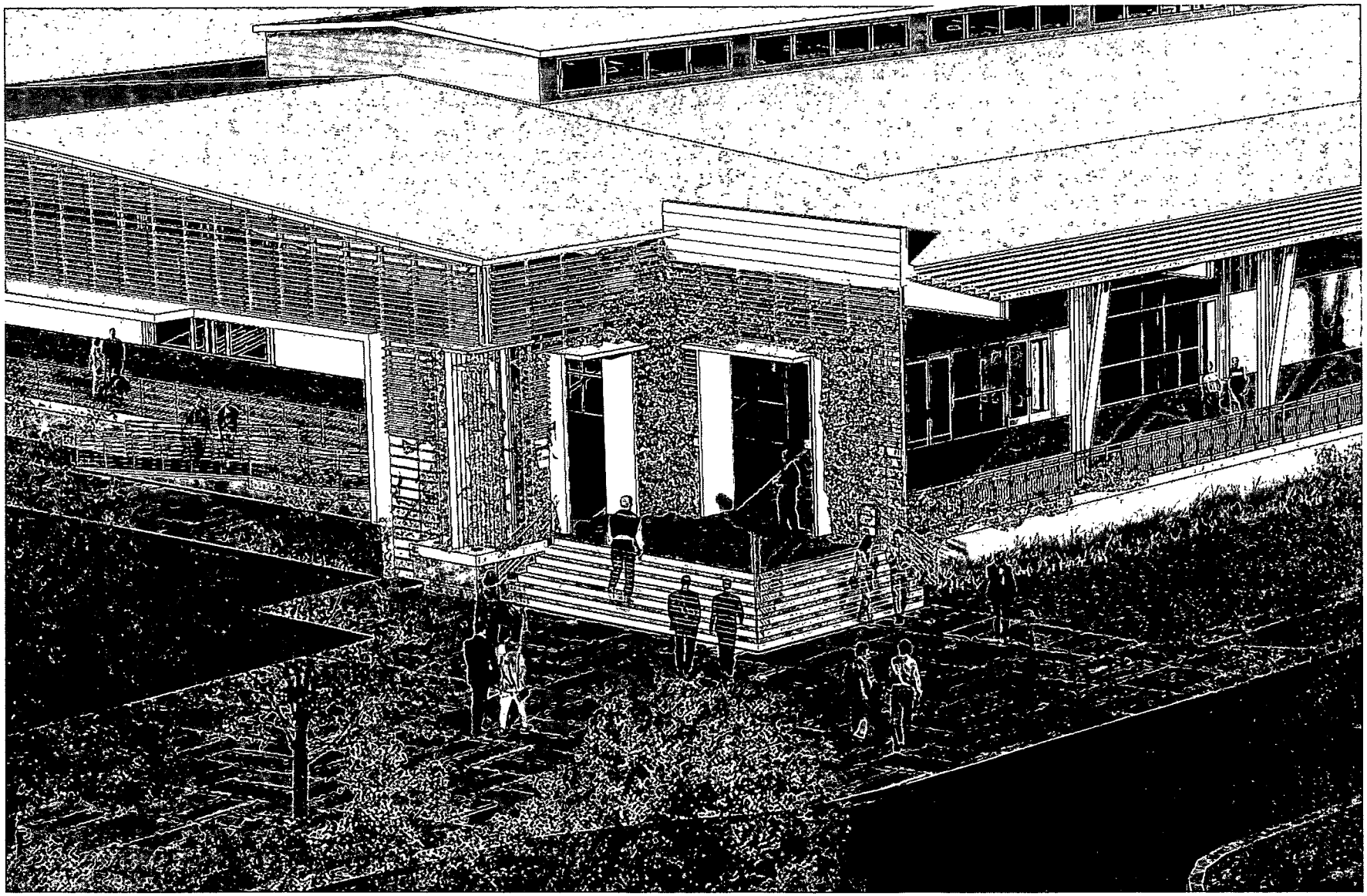
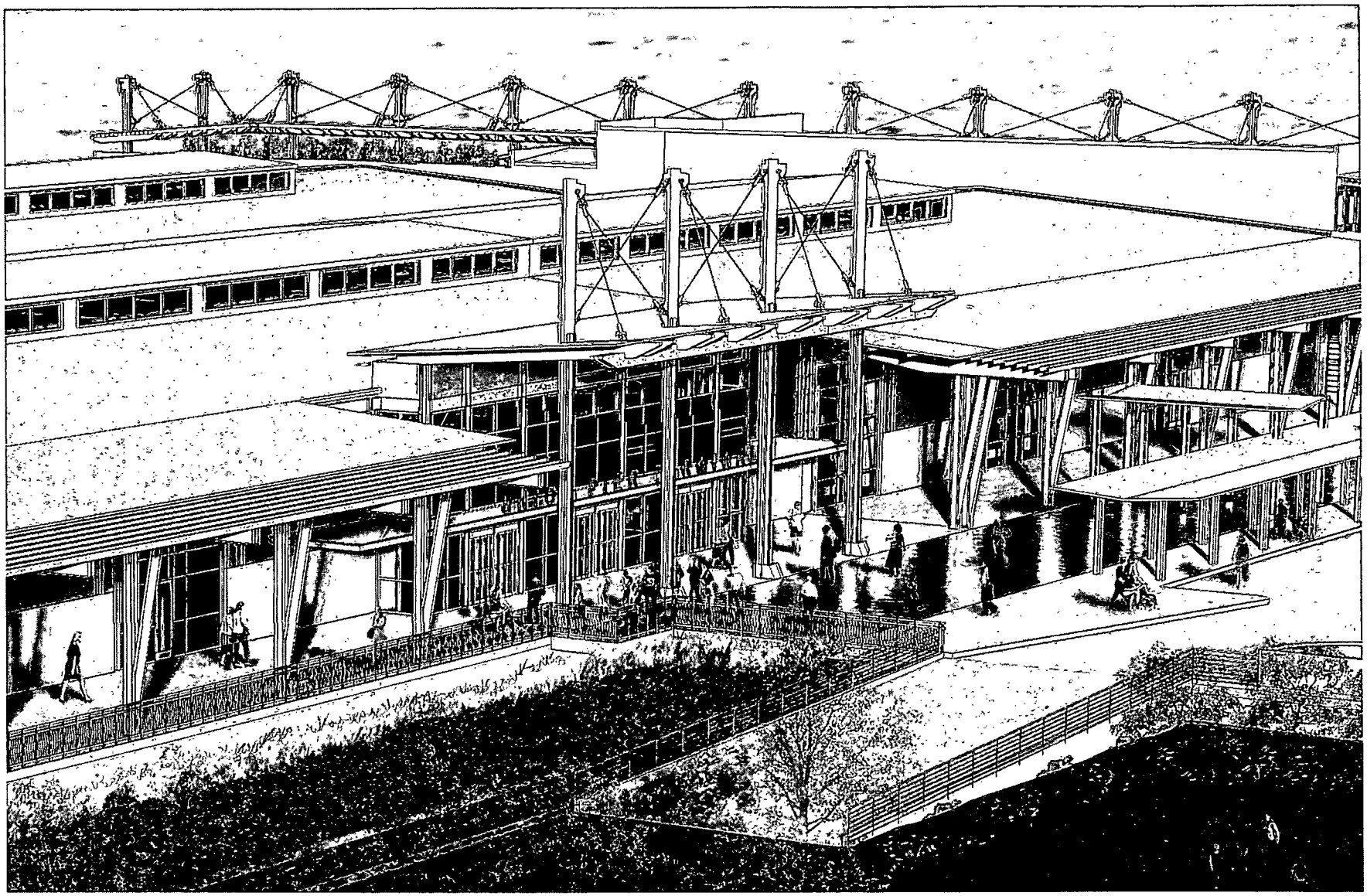
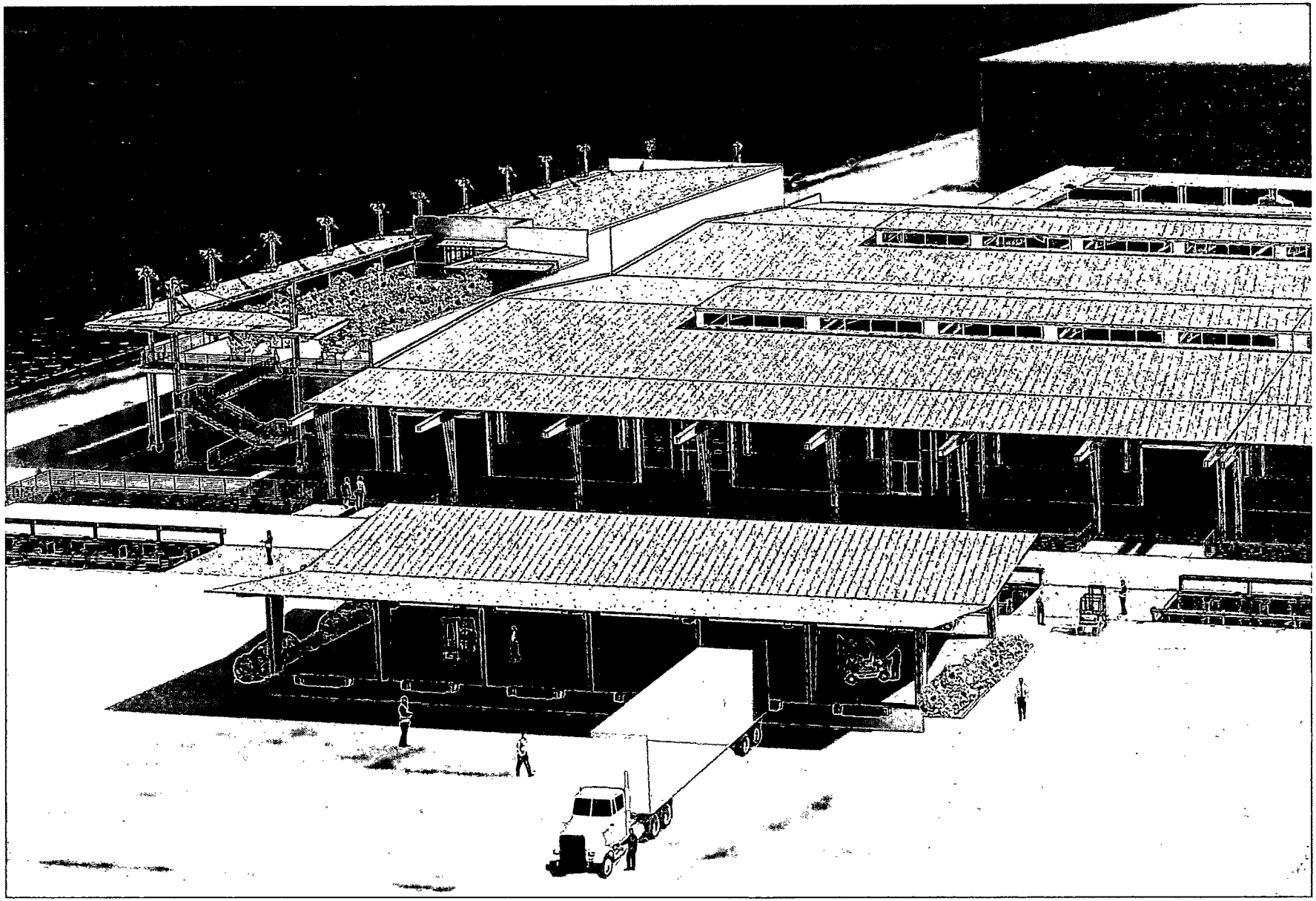




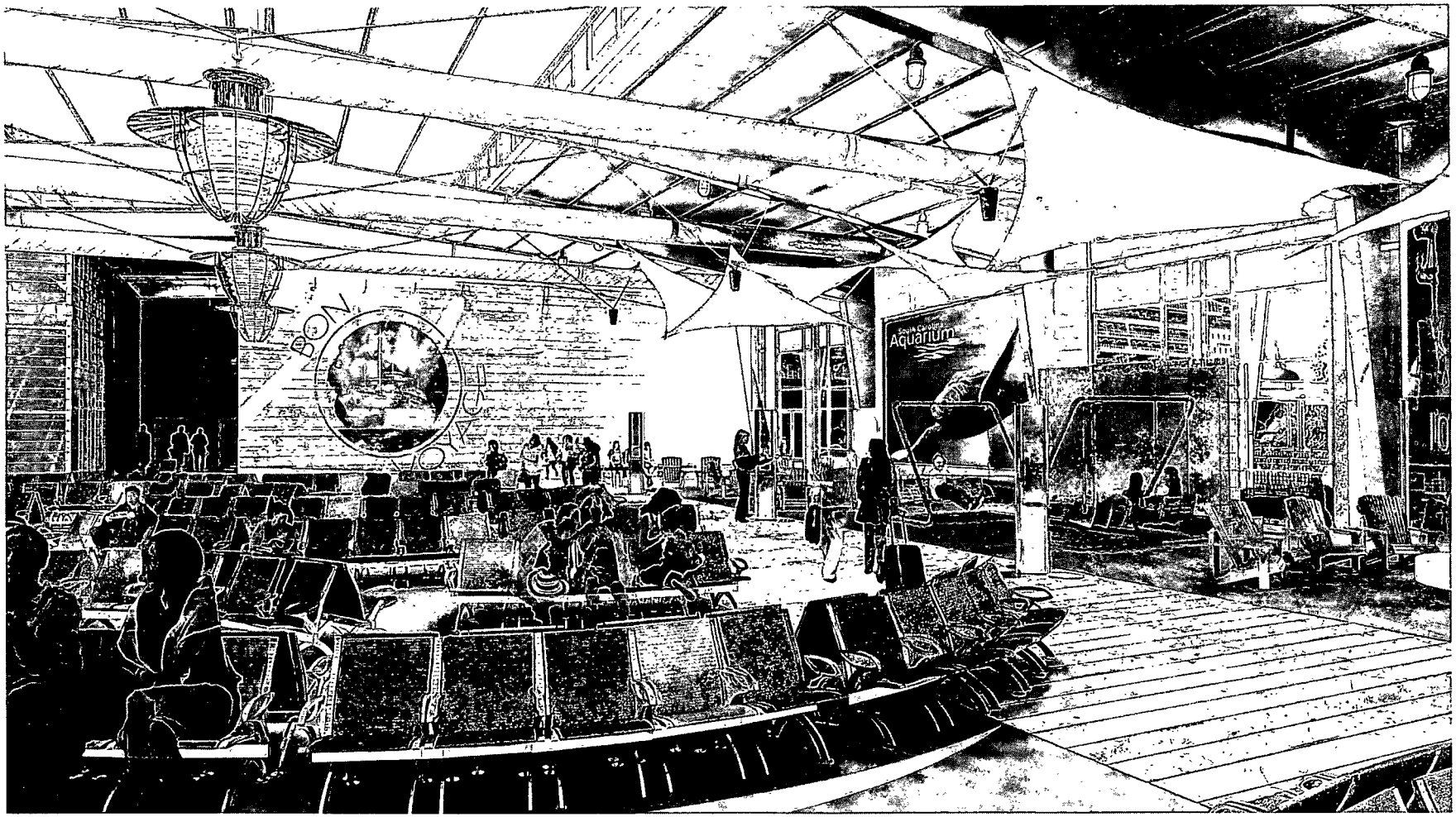


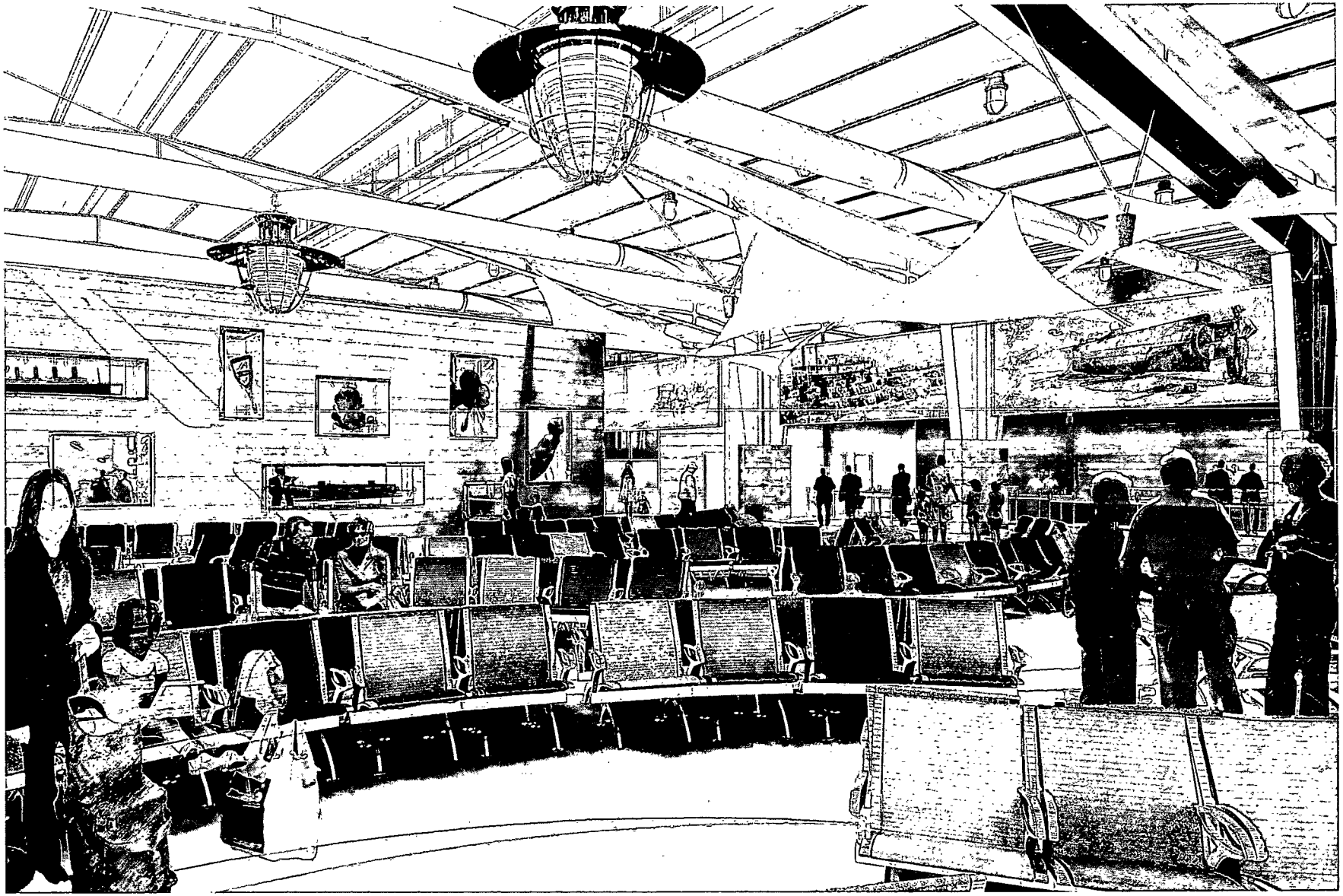


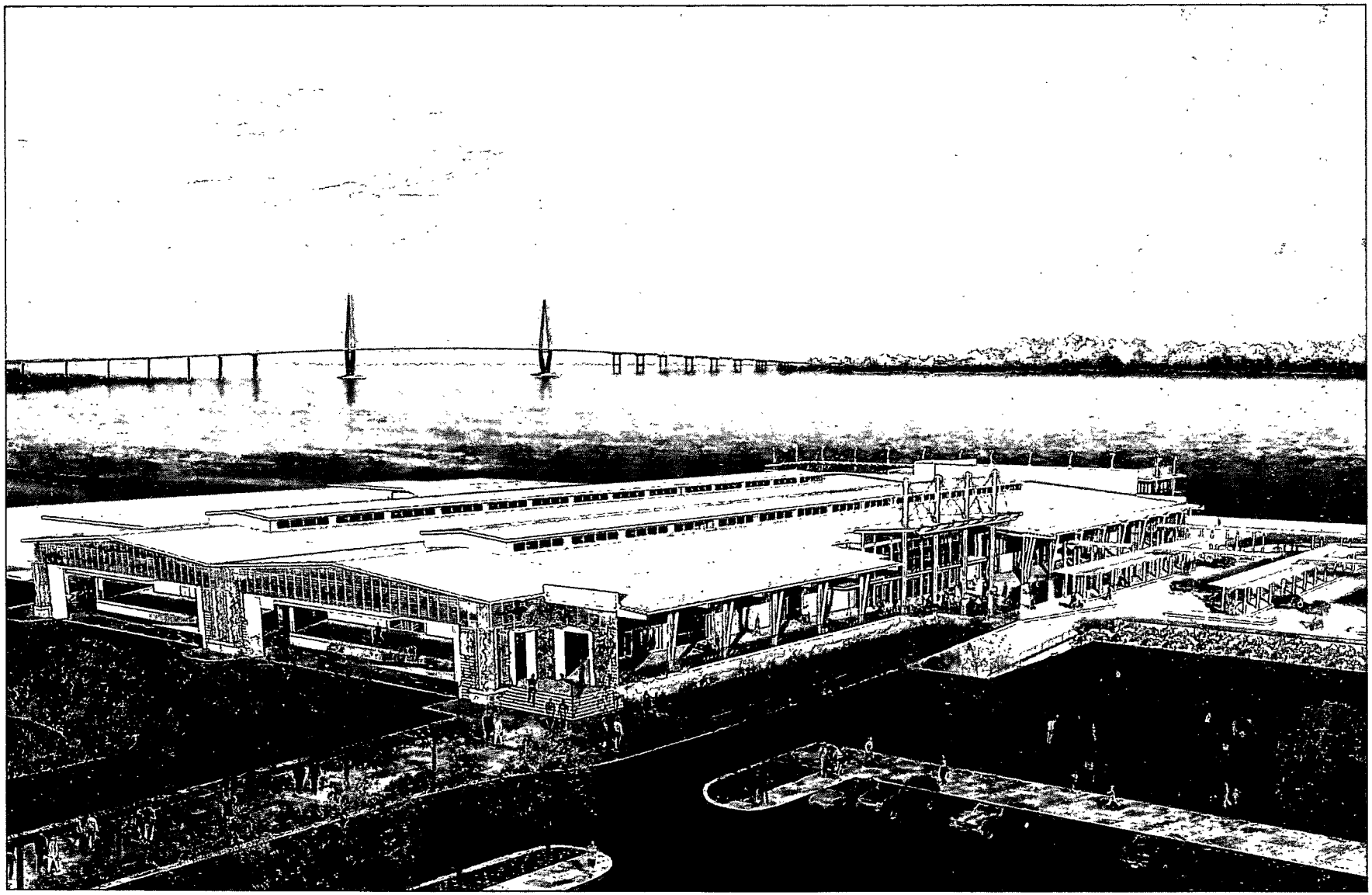


R.001534

CAUTION
FLOOR MAY BE SLIPPERY
WHEN WET


South Carolina
Aquarium





Timeline

- Refine, Finalize, Present Design
- Prepare for Renovations
- Late 2011: Begin Construction
- Early 2013: Complete New Terminal
- Master Plan Non-Maritime Properties

Union Pier
Passenger Terminal

Design Concepts and Renderings
July 18, 2011

http://www.UnionPierPlan.com

PORTCHARLESTON

A presentation of the South Carolina State Ports Authority

Exhibit 15

Existing Conditions

Concept Plan for Union Pier Waterfront - an illustrative concept

Exhibit 16

STATE OF SOUTH CAROLINA
ADMINISTRATIVE LAW COURT

Preservation Society of Charleston, Historic Charleston Foundation, Historic Ansonborough Neighborhood Association, South Carolina Coastal Conservation League, Charlestowne Neighborhood Association, Charleston Chapter of the Surfrider Foundation, and Charleston Communities for Cruise Control,	)	
Petitioners,	)	
v.	)	Docket No. 13-ALJ-07-0056-CC
South Carolina Department of Health and Environmental Control and South Carolina State Ports Authority,	)	
Respondents.	)	

AFFIDAVIT OF PETER O. LEHMAN

PERSONALLY APPEARED BEFORE ME, Peter O. Lehman, who first being duly sworn, deposes and states as follows:

1. I am over eighteen (18) years of age and competent to make this affidavit. The facts stated within this affidavit are within my personal knowledge and are true and correct.

2. I am the Vice President of Cruise and Real Estate at the South Carolina State Ports Authority.

3. I earned a bachelor's degree in business administration from Stetson University, a certificate of advanced study from the American Graduate School of International Management (Thunderbird), and a juris doctor degree from the New England School of Law. I am a licensed attorney and a member of the South Carolina,

New Jersey, New York, and District of Columbia Bars as well as numerous Federal Courts, including The Supreme Court of the United States.

4. Before joining the Authority in 1997 I was executive director of the S.C. World Trade Center-Charleston for over four years. I have prior experience in international trade and marketing with two private companies and as a senior foreign-trade representative for the State of New Jersey's Department of Commerce. I am a past president of the Propeller Club of the Port of Charleston and a past chair of the American Association of Port Authorities' Planning and Research Committee.

5. My duties and responsibilities include, but are not limited to, management of all aspects of the administration of the cruise industry for the South Carolina State Ports Authority.

6. I am familiar with the construction and operation of cruise facilities on the Union Pier Terminal (UPT) in Charleston, South Carolina. I am also familiar with the general history of passenger vessels calling on Charleston, South Carolina. On information and belief, the UPT has accommodated passenger vessels for at least 100 years. On information and belief, the UPT has accommodated cruise vessels since at least 1973.

7. The UPT currently accommodates both cruise vessels and operations and cargo vessels and operations. Exhibit A to this affidavit is a picture of the Carnival *Fantasy* and the Liberty *Pride*, a cargo vessel that handles roll-on, roll-off cargo such as vehicles, berthed at the UPT on or about August 25, 2011.

8. The Ports Authority is implementing a renovation plan for the UPT, which includes the transfer of cruise operations from the south end to the north end of the UPT.

Exhibit B to this affidavit is the *Concept Plan For Union Pier Waterfront* dated September 2010, submitted to the Ports Authority and on which the renovation plan is based, subject to change as the plan is implemented.

9. In the event that the federal or state environmental permits are reversed or denied, the Ports Authority will continue to accommodate and berth cruise vessels at the UPT, including but not limited to the Carnival *Fantasy*.

10. In the event that the federal or state environmental permits are reversed or denied, cruise lines will continue to operate at the UPT, including but not limited to the Carnival *Fantasy*.

11. Regardless of whether cruise operations occur on the south end or north end of the UPT, those cruise operations will not be affected by the location, including, for example, the frequency of and the size of cruise vessels that can be berthed.

12. The exhibits attached to this affidavit are compiled by the Ports Authority as these documents are created, received, and obtained by the Ports Authority and are maintained in the regular course of business by the Ports Authority. It is the regular practice of the Ports Authority to maintain these documents as part of the file concerning these matters.

FURTHER AFFIANT SAYETH NOT.

Peter O. Lehman

Sworn to and subscribed before me
this 2nd day of August 2013.

Notary Public for the State of South Carolina
My Commission expires: September 18, 2016

EXHIBIT A

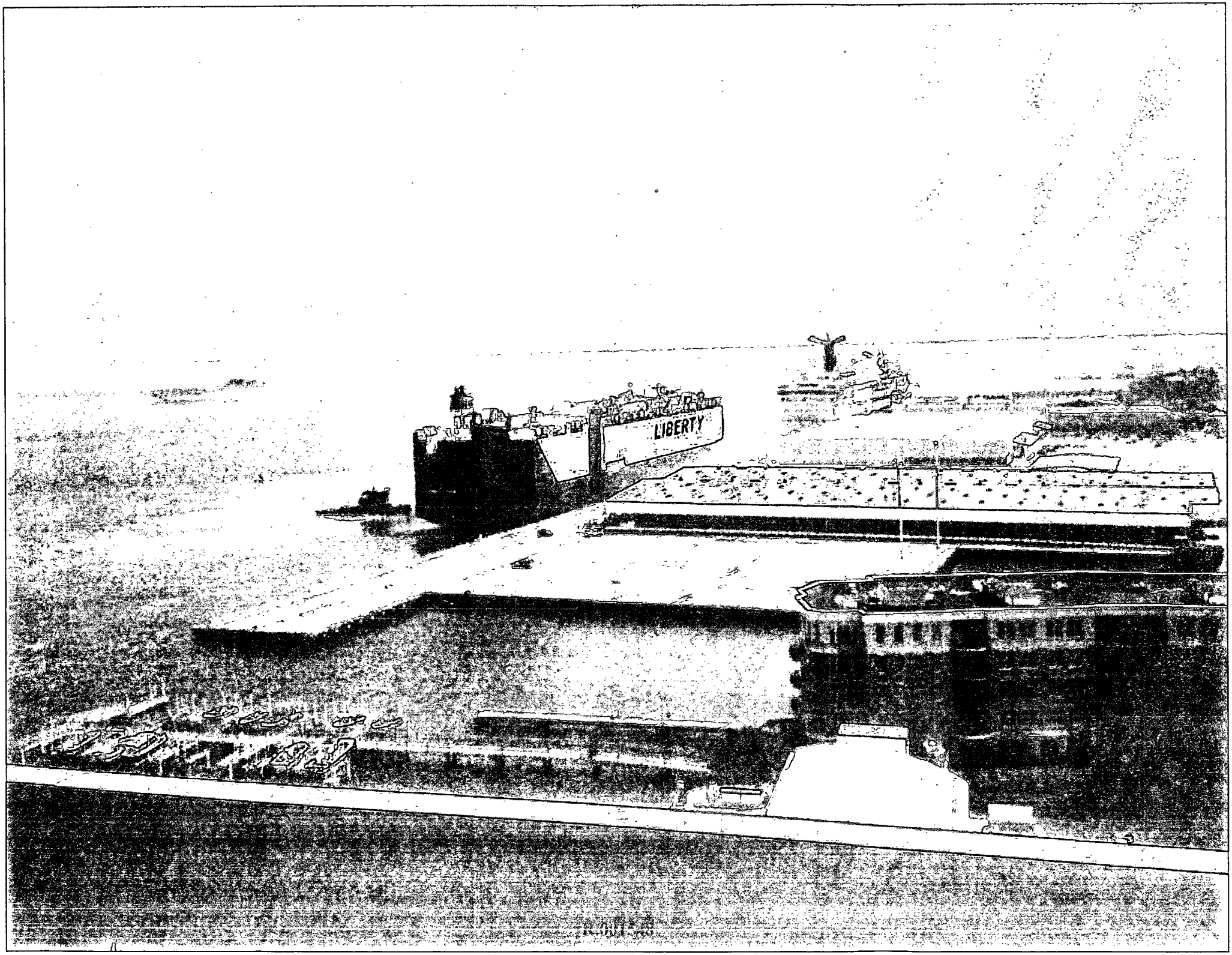
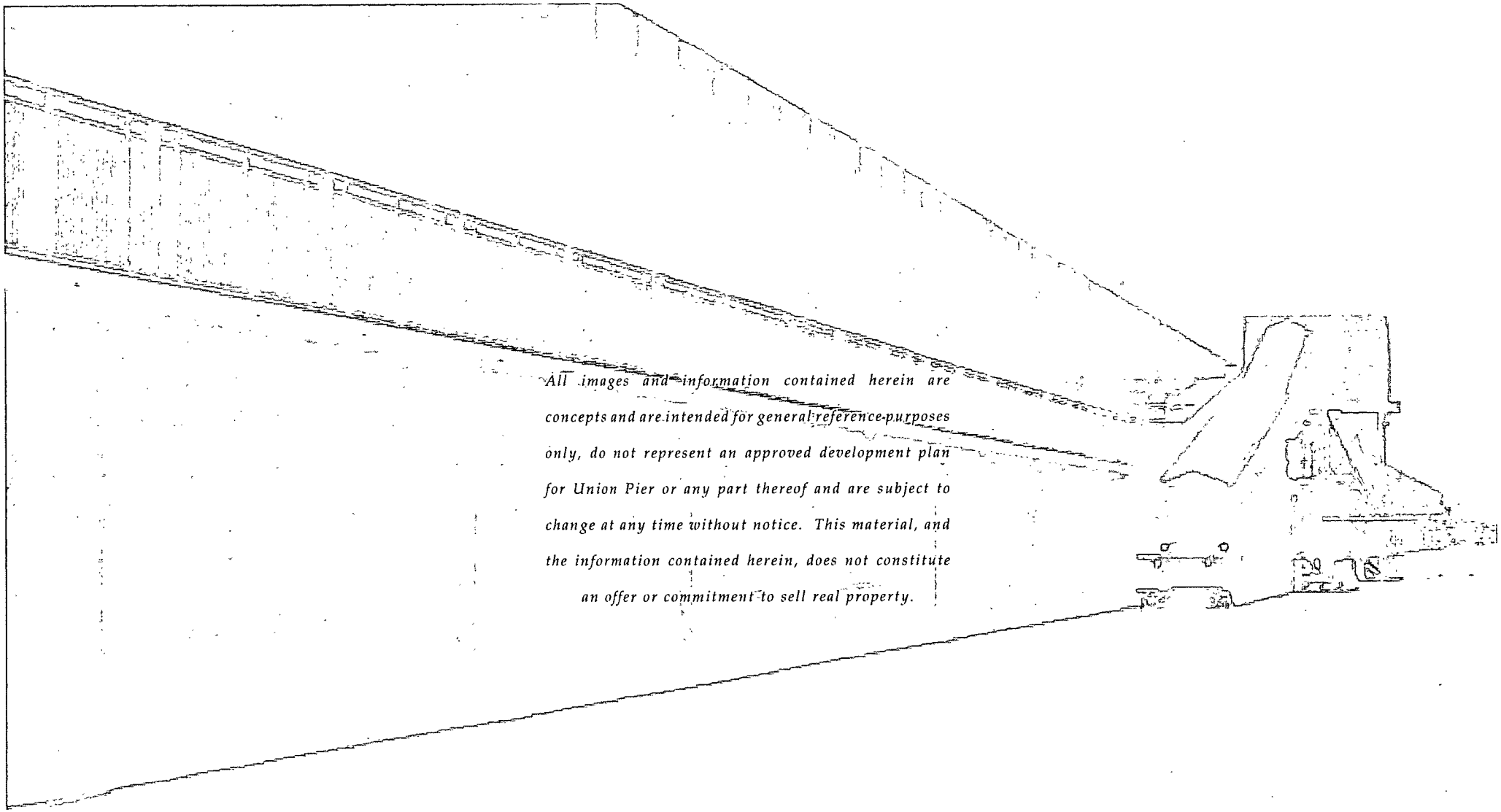

LIBERTY

EXHIBIT B

SOUTH CAROLINA STATE PORTS AUTHORITY

CONCEPT PLAN FOR UNION PIER WATERFRONT • SEPTEMBER 2010

Cooper, Robertson & Partners *Architecture, Urban Design*



All images and information contained herein are concepts and are intended for general reference purposes only, do not represent an approved development plan for Union Pier or any part thereof and are subject to change at any time without notice. This material, and the information contained herein, does not constitute an offer or commitment to sell real property.

ACKNOWLEDGEMENTS

South Carolina State Ports Authority Port of Charleston
James I. Newsome, III
President and Chief Executive Officer

Joe T. Bryant, PE
Vice President, Terminal Development
Project Manager

Peter N. Hughes
Senior Vice President and Chief Financial Officer

Peter O. Lehman, Esq.
Director, Planning and Business Development

Byron D. Miller
Director, marketing, Public Relations & Planning

Barbara L. Melvin
Vice President, Government Relations

Derrick L. Bellamy, PE
Project Engineer

City of Charleston
Mayor Joseph P. Riley, Jr.

Tim Keane
Director of Planning, Preservation & Sustainability

Yvonne Fortenberry
Director, Design, Development & Preservation

Michael Maher
Director, Civic Design Center

Hernan E. Pena, Jr.
Director, Traffic & Transportation

Master Planners and Architects
Cooper, Robertson & Partners

Cruise Industry Consultants
Bermello Ajamil & Partners

Transportation Consultants
Kimley-Horn and Associates, Inc.

Engineering Consultant
Thomas & Hutton Engineering Co.

Marine Engineers
Moffatt and Nichol

Environmental Consultants
Great Ecology and Environments

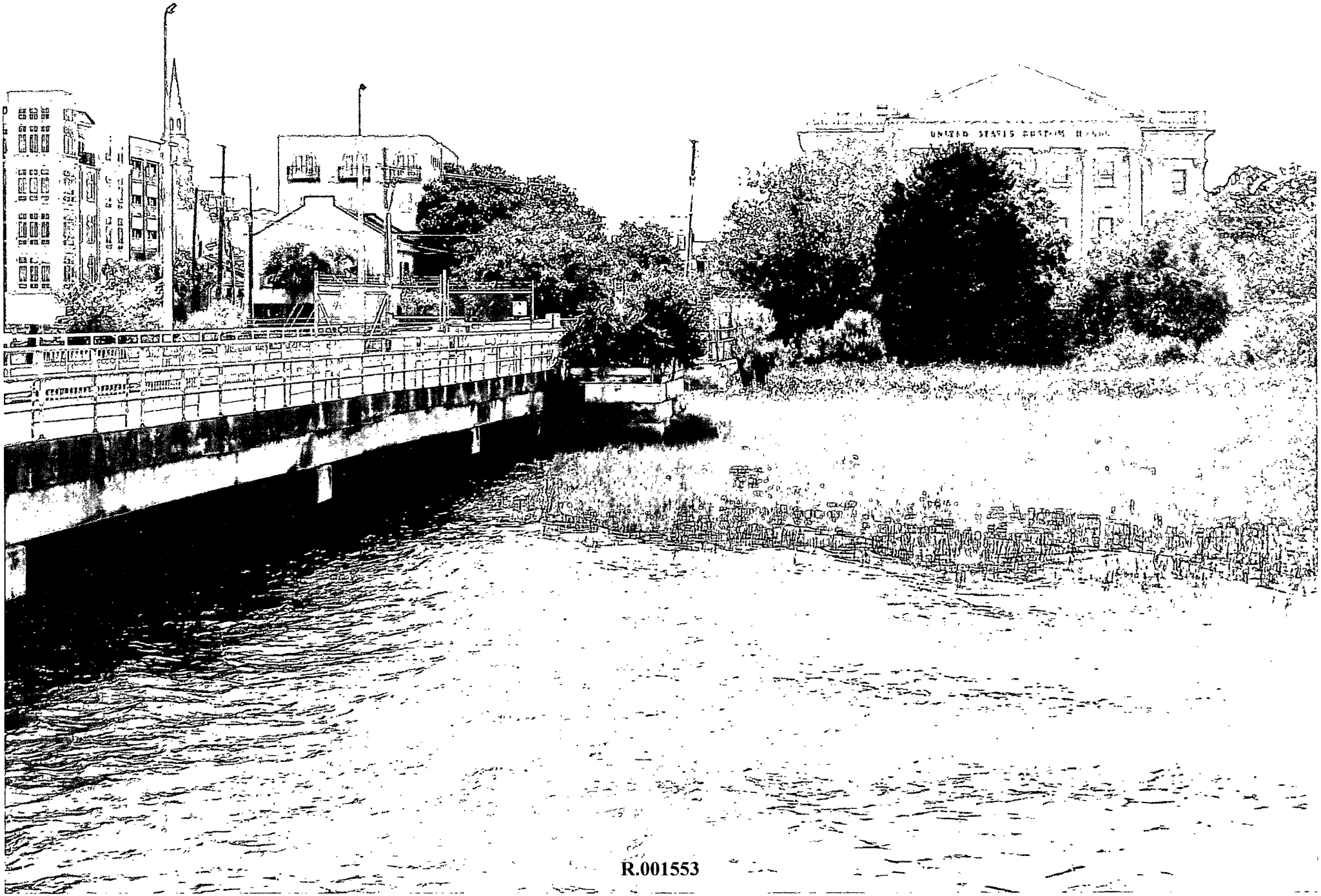
Environmental Consultants
Newkirk Environmental

Financial Consultants
HR & A Advisors

Financial Consultants
Permar Inc.

Development Advisor
Mr. Peter Rummell

Community Outreach
Rawle Murdy



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Transportation and Traffic III.15

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CREDITS

EXECUTIVE SUMMARY

In the Concept Plan team's written response to the South Carolina State Ports Authority (SCSPA or Port) RFP, we put forward that a Concept Plan for the Union Pier Waterfront would require four different but interconnected plans:

- A Concept Plan (Revision of the 1996 Plan)
- A Cruise Terminal Plan
- A Business Plan
- A Community Outreach Plan

We also recognized that while the SCSPA is our formal client for this study, two entities, the SCSPA, the state entity that owns the property, and the City, the municipality in which the property is situated, shared a vital interest in any Concept Plan proposal. In addition, the citizens of Charleston are a significant stakeholder and would be involved and listened to throughout the planning process. The current proposal has been developed in light of this concern and reflects our commitment to an open and iterative work process. From the start we have attempted to work closely with and meet the needs and interests of both the Port and the City while seeking out, carefully listening, and responding to what we heard from Charleston's various interest groups and individual citizens.

What follows is a summary of our planning goals and assumptions, what we heard, and absorbed, and our resulting recommendations. We and our consultants would like to thank the CEO of the Port, James Newsome, and Major Joseph Riley and their respective staffs for their leadership, cooperative support, and sound judgment during the planning process. All good projects start with good clients which we have had. We believe these proposals are sound and will serve the long-term interests of the Port, the City, and the citizens of Charleston.

GOALS

- Create a financially viable plan including a new cruise terminal that is attractive and in keeping with the character of historic Charleston
- Comply with today's enhanced cruise security requirements
- Mitigate impacts on existing infrastructure and traffic
- Identify additional uses for the Union Pier property that bring enjoyment to Charlestonians and enhance the local economy
- Increase public access to Charleston's historic waterfront

PUBLIC INPUT

We've Heard People Want:

- A more attractive cruise terminal.
- More public access to the waterfront.
- Additional uses for the Union Pier property.
- A plan to address traffic issues.
- A plan that is contextual.

SCSPA CEO Jim Newsome discusses planning efforts for Union Pier with local residents.
Kick-off Meeting - October 8, 2009

R.001555

PLAN VARIABLES

- Cruise Terminal location and layout
- Site Access/Circulation
- Future development

PLAN ASSUMPTIONS

FINANCIAL VIABILITY

- Plan must balance the economic development mission of the SCSPA

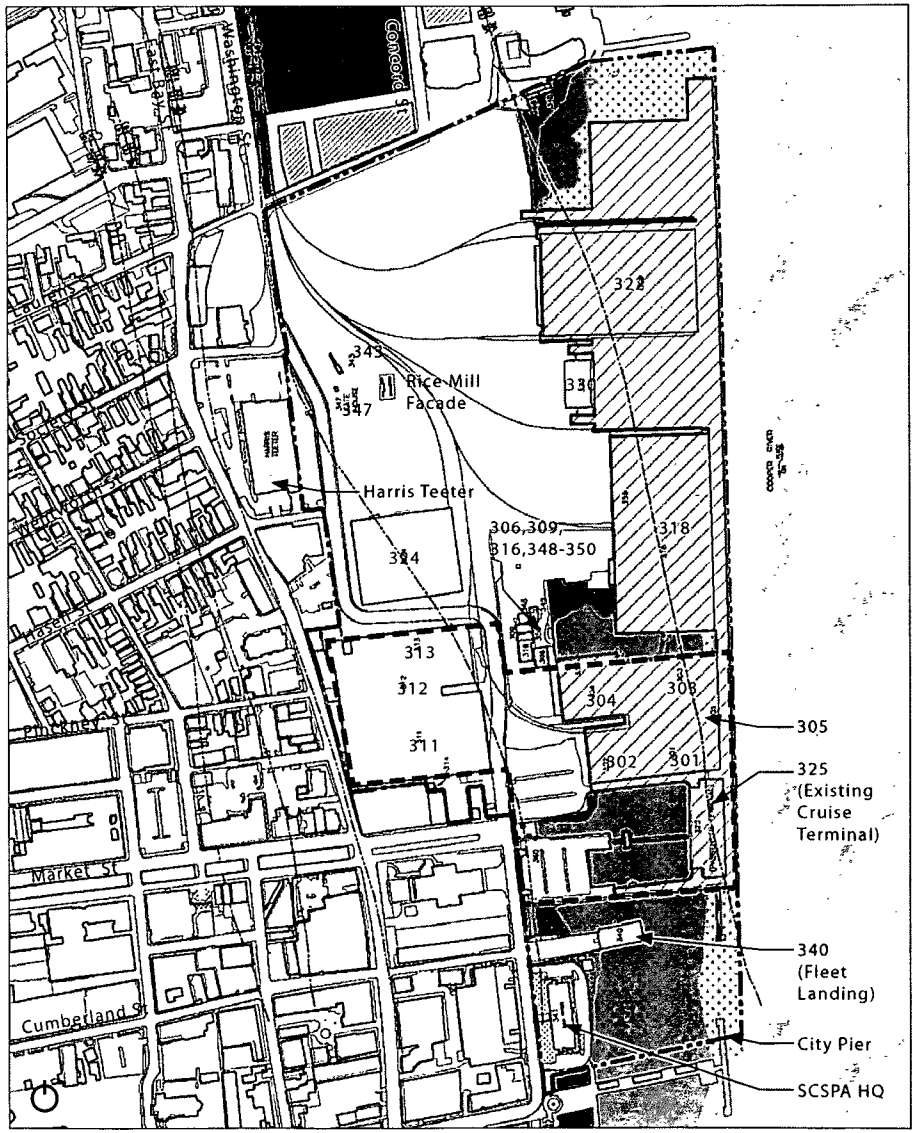
CRUISE TERMINAL

- Identify optimal cruise terminal location within the site of Union Pier
- Accommodate cruise passenger pick-up and drop-off within Port property
- Accommodate cruise parking and circulation to, through, and around the terminal site
- Allow public access to cruise terminal and adjacent waterfront on non-cruise days

POTENTIAL ADDITIONAL USES

- Residential
- Commercial (retail and office)
- Hotel
- Institutional
- Parking
- Public Parks/Playgrounds

PUBLIC ACCESS TO THE HISTORIC WATERFRONT



Existing Conditions

Portion of Union Pier currently utilized for Cruise Facilities

EXECUTIVE SUMMARY

RECOMMENDATIONS

- **Cruise Terminal Location & Layout**
  The Cruise Terminal should relocate to the northern end of Union Pier where the terminal can be accommodated in Building 322 and where the parking can be accommodated at grade, and the Ground Transportation Area (GTA) and service areas can be located adjacent to the terminal building.

- **Revised access/circulation/transportation systems**
  Concord Street should be added back to the City's grid; Washington and East Bay Street should act as a couplet from Chapel Street to Pinckney Street; and the intersections of Washington Street and East Bay Street at Pinckney Street, and Washington Street and Chapel Street should be improved for ease of use.

- **Creation of historic landing at east end of Market Street**
  The historic public landing at the Custom House should be restored to reveal the granite slips. Along with improvements at the east end of Market Street, a public plaza at the foot of the Custom House should be created to provide an appropriate front door to Charleston.

- **Conceptual Plan for developable land, streets, parks, public open space**
  Those portions of Union Pier Terminal currently used for Cruise Terminal and cargo business should be made available for private development and public infrastructure once they have been relocated.

- **Phased redevelopment of SPA buildings and decks outside of Cruise Terminal District**
  Redevelopment of existing port facilities, including buildings and deck area, should be phased to allow interim use of the site once current uses are relocated.

- **Coordination of City infrastructure improvements**
  The construction of new streets and open spaces as well as the improvements at Concord Street should be coordinated with the City's planned infrastructure improvements, including the Market Street Drainage Project and the Washington and East Bay Street improvements.

- **Potential for phased reestablishment of natural waterfront**
  The reestablishment of a natural waterfront should be phased to coordinate with the construction of the public access to the Cooper River.

- **Creation of a vibrant, mixed-use waterfront neighborhood**

- **Honor the history of Charleston's waterfront through civic uses**

- **Extend existing city streets to the water's edge to facilitate views and connections from historic neighborhoods to the waterfront**

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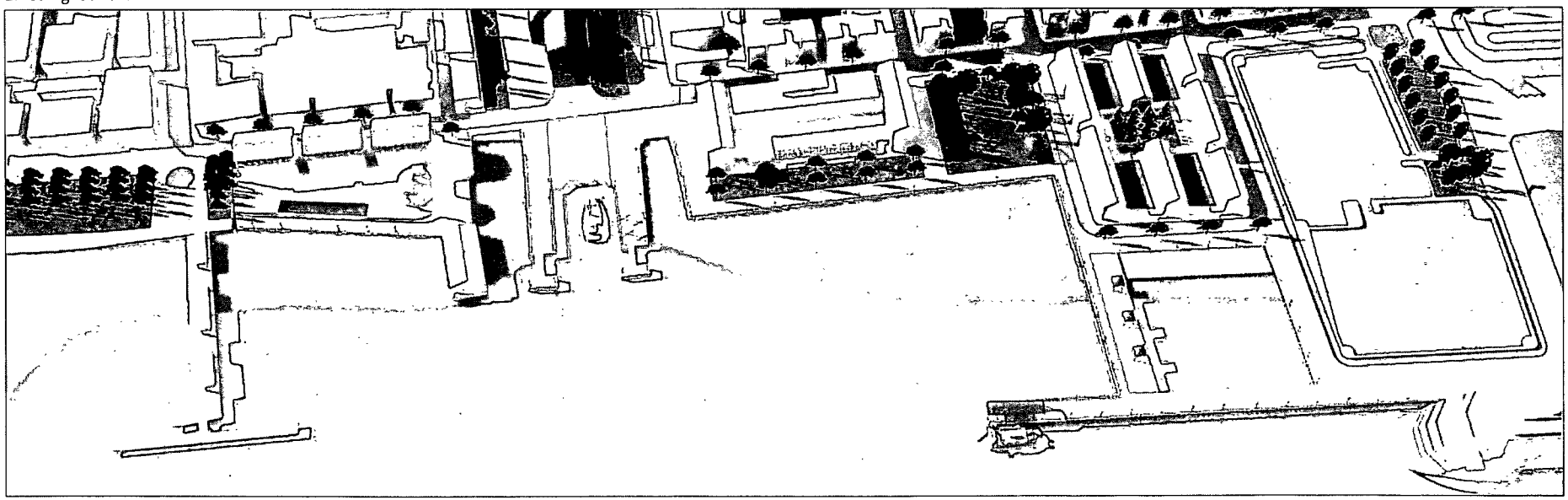
Existing Conditions



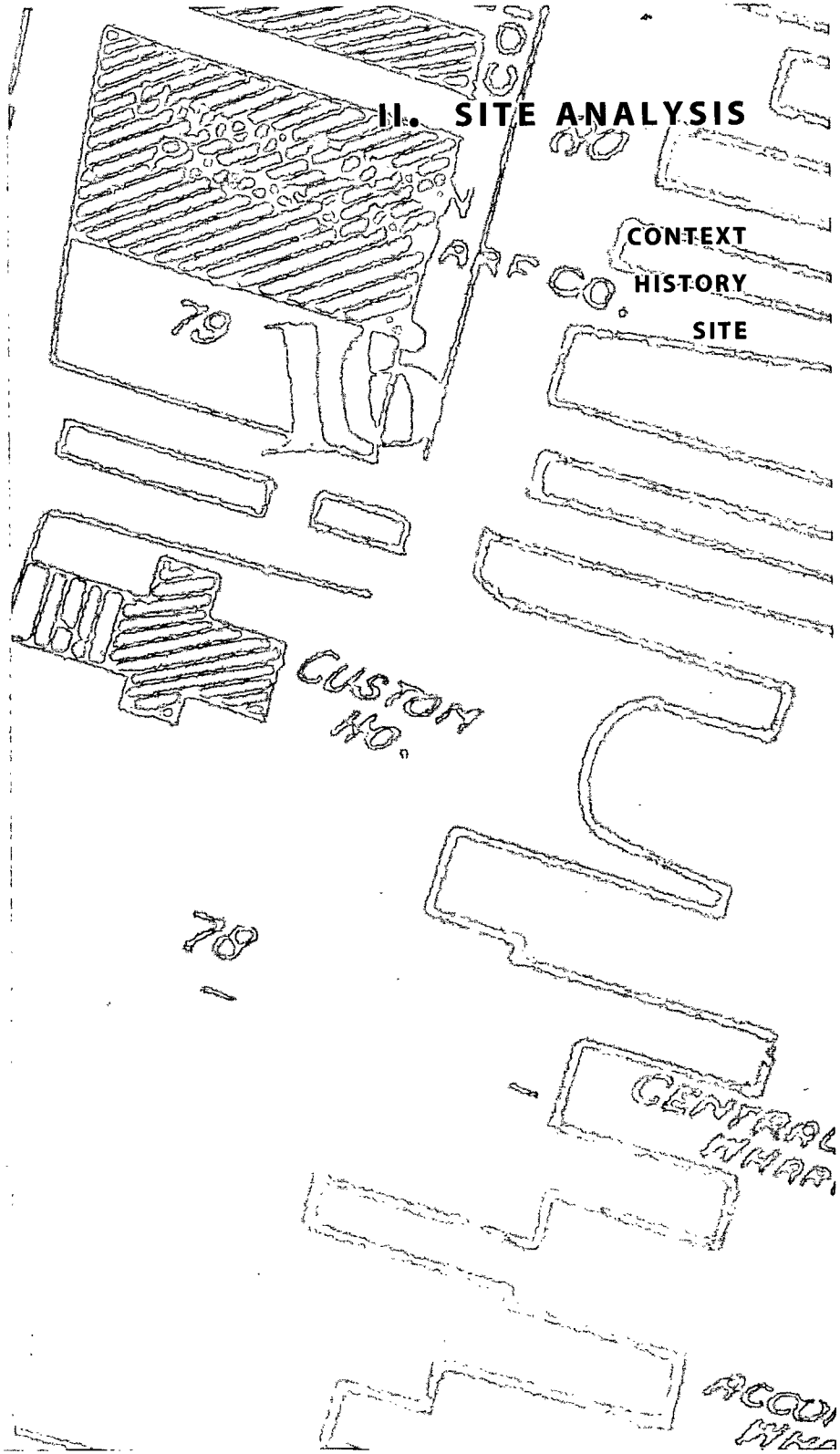
Concept Plan for Union Pier Waterfront - an illustrative concept

II. SITE ANALYSIS

CONTEXT

HISTORY

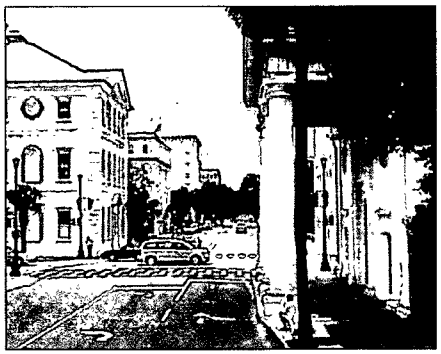
SITE



REGIONAL CONTEXT

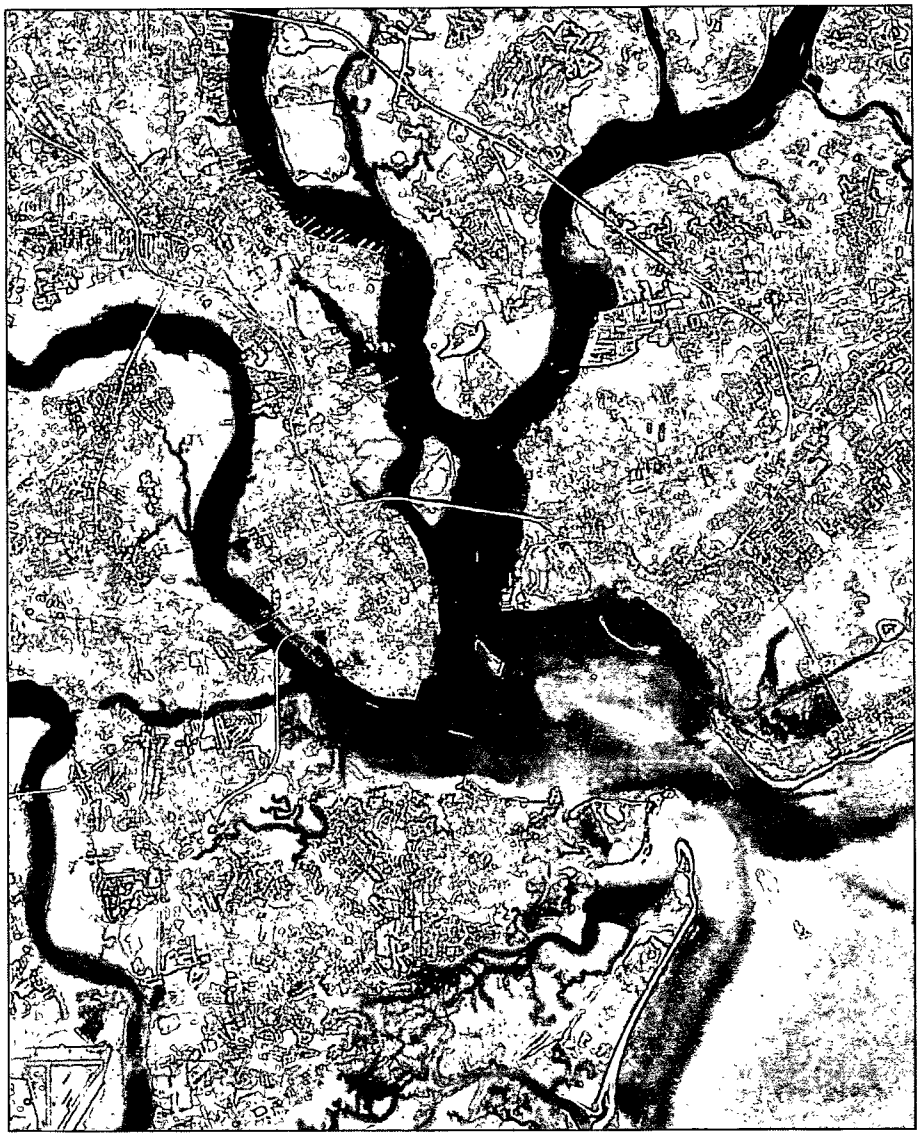
The City of Charleston enjoys its place at the center of a diverse and storied region that typifies what is meant by the Lowcountry. Encompassing a vast array of preserved forests, marshlands and meandering rivers, stunningly beautiful beaches, historic plantation properties, charming agrarian communities, and diverse towns and cities, the Charleston Region is abundant with some of our nation's best examples of historic sites, cultural offerings, regional craft, cuisine, and architecture. Not surprisingly, Charleston is the fastest growing city in South Carolina, as visitors from across the country have succumbed to its charms to settle here, and its urban area is the most populous in the state.

Much of Charleston's historical importance and wealth was derived from its position as a "great port towne," as its Lord Proprietor, Anthony Ashley-Cooper, destined it to become. Charles Towne soon became a bustling center of trade and commerce as the fourth largest port in the colonies, after Boston, New York, and Philadelphia. And still today, Port activity is second only to tourism as the leading source of revenue for Charleston.



Downtown Charleston

Downtown Charleston



Charleston region

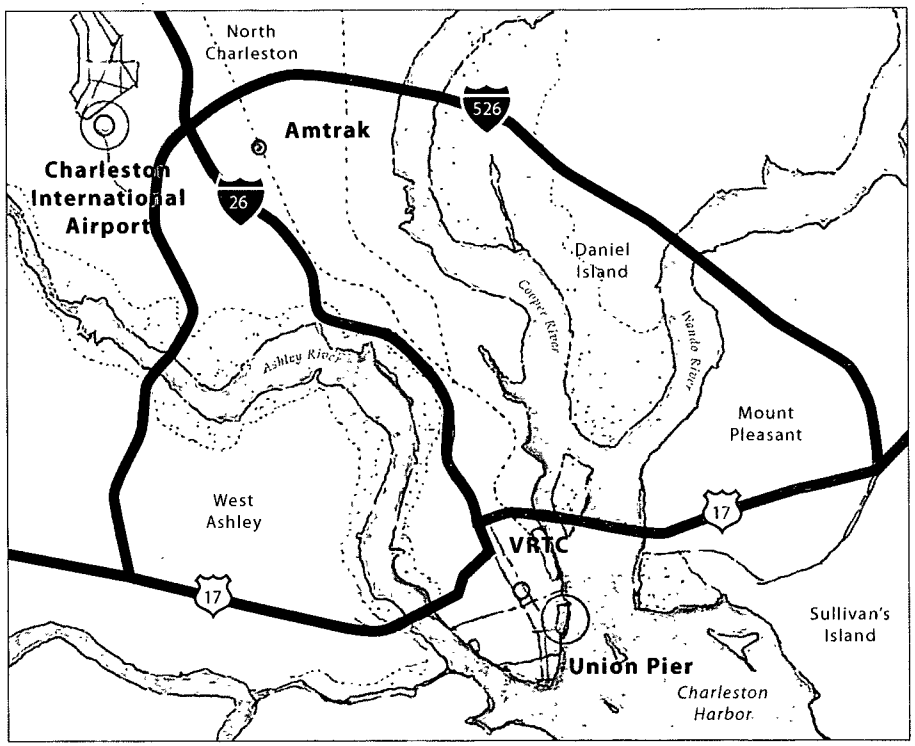
ENTRY POINTS TO THE PENINSULA

At one time, arrival by boat was the primary access to Charleston. Today, it is largely a drive-to destination and is well served by a network of interstate and US highways that form a framework around the region. Interstate 26 and US Highway 17 intersect at the Peninsula and connect the region to Interstate 95 to the north and west. Interstate 526 forms a loop around the urban center, connecting West Ashley, North Charleston, Daniel Island, and Mount Pleasant. Visitors by automobile often begin their tour of Charleston at the Visitor Reception and Transportation Center (VRTC), once an historic rail shed, where they can learn about the city's history and board motor coaches to tour the city's many attractions. Often the first impression for a visitor, Charleston's VRTC employs an architecture that is reflective of the history and richness of this great port city. The VRTC also serves as a venue for events attended by residents of the city.

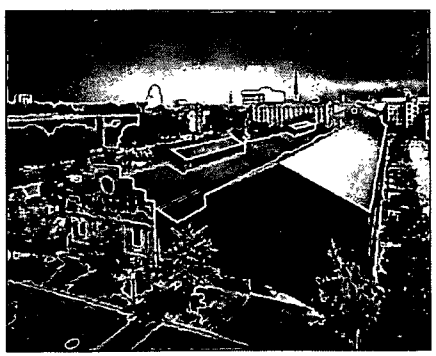
Charleston International Airport serves the region's air traffic and is the state's busiest passenger airport. The region is also served by rail with an Amtrak station located in North Charleston. Charleston Station is served by trains that complete routes from New York to Savannah and New York to Miami.

Charleston's Cruise Terminal is also one of the many ways tourists arrive in Charleston. As a port of call, tourists from other locales are offered the opportunity to explore Charleston's sites and enjoy its offerings from their cruise ship as a home base. Home port ships, on the other hand, begin and end their voyage at Charleston's Terminal.

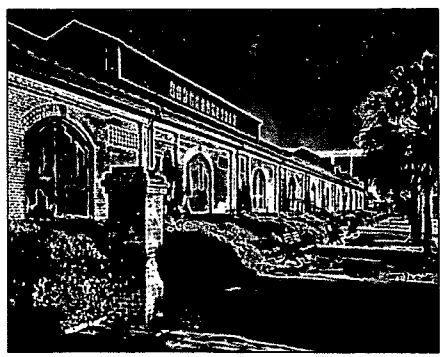
The building of a new cruise terminal in Charleston will provide an opportunity, as at the VRTC, to create a setting that reflects the character of Charleston and the history of the Port. Also, as with the VRTC, many of Charleston's residents have expressed an interest in a new terminal that could serve as a venue for events and increase public access to the waterfront.



Access to the Peninsula



VRTC

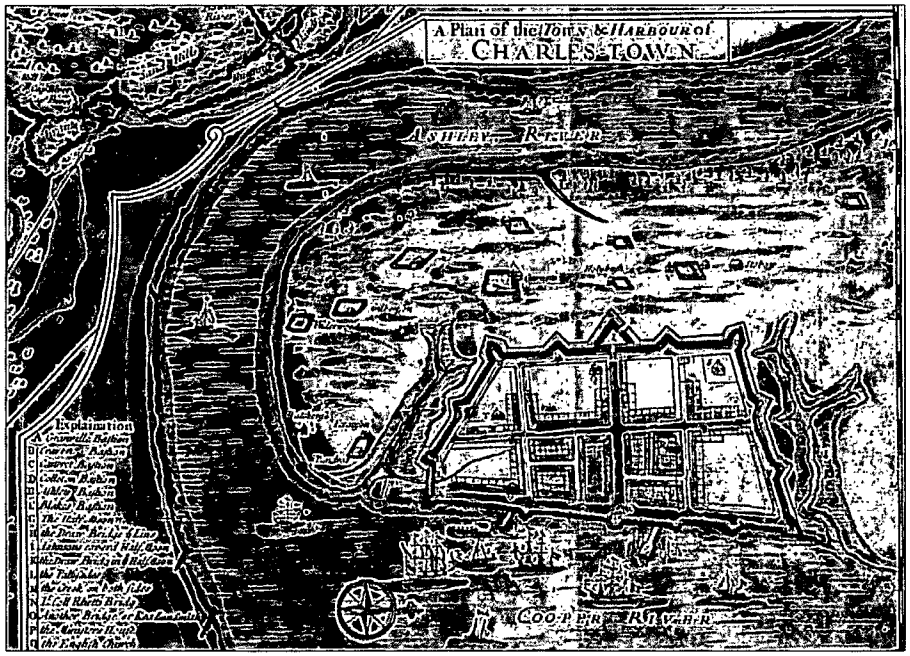


VRTC

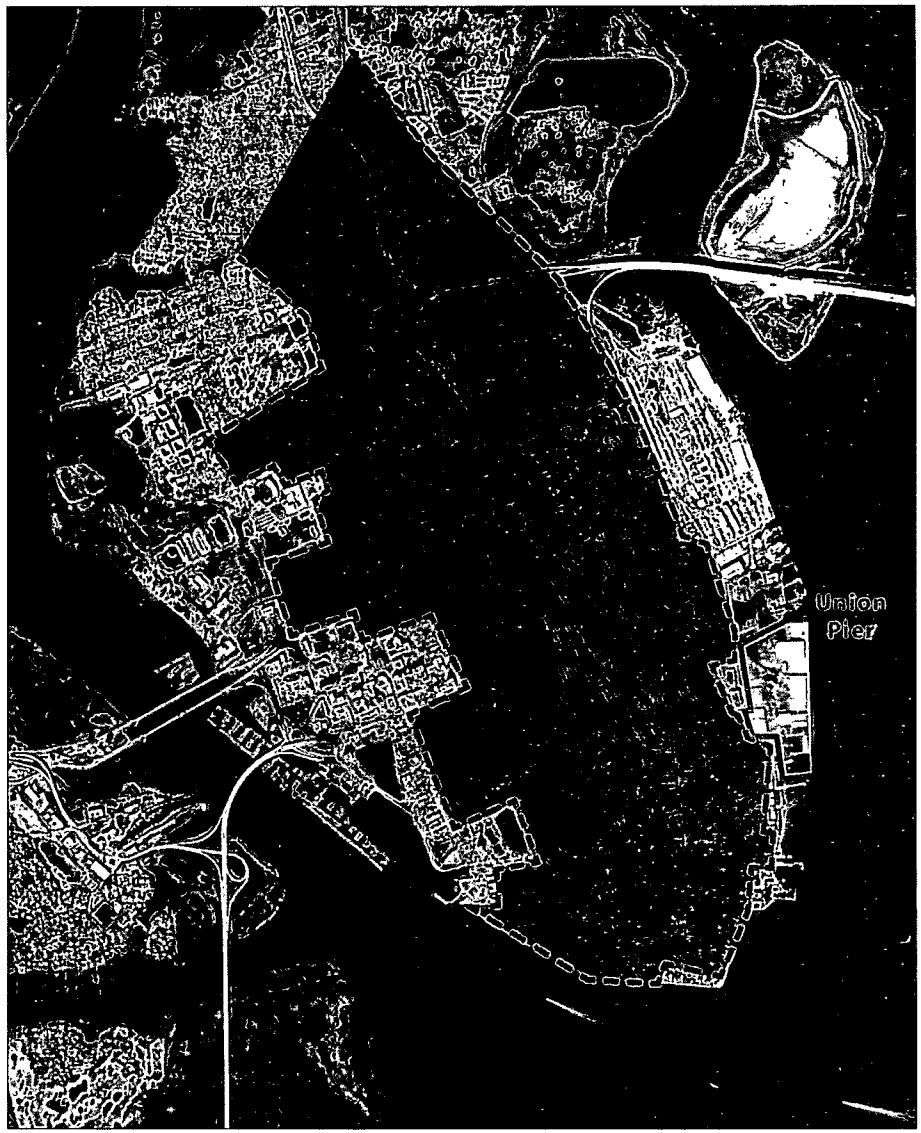
CONTEXT

PENINSULA

The Charleston Peninsula is formed by the confluence of the Ashley and the Cooper Rivers. Charles Towne was founded in 1670 on the west bank of the Ashley River, but soon moved to its present location along the Cooper River. A walled city arose on higher ground along the shoreline with its waterfront dominated by the port. Today, much of the original peninsula is skirted by lower land created from landfill. A chronological inspection of historic maps of Charleston illustrates an ongoing outward growth of the city's shoreline into areas formerly marsh, mud, or even water. As a result, much of Charleston's historic urban fabric is upland of its waterfront, with the exception of the Battery. Waterfront land is often held in large tracts of ownership, either by the city, the state, or by institutions, typically limiting or precluding access by the public.



Charles Towne circa 1711



Aerial image of Charleston Peninsula with the "Urban Fabric Boundary" and the Union Pier Terminal indicated

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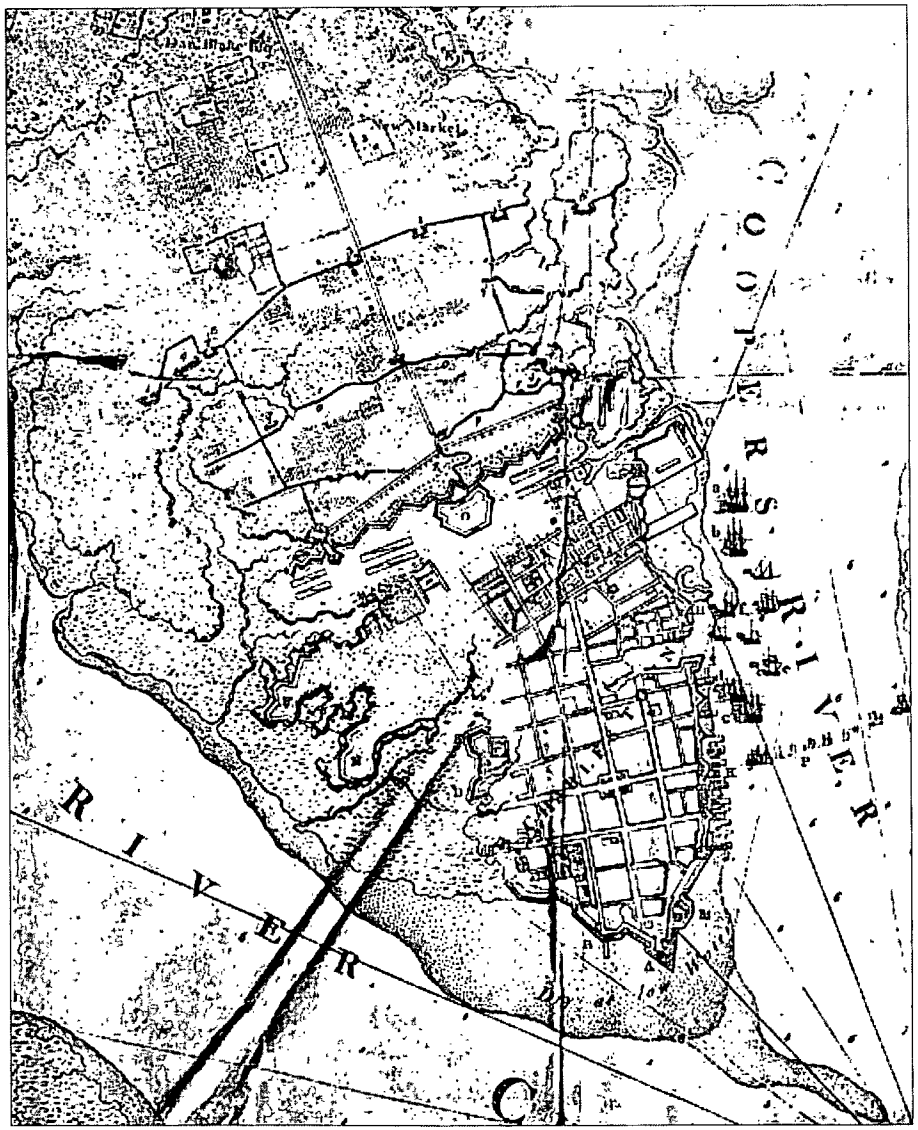
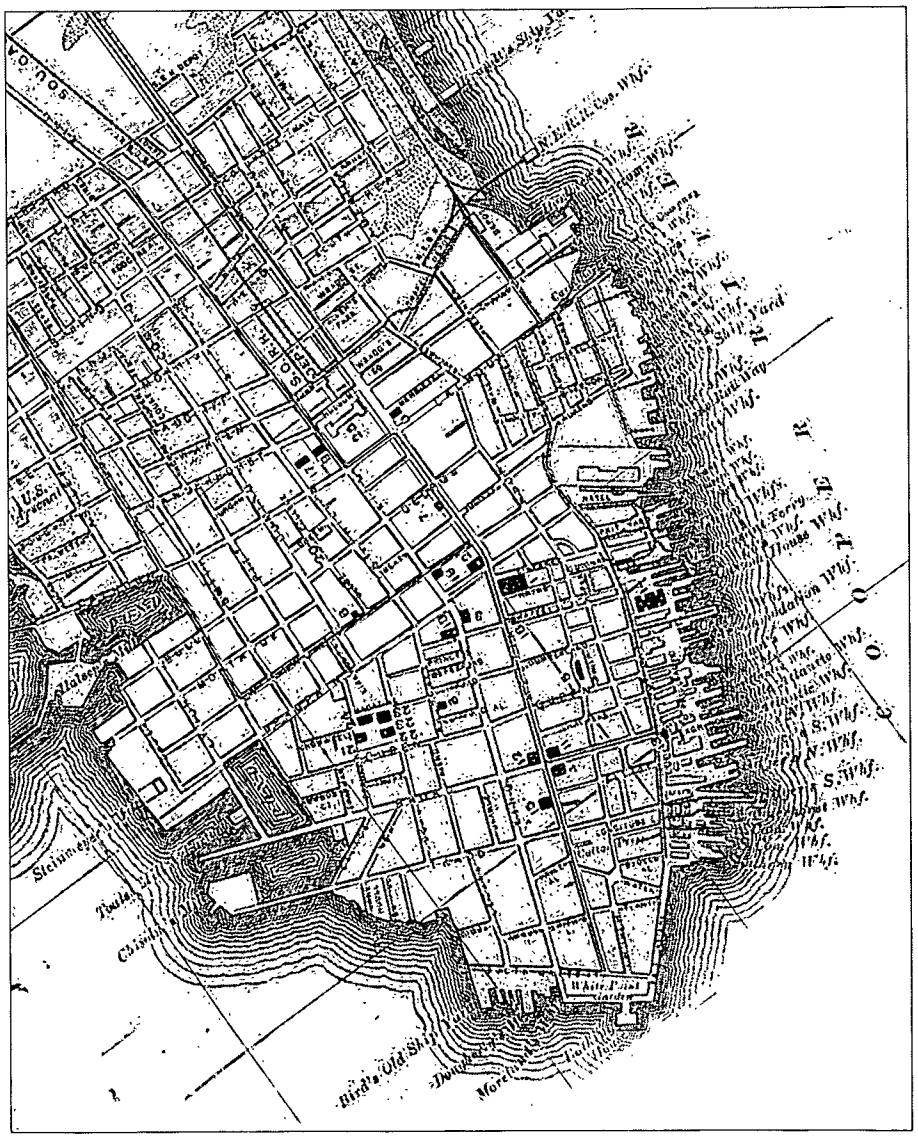


Historic map circa 1780



Historic map circa 1885

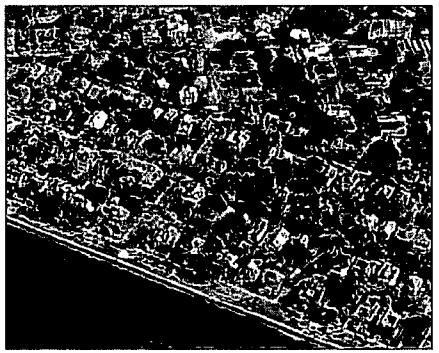
CONTEXT

PENINSULA EDGES AND WATER VIEWS

As a result of historic patterns of development and land accretion, the edges of the Peninsula vary from natural marsh edges, typically north of US 17, to urban edges along the Battery and along newer waterfront developments, to industrial edges in the areas controlled by the Port, notably Union Pier Terminal and the Columbus Street Terminal.

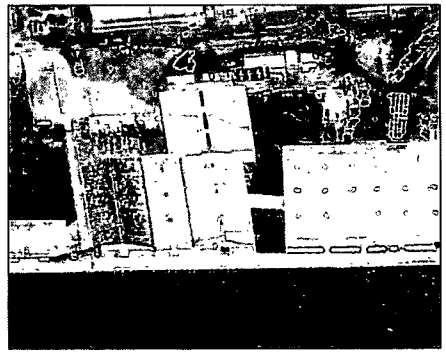
As a consequence of these edge conditions, waterfront views are either facilitated by street corridors and opens spaces, as along the Battery and in areas north of the historic district along marsh edges, or restricted or precluded by larger users, such as the Port terminals and the MUSC campus. A concept plan that includes new uses at Union Pier can transform an area with restricted views and access of the water to one that celebrates the waterfront.

Charleston's natural edge

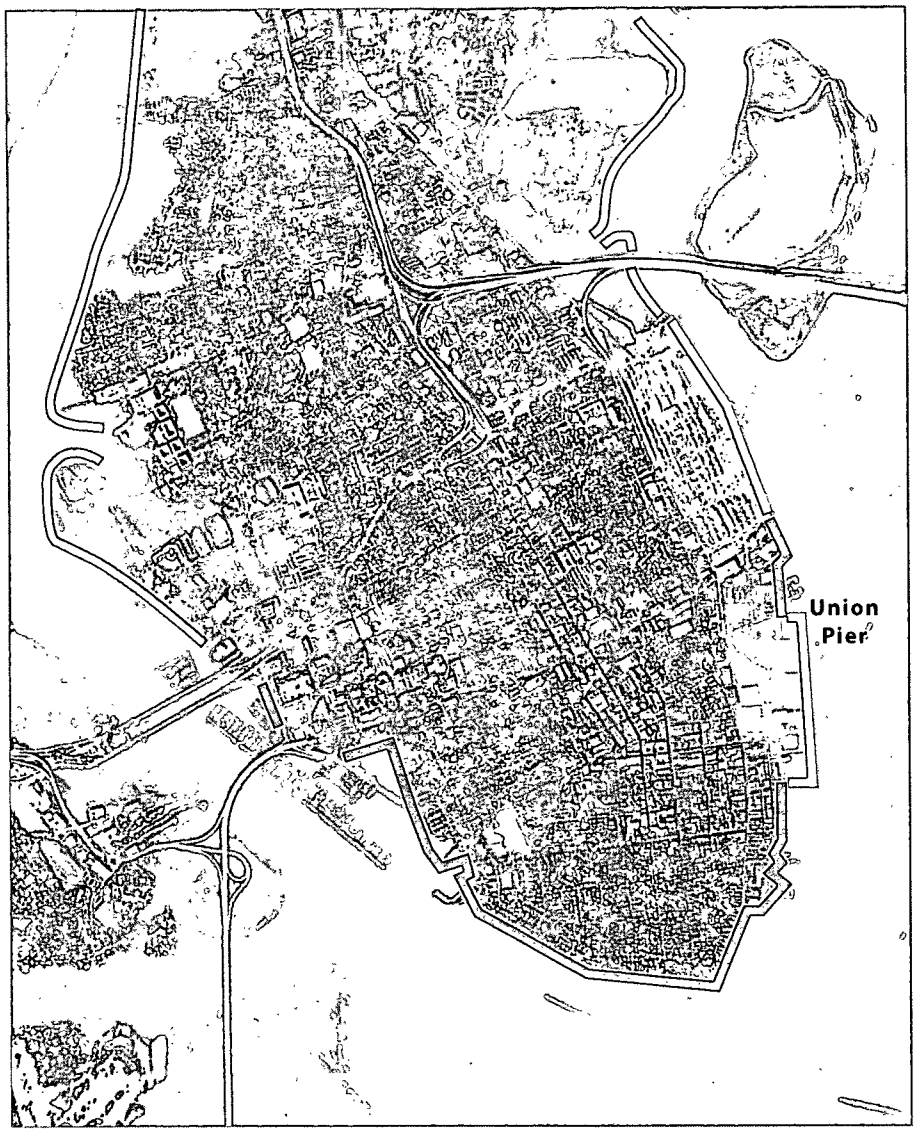


Charleston's urban edge

Charleston's urban edge at Waterfront Park

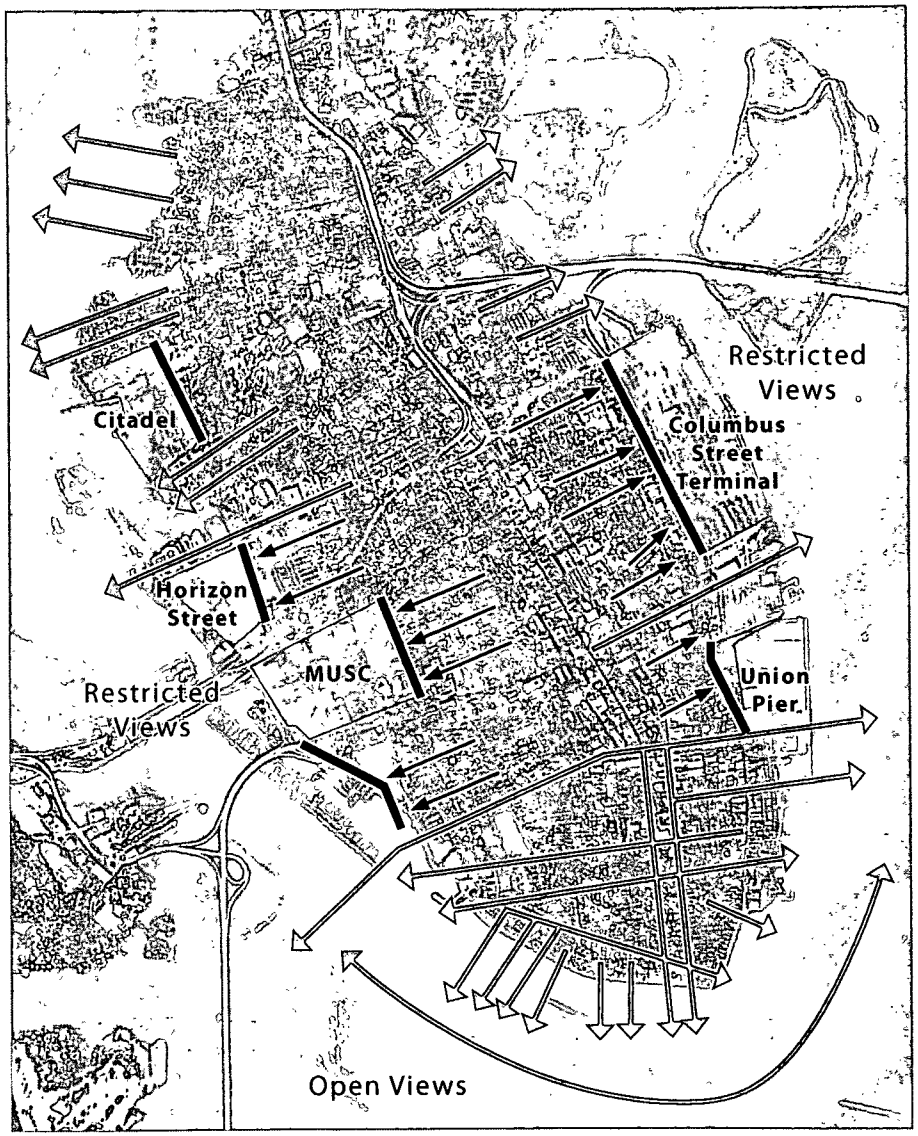


Charleston's industrial edge at Union Pier



Peninsula edges

Natural edge Industrial edge Urban edge



Water views

CONTEXT

NEIGHBORHOOD

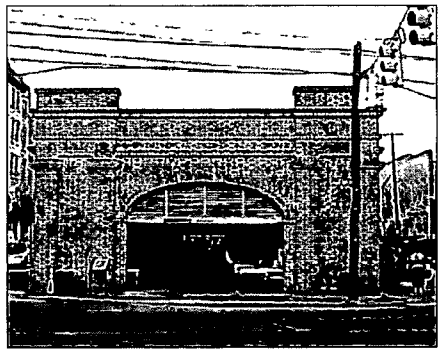
Sites along waterfronts are almost always considered valuable. As if its waterfront location weren't enough of a draw, Union Pier Terminal is a rare find in America cities as a large, active industrial site poised for redevelopment and adjacent to some of the most cherished, historically important, and valued neighborhoods.

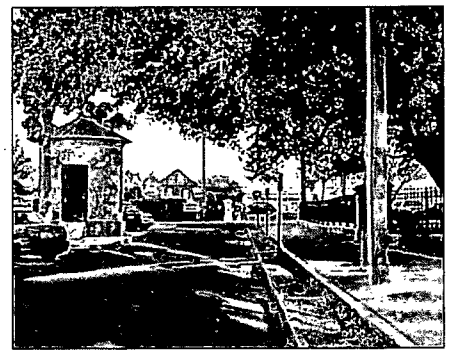
Situated to the north of the original walled city, Union Pier is today in the center of Charleston's historic waterfront, where it was once its edge. Market Street, originally a drainage way and later filled, connects Union Pier's waterfront to the city's core, a reflection of when goods arrived on boats and were traded or sold in the historic sheds. Today, the market sheds house vendors of regional craft and food, making the location a visitor hot spot. Recently under new management, the City Market is poised for a renaissance.

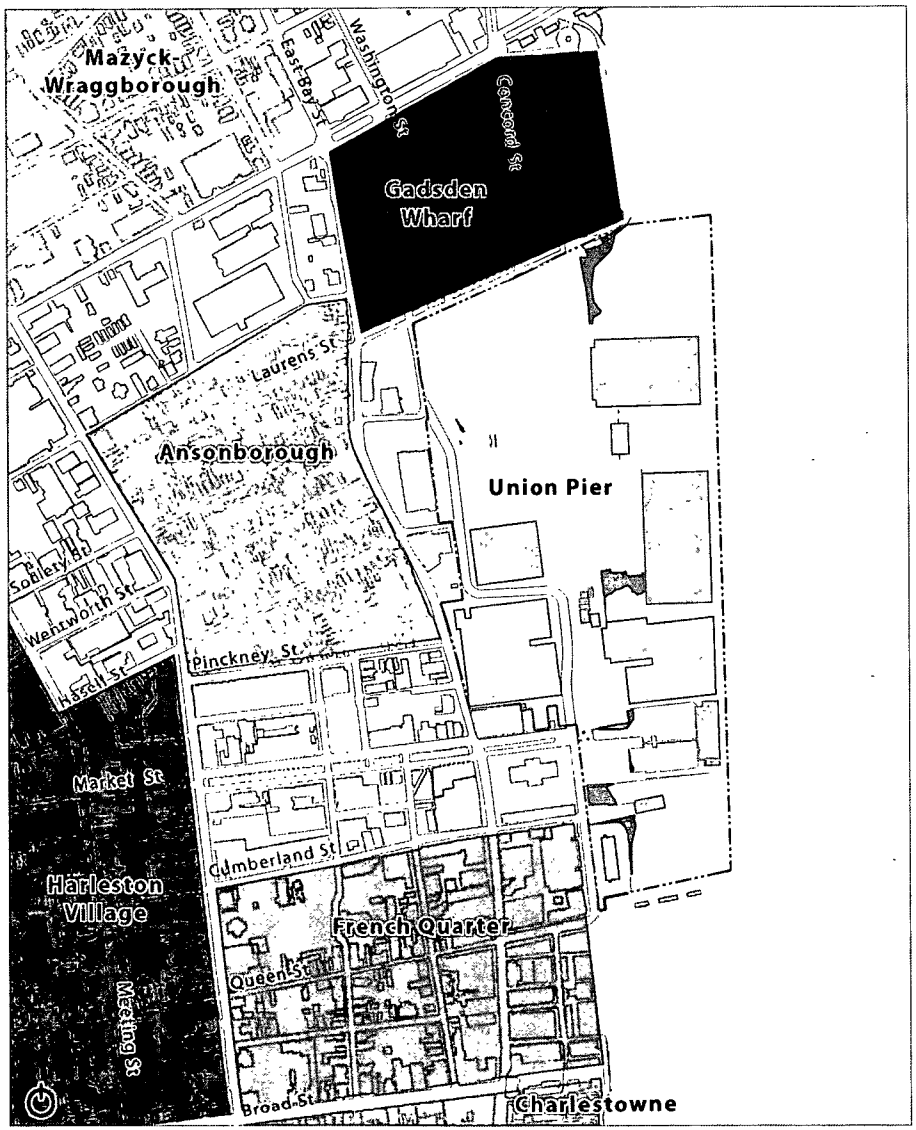
The French Quarter to the south, a remnant of the walled city, is typified by street upon street of historically significant architecture and dominated by the spire of St. Phillip's Church, which commands Church Street to deflect around its portico. Over the last twenty years, the French Quarter's waterfront has been revived by the creation of Waterfront Park, adjacent to Union Pier's southern boundary.

Similar in charm to the French Quarter, the tree-canopied neighborhood of Ansonborough is Union Pier's western neighbor. To the north, the neighborhood of Gadsden Wharf contains the emerging Concord Park development, formerly known as Ansonborough Fields, and is the site for the South Carolina Aquarium and the Charleston Maritime Center.

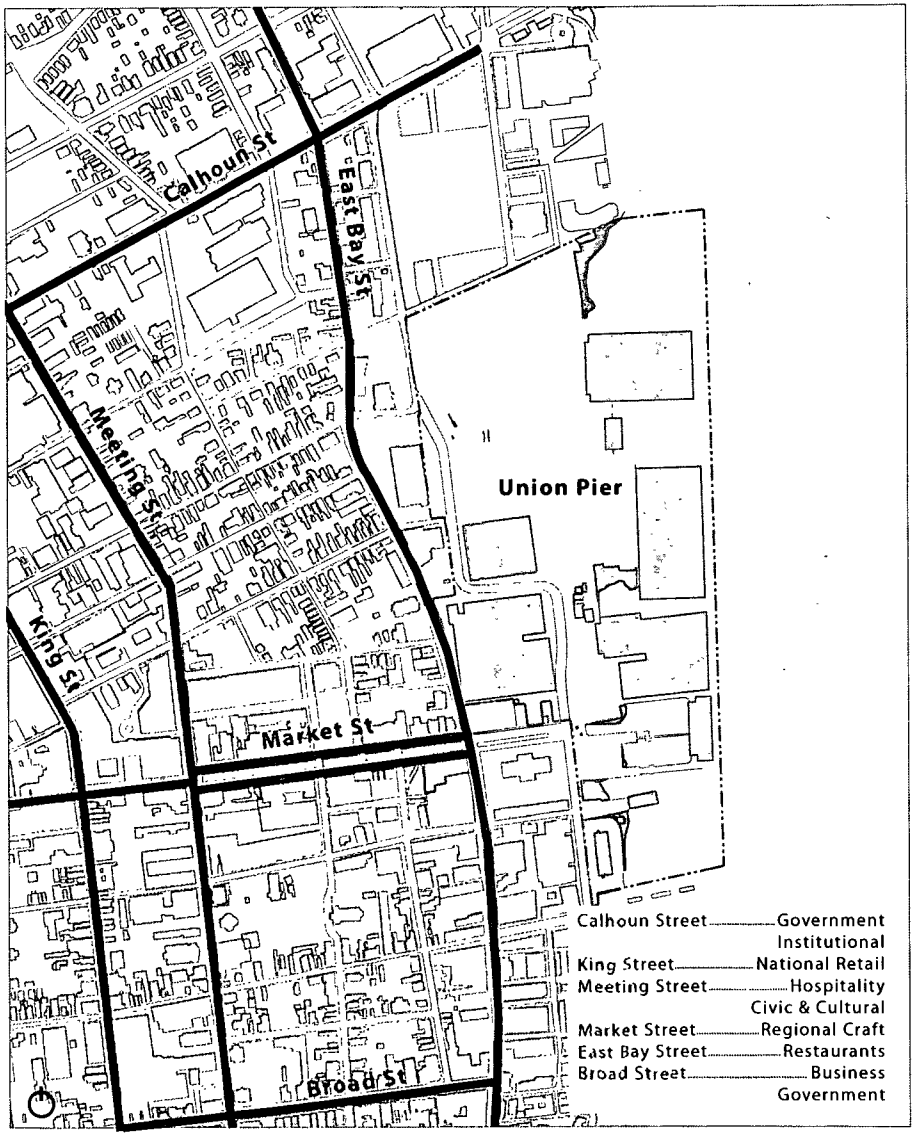
Neighborhoods are typically edged by or centered upon one of Charleston's primary streets. These streets, more than public open spaces, form the primary public experience, or public realm, that characterizes Charleston. The primary streets often have their own identity, stemming from the uses and activities that line them. Within the immediate vicinity of the Union Pier site are several of the city's most important streets. Union Pier Terminal is poised to connect to this cherished public realm through new street connections.







Adjacent neighborhoods



Street character

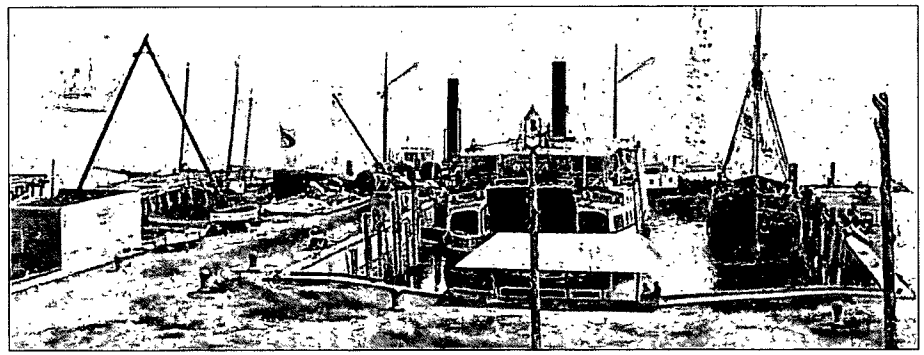
HISTORY

HISTORIC WATERFRONT

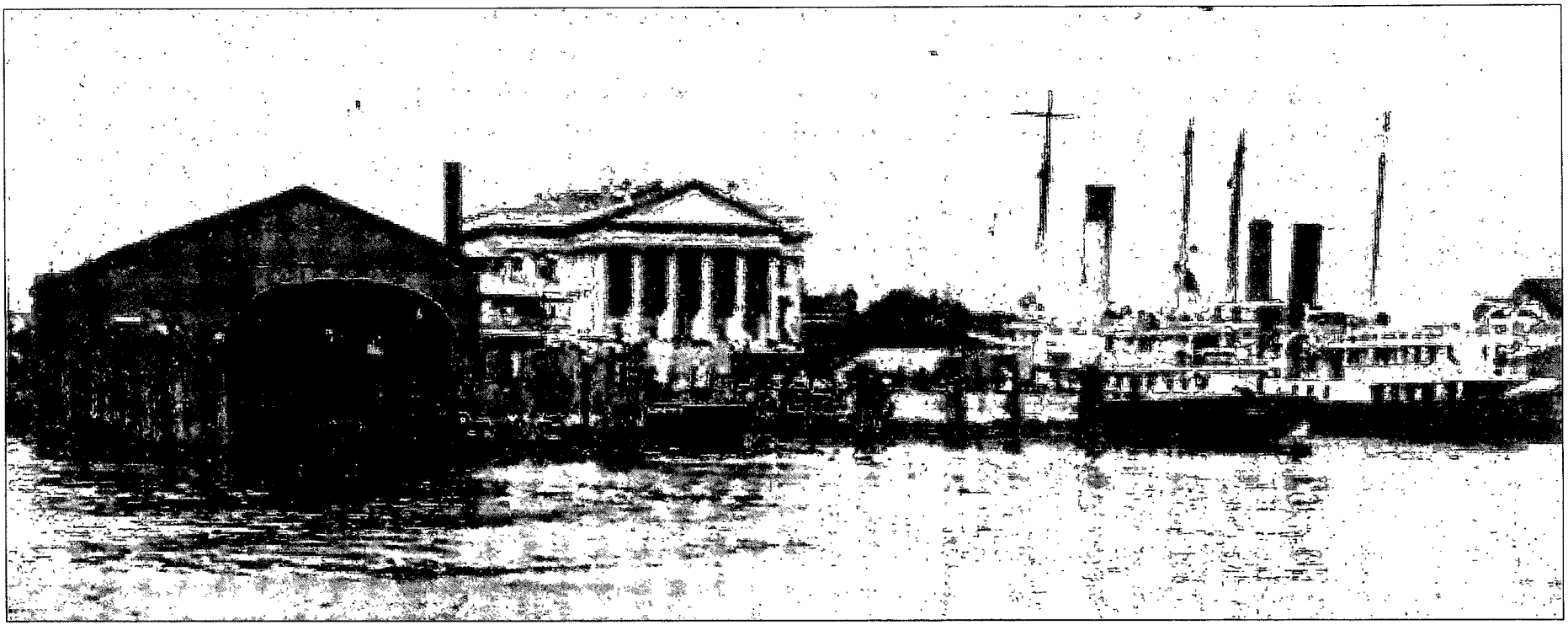
The rich and varied history of Charleston has been significantly shaped by the history of its harbor and its port. All maps and written accounts attest to this maritime focus. The Peninsula's eastern marshy shore, where land and water meet, was from the start a place of great and constantly changing activity which involved many of the city's most prominent names. Here wharves, piers, landings, storage areas, and warehouses vied for a waterfront site in which to load, unload, and process. The trade in indigo, rice, cotton, and naval stores as well as slaves account for much of the city's wealth, which over time resulted in the creation of some of our country's most beautiful public and private buildings, from churches and courthouses to private houses and gardens. This sophisticated urban setting became Charleston's hallmark. The working waterfront remained a driving commercial force which required continuous change in order to meet new needs, ship and cargo types, and required equipment from the 17th century to now. Oddly in a city which became obsessed with the history and preservation of old buildings, there was little interest in saving what was built on the waterfront. That was a place that had to do with business, where change was necessary to economic survival. The city's monopoly board had to be redone to continue to play the game of maritime money. At one time or another, what was land had become water and vice versa to this end. The only sure thing was that the waterfront remained a place of commerce and activity which continued to help support the city.

Today the Union Pier is due to have yet another change in its character, one which combines a new cruise ship terminal with real estate development and public access to the waterfront giving the city a new and valuable relationship to its history-making harbor. At the eastern end of Market Street, the granite lined landing on axis with the Custom House, now covered over with a parking lot, will be restored. The city will regain its formal front door to the ocean - a long overdue acknowledgement of the port's role in Charleston's ongoing success.

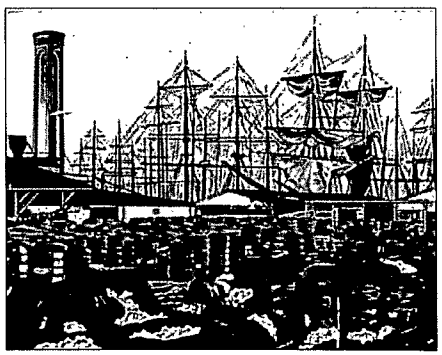
Mosquito Fleet daily landing



Public Landing - early 20th century



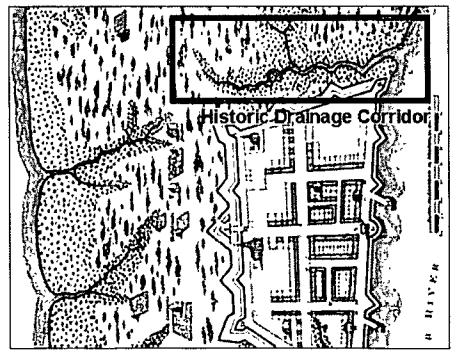
Custom House and Public Landing at the turn of the century



Union Cotton Press & Wharf Company, one of many private wharves at Union Pier in the 19th century

Bennett's Rice Mill facade today, constructed 1844

Site of Bennett's Rice Mill and Mill Pond



Historic Market Street drainage corridor

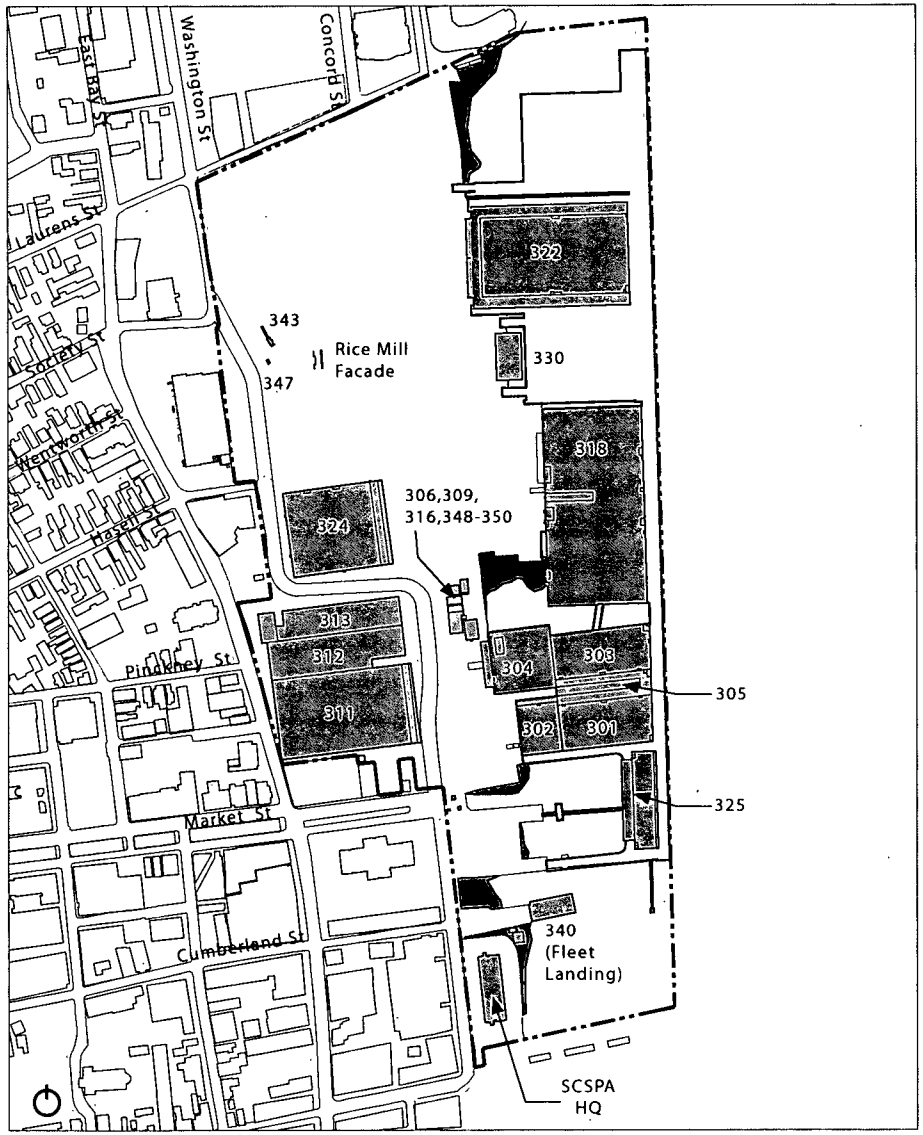
SITE

EXISTING CONDITIONS

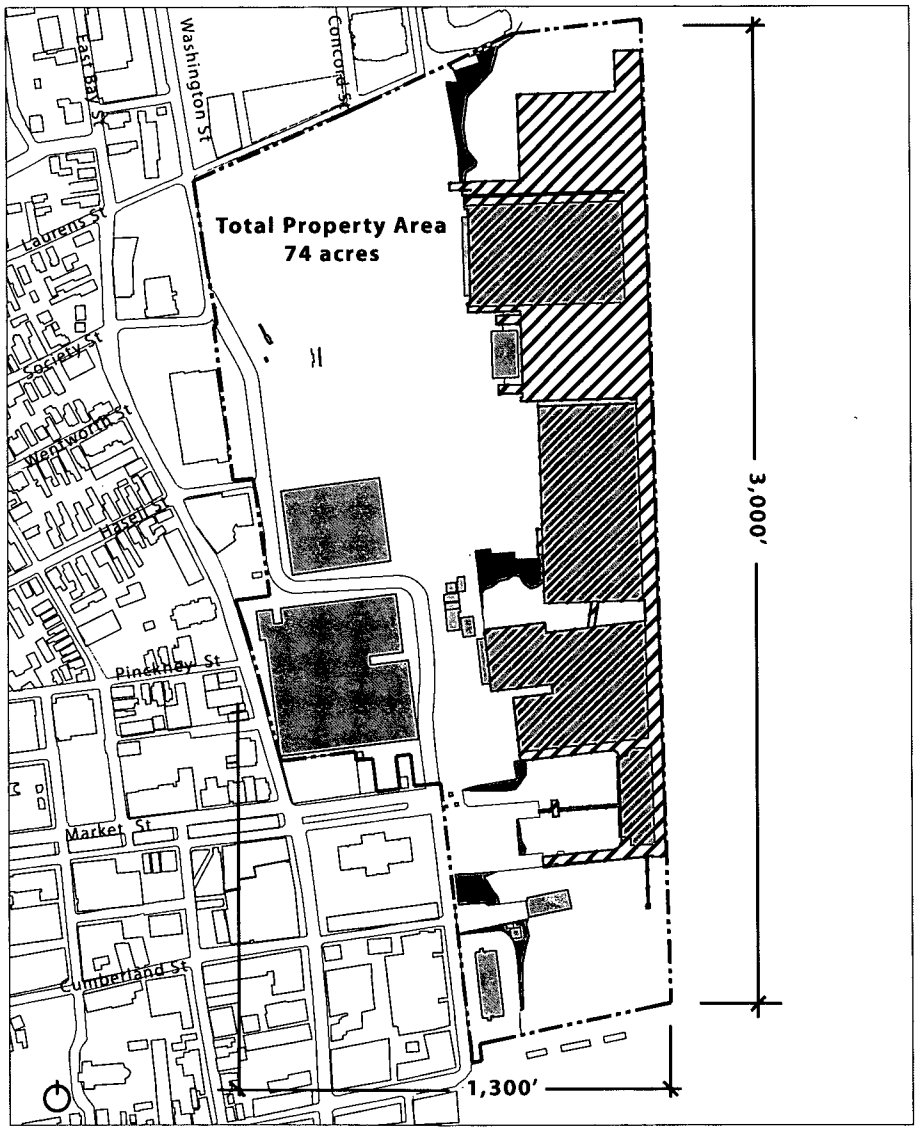
The Union Pier Terminal site is roughly 74 acres in area, of which 43 acres are land, 20 acres are constructed deck over water, and 11 acres are portions of the Cooper River contained in the tax lot. The site is roughly 3,000′ long north-south and 1,300′ at its widest point. The constructed wharf is 2,470′ long.

BUILDING INVENTORY

Building Number	Area (sf)
301	39,685
302	21,350
303	41,246
304	39,428
306	2,421
309	1,150
311	106,155
312	46,900
313	37,853
314	381
316	2,757
318	92,605
322	108,480
324	80,366
325	30,216
330	11,505
341A	1,351
341	13,464
343	288
344	412
345	412
347	105
348	900
349	1,098
350	961
360	108



Existing structures



Dimensions

Existing Deck Area

Aerial

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SITE

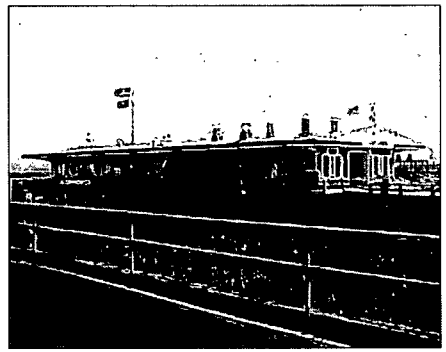
The site has three primary uses today, which include the location of the SCSPA headquarters building, the Cruise Ship Terminal and its associated parking and service facilities, and a large roll-on/roll-off cargo operation. The majority of the site is dedicated to the roll-on/roll-off operation, currently serving the import and export of BMW motor vehicles. Over 680,000 SF of shed structures dot the terminal. Many of the sheds are served by multiple rail lines that cross the site.

Other buildings and uses on the site include a restaurant, Fleet Landing, which occupies a former Navy building built in 1942 at the foot of Cumberland Street, and the historic Bennett's Rice Mill façade. Bennett's Rice Mill opened in 1845 during the heyday of South Carolina's rice production. In the early 20th century, the Bennett family sold the mill and it was eventually acquired by the SCSPA in 1958. Nearly destroyed by a hurricane in 1960, the façade is supported today by a steel frame and surrounded by a fence. Through agreements with the SCSPA, local preservationist groups have assumed the stewardship of the façade.

Existing Cruise Terminal

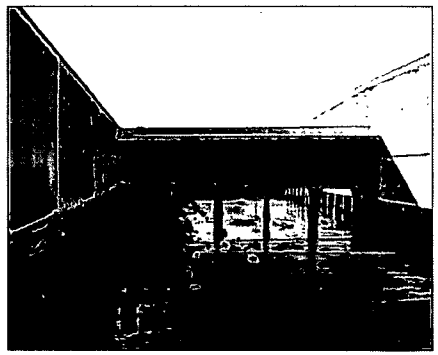
SCSPA Headquarters

Cargo storage

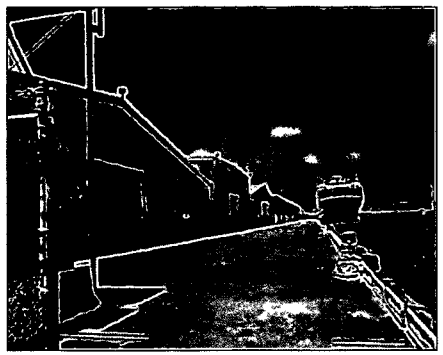


Fleet Landing restaurant

Existing restricted access at site



Existing warehouse and deck structures



Existing warehouses and wharf

Existing warehouses along Concord Street

EXISTING ACCESS AND STUDY AREA ROADWAYS

Charleston is served by a primary and local street network that forms an imperfect grid over the Peninsula. Transportation in the Peninsula is multi-modal; visitor and local passenger vehicles, charter buses, transit, and pedestrians and bicyclists share the roadways.

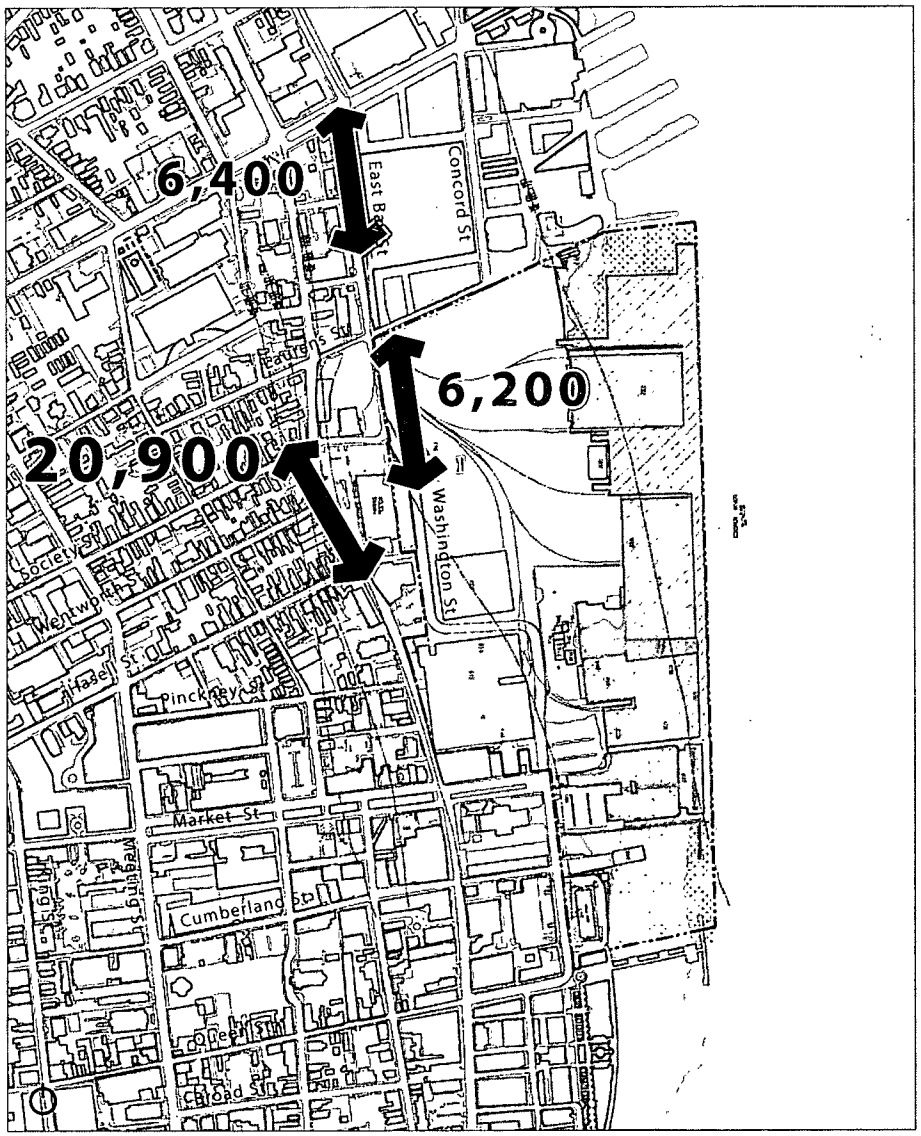
The primary regional access to the Concept Plan area is via I-26 and US 17. Traffic from these highways make their way to the Concept Plan area on East Bay and Calhoun Streets. Local access to the Concept Plan area is provided by a number of east-west streets including Laurens Street, Society Street, Hasell Street, and Market Street. North-south travel within the Concept Plan area is accommodated by Washington Street and Concord Street.

Existing road network

SITE

The following section describes the primary regional and local streets serving the Concept Plan area:

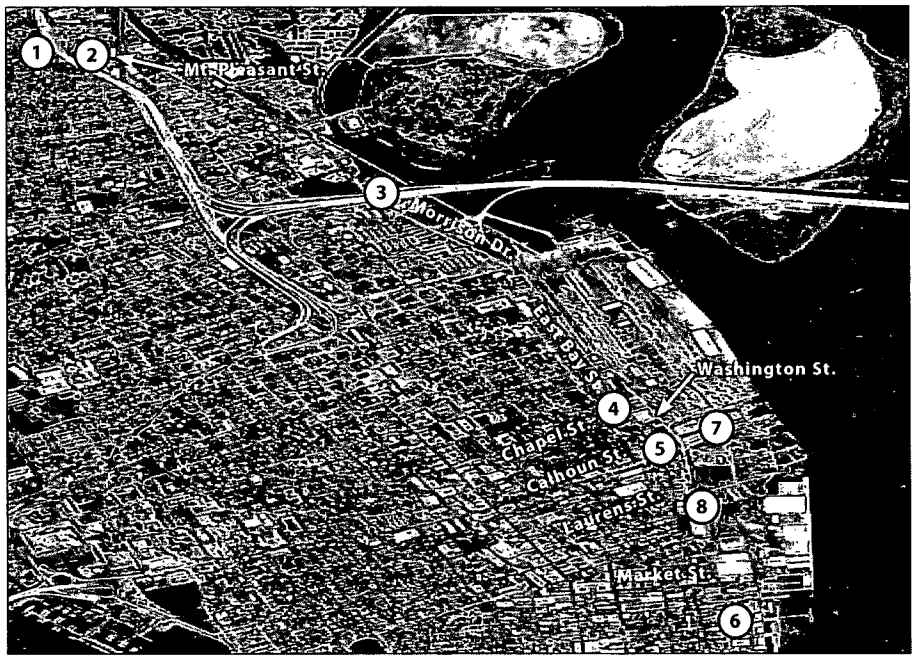
- East Bay Street is a four-lane roadway throughout most of the study area. It provides a critical north-south link on the east side of the Peninsula, carrying approximately 21,000 vehicles per day (see Figure this page). On the northern end of the study area, East Bay Street becomes Morrison Drive, then Mount Pleasant Street as it reaches I-26.
- Washington Street is a two-lane roadway in the northern section of the study area with parking on both sides of the roadway in most of the study area. Washington Street carries approximately 6,000 vehicles per day (see Figure). In the middle of the study area, Washington Street makes a series of sharp turns and becomes Concord Street.
- Concord Street is a two-lane roadway in the southern section of the study area. There is on-street parking on both sides of the roadway on the southernmost block.
- Major east-west streets include Calhoun Street and Market Street. Calhoun Street is a four-lane roadway that traverses the Peninsula and provides direct access to US 17 to the south. Market Street is a two-lane roadway providing east-west access between King Street and Concord Street.



Study Area Daily Traffic Volumes

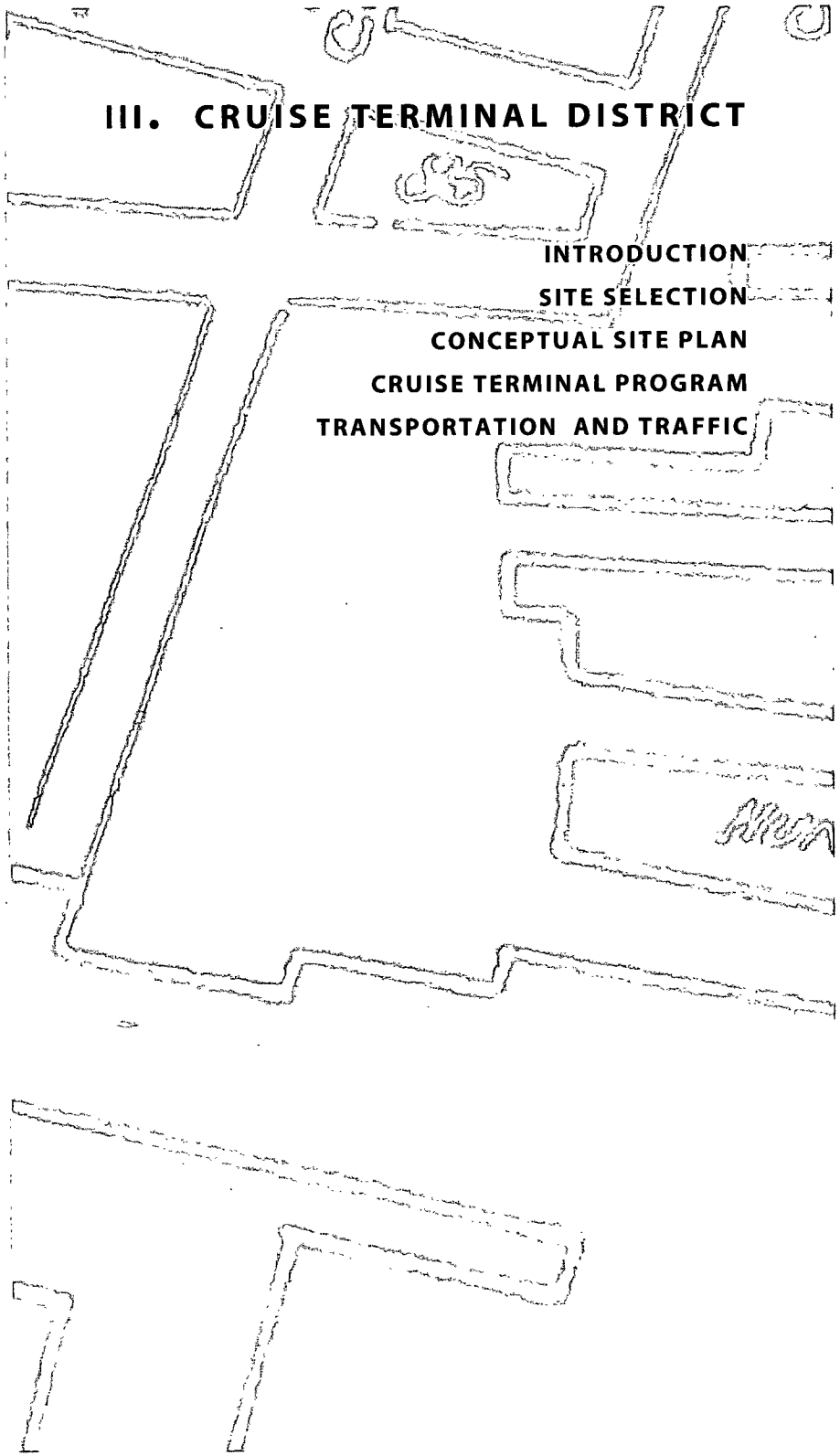
The transportation analysis for the Concept Plan reviews traffic conditions on the primary streets accessing the Concept Plan area. The ability of these streets to accommodate traffic is defined by the capacity of their intersections, thus the transportation analysis focuses on the operation of the following intersections:

1. Mt. Pleasant Street at I-26 Off-ramp
2. Mt. Pleasant Street at I-26 On-ramp
3. Morrison Drive at US 17 Off-ramp
4. East Bay Street at Chapel Street
5. East Bay Street at Calhoun Street
6. East Bay Street at Market Street
7. Washington Street at Calhoun Street
8. Washington Street at Laurens Street



Study Area Intersections

III. CRUISE TERMINAL DISTRICT



INTRODUCTION

SITE SELECTION

CONCEPTUAL SITE PLAN

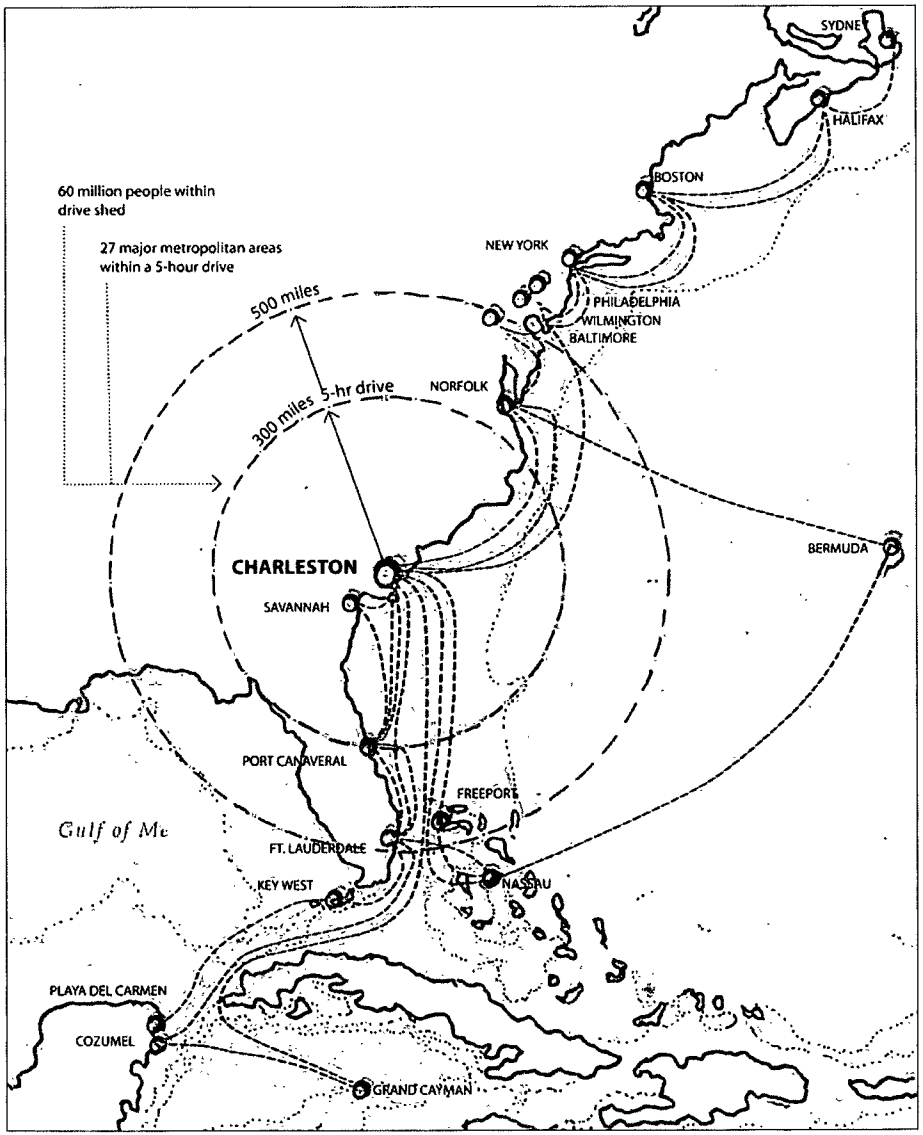
CRUISE TERMINAL PROGRAM

TRANSPORTATION AND TRAFFIC

INTRODUCTION

Charleston is located on the eastern seaboard, approximately halfway between the Florida deepwater ports and the Northeastern centers of population, including the ports of Baltimore, Philadelphia, New York and Boston. Charleston provides the southeast United States with the ability to serve a very active drive market, unique to the region. A limited airline connection for Charleston assists cruise lines in capping their passenger loads from Charleston homeport.

Charleston has been identified as a single vessel, single cruise passenger homeport terminal location. Charleston does not lend itself to multi-vessel homeporting, but does allow for the possibility of homeporting and port of call activities. It is not anticipated that both homeporting and port of call take place at the same time, except for in the event of emergencies, weather conditions, and other nautical events.



Cruise routes along eastern seaboard

VESSEL CHARACTERISTICS

The design vessel requirements listed in the Concept Plan Request for Proposal (RFP) is for homeporting a 3,450 passenger ship at a Cruise Passenger Terminal. All Cruise Terminal operations, including parking, Customs and Border Protection (CBP), and other program elements have been considered and will accommodate the passenger capacity as listed. Additional considerations and information will be needed beyond the Concept Plan level to identify and address specific ship needs.

RECOMMENDED DESIGN VESSEL SIZE (POST-PANAMAX)

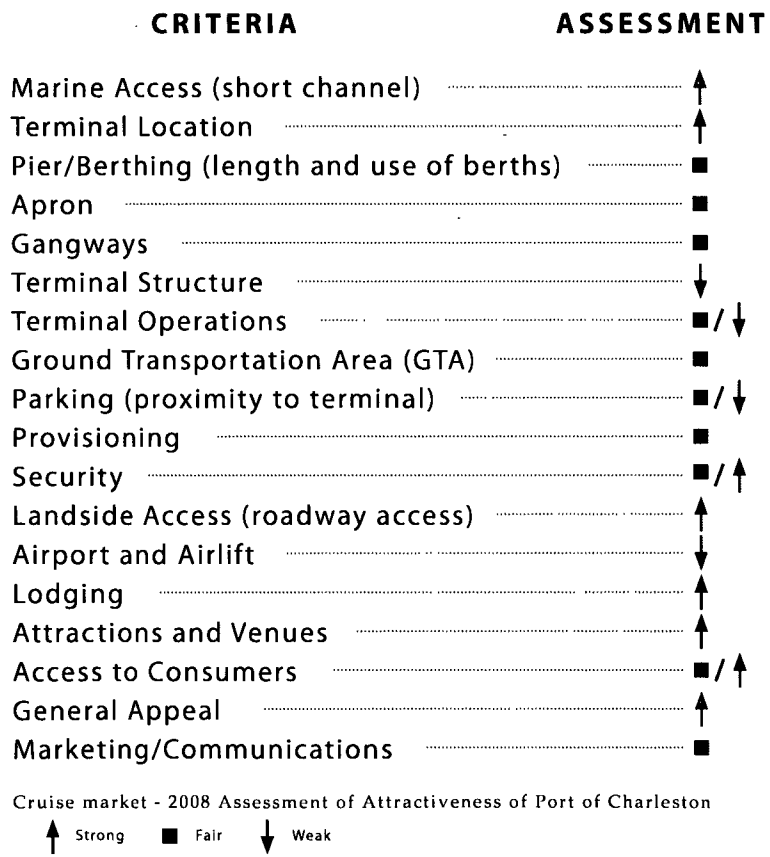
Passenger Capacity	3,000 to 3,500
Crew	Up to 1,200
Gross Tonnage	100,000 - 150,000
LOA (ft)	950' - 1,100'
Beam (ft)	120' - 160'
Draft (ft)	28' - 32'
Air Draft (ft)	Up to 200'

VESSEL BERTHING REQUIREMENTS

B&A recommends providing 3 x 200 – 250 ton, high-capacity wind bollards, 3 x 100 – 150 ton mooring bollards and additional spring bollards. These requirements will need to be refined during the design of the terminal renovations with additional studies to ensure that placement and capacity will serve all future ships calling on Charleston.

GANGWAY REQUIREMENTS

B&A recommends the use of two telescoping, fixed rotunda gangways with wheel bogies to manipulate the gangways in place. Building 322 layouts provided on page III.14 indicate the proposed placement of the gangways' fixed points. Final gangway locations, tide variation, connections to ship for passenger loading and other specifics should be studied with the design of the terminal.



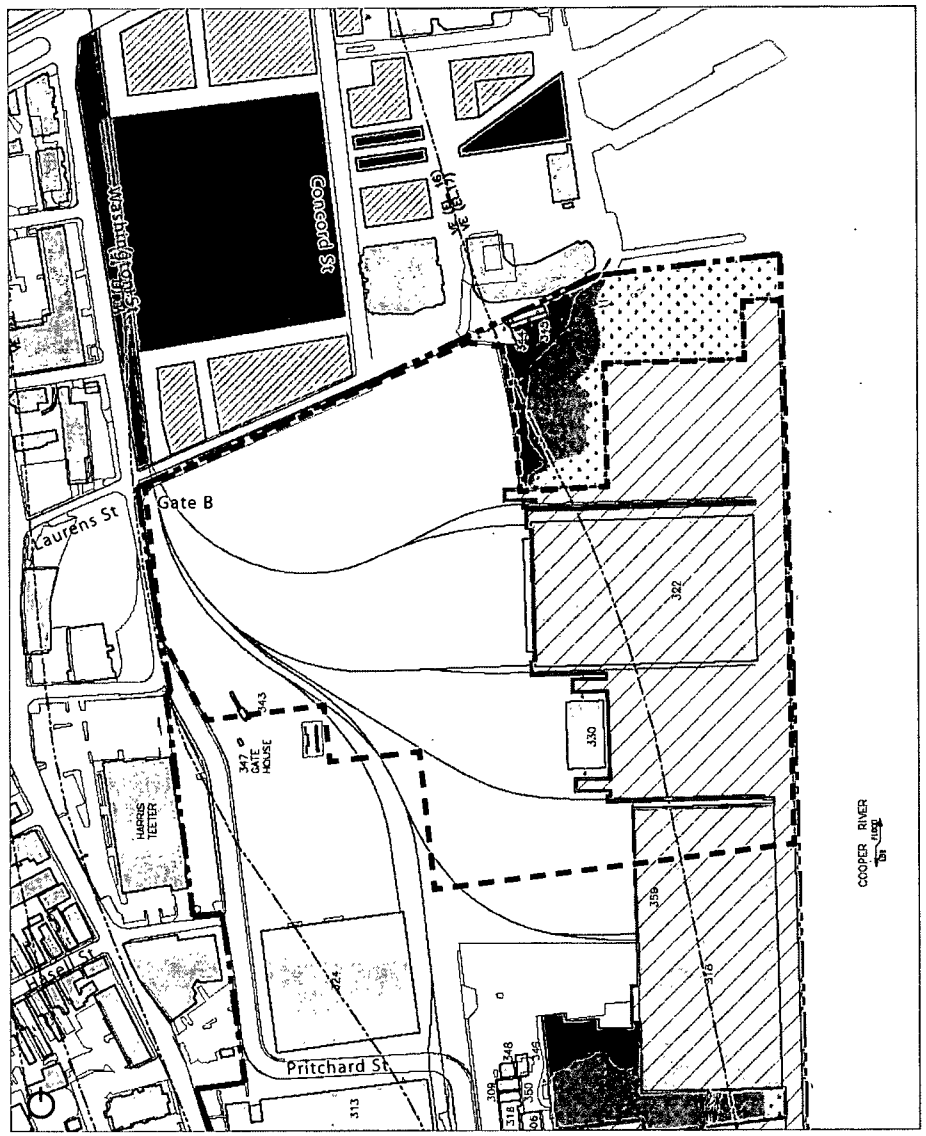
Cruise market - 2008 Assessment of Attractiveness of Port of Charleston

SITE SELECTION

During the initial process of planning Union Pier, the site area was limited to the south end of the pier. Buildings 301, 302, 303, 304, 305, 306, 309, 311, 312, 313, 316, 324, 325, 348, 350 and 354 were included in the study area and formed the basis for the Cruise Passenger Terminal. In early November of 2009 the Concept Plan study area was expanded to include the entirety of Union Pier. Building 322 was identified for consideration to be renovated into a Cruise Passenger Terminal.

Building 322 and the surrounding site afford the ability to contain cruise operations to an area within the SCSPA property, eliminating the need to extend cruise operations to public streets. Among the positive elements of the site, existing conditions can easily accommodate at-grade parking, ground transportation areas for buses, taxis, private-owned vehicles, service trucks, and security and government agencies. Building 322 provides sufficient area within its footprint to be renovated into a cruise passenger terminal. Based on the vessel size listed in the SCSPA's RFP the building's size can provide all necessary spaces to successfully process a cruise ship. Additionally, the location of the building within Union Pier is ideal because of its longer surface dock apron, closer proximity to the interstate highway, and the ability to remove cruise traffic from historic Downtown Charleston. From the maritime standpoint, the channel and berth already accept large service and car carrier ships making the location ideal for cruise ships to berth.

Any construction, renovation, or improvement to the area selected for cruise passenger operations needs to be based on sound economic models, with viable return on investment. Additionally, these improvements need to be tailored towards the SCSPA's cruise business and the ability to welcome more than one cruise line from a single cruise berth.

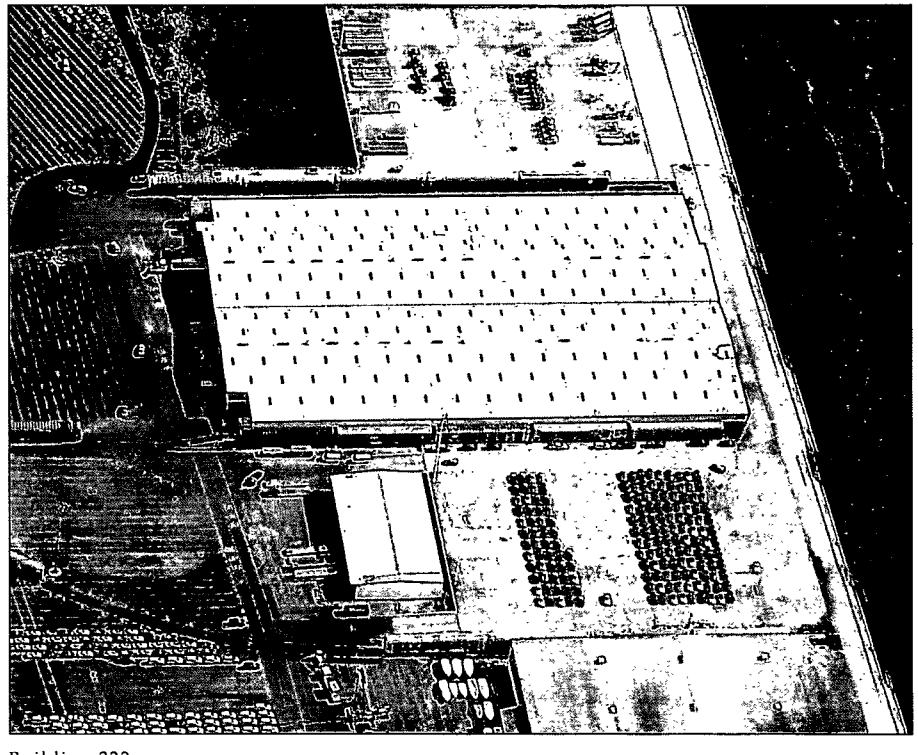


Cruise terminal district

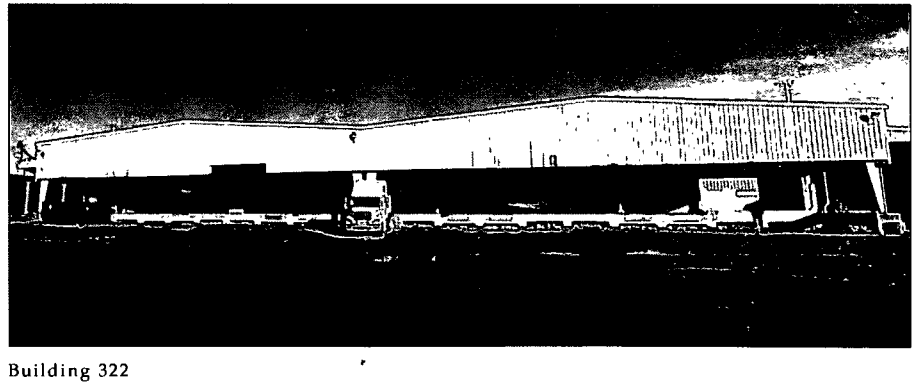
From the operational standpoint the site offers the following:

- The ability to minimize traffic congestion by separating passenger drop-off and pick-up zones from all other forms of traffic, local or cruise related,
- The ability to separate cruise-generated pedestrian traffic from vehicles serving the cruise terminal,
- The ability to store queued vehicles on the site without obstructing local traffic flow,
- The ability to bring service vehicles to the cruise ship without disruption to passenger traffic, by utilizing available ramps and roads.
- The ability to provide separate areas for buses, taxis, and passenger pick-up/drop-off zones within proximity of the entrance to the terminal.
- The ability to provide passenger parking in the immediate proximity to the terminal by utilizing existing paved areas currently being used for vehicle storage. In essence, this is a positive to both operations and cost of construction, since paved areas already exist and small modifications are all that would be needed.
- A great deal of flexibility is added with the removal of railroad lines and spurs entering the site and building by the elimination of limitations to parking, drives and deck height configurations.
- A proposed site plan and terminal conceptual layout was presented to the cruise lines and was well received. Of particular interest to the cruise lines is the ability to embark and disembark passengers simultaneously within the site and more significantly inside the building, by using two gangways and clearly separating embarkation and disembarkation areas.

B&A believes Building 322 and its adjoining site area are prime candidates to be renovated into a modern day Cruise Passenger Terminal serving Charleston's cruise business for years to come.



Building 322



Building 322

CONCEPTUAL SITE PLAN

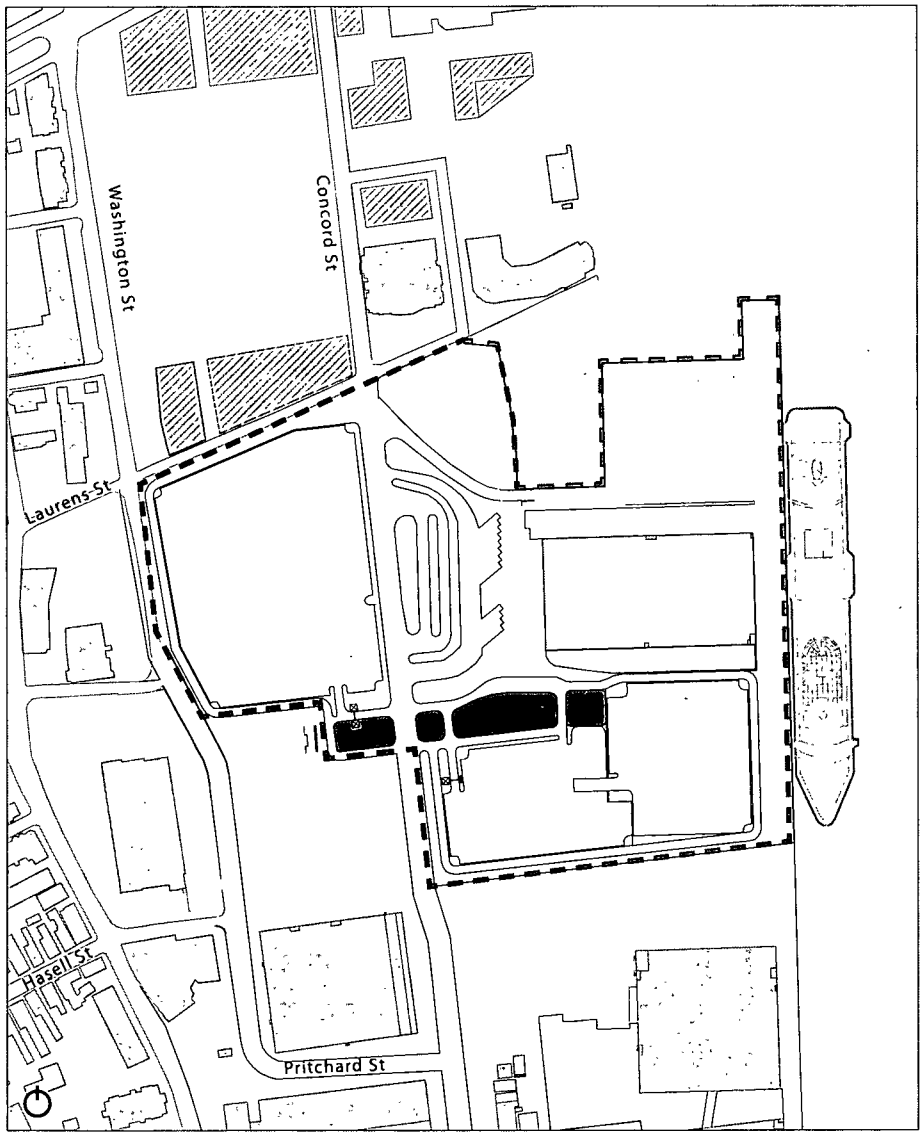
UNION PIER - CONCEPTUAL SITE PLAN

The Cruise Terminal District is an area zoned to address the operations of cruise embarkation and disembarkation and port of call operations.

- Cruise passenger terminal,
- At-grade parking for the anticipated passenger size vessel,
- Separate areas for drop-off and pick-up by buses, taxis, and private owned vehicles,
- Roads and drives to allow service trucks to reach the dock apron,
- Parking for cruise line employees, government agencies, and security personnel,
- Elevated deck for servicing the cruise vessel and to operate as a dock apron.

BUILDING 322 - CRUISE TERMINAL

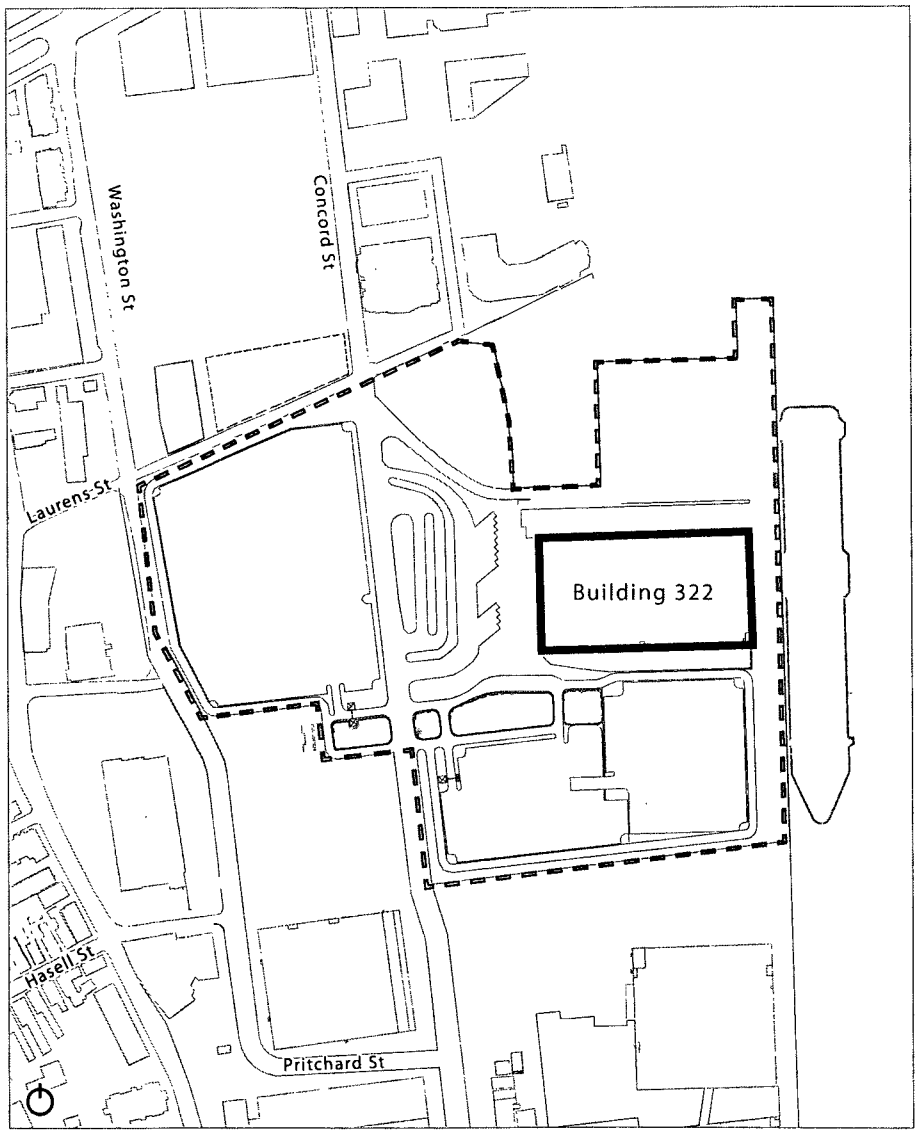
Building 322 is presently a warehouse used to store household goods in transit located within the South Carolina State Ports Authority's Union Pier, at its north end. The footprint of Building 322 is a 240' x 450', or approximately 108,000 SF, in a single story building with a small suite of offices located on the second floor, southeast corner of the building. Construction of the warehouse is elevated cast-in-place concrete deck over piles above the Cooper River. The load bearing capacity design for the deck is 600 LB / SF, as evidenced by the painted markings in the interior of the structure. The building's exterior, from 8' above the finished floor up is steel framing with painted galvanized stamped steel cladding for both vertical and roof surfaces. Skylights are evenly spaced throughout the roof and bring limited natural light to the interior. From the finished floor to 8' of height, walls are cast-in-place concrete. There is a row of columns through the middle of the building in the east-west axis; all other structural supports are at the perimeter, on top of the 8' high concrete wall. On the north and south sides of the building railroad spurs allow railroad cars to serve under the building's roof. A loading dock extends into the railroad area at the same elevation as the interior of the building. Railroad lines are set up lower than the finished floor so cars can transfer goods to the building at the same height as the building's interior by matching the railroad car's floor to the building's finished floor.



Concept plan

Large overhead coiling doors and personnel doors provide access on all 4 sides. There are three sets of restrooms, two are located on the west side of the building on the north and south sides, and the third one is part of the suite of offices and serves the dock area at the same level as the dock. Electric service provides power to lighting, fans and outlets. The building has a fire suppression system with fire sprinklers, fire risers, and fire control equipment. General warehouse lighting is by large roof structure suspended fixtures. Roof mounted electrically operated fans provide air movement. The building and its systems appear to be in good condition, based on our visual observations. Elevated concrete deck, exterior walls, including both concrete and steel frame, and cladding are in very good shape. Further in-depth analysis of the structure's design and condition are needed to establish if the building can be used as a cruise passenger terminal, with the main concern focused on the steel structure's ability to meet building codes for both high wind and seismic conditions.

As presently configured, the existing building provides a flexible platform to renovate into a workable cruise passenger terminal. There is adequate floor area and the fact that the space is uninterrupted, except for a single row of columns, makes Building 322 a good candidate for conversion.



Cruise terminal

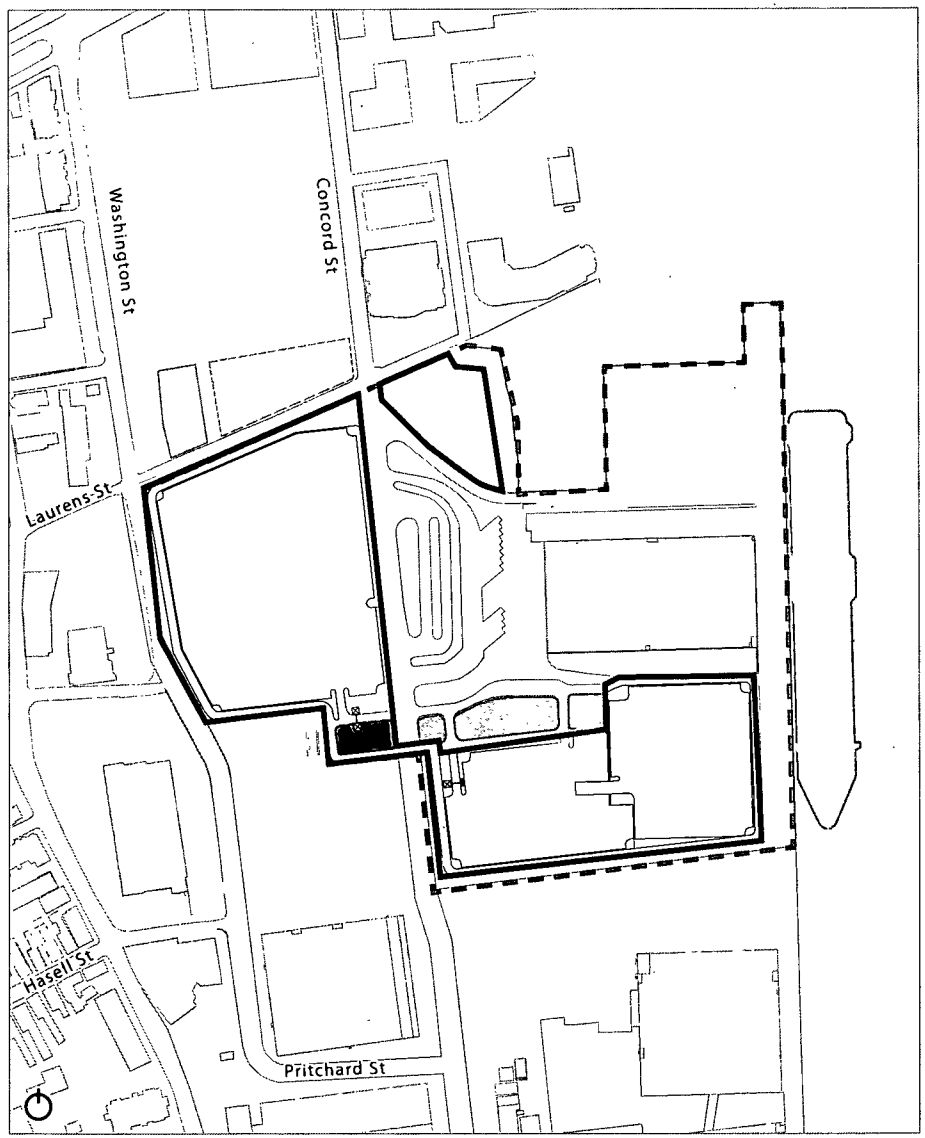
CONCEPTUAL SITE PLAN

PARKING LOTS

The site located directly west of Building 322 is presently asphalt paved and is part of the SCSPA property. There are numerous railroad lines that enter the site from the northwest at a gate referred to as Gate B. The area is used by BMW to load vehicles to car carrier ships that dock at the north end of Union Pier. Vehicles arrive at Union Pier via railroad, are driven off the railroad cars, and marshaled for shipping. Storage of vehicles takes place on the elevated decks to the north and south of Building 322, in adjacent Building 318 and at-grade paved areas west, north, and south of Building 322. Access to the dock apron is through existing ramps connecting paved areas to the elevated deck. There are two large cast-in-place concrete ramps to the north and south of Building 322, with a third ramp south of Building 330. Two large open elevated decks at the same elevation as the interior of Building 322 exist to the north and south of building 322. The one on the north side serves as staging for heavy equipment, buses and motor coaches. The one on the south side is primarily used for BMW vehicles.

Building 330, referred to as the 'boat storage', is located south of Building 322. The structure is an open building with its main floor matching adjacent grade to the west. Building 330 has permanent walls to the north, east, and south, and a roof. Long trailers are stored inside. This structure provides no useful value in the cruise passenger terminal and should be removed to provide for surface parking.

From the west to the east, starting at Washington Street, uplands and paved areas slope to the river, creating a height difference to the elevated deck in Building 322. Approximately 5' separate land area from the building's finished floor elevation. That height varies through the length of Building 322's west façade. A network of railroad lines and spurs is also located in this area. A topographic survey to confirm elevation differences is needed to accurately establish grade differences throughout the existing paved upland. Between Concord and Washington streets, directly west of Building 322 is South Carolina Electric & Gas Company property currently leased by the SCSPA. SCSPA advised the Concept Plan team that the area cannot be used



Parking Lots

for building permanent structures; parking and other surface-only uses may be allowed.

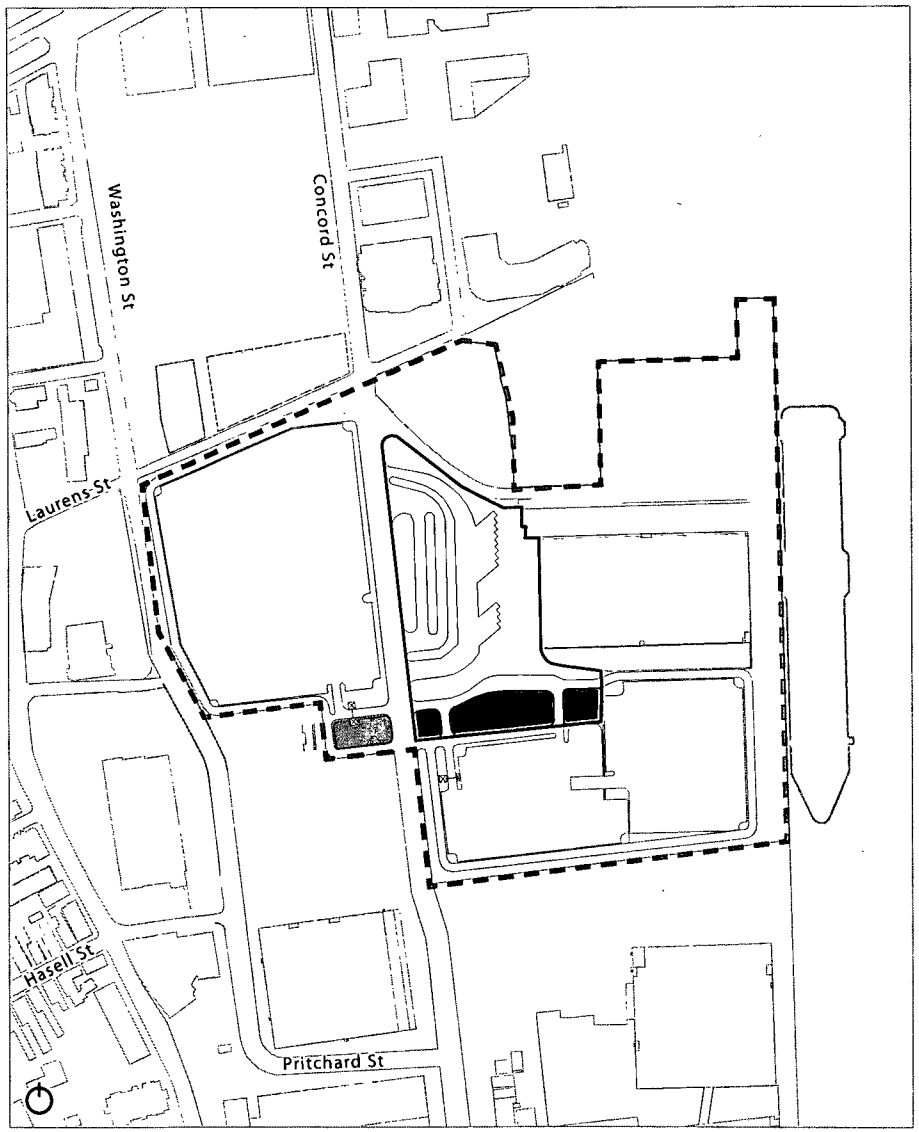
SCSPA constructed a gatehouse north and west of the Rice Mill façade to control access to the north end of Union Pier. The gatehouses are identified as buildings 343 and 347 and appear to be pre-engineered structures surrounded by concrete barriers and gate arms that control access and direct traffic to the pier.

GROUND TRANSPORTATION AREA

Managing vehicles transporting passengers, products, and services to the Terminal needs to be accomplished with a great deal of efficiency. Ground transportation area [GTA] addresses each type of vehicle and service provided separately in order to maintain efficiency, avoid tie-ups and delays, and to make the passenger's experience pleasant. Separate driveways and waiting areas are provided for motorcoaches / buses / mini-buses, taxis, private automobiles, and service trucks. By separating each of the vehicle types, functions and services are separated. This allows for efficiencies in each of the vehicular movements since they are not mixed. Traffic flows are improved and the time needed to process disembarkation and embarkation is reduced, since reaching the Terminal and ship are accomplished without overlapping traffic functions.

Motorcoaches, Buses, Mini-buses or Shuttles

Since these vehicles transport the greatest volume of people and luggage, the area closest to the Terminal building's main doors is the best suited location. Twelve spaces for these vehicles have been placed just west of the western face of Building 322. An ample plaza area is provided between bus parking and the building to allow disembarking passengers to gather their belongings and companions and be given direction to proceed to a determined vehicle based on destination. When passengers are embarking, this same area allows them to hand over their luggage, gather their travel documents, and proceed to the Terminal away from other passengers and their luggage.



Ground Transportation Area

Also, these larger vehicles require larger paved areas to make turns and navigate through traffic. Wider turning radii, longer approaches, deeper parking spaces, and an area where passengers and bags can be loaded and unloaded into the vehicles is provided. Angled parking is used to allow for easier arrival and departure. In addition to vehicle back-up space, a bypass lane is provided. This feature allows for continuous movements without interruptions while a bus backs up from its stall.

Taxis

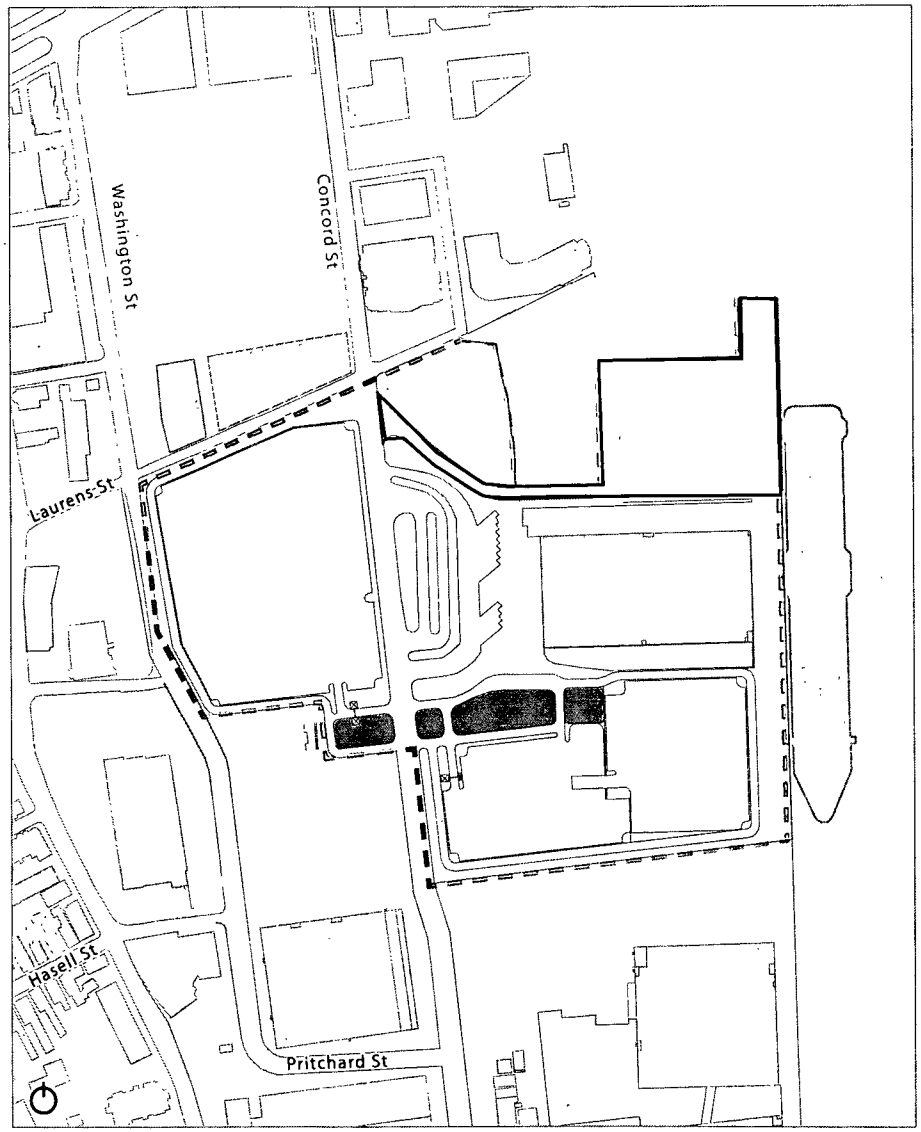
An area where passengers arriving by taxi are loaded and unloaded is provided just west of the bus parking area. The most efficient way to move taxis is by providing linear sections where taxis pull in, passengers step out, bags are handled by stevedores, and passengers proceed to the Terminal. Two drop-off linear lanes are provided in order to accommodate approximately twelve taxis. Each of the drop-off lanes is next to an area wide enough to have passengers, companions, and bags out of the way of traffic during embarkation, and where passengers waiting to get into taxis can safely wait out of traffic lanes. Bypass lanes are provided to each of the taxi lanes, much like in the case of motorcoaches, buses, and mini-buses, these lanes allow for standing vehicles to load and unload without impacting the flow of cars that have completed their process.

Automobiles

In order to manage the drive market served by Charleston's cruise business a large area dedicated to serve the private passenger drop-off is provided. The south side of Building 322, starting west of the existing elevated ramp, is designated for private drop-off. Arriving passengers will loop around the internal drive system, cross over Concord Street and proceed to the south side of the Terminal. Driver's companions and their bags will be dropped off at the curb, the bags will be taken to screening, and the passengers to the Terminal. The driver will park in the adjacent parking lots, walk to the Terminal where they will join their companions to enter the building. As in the case of buses and taxis, a bypass lane is provided to ensure rapid movement of cars without the delays associated with stopped cars while their passengers are unloaded.

SERVICE AREA

Service and provisioning trucks are provided with a separate drive for their use. These trucks need to get to the dock apron to be staged and unloaded after clearing security and a direct driveway is the best and fastest way to accomplish this goal. Given that most of the traffic reaching Union Pier comes from I-26 to the north, getting service trucks off city streets as soon as possible, as well as providing trucks with the first and most convenient access driveway, will improve both city and terminal traffic. Most provisioning trucks are long and slow, requiring long drives with easy turning radii. The northernmost drive entering the Terminal site provides stores trucks with dedicated direct access to the dock apron using the existing ramp located on the north side of Building 322. By placing trucks on the north side, interaction with other vehicles is eliminated. Once trucks reach the dock apron, there's ample space for them to stage and be directed to the cruise ship. In some cases, the aft section of the ship will be immediately located within the staging area, making the loading process even easier. Exiting the Terminal is just as simple; just reverse the ingress operation to leave the area.



Service areas

CRUISE TERMINAL PROGRAM

Based on the original SCSPA direction, the Terminal was designed for a 3,450 passenger vessel conducting Homeport operations. Listed below are the interior spaces and related areas needed to process such a vessel:

EMBARKATION AREAS

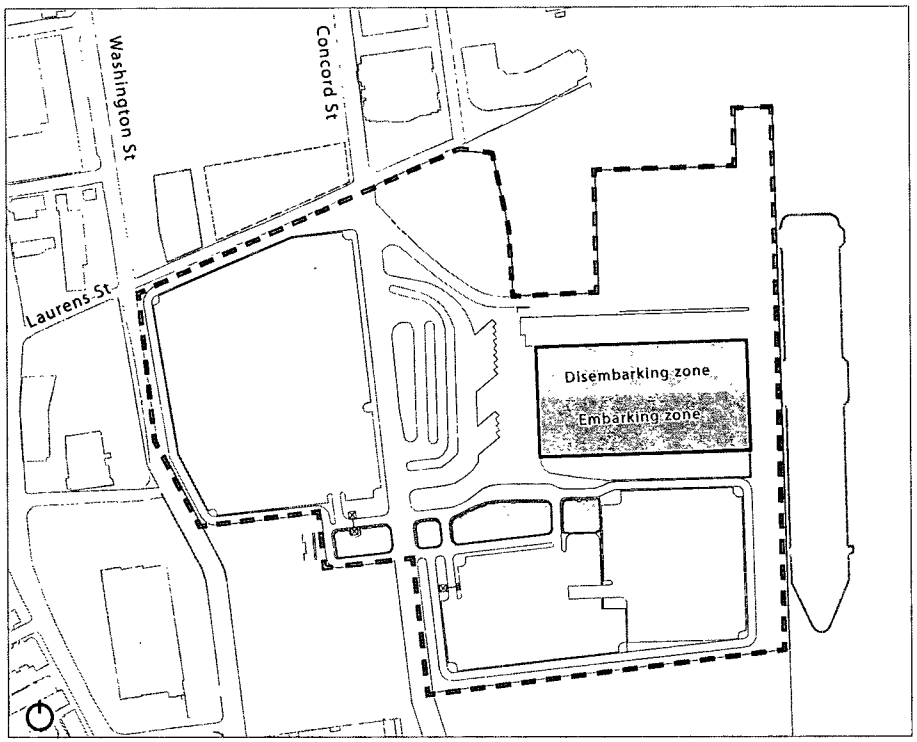
Passenger screening, cruise line check-in, waiting, restrooms, cruise line offices, and vertical circulation are needed for embarkation at the ground floor and would require approximately 54,000 SF to move passengers through a 2 ½ hour embarkation process parameter.

A second level / mezzanine concourse connecting vertical circulation with the gangway, including restrooms and vertical circulation, will require about 4,400 SF. This is a transitional space that serves the purpose of providing passengers a way to go from the second level / mezzanine to the gangway. In this space passengers will leave the gangway, enter the building, and find vertical circulation into the Baggage Claim area.

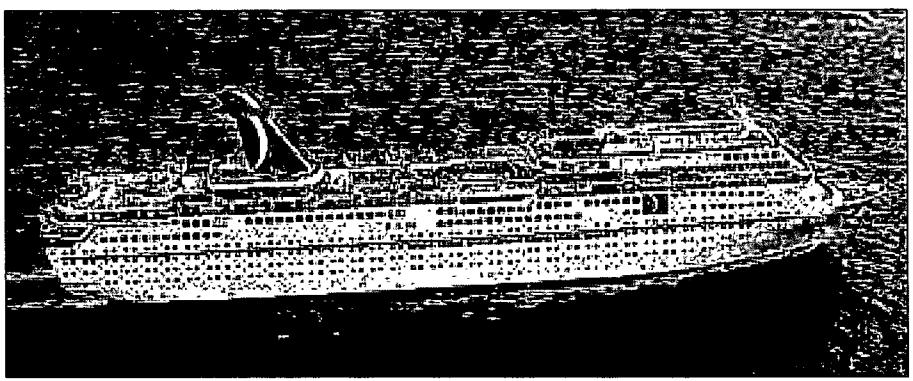
Baggage handling and screening requires arriving passengers to transfer their luggage to the cruise line. Operator and stevedores will take passenger luggage to the Baggage Handling area where x-ray equipment will scan all bags. Luggage will then be moved to the dock and into the cruise ship. An area large enough to screen luggage, with two or three x-ray scanners will require 10,700 SF. When in use during Homeport, forklifts, baggage cages, and other equipment will move luggage inside the space. When not in use, the space will store forklifts, baggage rollers [if used], cages, and other equipment used in the handling of passenger luggage.

BAGGAGE CLAIM

Baggage Claim is where disembarking passengers collect their baggage. Restrooms and vertical circulation are included in this space. Operator and stevedores will place passenger's bags on the floor. Passengers will reach the ground floor of the building, collect their bags, and proceed to CBP. In approximately 37,600 SF, 1,880 passengers should be processed per hour, allowing for complete disembarkation in approximately 2 hours. Baggage is brought into the space through large doors connecting the dock apron with the terminal. Forklifts carrying cages filled with bags will be laid down throughout the space for passengers to find them. A progressive baggage laydown is anticipated, but the space will need to be flexible enough to allow for other baggage laydown when needed.



Key Plan



Charleston began homeporting Carnival Cruise Line's *Fantasy* in May 2010

Civic uses where large open spaces are needed are potential uses of the building when it is not in use as a Cruise Terminal. The Charleston VRTC is available for private functions and civic events outside of normal operating hours.

CRUISE DISTRICT

CRUISE TERMINAL PROGRAM

CUSTOMS AND BORDER PROTECTION (CBP)

Under the current CBP regulations, passengers must go through the one-stop Federal Inspection Services [FIS] as described in the Cruise Terminal Design Standards [CTDS] promulgated by CBP in May of 2008. CTDS describes one-stop processes with its required spaces which can be broken down into two main areas; Primary Inspections and Secondary Inspections. Under current regulations immigrations, customs, agriculture, and all other federal inspections take place in one location and are based on having passengers, family members, and their luggage together to inspect at one time.

During October of 2009, SCSPA, B&A, & CRP held preliminary meetings with CBP officials from Charleston and Headquarters to gain an understanding of the expectations for this size terminal and location. Although the first meeting discussed the SCSPA's site for the Terminal at the south end of Union Pier, a subsequent meeting in February 2010 brought to light the option of renovating Building 322. In either case, CBP will look for the design vessel to establish passenger capacities which directly relate to described needs to be met under CTDS. Based on our conversations, Primary Processing will require approximately 19,000 SF, Secondary Processing approximately 9,600 SF. The approximate total area adds up to 28,600 SF. Further design considerations and the entire process of meeting with CBP Project Managers responsible for ensuring CTDS is met will result in space layouts and total areas needed to conduct inspections. That process will follow the Concept Plan once SCSPA pursues renovations to Building 322.

REQUIRED CBP/FIS PROGRAM

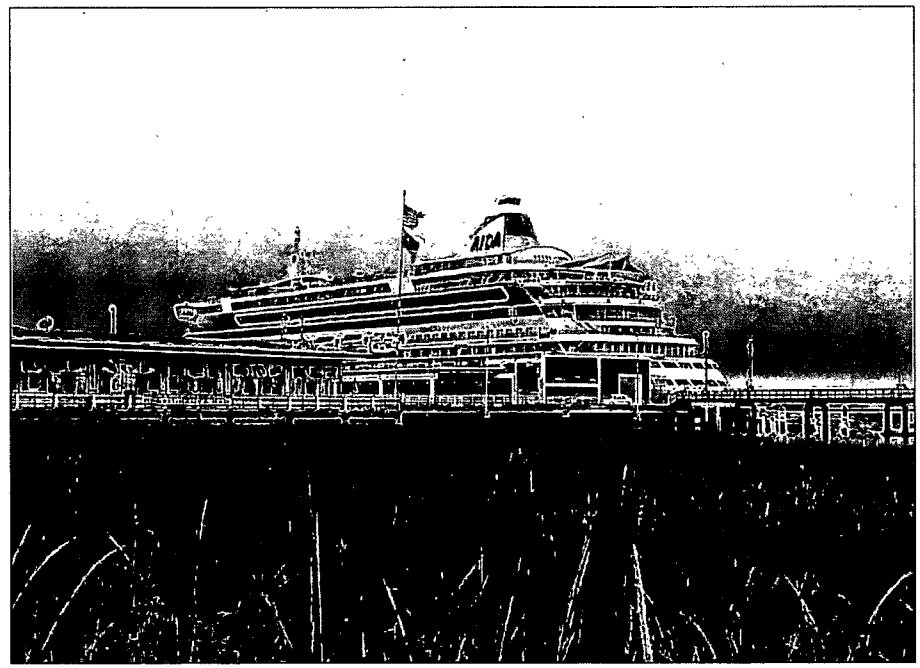
Primary Processing	19,228 NSF
Secondary Processing	4,502 NSF
Secondary Operations and Support	535 NSF
CBP Administration and Support	4,309 NSF
Exit Podium	315 NSF
Total CBP/FIS	**28,889 NSF**

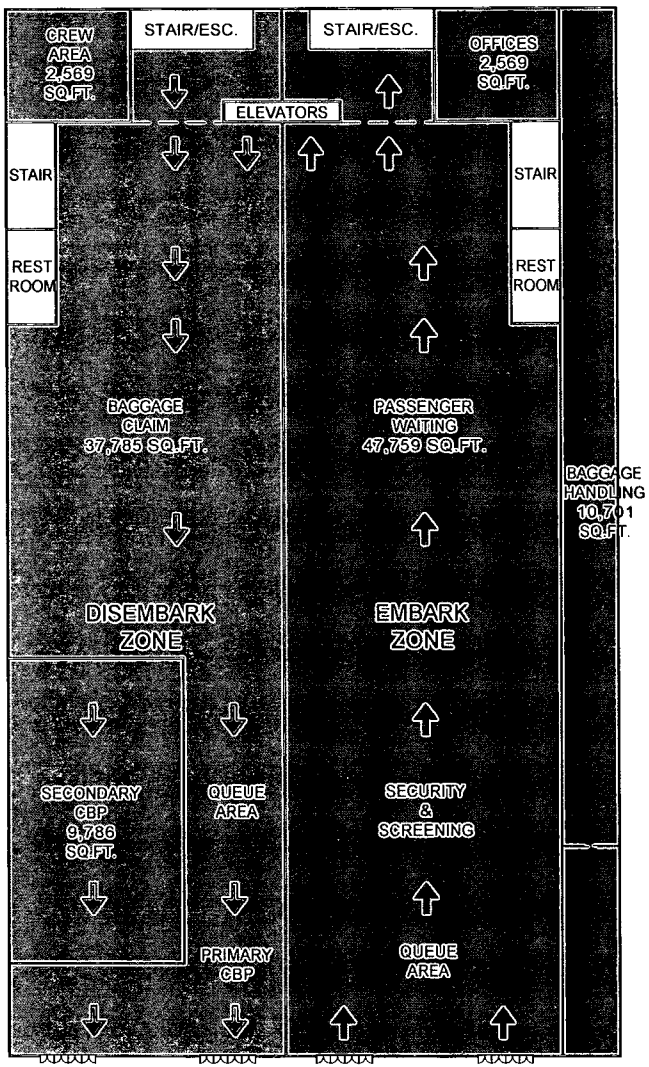
CREW AREA

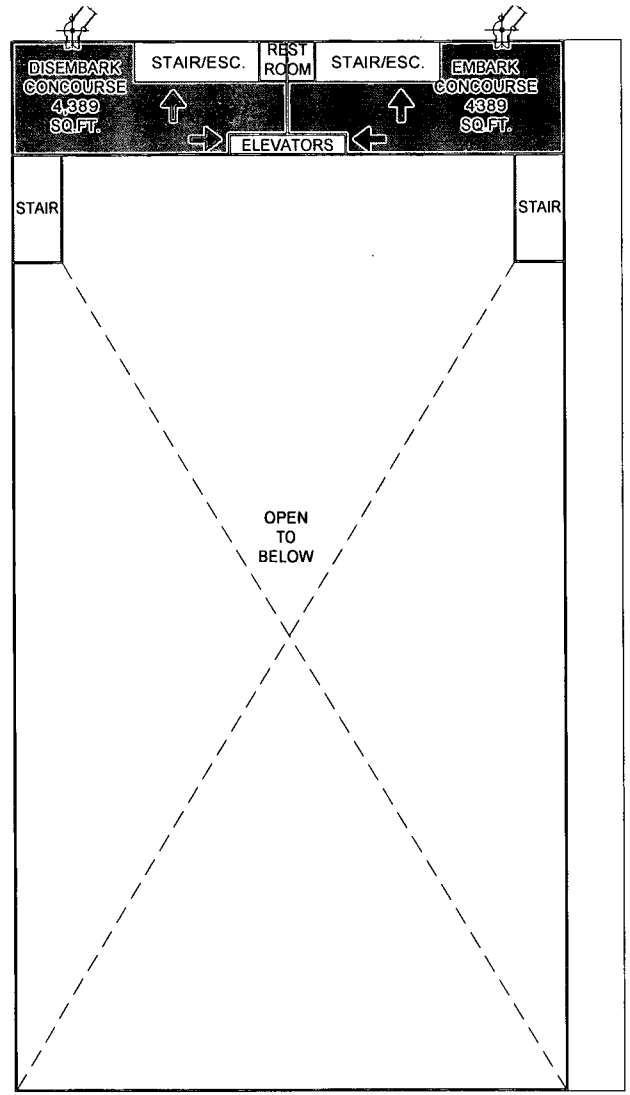
Processing crew during disembarkation is proposed to be located on the ground floor in the northeast corner, close to the dock apron. A separate entrance will allow crew leaving the ship to enter the Terminal where CBP and cruise line processing will take place. Embarking crew will use the same area once disembarkation is complete. Equipment for vetting and screening bags and individuals needs to be included in the space.

CONCLUSION

Building 322 offers sufficient area within its footprint to be renovated into a cruise passenger terminal capable of processing vessels of the size and capacity listed in the RFP.







First Floor Plan

Second Floor Plan

Embarking zone | Disembarking zone | Service | Vertical circulation | Baggage

TRANSPORTATION AND TRAFFIC

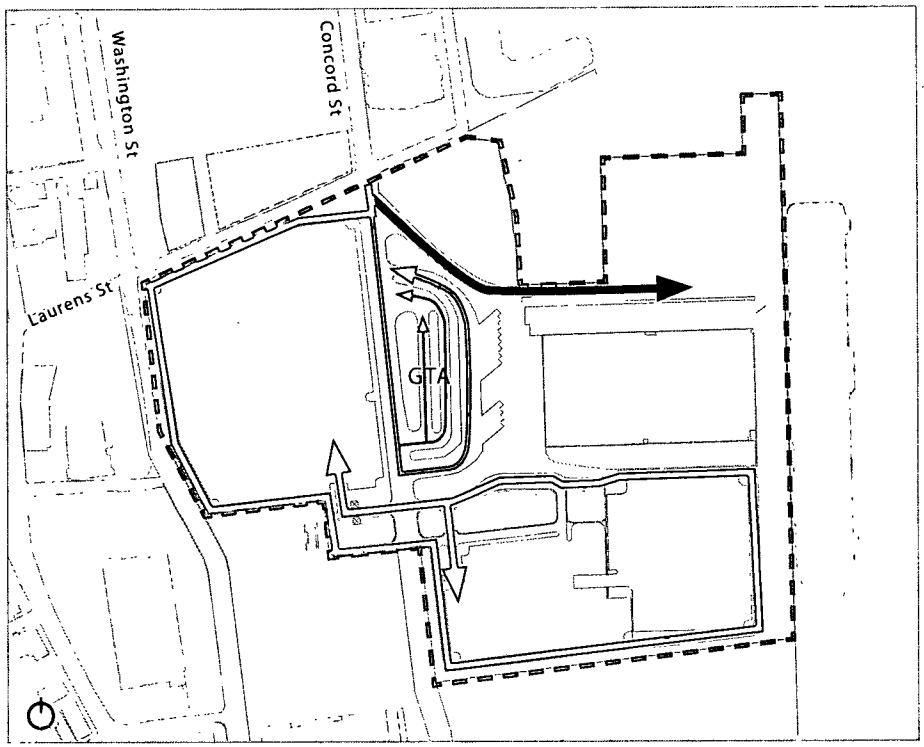
TRANSPORTATION GUIDING PRINCIPLE

Transportation planning for the Cruise Terminal area is directed by a singular guiding principle:

- Minimize cruise terminal traffic impacts on Charleston streets by creating additional access routes and retaining terminal traffic on-site

CRUISE SHIP TERMINAL ACCESS AND CIRCULATION

The Cruise Ship Terminal access is designed to accommodate the peak demands of embarking and disembarking passengers, buses, shuttles, taxis, and delivery vehicles. As stated previously, access to the terminal and parking areas eliminates conflicts between circulating vehicles to maximize efficiency between the loading and unloading of passengers and access to parking areas. Freight delivery to the cruise ships is separated from the Ground Transportation Area to improve safety and passenger convenience. All traffic will access the cruise ship area via Concord Street on the northern side of the property. Once on the site, delivery trucks are provided a separate drive to access the ship and their holding area (provided on the north side of the cruise ship building for trucks not actively loading or unloading at the ship). Passenger and luggage loading and unloading occurs within the Ground Transportation Area. This area is comprised of a one-way circulation system designed to separate the activity of buses, taxis, and carriages from that of passenger vehicles. Buses and taxis serve the terminal via the Ground Transportation Area in front of the terminal building. Passenger vehicles, whether drop-offs or parking for the duration of the cruise, circulate around the parking area to the passenger vehicle drop-off area. The main drop-off area is supplemented with a secondary drop-off area to be used during peak times. Once passenger vehicles have dropped their passengers and luggage off at the Ground Transportation Area curbfront, they proceed into the parking area or north on Concord Street to exit the property. Disembarking passengers are picked up from the curbfront by vehicles exiting the parking area or vehicles arriving from off-site. Embarkation and disembarkation activities are timed so that they do not coincide.



Ground transportation area

Passenger vehicles Service vehicles Buses and taxis

PROJECTED TRAFFIC VOLUMES

On embarkation or disembarkation days, many different types of vehicles will access the cruise ship area to load and unload passengers or to service the ship. Table III.1 below shows the projected distribution of traffic by vehicle type for each hour of activity.

Historically, the embarkation event has had the most significant impact on the local transportation system due to the typical embarking passenger travel characteristics and the general steps of their experience as they arrive at the terminal. The midday period is the time period of most concern related to transportation impacts and was therefore studied. No PM peak hour impacts are anticipated.

Note that the chart below is an estimate as no surveys, counts, or other historical information specific to the Port of Charleston were used to generate the chart. The information provided requires confirmation of accuracy before proceeding with design based on the information provided for the Design Vessel capacity.

Time	Semi Tractors	Small Trucks	Passenger Coaches	Taxis	Debark POV	Embark POV
6 – 7 AM	6 - 8					
7 – 8 AM	6 - 8	2 - 4	3 - 6	5 - 10		
8 – 9 AM	2 – 4	2 - 4	3 - 6	10 - 15	150 - 250	
9 – 10 AM		2 – 4	2 - 4	10 - 20	200 - 300	
10 – 11 AM					150 - 250	25 - 100
11 – 12 PM			2 - 4	5 - 10		150 - 250
12 – 1 PM		1 - 2	3 - 6	10 - 15		200 - 300
1 – 2 PM		1 - 2	2 - 4	10 - 20		50 - 100
2 – 3 PM			1 - 2			25 - 50
3 – 4 PM						
4 – 5 PM						
Totals	14 - 20	10 - 16	16 - 32	50 - 90	500 - 800	450 - 800

Table III.1 Traffic Related to Cruise Ship Embarkation and Disembarkation for a 3,450 passenger vessel

QUEUING WITHIN SITE

Existing Conditions

At the current Cruise Terminal site, drop-off or parking passenger vehicles enter the cruise ship terminal area near the intersection of Laurens Street and Concord Street on the north side of the site. These vehicles then travel through the property to drop off passengers and baggage and either park or depart. The current plan allows 250 vehicles to queue within terminal property. The Port and the City of Charleston created a recently unveiled traffic plan to address issues of queuing on city streets. Passengers arriving by taxis or buses enter at the terminal's main gate on Washington Street. On embarkation days, Concord Street/Washington Street is closed from Hasell Street to Market Street. This roadway section is not closed for disembarkation or Port of Call days.

Proposed Plan

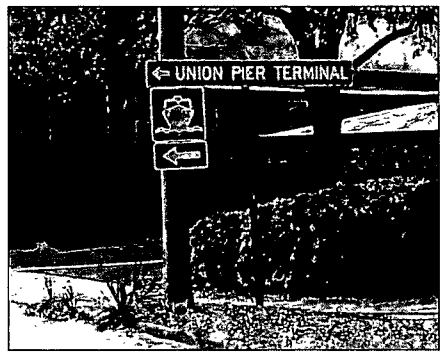
Based on the projected embarkation vehicles projected in Table III.1, the GTA curbfront will be utilized from 10 AM – 3 PM. The curbfront for passengers to drop off their baggage is 260 feet long. During the peak times of 11 AM - 2 PM, a secondary 260-foot curbfront may be opened to facilitate additional speed in passenger bag drop-offs during this busier time. The access roadway to the curbfront is 3,670 feet long and was designed to accommodate queuing within the cruise terminal site.

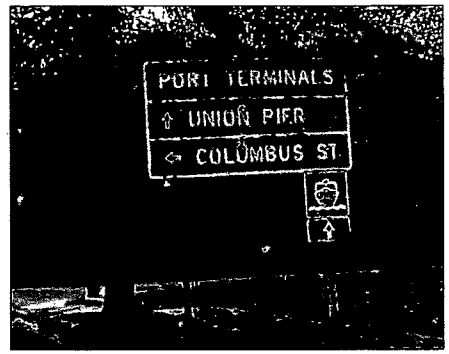
TRANSPORTATION AND TRAFFIC

REGIONAL AND LOCAL ACCESS

The 2007 Market Study for cruise ships out of Charleston indicates that 5% will originate from the south via US 17, and 5% will originate from the north via US 17 with 90% of the passengers originating via I-26. Based on past cruise experience, however, about 15% of the passengers will remain on the Peninsula overnight at local accommodations. The transportation analysis assumes the following distribution of arriving and departing vehicles: 20% via Calhoun Street to/from the rest of the Peninsula and US 17 to the south, 5% to US 17 to/from the north, with the remainder to/from I-26 using East Bay Street. Wayfinding signs will be used to direct traffic to use Concord Street to access the terminal.

Routes for cruise ship passengers





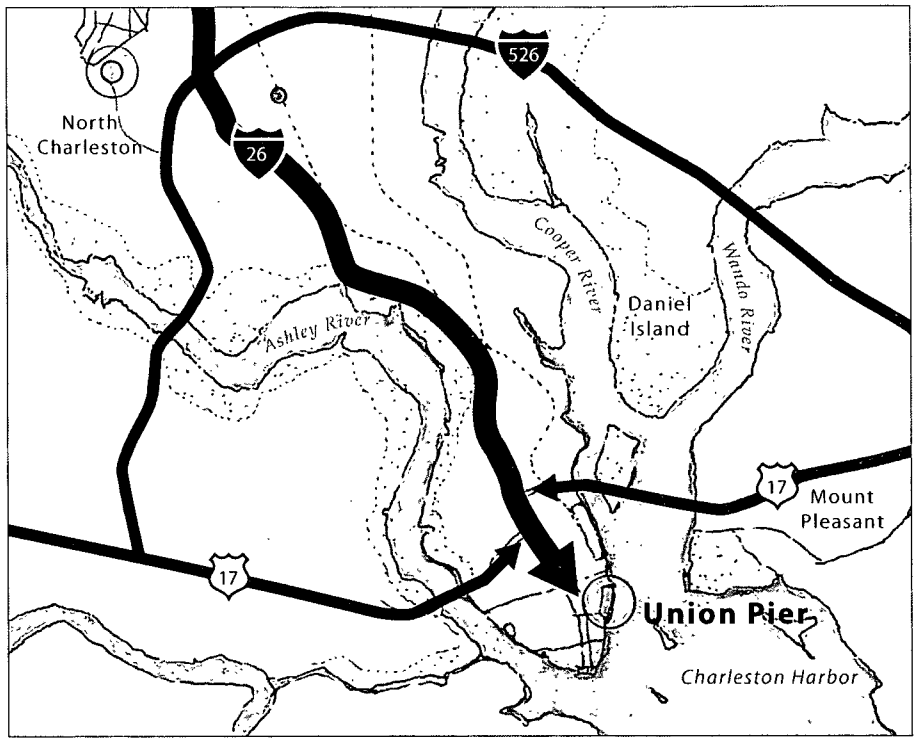
Wayfinding signs for cruise ship passengers

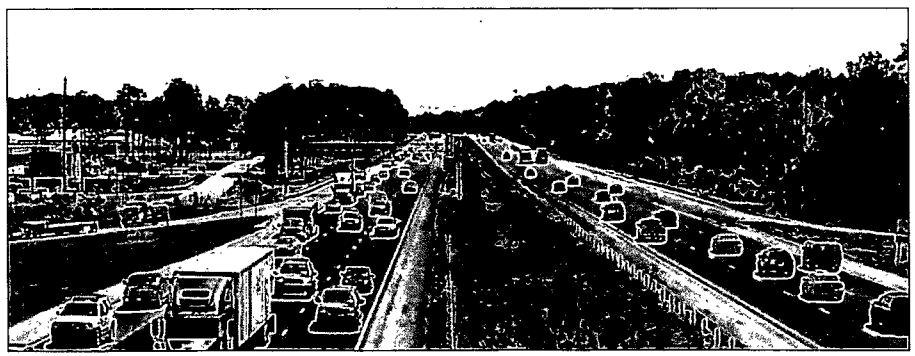
TRANSPORTATION ANALYSIS

Study Area

The study area for the transportation analysis evaluates the following intersections:

- East Bay Street and Market Street
- Washington Street and Laurens Street
- East Bay Street and Calhoun Street
- Washington Street and Calhoun Street
- East Bay Street and Chapel Street
- Morrison Street and US 17 Off-Ramp
- Morrison Street and I-26 On-Ramp
- Morrison Street and I-26 Off-Ramp.





I-26

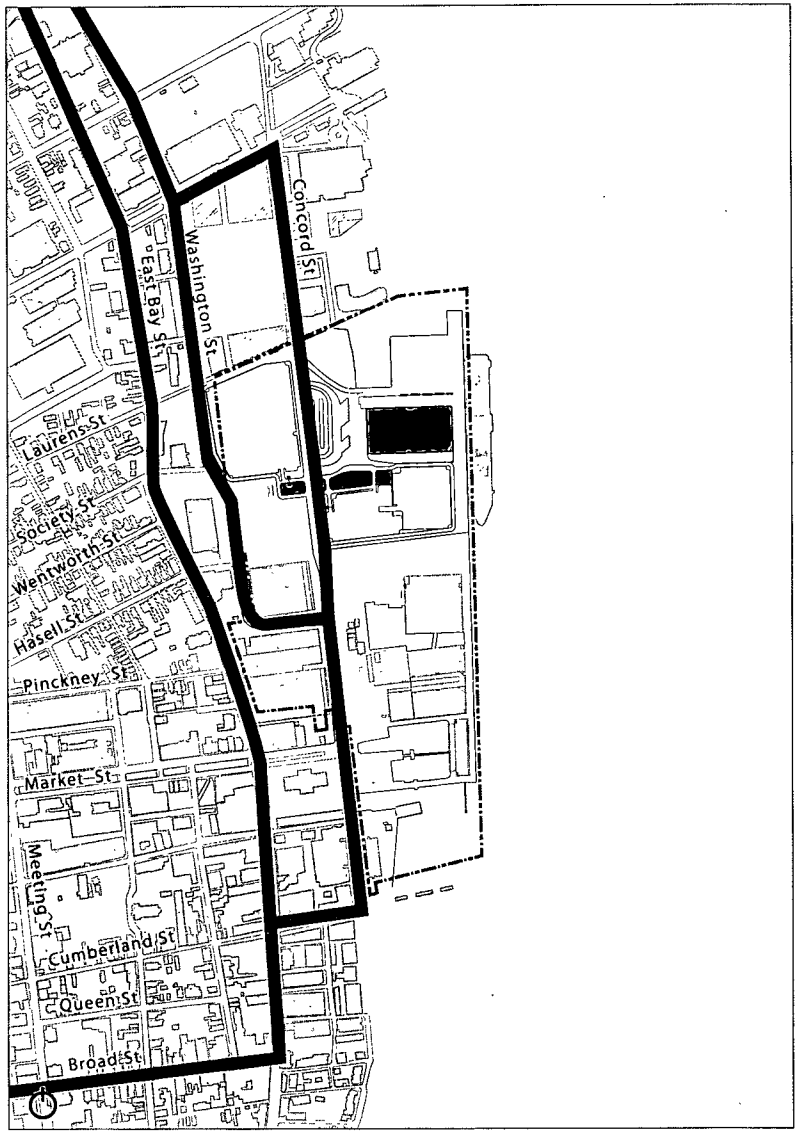
TRANSPORTATION AND TRAFFIC

The new cruise ship terminal is projected to open in 2012. The transportation analysis evaluates traffic conditions in the opening year and in a scenario projecting growth on the Peninsula through the year 2028.

Key findings of the transportation analysis for the Cruise Ship Terminal include:

- Neighborhood impacts are expected to be negligible.
- The eastbound approach of Chapel Street and East Bay Street will require reconfiguration of lanes and retiming of the traffic signal.
- In 2028 background conditions, the intersection of Calhoun Street and East Bay Street will need lane re-striping and traffic signal timing and phasing changes.

It is expected that there will be limited neighborhood impacts as a result of the Cruise Ship Terminal. The cruise ship passengers are instructed to travel using three distinct paths depending on how they access the site. In addition, the facility is designed so that cruise ship traffic will not queue on city streets.



Local access

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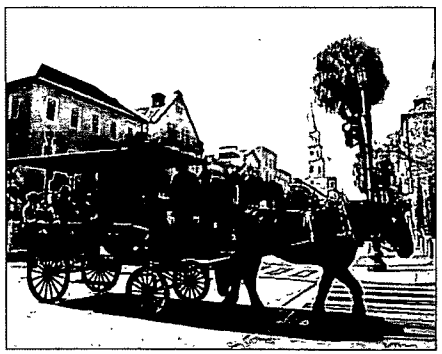
DASH Shuttle



Carriage

DASH routes

Proposed DASH route extension

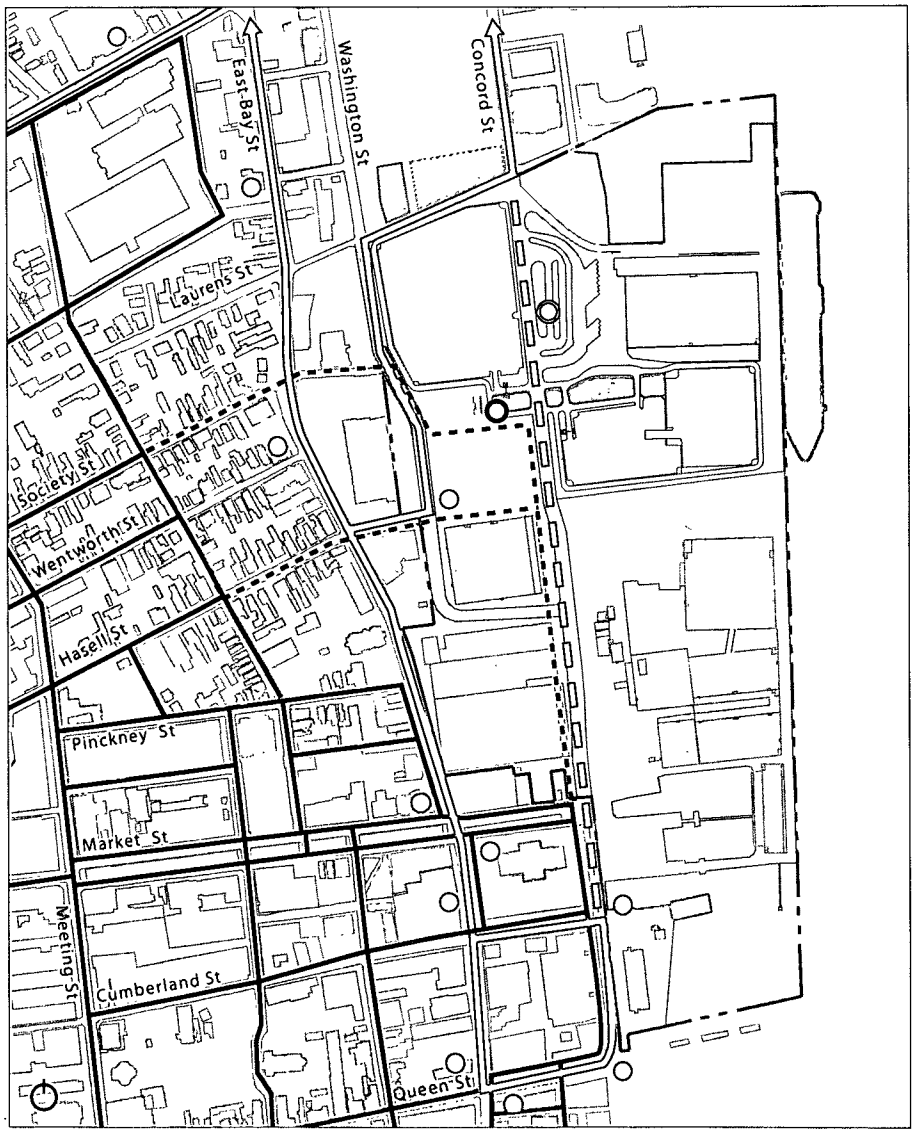
Existing DASH stop

Proposed DASH stop

Carriage routes

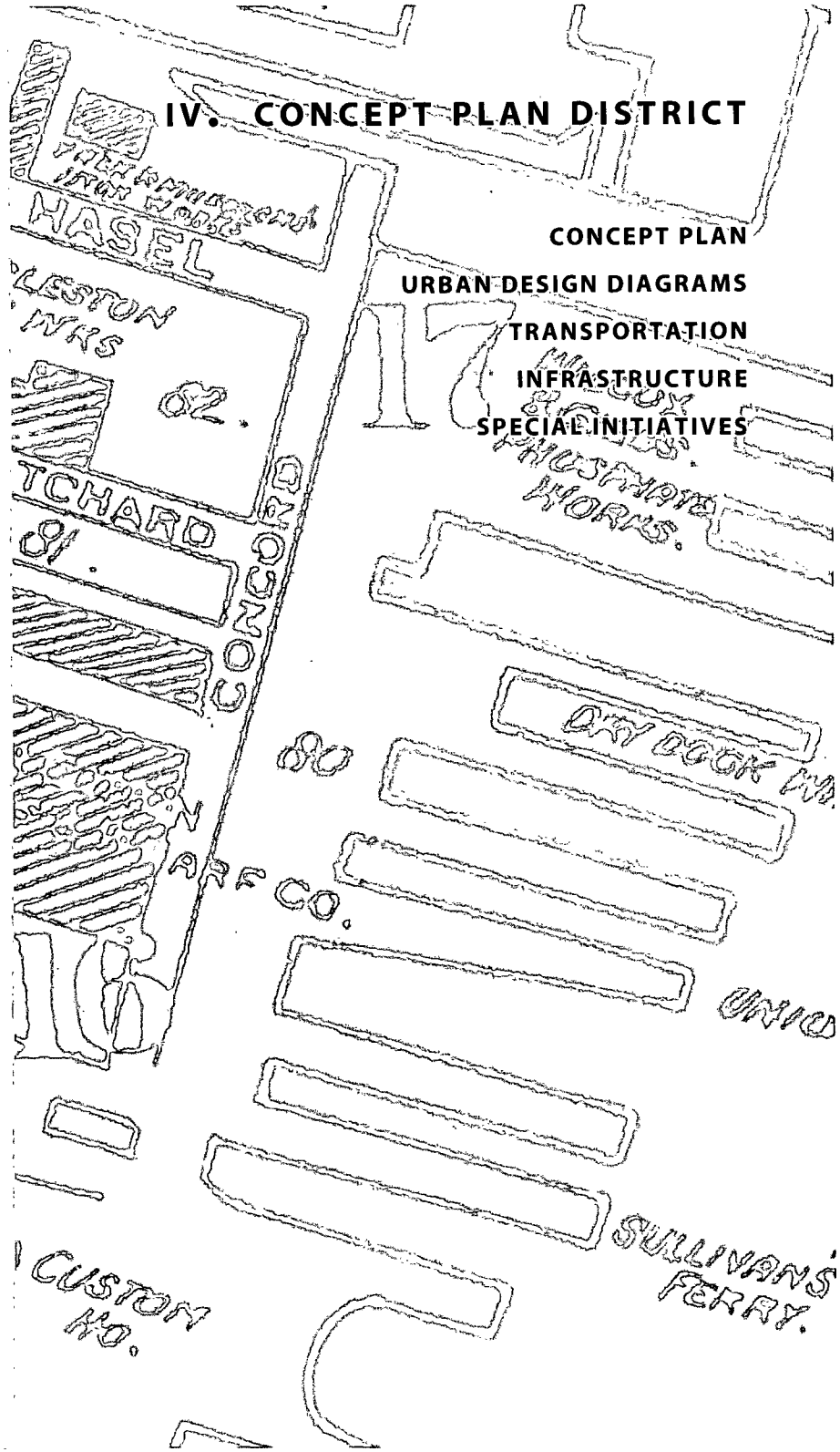
Proposed carriage routes extension

Proposed carriage pick-up



Transit Routes

IV. CONCEPT PLAN DISTRICT



CONCEPT PLAN

URBAN DESIGN DIAGRAMS

TRANSPORTATION

INFRASTRUCTURE

SPECIAL INITIATIVES

CONCEPT PLAN

CONCEPT PLAN DISTRICT

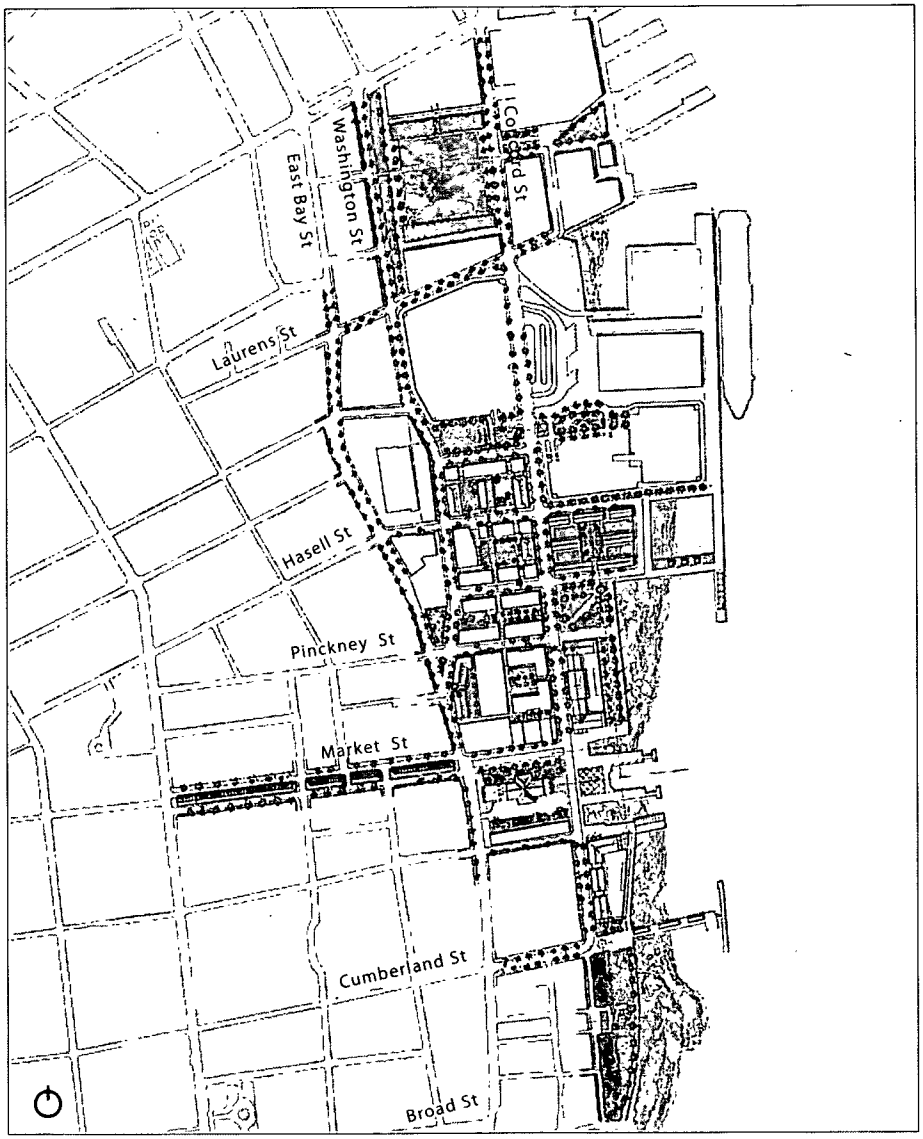
Once the Concept Plan team identified the preferred location of the Cruise Ship Terminal facilities, the remainder of the Union Pier site became available for consideration of other uses and activities. The Concept Plan District encompasses that portion of the Union Pier site not required for the terminal building, its ground transportation and drop-off area, its parking and vehicle queuing areas, and its service areas.

CONCEPT PLAN

While the deck constructed over the Cooper River is essential for water-dependent uses, such as port cargo operations and cruise terminal operations, its role with respect to future uses at Union Pier was studied and considered carefully by the Concept Plan team. Even though the 1996 Concept Master Plan for Union Pier Terminal called the deck "an irreplaceable infrastructure resource," it raised questions of the insurability of non water-dependent structures that might be built atop the deck. Nor did the earlier plan consider the repair and upgrade to seismic standards required of the deck or the uncertainty of permitting uses in a critical area.

Upon consideration of these and other issues related to the deck, the Concept Plan team recommends the phased redevelopment of 8.4 acres of deck not required for the cruise terminal operations. In redeveloping this structure, a new waterfront on existing shoreline is revealed. Reversing man's effort to push Charleston's shoreline further into the Cooper River over the last several centuries, this Concept Plan invites the river back to the land.

Perhaps the most important opportunity the redevelopment of the deck affords is the opportunity to restore the historic wharves at the foot of the Custom House, once known as the Public Landing, and create a terminus to Market Street befitting its context and historical importance. Charleston's 1999 Downtown Plan identified this location as one of a number of "nodes" across the Peninsula in need of a focal point. Certainly the restored Custom House Wharves, with their massive granite bulkheads, will serve as a node for the city and for this area.



Concept Plan - an illlustrative concept

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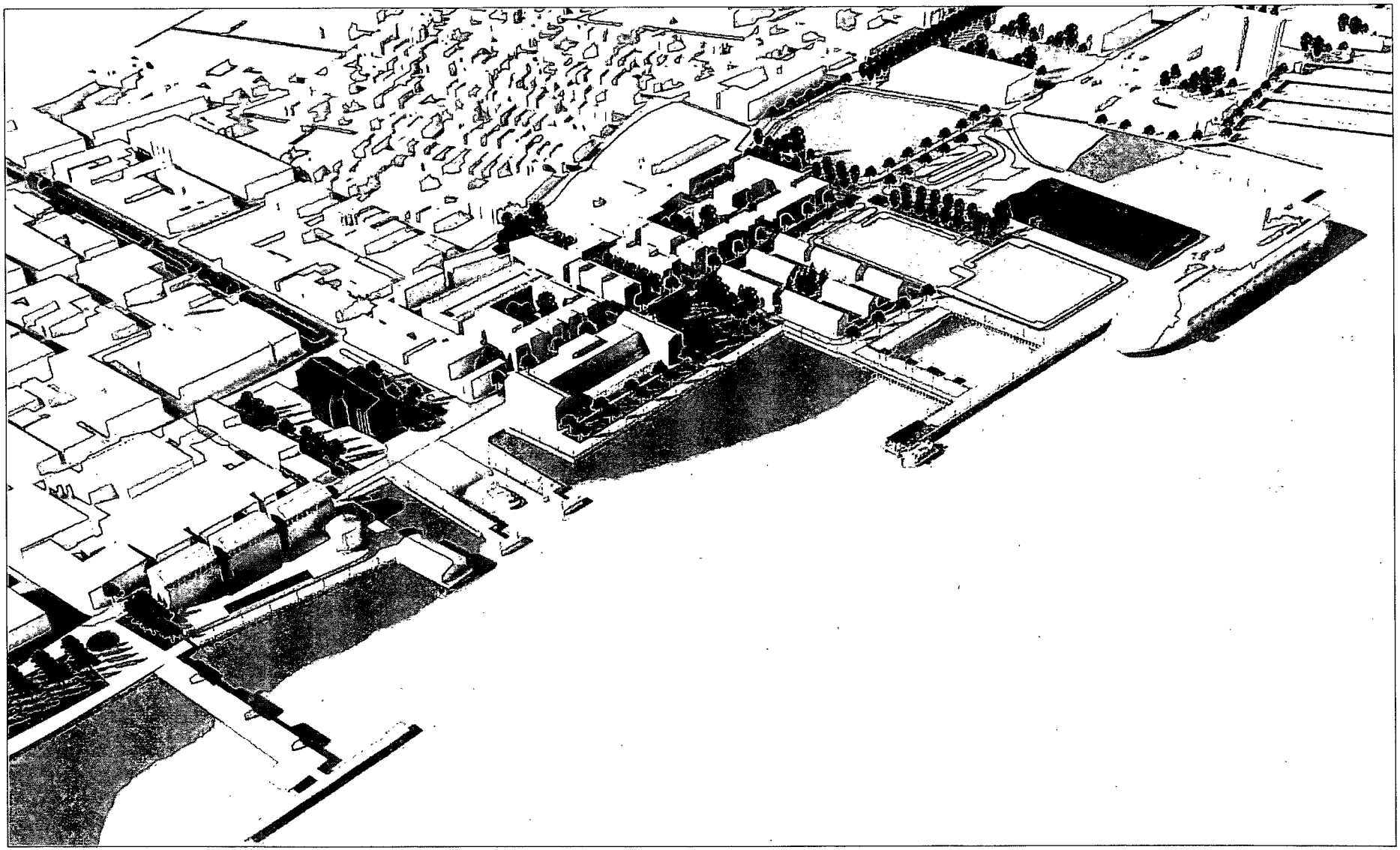
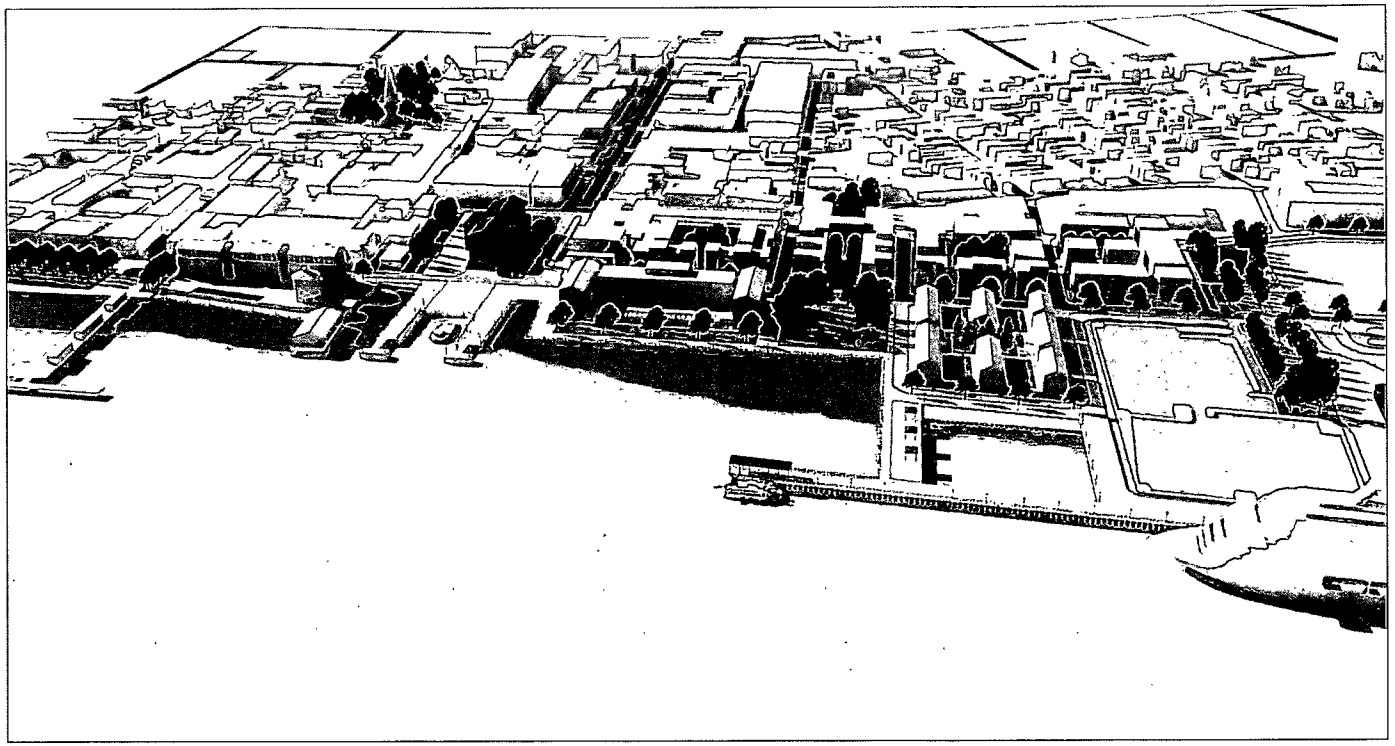
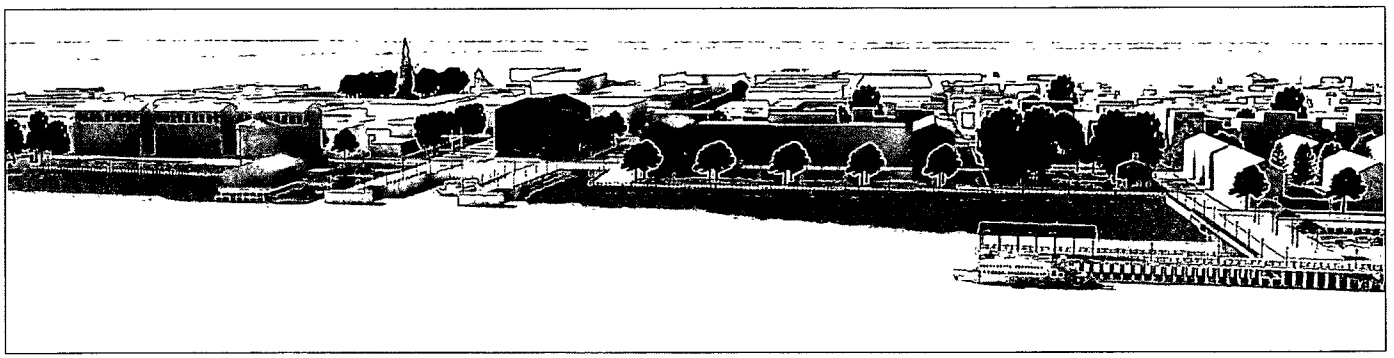


Conceptual illustration

CONCEPT PLAN



Conceptual illustration



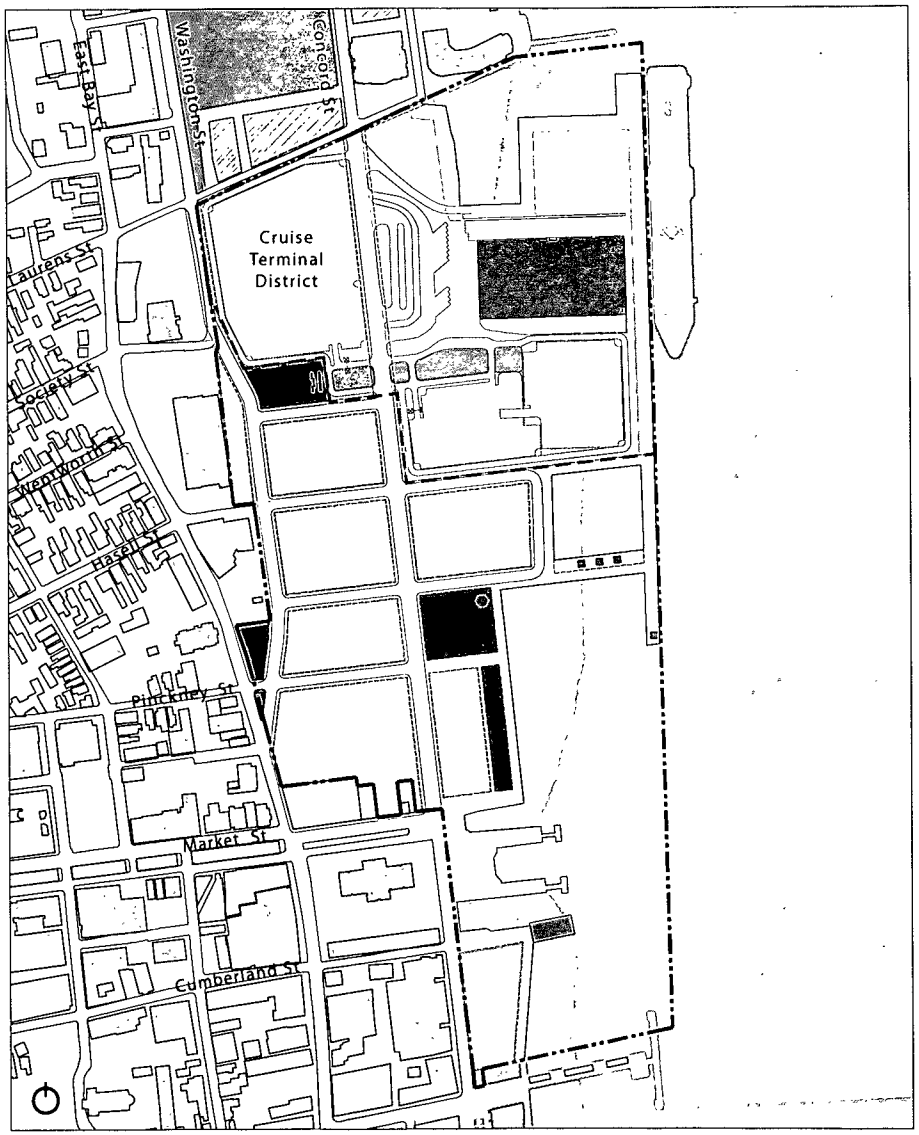
Conceptual illustration

The restored wharves will anchor a vast "water room" with unfettered views of the Cooper River. The water room, with the Custom House at its center, is formed by the buildings along Market Street, East Bay Street, and the row of buildings south of the Custom House. Two new development sites to the north and south of the restored wharves complete the room and frame the window to the water.

A new waterfront esplanade and park will line the revealed edge and link to the esplanade of Waterfront Park to the south. On those days when cruise ships are not in port, public access along the water's edge can connect to Wharf Street at the north end of the site, completing a valuable missing link in the waterfront trail along Charleston's urban edges. In this way, the Charleston waterfront will be connected continuously from the Battery to the South Carolina Aquarium.

Locations for civic uses are identified along the waterfront esplanade, either as a site reserved within a waterfront square between Pinckney and Pritchard Streets, or as covered pavilions along the wharf edge. A possible day dock or water taxi stop could be provided at the south end of the wharf. Bennett's Rice Mill façade is preserved in its own park, which could also serve as the location for outdoor performances. This park connects visually to a system of green spaces used to organize the Cruise Terminal facility, thereby visually connecting the façade to the waterfront it once served.

Where possible, existing east-west streets extend into the Concept Plan district, forming a network of walkable development blocks consistent in size with the surrounding context. These streets terminate in connection points to the esplanade or in open views of the waterfront. Concord Street is reconnected from north of Market Street to Laurens Streets and Washington Street is extended to East Bay at Pinckney Street, forming a triangular open space. Washington Street is envisioned as a couplet to East Bay Street, similar to the road network initially proposed in the 1996 Master Plan for Union Pier and again in the recent Calhoun Street East Plan, which is intended to increase capacity within the local area while reducing the burden on East Bay Street.



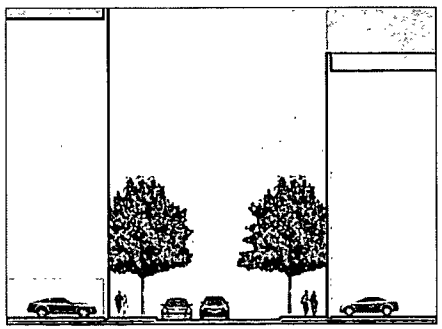
Concept Plan

URBAN DESIGN DIAGRAMS

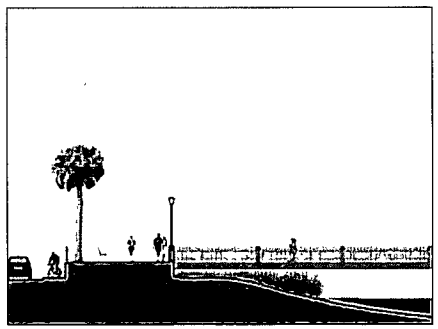
SITE ORGANIZATION

The Union Pier Concept Plan is comprised of one neighborhood (an extension of existing neighborhoods) designed and sized to be walkable within five minutes from center to edge or within ten minutes from edge to edge. In addition, the entire Union Pier Concept Plan site is within a five minute walk of the City Market and the Custom House Wharf and within a ten minute walk of King Street. Conversely, the connection to the existing city fabric extends the existing neighborhoods to the water and its planned public access within a comfortable walking distance. As the Charleston Downtown Plan recommended in 1999, the Union Pier Concept Plan "is envisioned as an extension to the existing downtown residential character - . . . and reinforces the priority of housing development on the lower peninsula."

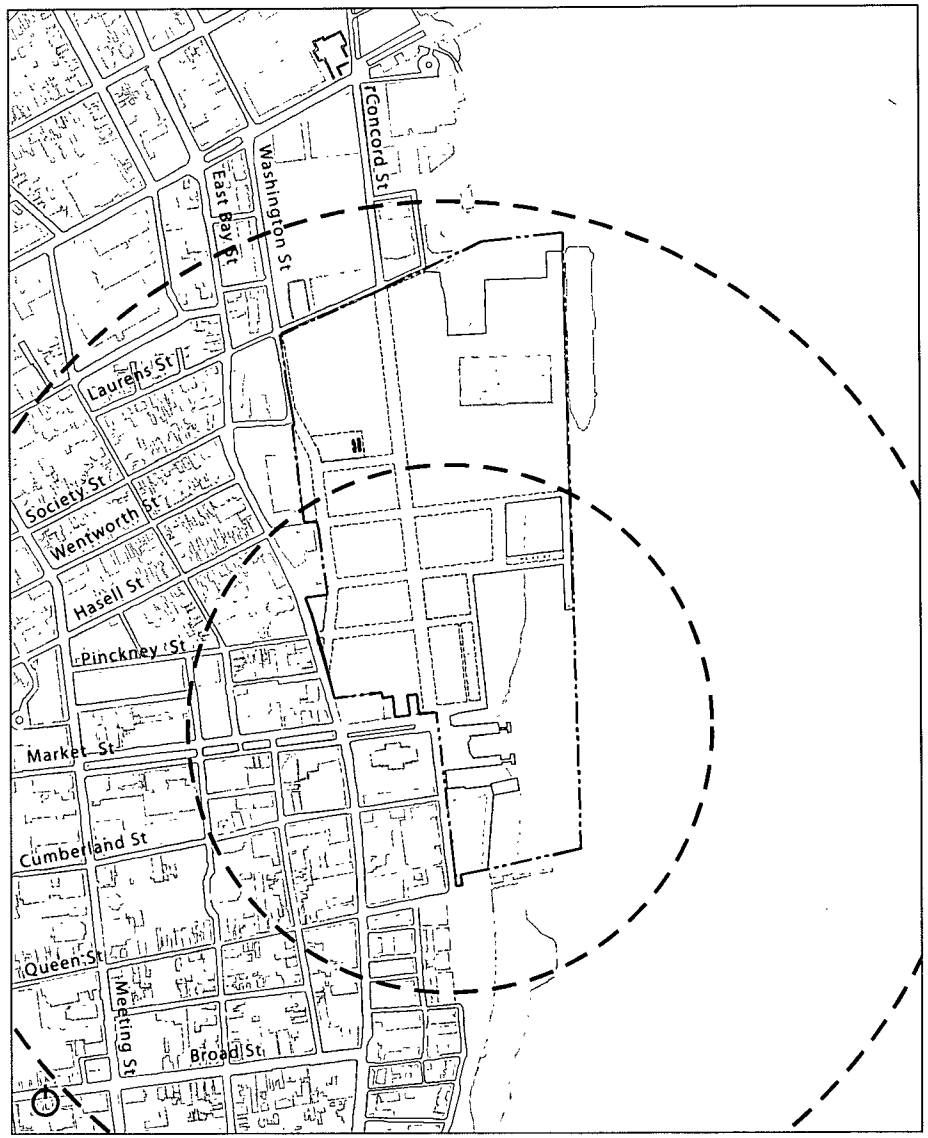
By employing good urban design principles, compact development within the site will promote regional sustainability. Relieving development pressure on the Peninsula by concentrating growth at this infill location focuses development where existing infrastructure capacity is in place. The plan reduces automobile dependence by placing public amenities within a comfortable walking distance, provides a compact street and block layout with street trees to engender a comfortable walking environment, and promotes a mix of uses to foster community livability and transportation efficiency. Opportunities to extend the West Ashley Greenway regional bike path and provide shared lanes within the street grid will expand access to multi-model options for the Peninsula resident.



Two-Way Residential Street



Public Esplanade

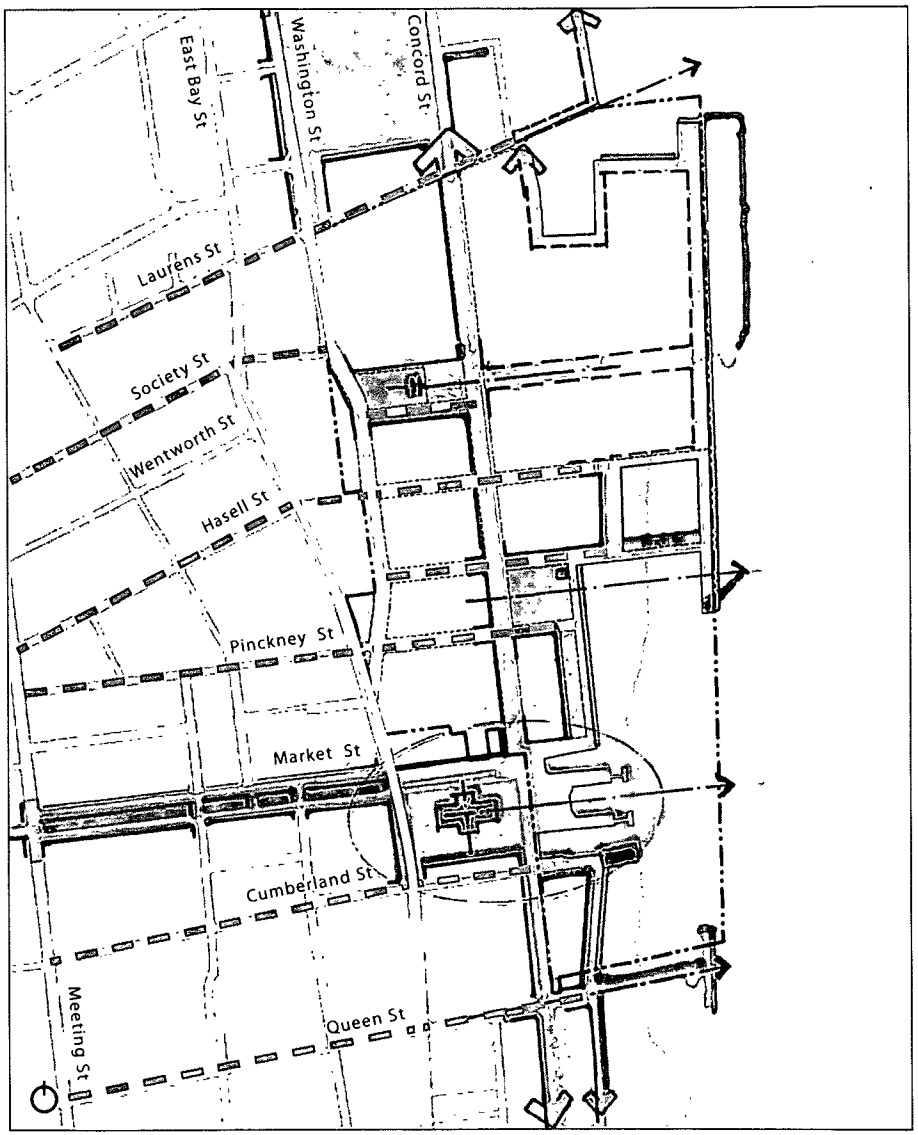


Walking Distances - a five minute walk is typically an area within a 1/4 mile radius

CONCEPT PLAN DISTRICT

PUBLIC REALM

The public open spaces of our cities provide amenities for residents, workers, and visitors. The extension of Charleston's public realm at Union Pier consists of inviting neighborhood streets which connect to existing neighborhoods, a series of neighborhood parks along Washington and Concord Street - each defined by a significant historic structure or the opportunity to celebrate the waterfront history, and the extension of a public waterfront walk from the north end of Waterfront Park to the Maritime Center and the South Carolina Aquarium. An emphatic directive of the Charleston Downtown Plan's vision for the Cooper River Waterfront, the waterfront walk provides opportunities for public interaction as well as interactions with the landscape of the river and marsh. As one walks from Waterfront Park north to Union Pier, one will encounter a number of public open spaces varying in width and scale which accommodate both passive and active recreation. In addition, the waterfront walk will allow an extension of a regional bike path to continue along the water's edge. While the connectivity of the waterfront walk is key to providing north-south access at the edge of the Peninsula, the termination of Market Street at the Custom House Wharf creates a historically significant new gathering space, overlooking the harbor which celebrates the coming together of the working waterfront with the city proper. This unique east-west street of market buildings and local crafts brings the legacies of the harbor to Charleston's heart at a street of Meeting. Nowhere else in this country is there such a short, direct and meaningful connection between the edge and the water; an urban gesture that best illustrates the meaning and purpose of Charleston's public realm.



Public Open Space and Public Realm

URBAN DESIGN DIAGRAMS

VIEW CORRIDORS

A peninsula is defined by its center and edge and Charleston is not an exception to that rule. However, for decades the center of Charleston has been cut off from large portions of its edge which have been dedicated to industrial uses. Contemporary cities are finding ways to return to a form which was successful for centuries; one where private and public access to the water can happen alongside one another, or as is the case at Union Pier on days when there will not be a cruise ship in port, private and public can also co-exist. Providing view corridors to the water's edge reinforces the city's connection of its center to its edge.

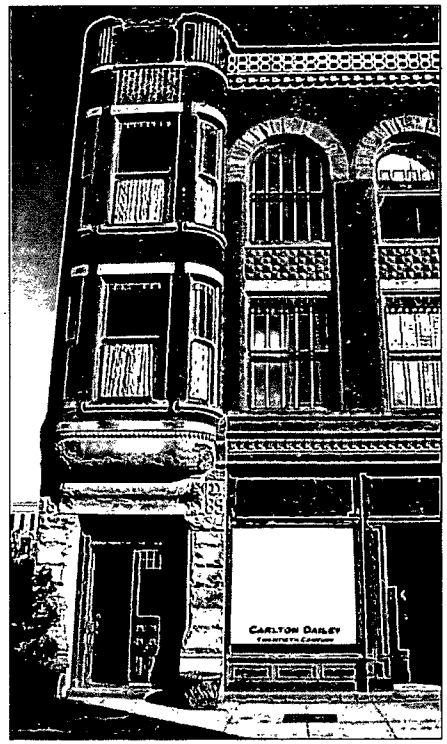
As explained in the Charleston Zoning Ordinance, the extension of streets towards the Cooper River from East Bay Street should also extend, and not block with structures, the view corridors from East Bay Street to the river.

As described in the map on the following page, the Union Pier Concept Plan is organized by a street and block plan formed by extending the existing street fabric to the Cooper River. Hasell, Pinckney, and Market Streets extend beyond East Bay Street and terminate with views of the water. In addition, Pritchard Street within the Union Pier plan does not extend into the city, but the plan preserves its view of the river as well. The Concept Plan also proposes that Cumberland Street terminate as it currently does at the existing Fleet Landing restaurant or a similar establishment housed within the 1942 former Navy building.

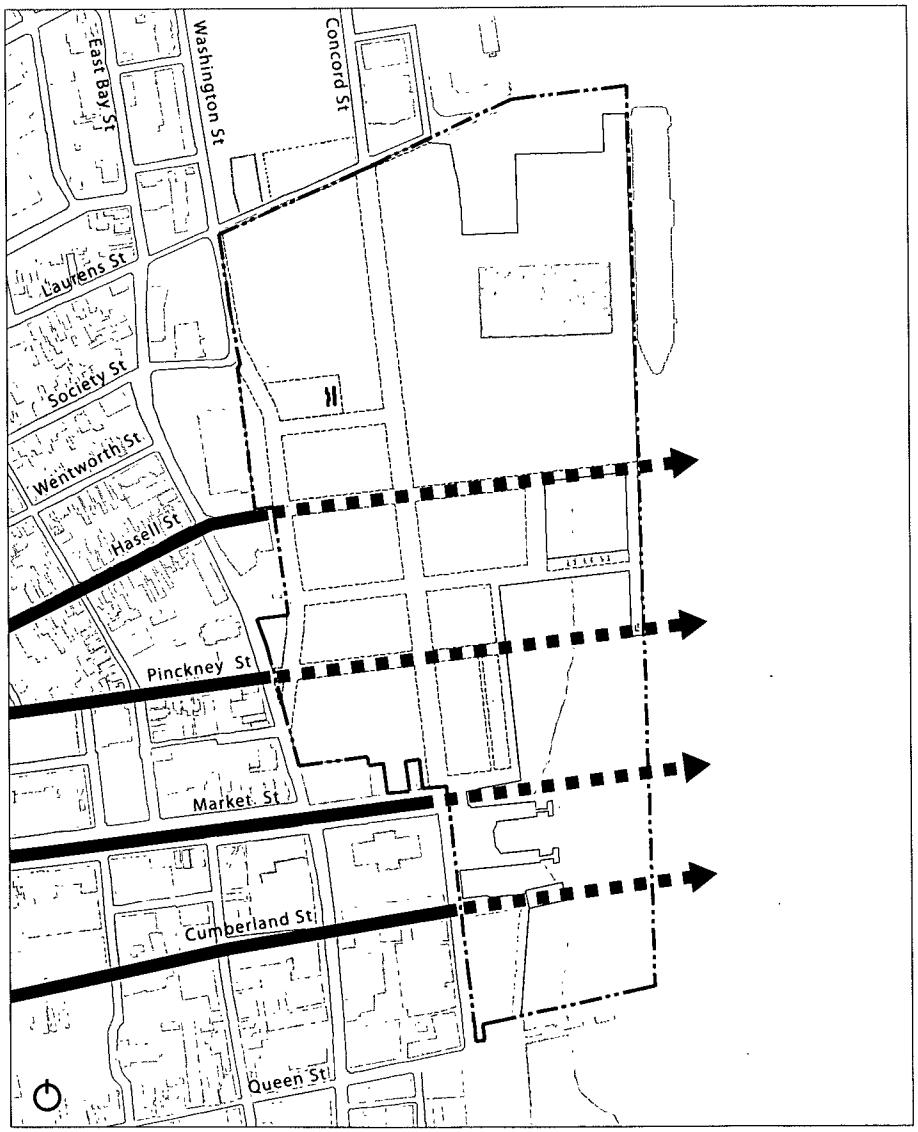
ARCHITECTURAL FEATURES

Architectural features may be treatment of massing, windows or other details on a building that is distinctive in order to signify and enhance a prominent location. These elements focus attention through special articulation at certain corners or vista terminations. Architectural features may have additional height (inhabited or uninhabited) for emphasis, subject to applicable height limits. Architectural features may utilize special massing, roof forms, windows, window patterns, entrance portals, balconies, bay windows, or other architectural devices to achieve emphasis.

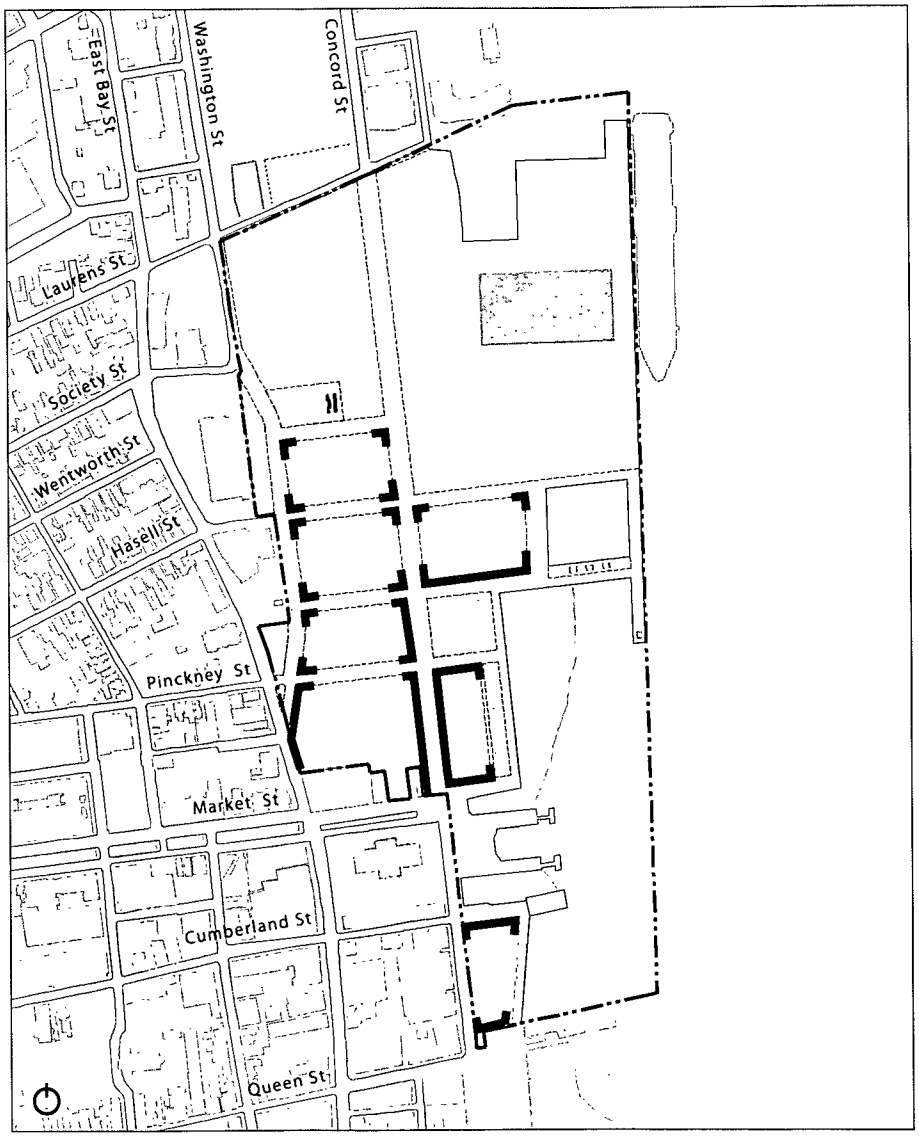
Architectural feature: frontage



Architectural feature: corner



View Corridors



Features: Corners and Frontages

URBAN DESIGN DIAGRAMS

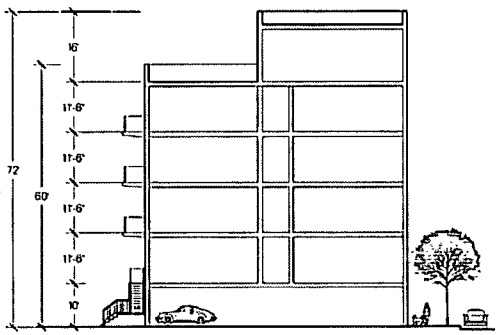
BUILDING HEIGHT

Generally, building walls should be no taller than 60', exclusive of elevator or mechanical penthouses. This height will allow for four habitable floors above any required FEMA flood elevation. Building heights should be varied in keeping with the context of the city's varied skyline. Heights are measured as the vertical distance from the adjacent curb to the top of parapet or to the mean height level of a sloped roof (between the eave and the ridge).

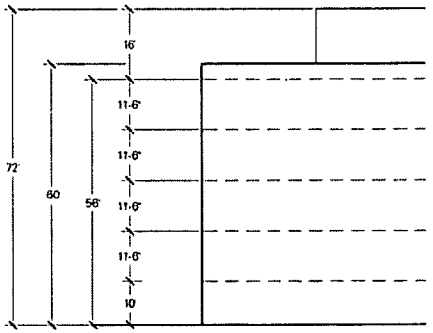
BENEFITS OF 60' HEIGHT:

- Greater variety in heights and roof profile
- More appropriate floor to floor heights
- Piano nobile (second floor of building/first floor of living) allowed a greater floor to floor height
- Greater variety in roof forms and shapes

RECOMMENDED ALLOWABLE BUILDING HEIGHTS AND RECOMMENDED FLOOR TO FLOOR HEIGHTS

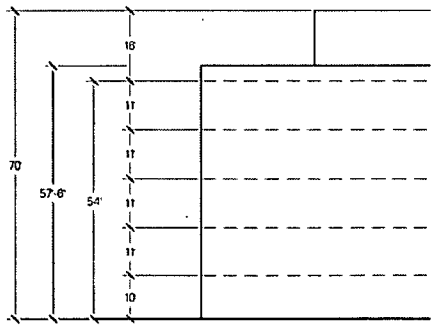


Section

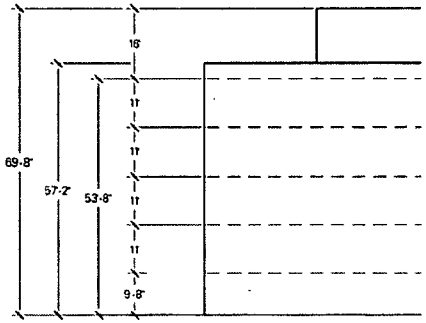


Elevation

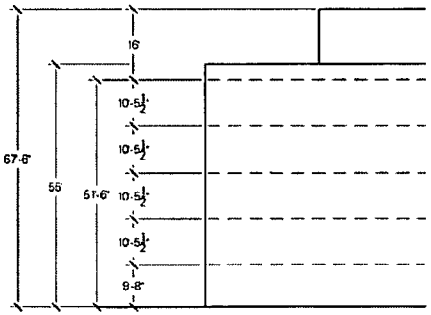
Height Case Studies



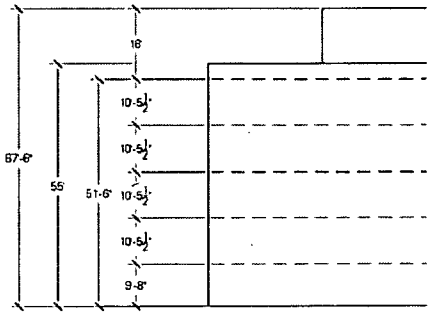
Typical Floor to Floor: 11' - 0"



Typical Floor to Floor: 11' - 0"



Typical Floor to Floor: 10' - 6"



Typical Floor to Floor: 10' - 5 1/2"

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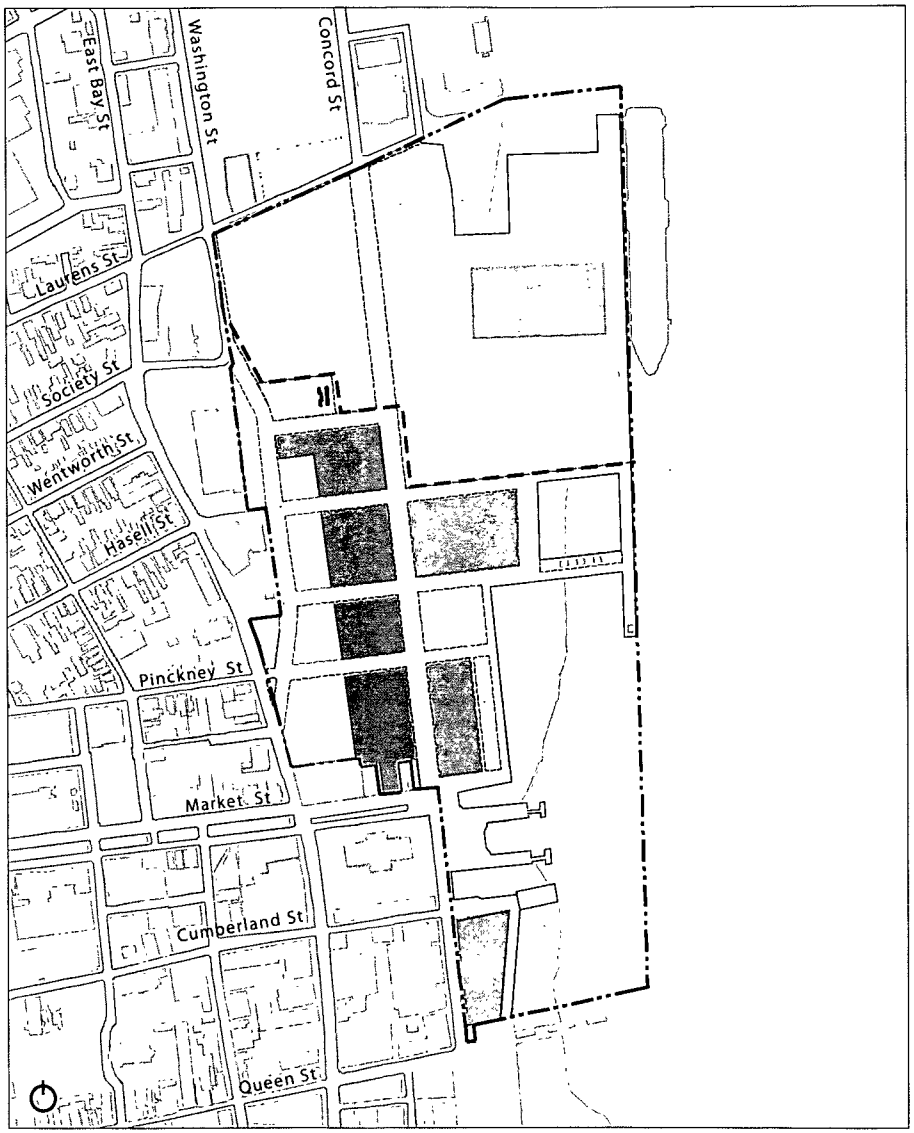
BONUS FLOOR

Another way to preserve a varied skyline and a variety of heights at Union Pier, in keeping with the context of the city, is to allow some opportunities for habitable penthouses above the top floor of the building. Portions of buildings within the Bonus Height Zone may be higher than the typical building height. These zones are indicated on the map to the right and are located along major streets or parks. The heights can be no greater than 72', are limited to 40% of a building's footprint, and when the building wall of the bonus floor is built along primary or secondary frontage, the maximum uninterrupted length should be 60'. Heights are measured as the vertical distance from the adjacent curb to the top of parapet or to the mean height level of a sloped roof (between the eave and the ridge). Heights are exclusive of elevator or mechanical penthouses.

Penthouse and roof terrace



Height Overlay Diagram

Zones for potential bonus height

URBAN DESIGN DIAGRAMS

BUILDING MASSING

Monolithic buildings are not in keeping with the scale, look, and feel of the Peninsula. Devices such as vertical breaks, variation in height, composed roofscapes, and a coordinated range of details should be employed to help reduce the apparent mass of large buildings and articulate the architecture.

Building walls should not exceed 120′ in length without a minimum 5′ wide and 5′ deep vertical plane change to help maintain an incremental urban fabric visually, even though blocks may be larger. The plane change must occur from the highest floor and may stop at the base level (flood elevation level) or may continue to the ground. Larger buildings or building on entire blocks should be articulated to appear as a collection of smaller buildings, each of which appear to have a longer and a narrower side.

MASSING BREAK

Major massing breaks within individual building forms should have significant vertical height difference (i.e., one full story) to ensure these breaks are perceived from the street level.

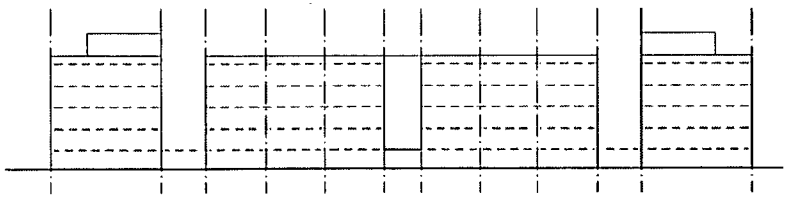
BUILDING PLACEMENT/FRONTAGE

Buildings should be placed on or as close to the front property line in order to define edges of streets and open spaces. Additional recommendations for frontage conditions which promote the vitality of the ground level within V-zones are included later in this section.

Building orientation should be predominantly east-west in keeping with the historic fine-grain east-west fabric of Charleston and to maximize the opportunities for passive cooling with natural ventilation.

STOOP

Stoops or porches can be provided when buildings are set back a minimum distance from the property line. Elevated stoops or porches can be used to provide direct access to the sidewalk from individual units above, which provides presence on the street while ensuring privacy for the first habitable level use.



Massing Breaks

Vertical proportions, articulated base, middle, top

Massing breaks allow for interior courts

FORECOURT

A forecourt, or a courtyard in front of the building, is created when the building facade is aligned closely with the property line and a central portion is set back. Forecourts can be used to accommodate the change in level with stairs and terrace areas which are set back from the property line. The forecourt provides both the opportunity for a massing break within the building's frontage and an active entry point for a building on two levels (direct at-grade access into the building and stair access to an upper level lobby) which contributes to a more active street. A forecourt may also be suitable for vehicle drop-offs.

LOBBY

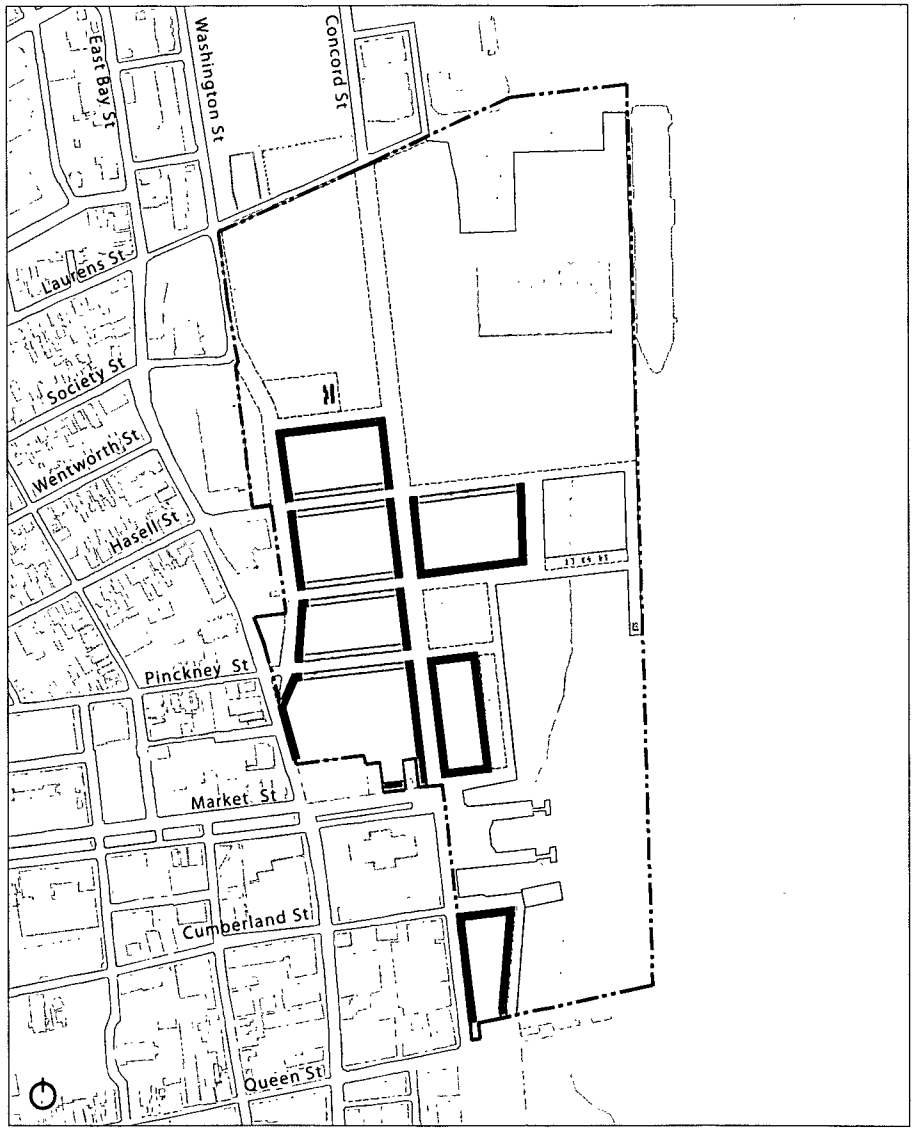
Lobbies can be located within the ground floor of a building situated in a VE-Zone. Lobbies should open directly onto the street and should also whenever possible utilize a double height volume to signify the presence of the lobby on the building façade. The vertical circulation between the ground floor and upper floors can be provided within the building.

GALLERY

A gallery is a cantilevered shed or lightweight colonnade overlapping the sidewalk and attached to the building facade, which is aligned closely with the property line. Galleries along the exterior wall of a building can provide visual interest, a shaded walkway, and accommodate outdoor dining activity at the second level which will create a more active building frontage.

SHOPFRONT

A shopfront is a portion of the building facade with considerable glazing on the sidewalk level and an awning that overlaps the sidewalk. Typically utilized for ground floor retail, a shopfront should be used to create opportunities for vendors to provide temporary seating or display areas for retail uses above. Providing activity within a shopfront ground floor will contribute to a more active public realm.



Street Frontage Diagram

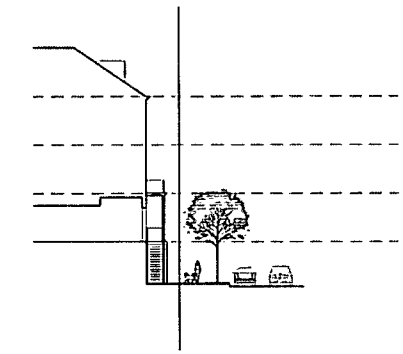
Primary frontage

Secondary frontage

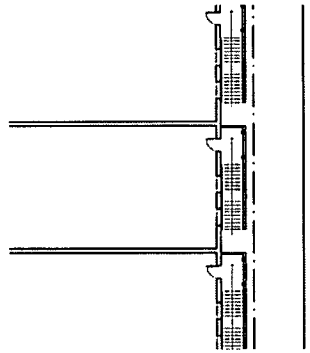
CONCEPT PLAN DISTRICT

URBAN DESIGN DIAGRAMS

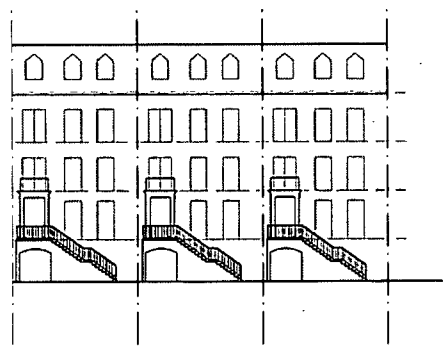
Stoops



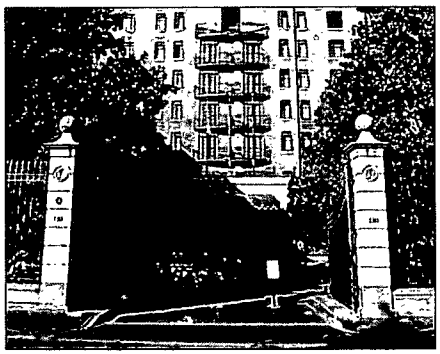
Section



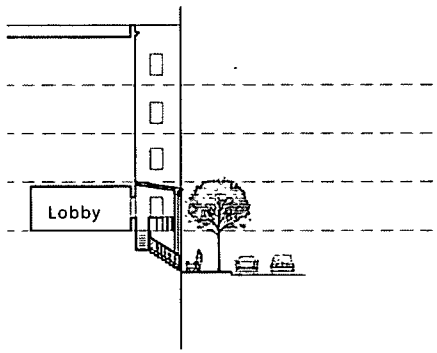
Plan



Elevation



Forecourt



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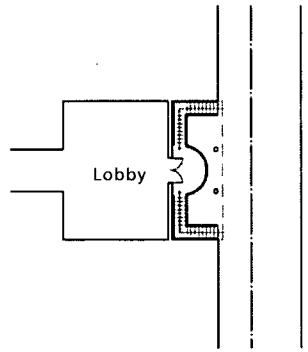
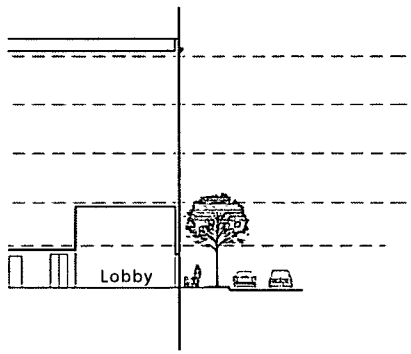


Plan

Elevation

Lobby



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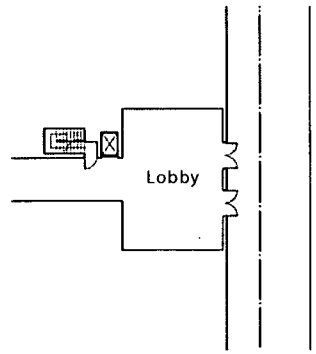
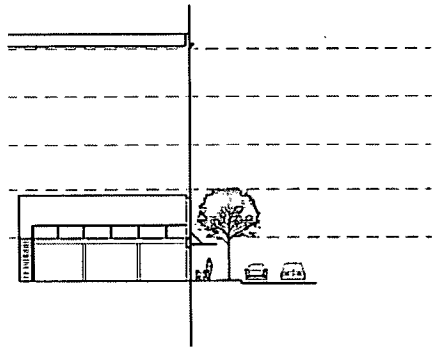


Plan

Elevation

Shopfront



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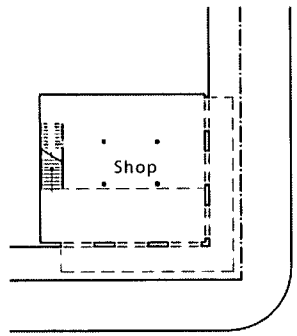
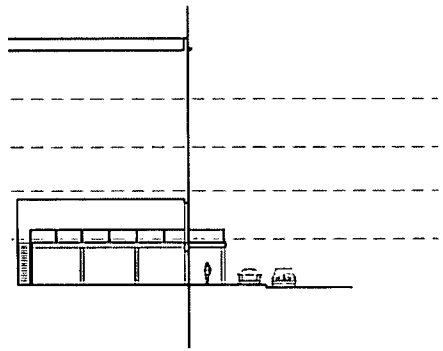


Plan

Elevation

Gallery



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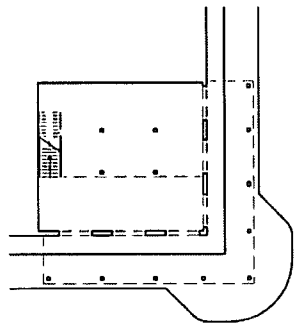
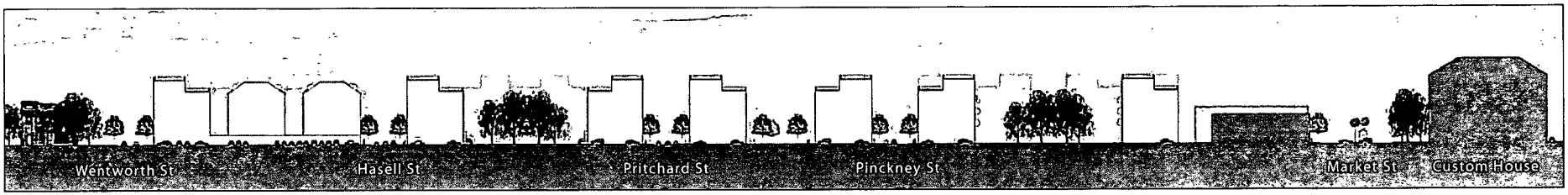


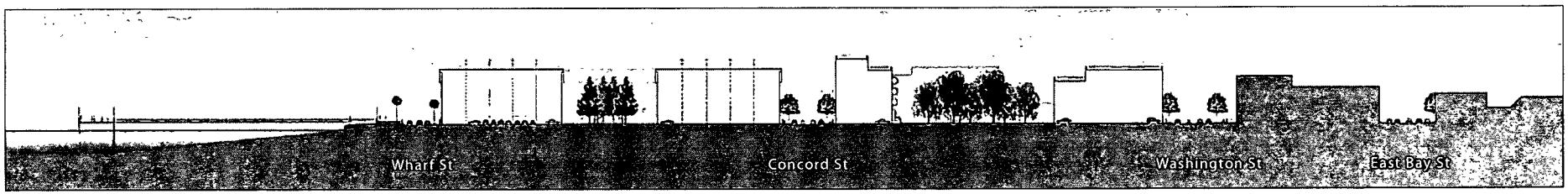
Plan

Elevation

URBAN DESIGN DIAGRAMS



North-south illustrative site section



East-west illustrative site section

SITE SECTIONS

The north-south section above is an illustrative example of the breadth of the Concept Plan area from its northern extent at the Rice Mill Park to its southern extent at the historic Custom House. The east-west site section extends from the public esplanade at the Cooper River to the interior edge of the Concept Plan at East Bay Street. Typical blocks are sized to provide for the dimensional requirements of building typologies and parking structures within the blocks. Both site sections illustrate the relationship between the street and block as well as the relationship of a block's structures to the block's interior private open space.

Private open space within development blocks is encouraged. The Concept Plan team also encourages the private open space maximize pervious area so that larger trees and courtyards, sideyards, and gardens more typical of the Peninsula may occur. The limits of the ground floor uses due to FEMA regulations and the use of the ground floor for parking may limit the potential for pervious areas within the development blocks. However, the use of green roofs and other sustainable building and site design strategies is encouraged.

Mid-block passages that are open to the public and consistent in character with Charleston's pedestrian alleys are encouraged.

FAÇADE COMPOSITION AND ARTICULATION

Buildings should employ proportioning devices, such as a strong base, middle section, and a defined top through the use of horizontal expression lines and material changes; blank walls should be discouraged. Facades should be organized into vertically proportioned bays through fenestration patterns, plane changes, entrance locations, roof articulation, and other devices. Proportioning and articulation of the building should respond to, and express the type of use or unit type behind the facade.

Expression lines are horizontal elements on the facades of buildings used to differentiate between the base, middle and top of buildings. They emphasize a massing transition; or unify different buildings along a public frontage. Expression lines may employ elements such as cornices, shading devices, moldings, stepbacks, or a change of material or color.

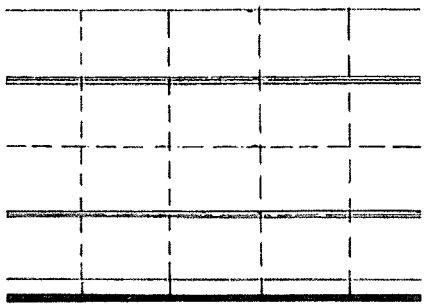
Building materials should reflect the same high quality palette consistent with the character of the Charleston Peninsula.

OPENINGS

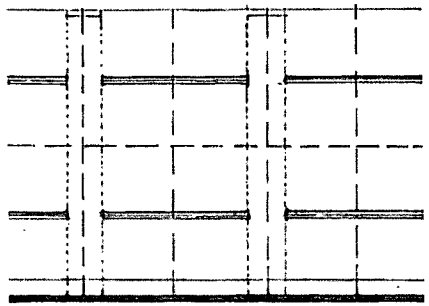
Regularized placement, proportions, and organization of windows, doors, and balconies are encouraged as they are applied to individual buildings. The use of architectural elements such as bays, porches, loggias, and shading devices can add interest to building facades, aid in relating the scale of any building to human dimension, and help break down the scale of large building blocks. Vehicular entries should be integrated architecturally into the building facade.

ROOFS

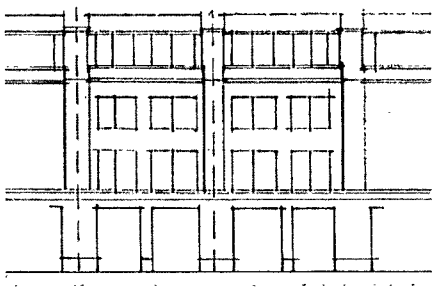
A variety of roof styles should be employed to ensure the varied skyline of the city. A variety of roof elements including tight eave overhangs, deep overhangs, cornices, exposed rafter tales, parapet walls, corbelling and other eave treatments or chimneys, dormers, lanterns, monitors, or other roof-top elements which give the buildings character should also be employed in the design of buildings. The appearance of the roof from above and the screening of rooftop mechanical equipment should be



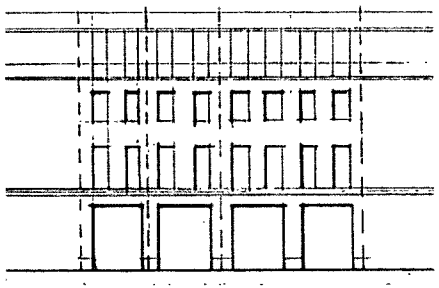
Continuous Expression Lines:
Base, Middle, Top



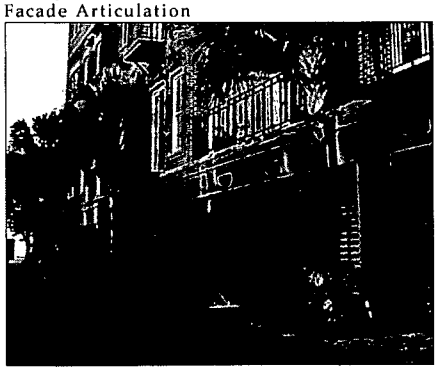
Broken Expression Lines:
Base, Middle, Top



Example of Vertical Expression:
Facade Articulation



Example of Vertical Expression:
Fenestration



Garage Entries

Garage Entries

considered. Uniform and Modular Green Roof systems and designs that facilitate passive solar design, provide natural light to building interiors, or provide surfaces appropriate for energy generation should be used.

ALLOWABLE ENCROACHMENTS

Where buildings are setback from the Right-of-Way, allowable encroachments into the setback area may include:

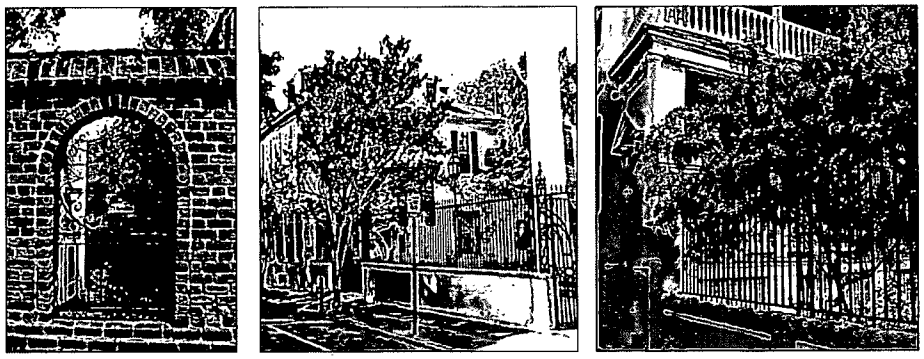
- Stoops, porches, steps, and universal access ramps
- Marquees and canopies
- Decks and balconies
- Arcades
- Terraces
- Bay windows
- Awnings, patio covers, and other sun-control devices
- Arbors, trellises, and pergolas
- Architectural projections (eaves, cornices, moldings, gutters, etc.) and chimneys
- Walls, Fences, and gates
- Outdoor Seating and Merchandise Display
- Signs (including blade signs, awning signs, etc.)
- Flagpoles
- Bicycle Racks

FENCES AND WALLS

Fences and walls could play an integral role in developing the neighborhood character of Union Pier in the context of Downtown Charleston. Fences and walls in keeping with the material quality of the historic precedents in the neighboring communities would contribute to the quality of the neighborhoods at Union Pier. Fences and walls may be located along the public right of way.

Allowable Encroachments

Allowable Encroachments



Fences and Walls

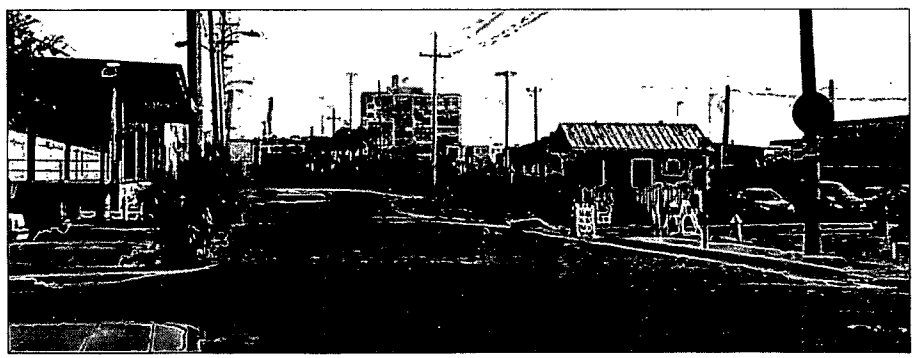
TRANSPORTATION GUIDING PRINCIPLES

Planning for the Concept Plan area is directed by a series of guiding principles. These principles focus on integrating the Concept Plan area into the historic fabric of Charleston, reconnecting multi-modal access to an area once thought inaccessible or undesirable, and allowing for a new cruise terminal and development while improving the future traffic flow into and out of Charleston. The principles include:

- Re-establish the historic grid of streets and pedestrian-scaled blocks in Charleston
- Provide pedestrian, bicycle, and vehicle access to the waterfront
- Provide multiple route choices for destinations within the Concept Plan area
- Provide a "park-once" environment allowing people to visit multiple destinations by walking
- Provide an efficient north-south thoroughfare system for vehicles without compromising pedestrian access to the Concept Plan area

East Bay Street

Washington Street



Concord Street

PROPOSED TRANSPORTATION IMPROVEMENTS

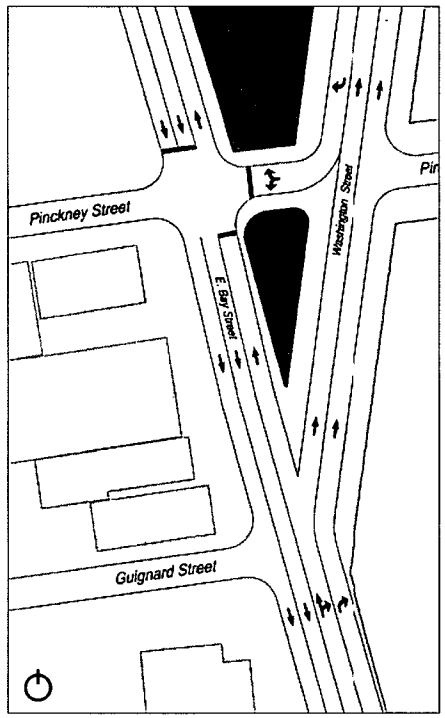
This section describes the transportation system improvements proposed as part of the Concept Plan.

CREATING MORE OPPORTUNITIES FOR NORTH/SOUTH TRAVEL

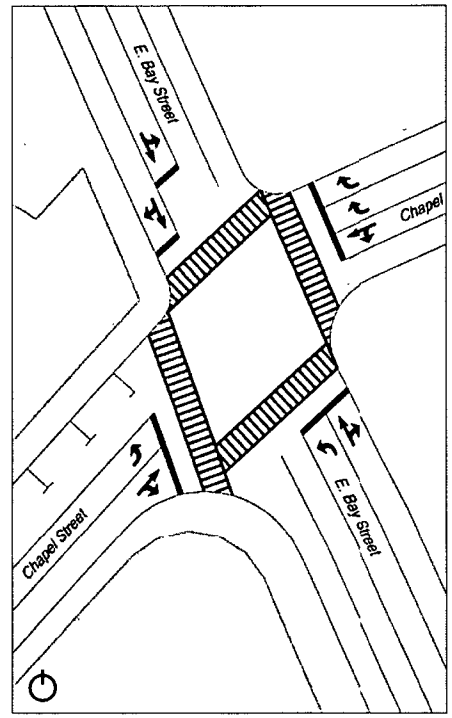
The Concept Plan creates two major improvements to north-south travel. Building from the concept presented in the "Special Area Plan – Calhoun Street-East/Cooper River Waterfront," this Concept Plan connects Washington Street to East Bay Street just south of Pinckney Street and creates a quasi one-way couplet. A one-way couplet is a pair of one-way streets, approximately one block apart, that operate as a single thoroughfare. Couplets are used to increase capacity without widening existing streets. In this concept, the two streets that would form the couplet (East Bay Street and Washington Street) would remain two-way streets, but each would emphasize its capacity in one direction. East Bay Street would be converted to two southbound travel lanes and one northbound lane with one lane of on-street parking. Washington Street would become two lanes northbound and one lane southbound with on-street parking on one side of the roadway. Supplementing the capacity of the East Bay Street/Washington Street couplet, Concord Street would be extended between its two existing sections. This will create two additional north-south lanes for traffic.

The intersection of East Bay Street and Washington Street would be configured as displayed to the right. It is expected that the intersection of East Bay Street and Pinckney Street would be signalized allowing left and right turns from southbound Washington Street onto East Bay Street. South of this intersection, northbound Washington Street traffic would flow unrestricted from East Bay Street. East of this intersection, Pinckney Street would be extended as a two-way street providing access to future private development and future public development which could include a City of Charleston owned and operated parking garage. Due to the proximity to the East Bay Street and Washington Street intersection, the intersection of Pinckney Street and Washington Street would operate as a right-in, right-out intersection.

The proposed configuration of East Bay Street and Washington Street would move a majority of the northbound through traffic from East Bay Street to Washington Street, making East Bay Street more of a neighborhood street than it is today. The new northbound Washington Street traffic would join back with East Bay Street at Chapel Street. Since this will increase the number of right turns from westbound Chapel Street to northbound East Bay Street, the improvements displayed below are proposed at the intersection of East Bay Street/Chapel Street at buildout of the Concept Plan area.



Proposed Intersection at Washington and East Bay Streets

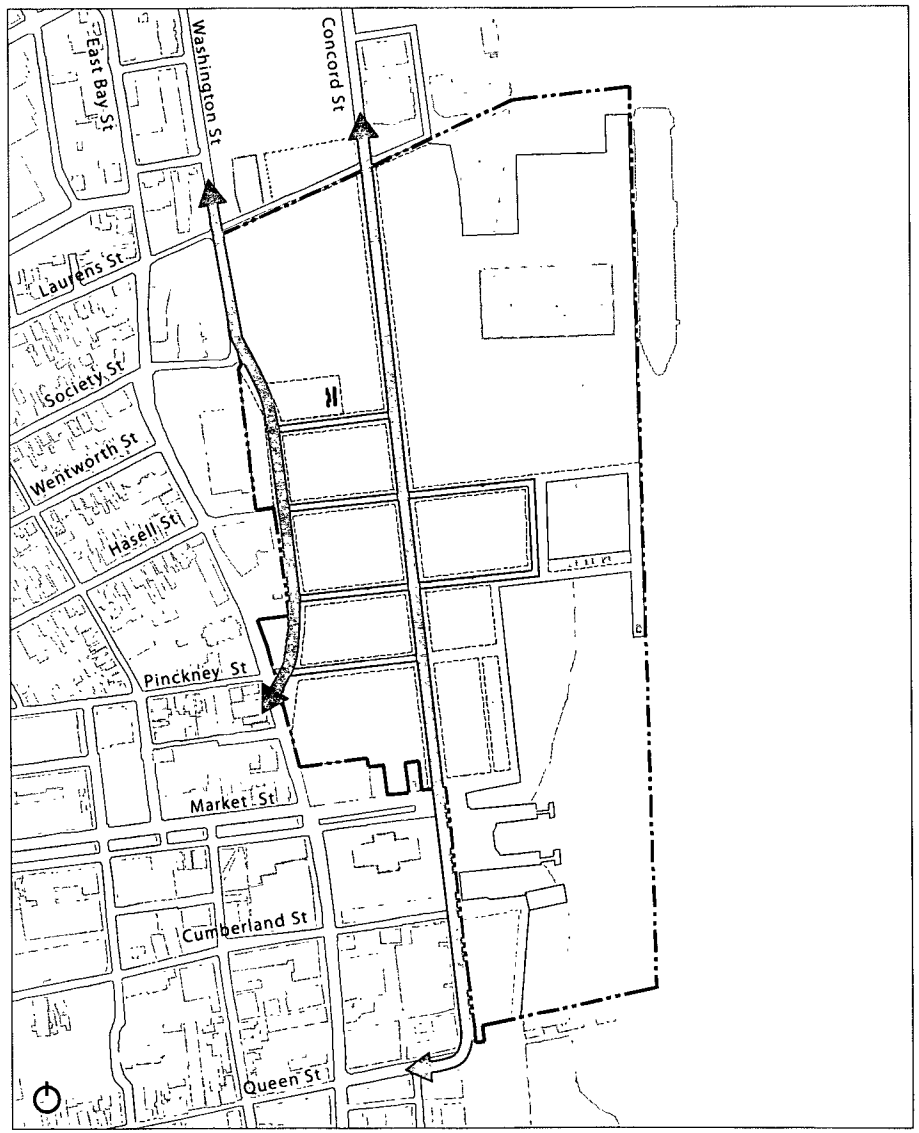


Proposed Intersection at Washington and Chapel Streets

RESTORING THE HISTORIC STREET GRID

The Concept Plan restores the street grid east of East Bay Street. This will help facilitate connectivity for all modes within the city, and improve access to the waterfront. New east-west street extensions include Wentworth Street, Hasell Street, Pritchard Street, and Pinckney Street.

The street hierarchy establishes primary and secondary frontages for each of the blocks defined in the Concept Plan. Primary frontages are those facing major streets and parks. As is typical on the Charleston Peninsula, the primary roadways run north-south and the secondary roadways run east-west.



Street Type Diagram

Primary Street

Secondary Street

CONCEPT PLAN DISTRICT

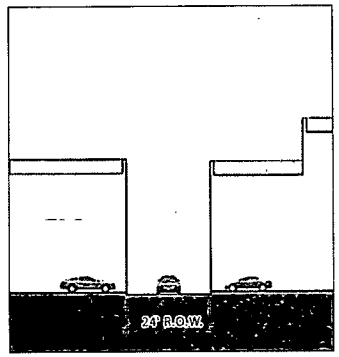
STREET SECTIONS

The following street sections were developed for the Concept Plan. Major streets will have 11-foot travel lanes with 7-foot parking lanes while residential streets will have 10-foot travel lanes with 7-foot parking lanes. All roadway sections will have sidewalks on both sides of the street.

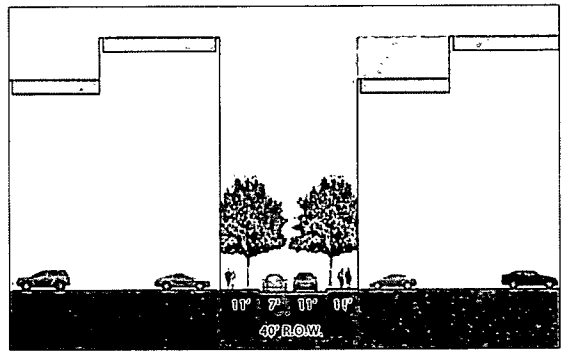
The Concept Plan recommends the proposed street sections shown in the diagrams on the following pages.

The City of Charleston Planning and Design Department has developed and proposed a series of street sections for the City that are generally similar to those presented in this Concept Plan but with smaller lane widths. In addition to the sections presented in this report, the Concept Plan would also recommend the proposed street sections developed by the City of Charleston.

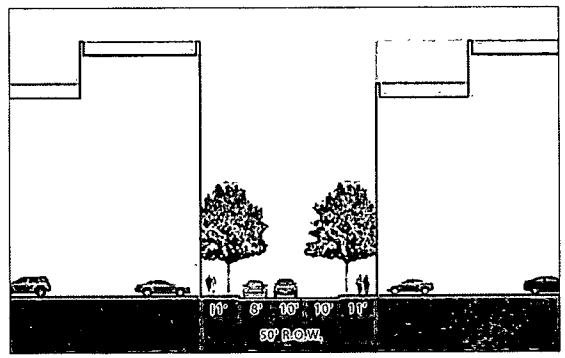
(City of Charleston Draft Ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance): Article 1, Part 3, Section 54-120; Article 8, Part 3, Section 54-831; Article 8, Part 4, Section 54-831 (streetdesignstandards_03032010draft_adh.pdf available at www.charlestoncity.info/shared/docs/0/))



Alley



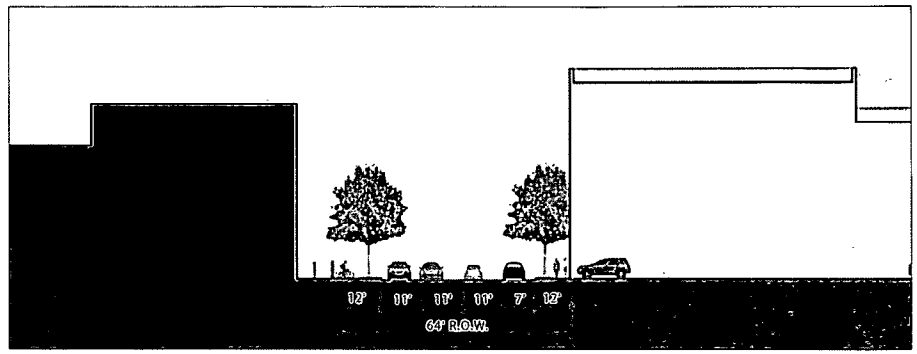
One-Way Residential Street



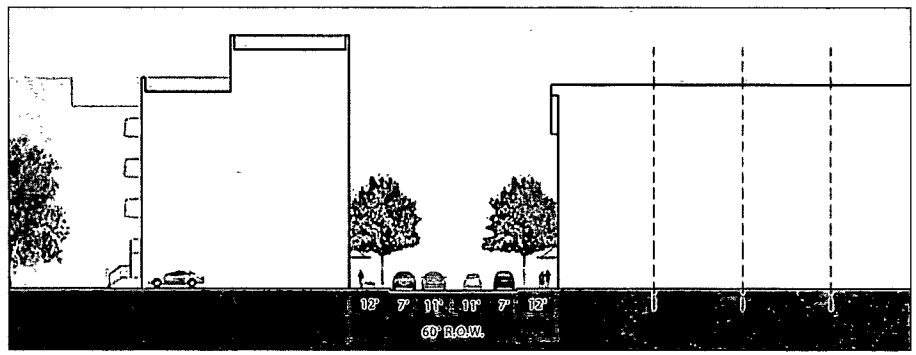
Two-Way Residential Street

In the vicinity of the Cruise Ship Terminal, Washington Street will have two 11-foot northbound travel lanes and one southbound 11-foot travel lane with 7-foot on-street parking southbound. Six-foot sidewalks will be provided on both sides of the street. Adjacent to the sidewalk to the east, fenced from Washington Street, the cruise ship property will begin. Within the cruise ship property there will be an 18-foot queuing lane for arriving passengers adjacent to the parking for the cruise ship passengers; this queuing lane will be separated from the parking area using fencing.

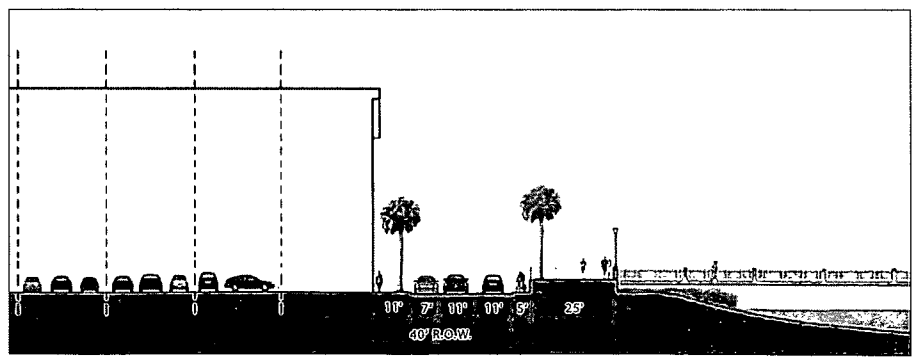
One of the illustrative street sections runs parallel to the waterfront walk esplanade. Similar to the Charleston Battery, the street section allows a five foot sidewalk or planted area immediately adjacent to the esplanade structure.



Washington Street



Concord Street



Park Street

R.001622

TRANSPORTATION

PARKING

The Concept Plan recommends a "park-once" strategy, where vehicles entering the area park once and walk to multiple locations. For example, hotel patrons will come to Charleston, park their car and walk to various interests for the duration of their stay.

Parking ratios for new development in the concept plan area are based on the following City of Charleston Lower Peninsula ratios:

- Residential – 1.5 parking spaces per dwelling unit
- Commercial Office – 1 parking space per 500 square feet
- Hotel – 2 parking spaces for every 3 hotel rooms

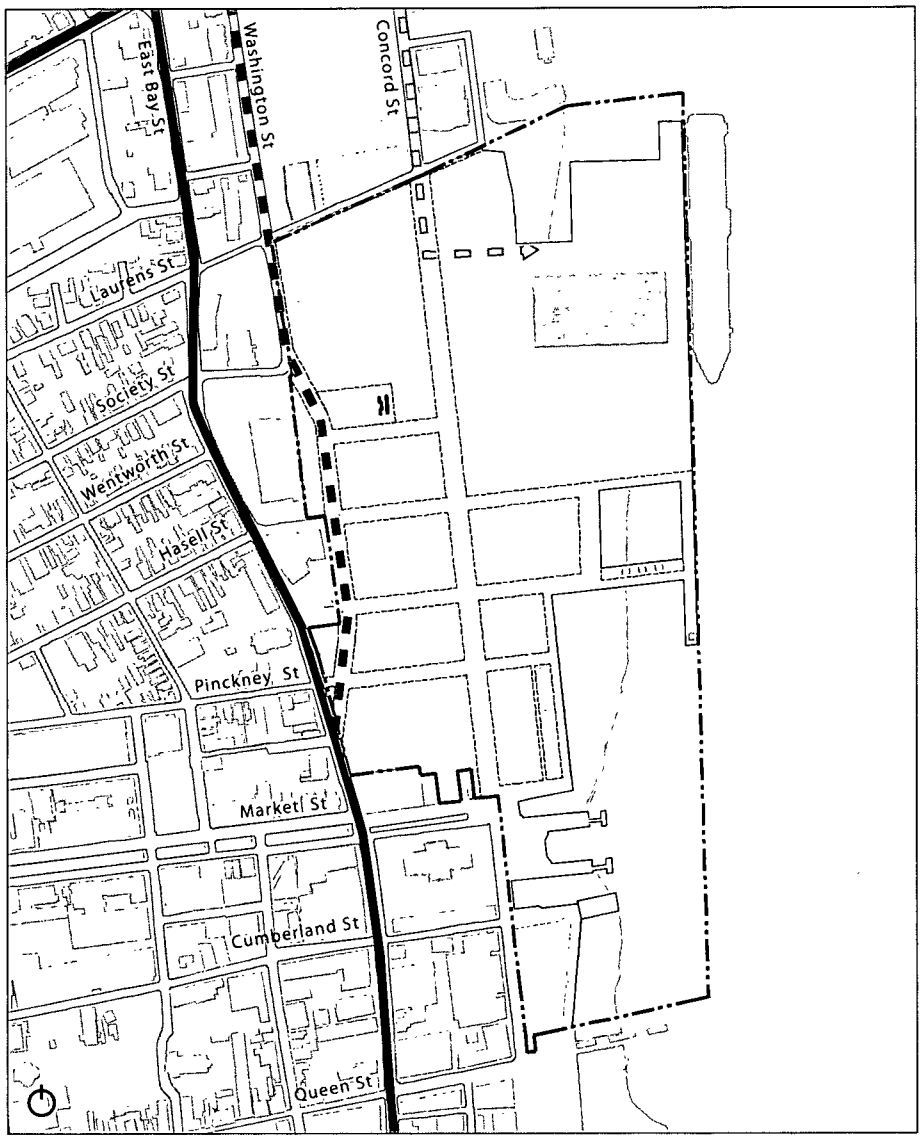
Parking for the residential units will be provided on the first floor of the buildings. Parking for the restaurants and office will be provided within the first floor of the buildings and/or within the public parking system which may include a City of Charleston parking deck. Hotel guests will park in garages at hotel site(s).

ACCESS

The Parking and Service plan indicates the locations of parking within the block and preferred access points from the surrounding streets, on secondary frontages where possible. Service and parking may also be accessed via alleys.

SERVICE ROUTES

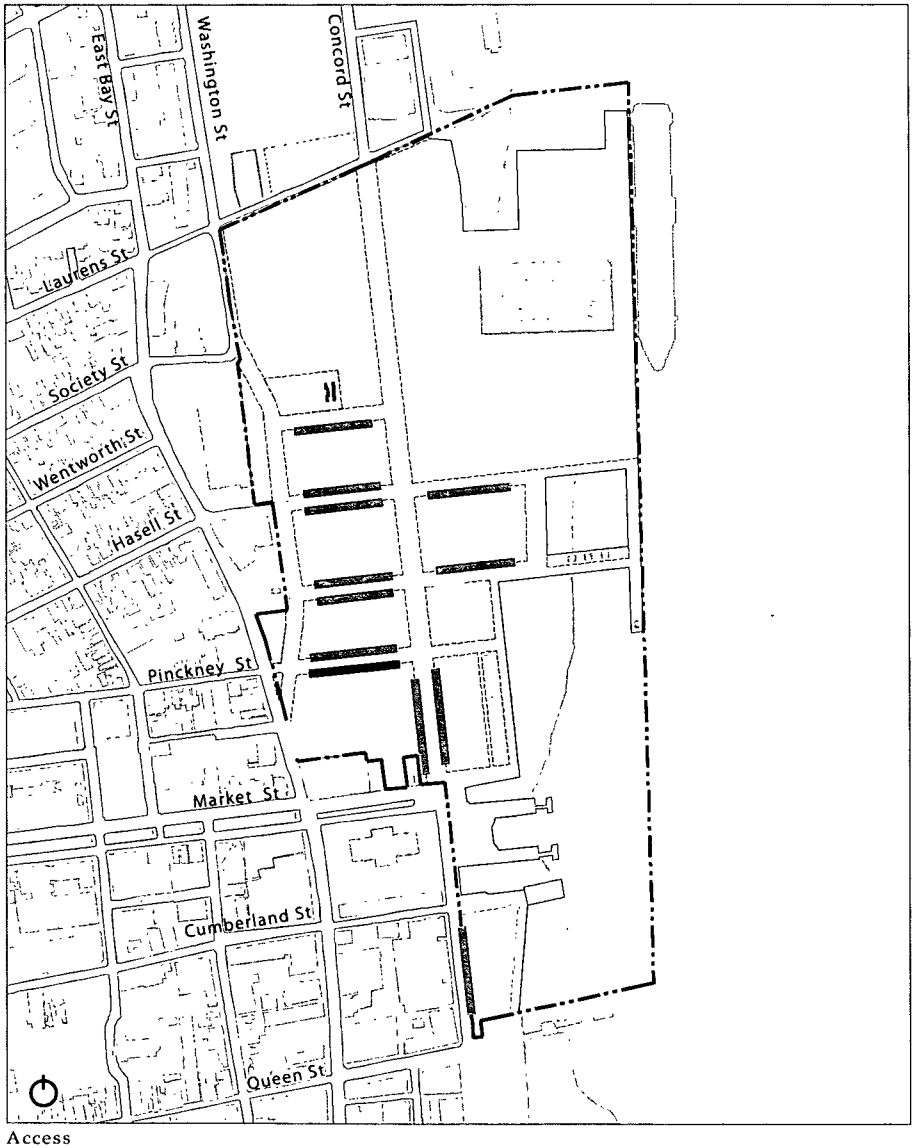
The Concept Plan has been designed to facilitate service vehicles accessing the properties. These service vehicles include garbage trucks, delivery trucks for the hotels and restaurants among others.



Service Routes

Existing truck routes

Proposed additional truck routes

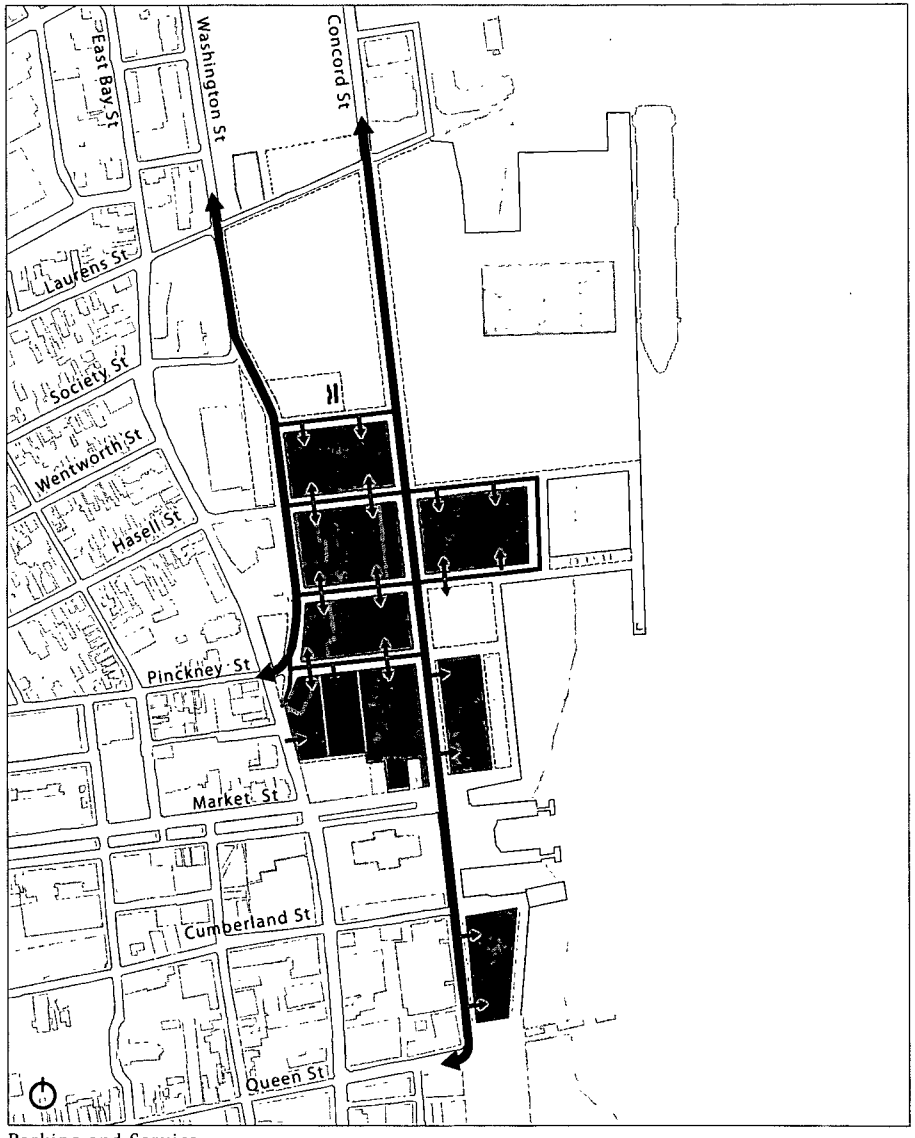


Access

Maximum Allowable: 3 curb cuts @ 20' wide each

Maximum Allowable: 2 curb cuts @ 20' wide each

Maximum Allowable: 1 curb cut @ 20' wide



Parking and Service

Service route

Parking

Garage Entry

Potential Site for a City Garage

CONCEPT PLAN DISTRICT

R.001624

TRANSPORTATION

PUBLIC TRANSPORTATION

The Concept Plan area is served by various forms of public transportation.

Carriages

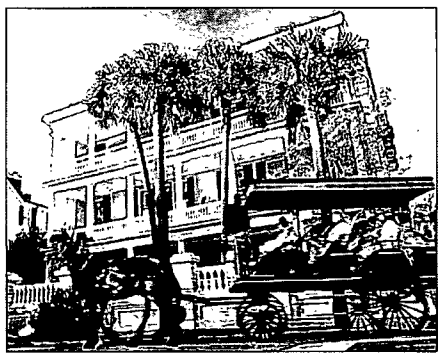
Carriage rides are a very popular attraction in Charleston. Carriage routes generally originate around Market Street and travel to various districts within the city. The following figure shows the locations of the existing carriage routes as well as proposed routes through the Concept Plan area.

DASH Shuttles

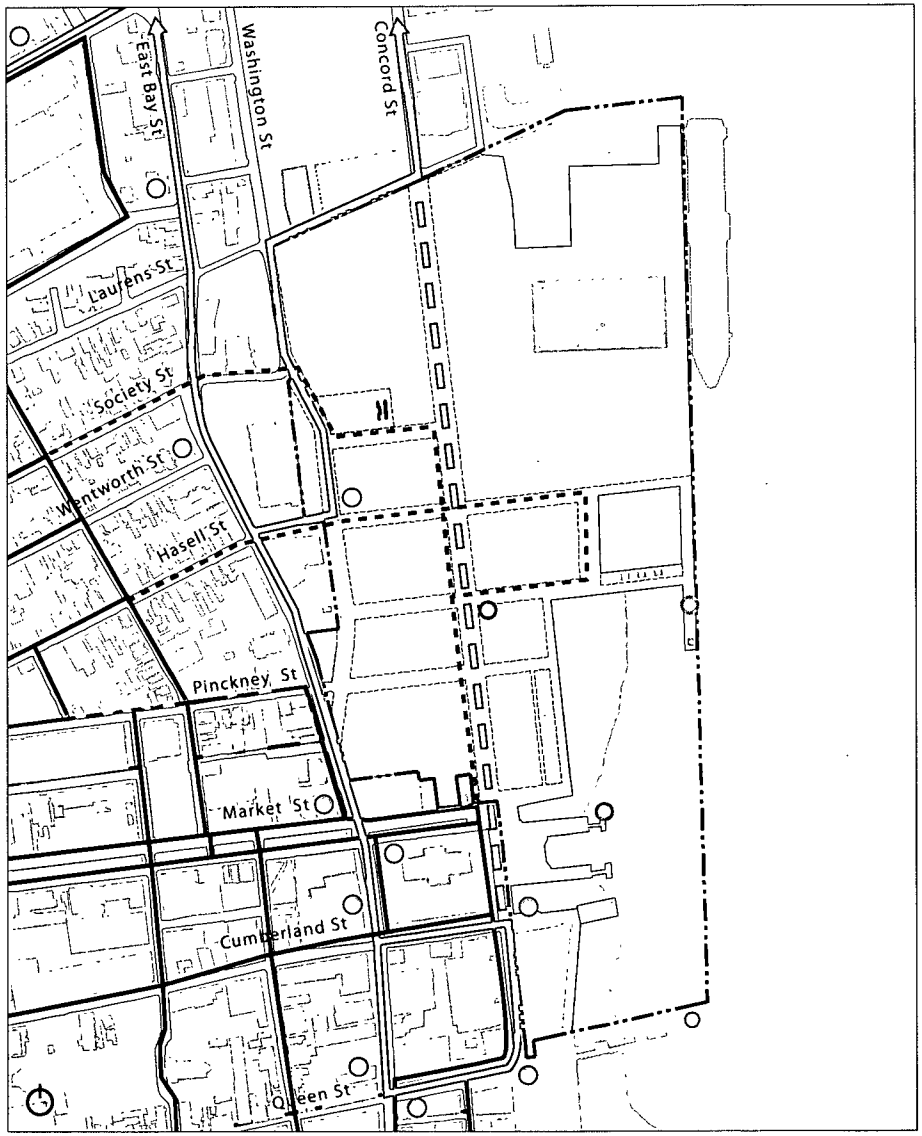
The Charleston Area Regional Transportation Authority (CARTA) runs the four Downtown Area Shuttle (DASH) routes. The existing DASH routes as well as proposed extensions and stops within the Concept Plan area are also shown.

Water Taxi

Water Taxi service is currently offered between Patriot's Point in Mt. Pleasant and the Maritime Center north of Union Pier. A water taxi stop further south on the Peninsula could be accommodated at Union Pier and would encourage greater use of other modes of transport, would bring visitors to the Custom House Wharf, provide visitors with more options for exploring the Peninsula, and add vitality to the Union Pier and Market Street area.



Carriages



Transit Routes

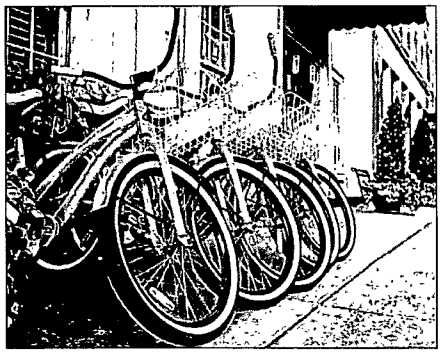
CONCEPT PLAN DISTRICT

BIKEWAYS

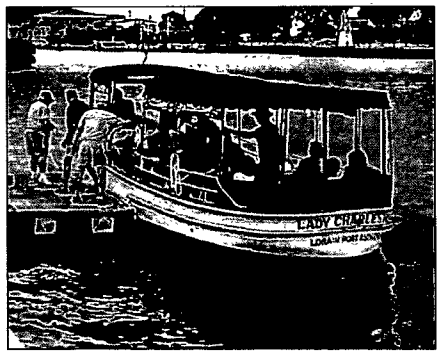
A bicycle network is an important contributor to a city's mobility plan. The network proposed connects to and augments the existing and planned bicycle routes within the City of Charleston. The shared bike lanes should be properly marked with "sharrows" and signage for motorists. Bike racks should be planned within the Concept Plan and located adjacent to the bike network to provide convenient bike storage.

The West Ashley Greenway is a regional bike route that connects to the East Coast Greenway (a bike route which stretches from Maine to Florida). The Greenway passes through urban and rural areas and currently links within Charleston at Liberty Square north of Union Pier. The Concept Plan would provide for the extension of the bike route through Union Pier along the public waterfront esplanade.

The Charleston Bicycle Friendly Community Task Force has authored a set of recommendations (May 2009) which include creating policy and standards for connections to future developments. Such standards should be coordinated with the potential for additional bikeways at Union Pier.



Bicycle racks



Water taxi

Bike Network

City bike routes

Proposed Museum Mile Bike Route

Proposed shared bike lanes

Proposed West Ashley Greenway extension

CONCEPT PLAN DISTRICT

TRANSPORTATION

PEDESTRIAN ACCESS

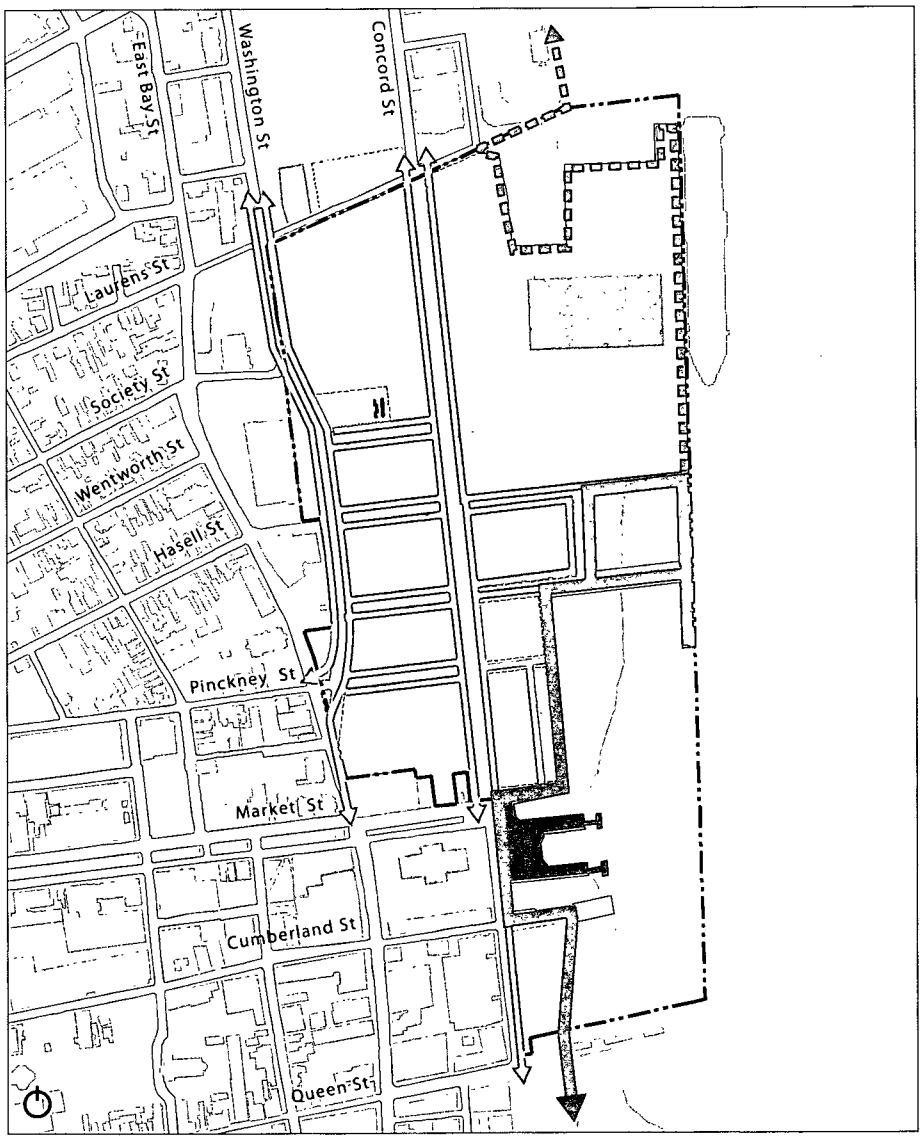
Throughout the Peninsula there are existing sidewalks and paths linking various parts of the city and its green areas. The Concept Plan sidewalks will directly link to the existing pedestrian network. The Concept Plan streetscapes should be designed with a strong pedestrian focus as extensions of the park network. Streetscape amenities include benches and chairs, bike racks, lighting, trash receptacles, street trees, special paving at crosswalks, and designated locations for artwork.

There are key intersections within the Concept Plan where vehicular, bicycle, and pedestrian will interact, creating the potential for conflict points. It is imperative that these intersections be designed to insure safe mobility of transit vehicles, cars, bikes, and pedestrians. Design elements that can raise driver awareness and reduce potential conflicts with other modes include distinctive paving, special lighting, minimizing curb cuts and driveways, and signage to announce pedestrian and bike crossings to motorists.

Pedestrian crossing distances should be minimized and curb radii kept at minimums. On-street parking and narrow vehicular travel lanes also serve to slow traffic and create a safer pedestrian environment.

Providing for the pedestrian will increase the multi-modal capacity of the site.

Pedestrian access



Pedestrian Network

Esplanade

Sidewalk

CONCEPT PLAN DISTRICT

Once the Concept Plan progresses to a Development Plan, early coordination with South Carolina Electric and Gas Company will be an essential step in creating a design in keeping with the vision of the Charleston Peninsula which has been illustrated by the concepts within this Concept Plan. There are existing electric and gas utilities within Union Pier that serve not only Union Pier but much of the surrounding neighborhoods and businesses. Disruption to these utilities due to relocation should be considered.

In addition, opportunities to create a sustainable site by efficient design should be one of the goals for this site. Some methods to obtain these goals are as follows:

- design building envelopes, HVAC units, lighting, hot water heaters and appliances to maximize energy performance
- specify HVAC systems that use no CFC refrigerants
- harvest free energy – Solar panels, windows, wind energy etc
- recover Waste Energy – Exhaust air energy recover, graywater heat recovery, etc.
- solar; thermal, bio-fuel based, geothermal heating, geothermal electric,
- renewable or green-power from off-site

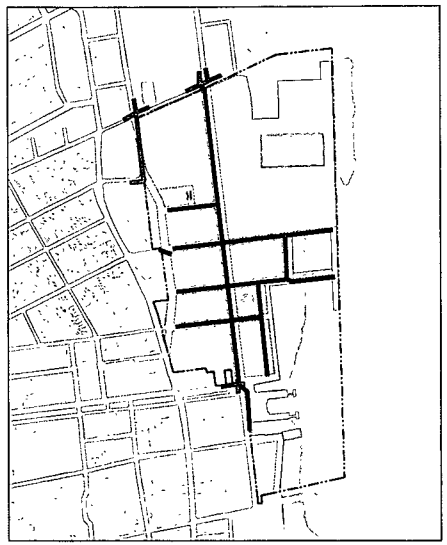
The use of sustainable methods could reduce long term cost and help reduce the carbon footprint for this site.

POWER

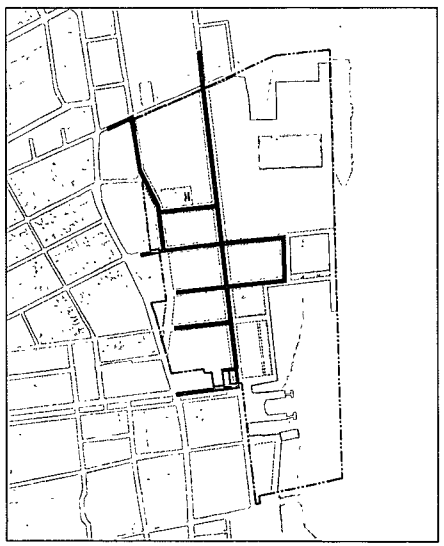
Electricity for Union Pier is provided by South Carolina Electric and Gas Company. Currently electric power serves the existing buildings by means of overhead power. It is recommended that future design relocate all overhead power within the Union Pier site underground and within the future road right of ways. It is further recommended that as the project develops, early coordination with SCE&G regarding availability occur.

GAS

Gas for Union Pier is provided by South Carolina Electric and Gas Company. Currently gas service to the Union Pier site is limited. The existing gas mains are located at the intersections of Market Street and Concord Street, Hassel Street and Washington Street, and Concord Street and Laurens Street. Service to future buildings will be provided by extending new gas mains through the site.



Electric — Proposed underground gas; Existing underground gas



Gas — Proposed underground power; Existing overhead power

CONCEPT PLAN DISTRICT

INFRASTRUCTURE

WATER SUPPLY

Potable System

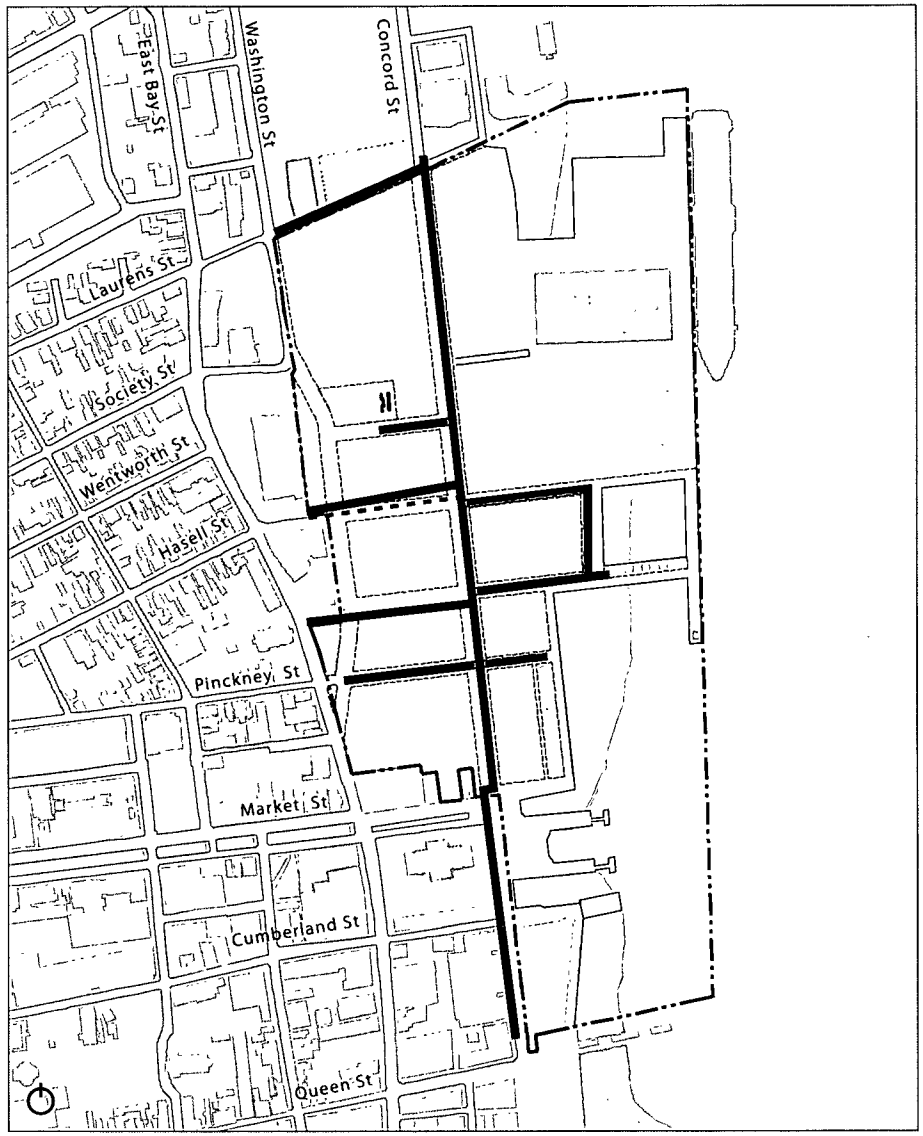
Union Pier lies within the service area of Charleston Water System (CWS). A hydrostatic flow test (conducted December 7, 2009) indicated the pressures in the area were low and the transmission system is currently limited and may need larger mains. These improvements will be completed concurrent with the demand.

An existing 12" main runs parallel to Concord Street all the way through the entire Port's property to Wharfside Street. There are three existing 12" mains that connect the 12" main along Concord Street to Washington Street and East Bay Street. This looped system provides the framework for a portion of the site. Sections of the existing line will need to be relocated to work with the Concept Plan and additional mains will need to be provided to serve the large site plan.

Through the existing and proposed potable water system, fire protection and irrigation water will be provided to this site.

Irrigation

The Concept Plan currently shows several open spaces with the intention that these zones would differ in the amount and types of vegetation requiring irrigation. The undefined specifics make estimations for irrigation difficult at this time; however, it is quite normal for customers of public utilities to use potable water for private irrigation needs. Some planned developments may use sources other than potable water for irrigation of common areas. Many locations use captured stormwater supplemented by well or utility water during periods of peak demand and low rainfall. In addition, vegetation that is drought resistant can be planted to reduce demands for irrigation water. One or a combination of these methods can help reduce long term costs for irrigation fees and promote sustainability within this site.



Water Infrastructure

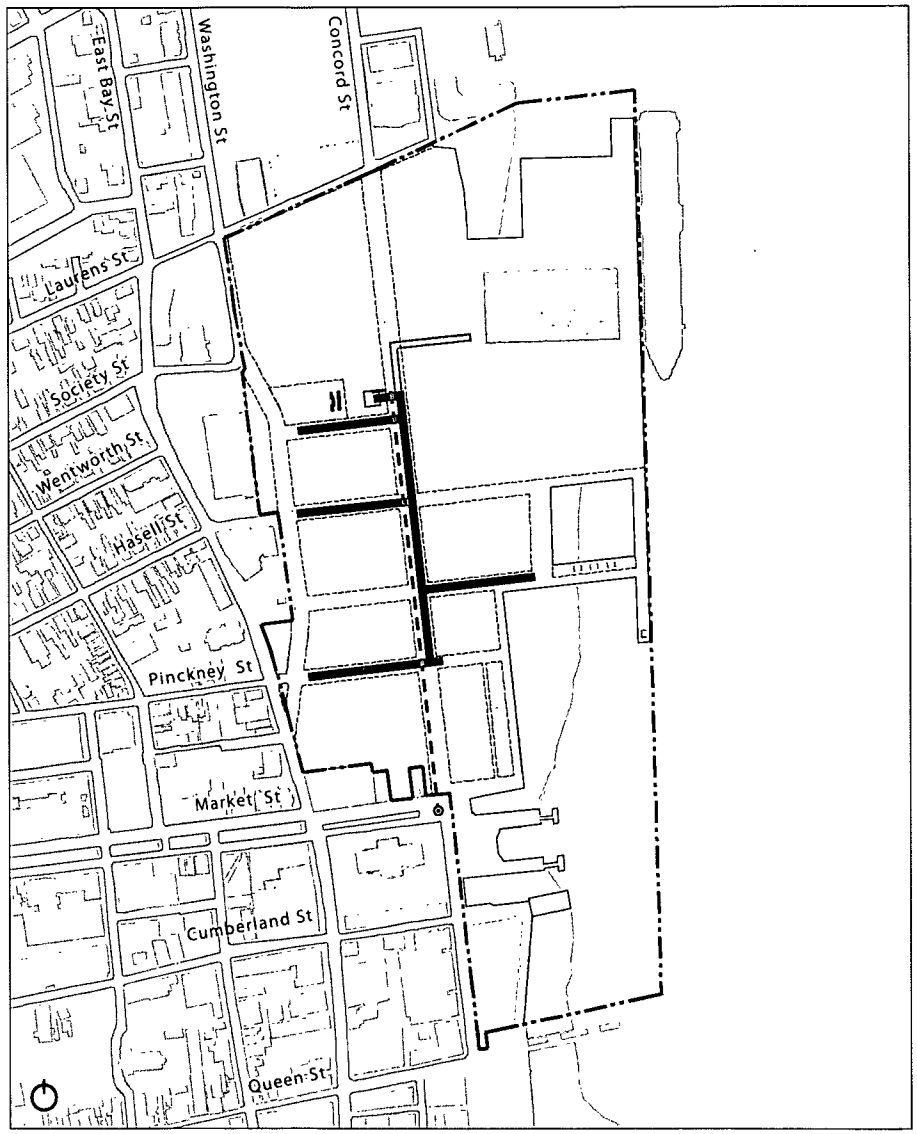
Existing water main
Proposed water main
Proposed relocated main

WASTEWATER

Sanitary Sewer

Union Pier lies within the service area of Charleston Water System (CWS). CWS has infrastructure in and around the site to allow for points of connection to their sewer system. It should also be noted that all services and associated capacity that is currently provided to the Port property will be credited back to the future development in terms of impact fees.

The existing warehouses located within the Port property are currently served with a series of small pump stations or grinder pumps that force wastewater to the existing gravity lines located on the surrounding sites. It has been determined that the future development would require the addition of a central pump station to handle the future cruise terminal and the future private development. A series of gravity sewer mains would capture the wastewater from this proposed site and route it to the central pump station. The pump station would then pump the wastewater to an existing CWS gravity system.



CONCEPT PLAN DISTRICT

STORMWATER

Existing Conditions

Union Pier is approximately a 63 acre site located on the eastern side of the Peninsula of Charleston, SC. Union Pier currently drains to the Charleston Harbor and eventually to the Atlantic Ocean.

The Concept Plan area is generally "developed", with existing warehouses to support South Carolina State Port Authority uses. Existing land cover within the Concept Plan area are open parking lots, warehouse buildings, and existing infrastructure to support its intended uses. Approximately 98% of the site is impervious.

The topography of Union Pier is very characteristic of the South Carolina "low country" – with elevations ranging from elevation 5ft to 12ft. In general the gentle relief results in very low slopes in the drainage ways across the Concept Plan area.

The drainage within the Concept Plan areas is a system of existing catch basins and pipes ranging in size and materials. The current system has eight points from which that the pipes directly discharges to the Charleston Harbor (See Attached Existing Storm Drainage Exhibit).

The City of Charleston has been coordinating with the Port for a future drainage tunnel known as the Market Street Drainage project. The drainage tunnel will collect stormwater runoff from the Market Street basin and tie to a drainage shaft at the corner of Market Street and Concord Street. A drainage tunnel connects this shaft, paralleling Concord Street, through the Port's property and discharges to the Concord Street Pump Station located across from Concord Park. The current design for the Market Street Drainage study does not account for any runoff drainage from the Union Pier project area.

Regulatory Context

Applicable stormwater regulations for the Union Pier Concept Plan areas are related to the following regulatory programs:

- Federal Clean Water Act / National Pollution Discharge Elimination System (NPDES) Storm Water Program
- South Carolina Pollution Control Act
- South Carolina Storm Water Management and Sediment Reduction Act
- South Carolina Coastal Zone Regulations
- South Carolina Anti-Degradation Rules
- City of Charleston's MS4 Review

In South Carolina, the South Carolina Department of Health and Environmental Control (SCDHEC) is responsible for administering the state's stormwater management program. In the eight coastal counties, SCDHEC has delegated the stormwater management program authority to the South Carolina Office of Ocean and Coastal Resource Management (OCRM). Recently, as part of the NPDES Phase II stormwater implementation (for small and medium sized municipalities and counties), OCRM has delegated portions of the stormwater management program authority to local jurisdictions (as part of their NPDES municipal separate storm sewer system (MS4) permit). The City of Charleston has delegated NPDES MS4 stormwater programs.

Land disturbing activities (including the construction of roads, residential neighborhoods, commercial areas, etc.) are required to apply for and receive a NPDES Phase II Construction General Permit (CGP). These permits address water quality and quantity using thresholds based on the project's land disturbance footprint, distance to receiving water, and proximity to sensitive areas. Generally, permits are required if a land disturbing project is:

- ≥ 1 acre and not within ½ mile of a receiving water or
- if a project is > ½ acre and within ½ mile of a receiving water.

However, a permit could be required even if the project is ≤ ½ acres and within ½ mile of a receiving water if it meets defined criteria that are outlined in the regulations.

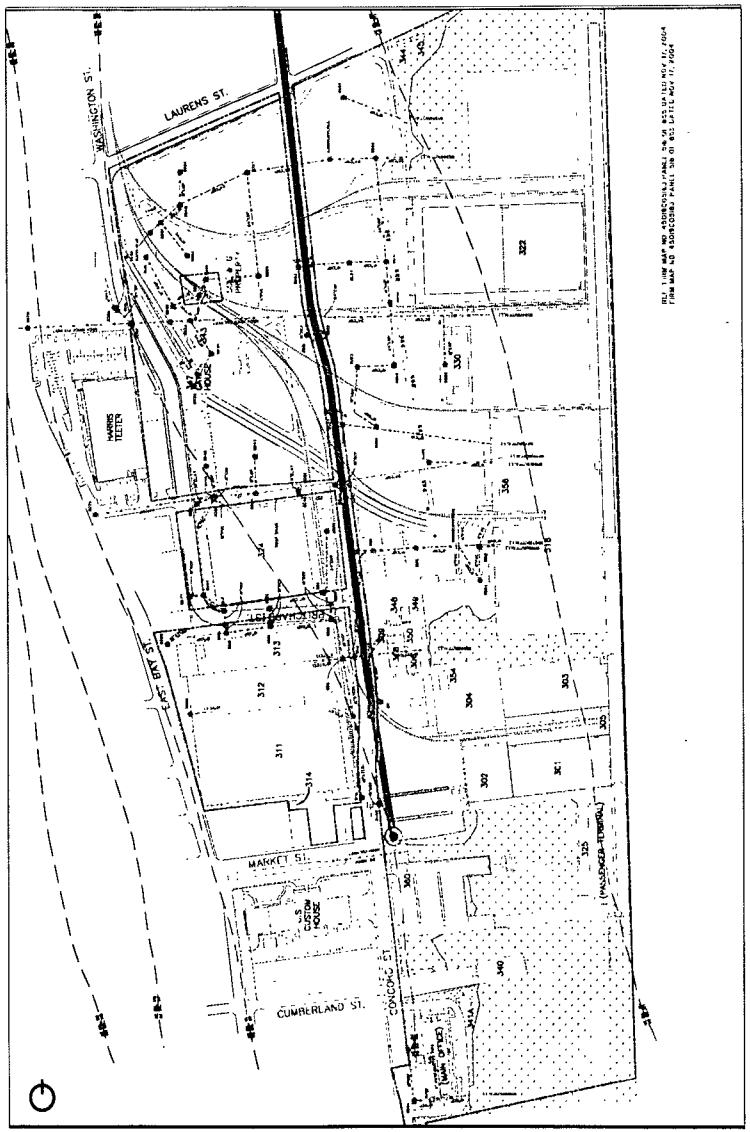
For nearly all acreages of disturbance the regulations require that peak post-development discharge rates from the basin shall be at or below pre-development rates for the 2- and 10-year 24-hour storm events (4.5 and 6 inches, respectively).

The regulations also specify that a "water quality volume" be detained to improve water quality from the site. The thresholds of the "water quality volume" are related to the project's size and relative location to the receiving water body. Projects that disturb ≥ 5 acres and are not within ½ mile of a receiving water body are required to capture and detain on site the first ½ inch of runoff and release that quantity over a 24 hour period. Projects within ½ mile of a receiving water body are required to capture and detain on site:

- the first ½ inch of runoff from the site, or
- the first 1 inch of runoff from the built upon area, whichever is greater.

During construction, larger projects (those > 10 acres and draining to a common point) are required to demonstrate an 80% sediment trapping efficiency for total suspended solids (TSS) for the 10-year, 24-hour storm event.

Additional state stormwater regulations pertain to the further degradation of impaired waters identified in the state's listing of impaired waters (303(d) list). Large scale development projects, those with more than 25 acres of disturbed land which have stormwater discharges directly into an impaired water body via structures or ditches, have the ability to further degrade the quality of that impaired water body. Therefore, additional assurance (in the form of stormwater best management practices (BMPs)) may be required to ensure runoff from that site will not cause or contribute to further degradation of the water body.



Existing Stormwater Drainage

R.001632

Additionally, there may be certain projects adjacent to some ecologically important or sensitive waters with disturbance of less than 25 acres which will require assurance that water quality will not be further degraded. The concern for water quality degradation pertains not only to runoff during construction, but also after the project is fully built-out.

In addition to the federal and state regulations pertaining to stormwater quantity and quality, additional regulations are imposed by other local jurisdictions – including the City of Charleston.

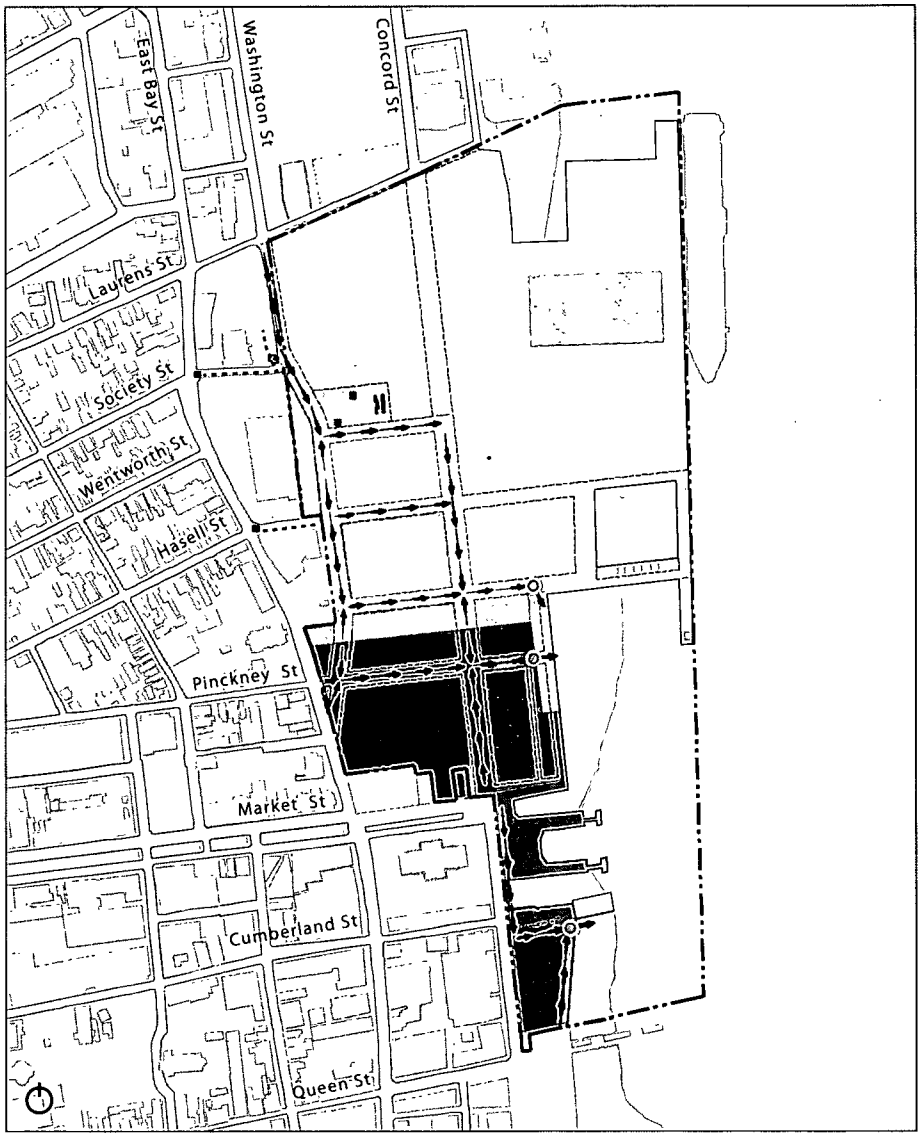
STORMWATER DRAINAGE

Collection and Conveyance

Stormwater runoff from the developed areas within Union Pier will be captured in stormwater conveyance infrastructure of various types – pipes, swales, etc. This infrastructure will be designed to meet the local and state regulations for the particular type of system.

For this site, the collection and conveyance system will be designed as a series of inlets and pipes to collect and convey the stormwater runoff, treat the water for quality standards set forth by the regularity agencies, and discharge to the Charleston Harbor. Natural topography will be used wherever possible to maintain existing drainage patterns.

The proposed system does not connect to the planned Market Street Drainage project. However, it is the recommendation of the design team that any potential availability in the Market Street Drainage system be allotted for stormwater runoff drainage from the Union Pier project area to mitigate existing drainage issues around Union Pier and Washington Street.



Stormwater Drainage

---- Existing storm drainage
→ Proposed water main
○ Water quality treatment device/outfall
■ Stormwater inlet

Post-Development Detention

As discussed in the Regulatory Context section above, the peak post-development stormwater discharge rate must be equal to or lower than peak pre-development stormwater discharge rate for the developed areas. The Concept Plan proposes to increase pervious area therefore decreasing runoff rates. Any increased stormwater runoff will be mitigated through the design process, including:

- Using innovative design approaches,
- Maintaining site resources and natural undisturbed areas,
- Employing lower impact site layout techniques,
- Minimizing impervious cover,
- Utilizing natural features for stormwater management, and
- Implementing stormwater BMPs.

STORMWATER QUALITY

The management of potential non-point source pollution (from developed areas within the Union Pier Concept Plan areas is essential for the protection of surrounding receiving waters. Currently, stormwater discharges directly to Charleston Harbor without detention or stormwater quality treatment.

Development within the Concept Plan area will be designed and constructed to maximize natural infiltration (where practical) and minimize site runoff.

Stormwater management practices will be designed to:

- Decrease the erosive potential of increased runoff volumes and velocities caused by land development,
- Remove sediment and other pollutants in stormwater,
- Preserve natural drainage patterns and other hydrologic conditions, and
- Preserve the natural systems that help stormwater quality.

Best Management Practices

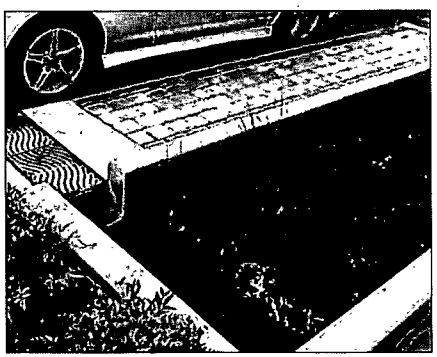
Due to the site constraints created by the urban context, traditional treatment methods such as wet and dry detention will most likely not be used. Stormwater quality best management practices that will be considered are listed below.

Non-structural BMPs that may be incorporated into the designs will include (but are not limited to):

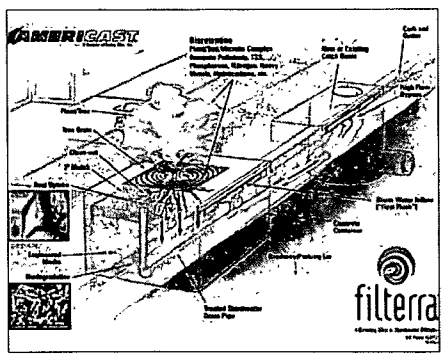
- Vegetated conveyance systems,
- Green roofs,
- Critical line buffers
- Disconnected roof top and other impervious area drainage to pervious areas, and
- Natural infiltration (where practical).

Structural BMPs that will be considered for incorporation into the designs will include (but are not limited to):

- Underground Detention Systems,
- Stormwater Wetlands,
- Bioretention Areas,
- Infiltration Trench,
- Pre-Fabricated Control Devices,
- Vegetated Filter Strips, and
- Grass Paving and Porous Paving Surfaces.



Example of a biofiltration planter box



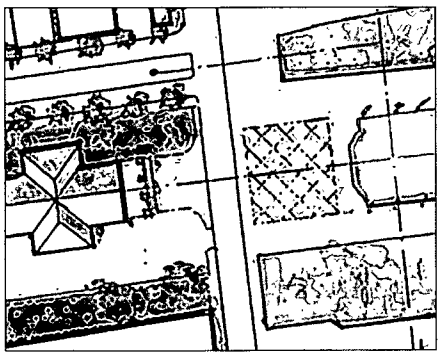
Typical Filterra© layout, tree grates should be consistent with the adjacent street landscape

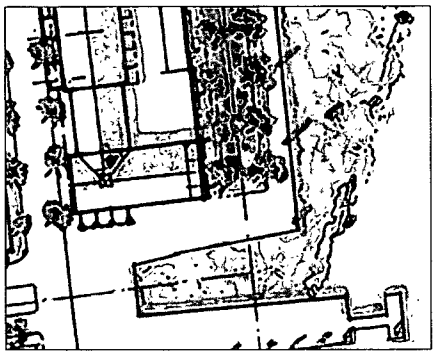
SPECIAL INITIATIVES

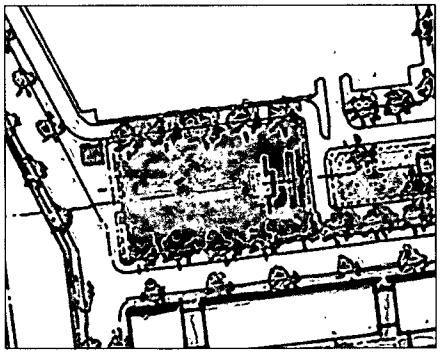
There are four special initiatives, or special areas, within the Concept Plan. Each initiative is tied to the past, present, and the future of the working waterfront and therefore inextricably linked to industry and the residents of Charleston.

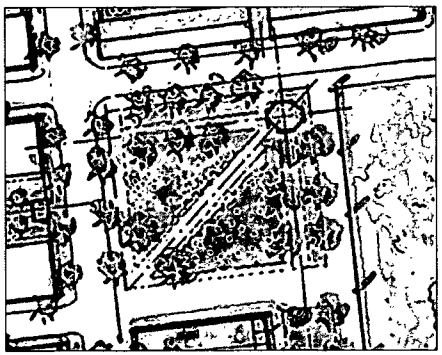
The four special initiatives of the Concept Plan are:

- Restoration of historic public landing
- Restoration of the natural shoreline
- Restoration of Bennett's Rice Mill and Creation of Rice Mill Park
- Creation of Pavilion for the History of the Waterfront in Union Pier Park







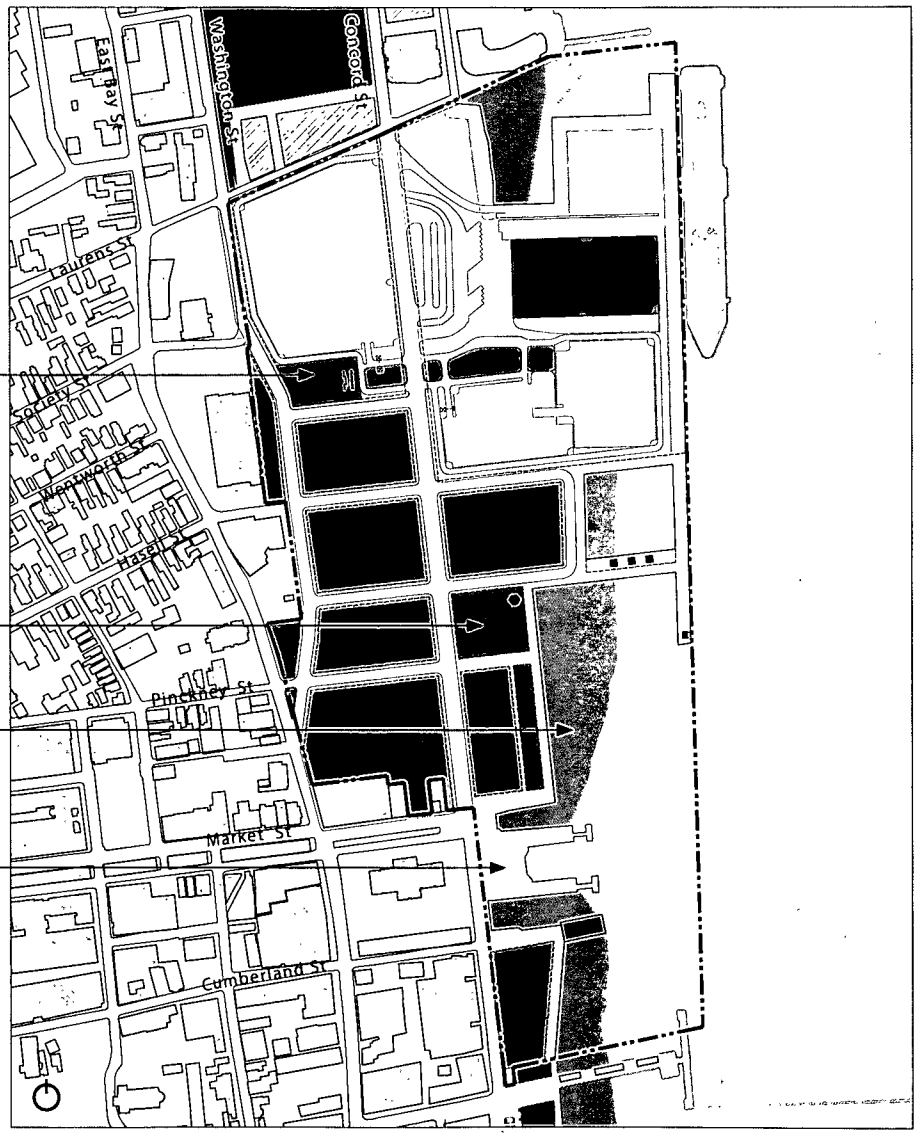


Restoration of Bennett's Rice Mill and Creation of Rice Mill Park

Creation of Pavilion for the History of the Waterfront in Union Pier Park

Restoration of the natural shoreline

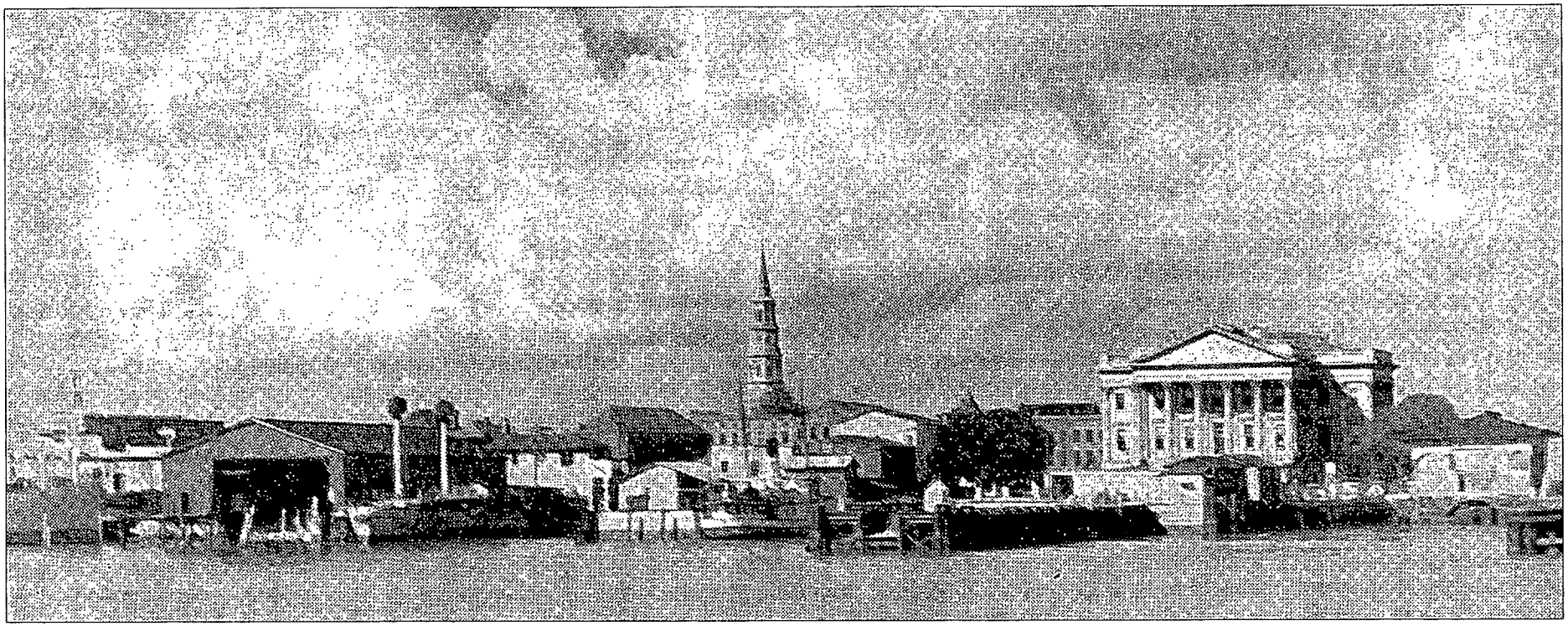
Restoration of historic public landing



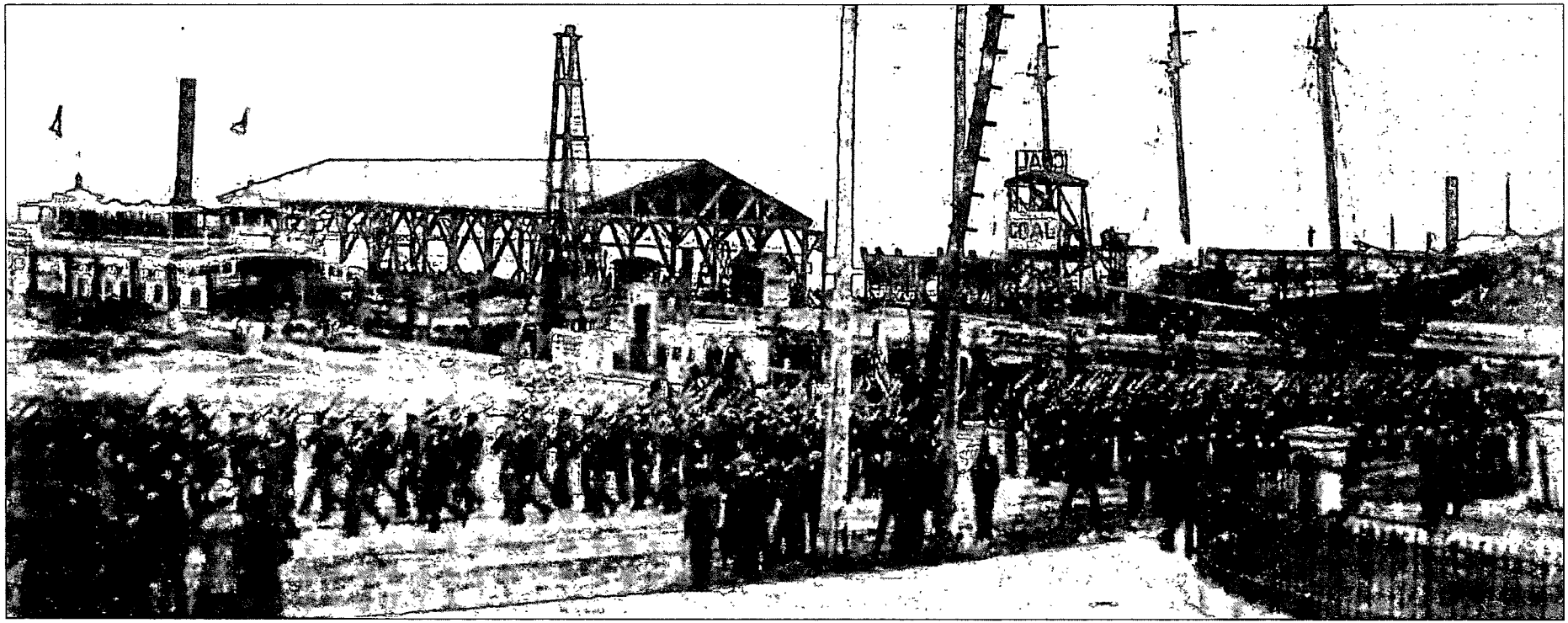
RESTORATION OF HISTORIC PUBLIC LANDING

Seen as Charleston's front door from the water, the Custom House dominated the Charleston Cooper River waterfront and its skyline since construction of the federal building was completed in 1879. At that time, the Cooper River flowed past the city and could be accessed from a public boat landing. Pier 1 and Pier 2 are stacked granite partially obscured today by a State Ports Authority parking lot.

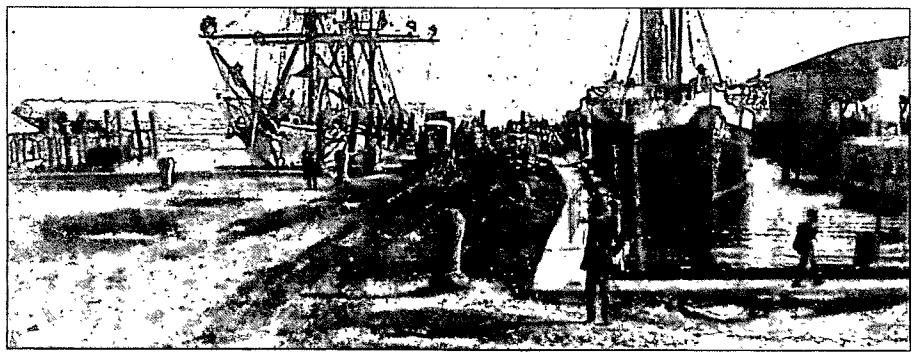
Soldiers paraded by the wharf, President Franklin Roosevelt addressed a crowd from Union Pier, torpedo boats and rum runners tied up at the docks, goods were shipped, and African-American water men brought a fleet of ships (the Mosquito Fleet) in daily with the day's catch.



Waterfront view of Charleston and the Custom House



South Carolina Volunteer Artillery prepares for Spanish-American War circa 1898



Pier 2 at the Custom House Wharf, early 20th century

Remaining artifacts of the once vibrant wharf at Pier 1

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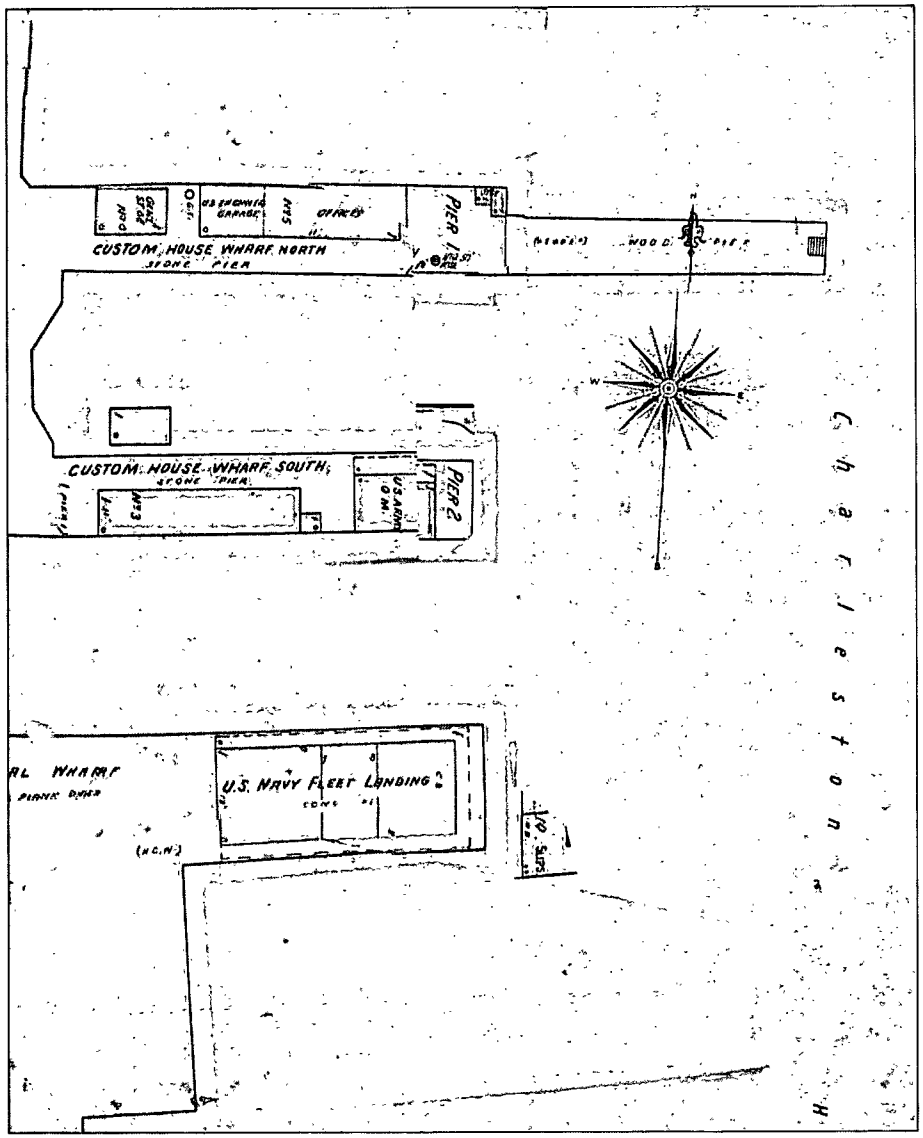
With the removal of the SPA Cruise Terminal from the south end of the State Ports Authority's Union Pier property, an opportunity to redevelop that portion of the site is illustrated in this Concept Plan Report. A key component of the Concept Plan is the restoration of the historic public landing, including the entire granite wharf edge of the landing, Pier 1, and Pier 2

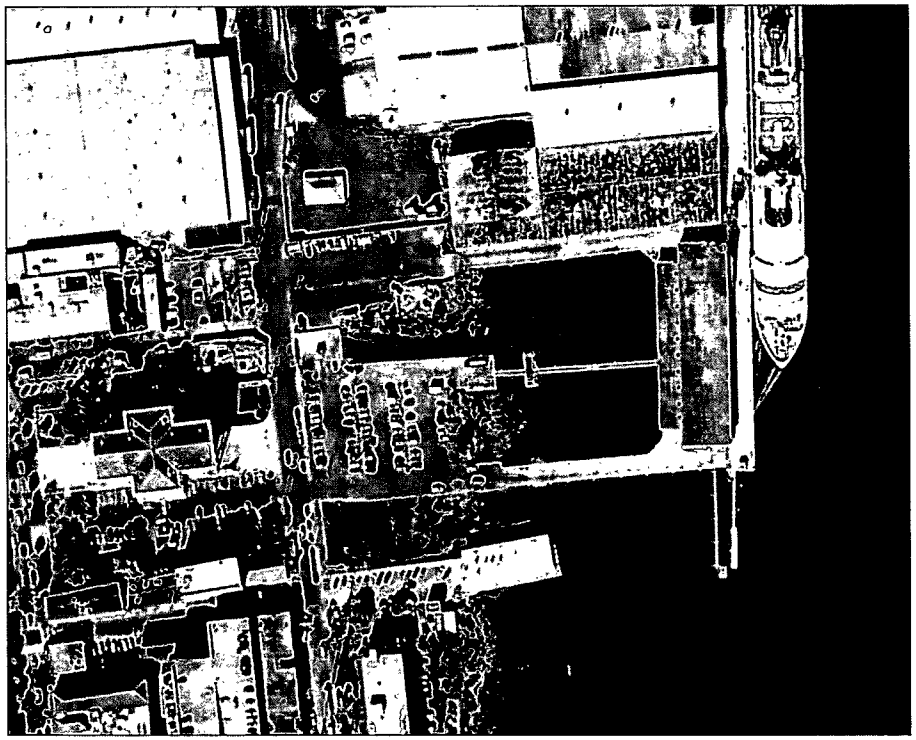
The Public Landing and the Custom House mark the waterfront terminus of Market Street. A restored public landing will provide the community with a public plaza at the foot of the Custom House - a place to gather and look out over the Cooper River. A restored boat landing will provide small craft access at the foot of Market Street and even perhaps foster the advent of a morning fish market.

Seen from the steps of the Custom House or from the water, a restored public landing with a vibrant marsh will provide the postcard view of the city once more.

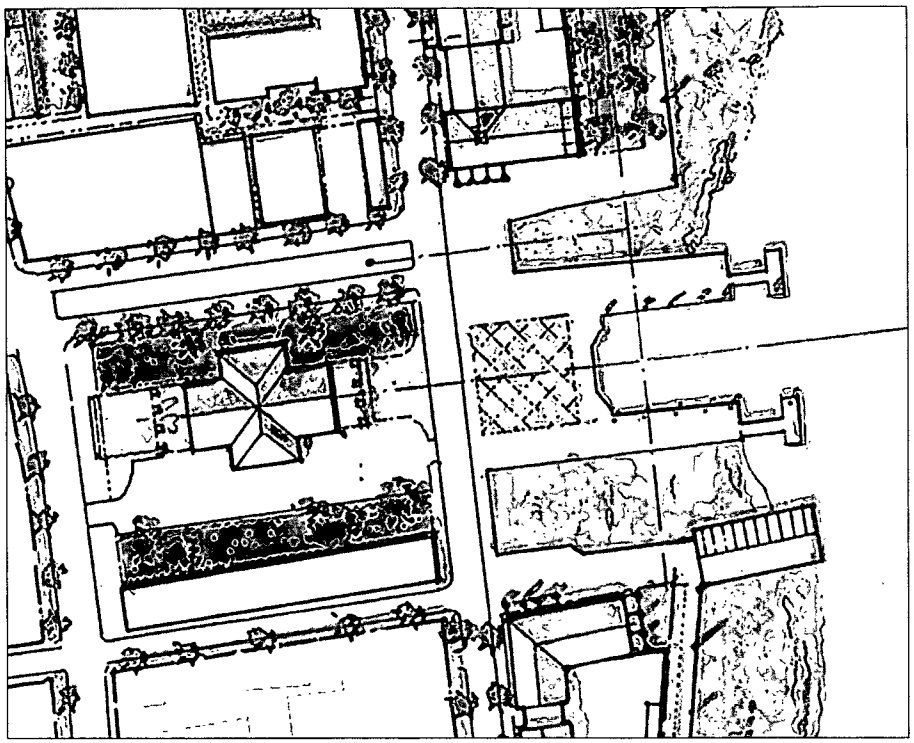


1902 Sanborn map with updates through 1951

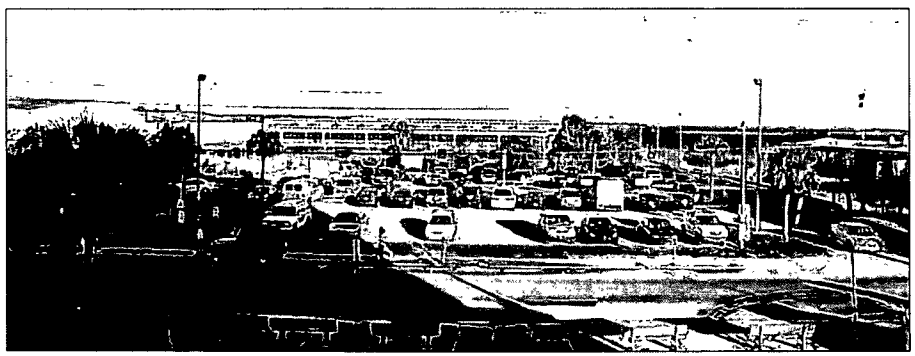
R.001639



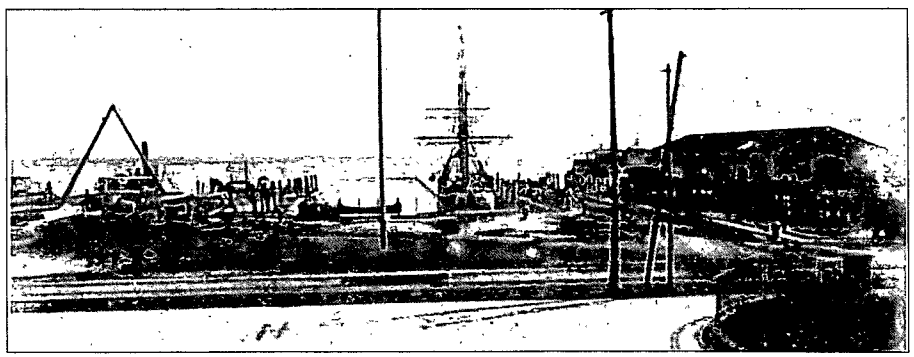
SPA parking lot at the historic public landing



Proposed public plaza and access at Custom House Wharf - an illustrative concept



Present day view from the steps of the Custom House



Early 20th century view from the steps of the Custom House

SPECIAL INITIATIVES

RESTORATION OF NATURAL SHORELINE

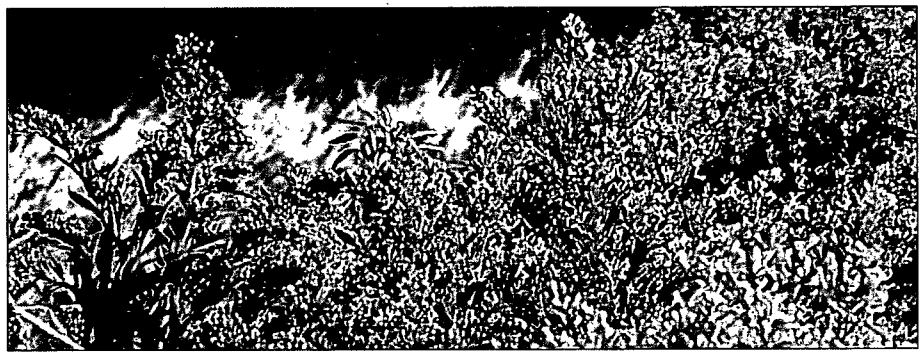
The Union Pier Concept Plan recommends the removal and relocation of a variety of in-water structures, primarily pier decking and pilings, resulting in great opportunity for the reclamation of natural shoreline habitats. Habitats that may be restored along the waterfront include salt marshes, oyster beds, tidal pool areas, mudflats, upland marginal habitat, and other estuarine habitats typical of the South Carolina coast. This section details opportunities that the deck removal presents from a natural restoration perspective and identifies strategies that should influence future planning.

History of Charleston Marshes

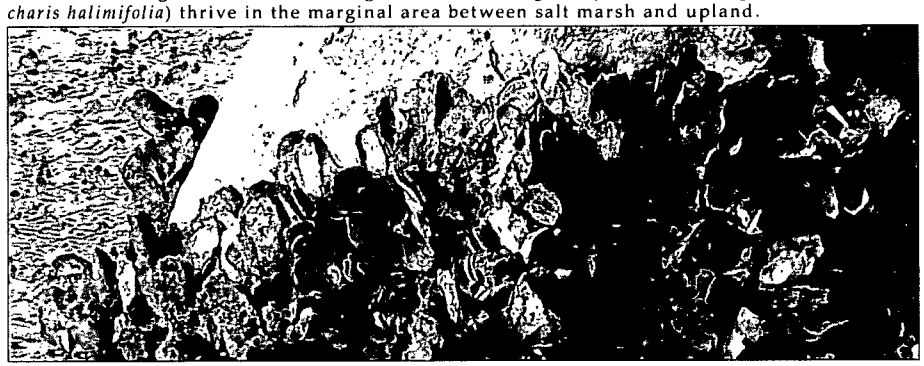
Large swaths of salt marsh once fringed the shores of Charleston Harbor and the Cooper River; however, many of these wetlands were filled for the developing city of Charleston and its waterfront activities. Today, patches of salt marsh still exist, including along the shore of beautiful Waterfront Park, but most have been encroached upon by centuries of development and the sedimentation and runoff that accompany such expansion. The Union Pier site historically supported shipping and industrial uses that required extensive dredging and pier construction, severely limiting the existence of marsh at the site. However, by the middle of the 20th century, shipping operations had declined. In 1942, the Santee River was dammed and diverted into the Cooper River as part of a hydroelectric project. The high water flows of the combined rivers increased sedimentation by up to eighteen times in Charleston Harbor. Most of the marsh seen on site today may have accreted following the diversion of the Santee. In 1985, the Army Corps rediverted the majority of the flow back into the Santee River, significantly reducing discharge into Charleston Harbor.

Today, a patchwork of small isolated marshes and extensive mudflats exists behind, between, and within the bulkheads, pilings, and deck structures of the site. These small habitats are degraded due to stormwater runoff and poor tidal flushing, which causes inconsistent growth and mudflats where tidal marsh should be. However, their presence is a reminder of nature's ability to regenerate; an encouraging indication

Salt marsh with boardwalk.



Salt-tolerant vegetation like seaside goldenrod (*Solidago sempervirens*) and groundsel (*Baccharis halimifolia*) thrive in the marginal area between salt marsh and upland.



Oysters colonizing a toppled piling.

that, with some human reparation, salt marsh and other waterfront ecosystems can once again thrive on this site.

Benefits of Intertidal Habitat

Intertidal habitats, particularly salt marshes, bring a variety of benefits to the South Carolina coast. In general, salt marshes provide many functions, including:

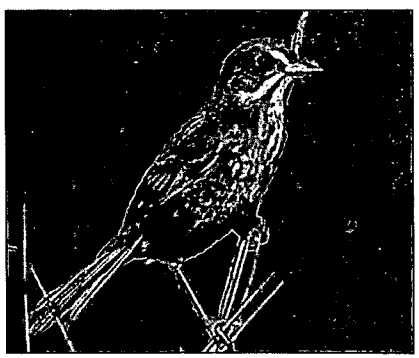
- Providing wildlife, fish, and shellfish breeding and foraging habitat;
- Intercepting and processing sediment and debris from the land and water;
- Acting to limit and reduce coastal erosion;
- Acting as nitrogen and carbon sinks, thereby reducing pollution and slowing the effects of global warming; and
- Providing floodwater storage.

Structurally, marshes stabilize substrate against erosion and stimulate further sedimentation, helping to balance sea level rise. Aesthetically, marshes are beautiful habitat and enhance the urban environment of Charleston. They also provide excellent educational opportunities, especially on the Union Pier site, where existing pier structures may be used creatively to improve public interaction with intertidal habitat (discussed below).

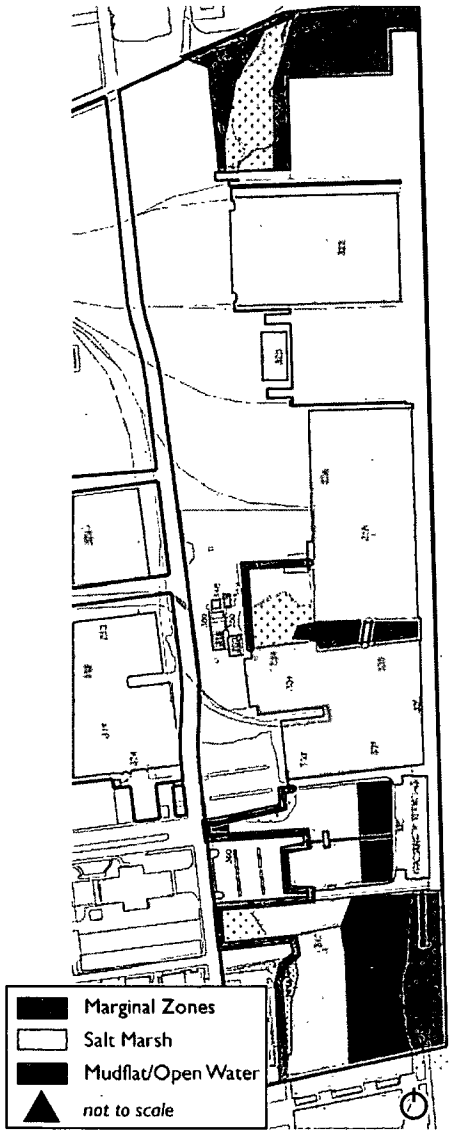
Intertidal ecosystems support an important variety of aquatic and terrestrial flora and fauna. Aquatic estuarine habitats support oysters and other shellfish. These animals are filter feeders, capable of improving the water quality of harbor systems when populations are sufficiently large. Other intertidal organisms, like crabs, eat marsh detritus and are preyed upon by shorebirds, fish, and other animals. Estuaries are critical spawning habitat for many fish that are important to local commercial fisheries.

Ribbed mussels among the roots of salt marsh cordgrass

Sand fiddler crabs rely on salt marsh habitat (Credit: Ianaré Sévi)



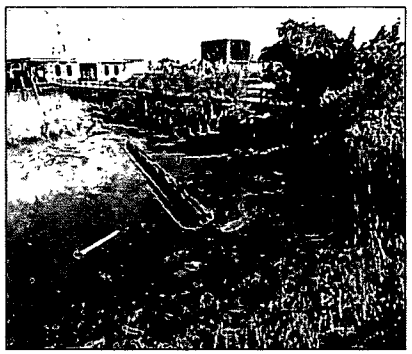
Seaside sparrows, found only in salt marsh grasses in the coastal plain (Credit: Brian Small)



Existing conditions map showing ecological zones of opportunity. A patchwork of salt marsh habitats exists between the piers, but it is degraded by stormwater runoff and poor tidal flushing.

Marginal zones bridge the space between salt marsh and upland. Currently, these zones are minimal to nonexistent on the site, displaced by riprap or vertical walls or pier edges. This allows stormwater runoff to flow directly into the existing salt marsh.

Large expanses of mudflat are revealed between low and mean tides.



Degraded existing salt marsh

Riprap in the marginal zone allows stormwater to run directly into marsh

Shoreline Restoration

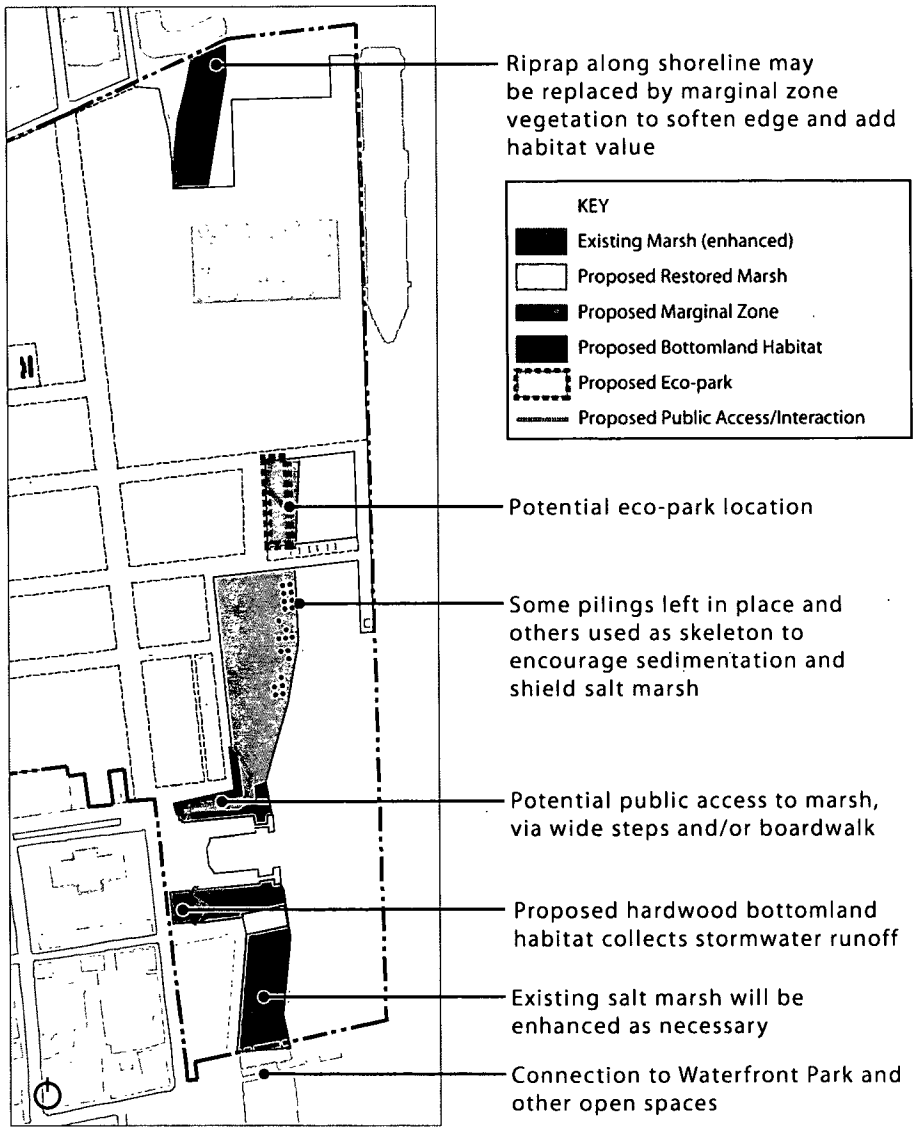
This project is an opportunity to reconnect Charleston's public to the natural waterfront by enhancing, protecting, and restoring the natural shoreline where appropriate and viable. To do this, several ecological strategies may be pursued, each consistent with the goal to create a self-sustaining restoration.

For example, in existing salt marsh areas with poor flushing, strategic removal of in-water structures and construction of naturalistic tidal channels may help restore hydrological connections. Using the pilings below grade as a skeleton to trap and support sediment may help enable the placement of substrate for planting native salt marsh vegetation. By leaving some pilings in place, we may encourage further sedimentation and ultimately protect marshes from wave energy.

Revealed shorelines previously covered by decking can be regraded to the desired elevation between mean and high tide, and then planted with native marsh vegetation (such as salt marsh cordgrass). Since established vegetation slows tidal flow locally, the restoration of a marsh helps to increase deposition of fine-grained sediment, expanding the marsh over time.

The grade in certain areas may be raised through relocation or addition of sediment to encourage cordgrass to grow on large expanses of mudflat currently located below mean tide. This regraded substrate may be held in place by pilings, bulkheads, berms or a variety of bio-engineered structures that would become less critical over time (see sketch on opposite page). Coir logs seeded with oysters may be used, providing living erosion control. Oysters and other shellfish are already found on existing pilings in significant numbers; beyond coir logs and pilings, additional habitat may be provided through strategic placement of debris, artificial reefs, or other structures.

Stormwater Best Management Practices (BMPs) may be used to protect restored salt marshes from runoff from parking lots and other impervious surfaces. Rainwater from these surfaces may contain suspended sediment with unwanted constituents.

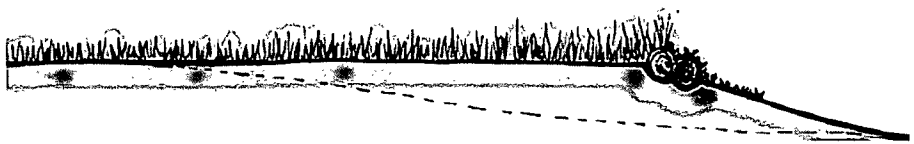


Illustrative conceptual ecological restoration plan

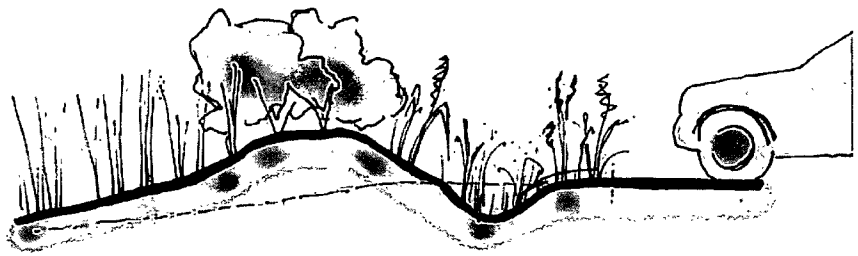
Vegetated bioswales planted with hardy native species, for example, can collect runoff and potentially improve water quality before water is released (see bottom sketch, below). Freshwater runoff may also be diverted into an upland area so as to create a pocket of bottomland hardwood forest reminiscent of South Carolina interior habitats. These plantings would likely attract birds and could themselves become educational sanctuaries.

Salt-tolerant shrubs and herbaceous species may be planted as a buffer in the marginal zone between salt marsh and upland; this creates a softer edge than stone rip-rap, reducing wave energy and erosion potential. The buffer also adds habitat value for birds and other wildlife, and protects marsh from direct upland stormwater runoff.

Finally, opportunities to connect to open spaces outside of the Union Pier site should be explored. For example, ensuring a seamless connection with Waterfront Park to the south will encourage local movement of wildlife species through restored habitat. Other local environmental and community groups should be involved as necessary.



Regraded substrate extends marsh vegetation and is held in place using bio-engineering techniques, such as oyster-seeded coir logs (shown)



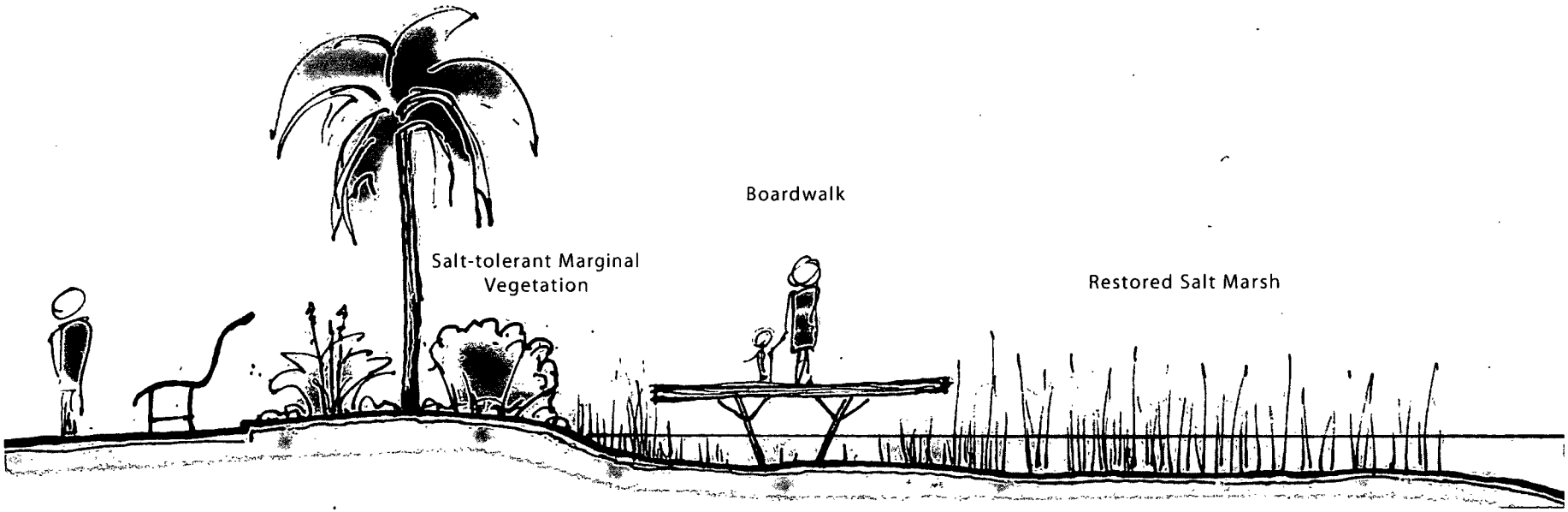
Vegetated bioswales capture and treat stormwater runoff from parking lots

Bringing the Shoreline to Visitors

Opportunities for public interaction exist throughout the restored shoreline area. For example, boardwalks raised above the marsh may carry pedestrians though the thriving intertidal community (as shown in the sketch below); signage and place design may call attention to wildlife and natural patterns. Outlooks with good views of the restored marsh and other shore habitats can give visitors the chance to observe birds such as egrets, marsh wrens, and perhaps even seaside sparrows, which are found only in salt marsh grasses like cordgrass.

An "eco-park" that highlights, emphasizes, and celebrates South Carolina waterfront ecology, constructed on and within the pier decking, may provide an formal ecological experience through the creative integration of open water, intertidal, and upland habitat. Interactive exhibits, signage, and design may be used to highlight the ecological and aesthetic benefits of shellfish, salt marsh, salt shrubland, and other waterfront communities. For example, a series of steps down into marsh habitat could lead the public into the ecological processes occurring on the waterfront. The steps could lead to open water or even to a small tidal pool area complete with a "touch tank" for children. Images on this page and the next provide sketches of these concepts.

The Concept Plan proposes significant changes to the Charleston waterfront by removal of the structures that impeded natural processes in the harbor -- specifically the natural development and maintenance of salt marshes and other South Carolina aquatic habitats. The proposed concepts detailed with this



Illustrative section showing transition through marginal zone at shoreline

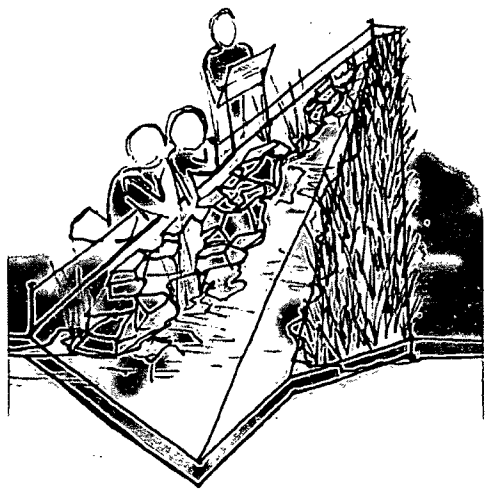
document allow us to explore restoring large sections of marsh, upland and marginal habitat, tide pools, and other important estuary features. There are several concepts that should be incorporated into the ecological components of the Concept Plan including:

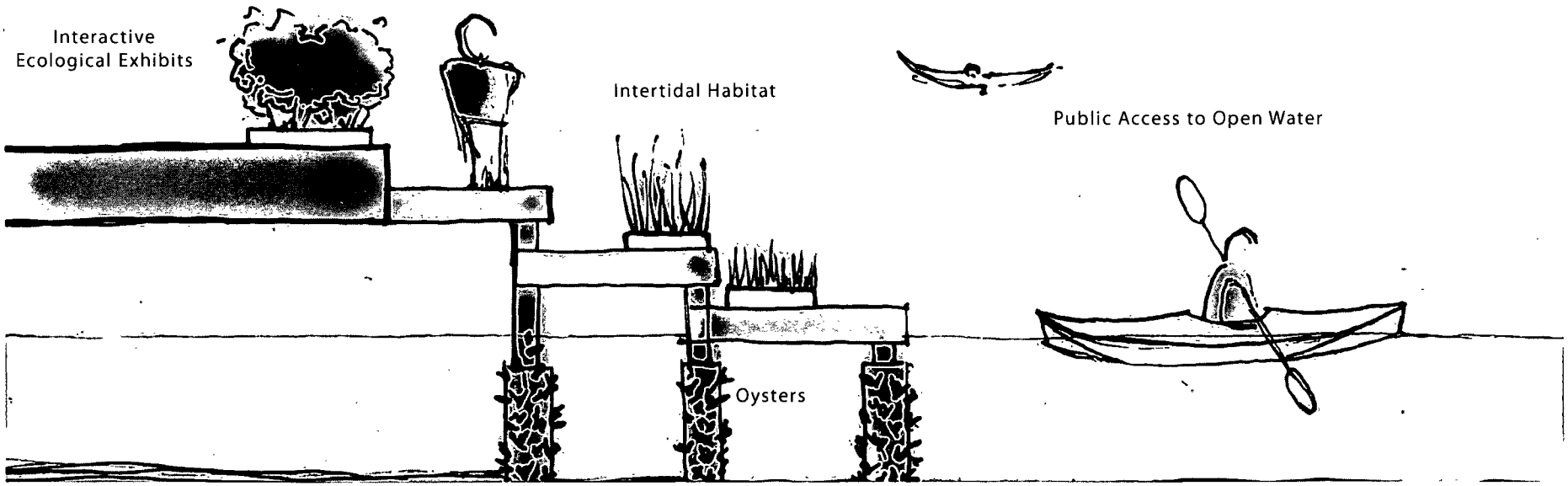
- Restoration of a variety of viable habitats and connections to other open space;
- Policy of self-sustainability of ecosystems;
- No further net loss of aquatic or wetland habitat as a result of new development without compensation through mitigation;
- Public access to the restored habitats;
- Educational opportunities at the restoration sites;
- Incorporation of local environmental organizations in the planning and design of these areas; and
- Development of an eco-park.

Eco-parks seek to connect visitors to their environment through creative design strategies. The landscape of an eco-park is designed to showcase ecology through carefully chosen native plants and landforms evocative of local ecosystems. Educational signage is often integrated into the design, as well as interactive exhibits that allow the public to explore natural surroundings.

At the Union Pier site, access to the marsh may be provided by boardwalk paths or wide steps leading down to the shore. Tidepools (right) or intertidal habitat (below) could be built into existing pier decks. By reusing industrial structures, the eco-park may also highlight the cultural history of the site.

Finally, active public access to open water (for example, kayaking) may also be included within the eco-park.



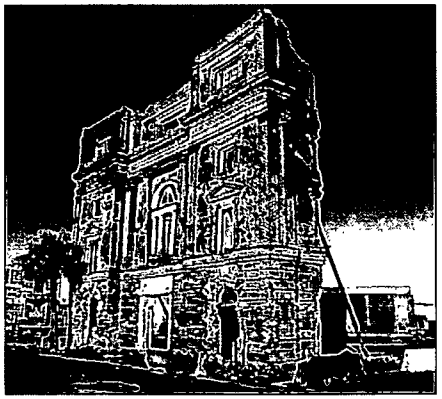


Illustrative section showing conceptual "eco-park" at pier's edge

RESTORATION OF BENNETT'S RICE MILL & CREATION OF RICE MILL PARK

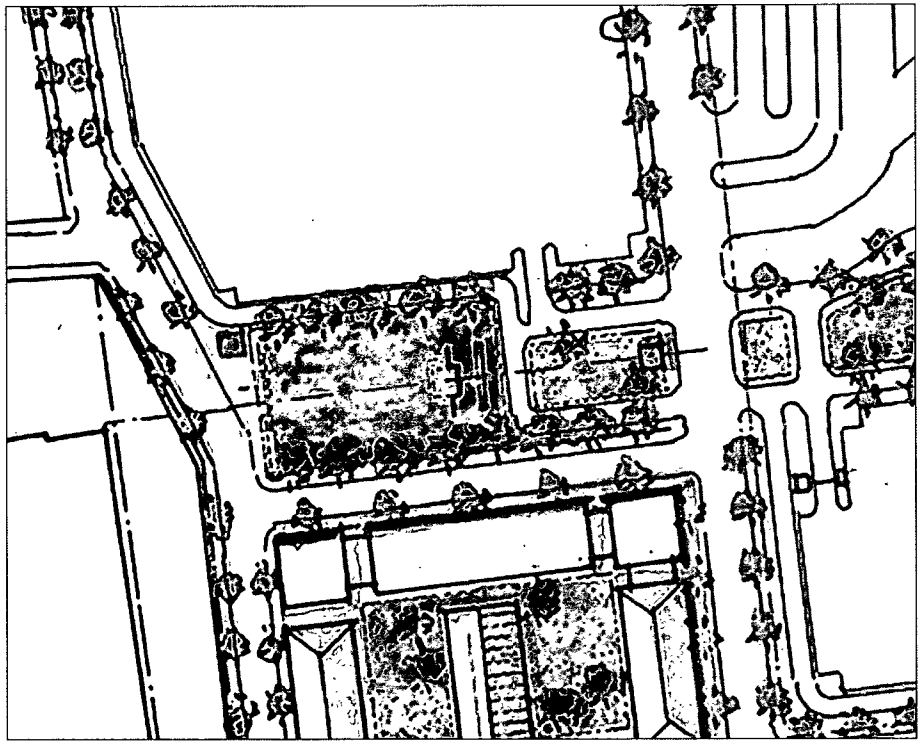
The area now commonly referred to as Union Pier was once a collection and assortment of many private piers of varying lengths and widths. Private ownership of the shipyards, wharves, and piers began at Union Pier in the 18th century and continued until the city created a municipal port authority in 1934. The ownership and names of the various wharves and docks included Robert Pinckney's Union Wharves, Marsh's Wharf where the "Rice Bird" was built and sailed in 1809, Deveaux, Robb, McLaren, Patten's Wharf, and Bennett's Wharf which occupied a portion in the northern end of Union Pier.

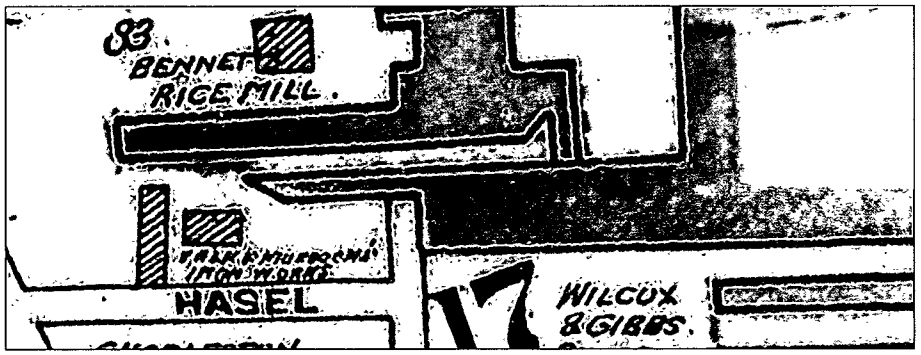
Names are all that remain but for the remnant facade of Bennett's Rice Mill which sat to the west of a constructed mill pond and between the long piers and slips which ran perpendicular to the river. Bennett's Rice Mill was constructed in 1844 though the area's commercial rice production had already begun to slow. An artifact of an earlier time, the Concept Plan celebrates the history of the working waterfront at Union Pier with a park setting for the Rice Mill facade. Restored and safe, the facade provides a gateway to and from the water and the adjacent Cruise Terminal. The park setting could provide opportunities for outdoor performances with the Rice Mill facade as a scenic backdrop.



Present day photograph of the Rice Mill Facade

Structural support at rear of facade





1884 Sanborn detail

V. COMMUNITY OUTREACH

INTRODUCTION

COMPONENTS

INTRODUCTION

The Union Pier Cruise Terminal Concept Plan process provided an opportunity for the South Carolina State Ports Authority to achieve two principle goals:

1. Generate community involvement and support for the Concept Plan for Union Pier Cruise Terminal
2. Enhance the reputation of the Ports Authority within the community not only in service of this initiative, but also to build positive public good will for the future.

Community outreach would be critical to fostering open, constructive dialogue, actively engaging the community, and building support for the planning process and eventual development. This involved three main principles:

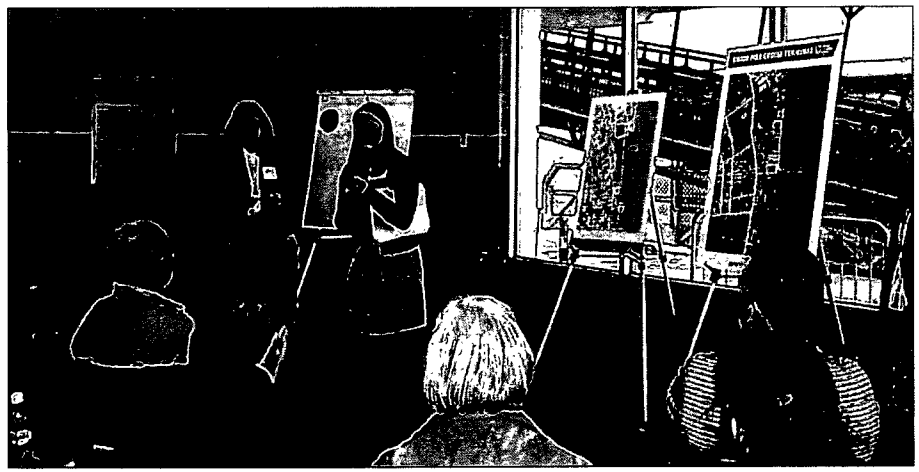
- *Transparency*
  Be open, transparent, and forthcoming throughout the process.
- *Collaboration*
  Talk with people and listen. Work collaboratively with individuals and constituent groups to create a plan that meets their needs as well as the Port's.
- *Iteration*
  Maintain an on-going 'conversation' with the community. Not a one-shot charrette, but rather a series of iterative opportunities for community input and engagement.

ACCOMPLISHMENTS

The Community Outreach initiative of the Union Pier Cruise Terminal Concept Plan included:

- Three major public meetings, two of which included extensive break-out sessions
- Upwards of 100 meetings with individuals and specific constituencies
- Major participation in Historic Charleston Foundation's 'Delicate Balance' Forum
- Outbound communications of status and progress through Website and more than 12,000 emails and letters
- Regular contact with the media, including two extensive media visits
- Three op-ed pieces in the Post and Courier

As a result, consistently favorable anecdotal feedback praised the Port for its process, its proactive and ongoing public engagement, and the Concept Plan itself.



Concept Plan Meeting - February 9, 2010

The Community Outreach effort consisted of a number of components, and included:

- Communications Plan
- Strategic Messaging
- Communication Materials
  - Website
  - Collateral Materials
  - Public Meetings
  - Meetings with Individuals and Specific Constituencies
  - Letters & Emails
  - Op-Eds
  - News Releases and Media Visits

COMMUNICATIONS PLAN

The Community Outreach plan was solidly grounded in the principles of transparency, collaboration, and iteration.

It was punctuated with a series of public meetings – from kick-off to conclusion – that would not only inform the community but also provide on-going opportunities for community input.

These plenary meetings were complemented with an on-going series of meetings with individuals and key constituent groups, including neighbors, preservation and environmental organizations, Market Street businesses, visitor industry leadership, general business leadership, Port-related businesses, etc.

Ongoing feedback was encouraged by the availability of a special Website, regularly distributed comment cards, and ample question-and-answer opportunities at every meeting.

On-going communications were implemented via personalized letters and e-mails.

Media engagement was assured by including the media in all public meetings, holding a series of special briefings with the media, and providing the media with news releases and op-ed pieces.

UNION PIER CRUISE TERMINAL South Carolina Ports

GOALS

- Create a financially viable plan for a new cruise terminal that is attractive and in keeping with the character of historic Charleston
- Comply with today's enhanced cruise security requirements
- Mitigate impacts on existing infrastructure and traffic
- Identify additional uses for the Union Pier property that bring enjoyment to Charlestonians and enhance the local economy
- Increase public access to Charleston's historic waterfront

STRATEGIC MESSAGING

Strategic messaging is the heart of an effective communications plan. Our first step was to articulate the Port's goals in a way that would resonate most powerfully with the community.

The Concept Plan process was initially focused solely on the cruise terminal facilities. It was important for our messaging to include distinct benefits to the community.

For example, with an attractive new terminal, in keeping with the character of historic Charleston, cruise visitors would be more likely to appreciate and respect the Peninsula's neighborhoods. And, if the plan successfully addresses the traffic challenges currently associated with cruise ships in Charleston, that too would be a big plus for the community.

Furthermore, increasing public access to Charleston's historic waterfront and developing additional uses for the Union Pier property (heretofore closed off to the community) would also be very favorably received.

The project's goals were articulated as follows:

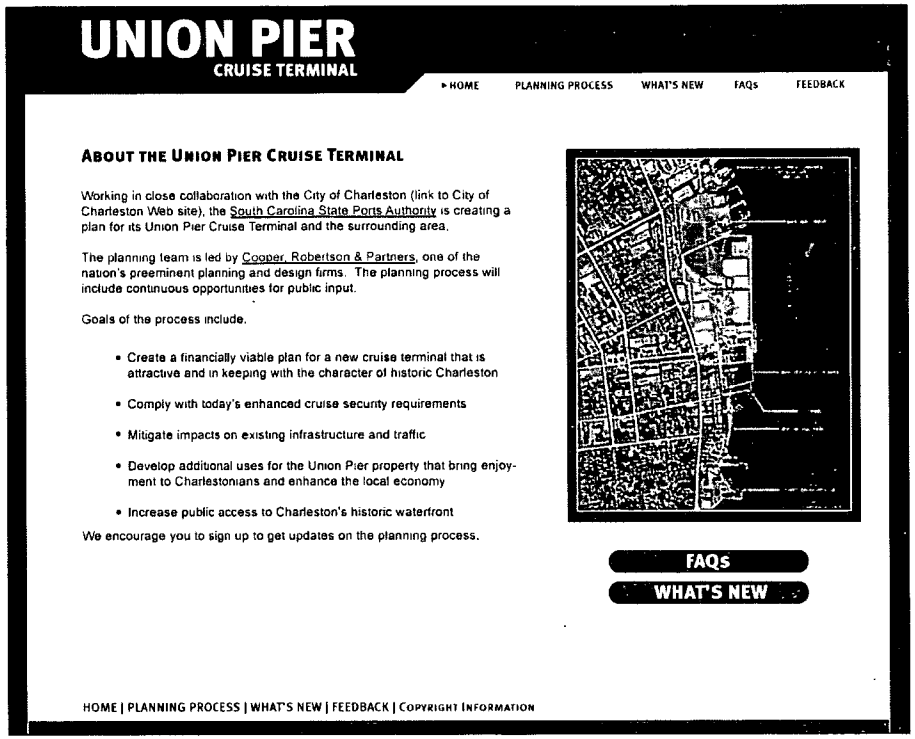
- Create a financially viable plan for a new cruise terminal that is attractive and in keeping with the character of historic Charleston.
- Comply with today's enhanced cruise security requirements.
- Mitigate impacts on existing infrastructure and traffic.
- Develop additional uses for the Union Pier property that bring enjoyment to Charlestonians and enhance the local economy.
- Increase public access to Charleston's historic waterfront.

All messaging was tied back to these goals. As the process evolved, it became clear that the community wanted the Port to consider a larger context: looking beyond the current cruise terminal facilities and also considering other proposed developments on the Peninsula. But the goals never change, and – in fact – they fundamentally mirrored the goals expressed by the community throughout the planning process.

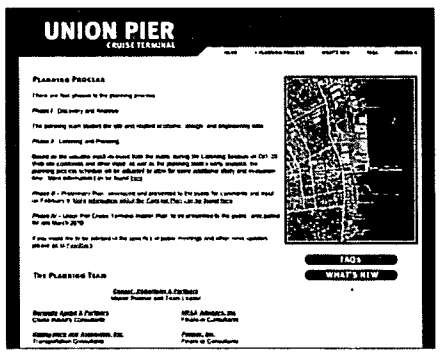
Union Pier Kick-off Meeting - October 8, 2009

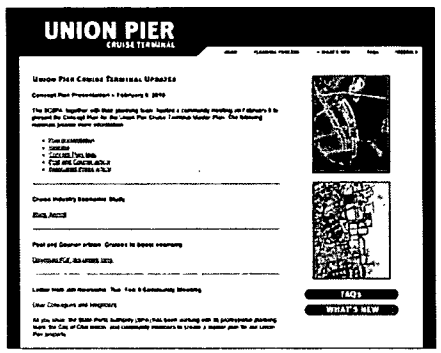
WEBSITE

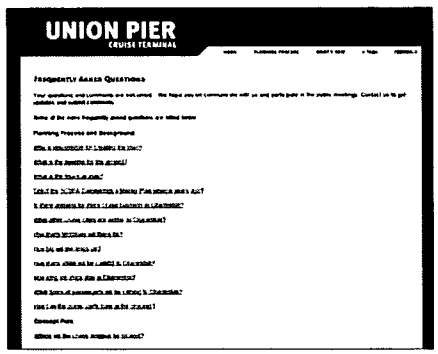
A special Website – www.UnionPierPlan.com – was created and launched the day of the Kick-Off Community Meeting. The Website provided information on the project and process, and it encouraged site visitors to submit comments and questions. The site was regularly updated throughout the process.

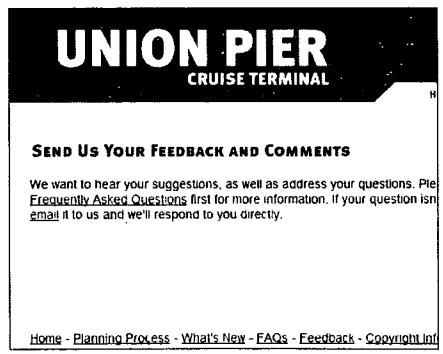


Home page for www.UnionPierPlan.com









Pages from www.UnionPierPlan.com

PUBLIC MEETINGS

There were three major public meetings. Each meeting was held at the current Passenger Terminal, so attendees could see both the need and the possibilities!

Kick-Off Meeting – October 8, 2009

The Kick-Off Meeting announced the project, its goals, and timetable. And the community was encouraged to become involved throughout the process. Participants included Jim Newsome, Mayor Riley, and Jaque Robertson. Attendees included members of the planning team, who were identified and available for discussions following the meeting.

The public was invited, and invitations were sent to the entire database, including media. Meetings with individual constituent groups were held on the kick-off day and following days.

Listening Session – October 28, 2009

The Listening Session set the parameters for the project and then included a series of breakout sessions at which community members could express their interests and questions relating to the project and process. Participants included Jim Newsome, Jaque Robertson, and members of the planning team.

The public was invited, and invitations were sent to the entire database, including media.

Concept Plan Meeting – February 9, 2010

At this public meeting, the Concept Plan was presented, followed by a series of breakout sessions during which community members could discuss it with planning team members. Participants included Jim Newsome, Mayor Riley, Jaque Robertson, and members of the planning team.

The public was invited, and invitations were sent to the entire database, including media. Meetings with individual constituencies preceded the public concept meeting.

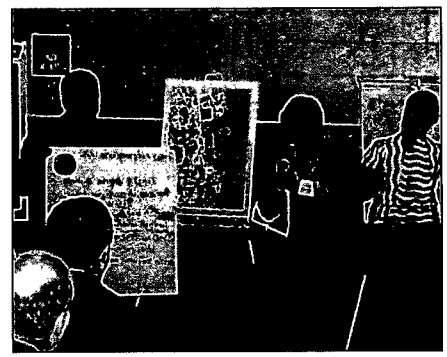
At each public meeting, comment cards were distributed so that community members could send in additional comments or questions. Also, notes and summaries of all meetings were posted on the Website.

More than 1,100 members of the public attended meetings and participated in the process.

Kick-Off Meeting – October 8, 2009

Listening Session – October 28, 2009

Listening Session – October 28, 2009



Concept Plan Meeting – February 9, 2010

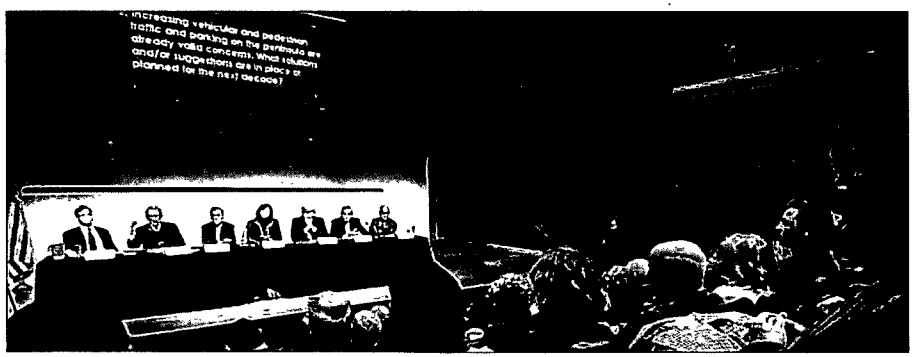
MATERIALS

A basic brochure was created and updated to provide a brief description of the project, process, and planning team. It included maps and encouraged people to get more information on the Website. Presentation boards were produced for the various public meetings.

CONSTITUENT MEETINGS

Upwards of 100 meetings with individuals and special constituencies were held throughout the process. Typically there were multiple meetings with each constituency at different stages of the process.

Constituent groups included Historic Charleston Foundation, Preservation Society of Charleston, Coastal Conservation League, The Committee to Save the City, Historic Ansonborough Association, Gadsden Wharf, the Peninsula Consortium, Charlestowne Neighborhood Association, Eastside Neighborhood, French Quarter Neighborhood, Garden District, Harleston Neighborhood Association, Radcliffborough Neighborhood Association, Market Preservation Trust, Travel Industry Leadership, King Street Merchants, Port-related businesses, Charleston Metro Chamber of Commerce, and Charleston Regional Development Alliance.



Historic Charleston Foundation's "Delicate Balance" Forum - January 8, 2010

E-MAILS & LETTERS

On a regular basis, e-mails and letters were sent to individuals on the database. These communications included updates and invitations to forthcoming meetings. Below is a sample e-mail/letter. Eight e-mails and letters were sent to more than 12,000 recipients.

South Carolina State **PORTS AUTHORITY**

P.O Box 22287
Charleston, S C 29413-2287 USA
(843) 723-8651
Fax: (843) 577-8191

Dear Colleagues and Neighbors:

On October 8, the S.C. State Ports Authority (SPA) began its Union Pier Cruise Terminal planning effort with a public Kickoff Event at the Passenger Terminal. As you may know, the project involves creating a plan for the Union Pier Cruise Terminal and the surrounding property – a great opportunity to consider the potential for this underused waterfront area.

Through an open, collaborative process, we aim to:

- *Create a financially viable Union Pier Cruise Terminal plan that reflects the character and quality of historic Charleston*
- *Comply with today's enhanced cruise security requirements*
- *Identify additional uses of the property for the enjoyment of Charlestonians and betterment of the economy*
- *Mitigate impacts on existing infrastructure such as traffic*
- *Provide more access to the waterfront.*

Our next step is a public "Listening Session" on Wednesday, October 28 at 7 p.m. at the Exhibition Hall at Gaillard Auditorium. During that time, you will be able to share suggestions and ask questions. Your input will inform our planning process and lead to a preliminary plan to be shared in mid-December.

You can also visit www.UnionPierPlan.com to learn about the planning process, the planning team, and the most up-to-date info on the project.

We encourage your participation throughout the process and look forward to seeing you October 28.

Regards,

Jim Newsome

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: Tom Last Name: BRADFORD

Comments: (1) AS THIS PLAN GOES FORWARD ~~PLEASE~~ TAKE GREAT PAINS TO ENSURE TRANSPORTATION ALTERNATIVES THROUGHOUT THE SYSTEM SO THAT PEDESTRIANS AND BICYCLISTS HAVE ACCESS AT LEAST EQUAL TO THAT OF AUTOS.

(2) STRESS USE OF RECLAIMED WATERFRONT FOR NAVAL COMMERCE AND BOTH PASSIVE AND ACTIVE RECREATION (HIKE WALKING, BICYCLING, VOLLEYBALL)

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: Heidi Last Name: Schlegs

Comments: (1) Please incorporate bike access parallel to walking access -eg Stanley Park / Canada Place Cruise Terminal in Vancouver, BC Canada
x with biking access both to + within the site.

(2) Use design as partial means of controlling cruise activity allowed & wanted here (eg scale)

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: John Last Name: Cameron

Comments: Outstanding plan! Location of terminal, public access to water, parking for buses all covered exceptionally well.

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: TOM Last Name: Mather

Comments:

Appreciate the port looking "outside the box" and considering public greater good. The open view from market is key as is the public access to water edge.

Truly a bold inspired beginning and one that Charleston deserves.

T. Mather

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: Kevin @ Last Name: O'Neill

Comments: Great opportunity for agcy building/development showplace. Consider requiring all bldgs to be green - LEED or other certification.

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: Dalton K. Last Name: Brasington

Comments: The primary use just north of the proposed Cruise Terminal is RESIDENTIAL. Laurens Place, Anson Manor & Parkside also proposed condos on Aronborough Field. Please keep in this in mind when planning uses of Terminal

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: Gene Last Name: Barnes

Comments: Walk along water, opening views (esp at Custom house) and moving north great ideas

Hopefully we can move rail in/off so this can happen

Union Pier Cruise Terminal

Comment Card

(Please Print)

First Name: FRANK Last Name: LEISTER

Comments: EXCELLENT PLAN! DO IT!

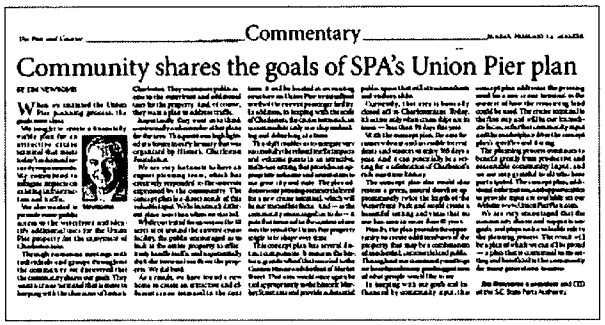
F.

OP-EDS

Three op-eds by Jim Newsome were published by the Post and Courier during the process.

Commentary

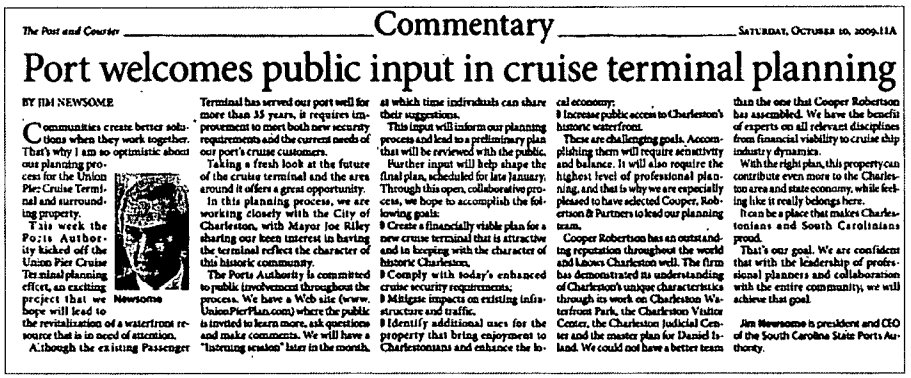
Cruise ships can benefit Charleston



Commentary

Community shares the goals of SPA's Union Pier plan

BY JIM NEWSOME



The Post and Courier — Commentary — Saturday, October 10, 2009 11A

Port welcomes public input in cruise terminal planning

BY JIM NEWSOME

Op-Eds published in The Post & Courier

NEWS RELEASES & MEDIA VISITS

Four news releases were distributed throughout the five-month process. And there were two rounds of media visits.

News coverage was extensive, and two favorable editorials ran in the Post and Courier.

The Post and Courier

Waterfront plan is off to an encouraging start

CITY PAPER

Port, city begin Union Pier redevelopment

The Post and Courier

Charleston cruise terminal plan unveiled

Ports Consider Larger Area for Terminal Plan

posted 01/19/10 5:29 pm

Charleston, SC - The South Carolina State Ports Authority will study redeveloping a larger area in conjunction with building a new passenger cruise terminal

The Post and Courier of Charleston reports the authority board decided Tuesday to study the entire 55-acre Union Pier area in Charleston Originally, the study included only about 18 acres around the existing passenger cruise terminal

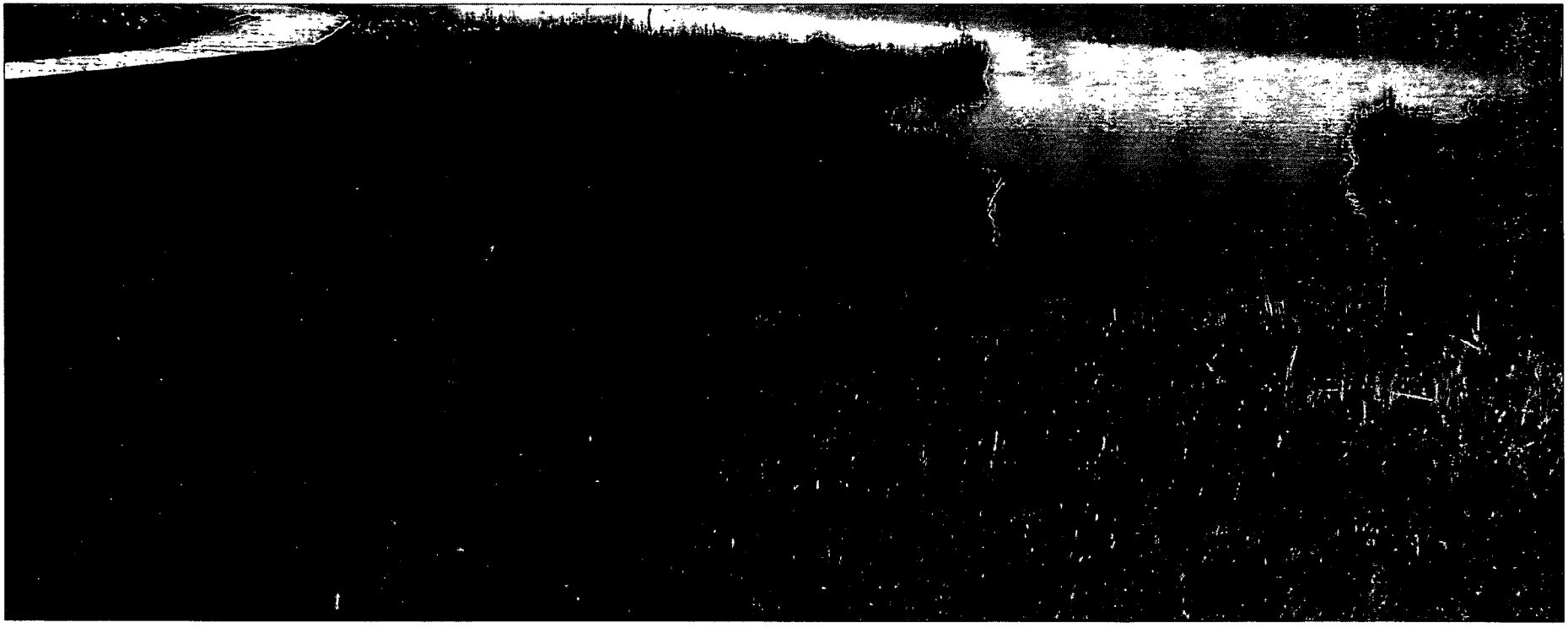
The authority said the larger study resulted from suggestions the public made about the terminal project in recent months

Officials say a new, modern cruise terminal is needed to handle the growing cruise business in Charleston Beginning this spring, Carnival Cruise Lines bases its

Articles from various news media outlets

NEXT STEPS

Community Outreach is an iterative process. It never ends. Nor should it. The conversation will continue between the Port and the community, as the Concept Plan becomes refined and individual elements become implemented. Throughout this process, the Port has demonstrated its commitment to community engagement and has worked collaboratively with all interested parties. That commitment will continue.



CREDITS

IMAGE CREDITS

SOURCES

IMAGE CREDITS

All photography courtesy of Cooper, Robertson & Partners unless otherwise noted.

Photography courtesy of:
Robert Benson Photography
Cooper, Robertson & Partners
Thomas & Hutton Engineering Co.
Rawle Murdy
Bermello Ajamil & Partners
Permar Inc.
Great Ecology and Environments
Historic Charleston Foundation, IV.35-38, II.9-10

Birds Eye images: NAVTEQ and Pictometry International Corp

Aerial images: Google, DigitalGlobe

Chapter cover maps: Sanborn Maps 1884 and 1888

Photography courtesy of Robert Benson Photography:
Page II.2, lower two images

Page III.20, DASH image: Smudge9000
Carriage image: scourmont 77

Page IV.12, gallery image: Lynn Barth

Page IV.24, water taxi image: Rona Proudfoot

All figures courtesy of Cooper, Robertson & Partners unless otherwise noted.

In Chapter III the following figures are courtesy of Bermello Ajamil & Partners:
Page 12, lower left image
Page 14
Page 16

Page IV.30, figure courtesy of Thomas and Hutton Engineering Co.

Page IV.17, figures courtesy of Kimley-Horn

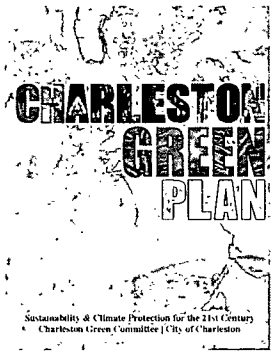
Page IV.32, figure: Filterra (www.filterra.com)
Page IV.32, image courtesty of ARUP

Pages IV.39-44, V.10 figures courtesy of Great Ecology and Environments

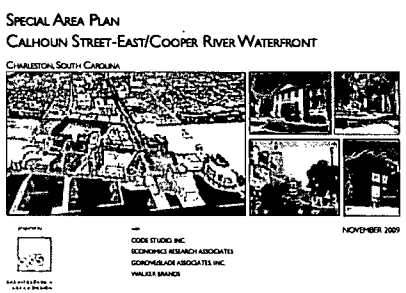
In Chapter V, images and exhibits are courtesy of Rawle Murdy

Concept Master Plan - 1996
Union Pier Terminal
Ehrenkrantz & Eckstut Architects, PC

Century V Plan - working document
City of Charleston



Charleston Green Plan - 2010
Charleston Green Committee
City of Charleston



Special Area Plan Calhoun Street- East/Cooper River Waterfront - 2009
Chan Krieger Sieniewicz

The Charleston Downtown Plan - 1999
Urban Strategies Inc.

Vision | Community | Heritage
Charleston Preservation Plan - 2008
Page & Turnbull

Exhibit 17

MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

The Commissioner of U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on December 31, 2007, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA.

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster. The EEP shall be distributed to the Working Group's members and its employees annually notified of its contents.

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA.

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal.

15. The location for a new permanent cruise terminal will be selected and plans developed, at least to the pre-design and programming stage, no later than June 2007.

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include NCL employees and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

21. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

22. The SCSPA's compliance with this document shall be evaluated periodically. Accordingly, the SCSPA agrees to begin prompt and complete implementation of all of the terms listed in this document. The SCSPA agrees to comply with the above paragraphs and agrees to complete construction of any and all CBP requirements listed above by October 1, 2006.

23. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

24. This document shall take effect immediately upon its approval by the Director, Field Operations, and shall be a valid working document until December 31, 2007.

Date 6/20/6

Robert C. Gomez
Director, Field Operations
Atlanta
Customs and Border Protection

Date 6/19/06

Bernard S. Groseclose, Jr.
President and Chief Executive Officer
South Carolina State Ports Authority

AMENDMENT #001 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

The Commissioner of U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on December 31, 2008, providing the SCSPA agrees to the following:

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2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA.

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5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster. The EEP shall be distributed to the Working Group's members and its employees annually notified of its contents.

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA.

14. REMOVED (completed).

15. Presentation of the plans developed, at least to the pre-design and programming stage, no later than June 2008.

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include NCL employees and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

21. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

22. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

23. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

24. This document shall take effect immediately upon its approval by the Director, Field Operations, and shall be a valid working document until December 31, 2008.

Robert C. Gomez Date 5/21/7

Robert C. Gomez
Director, Field Operations Atlanta
Customs and Border Protection

Date 5/25/07

Bernard S. Groseclose, Jr.
President and Chief Executive Officer
South Carolina State Ports Authority

AMENDMENT #001 to the original Memorandum of Understanding (MOU) signed by both parties in June 2006.

This amendment will reflect changes in the following paragraphs:

Opening paragraph. Reflect date change of December 31, 2007 to 2008. *Paragraph 14* is removed as completed.

Paragraph 15. Remove verbiage "location for a new permanent cruise terminal will be selected and", and add wording "Presentation of ", and reflect date change from June 2007 to 2008.

Paragraph 22. Remove verbiage "Accordingly, the SCSPA agrees to begin prompt and complete implementation of all of the terms listed in this document." and remove "construction of any and all" and remove "listed above by October 1, 2006" replaced with "by the dates listed above".

Paragraph 24. Reflect date change of December 31, 2007 to 2008.

AMENDMENT #002 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

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1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

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14. REMOVED (completed).

15. Presentation of the plans developed, at least to the pre-design and programming stage, no later than May 31, 2009.

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22. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

23. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

24. This document shall take effect immediately upon its approval by the Director, Field Operations, and shall be a valid working document until May 31, 2009.

Date 12/23/08

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 12/23/08

Bernard S. Groseclose, Jr.
President and Chief Executive Officer
South Carolina State Ports Authority

AMENDMENT #002 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of December 31, 2008 to May 31, 2009.

Paragraph 15. Reflect date change of May 31, 2009.

Paragraph 24. Reflect date change of May 31, 2009.

AMENDMENT #003 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2009, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents.

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009.

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009.

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2009.

Date 8/3/09

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 7/27/09

John F. Hassell, III
Interim President and Chief Executive Officer
South Carolina State Ports Authority

AMENDMENT #003 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of May 31, 2009 to September 30, 2009. Also reflect additional of Charleston, South Carolina after 196 Concord Street.

Paragraph 4. Reflect addition of SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

Paragraph 15. Presentation of the plans developed no later than 6 months prior to ground breaking at least to the pre-design and programming stage. (Omitted)

Paragraph 18. Reflect change from NCL employees to cruise line personnel.

Renumbered paragraphs 20 – 29 due to the additional new paragraphs. New paragraph numbers are 20, 21, 22, 23 and 28.

Paragraph 9 & 29. Reflect date change of September 30, 2009.

Paragraph 29. Reflect change from Director, Field Operations to Area Port Director.

AMENDMENT #004 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2010, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents. (Completed)

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009. (Completed)

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009. (Completed)

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2010.

Date 10/13/09

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 10/19/09

James I. Newsome, III
President
South Carolina State Ports Authority

AMENDMENT #005 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2011, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents. (Completed)

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009. (Completed)

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009. (Completed)

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2011.

Date 10/26/2010

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 10/28/10

James I. Newsome, III
President
South Carolina State Ports Authority

AMENDMENT #005 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of September 30, 2010 to September 30, 2011.

Paragraph 29. Reflect date change of September 30, 2011.

AMENDMENT #006 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2012, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents. (Completed)

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009. (Completed)

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009. (Completed)

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2012.

Date 9/20/11

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 9/9/2011

James I. Newsome, III
President
South Carolina State Ports Authority

AMENDMENT #006 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of September 30, 2011 to September 30, 2012.

Paragraph 29. Reflect date change of September 30, 2012.

AMENDMENT #007 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with
United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2013, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents. (Completed)

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009. (Completed)

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009. (Completed)

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2013.

Joanne C. Fogg Date 8/14/12

Joanne C. Fogg
Acting Area Port Director
Customs and Border Protection

Date 8/20/12

James I. Newsome, III
President
South Carolina State Ports Authority

AMENDMENT #007 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of September 30, 2012 to September 30, 2013.

Paragraph 29. Reflect date change of September 30, 2013.

AMENDMENT #008 TO MEMORANDUM OF UNDERSTANDING (MOU) APPLICABLE TO THE OPERATION OF THE CHARLESTON CRUISE SHIP TERMINAL

by the South Carolina State Ports Authority
as agreed upon with

United States Customs and Border Protection

U.S. Customs and Border Protection (CBP), in view of the unique nature of the proposed operation in the Charleston Cruise Ship Terminal (CCST) located at 196 Concord Street, Charleston, South Carolina which includes arriving and departing international passengers, gives conditional approval to the South Carolina State Ports Authority (SCSPA) for the proposed operation, including all tenants, cruise ship operators, and contractors conducting business in the CCST, on a trial basis, to expire on September 30, 2015, providing the SCSPA agrees to the following:

1. The SCSPA agrees to meet quarterly with CBP to discuss and share concerns regarding the facilitation and security of passengers and the enforcement of laws and regulations applicable in the CCST.

2. The SCSPA agrees to designate a coordinator to be the contact point for all issues arising from the implementation of this document, and provide his or her name, email address, telephone number, and facsimile number to CBP. CBP agrees that the same information regarding its coordinator will be provided to the SCSPA. (Completed)

3. The SCSPA agrees to post a security guard at each access point in the CBP area. For this agreement the CBP area is defined as the area from the cruise debarking portal door to the CBP exit point.

4. The security guard shall ensure that each person entering and exiting the FIS area shall have his or her SCSPA identification card visible. No one, other than credentialed law enforcement officers, is to be permitted to enter or exit the CBP area without an authorized SCSPA card. SCSPA will actively address any individual attempting to enter or exit the facility thru those areas.

5. Security guards shall be placed by each and every external access door, stairs, and elevator to the CBP area, including those doors, stairs, and elevators used by SCSPA and cruise ship personnel to go between either the domestic or tarmac areas to the FIS area. Any entry or exit point, which is not manned by a security guard, shall be secured so that no entry or exit may occur to the CBP area at that point, except for emergency egress.

6. The entire SCSPA card application of all SCSPA and cruise ship employees with access to the CBP area, including photographs, shall be made available to CBP, upon request.

7. All SCSPA and cruise ship employees, or any other person, shall be in possession of and display his or her SCSPA or ship's ID card whenever entering or exiting the CBP area. Failure to do so may result in expulsion from the CCST area. Any and all baggage brought into the FIS shall be subject to security inspection.

8. The SCSPA shall furnish a report to CBP of any breakdown in security, including frequency, duration, and reason for breakdown, which causes the suspension of security screening, or metal detectors. SCSPA shall report to CBP any unusual circumstances occurring in the CCST, including, but not limited to, the finding of incendiary devices, weapons, documents, drugs, or improperly documented persons in the CBP area.

9. The SCSPA and CBP shall complete a detailed Emergency Evacuation Plan (EEP) for the CCST in the event of emergent circumstances, including but not limited to fire, bomb warning, or other type of disaster no later than September 30, 2009. The EEP shall be distributed to the Working Group members and its employees annually notified of its contents. (Completed)

10. The SCSPA will ensure that all workers and vehicles have proper authorization to enter and exit the CCST.

11. During any operation in the CBP area, two (2) representatives or agents of the cruise ship or SCSPA personnel shall be placed at the doors where the ship unloads its passengers. Another representative shall be placed at the self-assist entrance directing passengers from the ship to the CBP area to ensure passenger processing.

12. The terminal will not be used for any other purpose two (2) hours prior and two (2) hours after any debarkation or embarkation that requires CBP processing.

13. Appropriate signage for the SCSPA, in accordance with CBP requirements, shall be the responsibility of the SCSPA. (Completed)

14. SCSPA will fund the installation of a data circuit and cabling for the passenger terminal. (Completed)

15. OMITTED

16. SCSPA pledges to cooperate with CBP in the facilitation and physical security of the traveling public and shall so instruct its employees. The SCSPA further pledges to meet any agreed upon time frames written in this list of conditions and will notify CBP immediately, in writing, of any delay in the installation or construction of any item. The SCSPA agrees to permit CBP to monitor its compliance with the terms of this MOU.

17. The SCSPA agrees to upgrade its security measures, if deemed necessary by CBP, due to a security breach or unexpected threat.

18. Failure of the SCSPA on any one of the above procedures shall be considered a breach of this MOU and may result in appropriate CBP action, including, but not limited to, restricting access of all non-essential personnel, to include cruise line personnel and/or any other agent or representative to or from the CBP area.

19. CBP reserves the right to restrict access to all non-essential SCSPA personnel from the CBP area for any reason, including, but not limited to, breach of the above MOU, failure of the SCSPA security measures, and national security threats.

20. SCSPA will provide security personnel to ensure that all baggage transported off the vessel, through Gate 17, and to the front of the terminal for purposes of baggage lay down remains in a sterile environment and that ALL baggage discharging from the vessel does securely arrive in the terminal for CBP screening and passenger pick-up purposes. SCSPA will monitor this process to ensure that this is being accomplished in accordance with this agreement.

21. SCSPA will enclose all pipes and conduit, which is currently exposed in the personal search room. Modifications should be completed no later than September 30, 2009. (Completed)

22. SCSPA will ensure that there are no dual arrivals scheduled by any of the cruise lines.

23. SCSPA and CBP will work jointly to ensure an agreed upon method of notification is made to cruise line passengers before and during every debarkation, which reflects the debarkation methodology for passengers and baggage due to the limitations of the facility and to meet mandatory security requirements. Determination of wording and method of notification shall be completed no later than September 30, 2009. (Completed)

24. It is understood and agreed by the parties that this document is not intended to be legally enforceable by either party. No claims, liabilities, or rights shall arise from or with respect to this document except as provided for in federal law or the Code of Federal Regulations. Nothing in this document relieves the SCSPA of any responsibilities with respect to United States laws or the Code of Federal Regulations.

25. This document, once jointly executed, will serve as a working agreement to be utilized by all parties to ensure the successful facilitation of passengers through the CCST and to ensure the security of the United States and enforcement of the law and the applicable regulations.

26. The SCSPA's compliance with this document shall be evaluated periodically. The SCSPA agrees to comply with the above paragraphs and agrees to complete CBP requirements by the dates listed above.

27. If SCSPA fails to abide by the terms of this Memorandum of Understanding, CBP will give written notice to SCSPA of the violated terms and of intent to terminate this document. If the item in question is not resolved within 30 days, summary termination will occur.

28. While the Charleston Temporary Cruise Terminal has limited capacity to meet current passenger workloads resulting in a less than optimal processing time, CBP commits to work collaboratively with SCSPA to identify requirements to improve and upgrade the facility to meet federal security standards.

29. This document shall take effect immediately upon its approval by the Area Port Director, Charleston, South Carolina and shall be a valid working document until September 30, 2015.

Date 8/15/13

Robert A. Fencel
Area Port Director
Customs and Border Protection

Date 8/15/13

James I. Newsome, III
President
South Carolina State Ports Authority

AMENDMENT #008 to the original Memorandum of Understanding (MOU) signed by both parties in May 2007.

This amendment will reflect changes in the following paragraphs:

Opening Paragraph. Reflect date change of September 30, 2013 to September 30, 2015.

Paragraph 29. Reflect date change of September 30, 2015.

Exhibit 18

Regulatory Programs Division Decision Document
Impact Assessment for COMMERCIAL DOCK
Office of Ocean and Coastal Resource Management – SCDHEC

TECHNICAL SUMMARY OF REVIEW

Permit Name: South Carolina State Ports Authority – Union Pier
Decision:

Permit:
Permit with Conditions: X
Deny:

I. Background Information:

Database ID# 75114

Permit Number: OCRM-12-054-B

P/N Date: March 23, 2012 Date Received: April 27, 2012

Permit Type: Joint Other Agency Permits: SCDHEC-BOW & Corps

County: Charleston Water Body: Charleston Harbor/Cooper River

Location Description: On and adjacent to Cooper River at 32 Washington Street (Future 180 Concord Street), South Carolina State Ports Authority ~ Union Pier Terminal, Charleston, Charleston County, South Carolina. TMS#: 459-00-00-009.

II. Project Description and Stated Purpose:

Description:

The work as proposed and shown on the attached plans consists of making improvements to an existing waterfront building. Specifically, the applicant seeks to install 5 pilings, consisting of a 16" precast pile, driven into the marl to support three elevators and two escalators. The pilings will be constructed within the existing footprint of pile supported Building #322. Additionally, additional structural changes are proposed to be made to building 322 and the construction of two covered staging areas designed to handle passengers, luggage, and loading & unloading of ship supplies.

Purpose: The purpose of the overall project is to facilitate the relocation of the cruise passenger facility to Building #322

III. Summary of Public and Agency Comments (List by name, date & comment summary; if none, so indicate):

Federal Agencies: **None**

State Agencies: **SCSPA – NOBJ**
SCDNR – NOBJ

Local Agencies: **None**

Public Comment (Include all names from Public Hearing): **See the attached list**

Adjoining Property Owners (Include all names of those who commented:
See the attached list

IV. Environmental Assessment:

A. Describe the coastal resources (i.e., vegetation, habitat, etc.), which will be impacted:

Open water areas beneath an existing wharf and existing building over the water.

B. Watershed and vicinity information (include watershed name & size, classification; any impaired waters listed within impaired parameter; and shellfish status):

The proposed work will be situated within Shellfish Management Area 10B, which is classified as "Prohibited."

1) Vicinity information (include information on developments within watershed within 3 mile radius):
Site is located at an existing SCSPA commercial pier. This area of the Cooper River historically has been utilized directly and indirectly by commercial maritime shipping industry for many years, including the cruise ship industry. The area is currently surrounded by other commercial entities.

2) Existing system stressors (i.e. shellfish closures, 303d):
The proposed work will be situated within Shellfish Management Area 10B, which is classified as "Prohibited."

C. GAPC Review (List any GAPC's present on or adjacent to project site; include agency comments; attach GIS printout; and outline treatment methods):

There are no known endangered species, or SCORE sites resources at this site. The site is adjacent to the "Old and Historic Charleston" district and is designated as a GAPC. The SCSPA Union Pier is also designated as a GAPC.

D. Name and approximate width of water body: **The Cooper River**

V. Policy Assessment:

A. Regulatory History:

1) Previous OCRM authorizations (land disturbance, Federal cert.):

SC STATE PORTS AUTHORITY	**90-4T-172-P**
FLEET LANDING RESTAURANT, LLC	**OCRM-04-339-R**
SC STATE PORTS AUTHORITY	**99-1P-261-P-C**

2) Previous Enforcements (is project in compliance w/all previous permits, etc.): **None**

3) Master Plans (dock, archaeological, wetland): **No**

4) Date of O & M: **N/A**

5) Navigable tributary crossings proposed: **None**

6) Property frontage at highground and water, offsets these lines: **N/A. The existing commercial pier is a SC State Port Authority pier. It is also a permitted/grandfathered structure with permitted/grandfathered activities (including cruise ship operations), that will be modified within the existing pier footprint.**

7) Community or public marina: **Commercial Pier**

8) Water quality sampling/monitoring program required: **No.**

9) Stormwater permit submitted or approved for highground dev: **No. Facility is an existing commercial pier with buildings that have been approved in the past.**

10) Bathroom numbers: **N/A. Facility is an existing commercial pier.**

11) Dock masters office location and number: **No.**

12) SAMP restrictions: **N/A**

13) NERRS review area: **N/A**

14) Deed restrictions: **N/A**

15) Wetland delineation approved by ACOE: **N/A**

16) Development plan and parking approved by local government: **N/A**

17) Valid critical area line certified: **Yes**

18) Marsh ownership claims: **None**

B. Applicable Regulations and Policies (list those that apply only):

1) CZMA:

Approval or denial of permits; appeal to council	**48-39-150**
Legislative declaration of state policy	**48-39-30**
Legislative declaration of findings	**48-39-20**

2) Regulations (General Guidelines, Further Guidelines, Specific Project Standards):

Mitigation Criteria	**R.30-4(G)(2)**
General Considerations	**R.30-11(B)**
Further Guidelines	**R.30-11(C)**

R.30-12(A)(4) The following standards in addition to those in R.30-12(A)(1) apply to construction of commercial docks that are not marinas

R.30-12(E) Marinas, including commercial and community docks with more than 250 linear feet of effective docking space.

R.30-12(F)(2)(d) Transportation

3) CZ Policies (Management Program Document):

Policies for Port Facilities

1) **New port development should take place in existing industrialized areas where sufficient support facilities are available including public utilities, rail and highway transportation access, and navigational channels which are already maintained, unless there are no feasible alternatives or an overriding public interest can be demonstrated, and any substantial environment damage can be minimized.**

2) **Port development should occur in areas that have adequate high ground (non-wetland) acreage for proposed current development and near-term expansion plans, and related facilities. Port development should be located in areas where the filling of productive salt, brackish or freshwater wetlands will not be required or can be minimized. If site preparation does require filling in these wetlands, it must be clearly demonstrated that no other feasible alternatives exist or an overriding public interest can be demonstrated, and any substantial environment damage can be minimized.**

3) **To the extent feasible, port development and expansion should locate on existing channels so that the need for initial and maintenance dredging can be minimized.**

4) **New port development that will require maintenance dredging must identify adequate upland (non-wetland) spoil areas, ocean disposal, or other environmentally-acceptable alternative disposal techniques to meet the long-term demands for spoil disposal.**

5) **Port areas must provide for the handling of dangerous and volatile cargoes and materials in relatively isolated or restricted areas, so that in the event of accident, measures can be implemented to contain any spills or other contamination with minimal environmental damage and limited threat to the health, safety and welfare of the public.**

6) **Wharves, piers, mooring dolphins and other port-related structures should not restrict or block navigation or alter the natural pattern of water currents.**

7) **Proposed port development or expansion and operation must meet existing air and water quality standards, as regulated by the Federal Environmental Protection Agency and the South Carolina Department of Health and Environmental Control.**

8) **Port facilities developed by the State Ports Authority (SPA), as well as by private developers, must be sited, constructed and operated in a manner that is consistent with local and State development**

objectives as set forth in public documents such as comprehensive plans, zoning ordinances and performance standards.

9) **Potential negative impacts on navigation which might restrict port and harbor activities in the area will be considered in evaluation of permits for marinas, docks and piers, transportation facilities (especially bridges), cables and pipelines and other relevant activities.**

10) **Port development or expansion plans must include provision for necessary breakwater or other wake protection measures along major navigable ship channels where appropriate in order to reduce erosion damage. These structures must be in compliance with other applicable policies and Rules and Regulations.**

11) **All bulkheads associated with a port area must meet the policies as stated in the Erosion Control Program [Chapter IV(C)].**

12) **All dredging and dredge spoil disposal policies, as stated in VIII (A) and (B) of the Resource Policies will be applied to port activities.**

13) **All piers and dockage must meet the policy requirements as stated in VI (C) of the Resource Policies.**

14) **Transportation projects associated with port development must follow the transportation policies stated in II (B)-(E) of the Resource Policies.**

15) **The policies for manufacturing will apply to port development and related industrial development (III (D) of the Resource Policies).**

CZMP II – 1
CZMP II, Section II(A)
CZMP III – 5 General Considerations
CZMP III – 14 at I(7)
CZMP III – 14(8)
CZMP III – 19
CZMP III – 20
CZMP III – 22
CZMP IV

Priority of Uses

The following are the uses of priority for all state ports created and operated by the South Carolina State Ports Authority (SPA) beginning with the use of highest priority:

1) Uses which require water access or uses for which the water orientation is the central purpose of the activity, such as maritime shipping, fishing, marine industry, and recreational boating. Included in the uses of highest priority for state ports are provisions to assure safety within the ports. These water-dependent uses should have no prudent or feasible alternative;
2) Water-related uses which do not reduce or degrade the natural value or resources within the port;
3) Nonwater-dependent or nonwater-re1ated uses which retain future flexibility of the port for water-dependent needs.

Designated Sites

The South Carolina Ports Authority owns and manages the following facilities, which are designated as GAPCs: Beaufort County: Port Royal-State Pier 21; Charleston County:' Port of Charleston; Georgetown County: State Piers 31 and 32.

C. Does the project contravene any coastal zone regulations?

(If No, skip to section VII; if Yes, complete Section VI.)

YES ____ X NO

VI. Modifications for bringing the project into compliance with regulations:

A. Modifications required to minimize impacts (list avoidance & minimization measures; buffers; size and/or use restrictions; additional treatment measures; deed restrictions; and agency agreements):

See attached Special Conditions

B. If Permit is denied, explain contraventions of regulations and/or Coastal Zone Management Program.

N/A

VII. Field assessment by: **Steven Brooks/Blair Williams** **June 13, 2012**

(Name) **(Date)**

VIII: Reviewed By:

1. Project Manager: Steven Brooks 12/17/12

(Signature) **(Date)**

2. Section Manager 12/17/12

(Signature) **(Date)**

IX. Notes:
Previously, this project was advertised on public notice on March 9th and March 23rd as a proposal to install 5 pilings, consisting of a 16" precast pile, driven into the marl to support three elevators and two escalators. On April 18, 2012, A public hearing was held at the Sterett Hall Auditorium. Subsequently, DHEC-OCRM met with the SC State Ports Authority on July 18, 2012 to discuss additional information that was requested in a letter dated June 29, 2012. At the end of the meeting, it was agreed the SPA would be submitting the additional information as requested. On July 26, 2012, the requested information was received. The application was re-noticed on August 3, 2012 and the comment period was extended to September 2, 2012.

This project was re-public noticed to include proposed modifications consisting of additional structural changes that are to be made to building 322 and the construction of two covered staging areas. A second public hearing was held on Wednesday, September 19, 2012 at 6:00 pm at the Sterett Hall Auditorium. The record of the public hearing was kept open until October 10, 2012, in order to receive any additional comments.

LONGTERM CUMULATIVE AFFECTS

R.30-11(C)(1) The extent to which long-range, cumulative effects of the project may result within the context of other possible development and the general character of the area. The long-range cumulative effect of this project will not have any substantive impact to any type of development because development in this area has already been established and completed. Additionally, the long-range cumulative effect of this project will not have any substantive impact to the general character of the area because the general character of this area has been for more than a century an existing commercial pier that is a SC State Port Authority pier with grandfathered activities that include cargo and cruise ship operations.

This is an activity that would be occurring on an existing commercial pier that is a SC State Port Authority pier. The activity (cruise ship operation) currently exists on this facility and is considered grandfathered at this pier.

NEW LOCATION POTENTIAL IMPACT A DESIGNATED HISTORIC AREA

The Union Pier facility is adjacent to the "Old and Historic Charleston" district. The "Old and Historic Charleston" district was listed on the National Register of Historic Places in 1978 for its architectural integrity. The SC State Ports Authority is not undertaking any new activity that would threaten the architectural integrity of this historic district. The Port of Charleston and the historic district have co-existed for many years. In light of the afore-mentioned, it has been determined that there would be no potential adverse effect on the adjacent historic district.

CRUISE SHIP CALLS AFTER SHIFT TO NEW TERMINAL

The South Carolina State Ports Authority (SCSPA) has committed to a very responsible voluntary Cruise Management Plan to manage the number of cruise ship calls per year. The operations for the new passenger cruise facility at Union Pier Terminal will be conducted in accordance with the Voluntary Cruise Management Plan. The SCSPA will include the Department in the notification process as outlined on the second page of the Voluntary Cruise Management Plan titled "Clarification Process of City Consultation Regarding Cruise Management Plan Alteration".

AIR EMISSIONS

Air quality for vessel mobile source is governed by international treaty and federal regulation (MARPOL Annex VI), and Congressional adoption of that treaty. Regulatory authority is under the federal EPA and U.S. Coast Guard.

The cruise ships that will call at this facility are not equipped to connect with shore power. Shore power is prohibitively expensive infrastructure. Shore power is extremely costly, and is usually required only in areas that face air quality challenges. Charleston does not face the air quality challenges.

There will be a reduction in cruise ship related emissions on Union Pier as a result of the implementation of the North American Emission Control Area (ECA), which began in August of this year and will be completely implemented by August 2015. All cruise ships will be required to use lower sulfur fuel as a result of the directives of the North American Emission Control Area (ECA). Emissions will be decreased even further once construction has been completed for the passenger cruise terminal, as this will eliminate emissions associated with shuttling cruise passengers to and from the current offsite parking area and emissions associated with dropping off and picking up baggage, and processing passengers and vehicles near the cruise ship. Additionally, to further mitigate air emissions, the SCSPA has agreed that the space remaining on the south end of the terminal would not be re-utilized to handle cargo. The space remaining on the south end of the terminal would be redeveloped and reunited with the City of Charleston.

In summary, the applicant's request is permissible by law. The proposed work is in line with the general character of the surrounding area. Based on the foregoing, SCDHEC issued a permit authorizing the installation 5 pilings, additional structural changes to building 322, and the installation of two covered staging areas. These activities were issued with the following special conditions:

1. Provided that operations for the new passenger cruise facility at Union Pier Terminal is conducted in accordance with the attached Voluntary Cruise Management Plan (Attachment A). If there are any future changes proposed to the Voluntary Cruise Management Plan, the Department must be included in the notification process as outlined on the second page of the Voluntary Cruise Management Plan titled "Clarification Process of City Consultation Regarding Cruise Management Plan Alteration".

2. Provided that the construction detailed in this permit does not begin until after the Memorandum of Agreement, dated March 26, 2007 (as amended), between the State Ports Authority and the SCDHEC has been revised and finalized.

3. Provided that the SPA requires its contractors, for the activities addressed under this permit, to:

    a. perform work in compliance with all applicable local, state, and federal environmental laws and requirements.

    b. use low emission vehicles that conform to the federal Tier 2 or higher emissions standards for all nonroad equipment between 100 and 750 horsepower.

    c. turn off construction equipment and vehicles not in active use.

    d. implement dust control using the best management practices that may include, but not be limited to, water spraying, applying mulch and establishing vegetation, applying polymers, and spraying tackifiers in compliance with state and federal environmental regulations.

    e. require that all diesel vehicles, construction equipment and generators on site use ultra-low sulfur diesel (15 ppm), a biodiesel blend approved by the original engine or equipment manufacturer with sulfur content of 15 ppm or less, or other clean burning alternative fuel such as propane, where such fuel is commercially and reasonably available.

4. Provided that any disturbed critical area adjacent to the construction site be restored to original contours and conditions upon project completion.

5. Once the project is initiated, it must be carried to completion in an expeditious manner in order to minimize the period of disturbance to the environment.

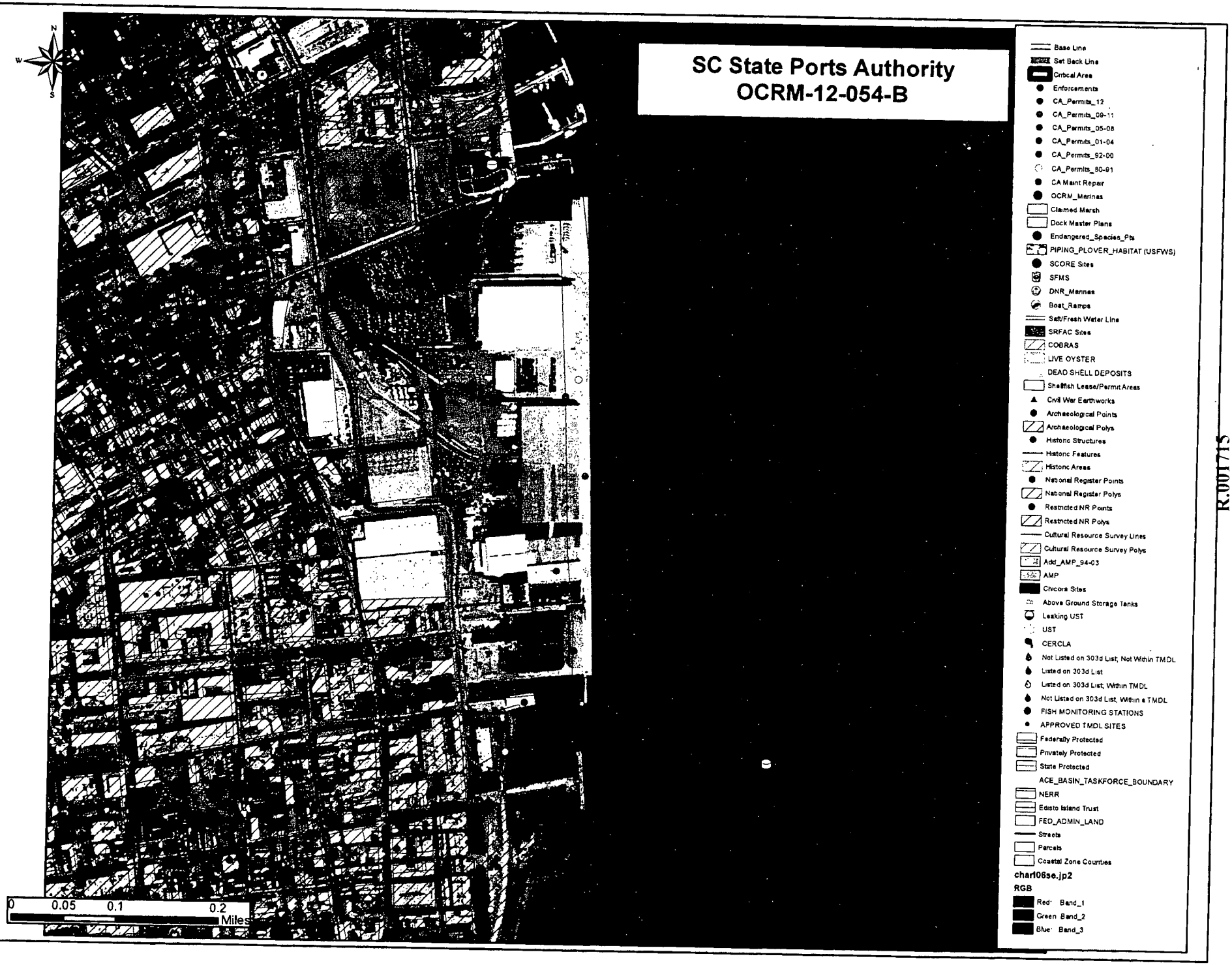
6. Provided that an as-built survey of the modified terminal facility must be submitted to the Department within 90 days of the expiration date of the final construction placard. The survey must be performed by a registered land surveyor, must show all components of the new terminal facility, and must list the starting and ending coordinates of the new terminal facility in the SC State Plane Coordinate System, which can be obtained by survey-grade Global Positioning

System equipment.

7. **Provided that in the event that archaeological or paleontological remains are found during the course of work, the applicant should notify the South Carolina Institute of Archaeology and Anthropology (Mr. James Spirek at 803-777-8170) pursuant to South Carolina Underwater Antiquities Act of 1991, (Article 5 Chapter 7, Title 54, Code of Laws of South Carolina, 1976). Archaeological remains consist of any materials made or altered by man, which remain from past historic or prehistoric times (ie, older than 50 years). Examples include old pottery fragments, metal, wood, arrowheads, stone implements or tools, human burials, historic docks, structures, or non-recent vessel remains. Paleontological remains consist of old animal remains, original or fossilized, such as teeth, tusks, bone, or entire skeletons.**

X. Attachments Required:

GIS Review (See Section IV.C. above)
Site Photographs


SC State Ports Authority
OCRM-12-054-B
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Enforcements
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CA_Permits_05-08
CA_Permits_01-04
CA_Permits_92-00
CA_Permits_80-91
CA Maint Repair
OCRM_Marinas
Claimed Marsh
Dock Master Plans
Endangered_Species_Pts
PIPING_PLOVER_HABITAT (USFWS)
SCORE Sites
SFMS
DNR_Marinas
Boat_Ramps
Salt/Fresh Water Line
SRFAC Sites
COBRAS
LIVE OYSTER
DEAD SHELL DEPOSITS
Shellfish Lease/Permit Areas
Civil War Earthworks
Archaeological Points
Archaeological Polys
Historic Structures
Historic Features
Historic Areas
National Register Points
National Register Polys
Restricted NR Points
Restricted NR Polys
Cultural Resource Survey Lines
Cultural Resource Survey Polys
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AMP
Chicora Sites
Above Ground Storage Tanks
Leaking UST
UST
CERCLA
Not Listed on 303d List; Not Within TMDL
Listed on 303d List
Listed on 303d List; Within TMDL
Not Listed on 303d List; Within a TMDL
FISH MONITORING STATIONS
APPROVED TMDL SITES
Federally Protected
Privately Protected
State Protected
ACE_BASIN_TASKFORCE_BOUNDARY
NERR
Edisto Island Trust
FED_ADMIN_LAND
Streets
Parcels
Coastal Zone Counties
charl06se.jp2
RGB
Red: Band_1
Green: Band_2
Blue: Band_3

R.001715

Exhibit 19

MEMORANDUM

To: Patrick Moore - South Carolina State Ports Authority
CC:
From: George J. Schewe, CCM, QEP – Trinity Consultants
Date: December 23, 2013
RE: Historical, Current and Future Criteria Pollutant Emissions at Union Pier Terminal

South Carolina State Port Authority's (SCSPA) Union Pier Terminal (UPT) located in Charleston, South Carolina, has previously engaged in the import and export of autos and various other commodities via rolling stock (Ro Ro) marine vessels and as a terminal for passenger cruise ships. In 2012, the only significant activity at UPT was the use of the terminal for passenger cruise ships. Future plans for UPT include construction of a passenger terminal at the north end of UPT and the elimination of maritime activities (i.e. export/import). Removing the import/export activities from operations will eliminate approximately 200 cargo ships, trains, and related truck and car traffic.

In response to information on air quality requested by South Carolina Ocean and Coastal Resource Management (OCRM) regarding construction of a new cruise ship terminal, SCSPA has completed calculations for four (4) UPT scenarios:

- Criteria pollutant air emissions associated with UPT activities conducted in calendar year 2010
  - emissions were calculated for Ro Ro marine vessels, passenger cruise ships, and railroad activities;
- Criteria pollutant air emissions associated with UPT activities conducted in 2012
  - emissions were calculated for passenger cruise ships, busing, and motor vehicle emissions while dropping off/picking up baggage at the terminal;
- Criteria pollutant air emissions associated with UPT activites anticipated to be conducted in 2013 and 2014
  - emissions were calculated for passenger cruise ships, busing, and motor vehicle emissions while dropping off/picking up baggage at the terminal; and,
- Projected criteria air pollutant emissions from anticipated activities in 2015
  - emissions were calculated for passenger cruise ships and a parking area.

Criteria pollutants include carbon monoxide (CO), oxides of nitrogen (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), sulfur dioxide (SO_2) and volatile organic compounds (VOC, a precursor to ozone). Explanations of calculation methods and assumptions, as well as example calculations, are provided in this document.

The total sum of criteria pollutant emissions from the UPT, as utilized for maritime activities, is significantly higher than emissions from UPT used exclusively as a terminal for passenger cruise ships. Conversion of the UPT exclusively to a passenger cruise ship terminal, and adherence to regulations decreasing allowable sulfur content in diesel fuel, will decrease annual criteria pollutants.

R.001717

Sum of Criteria Pollutants (Annual Tons)			
2010 Maritime Activities	2012 Cruise Ship Activities	2013-2014 Projected Cruise Ship Activities	2015 Projected Cruise Ship Activities
244.43	129.91	158.93	120.52

*There is a 47% decrease in the total mass of criteria pollutants between 2010 and 2012, and another 7% decrease in the total mass of criteria pollutants between 2012 and 2015.

MARINE DIESEL FUEL SULFUR CONTENT

The globally-applicable requirements of MARPOL (International Convention for the Prevention of Pollution from Ships) Annex VI became enforceable in the United States through the Act to Prevent Pollution from Ships (APPS) in January 2009. The Act to Prevent Pollution from Ships (APPS) is a U.S. law (33 USC 1901 et seq.) that was last amended when President Bush signed into law the Maritime Pollution Prevention Act of 2008 (Public Law 110-280, July 21, 2008). APPS is the law that authorizes and requires the United States to implement MARPOL Annex VI. The 2008 APPS amendments require compliance with all aspects of Annex VI by all persons subject to the engine and vessel requirements of Annex VI. The amendments also authorize the U.S. Coast Guard and EPA to enforce the provisions of Annex VI against domestic and foreign vessels and to develop implementing regulations as necessary. In addition, APPS gives EPA sole authority to certify that U.S. marine engines meet the Annex VI requirements.[1]

EPA has adopted regulations under APPS authority to implement the provisions of MARPOL Annex VI. Under these regulations, both U.S.- and foreign-flagged ships subject to the engine and fuel standards of MARPOL Annex VI must comply with the applicable Annex VI provisions when they enter U.S. ports.

Under MARPOL Annex VI, the North American Emission Control Area (ECA) entered into force on August 1, 2011.

ECA's were established to limit the emission of SO_X and particulate matter which is primarily achieved by limiting the maximum sulfur content of the fuel oils as loaded, bunkered, and subsequently used onboard. These fuel oil sulfur limits (expressed in terms of % by weight) are subject to a series of step changes over the years 2010 and 2020 for non-ECA's and over the years 2012 and 2015 for ECAs.[2]

In this emission summary for UPT, SO_2 emissions for 2010 are based on heavy diesel fuel (California ARB); SO_2 emissions for 2012 are based on data supplied by Carnival cruise ships (1% S); and SO_2 data for 2015 are based on anticipated limits under MARPOL Annex VI (0.1% S).

[1] 40 CFR part 94 and 40 CFR part 1042 apply to marine compression-ignition engines. 40 CFR Part 80 Subpart I contains current regulations that apply to marine diesel fuels. 40 CFR part 1043 contains APPS regulations implementing MARPOL Annex VI and the North American ECA.

[2] http://www.imo.org/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Sulphur-oxides-(SOx)---Regulation-14.aspx

2010 UNION TERMINAL OPERATING SCENARIO AND POLLUTANT EMISSIONS

For the 2010 operating scenario, emissions were calculated using the actual number of Ro Ro and passenger cruise ships that were processed through the UPT.

Major operations contributing to criteria pollutant emissions in 2010 at the UPT were: Ro Ro marine vessel hotelling (docked, at berth); passenger cruise ship hotelling; and, railroad locomotive idling.

Ro Ro and Passenger Cruise Ships

Ro Ro and passenger cruise ship emission factors were taken from the California Air Resource Board (ARB)'s *Emissions Estimation Methodology for Ocean-Going Vessels.*[3]

The California ARB emission factors are in units of grams per kilowatt –hour (gr/kw-hr) for each pollutant. As a basis for emission calculations the following data were used.

Data Description	Ro Ro Criteria Emissions	Passenger Cruise Ship Criteria Emissions
Hotelling Engine Load[1]	26%	16%
Hotelling[a] Power (kw) [1, 4]	2,605	38,120
Hours[b] of Operation (hrs) [1, 5]	4,182	727

[a] Hoteling power for cruise ships is not applicable as all are diesel-electric, thus the average of all cruise ships total power was used as the basis as taken from Moffatt & Nichol report[6].

[b] Average of all cruise ship berthing times in 2010 < 24 hours.

Example Calculation

Pollutant Emission (tpy) = EF (gr/kw-hr) x Power (kw) x Engine Load (%) x Hours of Operation (hrs) x 1.1E-06 (gram to ton conversion factor)

Railroad Locomotives

Emission factors for train locomotives were taken from a document written for the Federal Motor Carrier Safety Administration (FMCSA).[7]

The FMCSA emission factors are in units of grams per gallon of diesel (gr/gal). Based on the UPT operations, locomotive engines were operated at the UPT for about 1,600 hours in 2010. Typical locomotive idling fuel consumption is 4 gallons per hour.[8] The number of locomotive operating hours was multiplied by the idling fuel consumption to determine annual fuel consumption in gallons. The results are reported in tons per year (tpy).

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[3] *Emissions Estimation Methodology for Ocean-Going Vessels*, California Air Resource Board. May 2008.

[4] CCL Paper, "How Do Cruise Emissions and Truck Emissions Stack Up?"

[5] From SCSPA records (cruise ship remains at berth for an average of 10 hrs).

[6] Moffatt & Nichol, *South Carolina State Port Authority, 2011 Emissions Inventory Update*, Long Beacg, CA, April 1, 2013.

[7] Final Environmental Assessment For The 2011 Final Hours-Of-Service (HOS) Of Drivers Rule, Docket No. FMCSA-2004-19608, December 2011, U.S. Department Of Transportation Federal Motor Carrier Safety Administration, Appendix A, Exhibit A -2

[8] http://www.hotstart.com/home/products/locomotive-products/idle-reduction-solutions-2/fuel-consumption-calculator/emd-fuel-consumption-at-idle/

Example Calculation
Pollutant Emission (tpy) = EF (gr/gal) x (Annual Fuel Consumption (gal) x 1.1E-06 (gr to ton conversion factor)

Total Criteria Pollutant Emissions – 2010

	CO	NO_x	PM_{10}	$PM_{2.5}$	VOC	SOx
	tpy					
Ro Ro + Auto Carrier (Hotelling)	3.43	45.90	4.68	4.56	1.51	34.66
Passenger Cruise (Hotelling)	5.38	71.87	7.33	7.14	2.37	54.27
Railroad	0.19	1.02	0.03	0.03	0.05	6.68E-04
Total Emissions	***9.00***	***118.79***	***12.05***	***11.73***	***3.93***	***88.93***

2012 AND 2013-2014 UNION TERMINAL OPERATING SCENARIO AND POLLUTANT EMISSIONS

For the 2012 calendar year operating scenario, emissions were calculated using the actual number of passenger cruise ships that were processed through UPT. For the years 2013-2014, emissions were calculated using the maximum number of passenger cruise ships that can be processed through UPT. There were no other significant maritime activities at UPT in 2012 and there are no other significant maritime activities expected during the years 2013-2014.

Major operations contributing to criteria pollutant emissions in 2012 and expected to contribute to criteria pollutant emissions in 2013-2014 at UPT : passenger cruise ship hotelling (at berth) and bus idling emissions.

Passenger Cruise Ships

Passenger cruise ship emission factors were taken from the California Air Resource Board (ARB)'s *Emissions Estimation Methodology for Ocean-Going Vessels*.[9] Emissions were calculated for calendar year 2012 and the years 2013-2014 using the same method as for calendar year 2010.

The California ARB emission factors are in units of grams per kilowatt –hour (gr/kw-hr) for each pollutant. As a basis for emission calculations the following data were used. Results are reported in tons per year (tpy).

[9] *Emissions Estimation Methodology for Ocean-Going Vessels*, California Air Resource Board. May 2008.

Data Description	Passenger Cruise Ship
Hotelling Engine Load [5]	16%
Hotelling[a] Power (kw) [10]	38,120
2012 Hours of Operation (hrs) [11]	923
2013-2014 Hours of Operation (hrs) [12]	1,129

[a] Hoteling power for cruise ships is not applicable as all are diesel-electric, thus the average of all cruise ships total power was used as the basis as taken from Moffatt & Nichol report[6].
[b] Average of all cruise ship times in 2010 < 24 hours.

Example Calculation
Pollutant Emission (tpy) = EF (gr/kw-hr) x Power (kw) x Engine Load (%) x Hours of Operation (hrs) x 1.1E-06 (gr to ton conversion factor)

In 2012, cruise ship passengers waited in a queue at the UPT to drop off baggage and process passengers and vehicles near the cruise ship, the scenario was similar upon returning from the cruise. Passengers then proceeded to off-site parking and were bused back to the UPT. It was estimated that ten (10) buses idled for 1.5 hours each, per cruise. In 2012 there were a total of 85 cruises. The terminal is expected to continue operation in this manner for the years 2013-2014. The UPT can process a maximum of 104 cruises per year.

Car Idling: Drop-off and Pick-up

Emissions associated with waiting to drop off baggage and process passengers and vehicles were estimated using emission factors developed from MOBILE6 output files contained in the New Jersey Park & Ride environmental assessment prepared by the U.S. Department of Transportation Federal Transit Administration and New Jersey Transit. MOBILE6.2 emissions data in grams per mile were multiplied by 2.5 miles per hour, as recommended by EPA, to arrive at an emission factor for idling emissions.[13] Due to limited data, only idling emissions were considered in the emissions for drop-off and pick-up of baggage and to process passengers and vehicles. SCSPA estimates the drop-off time to be fifteen (15) minutes and the pick-up time to be fifteen (15) minutes for a total estimated idle time per car per cruise of thirty (30) minutes.

Example Calculation
VOC (tpy) = Composite emission factor (grams/mile) x 2.5 (mile/hr) x total annual idling time (hr) x 1.1E-06 (gr to ton conversion factor)

Buses

Emission factors for hydrocarbons (HC, calculated as VOC), CO and NO_x were taken from *Idle Emissions for Heavy Duty Trucks in the New York Metropolitan Area*[14]. Emission factors for particulates (PM) were taken from EPA's

[10] CCL Paper, "How Do Cruise Emissions and Truck Emissions Stack Up?"
[11] From SCSPA records (cruise ship remains at berth for an average of 10 hrs).
[12] From SCSPA – maximum number of passenger cruise ships that can be processed through UPT per year.
[13] Gram/mile x 2.5 mile/hr = gram/hr; Technical Guidance on the Use of MOBILE6.2 for Emission Inventory Preparation, p. 43. EPA420-R-04-013. August 2004.
[14] *S Tang; J Munn, Idle Emissions for Heavy Duty Diesel Trucks in the New York Metropolitan Area*, New York State Department of Environmental Conservation. Nov 2001.

document *Guidance for Quantifying and Using Long Duration Truck Idling Emission Reductions in State Implementation Plans and Transportation Conformity.*[15] SO_2 emissions were calculated based on diesel fuel with a 15 ppm sulfur content and a sulfur to SO_2 conversion rate of 97.7%.

Example Calculation

SO_2 (grams/minute) = Fuel Consumption During Idle (gal/hr) x 7.1 (lb/gal) x 454 (gram/lb) / 60 (min/hr) x 0.0015%S x (64 g SO2 /32 g S) x (0.977 S:SO2 conversion)

EPA describes heavy duty engines as those in trucks and buses. Therefore, emission factors for heavy duty trucks were used to calculate emissions for buses.[16]

Total Criteria Pollutant Emissions – 2012 (1% Sulfur, 85 Cruises per Year)

	CO	NO_x	PM_{10}	$PM_{2.5}$	VOC	SOx
	tpy					
Passenger Cruise (Hotelling)	6.82	86.22	3.35	2.17	3.40	26.24
Busing	3.12E-02	1.15E-01	4.63E-04	4.63E-04	1.33E-02	1.33E-04
Drop-off/Pick-up	1.28	1.68E-02	6.86E-02	6.86E-02	1.07E-01	2.25E-03
Total Emissions	***8.14***	***86.36***	***3.42***	***2.24***	***3.52***	***26.24***

Total Criteria Pollutant Emissions – 2013-2014 (1% Sulfur, 104 Cruises per Year)

	CO	NO_x	PM_{10}	$PM_{2.5}$	VOC	SOx
	tpy					
Passenger Cruise (Hotelling)	8.35	105.49	4.10	2.66	4.16	32.10
Busing	3.81E-02	1.40E-01	5.67E-04	5.67E-04	1.63E-02	1.62E-04
Drop-off/Pick-up	1.57	2.06E-02	8.40E-02	8.40E-02	1.07E-01	2.75E-03
Total Emissions	***9.95***	***105.66***	***4.18***	***2.74***	***4.28***	***32.11***

2015 UNION TERMINAL OPERATING SCENARIO AND POLLUTANT EMISSIONS

Emission for 2015 are calculated based on the maximum annual number of cruises (104) that can be processed through the UPT. The same emission factors that were used to calculate emissions for the years 2012 and 2013-2014 were used to estimate criteria pollutant emissions for calendar year 2015, with the exception of SO_2. In 2015, under MARPOL Annex VI, the sulfur content in diesel fuel used by marine vessel in ECA's (which includes the US) will be limited to 0.1% S. This limit is reflected in the SO_2 emission factor used in calendar year 2015

[15] EPA420-B-04-001, *Guidance for Quantifying and Using Long Duration Truck Idling Emission Reductions in State Implementation Plans and Transportation Conformity.* Jan 2004.
[16] http://www.epa.gov/otaq/hd-hwy.htm

calculations. In addition, SCSPA expects cruise ship hotelling time (time at berth) to decrease by thirty (30) minutes due to operational efficiencies enabled by the new terminal design; therefore an average 10.35 hours at berth per cruise ship is used in emission calculations.

Once the cruise terminal construction is complete, passengers will have access to parking at the terminal. Idling emissions (or emissions associated with an average speed of 2.5 miles per hour, as explained in the 2012 section of this letter) were estimated using an average of seven minutes per car per cruise to maneuver through the parking area, for a total of fourteen (14) minutes idle/travel time through the parking area per vehicle per cruise.

An onsite parking area will eliminate both the need for busing, and the need for drop-off and pick-up of baggage and processing of passengers and vehicles at the terminal, and will therefore eliminate criteria pollutant emissions associated with these activities.

Total Criteria Pollutant Emissions – 2015 (0.1% Sulfur, 104 Cruises per Year)

	CO	NO_x	PM_{10}	$PM_{2.5}$	VOC	SOx
	tpy					
Passenger Cruise (Hotelling)	7.96	100.63	1.81	2.53	3.96	2.90
Parking Area	5.98E-01	7.84E-03	3.20E-02	3.20E-02	5.01E-02	1.00E-03
Total Emissions	***8.56***	***100.64***	***1.84***	***2.57***	***4.01***	***2.90***

CONCLUSION

Due to changes in operations at the Union Pier Terminal, there has been a 47% decrease in the total mass of criteria pollutants between 2010 and 2012, with a 7% decrease in the total mass of criteria pollutants anticipated between 2012 and 2015.

The total criteria emissions associated with operating the Union Pier Terminal as it has been operated up until 2012, where a combination of Ro Ro vessels and cruise passenger ships were processed through the port, are significantly more than criteria emissions associated with using the terminal exclusively as a cruise ship terminal.

Emissions will decrease even further once construction has been completed for the passenger cruise terminal, as this will eliminate emissions associated with shuttling cruise passengers to and from the current off-site parking area and emissions associated with dropping off and picking up baggage, and processing passengers and vehicles near the cruise ship.

Exhibit 20

VOLUNTARY CRUISE MANAGEMENT PLAN
SOUTH CAROLINA STATE PORTS AUTHORITY
AND
CITY OF CHARLESTON

(1) The number of cruise ships will be no more than 104 calls per calendar year.

(2) The port will host no more than one ship at a time at the cruise terminal.

(3) The terminal will be designed at the northern end of Union Pier to accommodate ships consistent with the size and profile that have called Charleston in the past (1,900 to 3,500 passenger design capacity)

(4) A Traffic Management Plan which removes maritime cruise traffic from City streets as soon as possible as well as continued coordination and communication with the Charleston City Police Department and the City Special Events Committee.

(5) A continued commitment by the SCSPA to contribute an allocation to the DASH Downtown Shuttle program, as described in the City Agreement with the SCSPA, providing free shuttle rides to those traveling in the downtown areas of the City.

ATTACHMENT A

CLARIFICATION OF PROCESS OF CITY CONSULTATION REGARDING CRUISE MANAGEMENT PLAN ALTERATION

Should the SCSPA, at any future date, deem that any material change should be made to the Voluntary Cruise Management Plan, at least one year prior to effecting any such change the following will be done:

(1) Written notification to the Mayor and City Council.

(2) Written notification to the Cruise Neighborhood Advisory Council.

(3) Written notification to Charleston Metro Chamber of Commerce and the Maritime Association of South Carolina.

(4) Written notification to the Historic Charleston Foundation and the Preservation Society.

(5) The convening of a community forum to discuss any material change to the plan.

(6) The solicitation of public input through one or more public hearings, including a public hearing at a City Council meeting.

(7) Careful and thoughtful consideration of the public input.

(8) Report to the Mayor and City Council of the SCSPA board and staff findings and decision.

Exhibit 21

The Choice for Charleston

The lawsuit filed against Carnival Cruise Lines on June 13th is intended to curtail cruise ship operations in Charleston. But this lawsuit isn't about cruise ships. It's really about the fate of all 63 acres of Union Pier along the Cooper River.

If the suit delays the Port's plans to move its passenger terminal north on Union Pier, the Port will need to renovate its existing terminal. And Union Pier will continue to be used entirely for maritime purposes with no public access.

There are only two options for Union Pier:

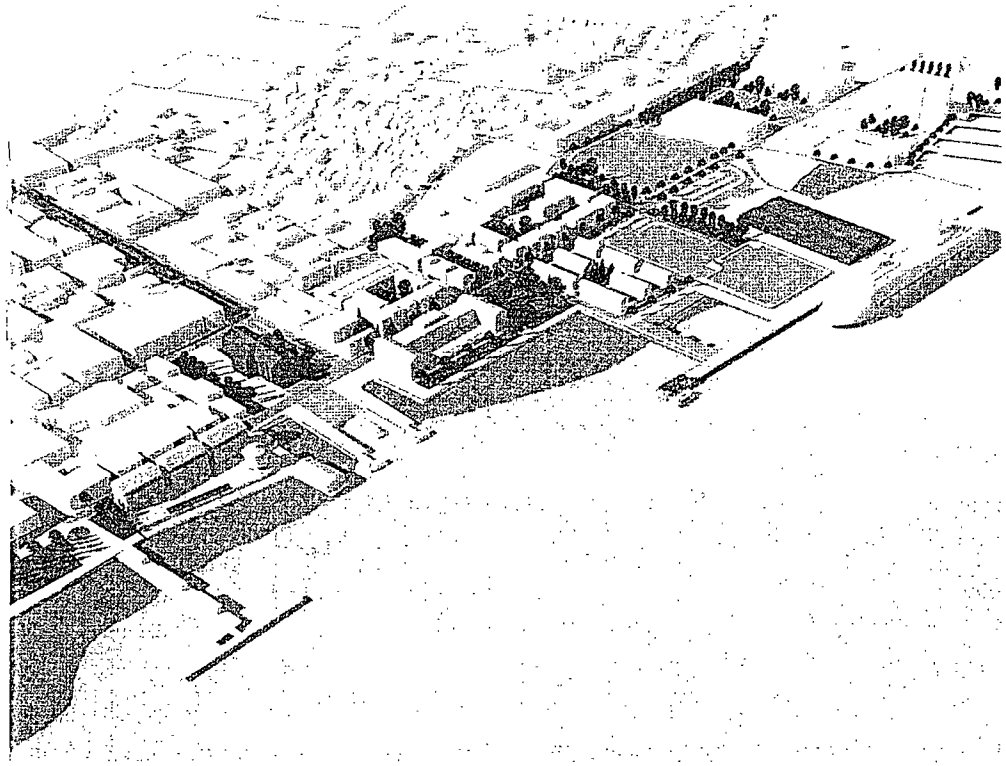
- It will continue to be used exclusively for maritime purposes, including cargo and cruise ships.

- Or the passenger terminal will be relocated to the northern portion of the property, and more than half of Union Pier will become available for both public and private uses.

The Union Pier Concept Plan is the product of more than two years of work by a preeminent design team, working collaboratively with the city, and shaped by more than 100 meetings with individuals, organizations, and the general public.

The recent lawsuit could put the Union Pier Concept Plan in jeopardy.

WHAT KIND OF FUTURE DO <u>YOU</u> WANT?



The Union Pier Concept Plan, approved by Charleston City Council, provides many exciting opportunities for our community:

- Connects Charleston neighborhoods to the water
- Removes 200 cargo ships, trains and tracks
- Relocates passenger terminal northward on Union Pier
- Eliminates current street closings
- Extends Market Street to waterfront
- Restores natural shoreline; includes waterside pathways
- Creates green spaces and view corridors
- Stabilizes Bennett's Rice Mill, set in a park
- Provides public and private uses in response to community interest and the marketplace
- Creates jobs and economic vitality

COE00025

Exhibit 22

RECEIVED
APR 20 2012
DHEC - OCRM
CHARLESTON OFFICE

April 19, 2012

Sarah Christopher
11 Halsey St.
Charleston, SC 29401

OCRM
1362 McMillan Ave., Suite 400
North Charleston, SC 29405

Dear Sir or Madam:

I write to you to express my strong support for the planned cruise ship terminal at Union Pier.

The 'recycling' of a building is certainly a very wise conservation decision. If a totally new terminal were to be built, the impact on the environment would be much, much greater than the simple placement of 5 piers at the current building. The plans for this new terminal are very much to be appreciated for these reasons. Further, the reduced impact on traffic in the area due to the master plans would alleviate some of the congestion downtown when the ships come and go. When the aquarium was built, there were steps taken to protect the environment when pilings had to be set. We can do that again with this new terminal.

Every neighborhood has 'a cross to bear.' I live in an area that floods with heavy rain and nothing is in the city planning or crosstown work that will mitigate that. I live near the hospitals. Right on the ambulance/siren corridor. I have to clean 'street dirt' off my porch every evening if we want to eat supper there. There are students nearby with their associated issues. There's no perfect living situation. The East side should learn to put up with the cruise ships. At least they LEAVE.

Most people I know are supportive of the new terminal and we need to make our positions more vocal. The opposing groups just make more noise. There are not more of them. Thank you for welcoming comments from all citizens on this important issue.

Sincerely,

Sarah Christopher

Sarah Christopher

Exhibit 23

CHARLESTOWNE NEIGHBORHOOD ASSOCIATION
GENERAL MEETING – MONDAY, MAY 9 – 5:30 P.M.
FIRST (SCOTS) – MOLLY WEIR HALL

President David Smythe called the May 9 general meeting of the Charlestowne Neighborhood Association to order at 5:30 p.m. He welcomed all attending and ask all to stand for the Pledge of Allegiance to the flag. He asked all members to sign in on the pad circulating around the room.

President David reported that October 16 has been chosen for the Hazel V Parker memorial family reunion and field day. Festivities begin at 12:30 at HPP Guests will be urged to check out the old photos which will be on display and help identify people.

President Smythe then introduced and welcomed our speaker for the meeting...Chief Greg Mullen of the Charleston City Police Department. He thanked the association for the opportunity to update us on things that are happening at the police department and how they impact our residents. He began by discussing the Strategic Leadership Plan providing a roadmap of where they want to go with the department. He elaborated on the plan and how it is working.

We are in Team 2 headed up by Lt. Wilson. He encouraged residents to get to know Lt. Wilson...he is our direct conduit to the police department. Team 2 started out with 25 people...now there are 49 assigned to Team 2. The chief explained how quickly the system gets information on a crime out to the officers. What used to take 24 hours....now takes 5 minutes. All cruisers have global computers.

The Chief's goal is to have real-time analysis. Violent crime has gone down by 50% in the city over the past 3 years. The Chief talked about the security camera locations.

He then discussed the Pedi-cap issue....are drivers suppose to pull over when traffic starts to back up behind them? He will be meeting with Robbie Somerville, Traffic and Transportation, to see if the can look at that to see if the problem can be eliminated.

Sophisticated electronic systems and partnering with companies like General Dynamics are being implemented to take Charleston City Police into the future in technology ... allowing the police using collected statistics to predict where crimes will happen...to be pro-active instead of re-active. Citizens must be pro-active as well in simple things like locking doors and not leaving valuables on the seat of your car. After a short Q&A concerning money to keep officers, bikers and pedi-cabs obeying rules of the road, officers working at port, President Smythe thanked the Chief for his presentation.

TOURISM AND CRUISE TASK FORCE: Steve Gates reported that immediately following the appointment of CTF, his committee met with the editorial board of P&C to appraise them not only of their views on regulations, but the proposal to relocate the cruise ship terminal to the Columbus Street terminal. Following that meeting the P&C wrote an op-ed on the topic. On April 17 our op-ed appeared in the paper along with an editorial in support of both concerns. They also met with the Mayor who reiterated his endorsements of an unregulated cruise ship terminal and Union Pier. They wrote a letter to the SPA describing their views. SPA wrote to the Mayor on April 21 stating that their views were unchanged. SPA is going to proceed with current plans.

Some not CTAR

He noted that quite a few organizations have joined this movement not just for regulation of cruise ships, but also reconsideration of the terminal. He named the Preservation Society, Historic Charleston, Coastal Conservation League, Committee to Save the City, Hospitality industry, and the realtors have all written op-eds for the P&C. Steve then reviewed pertinent points made by Blan Holman (Ansonborough resident), who presented at our last general meeting of CNA regarding accommodations tax, signage, noise, height and environmental regulations that are not being fully applied. Blan further explained to us that this could be a basis for a lawsuit. The purpose of the lawsuit could be to challenge concerning these regulations and could also seek an injunction the might delay the start of activities.

So your CTF recommends that we be prepared to evaluate what Blan Holman comes up with and we be prepared to consider joining that lawsuit. He then asked for questions from the membership.
John Thompson made a motion that (1) CNA authorizes joining others as a plaintiff in a lawsuit against the SPA and Carnival Cruise Lines to challenge cruise ship operations at Union Pier and seek related injunctions (2) The CNA Cruise Task Force be delegated the authority to approve becoming a plaintiff if they so choose in a complaint on these matters. (3) That the CNA contribute up to $2,500 toward the cost of such a lawsuit (4) That the CNA CTF have access to all e-mail address and other records to keep members apprised of developments related to cruise ship matters and (5) that the CNA CTF speak for the Charlestowne Neighborhood Association on all matters relating to cruise ships.

Call for discussion:

Ras Smith (board member) stated that Steve was patricianly correct in describing the meeting. Jeff did say that the only way to get the attention of the SPA was to raise a lawsuit. However, that was only part of the conversation. The other members of the Board felt that this is something that should be looked at, but there was no unanimity whatsoever. The proposal, understanding the desire to move forward, will cut out your board of directors who are charged with studying issues that affect residents. This is a very complex issue and to have a five part

proposal at a general meeting with no preparation and by-passing the Board is simply unacceptable.

Mr. Tommy Thornhill was recognized. Tommy stated that he was a long time member of the CNA and had served on the Board as its president and a member of the Board many times. He expressed his dismay that CNA has become so antagonistic.. so split over the issue of cruise ships. CNA has been a respected and dedicated organization working with the community. He stated that the January 2011 meeting was no more than a blitzkrieg. Those who planned it did a good job. It was a hostile takeover of this organization. He feels that we should go back to the way we have always been structured with the Board making recommendations to the membership, not the other way around ... motions being brought before the membership without prior discussion. A lawsuit over 5% of the traffic in and out of the port is unfruitful for the Charleston Shipping industry. We need to go back to letting the Board function as a Board and not have all of these resolutions and proposals coming up at general meetings where no one has a chance to study them before they are asked to vote.

Ms. Tootie Dawson was recognized: Tootie stated that she, too, is a board member. She stated that it is time for us to act like civil human being and know that there is going to be two sides to issues but emphasized that we can come to a meeting of our minds and try to get somewhere in a decent civilized way without being arrogant and rude. Here tonight are only 1/5 of the people who belong to CNA. She stated that she felt the motion should be studied and it should not have been brought up and rammed down the membership's throats without the Board being about to go back and consider what has been said. We've been asked (in this motion) to give up member's e-mail address (which we have guaranteed to members will be confidential). We will not give those out until we can discuss this at a Board meeting and discuss that issue.

VP Mary Cutler was recognized. Mary stated that she was surprised that Mr. Thompson seemed to be privy to so much information discussed at Board meetings. Then phone calls were made to those who would agree to support the five point proposal to attend so a quorum could be reached. We can't be an affective board when a meeting ends one way then secret meetings take place where another plan is devised that is presented at the meeting.

Mr. Charles Duell was recognized. Charles expressed that he didn't feel we were polarized to the extent that people are over here or over there. If you follow what has been said and written, people are simply concerned that controls and limits are needed so that we don't become overwhelmed. SPA they agree, but are not willing to sign any agreements. There is a lot of middle ground, but we have been talking about this for a year and a half. Some members don't want to leave it to the board because there has not been enough action. He then referred to Steve Gates' report. He is concerned that we are going into the summer months and we must get on with it and urged that the motion be voted on.

Steve took the floor again to reiterate his point that the Task Force appointed by the Board, has been hard at work planning, contacting, exploring and studying every angle to bring about interest and concern about SPA's plan for the cruise terminal. Their major focus is to have the cruise ships regulated and those regulations enforced. Many have joined the effort and where all may not agree with the Columbus Street plan, they do agree with regulations and a fresh look at the plan. What the Task Force is asking for is another tool to give us more of a voice. That is the authority entertain, if that moment comes up, a potential lawsuit with many plaintiffs in it...not us CNA. They will see what Blan Holman comes up with, see if it has merit...see if it has a roll in our negotiating and strategy.

President David stated that that the motion be deferred to the Board for further study. We all share this neighborhood and this is too complex an issue for a vote tonight. The Board had no previous knowledge of this motion and the order of this organization is for any and all issues to be first presented to the board, then to the full membership.

Confusion followed with everyone talking at once

RE READING OF THE MOTION:

1) **The CNA authorizes joining others as a plaintiff in a lawsuit against the SPA and Carnival Cruise Lines to challenge cruise ship operations at Union Pier and seek related injunctions.**
2) **The CNA Cruise Task Force be delegated the authority to approve becoming a plaintiff if they so choose in a complaint in these matters.**
3) **That the CNA contribute up to $2,500 toward the cost of such a lawsuit.**
4) **That the CNA's CTF have access to all e-mail addresses and other records to keep members appraised of the developments related to cruise ship matters.**
5) **That the CNA's CTF speak for the Charlestowne Neighborhood Association on all matters relating to cruise ships.**

Mr. Thornhill reminded members that we used to have a newsletter to inform members of happenings in the neighborhood and related issues. This newsletter will be published again.

Mr. Will Cleveland was recognized. Mr. Cleveland made an amendment to the motion on the floor as follows: That the motion be submitted to the Board and the Board be directed to meet within the next three weeks and that there be a meeting called of the whole association within three weeks to allow the Board to provide its report and recommendation or decision, however the Board chooses,

and that there be an opportunity for motions from the floor at that time on this issue after full and deliberate consideration from the board. He added that he served on the Board many years before under Mr.Thornhill's leadership. He then stated that it is his impression that the neighbors believe in this and want there to be effective action. It is unfortunate that so much of this is about process. If we can fix the process part to give the Board their due and members to have an opportunity to have deliberate action but at the same time, not be delayed for the rest of the summer. Seems there ought to be a way to make that happen.

The amendment was accepted, seconded and approved.

Meeting dates will be announced and notifications will be sent out.

MEMBERSHIP COMMITTEE: Tootie Dawson
590 members

CITY SERVICES: President David reported that the City T&T is studying parking issue on the west side of the city to relieve the pressure of non-zoned parking. Colonial Street resident stated that 9 to 5 restrictions are not enough. They need evening zoning. City Services chairperson, Melinda Laurens, stated that other street residents need to know and it is a slow process to get approval. But it is in the works. Parking discussion followed.

The meeting was adjourned at 6 p.m.

Rainey Evans, Secretary

Exhibit 24

SAMUEL DWANE THOMAS, MD
2 WHARFSIDE ST. 5E CHARLESTON SC 29401-1653

23 April 2012

RECEIVED
APR 25 2012
DHEC - OCRM
CHARLESTON OFFICE

SC DHEC
Office of Coastal Resource Management,
1362 McMillan Ave., Suite 400
North Charleston, SC 29405

ATTN: Steven Brooks

Dear Mr. Brooks,

I am writing to comment on the movement of the terminal building of the SC State Ports Authority to a location next to the building wherein I live. This is the conversion of the building just south of Laurens Street. While moving the terminal, the existing active portion of the port will be removed and landscaped, while opening up streets.

The whole business of cruise ships visiting this, historically a maritime city, has become a kind of cause célèbre for those few but boisterous folks who seem to resist change. I remember the nonsense that spewed forth when the dilapidated warehouses and strip clubs on East Bay and Meeting Street were to be modernized and a hotel, Charleston Place, to be built. The "modernization," actually recovery of this city is largely dependent on that building alone. It brought many of the people to Charleston from away to complain about more change.

A very interesting study was presented in the Post and Courier in a letter to the editor in which the air pollution from the engines of a ship were clearly measured and compared and the author found little to worry about. I did not save that letter and the author evidently gave up in despair that scientific information was so easily disregarded. In its place, a neighbor of mine wrote a letter in which she reported she and her guests were driven in off the porch by the acrid smoke produced by the diesels of the Carnival Fantasy. That is utter nonsense. I live closer than that writer and have yet to smell smoke from that ship. Actually, the car carriers which came one and two daily and leaving the same day produced more pollution than the Fantasy and I didn't notice that either. Another writer, a woman, became ill and almost fainted on Morrison Drive when she saw the tail fins of the Fantasy. I wondered at the time if she had stopped taking her medicine!

Oddly enough, there was no complaint when the car carrying ships were docked at the same location as the new terminal, nor was there a complaint about ships of the US and Canadian navies which tied up at the same location. They run their engines all the time!

I have actually taken a cruise on both the Celebrity and Carnival ships which have taken on passengers here and found in talking with other passengers that during their brief time in Charleston that they enjoyed themselves enough to return just to visit, or some delayed returning home to spend a few more days in Charleston. "Studies" suggest otherwise but I tend to believe the individual over the statistic.

The only thing disturbing to me about the Fantasy is the on board announcements preparatory to sailing preparing passengers for the possibility of an emergency. That however is required by the maritime authorities.

What we have then is a small but tightly knit group of miscreants determined to have its way in determining the fate of the cruise ship industry. Our so-called neighborhood associations have meetings with a small minority of citizens even attending the meetings to pass resolutions with a majority present even smaller than the minority attending. Historic Charleston Foundation talked to their friends at the National Trust and "arranged" that Charleston be placed on its "threatened" list. Nonsense! These folks are pulling out all the stops to exercise their will. And the beat goes on!

I have seen my city go from "too poor to whitewash" to a very lovely place which has attracted those who now would deny her a future past existing as a bedroom community.

I must support the position of the SC State Ports Authority and City of Charleston in this matter. I cannot see any damage in the immediate future due to visiting ships and I am convinced that shore provided power will be available in the near future.

I urge OCRM to permit the pile driving for elevators and other access at the new terminal and to approve the building completely.

Sincerely,

S. D. THOMAS, MD

RECEIVED
APR 13 2012
DHEC - OCRM
CHARLESTON OFFICE

Exhibit 25

Theodore D. Stoney, Jr.

8 Prioleau Street

Charleston, SC 29401

AUG 27 2012

DHEC - OCRM
CHARLESTON OFFICE

August 24,

SCDHEC OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENTMANAGEMENT

1362 McMillan Avenue, Suite 400

Charleston, SC 29405

RE: Permit Number: OCRM-12-054-B

Dear Sir:

I am one hundred percent in favor of the approval of the above referenced permit relating to the SCSPA plans for improvements for a state of the art cruise ship terminal at Union Pier. I have taken the liberty of enclosing a letter to the editor that I wrote on April 29, 2011 which highlights my background and views regarding this important project.

Additionally, I would like to add that the installation of five new pilings to support the elevators and escalators will not harm anything, especially when you consider that there are already hundreds of pilings supporting the exiting pier and aprons.

The moving of the cruise terminal to the north end of Union Pier, and the adaptive reuse and renovation of existing derelict warehouses into the new facility is the most environmentally sound and cost effective method of achieving this long needed goal.

The re-opening of Concord Street will help alleviate northbound and southbound traffic congestion by allowing traffic to flow unimpeded on Washington Street and also help ease the congestion on East bay Street and Concord Street.

Sincerely,

Theodore D. Stoney, Jr.

enclosure

RECEIVED
AUG 27 2012
Office of OCRM
CHARLESTON OFFICE

lards

avor

SPA's Union Pier plan is best for city

FOR THE POST AND COURIER

As the long-reader of Charleston's History Corner, former board member and president, [illegible] of Charleston, member of the Cigarettetown Neighborhood Association and executive and supporter of the South Carolina Coastal Conservation League, I must take issue with the opposition to the redevelopment of the Union Pier Terminal into a state-of-the-art passenger terminal with redevelopment of the land east.

Why the SPA Union Pier Passenger Plan was developed after numerous meetings with concerned residents, preservationists and land planners. The SPA administration's open meetings, seeking public input, were a far cry from the SPA administration of the past in which they brazenly condemned and took private property to create streets, incorporating them into the Union Pier and Columbus Street terminals, or tried to push through an unwanted Global Gateway Terminal on Daniel Island.

The new SPA plan will allow the Southern end of Union Pier to be re-developed and re-connected to the city. This will eliminate the last portion of urban blight on the lower peninsula waterfront and transform it into an active, beautiful and vibrant part of the historic district. The open space provided from the City Market area to the water front will increase the size and effect of the Waterfront Park and enrich the experiences of citizens and visitors alike. This will also generate new revenue for the city through business and hotel taxes.

Railroad traffic and truck cargo traffic will be eliminated below Calhoun Street. Just ask someone who lives in Dockside, Laurens Place or Anson House how this has improved their quality of life.

Cargo vessels will no longer dock at Union Pier. I'm talk about ugly, the roll on roll off "car and equipment" carriers are just as tall, if not taller than cruise ships and have constant gantries offering only a view of the side of the vessel. These vessels dump their cargo and then continuously run their engines while at the docks, not to mention the fumes from the trucks, heavy equipment and automobiles while loading and unloading.

Concord Street will no longer be blocked off to vehicular traffic. This is the biggest problem with the current situation, and my pet peeve as I live on Prioleau Street south of the terminal and my office is north of the terminal.

The Union Pier plan will allow passengers from embarking and disembarking vessels to walk directly from ship to ship into the Historic District and vice versa. More important, it will allow passengers from ships making just a day call to be able do the same without having to take a shuttle bus or car and further tie up traffic. Moving the terminal to the north end of the Columbus Street Terminal will not allow this.

In spite of all the hype otherwise, the visiting passengers and crew members do spend money in Charleston. The estimated $75 million pumped into the local economy last year is not chicken feed. I estimate about $2 million per month. Most cities would love to have this added revenue and business.

Also, if the new terminal is built and performs as planned, the cruise lines will buy more goods and services locally rather than bring them in from out of state. I believe that more spin-off businesses will develop over time as Charleston becomes a regular port of call.

Each cruise ship call requires the employment of harbor pilots, dockside pilots, tugboats, line handlers, U.S. employees as clerks and baggage handlers, customs, agricultural and immigration agents, ship chandlers, etc., all of whom live and work in the Charleston community.

Should the SPA have a written agreement with the city? I wish that it would, but it is a state agency, and quite frankly, some of [illegible] is totally unrealistic and in direct conflict with their stated mission. I do, however, agree with the Coastal Conservation League that the cruise ships should use shore-side power when in port and adhere to strict environmental guidelines. I also think that there should be a per-passenger fee to help offset some of the impact on the city.

Finally, I would like to point out to some of Charleston's new residents that Charleston became a great and affluent city because of the fact that it was a natural port. The historic districts, historic houses, and many of its restored buildings are a direct result of the port development over time.

Not only were Rainbow Row and most of the buildings north on East Bay Street and the adjoining side streets originally maritime related, but also the U.S. Customs House, the Exchange Building, and other significant homes built because of, or due to wealth derived from shipping.

The fact is that Charleston is, always has been, and always should be a vibrant port. I remember when there were industrial shipyards and drydocks with dilapidated docks and wharves extending all the way from the old Cooper River Bridge to South Adger's Wharf and in front of East Bay Playground. I vividly remember when the old Clyde Line docks, located in that area, burned in the mid-1950s as one of my kindergarten classmates father, who was a fireman, died in that horrific fire.

The entire eastern waterfront was a blighted eyesore that no one visited. That's been transformed over time, and Mayor Riley and the city, as well as private developers, have done a wonderful job in cleaning up and providing public access to Charleston Harbor.

The time is long overdue to clean up Union Pier, the last remaining eyesore on the historic district waterfront.

For these reasons and more, I believe that it is time for all sides to come together and make the SPA's passenger terminal plan the best that it can be for our beloved Charleston.

Theodore D. Stoney Jr., a local real estate agent, is a member of the Cigarettetown Neighborhood Association and a former board member and president of The Preservation Society of Charleston.

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Post & Courier - Friday 4/29/11

Exhibit 26

From: Katie Zimmerman
Sent: Thursday, February 25, 2010 2:52 PM
To: 'J. Randolph Pelzer'; Dana Beach; elizabeth bradham
Subject: RE: Cruise Ships in Charleston Harbor
That is good to know. Thank you!

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: J. Randolph Pelzer [mailto:jrandolphpelzer@hotmail.com]
Sent: Thursday, February 25, 2010 2:04 PM
To: Katie Zimmerman; Dana Beach; elizabeth bradham
Subject: RE: Cruise Ships in Charleston Harbor

I called Sally Harley who lives on the top floor of the Condominium building inland from Laurens Place and she told me that Doug Robertson was the owner mainly involved in the association, which is only half sold. Neither seemed particularly concerned about the movement of the cruise terminal to property adjoining them, citing either interest in watching the ships come and go or a belief that the traffic situation may improve with the removal of rail lines or that cruise ship pollution and noise may be better than existing cargo ships
The city (Jane Baker) has arranged a meeting at the maritime center in a couple of weeks to assist in the formation of a neighborhood group for the residential buildings in that area and I left my number if they want to hear about cruise ship concerns and proposed limitations. I think that they were told by the city that BMW cargo ships leave exhaust on at all time to blow out fumes from the new cars, which may have lead them to think that air pollution will lessen with cruise ships.

> Subject: RE: Cruise Ships in Charleston Harbor
> Date: Wed, 24 Feb 2010 09:52:57 -0500
> From: katiez@scccl.org
> To: DanaBeach@scccl.org; NancyV@scccl.org
> CC: jrandolphpelzer@hotmail.com; jebradham@comcast.net; gateslaura@cs.com; wmeyerdopp@aol.com; hankholliday@yahoo.com
>
> This is great. Maine requested the EPA designate all state waters as no discharge, and Ross Klein said our harbor is certainly an area that could do the same. If we have an opening with DHEC, even better.
>
> Coastal Conservation League
> P.O. Box 1765

Exhibit 27

Would the CCL have 200 bucks to cover materials if that falls short? Most businesses do not want to get pinned to anything political these days.

Out class meets on Wednesday from 1:30 – 5:30 and our class is in the building where the I-Max was located. We could walk over to meet with you – or sit down at the Starbucks on Calhoun and East Bay – or you are more than welcome to come if that is more convenient. As we should proceed quickly it would be great to sit down as soon as is practical.

Best,

Peter Wentworth

From: Katie Zimmerman [mailto:katiez@scccl.org]
Sent: Friday, May 11, 2012 9:58 AM
To: Dana Beach; PeteTWentworth
Subject: RE: Cruise Industry Hypocrisy - the Documentary

This sounds like a fantastic project. I really like the idea of putting up glass sheets and then testing the results and getting scientists and doctors to comment. I would avoid interviewing residents simply because there is overwhelming response from folks off the peninsula that they perceive it to be more whiny than a public health threat—I actually overheard a couple of people making fun of downtown folks at a recent Mount Pleasant meeting, completely unprompted as cruise ships had nothing to do with the meeting.

It would be great to talk about what cruise ships are legally allowed to discharge in the water, the industry's history of violating the law and continuing to do so in other locations that actually monitor pollutants, and then mention the toxics release inventory and talk about what is already inundating the Cooper River, and the threat posed by cruise ships. If there is a studio at the aquarium, that would offer the opportunity to get shots of harbor dolphins and the students could talk about the impacts of pollutants on the dolphins and what that means for the dolphins, the ecosystem, and humans.

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Dana Beach
Sent: Thursday, May 10, 2012 6:50 PM
To: PeteTWentworth

Cc: Katie Zimmerman
Subject: Re: Cruise Industry Hypocrisy - the Documentary

Peter,

We would love to help with this. A demonstration of the soot would go a long way to convincing people that shore power is essential. We could put up two glass sheets, one in the shadow of the terminal and one on the west side of the peninsula, maybe in our back yard. The difference would be striking.

As to the Cooper river pollutants, the statistics come from the toxics release inventory. They identify specific pollutants that are reported by industrial and municipal dischargers.

Katie can help think this through.

Dana

From: Peter Wentworth <petetwentworth@gmail.com>
Date: Thursday, May 10, 2012 5:17 AM
To: Dana Beach <danabeach@scccl.org>
Subject: RE: Cruise Industry Hypocrisy - the Documentary

Dana:

I'm teaching film part time at the Art Institute and would love to get the kids involved in a documentary on this issue. One thought I had was to send a group out to interview people who live downtown who have complained that with the cruise ships they have to clean the soot off their windows – with greater frequency than before. A series of these types of interviews would be quite compelling.

A second thought would be to put a 4x8 sheet of glass on a rooftop that was properly framed to it could stand on its own for a week or so. I would shoot a comparison of the soot accumulated on the glass for 3 days when there are no cruise ships to the soot accumulated on a day when they were in the harbor. If there is a significant amount of soot on the cruise days – we could even shoot one in time lapse to show the accumulation over an 8 hour period: so long as the soot wasn't so heavy it didn't coat the camera lens and black it out!

If you then had a "scientist" scrape the soot off the glass and then report on the "composition" of the soot – and explain the health consequences of breathing it in – I think you'd have a pretty convincing piece to rally the community. Of course, Scientists have taken quite a beating in the past decade. Maybe we could get a couple of pediatricians, GP's or a respiratory specialist – to compare the soot to smoking.

You could ratchet it up a notch or two and paint an illustration of a pair of lungs on the sheets of glass. Top it off with a few people who talk, between gasps of air on an oxygen tank about job

Exhibit 28

64° Fog
HIGH: 73° LOW: 64°
Charleston, SC
5 Day Forecast
Hurricane Guide

G&S ROOFING SIDING WINDOWS

Charleston's No. 1 for 3 years running

Posted: October 16, 2013

The third accolade is a charm, just like the first and second ones. For three years running, Charleston has been dubbed the No. 1 tourist destination in America by readers of Conde Nast Traveler magazine.

The annual award announced Tuesday is based on a composite score for ambiance, friendliness, lodging, restaurants, culture/sites and shopping.

The magazine said, "With sand, sun, history, good food, and friendly people, Charleston is a consistent hit with the travelers who venture to this gracious and beautiful city. Nearby beaches and impressive architecture draw visitors, but it's the insanely nice locals who enhance magnificent bed and breakfasts and amazing shopping."

One magazine reader called it, "A bucket list city."

Conde Nast Traveler also addressed how a moderate-size city outranked major metropolitan areas, such as New York, Paris and Sydney.

"Because great cities combine exceptional qualities, they do not have to be big to score big," according to the magazine.

Gov. Nikki Haley called it "another great win for our state."

Charleston Mayor Joe Riley hailed the honor as "a testament to the power of the attraction of Charleston."

"It is the message of our history, quality of our built environment, the kindness of our people and the attributes of our restaurants and lodging that make our city an impressive place to visit," Riley said.

The magazine's readers bestowed the honor on the Holy City a year after naming it the No. 1 place for tourists to visit on the planet.

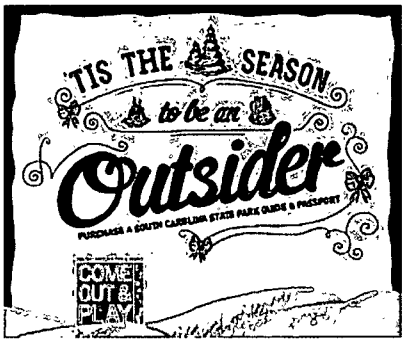
Meanwhile, Charleston slipped to No. 5 this year in the world rankings. San Miguel de Allende in Mexico came in at No. 1, followed by Florence, Italy; Budapest, Hungary; and Salzburg, Austria.

"A little point swing can make a difference," said Helen Hill, executive director of the Charleston Area Convention and Visitors Bureau.

In recognition of the award, the CVB posted an online video featuring American Idol finalist Elise Testone of Mount Pleasant singing while walking along the Battery, over cobblestone streets and beside window boxes filled with flowing flowers.

The video starts, "In 2011, we were flattered. In 2012, we were tickled pink. This year, we are swept off our feet."

The tourism industry added $3.58 billion to Charleston's economy in 2012, about $3.6 million more than the previous year, according to the College of Charleston Office of Tourism



CharlestonDeals today brought to you by The Post and Courier

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GET DAILY DEAL EMAILS!
Email: Enter your email address Save

Analysis. About 4.83 million tourists visited the city last year, up 17 percent since 2008.

CVB Chairman Frank Fredericks was flattered with the latest news.

"We have been tickled pink and on top of the world," said Fredericks, managing director of Wild Dunes Resort, of the earlier top-city wins. "Now, Charleston is completely charmed to have received such an honor for the third year in a row."

Tourists and locals alike sang the praises of the seaside port Tuesday as well.

"This place is just wonderful," said Bill McGinnis or Fort Wayne, Ind., who was revisiting the city where he and wife Jane were married two years ago. "I like the relaxation of it. You can walk around without worrying about something happening to you. You don't have rude people here like they do in bigger cities. It's very casual."

Debbie Stockburger of Cincinnati called Charleston a "beautiful place" on her first visit.

"It reminds me of Venice in Italy with all the old buildings," she said.

Greg Hill of Lafayette, La., also was visiting the city for the first time this week.

"It's not surpising," he said of the Conde Nast ranking as he walked through the historic City Market. "It's a great city. This is reminiscent of New Orleans."

Ralph Lacomba of Columbia and his wife, Melona, drive to Charleston frequently.

"It feels a little bit different every time — in a good way," he said. "If we ever retire, it will be here without a doubt."

Dick Hernacki of Chicago originally planned to come to Charleston to see Fort Sumter, but with the partial government shutdown that includes federal parks, he and his wife changed plans and stopped by the city on their way south.

"We want to come back when we have more time," he said. "It's very picturesque."

Jocobra Bennett of Mount Pleasant said the reason Charleston is such a huge tourist draw is because of the people who live in the Lowcountry.

"The hospitality and the Southernness of the city draw people here," he said.

A record-breaking nearly 80,000 Conde Nast Traveler readers participated in the survey, close to double the number in 2012. Travelers cast 1.3 million votes for more than 16,000 properties around the world.

The survey also included the top 100 highest-scoring hotels in the world.

Tied for No. 75 are The Sanctuary Hotel at Kiawah Island and Wentworth Mansion in downtown Charleston. The John Rutledge House Inn in Charleston came in at No. 99.

On the list of the top 10 islands in the U.S., Kiawah Island ranked No. 3. The Hawaiian islands of Maui and Kauai came in first and second, respectively.

On the list of the top 20 resorts in the South, The Sanctuary at Kiawah Island Golf Resort ranked No. 4, Wild Dunes Resort on the Isle of Palms came in at No. 16 and Charleston Harbor Resort and Marina in Mount Pleasant was No. 20.

Abigail Darlington contributed to this report. Reach Warren L. Wise at 937-5524 or twitter.com/warrenlancewise.

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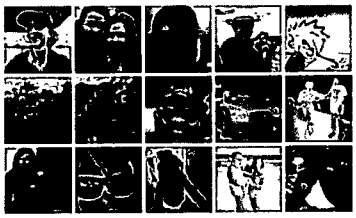
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From: Jay Williams [jwilliams@dmrinteractive.com]
Sent: Thursday, March 17, 2011 8:52 AM
To: Katie Zimmerman
Subject: Re: Update on this morning's Task Force discussion
Hey Katie,

Do you know if there are any plans to sue the state? It would seem that to tie them up, at least temporarily, might be a good idea.

I do disagree with part of the CCL approach, as you know, and I think someone from the organization spoke at Monday's Charlestowne Neighborhood Assn. meeting. I think that pollution from cruise ships, whether the City can charge the cruise lines for taxes on drinks served in port, etc. are not just side issues, they are distracting and are turning into negatives for us. The only real issue--is using Union Pier, arguably the most valuable undeveloped waterfront parcel on the East Coast, for cruise ship docking/car parking the highest and best use of the land and is it a positive for the City of Charleston and the state. The answer to both is "no."

I think when people divide the issues and start arguing federal and state pollution rules, the type of coating the ships use on their hulls, we are not only causing the public's eyes to glaze over, we are over-reaching--it is unlikely that any resident believes that this is in our purview and many openly question the information (and whether it's true) that's being presented. It is all weakening the case for moving cruise ships out of Union Pier to a location farther north.

The British lost when they divided their forces (arguments) against Francis Marion, and we will continue to lose if we continue to divide our arguments this way--in my opinion. There's only one goal. Keeping cruise ships out of Union Pier--and we should focus only on that, nothing else.

One other thing. I don't believe the P&C people are on our side. I read the letters to the editor yesterday, and the one they printed took the opposite position of my letter. So while there may be a friend or two on the editorial board, the people working day-to-day in the newsroom don't seem to be "friendlies."

Again--these are just my opinions. Thanks for your response. --Jay

On Mar 17, 2011, at 8:38 AM, Katie Zimmerman wrote:

> We expected there to be an answer like this. We are moving forward with our economic scenario study to show what using waterfront property for surface parking will do. We're not done yet ☺
> Coastal Conservation League
> P.O. Box 1765
> Charleston, SC 29402
> Ph 843-723-8035 x 1028
> Fax 843-723-8308

008042

Exhibit 30

CHARLESTOWNE NEIGHBORHOOD ASSOCIATION
BOARD MEETING – MAY 3, 2011
First (Scots) Presbyterian Church

Attending		**Absent**
Mary Cutler	Cornelia Pelzer	David McCormack
Tootie Dawson	Randy Pelzer	David Smythe
Rainey Evans	Margot Rose	
Steve Gates	Ras Smith	
Edward Hart	Preston Wilson	
Melinda Laurens	Callie Witham	
Jeff Leath		

Vice President Mary Cutler called the May 3 meeting of the Charlestowne Neighborhood Association to order at 5:00 p.m.

She called for approval of the minutes of the April12 meeting. The minutes were approved as written.

There was no treasurer's report at this time.

VP Cutler then moved on to committee reports:

CITY SERVICES: Melinda Laurens
Melinda shared with the Board the extension of "B" zoned parking as proposed by City of Charleston Traffic and Transportation Director, Robbie Somerville. Paving seems to be complete and she knows of no others scheduled for paving at the moment. There was much discussion regarding handicapped parking and "Xing" parking spots. Randy asked the question concerning whether we should adopt a formal position that the Board is not going to act on these request, make a statement or pass a resolution. Ras stated that he doesn't feel we should give up any leverage we have ever ....even if we don't give T&T an opinion. Melinda suggests we have Mr. Somerville attend a general meeting to explain the plan.

PARKS AND PLAYGROUNDS: Edward Hart
Edward reported that he has attended several meetings and he is happy to announce that October 16 will be the Hazel V. Parker family reunion and field day at the Playground. Activities for the entire family start at 12:30 p.m. He may come back to the Board for a contribution toward that event. Presently there is a plan to perhaps plant a tree in her honor. Rain date is following Sunday. Tennis Court and building work is still underway. He once again complimented the director, Chrystal Reed.

TAXES: David McCormack - No Report

BAR/BZA: Ras Smith
Ras stated that he is meeting with Craig Bennett to determine that status of 15 Orange Street. Jeff added what information he has gleaned concerning the property. All of this is for information only. The Board is not involved.

TOURISM: Mary Cutler
Mary reported that she had attended the Tourism Committee meeting which centered on the horses. Cathy Forester and her committee studied the situation for 3 years and came up with a good solution regarding the health and treatment of the carriage horses. Nothing was resolved. Carriages should not be on the streets now after 6 p.m.
Steve then reported on activities of the Cruise Task Force Committee of the Board. He stated that since our last meeting the P&C did an editorial stating that the Port and the City should rethink Union Pier. Four days later the Port put out their letter to the Mayor that, in essence, said thank you for your views (neighborhood associations) but the current plans will move forward. He assessed the letter as a step backward in any hope for cooperative action on the part of the Port. One of the things that is percolating around is litigation to slow this process down. Blan Holman (who spoke at our last general membership meeting) says there are a number of grounds showing cause for a challenge to some of the Port's actions. He has some clients and is looking for others who want to join the group. Steve thinks that Ansonborough will consider that at a future meeting. A movement to Columbia has started. Also the National Trust for Historic Preservation has been asked to become involved. The Mayor has talked to the head of the National Trust and lobbied against Charleston being considered endangered by cruise ships. A major question is why are other cities regulated and Charleston is not.

MEMBERSHIP: Tootie Dawson
We are at about the same membership as this time last year ... 590. An e-mail will go out soon to try to boost membership.

CRIME: Cornelia Pelzer
Everything is quiet. The next Chief's Advisory for the Team 2 (downtown Charleston) is Thursday, May 5 – 6:30 at the County Library – 2nd floor. Everyone is encouraged to attend.

*** TREASURER'S REPORT: Callie Witham. Callie reported income year to date at $16,237.86, Total expenses: $5,013.31 – Net: $11,224.55. Balance in the bank: Checking: $33,109.93 and in the CD: $23,371.80 for total assets of $56,531.73.

OLD BUSINESS:
Jeff Leath agreed to be the new board member to serve a 2 year term.
Margot discussed her progress on the Website. Estimate cost of $900.00 for redesign and training. There is no monthly maintenance fee. A motion was made, seconded and approved to spend the $900 for the website.
A postcard reminder of the meeting was sent out.
The CNA newsletter was discussed. It has been a while since one was published and all felt it a good tool for keeping the residents informed. Margot distributed a notification regarding the HCF's meeting Monday night immediately following CNA's General Membership meeting and asked for help in getting the word out to the general membership. After a short discussion regarding the membership list, David will talk with our list manager, Tom Uffleman, to determine what our options are.

NEW BUSINESS:
Mary presented the proposed redistricting for information.
Randy broached the subject of meeting location. He stated that he preferred meeting at Carriage Properties on Exchange Street in order to allow absent members to participate in discussions of the board by phone, and that under South Carolina law, directors are entitled to participate. Mary stated that she needed to wait for David's input. Randy stated that David doesn't have a say in this and made a motion that we move the meetings to Melinda's. If David wants to come back in next month and give a reason why we shouldn't move, he is welcome to do that. Rainey stated that she is in disagreement with a move to Melinda's. To constantly move the meeting location to accommodate directors who can't make the meeting is unreasonable. Melinda stated that she felt we should remain at the church unless we were informed of who could not make the meeting. The motion was seconded and passed.
Randy addressed the presentation by Tom Bradford at a recent meeting seeking support for a bicycle access across the Ashley River. Randy then made a motion that our organization approves the concept of a bicycle lane if the relevant transportation authorities determine it is a viable possibility over the Ashley River Bridge. The motion was seconded. After much discussion, Randy restated his motion as follows: He moved to endorse a study that will lead to a feasible bike route to the West Ashley Area. The motion was approved.

Next board will be held June 7th at 5:30 at First (Scots) unless whoever cannot make the meeting in person wants to teleconference. Cornelia stated it is hardship of those who have to drive because there is no parking. So David will be asked.

Randy then stated that he wanted to get a feel on the board about this lawsuit against the cruise terminal that Blan Holman mentioned in his presentation. Randy asked if anyone had any feelings they were ready to express. Ras stated that he'd like to hear from the lawyers. Jeff stated that he had talked to Blan and that there are two ways to go, noting that he and Blan differ. One way is a sub-

type of suite that would involve both the SPA and cruise lines, but he feels that the SPA has so many layers of defense through jurisdictional issues. The other way is a demand be made on the city to enforce its existing ordinances. He is convinced that the cruise industry can and should be regulated within the parameters of the existing law. And, once the city refuses to do that, file a suit to force the city to take some action. This may cause City Council to take action over the Mayor's objection. Ras asked what joining the lawsuit means. ... in terms of our financial obligation? Steve said he thought it would be done pro-bono by Southern Legal Environmental Foundation. The proposal is not to invest money, it to be one of the main thinkers. Edward stated that he gets a little squeamish when this board considers getting involved in a lawsuit. Steve explained that each area or group could bring different perspectives to such proceedings.

With no further business the meeting was adjourned.

Rainey Evans, Secretary

Exhibit 31

From: Pratt-Thomas, Harold [Harold.Pratt-Thomas@dhgllp.com]
Sent: Thursday, May 19, 2011 1:43 PM
To: Katie Zimmerman
Subject: RE: City Paper and Charleston Mercury talk cruise ships
What time and where is the event"

Harold Pratt-Thomas, Jr. | Partner
Dixon Hughes Goodman LLP

D 843.727.3201
T 843.722.6443
F 843.723.2647
525 East Bay Street, Suite 100, Charleston, SC 29403
dhgllp.com

cid:image001.jpg@01CBF515.C2A0D670

From: Katie Zimmerman [mailto:katiez@scccl.org]
Sent: Thursday, May 19, 2011 11:05 AM
To: Pratt-Thomas, Harold
Subject: RE: City Paper and Charleston Mercury talk cruise ships

We still must keep up the pressure and getting media hits, but we have been investigating claims.

Are you coming to our event on June 7th? That will be when we have the details sorted out like timeline, etc. From what I understand, we'll be moving quickly.

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Pratt-Thomas, Harold [mailto:Harold.Pratt-Thomas@dhgllp.com]
Sent: Thursday, May 19, 2011 10:47 AM
To: Katie Zimmerman
Subject: RE: City Paper and Charleston Mercury talk cruise ships

I think the only road block that will slow the port down is a lawsuit.
Several people including Laura Gates have told me this is in the works.
Can you give me an update on time frame etc?
Thanks
Harold

Harold Pratt-Thomas, Jr. | Partner
Dixon Hughes Goodman LLP

Exhibit 32

From: Dana Beach
Sent: Sunday, May 22, 2011 8:47 AM
To: 'cwagnew@bellsouth.net'; Michelle Sinkler; Katie Zimmerman; Kate Parks
Cc: 'cuz49@comcast.net'; 'jwillits@wrsrealty.com'; 'grantlaw@usa.com'; 'scwahoo@comcast.net'
Subject: Re: pollution study

This is absolutely true. The fuel they burn is almost the dirtiest available. As you probably know, the Carnival CEO has been outspoken about cleaner fuel standards being "the biggest threat to the industry." Cruise ships burn more than four times as much fuel at the dock as cargo ships, for obvious reasons. If we could put a nuisance suit together based on soot deposition it would be great.
Dana

From: Carrie Agnew <cwagnew@bellsouth.net>
To: Dana Beach; Michelle Sinkler; Katie Zimmerman; Kate Parks
Cc: Steve Hanson <cuz49@comcast.net>; Jeremy Willits <jwillits@wrsrealty.com>; Kirk Grant <grantlaw@usa.com>; Gil & Connie Baldwin <scwahoo@comcast.net>
Sent: Sun May 22 08:41:38 2011
Subject: FW: pollution study

Very interesting—and scary!

carrie-sig

From: Jay Williams [mailto:jwilliams@dmrinteractive.com]
Sent: Saturday, May 21, 2011 10:11 PM
To: Carrie Agnew
Subject: pollution study

You are correct in your email on all counts, Carrie.

A new study was just released--and it appears to be a cautionary study about health. I cannot attest to the merits of this study, only that it was just released last month by the University of Southern California (USC). It says that smog, air pollution caused by freeway traffic may be a cause of brain inflammation and Alzheimer's disease. We have already heard about other potential effects. This may be important as the cruise ships--and please remember that with an 1800 foot pier--two ships the size of the Carnival Fantasy (the ship that is based here in Charleston) could easily dock in Charleston at the same time. Although the SPA says this will not happen, they are unwilling to put this (or any other) "voluntary limit" in writing--so if this terminal gets built, it appears that they can do whatever they want. Why is this important?--

Exhibit 33

From: Dana Beach
Sent: Thursday, July 07, 2011 11:06 AM
To: 'blane@barnlaw.com', Michelle Sinkler, Kate Parks,
'hf_l@bellsouth.net', Katie Zimmerman, Megan Desrosiers
Subject: Re: Please take a look at this very rough first draft and let
me know what you think

Great, Hugh. We'll have a great draft by then. It will be an interesting discussion because Ron will probably resist some of the things in this draft. Which is fine. We'll help work something out.
Dana

----- Original Message -----
From: Hugh C. Lane, Jr. <blane@barnlaw.com>
To: Dana Beach; Michelle Sinkler; Kate Parks <hf_l@bellsouth.net>; Katie Zimmerman; Megan Desrosiers
Sent: Thu Jul 07 11:00:59 2011
Subject: RE: Please take a look at this very rough first draft and let me know what you think.

I am meeting with Ron on Monday @ 10:00. Hugh

-----Original Message-----
From: Dana Beach [mailto:DanaBeach@scelp.org]
Sent: Thursday, July 07, 2011 10:59 AM
To: Michelle Sinkler; Kate Parks; 'hf_l@bellsouth.net'; Hugh C. Lane, Jr.; Katie Zimmerman; Megan Desrosiers
Cc: Dana Beach
Subject: Please take a look at this very rough first draft and let me know what you think

Lane-Brunson Plan

The cruise ship debate has degenerated into the political equivalent of a high school food fight. We would like to offer a perspective, that we hope will advance real solutions instead of providing more ammunition to the entrenched combatants.

The SC State Ports Authority exists to promote industrial development in South Carolina. It has done this very effectively over the past half-century by facilitating water-borne freight movement. BMW and Boeing are two outstanding examples of businesses whose decisions to come to South Carolina were heavily influenced by the port's presence and its reputation for efficiency.

A combination of factors, many of which were out of control of the SPA, contributed to the recent decline in container movement through the port, and to the ascendency of Savannah as a competitor. The cruise business appears to be an opportunity to fill the revenue gap. However, we believe it is important to comprehensively examine the future of the port in all of its operations before moving forward with a long term cruise commitment.

A wider Panama canal in 2014 could dramatically change the status of all East Coast ports. It is likely that only three or four ports will benefit from visits from larger "post Panamax" ships. Charleston is on the short list. Charleston's advantages include terminals that are close to the ocean, a relatively deep harbor, and the port's efficiency in moving cargo from the ship to the terminal.

Disadvantages include multiple terminal sites, height constraints on the largest ships passing under the Ravenel Bridge, and a lack of rail at some terminals.

Fortunately, these disadvantages are surmountable. But overcoming them will require long term planning for future consolidation, a viable rail plan and funding for its implementation and, importantly, a careful analysis of the efficacy of eliminating Union Pier for freight use. Union Pier and the Columbus Street terminal are the only terminals that are not "height-limited" and can accommodate the largest ships. It would be short-sighted to convert Union Pier to non-freight use, to fill a short term revenue gap, when the terminal may represent an important asset in attracting post-Panamax business.

It a thorough evaluation does conclude that a cruise terminal is a reasonable use for the upper 27 acres of Union Pier, Charleston can, and should, lead the nation in integrating the cruise business into the city in the most productive way possible. One important innovation would be shoreside power, which allows ships to turn off their engines while they are at the dock. Other cities have adopted this technology and it is particularly important in Charleston because of the proximity of the terminal to neighborhoods and the Market.

Off-site parking with shuttle service to the cruise terminal would allow the SPA to eliminate the nine acres of surface parking and better utilize this extremely valuable property.

Residents have reasonably asked for assurances, beyond promises, that the cruise industry will not spiral out of control. Although we suspect the SPA is probably accurate about the market limitations for cruise visits, it would be appropriate to include a cap on the number of ship visits in the zoning and building approvals the terminal complex will require from the city.

Similarly, we are confident that Carnival and the other lines calling on Charleston are not discharging sewage and other waste closer than the twelve mile limit to which they have committed. For that reason, they will likely not object to signing an Memorandum of Agreement with the city memorializing that promise.

We believe the next steps will have to be a cease fire by both sides.
Law suits should be dropped in exchange for the SPA agreeing to put the cruise terminal on hold and conduct a long term, comprehensive planning process.

The city and the SPA should agree that if the plan determines that cruise complex is the best use for the upper end of Union Pier, they will support a cap on visits and ship size, and deploy reasonable technology to control emissions.

This debate does not have to be acrimonious. Everyone involved has legitimate interests and concerns for the future of Charleston and South Carolina. The points that both sides have made are worthy of calm and thoughtful discussion.

Let's respectfully consider these points as we move toward a resolution.
Law suits and name-calling are not the way to reach agreement on such an important and far-reaching question.
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Exhibit 34

From: Dana Beach
Sent: Monday, July 25, 2011 11:00 AM
To: Rick Reed; Katie Zimmerman
Subject: Re: Cruise

Unless the terminal is put on hold, any study, biased or not, is irrelevant.

On 7/25/11 9:29 AM, "Rick Reed" <fereed@bellsouth.net> wrote:

>How is the CHF "unbiased" review being structured? It would appear
>that any thing that comes out of it can be ignored just as SPA and
>Mayor have continued to do.
>I would like to push for the 2 sides to be called together by some
>higher authrority (before the Courts become that entity). Who might
>that be - God?
>To that end I sent this and got this reply:
>Dear Rick,
>
>This is a most gracious and detailed letter. We print Tuesday a.m.
>and are full to the gills with copy. I'll see if there is any way
>possible to fit this, but I think the answer is no, but we can for Aug
>11.
>
>We will have a third in the series from Tom Robinson to run July 28.
>
>Again, many thanks.
>
>Charles
>
>Charles W. Waring III
>Publisher
>Charleston Mercury
>
>On Fri, Jul 22, 2011 at 5:28 PM, Rick Reed <fereed@bellsouth.net> wrote:
>> I would like to submit this LTE and commend the Mercury for
>>investigative reporting. Hope you will continue and possibly lead
>>this City to understand all the issues.
>>
>> The old proverb of blind men describing the elephant captures the
>>essence of the current Cruise debate. Recent op eds in the Post and
>>Courier only continue to carry the Cruise debate in circles while all
>>the participants should be circling the wagons around issues which

Exhibit 35

Fwd: Summer Doldrums????

From: Cruise Ship Standards/Controls <cruisestandards@gmail.com>
To: amy@scelp.org, Phyllis Nisoff <phyllis@scelp.org>
Subject: Fwd: Summer Doldrums????
Date: Tuesday, April 30, 2013 5:01 PM
Size: 10 KB

Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413
cruisestandards@gmail.com

For more information about C4, visit www.charlestoncruisecontrol.org

---------- Forwarded message ----------
From: **Cruise Ship Standards/Controls** <cruisestandards@gmail.com>
Date: Tue, Jul 3, 2012 at 6:22 PM
Subject: Summer Doldrums????
To: Cruise Controls <cruisestandards@gmail.com>

Well so much for summer doldrums!!!! July has kicked off with a new suit filed in Federal court combined with a front page cover story in the Post & Courier on the health impacts of soot from cruise ships and a separate article about our "Soot Away" flags!!

All can be found on the home page of the website....

Also please read our sixth and latest letter to Micky Arison, the CEO of Carnival Corp on the "Letters with Carnival" page. Dated June 6, copies with the enclosure were sent to Carnival Cruise Lines CEO, Gerry Cahill, Sir Robert Parker, the chair of their HESS (Health, Environment, Safety and Security) Committee, Jim Newsome, head of the South Carolina State Ports Authority, and Mayor Joe Riley.

To date, as with previous letters, no response has been received (other than returned receipt labels!).

It is important to note that our staying power, letters to the OCRM (Office of Ocean & Coastal Resource Management) regarding their duty to consider the long-term implications the pilings requested by the SPA would represent, and keeping the issue in the news are most likely several of the reasons that the SPA is well behind on the timetable it established for the new terminal.

So thank you all! Well-deserved and celebratory wishes for a happy Fourth of July!!

Best regards,

Carrie Agnew

Executive Director; C4

Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413
cruisestandards@gmail.com

For more information about C4, visit www.charlestoncruisecontrol.org

Exhibit 36

Fwd: Spring Tourists

From: Cruise Ship Standards/Controls <cruisestandards@gmail.com>
To: amy@scelp.org, Phyllis Nisoff <phyllis@scelp.org>
Subject: Fwd: Spring Tourists
Date: Tuesday, April 30, 2013 5:35 PM
Size: 50 KB

Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413
cruisestandards@gmail.com

For more information about C4, visit www.charlestoncruisecontrol.org

---------- Forwarded message ----------
From: **Cruise Ship Standards/Controls** <cruisestandards@gmail.com>
Date: Sat, Apr 13, 2013 at 10:35 AM
Subject: Spring Tourists
To: Cruise Controls <cruisestandards@gmail.com>

No "breaking news" this time.....but we have helped slow down the process and this is having an impact!! And Carnival is certainly having enough problems to have the SPA scrambling.....probably already looking for a replacement cruise line??

Two Important Things:

- MANY thanks to the brilliant anonymous person who printed out an explanation sheet and attached it to an eye-level flag!! Literally stops people midstride! I have taken the liberty of reworking it a bit and attached it to this email for anyone who would like to post it, regardless of where your flag is (or even if you don't have one). Suggest putting it in a plastic sleeve so it can withstand rain.....

  With the tourist season upon us in full, it is great to really let people know what we are about!

- C4 is in **dire** need of a volunteer to help us update the website....requires an half hour or so a week (some weeks nothing) to post news/articles. Our previous web guru has moved on to a fulltime job and no longer is able to assist us, so we are unable to update on a timely basis. So until further notice, please watch our Facebook page (Don't Leave Charleston In Your Wake) or mine (Carrie Agnew)

Exhibit 37

Fwd: Update 5.5.13

From: Amy Armstrong <amy@sceIp.org>
To: Phyllis Nisoff <phyllis@sceIp.org>
Date: Sun, 5 May 2013 6:57 PM

Please add to the C4 documents that we are producing.

----- Original message -----
From: "Cruise Ship Standards/Controls" <cruisestandards@gmail.com>
To: Cruise Controls <cruisestandards@gmail.com>
Subject: Update 5.5.13
Date: Sun, 5 May 2013 16:28:53 -0400

Keeping it short and simple.....

LITIGATION

No news on the various lawsuit fronts....the terminal is stalled by the litigation. We are doing a great job and just need to "keep on keeping on!"

FLAGS

For those of you who have had their flag stolen: Take it as a compliment?!!? There are still some at the Preservation Society Store on King Street and we will be ordering more this week, so please swing by there to pick up a new flag or get additional ones—Spoleto is approaching and a wonderful time to make our concerns noticed by tourists who actually care about/spend time in our City.

The $25 contribution for a flag is requested, not required....especially if yours was stolen. That said, they cost us close to double to have produced so all donations are, as always, gratefully appreciated!!

OTHER NEWS

Several of us spoke last week at the Charleston Kiwanis Club meeting. Yes, we encountered the "NIMBY" (Not In My Backyard") question, but the overwhelming consensus was one of support and thanks for our efforts.

Please help us help our cause and enter Spoleto with flags flying, knowing that we have already made tremendous strides!!

Best,

Carrie
Executive Director; C4
Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413

Exhibit 38

TRANSCRIBED AUDIO FILE

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with managing the whole coastal zone is what you're --

MR. BOCKMAN: That's, that, that's right, Your Honor, and --

UNIDENTIFIED JUSTICE: With the direct permitting authority only in the critical area.

MR. BOCKMAN: That's correct. And, and what the administrative law judge did was only look at that language dealing with the critical area.

CHIEF JUSTICE TOAL: How do you square that up with Murphy?

MR. BOCKMAN: Well, Your Honor --

CHIEF JUSTICE TOAL: Murphy, Murphy very clearly said -- this is again what we get into so many times, folks who really oppose any development, and they use this process to delay, if they can, a decision that they are not in favor of.

MR. BOCKMAN: Yeah.

CHIEF JUSTICE TOAL: All right, and here, the position is taken, all right, that, all right, the ALJ is wrong not to look at what the potential development of the upland is going to be, all right, in deciding whether or not to grant or deny, and if, if the ALJ finds as DHEC apparently -- as you allege DHEC did, that the upland development is bad, too

second time it would be remanded back -- well, well, I'm sorry, the third time.

CHIEF JUSTICE TOAL: It would be the third time.

MR. BOCKMAN: It would be the third time under -- but if -- but here, it would be under the proper standard and with the instructions for the administrative law judge to apply the proper standards when he evaluates the evidence.

CHIEF JUSTICE TOAL: What, what we found in, in the decision that we rendered is that the administrative law judge was correct in his interpretation based on our other case law and, therefore, had a compelling reason to make the decisions he made. And, again, we used Murphy and other cases for the proposition that you don't simply make a value judgment about whether you want a piece of property developed. Are you -- that's not incompatible with taking into account cumulative impact. But it doesn't mean that, if you're going to develop the land, that trumps any ability to ever get a permit, which is essentially what Coastal Conservation League and others argue, is that it's a black-and-white proposition: This is a bad development; therefore, you can't ever put any kind of revetment or bulkhead there.

CERTIFICATE OF TRANSCRIPTIONIST

I, Stacey L. Wilson, do hereby certify:

That the foregoing audio file entitled "Case_Number_2010155629_130605_142843_AudioMix.mp3" was transcribed; that the foregoing transcript as typed is a true, accurate and complete record of the audio file to the best of my ability under the prevailing circumstances.

I further certify that I am neither related to nor counsel for any party to the cause pending or interested in the events thereof.

Stacey L. Wilson

August 26, 2013

Exhibit 39

From: TJ Parsell [tjparselljr@aol.com]
Sent: Thursday, May 12, 2011 7:07 PM
To: Katie Zimmerman
Subject: Re: Cruising forward: thanks so much for your help!
I think restaurants and retail establishments would be hesitant in order to avoid alienating any of the passengers that do actually visit their places of business.

Keep me posted.

TJ Parsell
President, Hospitality Management Group, Inc.
185 East Bay Street
Charleston, SC 29401
843-720-8504
tjparselljr@aol.com
http://www.magnolias-blossom-cypress.com/

-----Original Message-----
From: Katie Zimmerman <katiez@scccl.org>
To: TJ Parsell <tjparselljr@aol.com>
Sent: Thu, May 12, 2011 10:48 am
Subject: RE: Cruising forward: thanks so much for your help!

Hi TJ,

We will get the regulation—Mr. Newsome's statements that no other ports limit themselves with cruise ships is incorrect. Southern Environmental Law Center believes that the cruise ships are currently breaking some city ordinances, and we are investigating other avenues. At some point, too, the SPA is going to realize that they would get a lot of us out of their hair if they just compromised. Don't worry—we will keep pushing until we get the regulation.

I totally understand the frustration, but as we all keep the pressure up, it WILL happen ☺ The great thing about the Mayor's responses at the forum the other night is that people are very fired up, even more so than before. We are making progress.

Do you think it is possible to get local businesses to start posting the "Quality of Life Preserver" sticker in their windows if I get posters made? Or do you think businesses would think it too off-putting?

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

Exhibit 40

From: Jay Williams [JWilliams@dmrinteractive.com]
Sent: Wednesday, June 01, 2011 1:01 PM
Subject: Tonight's Neighborhood Meeting - Critical Membership Vote - Cruise Ship Controls

Importance: High
Please come to tonight's CNA meeting, 5:30 p.m., at Scot's. It will be important, perhaps critical to our future quality of life. Please support the board should they decide to impose a one-minute speaking limit (about 120 words). Without a speaking limit, we may have people, including the Mayor, try to filibuster the meeting and keep us there for hours.

For your information:

Here are the specifics of the lawsuit (which was sent out to everyone from the CNA last Thursday. As you can see, the suit will be against Carnival Cruise Lines for various infractions. There will be no cost or liability to the CNA board or its members to join in the lawsuit.

The stated goal is to get the offending party, Carnival, to the negotiating table to compromise on its and the SPA's inflexible position opposing all regulation for cruise ships. Personally, I see no other way to do this either. More details are below. -Jay

----- Original Message -----
From: CNA Board
To: CNA Members
Sent: Thursday, May 26, 2011 2:44 PM
Subject: June 1st Neighborhood Meeting - Critical Membership Vote

THE CHARLESTOWNE
NEIGHBORHOOD ASSOCIATION
PO Box 548, Charleston, South Carolina 29402-0548 www.chasna.org

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As a member of the Charlestowne Neighborhood Association, you will receive periodic email information about neighborhood events. If you are not currently a member, I encourage you to join immediately. Please go to our web site at http://www.chasna.org/app.pdf, print the application and mail to us with a check. With your involvement our neighborhood association can speak with a stronger voice. Our goal is to keep you informed about concerns in our neighborhood and we welcome your comments and opinions.

Information for
A Special Meeting
of The Charlestowne Neighborhood Association
on Cruise Ship regulation
5:30 p.m., at First Scots Presbyterian Church, June 1, 2011
All Members are urged to attend

Background:

At its January and March membership meetings, the CNA adopted resolutions

008473

Exhibit 41

From: Katie Zimmerman
Sent: Monday, March 04, 2013 3:17 PM
To: 'Richard McCracken'
Subject: RE: Our meeting last night.

I am optimistic that, at some point, the port or the Mayor or someone with authority will help us get around a table to have a good discussion. Even though the CEO of the port has changed since our initial appeal of the North Charleston terminal, the board hasn't changed much. It's interesting for me to read op-eds from the port's side, because they use the exact same arguments that they used during the Global Gateway debate. I think these things just take time for tempers to settle. In fact, back when we originally requested a terminal with rail access, the port kept telling us that their customers didn't want rail. Nowadays, I hardly get through an article without seeing someone in the business and/or maritime community saying that rail is the key. My goal is for both sides to come together, and not let all of the rhetoric get in the way. The important thing is to get this argument settled and protect the public from the negatives. We'll get there.

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P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Richard McCracken [mailto:richard.mccracken@gmail.com]
Sent: Monday, March 04, 2013 1:37 PM
To: Katie Zimmerman
Subject: Re: Our meeting last night.

Katie, thanks this really improves my understanding of the issues.

I continue to be surprised by the lack of cooperation exhibited by the ports authority. It reminds me of our current political situation.

On Mon, Mar 4, 2013 at 12:57 PM, Katie Zimmerman <katiez@scccl.org> wrote:
Hi Rich,

I just found your response hiding in my spam filter, so I hope you didn't think I ignored you. You make very good points below, and I want to respond to each.

As far as trucks and container ships—when the Global Gateway was proposed for Daniel Island back in the 1990s, the League began examining the effects of particulate matter on public health, and realized that the Global Gateway was a project that was out of scale with the Port Authority's needs and would be detrimental to the environment and the public's health. In addition, it was insane to design a 12-berth terminal on Daniel Island, where all of the containers would have to go via truck on I-526. We joined with

the community groups opposing the terminal, and suggested that a more appropriate location be chosen. When the port decided to go with an industrial area that could have rail access (the former navy base in North Charleston), we felt better about the proposed cargo terminal. However, when the Environmental Impact Statement came out, we learned that no rail was included in the plan, and an enormous amount of trucks would be going through neighborhoods that also happened to be mostly lower-income, so any health effects would be even more costly to the community. At the time, the lower-sulfur fuel regulations for ships were being debated at the national and international levels, and we supported the regulations, as did the State Ports Authority. It did take several years, however, for those regulations to ultimately be approved. We believed that was the first step to reducing the pollution coming from the cargo ships. We did end up having to go into litigation (by appealing the terminal permit) in order to get a better handle on the air pollution, though. And when Jim Newsome took over as the new CEO of the port, one of the first things he did was agree to everything we originally asked for as conditions of the permit (when the port was under different leadership) in order to end the litigation. Those things included:

- a truck replacement program, which requires the port to eliminate 85% of the oldest, most polluting trucks (pre-1994 engines) that call frequently on ALL the port facilities. These older trucks emit 95% more fine particulate pollution than newer models and can be responsible for up to a third of the truck pollution, even though they are typically only 10-15% of all the trucks.

- continuous air monitoring and reporting. The port and DHEC have installed specific air monitors, first at the Wando Terminal for five years, and then at the new terminal for five years, for a total of ten years. The monitoring results will be on a website so the public can see the levels of sulfur and nitrogen oxides, as well as PM2.5 (tiny particulate matter).

- a non-public road connection to the port to move cargo to a new rail terminal—making it no longer a truck-only terminal. In addition to reducing traffic congestion, rail uses much less diesel fuel to move containers than trucks do, resulting in air quality benefits.

- an ongoing air pollution task force to maintain the dialogue on air and community concerns.

Through the air monitoring programs, we should have better knowledge of exactly what is coming out of the cargo ships' smokestacks and where it is going. Additionally, none of the cargo companies have fought against the cleaner fuel rules, so we are confident they are a consistent partner.

As far as the permit for the Harbor Pilots' dock, I did examine that permit when it came out. The reason why we did not oppose it is because that area is the only location for the Pilots, and if they felt they needed more space in order to better accommodate the cargo industry, then so be it. I do know that the port has been using federal funds to clean up tugs and other port maritime equipment.

Here is why we are appealing the permit that you say is over the pilings: state law guiding SCDHEC OCRM says that, when the agency examines an application, they must take into account the cumulative impacts facilitated by the permit request. In this instance, the additional pilings facilitate a bigger cruise terminal that will accommodate a vastly increased set of cruise operations, along with serious impacts on the community. We assert that OCRM was provided with that information, and did not take it into account. We would like for the permit to be rescinded, the cumulative impacts examined, and the permit then have specific conditions (much like what happened with the cargo terminal permit appeal I mentioned above) that will ameliorate those impacts.

Lastly, the soot origin testing that we did simply produced samples that we compared to chromatagraphs of maritime diesel fuel. We thought it looked like a match, but we sent it to a lab for their take. They were able to tell us that the samples were definitely maritime diesel, but they would need the fuel used by the ships to make an exact match. Carnival and the Port have refused to provide us with those samples, and they also have not even identified to the public what types of fuel are being used. The port has claimed that Carnival is burning C grade diesel, and the port has also claimed that they only sell low-sulfur diesel in Charleston, but when we submitted a Freedom of Information Act request to get the records for who is refueling in Charleston, the port told us they don't have those records. So we really don't know at this point what types of fuel are being burned by cargo or by cruise. When I worked with the EPA to calculate the sulfur dioxide equivalent of trucks to one cruise ship, I did three different calculations. One for the cleanest fuel that will be required in 2015, one for the standard fuel, and one for the dirtiest fuel. But even without that calculation, we already know that on-road diesel fuel standards are currently nearly 700 times cleaner than maritime diesel fuel standards. When the cleaner fuel standards are fully phased in in the year 2015, on-road diesel will still be nearly 70 times cleaner. We are recommending that the homeported ship use shorepower because we think that will be the least-expensive way to address a very large chunk of dangerous air pollution. Plus, that is Carnival's preferred method. They prefer it over using cleaner fuel, and they also prefer it over using smokestack scrubbers. Meanwhile, Royal Caribbean prefers smokestack scrubbers. All of the cruise companies are lobbying against the cleaner fuel standards.

You are right—there are lots of mobile sources of air pollution, and CCL is not targeting cruise ships only. I think that because cruise has gotten so much press, and we have come to an agreement with the port on cargo and trucks, it seems like we are solely focused on cruise. We do want shorepower in order to address a large chunk of the pollution—like I said at the meeting, shorepower for the homeported cruise ship would be the biggest bang for the buck. And we are working with the port on the cargo aspect and the port has taken the truck replacement duties over completely on their own. In fact, a retired CCL staff member is working on the truck replacement program now.

I hope I've addressed your questions, but do not hesitate to get in touch with me. I think my spam filter is set so you shouldn't get stuck in there again ☺

Thanks so much,
Katie

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Richard McCracken [mailto:richard.mccracken@gmail.com]
Sent: Wednesday, February 27, 2013 6:55 PM
To: Katie Zimmerman

Exhibit 42

From: Kate Parks
Sent: Sunday, May 08, 2011 7:51 PM
To: Andrew Zitofsky
Subject: Fwd: Draft....

Begin forwarded message:

> **From:** Dana Beach <DanaBeach@scccl.org>
> **Date:** May 8, 2011 6:36:07 PM GMT-04:00
> **To:** Michelle Sinkler <michelles@scccl.org>, Kate Parks <katep@scccl.org>, Katie Zimmerman <katiez@scccl.org>
> **Subject: Fw: Draft....**
>
> We should use the whole quote from Burnham. It's powerful.
>
> ---
>
> **From**: Dana Beach
> **To**: 'cwagnew@bellsouth.net' <cwagnew@bellsouth.net>
> **Sent**: Sun May 08 18:21:25 2011
> **Subject**: Re: Draft....
>
> I couldn't agree more, Carrie. You might add something like:
>
> The redevelopment of Union Pier is a "once in many lifetimes" opportunity, on the order of Daniel Burnham's plan for rebuilding Chicago after the fire or the grand design for Paris by Haussmann.
>
> The current debate over the fate of Union Pier simply doesn't do justice to the magnitude of the decision. The larger issue is not whether we should have 104 cruise ships a year, or whether the cruise terminal should be reviewed by the BAR, as important as those questions seem currently. It is nothing less than a decision of what legacy we will leave for generations of Charlestonians. It is worth repeating Burnham's challenge in full.
>
> "Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty. Think big."
>
> Union Pier is, simply put, the most important transitional urban place in South Carolina. So far, the city and the SPA have treated it as if this were a debate over a proposal for a new hotel or shopping mall. Concerned residents have been forced to react to piecemeal

changes - first the terminal design, then we'll talk about the lower thirty-five acres - instead of engaging in a discussion worthy of the significance of the decision.

Now is the time to shelve the SPA's proposal, to restart the civic discussion, to raise our eyes above the immediate and the mundane, to make big plans, to chart a future great enough to be worthy of our unique and historic city.

Db

From: Carrie Agnew <cwagnew@bellsouth.net>
To: Dana Beach
Sent: Sun May 08 16:46:14 2011
Subject: FW: Draft....

I'm thinking we should just back up and make people focus on the biggest issue at hand?

carrie-sig

From: Carrie Agnew [mailto:cwagnew@bellsouth.net]
Sent: Sunday, May 08, 2011 4:41 PM
To: Steve Gates; Margot Rose; Randy Pelzer
Cc: Jeremy Willits
Subject: Draft....

Here's a draft of a "big picture" approach (attached as well)...See you in a few minutes!

carrie-sig

There's No Going Back

From early September 2010 to the present day there have been increasing comments, articles, editorial and letters regarding the SPA's plan to move the present cruise ship terminal to Union Pier.

These have been generated by the Post & Courier, Coastal Conservation League, Historic Preservation Society, Historic Ansonborough Neighborhood Association, Charlestowne Neighborhood Association, Citizens to Save the City, Real Estate

Exhibit 43

At IN THE UNITED STATES DISTRICT COURT
DISTRICT OF SOUTH CAROLINA
CHARLESTON DIVISION

PRESERVATION SOCIETY OF CHARLESTON, et al.,	)	
Plaintiffs,	)	C/A No. 2:12-cv-02942-RMG
UNITED STATES ARMY CORPS OF ENGINEERS, et al.,	)	
Defendants.	)	
and	)	
SOUTH CAROLINA STATE PORTS AUTHORITY,	)	
Intervenor-Defendant	)	

MOTION FOR PRELIMINARY INJUNCTION AND MEMORANDUM IN SUPPORT

1. I live at 45 Sycamore Avenue, Unit 531, Charleston, South Carolina. I have lived at this address since 2006. I am over the age of twenty-one and have personal knowledge of the matters set forth in this declaration.

2. I was a Project Manager at the Coastal Conservation League ("CCL") starting in 2009. In 2013 I was promoted to Program Director. Prior to joining CCL I worked at the National Oceanic and Atmospheric Administration's Coastal Services Center as a contractor on performance metrics and strategic planning. I also have several years of experience volunteering in environmental justice and water quality work, an M.S. in Environmental Studies and a B.A. in English, Political Science and Environmental Studies.

3. CCL is a nonprofit organization. Its mission is to protect the natural environment of the South Carolina coastal plain and to enhance the quality of life in our communities by working with individuals, businesses and government to ensure balanced solutions.

4. Since I joined CCL, I have been deeply involved in community efforts to bring balance and reasonable limits to cruise operations in Charleston. My duties include: coordinating with local organizations such as neighborhood associations; researching and disseminating information to our members and the public at large regarding developments in cruise ship plans and operations; attending public hearings and forums to give feedback to the State Ports Authority ("SPA") in its planning efforts for its proposed new terminal; and coordinating with our legal counsel at the Southern Environmental Law Center ("SELC") to protect the legal rights of our members to environmental compliance and public participation in present and future cruise operations in Charleston.

5. CCL has approximately 5,000 active members, approximately 1,400 of whom have requested regular updates on the issue of cruise regulation and reasonable limits. Hundreds of our members and supporters have written letters to the editor, comments to the City of Charleston, and comments to the S.C. Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management ("OCRM") regarding existing cruise operations, cruise regulations included in the federal Environmental Protection Agency's Vessel General Permit, and SPA's planned new terminal. Hundreds of members of our organization and members of the public have also attended public meetings and hearings to express their concerns regarding the impacts cruise operations have on air and water quality in Charleston, and the significant adverse impacts that a new cruise terminal located in the heart of downtown historic Charleston would have on the surrounding historic resources and

neighborhoods.

6. CCL has been involved with community work on the issue of the cruise industry's environmental impacts in Charleston since 2009. The SPA has proposed a new cruise terminal in the heart of densely-populated and heavily visited downtown Charleston that will accommodate more and bigger cruise ships, particularly the new activity of homeporting operations (including embarking/disembarking passengers and restocking of supplies at least twice a week). The new terminal includes nine acres of surface parking for cruise passengers, located on what is arguably the Southeast's most prime waterfront property. The new terminal includes a dock that is long enough to accommodate two Carnival Fantasy-sized cruise ships at once, and the port has purchased a passenger boarding ramp large enough to accommodate a 4,500-passenger ship.

7. Cruise regulations at both the international and national levels are not rigorous. Raw sewage, macerated garbage, and untreated graywater can be discharged once the ship is beyond three miles of shore, and "treated" wastewater can be discharged closer to shore ("treated" simply means the ship has a basic Marine Sanitation Device on board, but not necessarily that it is working, and the EPA found in Alaska that "treated" pollutants from Marine Sanitation Devices are more polluting than what flows into land-based treatment systems). The regulation governing a phasing in of cleaner ship fuel will require a fuel sulfur standard of 0.1 percent (1,000 parts per million) by the year 2015, which the EPA expects to reduce particulate matter and sulfur oxide emissions by more than 85 percent from today's levels. However, we have calculated that still means when the Carnival Fantasy is idling in port for one day, it emits the sulfur dioxide equivalent of more than 34,000 idling trucks. Traffic congestion from cruise operations on the peninsula occurs because no limits are being

placed on the industry, unlike all other facets of tourism in the city. The location of new terminal was never vetted—no alternative site analysis has been conducted by the port. The cruise industry and the port are reaping the benefits, while the taxpayers (particularly in the City of Charleston), local businesses, land-based tourists, and environment are bearing the costs. We have repeatedly recommended a limit on the number and size of cruise visits, the use of shoreside power, access to pollution discharge logs, and an alternative site analysis, but the city, port, and Carnival refuse, despite Carnival doing these things in other cruise port cities.

8. CCL has covered the issue of increased cruise operations and their effects on Charleston in many of its recent newsletters. We have focused on the topics of pollution, lawsuit and issue updates, and the economics of the cruise industry. In 2010, our Board chair submitted an op-ed explaining why Charleston deserves reasonable standards on cruises, which is predominantly based on business equity, because every other industry in Charleston is heavily regulated and limited, as are downtown homeowners. CCL's Executive Director, Dana Beach, addressed inaccuracies presented by the head of the Harbor Pilots on environmental regulation of cruise ships. He also submitted a letter to the editor of NRDC's OnEarth magazine, praising the magazine for coverage of air pollution from cruise ships and explaining the problems experienced by us in Charleston. I wrote an op-ed on the reluctance of the SPA to respond to our FOIA requests and to charge large sums of money for very limited information. Mr. Beach has submitted several op-eds over the years, explaining our concerns with pollution from cruise ships and what we suggest for mitigation. Newsletter excerpts attached hereto as Exhibit A.

9. In June 2011, the CCL joined the Historic Ansonborough Neighborhood Association, the

Charlestowne Neighborhood Association and the Preservation Society of Charleston as plaintiffs in a lawsuit against Carnival Cruise Lines to enforce zoning, environmental and nuisance laws limiting activities in Charleston that would depreciate its value and its environmental resources (i.e. structures that are too tall, block street views, have unpermitted signs, and emit air and water pollution and noise).

10. In May of 2012, in response to a public notice from the South Carolina Department of Health and Environmental Conservation's Office of Ocean and Coastal Resource Management, I submitted comments on behalf of CCL, both under my own name and through counsel at SELC. The comments explained the intense environmental impacts that the proposed cruise terminal would have on the surrounding neighborhoods and property. Those comments are attached at Exhibit E to related Motion to Supplement the Record. The Post and Courier published notice of DHEC's hearings on April 5, 2012 and August 31, 2012, and those stories, like the many before them, noted the controversial nature of cruise ship operations and concerns regarding historic properties. There were two public hearings held by OCRM on April 18, 2012 and September 19, 2012. I attended the first, and CCL's Executive Director Dana Beach spoke publicly about our concerns. I was out of town for the second hearing, but CCL's Assistant Director Megan Desrosiers spoke publicly about our concerns.

11. In early 2012, prior to the April 20 decision by the Charleston District of the Army Corps of Engineers to authorize NWP "maintenance" coverage for the SPA's planned new terminal, CCL, the National Trust for Historic Preservation ("NTHP") and SELC made repeated attempts to obtain information from the Corps about its role, if any, in approving the project. We were consistently put off, delayed, and denied information that should have been publicly

available, and I was blocked from participating in the Corps' consideration of the project. These attempts are listed as follows. Unless otherwise noted, Corps contacts are in the Charleston office.

a. On January 26, Will Cook (Associate General Counsel, NTHP) emailed Tina Hadden, (Chief of the Regulatory Division, Corps) on my recommendation, requesting information regarding historic Union Pier permitting and potential Army Corps approval of terminal plans at the Terminal.

b. On February 2, Mr. Cook emailed me asking for other contacts at the Corps, as Ms. Hadden had not responded.

c. On or about February 3, Dana Beach (Executive Director, CCL) and I attempted to call Ms. Hadden. She did not return our call.

d. In early February, Mr. Cook contacted James Choate (Assistant District Counsel, Corps), attempting to confirm whether the Corps had reviewed the proposed redevelopment of Union Pier. Mr. Choate returned Mr. Cook's message while Mr. Cook was out of town.

e. On February 14, Mr. Cook emailed Mr. Choate to continue to try to confirm whether the Corps had reviewed the proposed redevelopment of Union Pier, and to submit a Freedom of Information Act (FOIA) request to get the information.

f. On or about March 9, Dana Beach and Megan Desrosiers (Assistant Director of CCL) called Nathaniel Ball (Project Manager, Regulatory Division Corps) to ask if the Corps was involved with permitting for the proposed new terminal. Mr. Ball stated that SPA had submitted an application but that it was missing critical information and would need to be resubmitted. Mr. Ball asked CCL staff to call

back and check in when the Corps had more information, since he had no idea that OCRM had submitted a public notice for permit review.

g. On March 12, Blan Holman (Senior Attorney, SELC) submitted a FOIA request on CCL's behalf requesting "all documents that have come within possession or control of the U.S. Army Corps of Engineers ("Corps") concerning the South Carolina State Ports Authority's ("SPA") Union Pier Terminal in the City of Charleston."

h. On March 16, Mr. Cook submitted a FOIA request on behalf of NTHP requesting a copy of any previous permitting for Union Pier and any amendments to such permitting. Also on March 16, Mr. Cook asked me to visit the Corps to review permits stored on microfiche.

i. On March 20, Robin Crosby (Corps FOIA Officer) left me a message stating that the Corps' microfiche machine was broken and that the Corps therefore could not produce copies of Union Pier permitting. I suggested we meet at the Charleston County Public Library to use their microfiche machine, to which Ms. Crosby agreed.

j. On March 27, I called Mr. Ball and asked whether he had received a revised application from SPA and whether the Corps would publicly notice the application. Mr. Ball told me that the port still had not submitted a revised application, and that a public notice would depend on what the port submits, and that it was possible they may not even need to do a public notice.

k. On March 28, I met with Ms. Crosby at the Charleston public library to attempt to view the historic permitting documents, because the Corps machine was broken.

Because the microfiche machine at the library was incompatible with the reels from the Corps, we were unable to view the permits.

l. On March 29, I spoke with Jessica McFadden (Administrative Assistant, SELC), who emailed a clarification to Ms. Crosby explaining that SELC was looking for all documents relating to Union Pier Terminal from January 2008 through the present.

m. On April 12, at 8:55 am, I emailed Mr. Ball asking, "Could you please let me know if there have been any applications submitted and whether they are on public notice or not?" It appears from the Administrative Record (AR 0265), that at 3:24 pm that same day, Mr. Ball received an email from Derrick Bellamy at SPA with an updated permit application and plans. Mr. Ball did not respond to my email.

n. On April 13, Sally Newman (Associate Attorney, SELC) forwarded an email from Ms. Crosby explaining that the Project Manager for Union Pier was on vacation. Later that day Ms. Crosby produced to Ms. Newman, who forwarded to me, a partial response to our March 12 FOIA request. The response stated that materials were being withheld under the deliberative process privilege of Exemption 5 to FOIA. The responsive materials consisted, in their entirety, of a nine page January 27, 2012 permit application, and a cover letter from Derrick Bellamy (SPA) to Nathaniel Ball stating that "[t]he South Carolina State Ports Authority would like to submit the above referenced application for your review and approval. If you have any questions or require any additional information, please feel free to contact me." Nothing in the cover letter or application

mentioned the term "maintenance," the potential application of Nationwide Permit #3, any specific information about what type of approval SPA was seeking from the Corps, or when it expected to receive such approval.

o. I reviewed this response and understood it to mean that the application was the most recent submission from SPA to the Corps, and that it indicated an individual permitting process had been initiated, which would be publicly noticed when SPA had filed a complete submission with the Corps.

p. On or around April 16, Mr. Beach and I attempted to call the Corps office in Charleston several times. Their phone system seemed to be down as we were unable to reach anyone.

q. On April 18, I called the District of Columbia Headquarters office of the Corps in an attempt to ascertain what the status of the permitting process was at the Charleston District with respect to Union Pier. The D.C. office connected me to the Charleston District, where I left a message with Ms. Hadden's assistant asking her to have Ms. Hadden call Mr. Beach as soon as she could.

r. On April 20, Ms. Crosby emailed 47 pages of scanned images of a microfiche projection of permitting documents to Mr. Cook. He was not able to read them due to their blurry resolution, and emailed her asking if he could view the reels somewhere in D.C.

s. On April 23, Mr. Ball called me and told me that he had been on vacation and then on jury duty and then ill, and that Ms. Hadden directed him to call CCL on her behalf. He also stated that he had waited to respond to my calls and emails until a definitive decision had been made. He informed me that the Corps had

already reviewed SPA's permit application and granted it NWP 3 coverage, and that there would be no public notice or comment.

t. On April 25, Ms. Newman submitted a renewed FOIA specifically requesting documents relating to the NWP determination that Mr. Ball described over the phone on April 23. ("Also included in this request are any documents previously withheld under FOIA Exemption Five that may now be released, and any documents relating to coverage of the project under a nationwide permit.")

u. On May 18, SELC and CCL submitted a detailed letter to the Corps describing the legal flaws in authorizing NWP coverage to the new terminal. This letter was based off of the statement Mr. Ball made to me that NWP 3 coverage had been approved, since we still did not have any written materials from the Corps confirming that fact or explaining the basis of the decision.

v. On May 21, Ms. Crosby partially responded to Ms. Newman's April 25 FOIA by producing one eight-page "Memorandum for Record" and one four-page "Memorandum for Record," both of which were dated April 18, 2012 and explained that the Corps planned to approve NWP 3 coverage for the new terminal project.

w. On March 1, 2013, more than a year after our FOIA requesting "all documents" relating to the Corps' consideration of this project, and eight months after we filed suit challenging its decision, the Corps produced "the remaining documents that are responsive to [the] request," which consisted of 1,239 pages of previously unreleased documents.

12. My impression from the entirety of these communications is that the Corps intentionally

withheld information regarding their role in the Union Pier terminal project, despite our repeated attempts, through multiple channels, to figure out what its role was in the permitting process. The first time anyone at the League learned that the Corps was contemplating issuance of a NWP coverage was on April 23, 2012, after the decision had been made.

13. After learning that NWP coverage had been granted, the League, and legal counsel, acted as quickly and as diligently as possible to exercise our rights as concerned members of the public and affected parties to participate in this decision-making process.

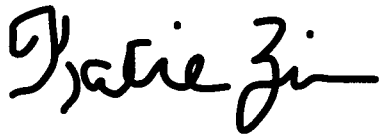
14. A fair and comprehensive NEPA review would consider alternatives to the project as proposed, and mitigation measures such as alternate terminal locations, off-site parking, a smaller terminal, multi-use terminal plans, shoreside power, binding cruise ship size limits, water pollution discharge records, and green architecture.

15. The Corps' failure to undertake a public process of consultation and evaluation concerning the proposed cruise terminal's impacts on federally-protected historic structures injured the CCL and its members by impairing their statutorily-protected rights to participate in that public process and advocate for measures that would decrease cruise impacts on the natural, cultural and human environment. Ongoing and increased cruise ship operations injure the CCL and its members by injecting large amounts of traffic and pollution into a densely-populated downtown area. The ships tower over the historic skyline and block historically-accessible views of Charleston Harbor. Individual permitting review of the terminal proposal, with full NHPA and NEPA review, would remedy the Plaintiffs' injury because the public procedures and evaluations would elicit measures to either reduce the impacts of the project on the human environment, including Charleston's historic structures and integrity, or to avoid them altogether.

16. A full individual permit review, including an Environmental Assessment and/or Environmental Impact Statement produced pursuant to the National Environmental Policy Act (NEPA), and consultation with the public via the NHPA Section 106 process, could be easily implemented now, while the project is still in the planning stages. However, it would be very difficult to engage in a genuine public discourse evaluating and improving a project that is already under construction. If the SPA is allowed to install the pilings and retaining walls beneath the wharf, and therefore commence the complete overhaul of Building 322, the CCL's (and the public's) right to participate in a fair review of this project will be irremediably harmed.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Executed on April 19, 2013, in Charleston, S.C.



Katie Zimmerman

Exhibit A

Spotlight

Q & A with Randall E. Goldman

Tell us about your background and business.

I am currently Managing Partner of Patrick Properties. Before that, I had done a variety of things, including a stint in the U.S. Coast Guard and running a kitchen in a federal prison.

In the 1990s, Celeste and Charles Patrick decided to invest in the revitalization of upper King Street with the purchase of the American Theater, the William Aiken House, and what is now Fish Restaurant. They brought me on as Managing Partner to embark on an ambitious preservation and restoration of these historic properties in order to bring them back to productivity.

More recently, we have purchased and restored historic Lowndes Grove in the Wagener Terrace neighborhood for the same purpose. As a fiscally conservative business owner, I have a passion for what we call "legacy investments" – investments in historic properties that can be profitably revived and that will contribute to the revitalization and well-being of the Charleston community over the long term.

What are your concerns regarding the cruise ship industry in Charleston?

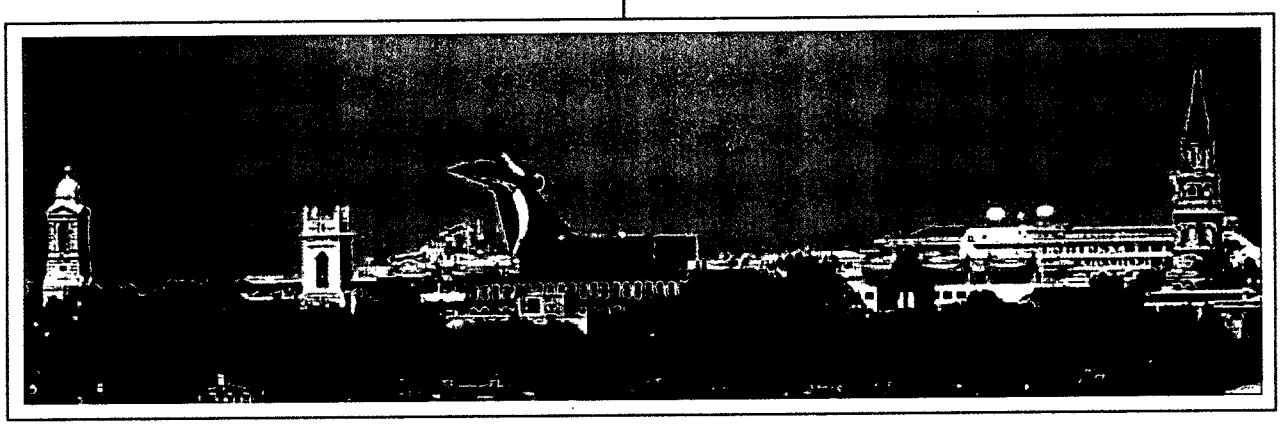
Let me just say that I have enormous respect for SPA Chief Executive Jim Newsome; however, I have yet to see a study or statistics that demonstrate a rate of return on cruise ship passengers that will be profitable to my businesses in downtown Charleston. I am adamant about protecting the integrity of my product and my market, which is why I believe in codified standards and rules to support the kind of community revitalization and restoration that we are about.

Why do you support written rules and standards for cruise ships?

Currently, these floating hotels (i.e. cruise ships), that are not based in Charleston nor even incorporated in the U.S., are carrying 1/3 of the total hotel capacity of the lower peninsula and docking in Charleston every week. And they are given unimpeded access to our historic city with few rules and regulations.

Meanwhile, as a business owner in downtown Charleston, I have regulations like you wouldn't believe. Just to repaint the William Aiken House the exact same color, I have to submit a permit application and go through significant expense and trouble with the city to secure permission. But I don't resent or begrudge these exacting standards because I know they help raise the bar and protect my investment, and ultimately safeguard the community where I live and work and upon which my livelihood depends.

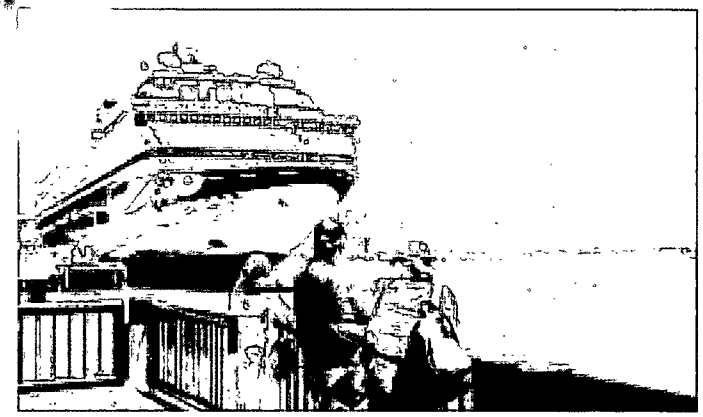
So I'm for written rules for cruise ships, just like any other business operating in the city. Without them, we lower our expectations as a community and we settle for much less than we deserve.

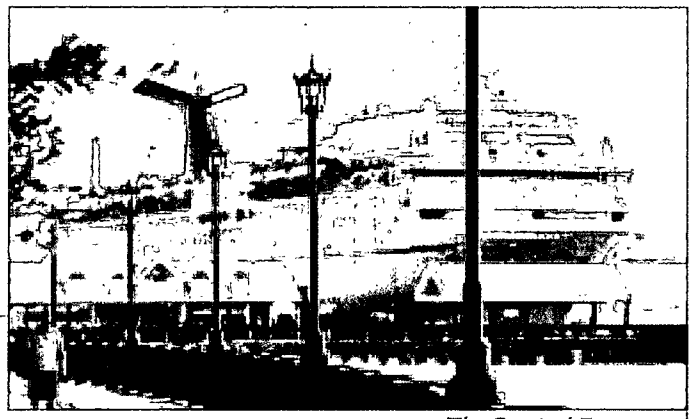


The Carnival Glory

Broken Promises
10 SHIPS IN 13 DAYS

The Crown Princess


The Celebrity Mercury


The Carnival Fantasy

The State Ports Authority and Charleston Mayor Joe Riley have assured city residents that limiting the Union Pier cruise terminal to one berth will limit ship calls to one per day. They have also promised that no more than two cruise ships a week would visit Charleston, but that they would consult the community if they see that number changing.

On October 25th, there were two cruise ships in Charleston on the same day, within 15 minutes of each other—the Carnival Fantasy departed as The World ResidenSea entered the Charleston Harbor. During that same week of October 24th-30th, in addition to having two ships in one day, a total of five cruise ships visited Charleston. The following week, five more cruise ships docked at Union Pier, totaling...

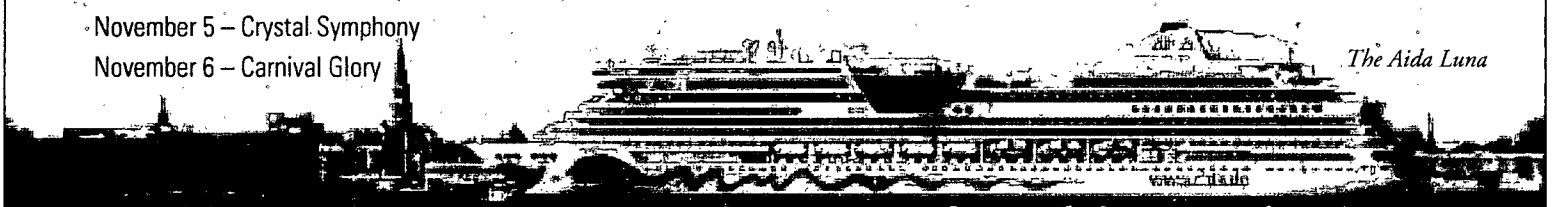
10 SHIPS IN 13 DAYS:

Week One

October 25 – Carnival Fantasy & The World ResidenSea
October 28 – Crown Princess
October 29 – Aida Luna
October 30 – Carnival Fantasy

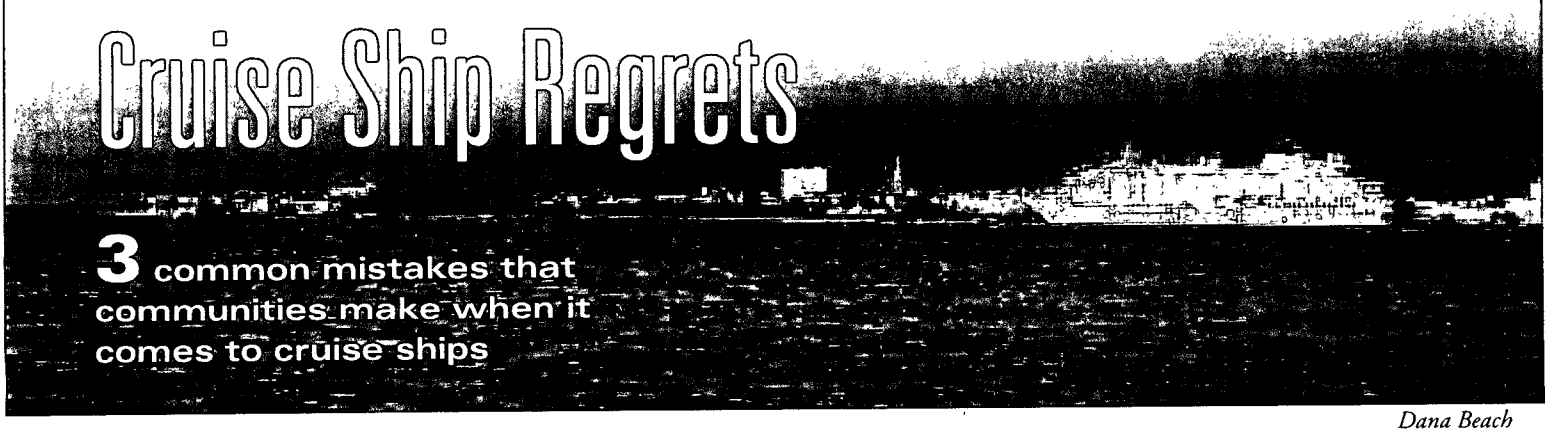
Week Two

October 31 – Celebrity Mercury
November 1 – Carnival Glory
November 4 – Carnival Fantasy
November 5 – Crystal Symphony
November 6 – Carnival Glory


The Aida Luna

Cruise Update

Cruise Ship Regrets



3 common mistakes that communities make when it comes to cruise ships

Dana Beach

There is no question that Charleston is one of many cities experiencing a dramatic increase in cruise business, along with the associated effects. Researching what other locales have gone through gives Charleston the opportunity to learn from some common misconceptions and mistakes.

1 Investing in Bigger, Newer Terminals

No doubt about it—the cruise industry is fickle. As San Diego reporter Tom Fudge recently pointed out, cruise ships are "very big, very mobile, and if business is not good around here, they'll just go some place else." San Diego lost both of its Carnival cruise ships (nearly 50% of its cruise business) after investing $28 million in improving the Broadway Avenue pier.

Norfolk, Virginia lost Royal Caribbean after opening its $36-million Half Moone Cruise and Celebration Center next to Nauticus. This March, Mobile, Alabama learned with no advance notice that Carnival is leaving their port after seven years of voyages with ships filled to capacity. Mobile is left with no direct revenue to pay off millions in debt taken on to build the Carnival cruise terminal.

Meanwhile, the S.C. State Ports Authority (SPA), a public agency, has already let bonds for $35 million for a new cruise terminal in Charleston. SPA has also asked Charleston residents to trust the cruise industry's promises, despite the recent negative experiences of other port cities. On the contrary, Charleston should not naively presume that they will be treated any differently than Mobile, San Diego or Norfolk. The industry's word is not necessarily its bond. We must demand the standards we deserve, and codify our expectations of the industry now.

2 Believing Shoreside Power Can Never Happen

We hear a lot about new, stringent international regulations to reduce air pollution from ships. Burning cleaner fuel, for example, is a great step towards lessening the dangers of fine particle pollution, but the cruise industry is not a fan. The CEO of Carnival United Kingdom recently identified cleaner fuel standards as the single largest threat to the cruise industry.

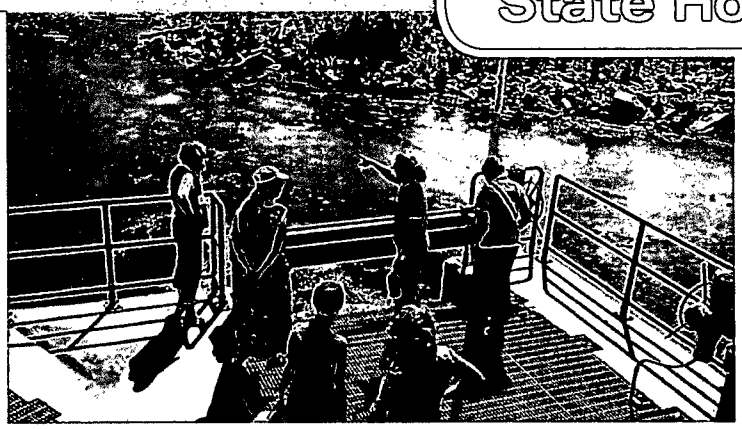
While rumors abound that ships plugging into shoreside power is a complicated and expensive option, it is important to remember that shoreside power is becoming a popular, feasible, and effective method for reducing pollutants due to ships idling in port. Los Angeles, San Francisco, San Diego, Brooklyn, Juneau and Seattle all offer shoreside power for cruise ships. A ship that frequently calls on a particular port benefits most from shoreside power. The Carnival Fantasy will dock in Charleston 68 times in 2011.

3 Relying on the Promise of Economic Returns

Many port cities are told that increased cruise business means large boosts to the local economy. But many port cities have regretted such reliance upon the cruise industry. In Bermuda, hoteliers lament the direct competition they face as more cruise ships visit every year. Other business owners worry that regular tourists are avoiding the area as cruise passengers overwhelm island services, dispelling the myth of "bigger is better."

Key West business owners echo these same concerns, and a comprehensive study of Key West's economy determined that cruise passengers spent only a few dollars in town each day, compared with other tourists booking local hotels and eating in restaurants three times a day. Charleston should not drive away a traditional tourism market in order to accommodate the needs of cruise lines, particularly in light of a recent *New York Times* report that states for "the last five years, the Carnival Corporation has paid total corporate taxes—federal, state, local and foreign—equal to only 1.1% of its cumulative $11.3 billion in profits."

State House 2011



Lobby Day participants tour the Columbia Canal Hydro Plant and Fish Ladder.

Lobby Day participants meet with state senators and representatives in the State House lobby.

LEGISLATIVE ROUNDUP

Recycling Bill Passes Senate

Senate bill # 461 – the Alcoholic Beverage Container (ABC) Recycling Bill – passed the Senate on the last day of the 2011 session thanks to bill sponsor Sen. Ray Cleary (R-Ceorgetown), our conservation lobbyists, and the statewide Recycling Coalition. It was a true team effort. The bill requires bars and restaurants with permits for on-site alcohol consumption to recycle plastic, glass, aluminum and corrugated cardboard.

Recycling not only reduces the amount of waste going to our landfills, it creates jobs. Today, the state has seven recycling facilities and more than 300 collectors, brokers, processors and manufacturers of recycled material. According to the Clemson University Jim Self Center for the Future, the recycling industry generates more than 15,000 jobs, with expected growth of 12% annually.

Ironically, an estimated 400,000 tons of recyclable material went to landfills in 2009, costing South Carolina taxpayers $31 million in disposal costs and a loss of $52 million in revenue from the sale of recyclable materials. Passage of S. 461 moves South Carolina closer to reaping the benefits of recycling, creating jobs, and reducing our waste stream.

Over the summer, the Coastal Conservation League and its partners will be working to identify House sponsors for the bill and continuing to build statewide support for recycling – particularly within the hospitality industry – in preparation for the January 2012 Legislative Session.

For more information on these bills and other legislation before the General Assembly, please go to www.CoastalConservationLeague.org

Rescuing the Conservation Bank

The Coastal Conservation League thanks Speaker of the House Bobby Harrell (R-Charleston) and Representatives Mike Pitts (R-Laurens), Jim Merrill (R-Berkeley), Roland Smith (R-Aiken), Dan Cooper (R-Anderson) and Brian White (R-Anderson) for championing the Conservation Bank in the House this legislative session. They successfully persuaded their fellow legislators to pass H.3083, which keeps the Bank's doors open until 2023 and increases the Bank's governing board from 12 to 15 members.

Senate President Pro Tempore Glenn McConnell (R-Charleston) and Senators Chip Campsen (R-Charleston), Vince Sheheen (D-Kershaw), Hugh Leatherman (R-Florence) and Yancey McGill (D-Williamsburg) have championed the Conservation Bank in the Senate, fighting to retain more than $2 million in funding. These state leaders recognize the incredible "returns" that the Conservation Bank earns for South Carolina. To date, the Bank has protected more than 152,000 acres of land for an average cost of less than $600 per acre.

Sewage Overflow Audit and Phosphate Ban

The Coastal Conservation League has worked closely with the S.C. Water Quality Association to ensure that chronic sewage overflow violators make the necessary plant upgrades to protect human health and the environment from excessive levels of *E. coli* and fecal coliform bacteria in untreated and partially treated wastewater.

A Chronic Sewage Polluter Bill unanimously passed the House this session and received second reading in the Senate. The bill stipulates that DHEC must issue an order to any wastewater utility with two spills over 5,000 gallons each per 100 miles of collection pipe in a 12-month period, requiring the utility to conduct a comprehensive audit to determine what caused the spill and to fix the problems identified.

Meanwhile, the League has joined forces with others in the conservation community to promote legislation that bans the sale, use and manufacture of high phosphate detergents in South Carolina. This bill has also received second reading in the Senate. Fifteen other states have passed similar legislation in order to reduce harmful levels of phosphorous that cause algae blooms and fish kills in waterways.

Citizens Seek Cruise Ship Compliance with Local Ordinances

Preservation Society and Neighborhood Associations join with Coastal Conservation League in lawsuit

On June 13th, the Preservation Society of Charleston, Historic Ansonborough Neighborhood Association, Charlestowne Neighborhood Association and the Coastal Conservation League filed suit against Panama-based Carnival Cruise Lines to enforce local laws that protect Charleston's healthy environment and treasured historic assets.

Filed in South Carolina State Court, the legal action contends that large cruise ship operations in the heart of the city's historic district run afoul of local zoning ordinances, snarl traffic by closing downtown streets, and violate state environmental permitting laws.

"These laws were put in place to balance economic development, historic conservation and a healthy environment," says Blan Holman, an attorney with the Southern Environmental Law Center, which filed the suit on behalf of the citizens groups. "People simply want to see Carnival play by the rules just like everyone else so that an uncontrolled cruise industry doesn't swamp Charleston's health and heritage. Charleston relies on a careful balance between tourism and preservation that cruise ship interests shouldn't overwhelm."

Charleston has seen explosive cruise ship traffic in recent years, as the city has become a "home-port" for the Carnival *Fantasy*. The number of cruise ship visits has grown from 33 dockings in 2009, to 67 in 2010, to 89 scheduled for this year. Two-thirds of the 2011 visits are home-port calls by the Carnival *Fantasy* and involve the unloading of thousands of passengers and transfers of supplies and garbage. Two public streets in the downtown historic district are closed on embark/debark days because of the influx of cars and trucks.

Prior to 2008, Charleston did not have cruise ships of the size and frequency that are now coming into port. Carnival began basing the *Fantasy* out of Charleston in 2010; meanwhile, the Celebrity *Mercury* was a frequent visitor to the city until the ship was reassigned, after experiencing major problems with a Norovirus outbreak. The *Fantasy*, a bigger ship, has 1,026 staterooms for hire – twice as many rooms as the largest hotel in Charleston – and towers more than ten stories high for almost a fifth of a mile along the historic waterfront.

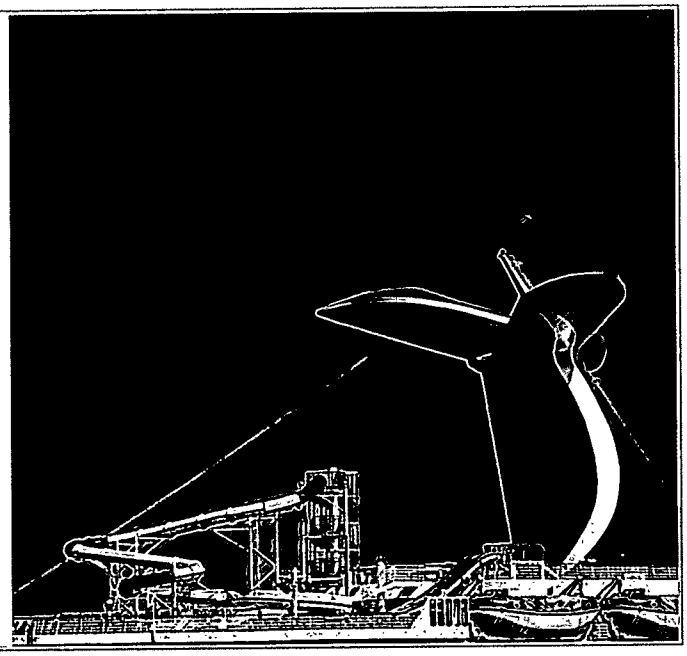
National Trust Names Charleston to its "Watch List"

The National Trust for Historic Preservation has listed Charleston on a new "Watch List," due to the threat of the cruise ship industry overwhelming the city. In naming Charleston to this newly created list of concern, the National Trust states, "In the case of Charleston, expanding cruise ship tourism could jeopardize the historic character of the city, historic downtown Charleston and its surrounding neighborhoods." For more information about the Watch List, go to **www.preservationnation.org/issues/11-most-endangered**

April MADNESS

13 ships in one month . . . 4 ships in one week

April 2 ..... Carnival Fantasy
April 5 ..... Princess Danae (Classic International)
April 7 ..... Le Boreal (Cmpg Iles du Ponant)
April 8 ..... Carnival Fantasy
April 13 ..... Oceania Regatta & Carnival Fantasy
April 14 ..... Oceania Regatta
April 17 ..... Navigator Regent Seven Seas
April 18 ..... Carnival Fantasy
April 23 ..... The World ResidenSea & Carnival Fantasy
April 25 ..... The World ResidenSea
April 29 ..... Carnival Fantasy

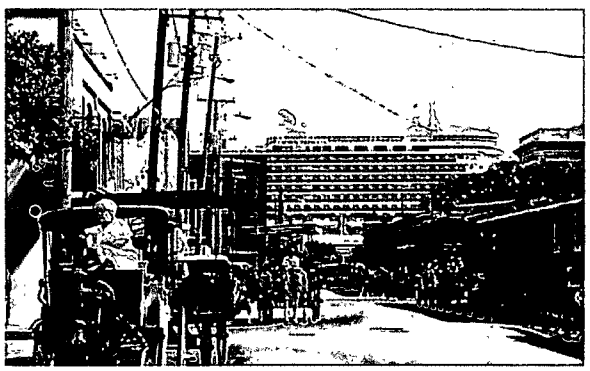


State Legislators Weigh In

Last month, Charleston City Council missed a golden opportunity to resolve the dispute over cruise ship standards. Instead of adopting an imminently reasonable and legally defensible plan as proposed by the Historic Charleston Foundation, council members approved, by an 8-3 vote, an "inconsequential" and "inadequate" ordinance proposed by Mayor Joe Riley, "which is most notable for what it would not do." (quotations from two *Post and Courier* lead editorials).

By contrast, the proposed Historic Charleston Foundation ordinance would have legally limited the number of cruise ships to the maximum number that the SPA says it wants – no more than 104 per year, only one at a time, and only up to 3,500 passengers apiece. Its passage would have resulted in the removal of Charleston from the National Trust for Historic Preservation's "Watch List," and likely would have resulted in the termination of the lawsuit against Carnival Cruise Lines.

In the absence of meaningful leadership from the city's elected officials, we may have to look to our state representatives for guidance. Here's what a few have said on the matter:



Sen. Robert Ford (D-Charleston):

". . . my constituents [in the Columbus Street area] . . . do not want the cruise terminal anywhere close to their homes and especially near their beautiful, new, neighborhood school [Sanders-Clyde Elementary/Middle School]."

"Our job now is to come together as citizens of Charleston and South Carolina to resolve this crisis to the mutual benefit of all, as soon as possible . . . "

Rep. Harry "Chip" Limehouse (R-Berkeley & Charleston):

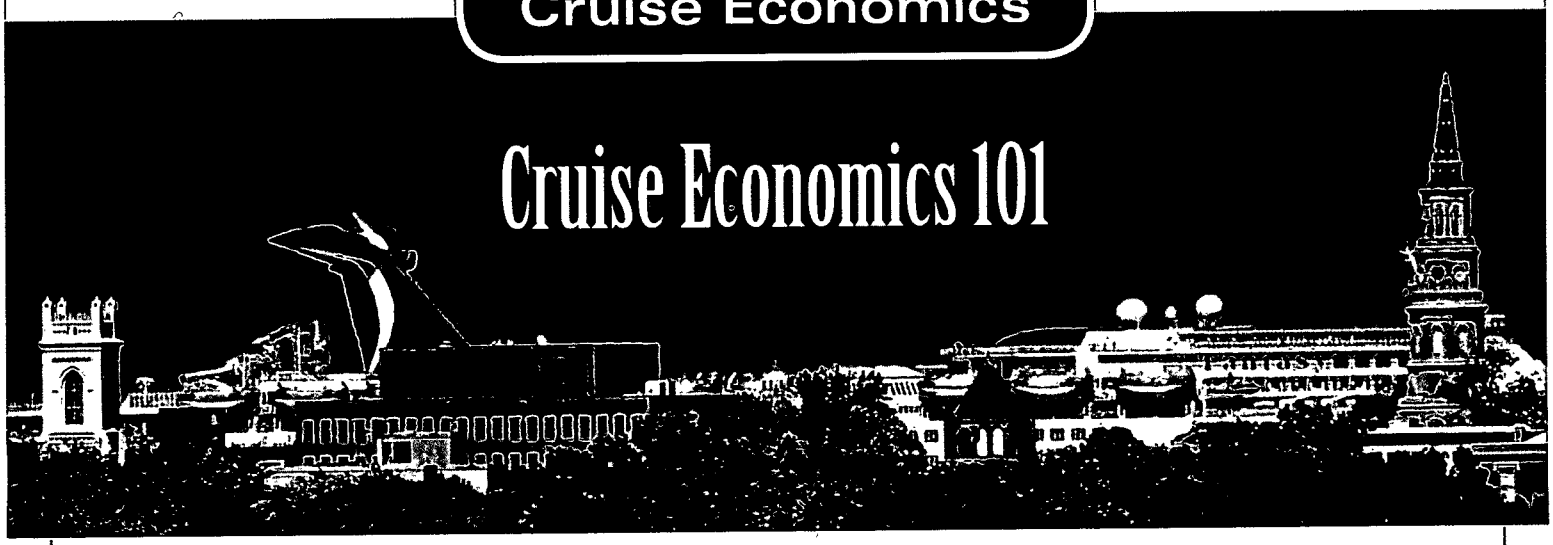
"We have all witnessed problems caused by bringing passengers to crowded downtown areas to board cruise ships. Residents and businesses are delayed from going about their daily errands and jobs. Constant congestion has the potential to move jobs out of our city center."

". . . locating a cruise terminal in residential areas, particularly historic neighborhoods, is bound to have negative side-effects and lacks support."

Sen. George "Chip" Campsen (R-Berkeley & Charleston):

"I authored S.C. Code §54-3-80(A)(3)(d) requiring the State Ports Authority Board to consider quality of life impacts of its operations. Lowcountry legislators need to hold the port accountable to fulfill this statutory obligation concerning several issues currently on its plate. The port's first order of business should be rejection of the short-sighted paradigm that pits maritime commerce against quality of life as mutually exclusive. They actually work in concert."

". . . something akin to the Historic Charleston Foundation's proposed ordinance should become binding upon the port. This should be doable since all parties publicly support a 104-cruise per year limit; some just question whether it can or should be binding. But I see several ways it could become binding. S.C. Code §6-29-770(A) empowers Charleston to address the matter through zoning. And it certainly can be accomplished by contract or legislation. There is precedent for both."



Cruise Economics 101

Cruise lines have a significant advantage over local South Carolina businesses by virtue of minimal investment, large profits, and an ever extending reach. The Coastal Conservation League is working to ensure that the cruise industry operates on a level playing field with other South Carolina businesses. Public access to wastewater discharge logs, investment in shoreside power, passenger fees, and a cap on the number and size of cruise ships are all reasonable ways to achieve this balance. Other communities have successfully enacted such safeguards and Charleston is certainly worthy of the same.

by Katie Zimmerman, Project Manager for the Coastal Conservation League

OUR INVESTMENT, THEIR BENEFIT

Port cities such as Norfolk, San Diego and Mobile have invested millions of dollars in new terminals, only to be quickly abandoned by the cruise industry. Alaskan taxpayers funded a rail line for the use of cruise passengers only, with the cruise lines even owning the train cars.

On average, cruise passengers spend more on souvenirs and extras on the ship than for their tickets. Cruise companies are creative, and sell cheaper versions of what landside stores offer. They heavily promote excursions from companies with which they have prior business agreements, earning a percentage of revenue from excursion sales. Excursion companies working independently are occasionally presented to passengers as "unreliable."

NO CHANCE FOR THE LITTLE GUY

Often, chain stores – typically found in cruise ports – will replace locally owned businesses that sell unique wares. For example, as cruise ship visits have increased in Alaskan ports, Juneau's South Franklin Street has changed from a varied assortment of local stores to a monoculture of jewelry shops selling mass-produced items. Some of these stores are chains that are also located at cruise ports in the Virgin Islands, Mexico and other Alaskan cities.

Charleston's Market Street is currently filled with a host of different vendors, including artists, sweetgrass basket makers, and local and national restaurants. Although often filled with tourists, the street's composition does not primarily cater to monolithic cruise companies.

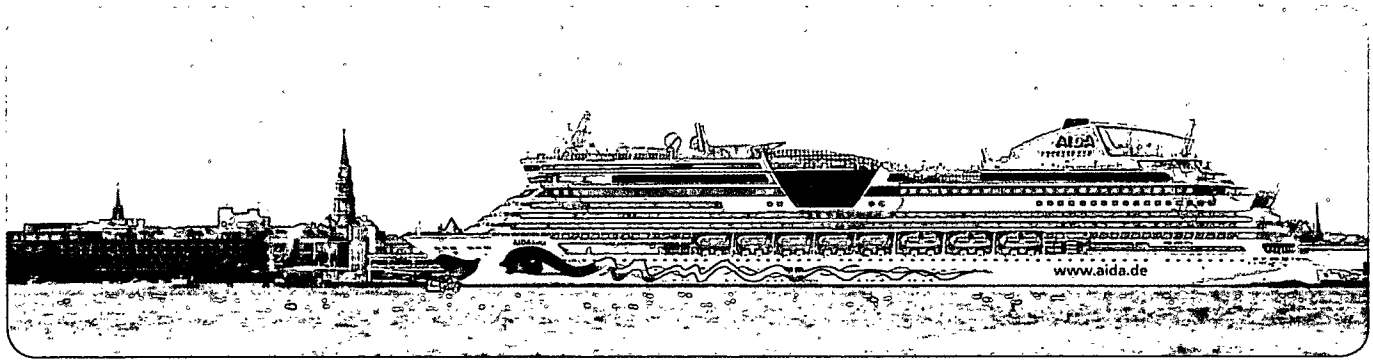
A FAIR PLAYING FIELD?

Already the cruise lines have an advantage over many other businesses in South Carolina because they pay few, if any, taxes. The *New York Times* recently revealed that Carnival Corporation's incorporation in Panama allowed them to pay "total corporate taxes –federal, state, local and foreign – equal to only 1.1 % of its cumulative $11.3 billion in profits" over the past five years.

In Charleston, cruise ships exceed the building height ordinance, and operate three times the number of rooms than the peninsula's largest hotel. City and local buses must refrain from idling more than five minutes, while cruise ships idle with far dirtier fuel for ten to twelve hours a day. In addition, few local suppliers benefit from Carnival's presence. Most of the Carnival Fantasy's food is trucked in from warehouses in Florida.

The Conservation League will continue to demand basic standards to protect Charleston from the negative effects of an unmitigated cruise industry, and allow for an equitable starting point for business competition.

Reality Check

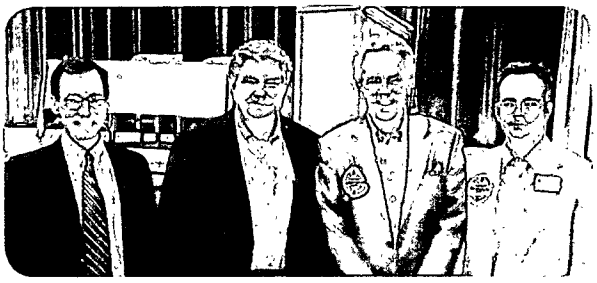


Independent Economic Analysis Disputes SPA Claims

The economic assumptions being touted by the S.C. State Ports Authority (SPA) in favor of an unregulated cruise industry in Charleston have been determined faulty and incomplete by an independent study recently commissioned by the Historic Charleston Foundation.

In short, the well-known economic consulting firm of Miley & Associates, based in Columbia, S.C., has addressed three critical questions regarding the impact of passenger cruises using the Port of Charleston:

- ☐ Passenger cruises do not inject as much money into the economy as the SPA claims.
- ☐ Passenger cruises may actually compete with local businesses instead of enhancing them.
- ☐ The net effect of passenger cruises calling on or embarking from Charleston might actually be a financial loss to the city.



Cruise Control Advocates– *(l-r) Dana Beach, George McDaniel, Charles Duell and Evan Thompson.*

The Miley study reveals that the SPA's taxpayer-funded, public relations campaign, "Jobs Not Snobs," has misled the very community that the state agency is chartered to serve. The time has come for the City of Charleston to reevaluate its support for an unregulated cruise presence in Charleston and end its alignment with the Carnival Corporation in opposing enforceable limits. Instead, the city should work with its neighborhood associations and preservation and environmental groups on the following measures:

- ☐ Determine how much money the cruise industry costs the City of Charleston in services and infrastructure, and impose a reasonable passenger fee to offset such costs, now and in the future.
- ☐ Establish enforceable limits on the size, number and frequency of cruise ships visiting Charleston.
- ☐ Conduct an open and thorough examination of the impact of a new and/or enhanced cruise terminal on Charleston's neighborhoods and historic areas.
- ☐ Set reasonable environmental measures on cruise industry operations, including requiring public access to discharge logs within 12 miles and installation of shoreside power.

Historic port cities across the United States have enacted similar measures; Charleston deserves no less.

Cruise News

> ... "Carnival has refused to place reasonable limits on the size and frequency of its ships. In fact, Carnival has refused to be regulated at all or shoulder any part of the burden it creates. And it has done so with the approval of the State and City."
> -The National Trust

S.C. Medical Association Calls for Shoreside Power

SCMA Signs on to Charleston County Medical Society Resolution, as excerpted below:

- ☐ Whereas the average cruise ship discharges four times the amount of airborne pollutants, especially sooty particulates, compared to the average cargo ship, thus affecting Charleston citizens and visitors alike when the ships continuously run their engines dockside for hours while disembarking and embarking passengers;
- ☐ Whereas the effects of said airborne pollutants have been shown to cause increased chronic respiratory and heart diseases and increased cancer risk, especially among those dockworkers, local merchants and residents closest to the docks, thereby increasing their healthcare costs;
- ☐ Whereas the use of onshore power now shows a significant reduction in the amount of airborne cruise ship pollutants up to 90% and is now used frequently by major cruise ports in U.S. neighboring communities without appreciable economic loss to the cruise ship industry;
- ☐ Whereas reduction in portside air pollutants and the use of onshore power is now supported by the AMA, the EPA, the American Lung Association, other organizations, and even the Cruise Lines Industry Association itself,
- ☐ THEREFORE, be it resolved that the Charleston County Medical Society ask the South Carolina Medical Association, the City of Charleston, the State Ports Authority, Carnival Cruise Lines, and the South Carolina General Assembly to work together to enact enforceable requirements for cruise ship use of onshore power rather than engine power while dockside.

National Trust Defends Residents' Right to Sue

Excerpts from an Amicus Brief filed by the National Trust for Historic Preservation in support of the Historic Ansonborough Neighborhood Association, the Charlestowne Neighborhood Association, the Preservation Society of Charleston and the S.C. Coastal Conservation League in their lawsuit against Carnival Corporation:

- ☐ The Respondents/Plaintiffs have standing to sue because Carnival's activities adversely affect their property interests in historic overlay zones.
- ☐ The nature and extent of Carnival's activities, as alleged in the complaint, support the elements needed to establish a nuisance claim because forcing historic property owners to bear the cost of these activities is unreasonable.
- ☐ Notwithstanding the repeated requests by nearby property owners, Carnival has refused to place reasonable limits on the size and frequency of its ships. In fact, Carnival has refused to be regulated at all or shoulder any part of the burden it creates. And it has done so with the approval of the State and City. In economic terms, this is a classic free rider, or freeloader, problem. This lawsuit seeks to reallocate some of these costs in a more equitable manner.

Cruise Terminal Pilings Under Scrutiny

The State Ports Authority is requesting permission to install pilings in the "critical area" salt marsh to allow for relocation and expansion of cruise ship operations at Union Pier. In order to get a "critical area" permit, DHEC/OCRM is required by law to evaluate and consider the long-range, cumulative effects of the project that may result if a project is permitted.

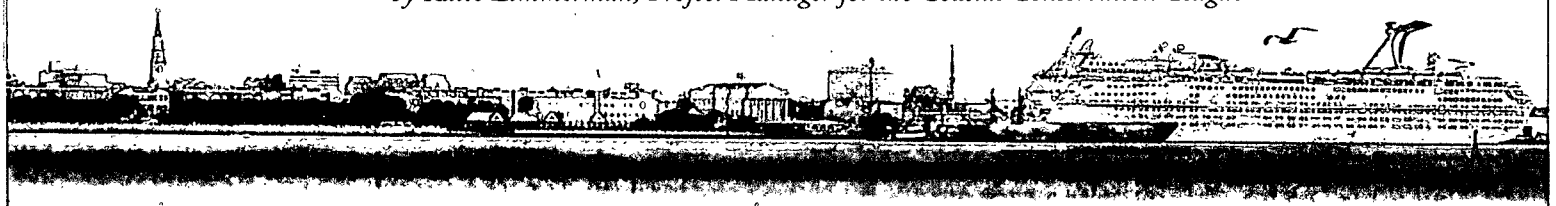
The S.C. Supreme Court recently interpreted this regulation, Regulation 30-11(C)(1), and said that DHEC/OCRM must take into account impacts like upland sprawl and general overdevelopment, and cannot make its decision on a "critical area" permit in a vacuum.

In this case, the project – placement of pilings in the salt marsh – will facilitate an expansion of cruise ship operations. In evaluating the project, the long-range, cumulative effects necessarily encompass any impacts associated with expanded cruise operations. DHEC/OCRM must then consider these impacts – including air pollution, water pollution, disruption to the historic and aesthetic qualities of Charleston, harm to wildlife – and any other impacts that are associated with expanded cruise ship operations.

MG Date Filed 04/19/13 Entry Number 40-6

Conservation League & Preservation Society File Federal Lawsuit

by Katie Zimmerman, Project Manager for the Coastal Conservation League



The S.C. State Ports Authority (SPA) has applied for permits to build a new cruise terminal in downtown Charleston. The SPA needs approvals from the S.C. Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management and from the U.S. Army Corps of Engineers.

In April, officials with the Corps approved the SPA's request without any public notice, calling the cruise terminal project "maintenance." On behalf of the Coastal Conservation League and the Preservation Society of Charleston, the Southern Environmental Law Center (SELC) notified the Corps that it was necessary to rescind the permit and consider the broad impacts of the project.

The SPA proposes to build foundational pilings to support the new $35-million, 100,000-square-foot terminal's escalators and elevators, which would connect to a boarding ramp designed for ships with 4,500 passengers. This is twice as many passengers as travel on the Carnival Fantasy, whose establishment of a home base at Charleston's existing, smaller terminal has prompted widespread concern over impacts to Charleston's economically vital and federally-protected historic downtown.

The legal challenge, filed in federal court this summer by SELC, contends that the Corps improperly classified the new terminal as "maintenance" in order to avoid scrutiny of the project's impacts on protected historic resources, and to avoid requirements to reduce those impacts.

Charleston's National Historic Landmark District attracts tourists from around the world and is the backbone of the region's hospitality economy, making it unacceptable that the Corps did not consult with preservation officials at the state and local levels – a legal requirement – before issuing the federal permit.

Ships expected to home base at the new terminal will be ten stories tall and will stretch for almost one-fifth of a mile along the historic waterfront. Homeport calls require the loading and unloading of thousands of passengers, as well as transfers of supplies and garbage, clogging local streets with hundreds of cars and trucks.

Furthermore, to provide power for what is, in essence, a small town, the ships burn dirty diesel fuel and emit trails of visible black soot that doctors say is harmful to human health.

"A project of this size and scope cannot possibly move forward without a comprehensive public review," says Dana Beach, Executive Director of the Coastal Conservation League. "Not only is it required by law, it is also sound policy. Transparency and public engagement lead to smarter, safer, more sustainable structures, and reduced negative impacts. The proposed cruise terminal should be no exception."

Broader Impacts Considered

Thanks to concerned Conservation League members and citizen activists, OCRM received more than 100 requests for a second public hearing to address the broader impacts of the proposed cruise terminal. OCRM responded and held a hearing on September 19th at Sterett Hall Auditorium in North Charleston.

More than 100 people were in attendance and of the 31 who spoke, 26 opposed the proposed new cruise terminal. In addition, the League presented information on air pollution and shore-side power. Among the many statistics referenced was the fact that when a cruise ship is idling at berth and burning the cleanest fuel mandated, the sulfur dioxide pollution is still the equivalent of 34,409 idling trucks.

Exhibit 44

IN THE UNITED STATES DISTRICT COURT
DISTRICT OF SOUTH CAROLINA
CHARLESTON DIVISION

PRESERVATION SOCIETY OF CHARLESTON, et al.,	)	
Plaintiffs,	)	C/A No. 2:12-cv-02942-RMG
UNITED STATES ARMY CORPS OF ENGINEERS, et al.,	)	
Defendants.	)	
and	)	
South Carolina Ports Authority,	)	
Intervenor-Defendant	)	

DECLARATION OF EVAN THOMPSON

I, EVAN THOMPSON, declare as follows:

1. I live at 118 East Bay Street, Charleston, South Carolina. I have lived at this address since June 1, 2011. I am over the age of twenty-one and have personal knowledge of the matters set forth in this declaration.

2. I am the Executive Director of the Preservation Society of Charleston ("the Society"). I have held this position since June 2010. Prior to joining the Society, I was the Executive Director of Historic Beaufort Foundation for five years where I led historic restoration and preservation of buildings, as well as advocacy, educational and research efforts to develop knowledge of and protection for a wide variety of historic resources. In April 2010, the South Carolina House of Representatives passed a house resolution recognizing and honoring

my preservation efforts. I also hold a J.D. from The University of Texas School of Law and a B.A. in History from the University of Richmond.

3. The purpose of the Society is to cultivate and encourage interest in the preservation of buildings, sites and structures of historical or aesthetic significance and to take whatever steps may be necessary and feasible to prevent the destruction or defacement of any such building, site or structure. Such purposes are solely eleemosynary and not for profit.

4. As the Executive Director of the Society, my duties include various education and advocacy efforts to protect the material and cultural heritage of Charleston. The Society is the oldest community based historic preservation organization in America and is well known in Charleston due to the hundreds of Carolopolis Award markers and historic plaques it has placed at historic sites and properties, the easements it holds protecting historic properties, and various tours, lectures, membership meetings, and other programs for the public that it provides each year. The Society counts over 1,000 households among its active members. In addition, the Society collaborates with neighborhood associations in Charleston, other local nonprofits, national organizations, is an active Local Partner of the National Trust for Historic Preservation, and collaborates with regional, national and international organizations in organizing special tours, forums and workshops around the region. In short, the Society acts as a physical and virtual clearing house and meeting place for thousands of people, and a dozen or more organizations, concerned with preservation of historic resources in Charleston and beyond.

5. The Society has been engaged with the issue of the cruise industry's impacts and potential impacts to Charleston's historic properties and neighborhoods since 2003. In 2010, we became aware of the State Ports Authority ("SPA")'s plans to construct a new cruise

terminal, and its refusal to place any enforceable limits on the size of cruise ships based or visiting in Charleston, the number of cruise visits allowed weekly or annually, or to consider any mitigation measures, such as shore-side power or an alternate site for the new terminal located further from Charleston's historic downtown district.

6. Charleston is arguably the best preserved historic city in the United States. It is the oldest city in South Carolina, founded in 1670, and as a key port town in the Southeast, it played a critical role in the following years of colonial development, the Civil War, and Reconstruction. Its motto, *Aedes mores juraque curat* ("She guards her buildings, customs, and laws"), reflects the serious commitment the city has made to caretaking its historic properties and traditions. Charleston now serves as a cultural hub of the Southeast, where vibrant and diverse arts, foods and handicrafts flourish in a charming setting with a deep connection to the region's history. Charleston also serves as a living museum of African American history, where physical remnants of slavery coexist with active Gullah communities and artistic development, shared through events such as the MOJA arts festival. Other well-managed, large-scale events, such as the Southeastern Wildlife Exposition and the Spoleto Festival USA draw hundreds of thousands of tourists each year who enjoy Charleston's quiet streets and impeccably preserved antebellum homes, churches and public buildings. It is the Society's position that tourism is important to Charleston's continued preservation and economic success, but it must be managed with enforcable limits and reasonable regulations in order to maintain Charleston's viability first as a livable city for its citizens and secondarily as a tourist destination.

7. As preservationists, we understand that Charleston is diverse, complex and inextricably linked to its maritime past. Yet the scale of Charleston's small peninsula and streets is not

expandable. The balance between the residential qualities of our neighborhoods, privately maintained and publicly enjoyed, and the tourist industry has required limitations on the scale and placement of hotels, the numbers of carriages, tour buses and pedicabs on our streets, and even the size of walking tours. When tourist transportation, such as cruise ships, is physically bigger than anything that tourists come to see, tourism is out of balance. Cruise tourism is a new form and scale of tourism unprecedented in Charleston's maritime history, and it should be managed to the fullest extent possible. Cruise tourism disproportionately contributes to congestion, aesthetic blight, pollution, noise and a diminution of the essential character of Charleston that led to its federal designation as a National Historic Landmark, and risks creating an environment in which the quality of the tourist experience will be diminished and a market in which historic neighborhoods, particularly those near the cruise terminal and those that are subject to the most intensive tourism, will no longer have appeal as a place to live and invest. Historic preservation is the voluntary investment of millions of dollars every year in the maintenance of historic structures, which creates hundreds of jobs for tradesmen and professionals from all walks of like. Tourism on its own does not and cannot provide the capital required for this investment in maintaining Charleston's neighborhoods and historic structures.

8. In April 2010 our concern was publicized in a front-page article in the Charleston City Paper, *Uncharted Waters,* Robert Gurley, a member of the Society's staff, noted that "Once the city loses its ambiance and its sense of special place, it's impossible to ever get it back," and pointed out that cities like Key West, Florida and St. Thomas, U.S. Virgin Islands, which are established cruise destinations, rank far below Charleston as destination cities as reported by the National Geographic Society. According to the National Geographic Society, Key

West's character was "robbed" by the cruise industry, and St. Thomas suffers from "massive over-visitation by massive cruise ships with poor waste management" and intense development and government that refuses to embrace sustainable tourism.

9. On July 27, 2010, the Society's board of directors adopted a position statement entitled "Cruise Ship Tourism in Charleston and Related Port Issues," attached as Exhibit A. This position statement called for "reasonable, written and enforcable regulations" to be put in place to "ensure that negative tourism impacts are managed and that the integrity and character of our city is not diminished." This included a call for a reconsideration of the final location of a new cruise terminal.

10. On September 14, 2010, I published an opinion piece in the Charleston Post and Courier entitled "Charleston can't manage tourism on 'cruise control,'" in which I articulated opposition to City Council's adoption of a "Resolution in Support of the South Carolina State Ports Authority's Plans for the Passenger Cruise Business and Redevelopment of Union Pier." I stated that the Society's position was that "specific steps be taken to protect the quality of life of the residents of the City of Charleston from the significant economic, social and cultural impacts caused by increased cruise ship traffic at the Port of Charleston." I emphasized that Charleston should focus on high-quality tourism centered on drawing tourists to Charleston-based hotels, restaurants and shops over development of a cruise terminal that was designed to take tourists out of Charleston. I also argued that the City of Charleston should do everything possible to impose reasonable, enforceable written standards setting appropriate limits and guidelines for cruise ship tourism. This is attached as Exhibit B.

11. In January 2011, the Society nominated Charleston to the National Trust for Historic

Preservation ("NTHP")'s "11 Most Endangered List." In making this recommendation, we expressed our belief that "the rapid growth of the cruise tourism industry at the Port of Charleston is introducing a new and unprecedented form and scale of tourism in the city. It is dramatically tipping the delicate balance that ahs been achieved through nearly three decades of shrewd and careful nationally-recognized tourism management in the city's historic neighborhoods."

12. In June 2011, the Society joined the Historic Ansonborough Neighborhood Association, the Charlestowne Neighborhood Association and the Coastal Conservation League as plaintiffs in a lawsuit against Carnival Cruise Lines to enforce existing zoning laws limiting activities in Charleston that would depreciate its historic value (i.e. structures that are too tall, block street views, have unpermitted signs, and emit pollution and noise).

13. Also in June 2011, the NTHP assigned Charleston "watch status" as part of its 2011 list of "America's 11 Most Endangered Historic Places." In its press release, NTHP stated that "The Watch Status means that a specific threat to a historic site appears to be growing, but can be avoided or controlled through collaboration and innovation. In the case of Charleston, expanding cruise ship tourism could jeopardize the historic character of the city, historic downtown Charleston and its surrounding neighborhoods. The Watch Status designation is accompanied by an offer from the National Trust to assist with finding a balanced solution that benefits the community and its rich cultural heritage." Addition of Charleston to the NTHP's watch list due to increased cruise operations was reported widely nationally and locally, from National Public Radio to the Charleston Post and Courier.

14. On July 14, 2011 I published an opinion piece in the Charleston Post and Courier describing in detail the concerns the preservation community has with the way that cruise

operations are expanding in Charleston. The article is attached as Exhibit C and describes that balance in scale is critical to maintaining Charleston's unique and valuable historic resources without depleting them and losing the very experience that makes the city one of the most sought-after destinations in the world.

15. In October 2011, World Monuments Fund ("WMF") listed Charleston on its 2012 Watch List of 67 threatened heritage sites worldwide. WMF president Bonnie Burnham pointed out that the list is a "call to action" and that "it is hoped that inclusion of Charleston on the 2012 Watch will support implementation of a balanced and sustainable plan that will enable both tourism – including by cruise ship – and the Historic District to thrive." This designation was also reported widely, nationally and locally.

16. On February 8, 2012, the Historic Charleston Foundation released a report studying the impacts that the cruise ship industry is having on Charleston. On February 9, the Post and Courier published an editorial reviewing the study's findings, including concerns about the size of the ships, which tower over the city's skyline, and the economic shift decreasing business of local, downtown merchants. The article stated that to date, "the mayor and City Council have followed the SPA's lead on the cruise ship issue. It is time for them to recognize that critics of the industry have legitimate concerns, which they, as elected officials, need to address."

17. In addition to the concern expressed by the Society and other organizations about the impacts of the cruise industry on Charleston, cruise operations are widely recognized around the world by preservation experts as threatening the local character and historically valuable physical and cultural resources of the cities where they locate. Venice, Italy; Key West, Florida; Malta; fjord communities in Norway; Falmouth, Jamaica are all among communities

that have struggled with cruise operations that have overtaken their waterfronts and homogenized the tours, restaurants and experiences available to tourists and residents of the cities.

18. In sum, the effect of the activities and publications mentioned in Paragraphs 4-17 is that the public concern and discourse over cruise operations in Charleston and their impacts on historic resources has raised it to one of the main issues under debate in Charleston over the past two years. Virtually anyone living in Charleston would be aware of the great controversy concerning the impact of cruise ship operations on downtown Charleston's historic structures and fabric.

19. In May 2012, in response to a public notice from the South Carolina Department of Health and Environmental Conservation's Office of Ocean and Coastal Resource Management, I submitted comments on behalf of the Society. The comments explained the intense impacts that the proposed cruise terminal would have on the surrounding historic neighborhoods and property. Those comments are attached as Exhibit D.

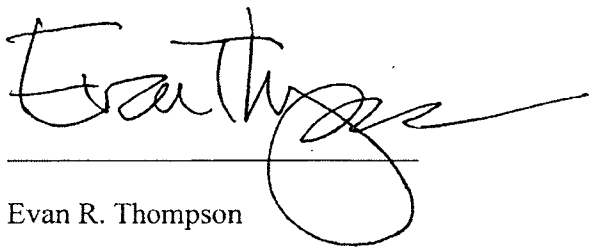
20. If the United States Army Corps of Engineers ("the Corps") had publicly noticed its permitting decision authorizing the construction of SPA's planned new cruise terminal, the Society would have participated fully in any public hearings, meetings, or public comment processes. The Society is ideally situated to provide institutional knowledge, historic documents and photos, and a preservation perspective as a consulting party in a Union Pier Terminal Section 106 process. Specifically, a fair and comprehensive Section 106 review would consider alternative terminal locations, off-site parking, a smaller terminal, multi-use terminal plans, shoreside power, binding cruise ship size limits, and scheduling coordination with major Charleston events.

21. The Corps' failure to undertake a public process of consultation and evaluation concerning the proposed cruise terminal's impacts on federally protected historic structures injured the Society and its members by impairing their statutorily-protected rights to participate in that public process and advocate for measures that would decrease cruise impacts on protected historic structures and neighborhoods, including structures near Union Pier upon which the Society holds conservation easements. Ongoing and increased cruise ship operations injure the Society and its members by injecting large amounts of traffic and inserting very large nonhistoric forms into the most protected and valued part of historic downtown Charleston. The ships tower over the historic skyline and block historically accessible views toward Charleston Harbor. Individual permitting review of the terminal proposal, with full National Historic Preservation Act ("NHPA") and National Environmental Policy Act ("NEPA") review would remedy the Plaintiffs' injury because the public procedures and evaluations would elicit measures to mitigate the impacts of the project on the human environment including Charleston's historic structures and integrity, or to avoid them altogether.

22. The NHPA Section 106 process, along with a full individual permit review and an Environmental Assessment and/or Environmental Impact Statement produced pursuant to the NEPA, could be easily implemented now, while the project is still in the planning stages; however, it would be very difficult to engage in a genuine public discourse evaluating and improving a project that is already under construction. If the SPA is allowed to install the pilings and retaining walls beneath the wharf, and therefore commence the complete overhaul of Building 322, the Society's (and that of the public at large) right to participate in a fair review of this project will be irremediably harmed.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Executed on April 19, 2013, in Charleston, S.C.



Evan R. Thompson

Exhibit A

PRESERVATION SOCIETY of CHARLESTON

1920 - 2010

CRUISE SHIP TOURISM IN CHARLESTON AND RELATED PORT ISSUES

July 27, 2010

It is the position of the Preservation Society of Charleston that specific steps should be taken to protect the quality of life of the residents of the City of Charleston from the significant economic, social and cultural impacts caused by increased cruise ship traffic at the Port of Charleston. Reasonable, written and enforceable regulations should be put in place to ensure that negative tourism impacts are managed and that the integrity and character of our city is not diminished. We believe that five considerations are utmost in charting an appropriate course:

1. The **quality of life** of the citizens of the city should be the primary factor in weighing any decisions that are made about the cruise ship industry and the Union Pier property. Tourism and the local economy flourishes when the citizens of the city are pleased with how it is managed.

2. **Maximum transparency** and public input is essential for ensuring that future plans for the cruise ship industry and Union Pier property consider potential negative impacts before future contracts are signed. Written commitments, timely public release of relevant documents and the use of impartial data (economic impact, traffic, etc.) should be the basis of decision making.

3. **Reasonable regulations** are the responsibility of the City of Charleston to ensure that the cruise ship industry is managed in the same way that all other tourist-related industries (pedicabs, walking tours, carriage tours) have been regulated. While imperfect, tourism management regulations are an essential tool for minimizing negative social and cultural impacts.

4. **Appropriate redevelopment** of the Union Pier property should be integrated into the existing fabric of the City of Charleston in order to enhance the sense of place that distinguishes our historic district with appropriately scaled new construction, compatible uses, quality materials, and the protection and preservation of existing historic resources. This should include a reconsideration of the present accommodations overlay as it relates to the property and the final location of a new terminal.

5. **Stabilization and restoration of the Bennett Rice Mill façade** should not be contingent on any future cruise ship contract or Union Pier redevelopment plan. It is urgent that the at-risk physical condition of this historic facade, owned by the State Ports Authority, be addressed so that this unique piece of industrial architecture can stand as a testament to our collective commitment to the historic legacy of our city. The SPA should consider placing a historic preservation easement on the façade.

In support of these objectives we present to the City of Charleston, the State Ports Authority and to the general public the attached set of "Recommendations for Sustainable Cruise Ship Tourism" that we have prepared for consideration and debate. We believe that these recommendations provide a basis for appropriate action by the City of Charleston and the State Ports Authority to manage cruise ship tourism so that we can protect the quality of life and historic resources of our world-renowned historic city and still derive an economic benefit from the cruise ship industry.

147 KING STREET • POST OFFICE BOX 521 • CHARLESTON SOUTH CAROLINA 29402
(843) 722-4630 www.preservationsociety.org FAX (843) 723-4381

Exhibit B

The Post and Courier

Charleston can't manage tourism on 'cruise control'

BY EVAN R. THOMPSON
Tuesday, September 14, 2010

Charleston City Council will vote tonight on a proposed "Resolution in Support of the South Carolina State Ports Authority's Plans for the Passenger Cruise Business and Redevelopment of Union Pier." It resolves to pledge the city's support for redevelopment of Union Pier and an enhanced cruise business managed by the SPA.

We, too, support the appropriate redevelopment of Union Pier and we are actively working to assist the SPA's efforts to stabilize and restore the historic Bennett Rice Mill facade that sits on the Union Pier property.

We do not believe, however, that the city should pass a resolution absolving itself of direct responsibility for the appropriate management of this (or any) industry that seeks to operate in the city. An unrestricted cruise passenger business of the type that is operating in Charleston, with ships carrying 3,500 passengers regularly berthing on our waterfront, is not a part of the rich maritime tradition of the city. It is a new form and scale of tourism that should be regulated in the same manner that all other tourism-related industries are managed.

It is the position of the Preservation Society of Charleston that specific steps be taken to protect the quality of life of the residents of the City of Charleston from the significant economic, social and cultural impacts caused by increased cruise ship traffic at the Port of Charleston. The proposed city council resolution resolves that the passenger cruise industry should be managed under the terms of a letter written by SPA President Jim Newsome on June 25, 2010.

Newsome's letter states that "it would not be appropriate for the Ports Authority to formally limit our ability to fulfill our mission and service our customers." It adds that "if there is a material change in the amount of cruises" that the SPA "will consult with the City and our neighbors to discuss accommodating these changes."

We are told that a one-berth facility will limit the scope and scale of the cruise business. Yet a one-berth facility could service up to 365 cruise ships per year. Let's be plain: Carnival is just getting its feet wet in the Cooper River, and unless city council adopts reasonable limitations on the number of cruise ships coming to Charleston, we could see double or triple the current level of 104 cruise ships per year.

Charleston has been a national leader in tourism management and historic preservation

zoning. There are limits placed on the number of carriage tours on our streets, the size of walking tour groups on our sidewalks, the square footage of building footprints on our city blocks and the number of rooms in hotels in our historic downtown, all toward the legitimate and meritorious end of supporting the quality of life and historic character of our city.

Why, then, are there to be no city regulations on the number of times a red, white and blue fin will compete with church steeples on our skyline, bringing hundreds of cars and thousands of people onto our streets each week? Let's not place too much emphasis on a $37 million economic impact based on a data model (IMPLAN) that is criticized by economists for being able to produce whatever numbers one wants, and that does not factor in the costs or displacement effects caused by said tourism. Rather, imagine the economic impact of a cruise passenger spending five nights in a downtown hotel, rather than five nights on a cruise ship. Imagine the economic impact of five days of breakfast, lunch and dinner in our city's restaurants, rather than fifteen meals on a cruise ship.

We must recognize that high-quality tourism in Charleston hotels, in Charleston restaurants, in Charleston stores, in Charleston historic sites and at Charleston cultural events should be our number one priority, rather than funneling people through our city streets to set sail for the Bahamas.

We look forward to the redevelopment of Union Pier and stabilization of the Bennett Rice Mill facade. We stand ready to assist with meaningful design recommendations for the new terminal. However, we believe that the proposed resolution before city council amounts to an abdication by the City of Charleston of its responsibility for imposing reasonable, written standards setting appropriate limits and guidelines under which cruise ship tourism should operate downtown.

The business of tourism management cannot be conducted on "cruise control." It's the job of the City of Charleston, and it's what our citizens expect and deserve.

Evan R. Thompson is executive director of the Preservation Society of Charleston.

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Exhibit C

Historic preservation requires balanced cruise controls

BY EVAN R. THOMPSON

Historic preservation is the voluntary investment of millions of dollars of private capital and thousands of hours of sweat equity by property owners and tenants to historic buildings every year, from the Battery to Byrnes Downs; from the Westside to Windermere. It is also the proverbial golden-egg-laying goose.

Thompson

In addition to creating hundreds of jobs for tradesmen and professionals of all kinds, it generates millions of dollars in economic benefits to the Charleston region as well as sales, accommodations, hospitality and property tax revenue. Preservation sustains a globally significant built environment that draws millions of tourists to our streets every year. Yet the scale of Charleston's small peninsula and streets is not expandable. While some see downtown as a limitless piggy bank of tourist dollars and hotel rooms, there is a tipping point where downtown Charleston will cease to be a viable and sustainable residential place.

The balance that has been achieved between the residential qualities of our neighborhoods, privately maintained but publicly enjoyed, and the tourist industry that brings so many jobs to Charleston has required limitations on the scale and placement of hotels, the numbers of carriages, tour buses and pedicabs on our streets, and even the size of walking tours.

This balance of scale in tourism is no different than efforts by our Board of Architectural Review to balance the scale of new buildings. None of this has been achieved voluntarily or by accident. It is deliberate, and governed by local ordinances. When the tourist transportation is physically bigger than anything that tourists come to see, that is not balance.

The Preservation Society of Charleston is proud of Charleston's maritime history. It built this city. But that should not give cruise ships a free pass from the thoughtful, locally enforced regulatory framework that is essential to protecting our city's neighborhoods.

Recent spin to the contrary, the issue is not cargo ships, which have co-existed with our city at Union Pier for decades. This is about the conversion of a cargo port to a tourist port, with cruise ships carrying thousands of passengers visiting nearly 100 times per year — a new and unprecedented development in Charleston's maritime history.

Would a big-box store be appropriate on King Street just because we have a history of retail downtown? Mass tourism is an opportunity fraught with overt and hidden costs, some of which are long term, all of which should be addressed responsibly at the outset. That means now, not later when it is someone else's problem.

Despite organized rallies and polarizing posters, the applicability of existing local ordinances to the conversion of a cargo port to a tourist port is key to managing our city's assets and opportunities to the fair advantage of all. The Society is involved in a lawsuit because the application of those ordinances to cruise ships making their permanent home in Charleston is in dispute.

The lawsuit does not seek to run cruise ships out of Charleston Harbor. It does seek to clarify the applicability of existing regulations as necessary to chart a course for how Charleston can manage cruise tourism now and in the future. No one will be thrown out of work if cruise ship visits are limited to 104 per year by local ordinance. Charleston is proof that tourism thrives when it is conducted within reasonable boundaries. Protecting our residential neighborhoods with something more than a handshake should not incite the venomous reaction that it has.

A concerted effort has also been made to confuse the public about the issue of tourism regulations and the redevelopment of Union Pier. They are separate issues. The Preservation Society has repeatedly stated its support for the Union Pier redevelopment plan and has made constructive suggestions for the design of the new terminal. Yet a recent publication circulated by Union Pier's owner, the State Ports Authority, presents Charleston with a take-it-or-leave-it choice: to have regulations on the future size of the cruise tourist industry or to make Union Pier the most remarkable new neighborhood on the Atlantic seaboard.

Why can't we choose both? Must we sacrifice one for the other?

As preservationists we understand that Charleston is diverse, complex and inextricably linked to its maritime past. We do not involve ourselves in this issue because we seek to be frivolous nags. We are involved because we love our city. We seek to protect a city that anchors our region and is worthy of the world. Cruise tourism is welcome as part of our local tourism management framework.

We have seen enough of what has happened in the past to know that while tourism management is not always easy or popular in the short term, it is worth doing in the end. Charleston deserves nothing less.

Evan R. Thompson is executive director of the Preservation Society of Charleston.

2:12-cv-02942-RMG Date Filed 04/10/13 Entry Number 40-7 Page 17 of 28

R.001833

Exhibit D

PRESERVATION SOCIETY of CHARLESTON

— FOUNDED 1920 —

Board of Directors
2012-2013

Caroline M. Ragsdale
President

Kristopher B. King
1st Vice President

Anne T. Pope
2nd Vice President

J. Elizabeth Bradham
Treasurer

Samia Hanafi Nettles
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Bill Marshall

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Irish Ryan Neville

Felix C. Pelzer, Jr.

Louester A.S. Robinson

Elizabeth Garrett Ryan

Advisors

Lynn S. Hanlin

T. Hunter McEaddy

Daniel Ravenel

Helga Vogel

Jane O. Waring

Director Emeritus

Norman Haft

Jane Lucas Thornhill

May 4, 2012

Mr. Steven Brooks, Project Manager
SCDHEC Office of Ocean & Coastal Resource Management
1362 McMillan Avenue, Suite 400
Charleston, SC 29405

RE: **P/N # OCRM-12-054-B**

Dear Mr. Brooks:

The Preservation Society of Charleston respectfully submits this letter to urge denial of the State Ports Authority's above referenced critical area permit application. The issuance of this permit will irreversibly harm the Charleston Historic District. The permit would enable the conversion of a small cargo port into a modern hub of unregulated, high-volume international mass tourism with all of its associated traffic, noise and pollution immediately adjacent to the Charleston Historic District, a Geographic Area of Particular Concern.

The Society was founded in 1920, and is qualified to address the impacts of the proposed new use for Union Pier on the Charleston Historic District, a National Historic Landmark. We also own façade easements on numerous structures on East Bay Street and in Ansonborough neighborhood, adjacent to Union Pier, and write as an organization with a real property interest in the impacts of this project.

As defined in Chapter IV of the Coastal Management Program, the highest priority must be given to the identified primary value of a GAPC. In the case of a historic site, the priority is placed on uses "which preserve the historical or cultural values for which the site was placed on the National Register of Historic Places." Those values, enumerated in the Charleston Historic District's site nomination, include:

- "the unique visual appeal of old Charleston"
- "a picturesqueness created by the close proximity of buildings, in a wide variety of architectural styles"
- "general harmony in terms of height, scale and proportion, materials, textures, colors and characteristic forms"
- "a flavor of an earlier America"

The aesthetic presence of a modern warehouse servicing massive 2,000+ passenger cruise ships docking at Union Pier every five days, looming over the historic district, with thousands of cars traveling through the historic district's streets, carrying passengers to and from the passenger terminal, does not embody the values enumerated above. The scale of the ships themselves are incompatible with the height, scale and mass of Charleston's buildings and

are enormous when compared to the historic scale of shipping on Charleston's waterfront. Indeed, the presence of these ships is felt all over the district, dominating vistas from bridges leading to and from Charleston on the opposite side of the peninsula over the Ashley River, with noise and pollution impacts occurring in historic peninsular neighborhoods distant from the terminal itself. This is a radically different impact from the much smaller scale, noiseless and otherwise unobtrusive cargo ships, which no longer service Union Pier, and which never required street closures and sandwich board signs to announce their presence, nor generated traffic volumes of thousands of cars.

Decreasing property values in historic neighborhoods adjacent to the pier area are a major risk, diminishing the long-term investment in historic neighborhoods that are essential to our local preservation economy. The recent foreclosure of a major condominium development next to Union Pier and subsequent failure of an auction to produce reasonable resale values could be an early indication that the development of Union Pier as a cruise terminal will undermine the value of redeveloping and preserving adjacent areas.

In summary:

B(6) – **The development will negatively affect irreplaceable historic sites of South Carolina's Coastal Zone**.

B(10) – **The proposed use will negatively affect the value and enjoyment of adjacent owners**.

C(1) – **The long-range, cumulative effects of the project will undermine other possible development and the general character of the area**.

C(3) – **The negative impacts on the Charleston Historic District and associated National Historic Landmarks, a Geographic Area of Particular Concern, will be extensive and irreversible**.

We enclose a copy of our *Cruise Tourism Special Report* which highlights past statements by Charleston's mayor about the value and opportunity of redeveloping Union Pier as a residential and commercial area in keeping with the historic district. We support that vision, and urge denial of this permit. There are more appropriate locations for this use in areas further up the Cooper River where impacts on GAPCs will be negligible.

Sincerely,

Evan R. Thompson
Executive Director

Exhibit 45

Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Henry I. Siegling [mailto:hsiegling@southcoastbank.com]
Sent: Monday, November 26, 2012 3:47 PM
To: Katie Zimmerman
Subject: RE: Question

Thanks and you certainly have done your homework.

From: Katie Zimmerman [mailto:katiez@scccl.org]
Sent: Monday, November 26, 2012 3:45 PM
To: Henry I. Siegling
Subject: RE: Question

Yes, it is difficult to assess how often the soot is carried over the peninsula versus Mount Pleasant, although I'm certain it's hitting both, depending on the day. Looking at wind roses, we don't really have a "prevailing" wind—so people in Mount Pleasant and on Sullivan's should be just as concerned as people downtown. We did take some soot samples from buildings all the way across the peninsula to the west, to see how far maritime emissions were carried, but we weren't able to narrow it down to cruise ships—we just know the soot was from off-road diesel.

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

To learn more about Coastal Conservation League issues: www.coastalconservationleague.org

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From: Henry I. Siegling [mailto:hsiegling@southcoastbank.com]
Sent: Monday, November 26, 2012 3:41 PM
To: Katie Zimmerman
Subject: RE: Question

Interesting. Another point is how often during the cruise ships visit does the wind blow into the city and how much to the Mt Pleasant side? I live in Mt P and often in my travels the smoke is blowing out to the East.

From: Katie Zimmerman [mailto:katiez@scccl.org]
Sent: Monday, November 26, 2012 3:37 PM
To: Henry I. Siegling
Subject: RE: Question

That is an excellent question. On average, a cruise ship emits four times as much pollution as a cargo ship, because the cruise ship has so much more to power on board (3500 passengers plus crew plus all amenities versus the cargo crew of about 25 people total). So we have proposed that the homeported cruise ship, the Carnival Fantasy, plug in each time it is here so we can cut out a huge source of air pollution immediately. It's not as economically feasible to plug in cargo ships, because the same one doesn't come as frequently to the same port (although there are port terminals that plug in cargo ships, and California has mandated plugging in across the state).

Coastal Conservation League
P.O. Box 1765

Exhibit 46

RECEIVED
SEP 24 2012
DHEC - OCRM
CHARLESTON OFFICE

Office of Ocean & Coastal Resource Management
Department of Health & Environmental Control
1362 McMillian Avenue Suite 400
Charleston, SC 29405-2029

September 20, 2012

Re: New Cruise Terminal in Charleston,SC

To whom it may concern,

Typically, I am not the type to write letters regarding matters within a government agency but, as a third generation Charlestonian, I feel it is necessary to give my opinion concerning the recent uproar with the plans and construction of the new Charleston Cruise Terminal. I am in support of having the new terminal in the proposed area so that we can continue to bring tourists and the revenue that they generate into the area. Yes...there are Carnival cruisers that actually stay in our hotels, dine in our restaurants and enjoy the historic aspects of our city by taking our tours and visiting our gardens. To say that cruise ships attract the wrong type of tourist makes absolutely no sense and is a bit on the shallow side. The Carnival cruise line of yore (the party barge reputation) is no longer and is more of a family fun type of cruise line. There are many generations of cruisers out there.

I have been on 2 cruises leaving the Charleston port on Carnival Fantasy and the one thing that stands out from those experiences versus sail away from other ports is the embarkation procedure. There is no question at all that Charleston needs a new terminal considering how odd the procedure is. With a new terminal in the area that is proposed they will surely address having to "shuttle" passengers over, as well as taking into consideration the traffic confusion.

I am having a hard time understanding the noise pollution issue that is being discussed. I have on several occasions, watched sail away from the Waterfront Park and most recently from Fleet Landing and I could not hear any noise being generated from the ship until Muster at 4pm. At that time I could hear announcements as well as the horn blowing right before muster and the 5 times at the conclusion of muster. Even during sail away, I couldn't hear any of the music from the ship that I know happens at the time of departure. So efforts must have been made on the part of Carnival to keep the levels to a minimum. I also know that they have switched to silent debarkation so there are no announcements made in the early morning hours as there were in the past. Has anyone from DHEC measured the levels surrounding the area to see if they are in compliance with local ordinances to confirm or deny the claims?

Regarding the pollution itself, with soot and people having to power wash their residences on a regular basis, I am curious to know if this building pollution has been tested to determine if it is indeed Carnival soot or if perhaps it is a culmination of varied soot from all the container ships that port various times during the day...every day.

Certainly people have to see the benefits in having the ship located where it is and not move it further up the Cooper River. Why would you move the port away from the tourist areas? Why make it inconvenient for our tourists to spend their money by forcing them to shuttle to the downtown area so that they can support our local economy? Not to mention the amount of jobs that have been generated by having Carnival here.

The issue of the port being located on "prime waterfront property" is just a silly argument to me. Yes, it is on prime waterfront property because it is a working port, on the waterfront. The ship itself is in Charleston at the Union Pier (usually) from 5am until sailaway at approximately 4:30pm once a week. I have a hard time understanding the "blocking the view" argument. It is a brief moment that it is at the pier and it is not a towering monstrosity sending a menacing shadow across the city. I have watched, over time growing up in my lovely city, various buildings being built and blocking "views" without much fuss from anyone (Comfort Inn Riverview and California Dreaming's view to the marina being blocked by the James Island Connector come to mind) and having a cruise ship in port is not a permanent view blocker. It is gone by the end of a day.

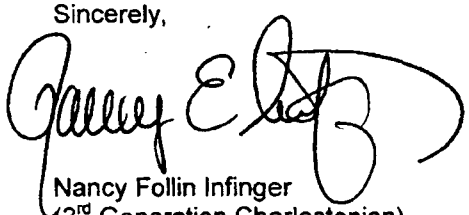
Carnival cruisers do indeed have an interest in our city's history and to say they don't is highly insulting. I belong to an internet website forum (Cruise Critic) that discusses cruising and I can tell you that Charleston is a very popular destination and folks are in amazement at the perception that Charleston does not want them to visit. Is this the type of welcome we want to give people who want to visit our fair city? There are multiple picture reviews that have been popping up recently on the CC site talking about their pre-cruise activities and the tours that they are taking and I can tell you that these reviews have all been positive regarding our city and the friendliness of our residents. One person recently talked about how they took their children to Charlestowne Landing! Here is a website address for you to look at if you are interested in seeing the demographic of people touring our city pre and post-cruise.

www.cruisecritic.com Go to "Boards" and then go to "North American Homeports" and then "East Coast Departures"

In conclusion, let's use common sense here and not let folks with an agenda try to manipulate the progression of our fine city. A new cruise terminal will certainly enhance our city and will beautify the area that is in need of some attention. I simply marvel at how my hometown bounced back from Hurricane Hugo in 1989 and became the beautiful gem it is today. I don't see how a new terminal will detract from the pristine beauty that is Charleston. I personally believe it will make it a more attractive destination for future visitors.

Thank you for listening to my opinion on these matters,

Sincerely,



Nancy Follin Infinger
(3rd Generation Charlestonian)

You may contact me at nashtin@aol.com or my cell number is 843-814-2834

Exhibit 47

South Carolina General Assembly
119th Session, 2011-2012

Download This Bill in Microsoft Word format

~~Indicates Matter Stricken~~
Indicates New Matter

S. 968

STATUS INFORMATION

Concurrent Resolution
Sponsors: Senator Grooms
Document Path: l:\s-res\lkg\018crui.kmm.lkg.docx
Companion/Similar bill(s): 4371

Introduced in the Senate on June 16, 2011
Introduced in the House on June 21, 2011
Adopted by the General Assembly on June 21, 2011

Summary: Carnival Cruise Lines

HISTORY OF LEGISLATIVE ACTIONS

Date	Body	Action Description with journal page number
6/16/2011	Senate	Introduced, adopted, sent to House
6/21/2011	House	Introduced, adopted, returned with concurrence (House Journal-page 16)

View the latest legislative information at the LPITS web site

VERSIONS OF THIS BILL

6/16/2011

(Text matches printed bills. Document has been reformatted to meet World Wide Web specifications.)

A CONCURRENT RESOLUTION

TO EXPRESS THE THANKS OF THE SOUTH CAROLINA SENATE FOR CARNIVAL CRUISE LINES' CONTRIBUTIONS TO THE ECONOMIC WELL-BEING OF SOUTH CAROLINA AND FOR THE COMPANY'S COMMITMENT TO OPERATING IN A BALANCED MANNER THAT IS SENSITIVE TO THE ENVIRONMENT.

Whereas, Carnival Cruise Lines is one of the largest vacation companies and is the most popular cruise line in the world. The company's stated mission is "to deliver exceptional vacation experiences... that cater to a variety of different lifestyles and budgets, all at an outstanding value unrivaled on land or at sea"; and

Whereas, Charleston is consistently ranked as one of the top ten tourism destinations in the world by numerous publications and the city has welcomed visitors for more than three hundred years; and

Whereas, visitors enjoy the area's golf courses, nationally-ranked tennis facilities, picturesque beaches, monumental battleships, and carefully preserved architecture. The city is a museum in and of itself, a treasure that should be shared, not sheltered; and

Whereas, the cruise business is a maritime business, and the South Carolina Ports Authority is charged by law with developing and improving the state's harbors and seaports and increasing waterborne commerce generally; and

Whereas, the cruise business generated $37 million for South Carolina's economy in 2010 and projected to generate 407 jobs in the Tri-County region, paying a total of $16,193,200 in labor income; and

Whereas, a 2010 survey of more than 1,500 embarking passengers showed that nearly one-third of Charleston's cruise passengers are South Carolina residents, more than one-third stayed more than one night in one of more than fifty different hotels across the area, one-half ate in one of more than one hundred different restaurants, and nearly forty percent shopped in resident-oriented retail stores, locally-owned shops, and tourist-oriented stores throughout the area; and

Whereas, South Carolina's cruise passengers are predominately couples traveling without children and these families have a median annual household income of between $100,000 and $124,999; and

Whereas, when a cruise ship embarks from Charleston, more than two hundred local residents are working directly in support of the operation, including check-in agents, parking attendants, longshoremen and stevedores, security personnel, and others; and

Whereas, the ship also acquires a number of products and services locally, including health care, flowers, water, paper products, ground transportation, financial services, and fuel; and

Whereas, the South Carolina Ports Authority maintains an environmentally responsible port. The authority reports that Carnival Cruise Lines, and all other lines that bring ships to the Charleston port, is a member of Cruise Lines International Association, a cruise industry trade association, which has collectively and voluntarily set strict environmental standards that exceed federal and international law, thereby partnering with the authority in its commitment to operate in a balanced and environmentally sensitive manner; and

Whereas, grateful for Carnival Cruise Lines' investment in the Palmetto State, the Senate takes great pleasure in commending the company for its contributions to South Carolina's economy and for its sensitivity to pertinent environmental issues. Now, therefore,

Be it resolved by the Senate, the House of Representatives concurring:

That the members of the South Carolina Senate, by this resolution, express their thanks for Carnival Cruise Lines' contributions to the economic well-being of South Carolina and for the company's commitment to operating in a balanced manner that is sensitive to the environment.

Be it further resolved that a copy of this resolution be provided to Carnival Cruise Lines.

----XX----

This web page was last updated on June 29, 2011 at 4:10 PM

Exhibit 48

RESOLUTION IN SUPPORT OF THE SOUTH CAROLINA STATE PORT AUTHORITY'S PLANS FOR THE REDEVELOPMENT OF UNION PIER TO INCLUDE RELOCATION OF THE PASSENGER TERMINAL

WHEREAS, The City of Charleston is a working port city that has been influenced economically and culturally by the marine commerce industry since its founding in 1670; and

WHEREAS, **The South Carolina State Ports Authority's (SPA)** mission is to contribute to the economic development of South Carolina by fostering and stimulating waterborne commerce and shipment of freight; and

WHEREAS, **The SPA** is dependent on over 400 private companies to facilitate Port operations and thus creates thousands of jobs for the citizens of the City of Charleston and throughout the Lowcountry including longshoremen, stevedores, harbor pilots, trucking companies, railroad operators, marine suppliers, customs agents and brokers, fuel vendors, equipment leasing companies, warehousing, freight forwarders, environmental service companies, admiralty attorneys, marine insurers, mechanics, diving companies, dredging companies, tug boats, marine surveyors; and

WHEREAS, **The SPA's** mission to promote, develop and facilitate waterborne commerce includes the movement of cargo and passengers; and

WHEREAS, **The SPA** and Council acknowledge the international and federal regulations in place to address environmental issues regarding the cruise industry and the SPA is committed to continue to work closely with the City and neighborhood residents to monitor other effects of the cruise ship business and where and when needed, mitigate those effects; and

WHEREAS, **The SPA's** forward progress in redeveloping Union Pier including the new passenger terminal is critical not only due to the potential for economic growth but also for the redevelopment of a waterfront asset and the opportunity for increased public access; and

WHEREAS, **The SPA's** first phase of the Union Pier redevelopment includes a new cruise terminal on the northern end of Union Pier and a commitment that

immediately upon its opening, the SPA and the City will work on new public access to the waterfront; and

WHEREAS, The Union Pier and Columbus Terminals are owned and operated by the SPA, which is an economically self-sustaining business owned by the state of South Carolina; and

WHEREAS, **The SPA's** cruise ship business will substantially contribute to our local economy; and

WHEREAS, **The South Carolina State Ports Authority,** which has been in existence since 1942 and is the primary catalyst for our marine commerce industry and represents the future success and economic health of our community:

NOW, THEREFORE, BE IT RESOLVED THAT I, Joseph P. Riley, Jr., Mayor, City of Charleston, and Charleston City Council pledge our support to the South Carolina Ports Authority in their vital role in our City and State's continued economic development which includes 1) plans to redevelop Union Pier including a new passenger cruise terminal on the north end of the property and new public access to the waterfront and 2) management of a cruise business as outlined in a June 25, 2010 letter from SPA Executive Director Jim Newsome and a July 30, 2010 letter from Bill H. Stern, Chairman of the SPA Board, as an attached addendum herein.

DONE this 14th day of September, 2010

Joseph P. Riley, Jr., Mayor
City of Charleston

ATTEST:

Vanessa Turner-Maybank
Clerk of Council

Exhibit 49

From: Dana Beach
Sent: Tuesday, September 07, 2010 9:13 AM
To: Dana Beach
Subject: Folks, Here's an extensive article covering local perspectives on increased cruise ship visitation. Dana

A city divided

Some see economic boon, others an unwelcome invasion

BY **GLENN SMITH**
The Post and Courier
Sunday, September 5, 2010

☐ **38 Comment(s)**

Cruising in: This is the first in an occasional series of stories looking at the impact on historic Charleston from weekly visits by these floating cities.

To the owners of Hall's Chophouse, a cruise ship pulling into port signals the sound of cash registers ringing.

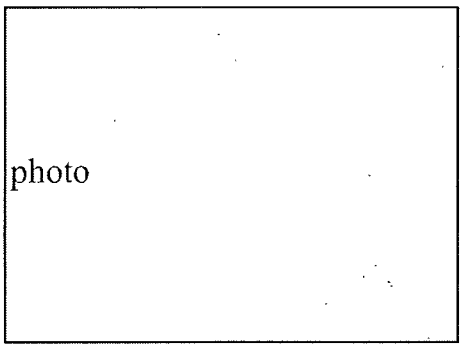


Photo by Brad Nettles

The Post and Courier

Traffic backs up on Hasell Street at East Bay Street as patrons of the Harris Teeter try to leave the parking lot Wednesday afternoon. Washington Street was closed

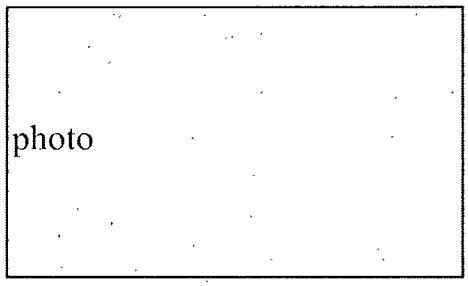


Photo by Brad Nettles

The Post and Courier

Carnival Fantasy

Read more

SPA-commissioned study on the economic benefits of cruise industry

Port news release about cruise terminal relocation

Union Pier redevelopment plan (114 page PDF)

Preservation Society of Charleston position paper on cruise management

Letter from Mayor Riley outlining his position on the cruise industry

Big boats bursting with people translates to increased sales for the

to traffic at Hasell Street during passenger loading of Carnival Cruise Line's Fantasy.

family-owned restaurant and a host of other businesses around Charleston, from Victoria's Secret to Coburg Dairy, florists to supermarkets, officials said.

Other folks, however, see these hulking cruise liners as waterborne threats to this historic city's quality of life. They view the ships as unwelcome behemoths that disgorge thousands of tourists, clogging city streets, straining infrastructure and raising the specter of pollution.

The cruise ship industry has been a part of Charleston for almost four decades, with nearly 1,000 ships visiting the Holy City in that time. The industry, however, has gained a greater toehold in the city since May when Charleston became a home port for the Carnival Fantasy. Rather than the occasional visit, pleasure ships are now bellying up to the docks at a rate of about two a week, with each ship dumping up to 3,500 people onto the city's streets.

That tourism infusion is expected to pump some $37 million into the region's economy this year amid a crippling recession, benefitting everyone from longshoremen on the docks to bellboys in area hotels.

"We definitely know when the ships are here, and we couldn't be happier," said Billy Hall, whose family owns Hall's Chophouse on King Street.

But not everyone wins.

While ship crew members wandered through Harris Teeter supermarket on a recent afternoon buying fresh supplies and wiring money home, the neighboring East Bay True Value Hardware didn't see a dime in extra business. Some regular customers stay away when the ships are in town, owner Kim Hines said. "Some Saturdays we wonder why we even open at all."

For many residents, the only tangible by-products of the ships are road closures and traffic jams. They look to cruise-heavy cities such as Key West and worry that things will only get worse until the boats and their human cargo overrun Charleston and destroy its fragile historic charm.

"It feels like we are giving up so much of our quality of life for something where most people don't see any benefit," SuSu Ravenel of Tradd Street said.

Some groups advocate having the city regulate the industry and establish local controls, while others suggest that is unworkable and unnecessary. The debate has divided neighborhoods and community groups.

"The best word that describes it is 'polarizing' -- extremely so," said Charles Rhoden, president of the Charleston Peninsular Neighborhood Consortium.

Port and city officials insist cruise opponents' fears are unwarranted.

State Ports Authority Chief Executive Officer Jim Newsome said the agency has every intention of keeping the cruise business at a scale that is appropriate to Charleston. That translates to no more than two 3,500-passenger ships per week, a limit supported by experience and current cruise bookings through 2012. Plans to build a one-berth passenger terminal on the northern end of Union Pier attest to

the SPA strategy of having just one ship in port at a time, he said.

"This is not Key West or Fort Lauderdale," he said, "and it will not become Key West or Fort Lauderdale."

Mayor Joe Riley, a supporter of cruise ships, also considers two ships a week an appropriate number for the city. He said the ships result in 250 direct jobs at the port, "substantial spillover economic benefits" and a diverse port portfolio.

Newsome said problems with snarling traffic largely have been ironed out as the SPA and Charleston police have devised better routes for getting passengers to and from the ships. Each cruise generates, at most, 400 to 500 cars coming into or leaving the city, an amount easily accommodated on local roads, particularly when passenger departures and arrivals are staggered over a 10-hour period, he said. The traffic situation will further improve when the new terminal is constructed, allowing for a more orderly flow and ending the need for street closures, he said.

"With the new cruise terminal, I don't think you will even know there is a ship in town unless you see it," Newsome said.

Newsome said the SPA went out of its way to involve the community in the process, and that involvement spurred the plan for a new terminal. Several neighborhood leaders have expressed support for the plan and have said encouraging words about the cruise industry's standards and practices.

"It's been a very controversial issue, and quite frankly, I don't see why that is. It helps the economy and creates jobs," said Elizabeth Farley Clark, president of the Charlestowne Neighborhood Association. "The SPA has been a delight to work with. They have been very receptive to the questions asked of them and have been very open about their plans."

Not everyone, however, shares that enthusiasm or trust.

At last week's meeting of the Historic Ansonborough Neighborhood Association, residents questioned president Pat Jones about her support of the pier plan and cruise ship practices when the association as a whole had not been asked for its opinion on the matter.

Jones said she feels the ships are best regulated at the national and international level, as the cruise business is a global industry and its boats are registered abroad. "These are not our ships," she said.

Others strongly disagreed. "When you have a resort-size ship parked down the street two or three times a week, it certainly feels like it's ours," former association president Jeremy Willits said.

Jones agreed to appoint a committee to study the issue.

Wendell Robinson, president of the Laurens Place condominium association, already has made up his mind on the ships. His development is next to Union Pier. While he doesn't object to cruise ships in principle, or to the port making a buck, he and his neighbors grow tired of fighting long lines of

passenger traffic just to get in and out of their homes.

"Two ships a week is too much," he said. "There needs to be some local regulation."

In late July, the Preservation Society of Charleston issued 13 pages of recommendations for managing the cruise industry. Among other things, the group wants to limit the number of ships visiting Charleston each year and ban ships with more than 500 passengers. It also advocates remote parking near the intersection of Interstates 26 and 526, an advisory committee to oversee the industry and a fee of $5 or so per passenger to fund infrastructure and tourism projects.

Evan Thompson, the society's executive director, said the cruise industry may be an important economic engine, but it should not escape the oversight afforded to carriage rides, pedicabs, walking tours and other visitor-oriented businesses. "One thing we have learned is that for tourism to be successful it needs to be managed," he said, "and cruise ships are no exception."

Port officials said the industry already is highly regulated, and it would be counterproductive for the ships to encounter different regulations in every port. Newsome also said no evidence suggests current environmental regulations fall short or that Charleston Harbor has been mistreated by pleasure ships.

Port officials have resisted the idea of a written decree limiting the number or size of ships. Newsome said the city would be consulted on any change in ship visits, but it would be unwise for the port to agree to arbitrary limits on its business.

Newsome also objects to a remote parking facility and imposing a $5 "head tax" for passengers. Newsome said it would be unfair to single out cruise visitors for a special fee when they represent only a fraction of visiting tourists.

Dana Beach, executive director of the Coastal Conservation League, said the city needs to decide what it wants to be -- a destination of culture and heritage or a hub for discount travelers.

"You can't brand yourself to be Myrtle Beach and Northeast Harbor, Maine, at the same time," he said. "You have to make a choice."

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Exhibit 50

Archive Print View

THIS STORY HAS BEEN FORMATTED FOR EASY PRINTING

The article you requested is displayed below.

City's cruise plan steams ahead
After long debate, council OKs creation of new terminal

Author(s): DAVID SLADE dslade@postandcourier.com. **Date:** September 15, 2010 **Section:** NATION

A controversial plan to develop a new terminal in Charleston to serve roughly two cruise ships a week won City Council's approval Tuesday night after hours of discussion. The cruise ship terminal would replace an existing one at the foot of Market Street, and is part of a larger $25 million State Ports Authority plan to redevelop the sprawling Union Pier Terminal property and shift cargo traffic north to the Columbus Street Terminal.

The city has been eyeing the Union Pier property for redevelopment for decades, and officials are excited about the prospect of remaking the waterfront at Market Street, but the increasing frequency of cruise ship visits has led to much controversy.

At the City Council meeting, about two dozen people spoke for and against the cruise ship plan in a three-hour debate that council members participated in before agreeing - without a single "nay" vote - to a resolution supporting the SPA plan.

Opponents that included preservation and environmental groups said the cruise ships visiting Charleston are too large and there are too many of them, causing traffic jams, waterfront eyesores and pollution.

Some said the cruise ships will attract a lower class of visitors to the city.

"It's good that people can enjoy this sort of inexpensive vacation, but we don't need to be the place for it," said South Battery resident Randy Pelzer, who said Carnival Cruise Lines could attract "the wrong type of tourists."

Advocating the cruise terminal and Union Pier redevelopment plan were local business groups, SPA officials, representatives of dock workers and several neighborhood groups.

"Good quality of life begins with having a job," said John Alvanos, president of the International Longshoremen's Association. "And cruise ships mean jobs."

Charles Rhoden, president of the Charleston Peninsular Neighborhood Consortium, which represents multiple downtown neighborhood associations, said the plan is good for neighborhoods, with its projected reductions in cargo-related truck and rail traffic.

Wendell Robinson, president of the Laurens Place condominium association - Laurens Place abuts Union Pier - was among those on the opposing side who wanted to see limits on the number of cruise ships visits, and local regulations on air and water pollution.

Dana Beach, director of the Coastal Conservation League, said that if the city doesn't cap the

number of cruise ships allowed, "we are sure to regret it in the future."

The number of cruise ships coming to Charleston roughly doubled from 2008 to 2010, to 67 ships, and 94 are expected next year according to SPA.

Each ship carries 1,900 to 3,500 passengers, plus a large crew, so the projected number of ships could equate to 200,000 to 300,000 people.

Mayor Joe Riley, a strong supporter of the plan, said most of the ships are departing from Charleston and later returning, not just stopping by as a port of call, so the people going on cruises also are visiting the city, staying in local hotels, and buying local meals and goods.

"This is a city. A city with a port," he said. "It's about two ships a week, and if they want more, they (the SPA) will have to come back."

With a limit of one ship at any time - the proposed terminal would only have room for one - Riley said the ships would not harm the city's quality of life, and said he was put off by what he described as "hyperbole" from opponents.

A Southern Environmental Law Center representative told council that cruise ships can dump "grey water" laden with fecal coliform bacteria just outside the Charleston jetties, while SPA and city officials insisted cruise ships won't discharge anything within 12 miles of shore.

Among council members, few expressed concern about the cruise terminal and Union Pier redevelopment plan, and Councilman Mike Seekings said the plan is in keeping with what the council asked the SPA to do.

"I, frankly, trust the State Ports Authority," Councilman Dean Riegel said.

Councilman William Dudley Gregorie sought to postpone the vote on the resolution, saying he still had unanswered questions. He did not audibly vote for the resolution, but he did not vote against it. The rest of council, with Councilman Tim Mallard absent, voted for the resolution.

According to SPA, the shifting of cargo traffic from Union Pier Terminal will remove two or three trains each day and 1,800 trucks and cars every week from that area.

The new cruise terminal could open in the third quarter of 2012.

Reach David Slade at 937-5552.

READ MORE

To read the resolution and letters of support for the cruise ship plan, go to postandcourier.com.

Technical problems: If you have a technical problem with your account please e-mail newslibrary@newsbank.com.

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Exhibit 51

The Post and Courier

Don't put new cruise terminal in the city's historic district

Posted: Wednesday, October 20, 2010 12:01 a.m.
UPDATED: Monday, March 19, 2012 1:22 a.m.

A recent article on City Council's cruise ship discussion misquoted me. I did not say that Carnival Cruise Lines attracts "the wrong type of tourists," as the meeting transcript proves.

What I did suggest was precisely what our city's Cruise Ship Task Force recommended in 2003 that Charleston "... focus cruise ship marketing on the luxury segment. These ships generally carry a smaller number of passengers but have a greater economic impact on the city per passenger."

This position is not snobbishness, just good business sense. Most Carnival passengers are from the Carolinas and drive here. Charleston is just their hub, not their destination.

In contrast, "budget" airlines such as Southwest benefit us all through lower fares, thereby increasing our land based tourism. A huge cruise ship docked downtown has no similar benefits and a lot more negatives, including air and water pollution, visual blight and traffic congestion.

One major negative is that Concord Street is closed most of the day to unload 2,000 to 3,000 passengers in the morning and load 2,000 to 3,000 new passengers in the afternoon, and its traffic is diverted to the already congested East Bay Street. Many residents avoid the East Side entirely because of uncertainty about the delays and traffic snarls.

Downtown traffic is already uniquely frustrating to Charlestonians who face delays from carriages, tour buses, pedicabs and sightseeing motorists. Over time, the added traffic congestion downtown will discourage residents and tourists from shopping and doing business in downtown Charleston.

Naturally, the State Ports Authority (SPA) prefers large budget ships to smaller luxury lines; it collects hefty per passenger fees and $15 per day, per car, for parking. Larger ships mean substantial additional revenue for them at our inconvenience.

The SPA cites its own economic study projecting great benefits to Charleston. Don't believe it. For example, much of the economic benefit is supposedly from purchases of supplies and services, but anyone can see from Concord Street that trucks provisioning Carnival come from Florida.

I believe that the other supposed benefits from crew and passenger spending are similarly exaggerated, particularly for downtown businesses.

I also expressed concern to City Council about the kind of development which may occur if the SPA is the developer of Union Pier. Can a redevelopment next to a cruise terminal with all its noise, pollution and congestion, attract quality residential and commercial construction compatible with the historic district, or just T-shirt and trinket shops and chain motels like cruise areas near St. Thomas and Key West? Consider the appearance of the Columbus Street and Union piers -- the rusting chain link fences topped with barbed wire, rusting buildings, stacks of containers, and graffiti-laden rail cars.

For decades, the SPA has inflicted the most beautiful peninsula in the country with an ugly industrial area, not even replacing the oleanders along East Bay Street which had provided inexpensive screening. Should we entrust the redevelopment of Union Pier to a state agency with this record -- one that has resisted any legal agreement to limit the size and number of cruise ships, or ship pollution?

The city favors moving the cruise terminal to the Union Pier, extending our public promenade along the harbor, and mitigating traffic congestion. There are better alternatives to achieve these worthy goals, particularly in light of the SPA's ample terminal capacity with its new North Charleston terminal.

If the cruise terminal were moved north of Calhoun Street to the Columbus Street terminal, traffic congestion in the tourist-laden historic area would be minimized, helping unfortunate condominium residents north of Union Pier who face not only worse traffic but increased noise and pollution from a cruise terminal adjacent to their homes. Or moving the cruise terminal to the new North Charleston terminal, with its direct access to 1-26, would provide easy access for passengers, eliminate congestion and provide a nice supplement to North Charleston's gambling cruises. Passengers and crew would have quick access to affordable hotels, shopping, or downtown Charleston. The same would be true for moving it to the Wando Terminal.

Under either of these alternative cruise sites, our local economy would retain any economic benefits.

Regardless of where the cruises dock, standards and passenger fees should be imposed to protect the community.

If the SPA resists private redevelopment of the Union Pier property, the state Legislature could mandate its sale, thereby helping to fund the state deficit or future port expenses.

The Legislature mandated the new port's location and forced the SPA to sell its Daniel Island property after realizing the damage the SPA would cause to our region with its Global Gateway proposal.

A couple of years ago, Bermuda moved large cruise ships from historic Hamilton to a former naval facility about 15 miles away, partly from the adverse effect of large cruise ships on downtown business.

Most other cruise ports such as Portland, Maine, and Baltimore are placed away from downtown residential areas.

Should we not be even more protective of a National Historic Landmark District which is the central attraction of our tourist industry?

Randy Pelzer

South Battery

Charleston

Exhibit 52

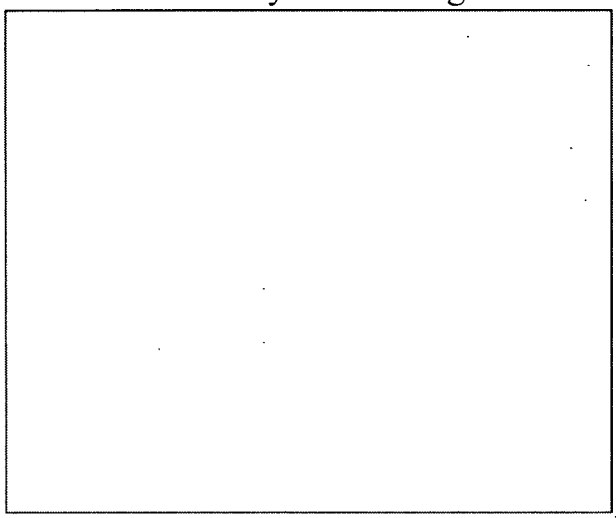
From: Evan Thompson [ethompson@preservationsociety.org]
Sent: Friday, March 11, 2011 11:28 AM
To: 'John Liberatos'; Katie Zimmerman
Cc: SCCCL; jrandolphpelzer@hotmail.com
Subject: RE: Another one bites the dust. Carnival leaves Mobile after they build new terminal
Not surprised. I expect that a few T-shirt shops will be closing in Mobile; and that there will be some vacancies in the Econolodge in Daphne.

Evan R. Thompson
Executive Director

The Preservation Society of Charleston
147 King Street
Post Office Box 521
Charleston SC 29402
p: 843-722-4630
f: 843-723-4381
www.preservationsociety.org
Founded in 1920, the purpose of the Preservation Society of Charleston is to cultivate and encourage interest in the preservation of buildings, sites and structures of historical or aesthetic significance and to take whatever steps may be necessary and feasible to prevent the destruction or defacement of any such building, site or structure such purposes being solely eleemosynary and not for profit.

From: John Liberatos [mailto:johnliberatos@gmail.com]
Sent: Friday, March 11, 2011 10:30 AM
To: Katie Zimmerman
Cc: SCCCL; 'jrandolphpelzer@hotmail.com'; ethompson@preservationsociety.org
Subject: Re: Another one bites the dust. Carnival leaves Mobile after they build new terminal

that's because they are coming to charleston



John Anthony Liberatos
89 1/2 Wentworth Street

Exhibit 53

COUNCIL CHAMBER

Regular meeting

September 14, 2010

The fifty-fifth meeting of the City Council of Charleston was held this date convening at 5:22 p.m. at City Hall.

A notice of this meeting and an agenda were mailed to the news media September 9, 2010 and appeared in The Post and Courier September 12, 2010 and is made available on the City's website.

PRESENT (12)

The Honorable Joseph P. Riley, Jr., Mayor

Councilmember White	District 1	Councilmember Waring	District 7
Councilmember Hallman	District 2	Councilmember Seekings	District 8
Councilmember Lewis	District 3	Councilmember Alexander	District 9
Councilmember Mitchell	District 4	Councilmember Riegel	District 10
Councilmember Gallant	District 5	*Councilmember Mallard-absent*	District 11
Councilmember Gregorie	District 6	Councilmember Wilson	District 12

Mayor Riley called the September 14, 2010 City Council meeting to order at 5:22 p.m.

in smaller ships. To handle the ship volume it could be more ships, but much smaller. That's what I think would make it more livable for us. Thank you."

8. Randy Pelzer - 68 South Battery: "I've lived in Charleston my whole life and I thank you for letting me address you. I am going to speak on the subject of the cruise lines. I have witnessed, during my years in Charleston a lot of new developments. This is a very unfortunate development, in my opinion for the City of Charleston. Particularly with a budget cruse line like Carnival Cruise Line. I have seen in my daily life, continual snarls on East Bay Street, leading me to totally avoid that area because I'm not sure when the cruises are in town and what the delays will be just going to East Cooper (Mt. Pleasant) or Harris Teeter on East Bay Street. But finally, and I am not going to address all the bad environmental effects of it. I fully think that the City should impose serious regulations on this. We should be a leader in establishing quality controls over this cruise line business, because it is a major factor in downtown Charleston already. What I am concerned about is the future. I share Mayor Riley's vision for the City. I love the fact that we have a public promenade that goes around the City that most people can enjoy and that will hopefully be extended under the redevelopment plan. I also share his idea that we should have a prosperous tourism industry, but I don't have confidence that the Carnival Cruise Line is going to generate that type of redevelopment activity that we want in downtown Charleston. This is a budget line, this is the lowest category of cruise line. They offer cruises for $70/day, including meals. The people that come here to enjoy this, it's wonderful that they have an inexpensive vacation, but we don't need to be the site for it. There are a number of other places that would welcome it. I think the majority of the residents of downtown do not welcome this type of thing and are concerned about the type of development that will take place. If the cruise line is the center of activity it will generate, not nice hotels, but more reasonable hotels and they won't support our existing hotels. They will create further congestion and damage the brand of Charleston, nationwide so that we will not attract the type of tourist that we're presently set up to attract, that are drawn to our beautiful city and that was built, not on a budget, but on a luxurious scale. Thank you."

b.

9. Ashley Thorpe – 550 Harbor Cove Lane: "I just have a really quick

because City Council is the most effective entity to regulate the size of cruise ships that are coming into Charleston. It is very important to balance something that a business may value vs. what the community of Charleston values."

10. John Hassell – 7 Formosa Drive (Councilmember Seekings' District): "I am here as vice-chairman of the South Carolina State Ports Authority. Jim Newsome is traveling in Asia trying to get us more business and regrets that he can't be here too. I want to thank you for taking up tonight, this Resolution regarding the relocation of the Ports Authority passenger terminal and the redevelopment of Union Pier. We think that it provides and extraordinary opportunity for the City, its residents and to our Port. We hope that each of you will see it the same way and vote in favor of the Resolution. This project began back in February 2009 and when the authority initiated a project to renovate the existing terminal, in order to satisfy the needs of the cruise industry; meet the requirements of the U.S. Customs and Border Protection and reduce congestion downtown. We partnered with the City and hired Cooper, Robertson as Consultants, we sought and received wonderful input from the citizens from Charleston and now we have a very exciting plan. It is quite different from what we had envisioned at the start. The new plan relocates the existing cruise terminal to the north-end of Union Pier; reclaims historic waterfront and redevelops the remaining commercial port space at Union Pier for other uses and public access. We have worked very closely with the City and the community in matters involving the cruise business, including traffic control, communications and the scale of the business. We have formed a Cruise Neighbors Advisory Council for residents nearest the terminal. I don't want to leave tonight without pointing out that the cruise business today, especially, means jobs and economic activity for this part of the state. Now is the time that we need it very much. Finally, I want you to know the State Ports Authority Board is united in support of this project. We will live up to the commitments we have made to the City and its citizens and we will continue to actively engage the community throughout the process. Thank you very much."

11. John Crotts – 688 Serentina Court, Mt. Pleasant: "In 2004 Council asked me to Chair the Cruise Ship Taskforce, which we brought in all members of the neighborhood associations, preservation organizations and the Maritime interest together to work with the existing terminal facility to see how we can leverage its economic advantages, but do it in such a way that did not impose upon the livability of the City itself. We came up with an exhaustive 120 page report. As I recall, much of what we had to work with was a port terminal that was in a poor location, that created a lot of destruction effects. I'm very excited about the current activity at the Port itself, but the current plans are good use of the Union Pier area itself. With only a modest increase in the number of ships, from the 2004 to the 2009; excuse me, the 2010 level, including twelve (12) new, additional ships. Looking at the origination cruises to the fewer port of calls, we have close to quadrupled the economic impact of those activities. Currently our estimates which are very conservative, looking anywhere, $37,000,000 in economic impact and 407 jobs directly supported the current level of cruise ship activities. I would like to see that preserved. I would like to see the lead terminal go through. I would like to see the opening up of Union Pier for local use as well as recreation use. Thank you very much."

a.

12. John Cameron, Captain (Ret.) U.S. Coast Guard – 1061 Groves Manner Court, Mt. Pleasant: "I am employed at 6 Concord Street, Charleston. As a former Coast Guard Captain of the Port, responsible for marine and environmental

(a. cont.

protection, among other missions of the Coast Guard, I hope to assure you that the cruise ships that call here are indeed heavily regulated and diligently inspected with regard to environmental safety. The Coast Guard reviews these systems as the ships are being constructed in foreign yards around the world and continues to follow them through their service lives. Water quality in our port cities has improved tremendously over the last several decades, in no small part due to the evolution of sophisticated regulations. None-the-less, the cruise ships that call here practice standards well in excess of those regulations and have been so successful. Examples of their prudence are that they discharge no sewage what-so-ever, into our port and wait until they are 9 miles beyond the lines in the ocean, where sewage discharge are unregulated. The EPA in a study of cruise ship activity in the Alaskan Inland Passage specifically lauded these practices as exemplary beyond compliance, unquote measures. These practices are a commitment of the trade association to which Carnival belongs. The notion the cruise ships are soiling our harbor is not grounded, in fact it discounts a very important mission being carried out by the dedicated men and women of the Coast Guard and others who work so hard in environmental protection and are proud of the success of the evolution of water quality standards and the marine environmental protection standards in the United States and around the world. Thank you."

13. John Alvanos – 2512 Watercrest Lane: "I am the President of the International Longshoreman's Association here in the Port of Charleston. A lifelong resident, grew up here in Charleston, right on the corner of Wentworth and Pitt Street. I'm going to speak on jobs tonight and I can tell you what a jobs is. We support a vibrant port and the Resolution on the cruises. We have to preserve Charleston and enhance the City. But for most people, quality of life begins with a job. I know what a job is. For nearly 40 years of working on the Charleston waterfront, I can tell you its been great and

Exhibit 54

From: Dana Beach
Sent: Monday, March 28, 2011 11:19 AM
To: Dana Beach
Subject: Union Pier Study
Folks,

Here is an article on our proposal to conduct an economic study of alternative uses of Union Pier. We feel it is important to examine the various development options and their fiscal implications for the city, county and state, and for the State Ports Authority. We are particularly interested in the potential for redeveloping the entire tract privately, instead of simply the lower 35 acres.

Dana

More scrutiny for Union Pier Terminal cruise plan

BY **ALLYSON BIRD**
abird@postandcourier.com
Friday, March 25, 2011

3 Comment(s)

Buzz

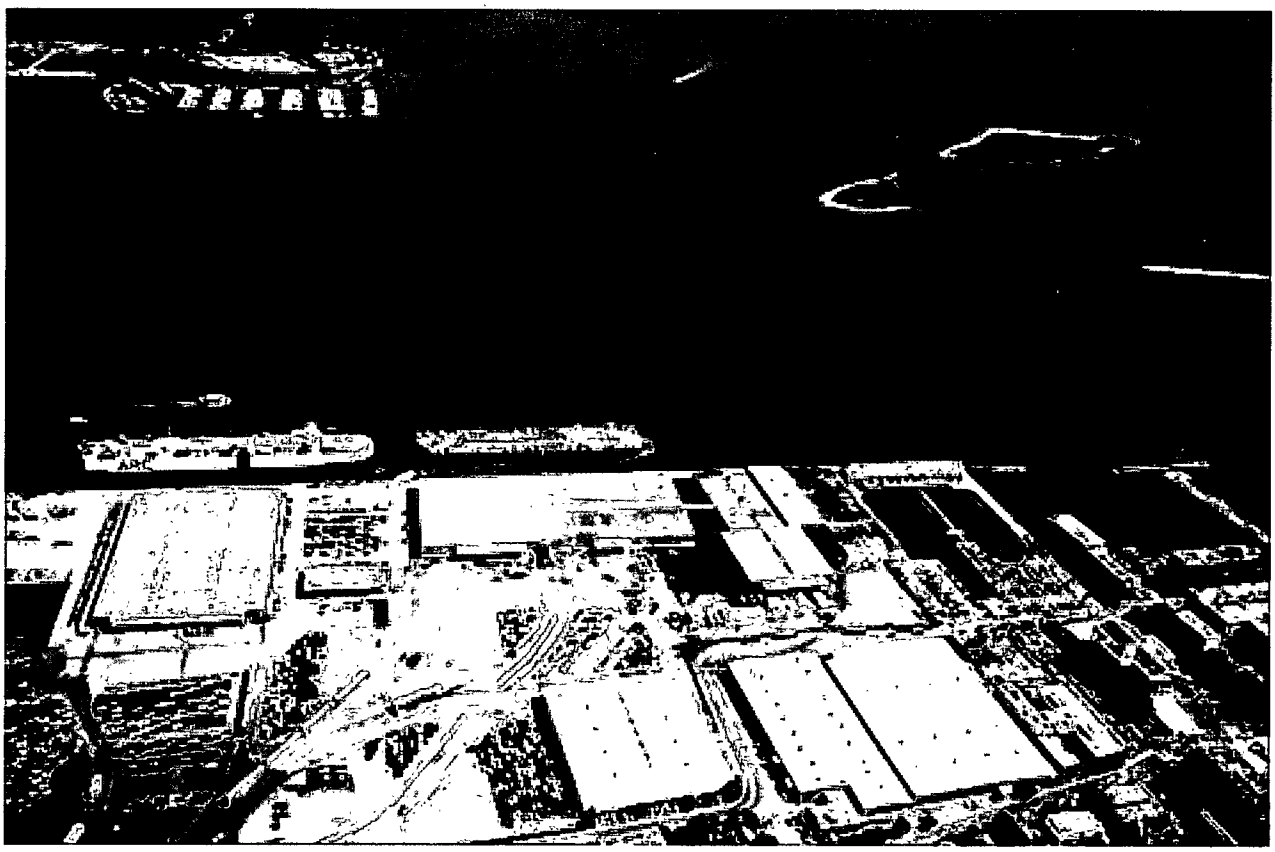


Exhibit 55

Carrie suggested that I shorten my letter to the P&C to submit to the Mercury, which is due tomorrow. I have embedded it in this email. Needs to be 400 words - I have reworked to 398. I would appreciate your comments.

Thanks!

Margot

A Message That Bears Repeating

We are not against the cruise ship industry. We are not against job creation. We are not against a strong economy in Charleston. We are not against tourism. ***We are for a measured approach to regulation***, as are Historic Ansonborough Neighborhood Association, the Preservation Society, Historic Charleston Foundation and the Coastal Conservation League. Without enforceable controls, the negative impacts of traffic congestion, bunker fuel emissions, water pollution, visual obstruction and noise from the P.A. systems and horns, far outweigh the positives for homeowners and businesses on the east side. The long term financial success Charleston has had with tourism is due to the careful controls and review that have been applied to all of the businesses that operate within its boundaries. We are only asking that the same level of oversight be applied to the cruise industry, which includes frequency of visits, size of ships, environmental standards and construction of the new terminal. This is a reasonable request.

We are not against the redevelopment of the 35 acres at Union Pier for non-maritime use. ***We are for developing all 65 acres for non-maritime use and moving the proposed cruise terminal to the northern end of the Columbus Street Terminal.*** Selling Union Pier to a private developer could help offset the 1.3 billion anticipated budget gap for our state and avoid using prime waterfront property in the historic district for surface parking, which is not the highest and best use of Union Pier. There is ample space (155 acres) at Columbus Street for a multi-use passenger terminal and parking. A cruise terminal at the Columbus Street site could potentially create even more jobs than its proposed location, as it would promote development of the Morrison Drive corridor, an area sorely in need of economic advancement. Imagine new hotels, restaurants and service stations in that locale, which would translate into more jobs and an increase in our tax base. In effect, our proposal is better than the one on the table now and although the SPA states that a cruise terminal at the northern end of the Columbus Street Terminal is not feasible, we believe they should reconsider. This is a reasonable request.

We are not against the work of the SPA or the "Cruise Business Council." ***We are for***

005685

Exhibit 56

From: Dana Beach
Sent: Monday, April 11, 2011 6:04 PM
To: Margot Rose
Cc: Katie Zimmerman; Randy Pelzer; sgates100@gmail.com
Subject: Re: Possible new SPA board members
That is fantastic. Bottom line, using Union Pier for a cruise terminal, keeping 27 acres off of the tax roles, in surface parking, by a state agency whose core business is moving freight, not tourists, is a gross misuse of state assets and an abuse of power. He needs to push that point.

From: Margot Rose <mtrose19@gmail.com>
Date: Mon, 11 Apr 2011 18:01:35 -0400
To: Dana Beach <danabeach@scccl.org>
Cc: Katie Zimmerman <katiez@scccl.org>, Randy Pelzer <jrandolphpelzer@hotmail.com>, "sgates100@gmail.com" <sgates100@gmail.com>
Subject: Re: Possible new SPA board members

Sorry to miss the meeting today. I am home with bronchitis. Boykin and I are hosting Henry McMaster and his wife Peggy, at our house next month for an overnight stay and will continue to work on him.

Exhibit 57

From: Jay Williams [jwilliams@dmrinteractive.com]
Sent: Monday, June 06, 2011 7:48 AM
Subject: Letter to the editor - todays P&C

The Post and Courier continues to print letters-to-the editor that seem to parrot press releases from the SPA These letters never attempt to discuss the issues or the problems with the SPA plan (and seem to be part of a letter-writing campaign). The most recent example is ludicrous, and it's from today's paper. The reader wants us to assume that whatever the SPA puts on its website represents what the SPA is trying to do. What the SPA is really trying to do is overrun the most valuable undeveloped land in Charleston for a cruise terminal and nine acres of unnecessary asphalt parking lots and avoid all regulation or oversight in the process.

This palaver must be countered by strong letters from opponents that logically and concisely discuss the real problems with the SPA Plan. Consider writing one.

SPA priorities

On its unionpierplan.com web page, the State Ports Authority lists the following goals of its plan. Note the prominence assigned to environmental considerations:

1) Create a financially viable plan for a new cruise terminal that is attractive and in keeping with the character of historic Charleston.

2) Comply with today's enhanced cruise security requirements.

3) Mitigate impacts on existing infrastructure and traffic.

4) Identify additional uses for the Union Pier property that bring enjoyment to Charlestonians and enhance the local economy.

5) Increase public access to Charleston's historic waterfront.

Philip Snead

North Edgewater Drive

Charleston

Exhibit 58

From: Charles Waring [cwwaring@hotmail.com]
Sent: Thursday, May 05, 2011 1:37 PM
To: Katie Zimmerman
Subject: RE: Union Pier Redevelopment Forum 5-9, HCF asking community for questions
Dear Katie,

I will do as you suggest. I was thinking you all had a number of concerns and I did not want to waste my chance at bat with repeating what someone else was going to say.

Cheers,

Charles

Charles W. Waring III, Publisher, Charleston Mercury, http://www.charlestonmercury.com Tel. (843) 813-2647 (direct line) For ADVERTISING contact: Gray Hassold, Account Representative (804) 306-8384 or gray.w.hassold@gmail.com; Sharon Bruner, Account Representative (843) 425-8451 or sharonrbruner@gmail.com; Marcy Krawcheck, Account Representative (843) 532-3466 or mkrawcheck@gmail.com; For SUBSCRIPTIONS contact: (843) 958-7385 For NEWS contact: Megan Abigail Chandler, Lifestyle Editor and Assistant to the Publisher (843) 817-5566 or (843) 441-1001 • (Office line) 937-5547

The *Charleston Mercury* has numerous affluent readers capable of purchasing the goods and services our advertising clients offer. Make our readers your clients.

From: katiez@scccl.org
To: cwwaring@hotmail.com
Date: Thu, 5 May 2011 13:32:34 -0400
Subject: RE: Union Pier Redevelopment Forum 5-9, HCF asking community for questions

We share your concerns and are hopeful it will be balanced. John Tourtellot has a great deal of experience with cruises in other places, so I hope he will be good. And Andrew is the consultant in charge of the Union Pier study we are doing.

As far as questioning: The redevelopment of Union Pier terminal is Charleston's BIG opportunity to make a huge change for the better. After the fire in Chicago, they used the opportunity to make major, good redevelopment decisions. The opportunity Charleston has to open up the waterfront for the public, to get private redevelopment that extends the city's fabric, is an amazing opportunity. We shouldn't squander it for a cruise terminal. If you can focus on this BIG opportunity that is before us, it would be perfect. Does that make sense?

Coastal Conservation League
P.O. Box 1765
Charleston, SC 29402
Ph 843-723-8035 x 1028
Fax 843-723-8308
katiez@scccl.org

Exhibit 59

f: 843-723-4381
www.preservationsociety.org

Founded in 1920, the mission of the Preservation Society of Charleston is to inspire the involvement of all who dwell in the Lowcountry to honor and respect our material and cultural heritage.

From: Dana Beach <DanaBeach@scccl.org>
Date: Thu, 19 Apr 2012 15:43:14 -0400
To: Kirkland Grant <kgrant@charlestonlaw.edu>
Cc: "J. Randolph Pelzer" <jrandolphpelzer@hotmail.com>, "jwilliams@dmrinteractive.com" <jwilliams@dmrinteractive.com>, Steve Gates <sgates100@gmail.com>, "cwagnew@bellsouth.net" <cwagnew@bellsouth.net>, Evan Thompson <ethompson@preservationsociety.org>, "cuz49@comcast.net" <cuz49@comcast.net>, Katie Zimmerman <katiez@scccl.org>
Subject: Re: Nice job

Very important.

Sent from my iPhone

On Apr 19, 2012, at 3:37 PM, "Kirkland Grant" <kgrant@charlestonlaw.edu> wrote:

> And we need to be aware that if the permit is granted we can litigate that decision.....
>
> **From:** Dana Beach [mailto:DanaBeach@scccl.org]
> **Sent:** Thursday, April 19, 2012 2:38 PM
> **To:** J. Randolph Pelzer
> **Cc:** jwilliams@dmrinteractive.com; Steve Gates; cwagnew@bellsouth.net; Kirkland Grant; ethompson@preservationsociety.org; cuz49@comcast.net; Katie Zimmerman
> **Subject:** Re: Nice job
>
> This is very good, Jay. I would only suggest adding that the comprehensive scope of the permit review is not just common sense, it is the law. Katie can email you my comments for the relevant sections of the program.
>
> Dana
>
> Sent from my iPhone
>
> On Apr 19, 2012, at 11:26 AM, "J. Randolph Pelzer" <jrandolphpelzer@hotmail.com> wrote:
>
> > Thank you, Jay. I totally agree with your comments.
> >
> > Subject: Re: Nice job
> > From: jwilliams@dmrinteractive.com
> > Date: Thu, 19 Apr 2012 11:05:16 -0400
> > CC: cwagnew@bellsouth.net; kgrant@charlestonlaw.edu; DanaBeach@scccl.org; ethompson@preservationsociety.org; cuz49@comcast.net; jrandolphpelzer@hotmail.com
> > To: sgates100@gmail.com
> >
> > Confidential, please. DNF.

Last night was terrific; you were organized, passionate yet logical. And I thought the personal stories of how the ships in port impacted people's lives were incredibly effective. I loved the man's comments about the parking lots, too--how they were the sign of suburban sprawl, etc. Although I will likely cover this in a blog, I thought I would throw out some quick impressions of the arguments from the ILA--as I think in follow up comments as Steve has suggested he would send in--as these need to be responded to. We have until May 9th to get our further comments in to DHEC/OCRM. Last night's moderator was Blair Williams, Manager, Wetland Permitting Section, DHEC/OCRM--FYI. Here's what I heard, but all of you may have heard different things.

1) The "airport" argument. "I was born in Charleston, my family has worked for generations on the docks, and Union Pier has always been a working pier... "You got here late/knew it was a dock, that ships were here," etc. Some thoughts/talking points for response: Charleston's maritime history is rich... S. Adger's Wharf, Mid-Atlantic Wharf, Water Street... but much of that is now part of the history we celebrate (after trains, cars, airplanes changed the role of sailing ships). Much of the Cooper waterfront is now homes, restaurants and offices...and the peninsula is strained by commerce, growth, tourism... Charleston's history is what is bringing thousands of new residents every month to live here...and is driving tourism... We are not talking about beautiful sailing ships dotting Charleston harbor seeking their places at the various docks and piers...the ships that are glorified in Charleston's maritime history... We are talking about giant post-Panamax sized-ships--100,000+ tons, 170' or more high--and cruise ships that are getting ever-larger, dwarfing the 100-year-old Titanic, the most colossal ship of its time... These giant cruisers, and there will only be more and bigger ones coming from an industry that is growing 6% a year, no longer belong in front of a well-preserved, historic skyline with Colonial-era buildings and homes... Just look at the horrific images of giant cruisers overwhelming Venice--are people really advocating this as a permanent "solution" for Charleston? Fortunately, the SPA has many places, un-or underdeveloped, including here at the old Navy yard, for large-ship maritime commerce, especially just to the north at Columbus Street Terminal, the north end of which is both unused and close to highways so that cruise tourists, provisioning trucks, busses, tour vendors, and tourist transport could come and go without damaging or inflicting inconvenience on Historic Charleston--there's Veteran's terminal, already operating south of the old Navy yard...

2) The "jobs" argument. "I was born in Charleston, my family has worked for generations on the docks..." No one is advocating for a reduction in maritime jobs--in fact, we believe that if the proposed cruise terminal were moved to Columbus Street Terminal, Veteran's Terminal or even Patriot's Point--vs. at a cramped downtown location like Union Pier, with constant noise, pollution, visual pollution, etc. drawing ire not only from residents but also from tourists who will be increasingly upset that an historic, charming city like Charleston is being compromised by giant cruise ships--that the cruise industry and maritime jobs would actually increase. We are calling for regulations, at the very least, at Union Pier--as these would be required to even consider going forward, but they would be less necessary at Columbus Street and not necessary at all at Veteran's Terminal. We are not talking about not having cruise ships, and certainly not talking about eliminating maritime jobs--we are talking about the best place for cruise ships for the next 100 years--and trying to determine how to best anticipate and accommodate those ever-larger ships in 2030, 2075, and 3000. Jobs are not the issue--but Union Pier as a location for the future is not acceptable.

3) The "no soot" argument. "I work near the ships every day--I drive a white truck, sitting next to 85% of the cruise ships, and there's no soot on my truck..." This is a nonsensical argument, that nonetheless needs to be refuted. Of course there's no soot on your truck--there's no soot on the passengers or on the ship either. That's because these smokestacks rise high into the air--many feet above the 13-14 deck ships that now arrive here--160' or so above that white truck. Ships have high funnels to keep the soot off the area around the ship--including this man's white truck. But the soot from bunker fuel--so toxic and noxious that it is not permitted to be burned anywhere on land in the United States--is emitted and carried by the breeze or wind, has high, heavy particulate matter that falls from the sky--on to homes, cars, tourists and residents alike. And its dangerous--life threatening. According to Dr. Stephen I. Schabel, a member of the SC Medical Assn. who refers to ports as places at high risk for particulate emissions that are harmful to people's health. Cruise ships, he says, spew four times the air emissions than cargo ships. While in port, they must keep air conditioning and lights on, so they keep their engines running... Shore side power is essential--and is required in many ports now--and the cost, under $5 million, is chump change for a company like Carnival that generated $574 million in free cash flow over 2011...and the SPA that seems to pay its executives lavishly, can afford junkets to the Panama Canal for its staff, SC legislators, and an executive of the Metro Chamber of Commerce... (the reality is, though, we can't let them get away with just shore power--a drop-in-the-bucket expenditure in order to stay at Union Pier--as the other impacts of cruise ships--traffic, congestion, cruise passengers replacing higher quality tourists downtown, ships blocking the skyline, the missed opportunity of developing Union Pier for higher and better use, etc. will remain if they are allowed to build the warehouse-terminal at Union Pier).

4) The "five pilings is all we're talking about" argument. No it isn't, but this has to be addressed. This is, as one person analogized, just the footprint of the elephant--and the elephant is what we must worry about.

5) "This is only a one-berth terminal" argument. No it isn't, even if Mayor Riley said it. Union Pier's existing dock is 1800' long. The Carnival "Fantasy" is 855' long. Do the math. Two Carnival "Fantasy"-sized ships can fit there easily...but so can the largest ocean liners afloat. The SPA and the mayor have refused to agree to regulations limiting cruise ships--and we must point this out again and again. Here's what the SPA's CEO, Jim Newsome, struck a defiant tone about regulation in an SPA email blast on August 12, 2011 (this is public record):

"The [just passed, toothless city] ordinance spells out a process for the City's actions and is consistent with the same community involvement process that the Ports Authority has committed to undertake. As such, we are not opposing this ordinance. However, we have consistently opposed any attempt to limit our maritime commerce mandate under South Carolina law. Any such action would present unacceptable and illegal limits on port business when our state desperately needs jobs, spending and investment."

We need to come to grips with the reality that there will never be cruise ship regulations--no official has the will to impose them and the SPA is too powerful to allow it. That's why the terminal site at Union Pier must be defeated--as there will be no controlling what happens there. The terminal must be moved. The lie of a "one berth" terminal must be exposed for what it is. And we need to explain what unregulated cruise ship activity in downtown--which is what we are going to have--will do to our city.

6) The "we've held all these public input meetings, so it's too late to whine" argument. One lady attacked this last night, calling the meetings a "sham," for indeed they were. At the one I attended at the existing terminal, which I will write to them about, we were divided up into 6 groups with a moderator and many ILA and SPA officials among the "participants"--they were there to quell any real questions and the room was divided up to prevent any real outbreak of opposition. The one rule they had that made it a sham: we are only talking about input for the terminal building--we are not entertaining any questions about the location of the terminal, Union Pier, traffic, etc.--just the design of the building. I, of course, asked about the 1800 ft. pier--it threw the moderator off, but one of the SPA officials jumped in and said that with the ropes and stuff, you couldn't fit two ships on the dock at the same time (under my breath I asked if he'd ever seen the ships lined up end to end in Ft. Lauderdale--of course there's room for two ships...). The point is that these meetings were not about the location of the terminal, its potential impacts, environmental damage, cruise ship size--or anything else. They were only about the terminal design--and only modest changes were made to the exterior, and even those changes were not made because of the "input" meetings but at the request of the BAR.

There are also two additional arguments I think we need to get across and keep in our quiver:

A) Rapid Growth already threatens Charleston, even without cruise ships. Charleston is changing rapidly--and for an historic city, change can be inimical to the historic structures and culture that is its main economic driver. Please see item #6 in my last blog ("7 Reasons...") for two statistics on the dramatic rise in both tourism and population--it's dramatic. There is no way to stop people from moving here or flying or driving here--yet the peninsula cannot be enlarged. To insert unbridled, unregulated cruise ship tourism DOWNTOWN at the center of this growing population and tourism mix can only be detrimental to the city.

B) We must destroy the myth that cruise ship tourism is a major boost for Charleston. I covered this, along with providing sources, in a previous blog, "A Tale of Two Studies," highlighting the Miley Study for the Historic Charleston Foundation. The truth is that people are only coming to Charleston to sail away and spend their money elsewhere, not here. Last night, one ILA member likened the cruise terminal to an airport--for indeed it is. Yet no one would suggest putting an airport in an historic downtown...

Just some thoughts.. --Jay

On Apr 19, 2012, at 8:00 AM, Stephen Gates wrote:

Exhibit 60

Fwd: Post-Thanksgiving News!

From: Cruise Ship Standards/Controls <cruisestandards@gmail.com>
To: amy@scelp.org
Subject: Fwd: Post-Thanksgiving News!
Date: Tuesday, April 30, 2013 7:48 AM
Size: 6 KB

Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413
cruisestandards@gmail.com

For more information about C4, visit www.charlestoncruisecontrol.org

---------- Forwarded message ----------
From: **Cruise Ship Standards/Controls** <cruisestandards@gmail.com>
Date: Sat, Nov 26, 2011 at 11:07 AM
Subject: Post-Thanksgiving News!
To: cruisestandards@gmail.com

For those that are out of town, please check out our website today....there is an Op-Ed and Editorial from the Post & Courier. Both can be accessed from the right hand side of the home page to be read in their entirety!

Hoping you are having a wonderful holiday weekend!!

Carrie Agnew
Executive Director, C4

Charleston Communities for Cruise Control
PO Box 21022
Charleston, SC 29413
cruisestandards@gmail.com

For more information about C4, visit www.charlestoncruisecontrol.org

Exhibit 61

dt12249

COASTAL
CONSERVATION
LEAGUE

December 31, 2012

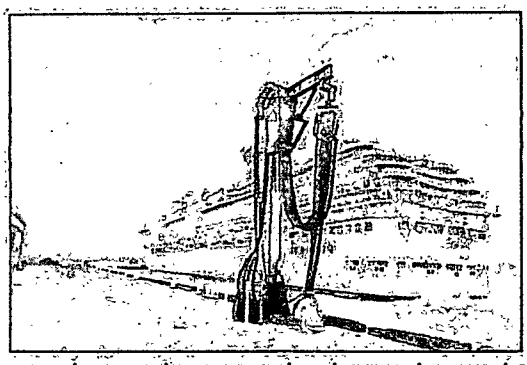
In 2009, cruise ships called on Charleston 33 times. This year, 85 calls are scheduled, and the height of the cruise season, October and November, saw an average of three ship visits per week.

The presence of these looming visitors is impossible to ignore. As *The Guardian*'s food journalist recently noted, in an otherwise glowing review of Charleston's cuisine, "a cruise liner parked in the [Charleston] harbor looms over the rooftops and spires like an ocean-going Godzilla." Even as Charleston earned the title of "Best City in the World" from the readers of *Conde Nast Traveler*, it was pointed out by voters that "the only sad thing that has happened to Charleston is allowing large cruise ships to dock in the historic district, which takes away from an otherwise peaceful experience."

Downtown residents and visitors cannot escape the unrelenting noise, the coastline blight, the emissions and the traffic. The benefits of cruise ships are modest, while the damage to our historic city is undeniable. Stephanie Meeks of the National Trust for Historic Preservation stated, "Without reasonable limitations, [cruise ship] impacts threaten the very character of this historic place."

For nearly three years, the Coastal Conservation League (CCL) has been spearheading an effort to impose sensible regulations on cruise ships that visit Charleston. Our demands are simple: limits on the size and number of ships; shoreside power; active monitoring and mitigation of water pollution. And, we seek a comprehensive evaluation of alternate terminal locations.

CCL is particularly concerned about air pollution resulting from the dramatic increase in cruise ship size and frequency. The State Ports Authority (SPA) claims that a new international regulation requiring all ships to burn cleaner fuel by 2015 will adequately address air quality concerns. However, even burning the cleanest fuel, a cruise ship idling at berth produces sulfur dioxide pollution equal to that of 34,000 idling trucks.



Cruise port cities such as Juneau, Los Angeles, Seattle, Vancouver, San Diego, San Francisco, and most recently, Brooklyn, have invested in shoreside power technology to eliminate the air pollution from idling cruise ships. We seek the same for Charleston.

The threats to our water quality are no less significant. Federal law currently permits cruise ships to discharge "treated"[1] sewage within three miles of shore. Raw sewage, untreated gray water[2], and ground-up garbage may be dumped once the ship is past three miles of shore. Cruise lines have a poor history of following even these lax laws. In 2002, Carnival agreed to pay an $18 million fine for repeatedly discharging oily waste from their bilges. Because of this behavior and lack of proper federal oversight, cruise locales have begun implementing their own cruise standards. In Alaska, where the state has implemented its own set of pollution regulations on cruise visits, the past three years have been riddled with 35 violations from Carnival Corporation alone.

CCL has spent over $296,000 in direct costs and staff time to address this serious threat to Charleston. First, we have educated and mobilized community groups to voice their support for regulations, launching a media campaign that has attained international coverage. Second, we have initiated legal proceedings to force Carnival Cruise Lines and the U.S. Army Corps of Engineers (USACE) to comply with applicable laws, and to prove that the City of Charleston can and should require the cleanest industry practices expected from all other businesses.

With your support, we have made outstanding progress. Community leaders, the media and our constituents support our requests, and we expect to conclude this effort over the next three years.

Mobilizing the Public

In 2009, CCL launched a grassroots movement that has produced nearly 1,400 activists, 631 Facebook followers, and the collaboration of three downtown neighborhood groups. To secure the support of these citizens, CCL staff presented to more than 32 community groups, and held a cruise ship forum in 2010, attracting more than 300 attendees. These advocates have made their voices heard through op-eds, and appearances at City Council meetings and other public gatherings. We

[1] "Treated" refers to sewage that has been exposed to the Marine Sanitation Device on board the ship—not that the effluent coming from the device is tested to ensure proper sanitation. In Alaska, a study was conducted to determine the effectiveness of these basic devices and found that what was pumped out of the device after "treatment" was actually more concentrated in pollutants than typical wastewater flowing into a land-based treatment system. Since 9/11, the Coast Guard has been saddled with additional Homeland Security duties and the US Government Accountability Office has found that Coast Guard inspectors "rarely have time during the scheduled ship examinations to inspect sewage treatment equipment or filter systems to see if they are working properly and filtering out potentially harmful contaminants."

[2] Gray water is wastewater from sinks, showers, galleys, laundry, and cleaning activities aboard a ship.

Continued on following page

have worked with the National Trust for Historic Preservation, the Historic Charleston Foundation, the Preservation Society of Charleston and the Committee to Save the City to build alliances that have amplified our voice and promoted awareness for the need for cruise ship regulation.

In 2012, South Carolina's Office of Ocean and Coastal Resource Management (OCRM) held two public hearings on the SPA's permit applications for structural changes to the proposed new passenger cruise terminal. Both applications requested approval to lay the groundwork for a new terminal equipped to accommodate two large ships at one time, and a passenger boarding ramp that can accommodate ships with 4,500 passenger capacity. These hearings offered citizens access to a state agency with the authority to prevent the construction of infrastructure designed to support an unchecked influx of cruise ships. CCL worked with hundreds of citizens who attended the hearings and submitted written comments on the permits.

CCL is an active partner in a nationwide network of cities grappling with the challenges of regulating the cruise ship industry in their communities. Members of CCL's staff have learned critical lessons from places like Portland, Maine, Key West, Florida and Juneau, Alaska, among other cities. We are now building relationships with other towns encountering similar challenges, including Savannah, Georgia.

The public network of cruise regulation advocates is unprecedented, and CCL continues to play a central role in educating the Charleston community and beyond.

CCL has worked diligently to supply local and statewide media with ongoing stories highlighting the necessity of regulating cruise ships in Charleston. It is safe to note that our news outlets, from the *Post and Courier* and *The State*, to local radio and television stations, understand the relevance of this initiative. Since 2009, over 200 news articles and videos have appeared locally, nationally, and even internationally, including a piece in *the Wall Street Journal* in April 2011, which documented CCL's lawsuit with Carnival.

Most people in the city and well beyond are now aware of the potential problems from uncontrolled cruise ship visitation and the importance of reasonable regulation.

The Legal Strategy

In 1979, Mayor Riley faced a challenge in the form of a rapidly increasing volume of tour buses in downtown Charleston. He noted "We absolutely have the power to help insure the quality of life for our residential areas...We must protect this residential area against an unreasonable degree of...non-residential activities." Yet, faced with the proliferation of cruise ships in Charleston, an arguably similar issue, he claimed to lack the power to impose regulations on this new presence. In order to secure the simple, written regulations we seek, CCL sought to prove that the Mayor does, indeed, possess this power.

In June 2011, the Southern Environmental Law Center (SELC) filed suit, on behalf of CCL, Preservation Society of Charleston, Historic Ansonborough Neighborhood Association, and Charlestowne Neighborhood Association, claiming that Carnival Cruise Lines is in violation of certain

Continued on Reverse

city ordinances and a state law. The City of Charleston and SPA joined as defendants, aligning themselves with Carnival, in opposition to their own constituents. If we win this suit, we will have proven that the city is able to execute the regulations we are pursuing on behalf of Charleston.

We are currently awaiting the response of a State Supreme Court-appointed judge, who will recommend which claims will be presented to the Supreme Court.

This past summer, SELC filed federal suit on CCL and the Preservation Society's behalf, against the US Army Corps of Engineers (USACE), claiming that the USACE improperly classified the new 100,000 square-foot terminal as "maintenance" to avoid scrutiny of the project's impacts on historic resources and the environment.

CCL's legal strategy is to illuminate the facts in front of an unbiased arbiter in order to ultimately encourage local and state decision makers to wield their power to protect the quality of life in coastal South Carolina. Both the City of Charleston and the USACE possess this power. A positive outcome to these legal proceedings will allow CCL to hold both entities accountable for the role they play in mitigating the impact of cruise ships in Charleston.

Our supporters have contributed approximately $60,000 toward the legal fees, consulting fees and internal staff time that we've dedicated to tackling this issue. This generosity has enabled us to advance our efforts, and it will enable us to secure our desired outcome.

This is a costly project, and we expect approximately $90,000 in legal fees in the coming year. We will see this project through, despite the challenges and opposition we will continue to encounter.

It is our hope that you will make a special gift to CCL to help cover the costs associated with this initiative.

Enclosed is a reply form, for your convenience.

Sincerely,

Dana Beach

Dana Beach

Exhibit 62

Charleston Communities for Cruise Control

HOW CAN I HELP?

Call or e-mail your City Council Members and tell them how you feel-they are supposed to represent YOU!!

> Click here for a listing of current City Council Members. When you click on "more" you will be taken to a page with their detailed contact information (email and telephone are within each person's listing)

Write a letter to a newspaper or send info to a media source...

Share this website as a resource with your friends!

Stay informed.

Contributions

We Need Your Financial Support! As a grass roots effort, we do not have the benefit of deep corporate pockets...

Any and all contributions welcome and appreciated.
All donations will be kept anonymous.

Checks should be made out to C4 and mailed to:

P.O. Box 21022
Charleston, SC, 29413

Please note, Charleston Communites for Cruise Control (C4) is a non-profit organization, but does not currently have 501-c-3 status. Donations are not tax deductible.

Recommend **Share** One person recommends this. Sign Up to see what your friends recommend.

SAVE CHARLESTON
SUPPORT CRUISE CONTROL
CharlestonCruiseControl.org

CRUISE SHIP CODE OF CONDUCT
STAY INFORMED
SIGN THE PETITION
FLAGS, BANNERS & STICKERS

Recent Posts

Documents show Carnival knew of fire danger before ill-fated cruise, CNN Exclusive
December 18, 2013

Could Carnival have avoided the Triumph cruise nightmare?
December 18, 2013

Air samples at cruise ship docks worldwide find dangerous levels of deadly soot
December 15, 2013

Letters to the Editor for Wednesday, Dec. 11
December 11, 2013

A View of the Ship from Shore
December 11, 2013

© 2013 Charleston Communities for Cruise Control

TO TOP

Like 724 people like this. Sign Up to see what your friends like.

Exhibit 63

Form **990**

Department of the Treasury
Internal Revenue Service

Return of Organization Exempt From Income Tax

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except black lung benefit trust or private foundation)

▶ The organization may have to use a copy of this return to satisfy state reporting requirements.

OMB No. 1545-0047

2008

Open to Public Inspection

A For the 2008 calendar year, or tax year beginning and ending

B Check if applicable:
- ☐ Address change
- ☐ Name change
- ☐ Initial return
- ☐ Termination
- ☐ Amended return
- ☐ Application pending

Please use IRS label or print or type. See Specific Instructions.

C Name of organization
SC COASTAL CONSERVATION LEAGUE

Doing Business As

Number and street (or P.O. box if mail is not delivered to street address) Room/suite
328 EAST BAY STREET

City or town, state or country, and ZIP + 4
CHARLESTON, SC 29401

D Employer identification number
57-0887278

E Telephone number
843-723-8035

G Gross receipts $ 4,303,825.

F Name and address of principal officer:
SAME AS C ABOVE

H(a) Is this a group return for affiliates? ☐ Yes ☒ No

H(b) Are all affiliates included? ☐ Yes ☐ No
If "No," attach a list. (see instructions)

H(c) Group exemption number ▶

I Tax-exempt status: ☒ 501(c)(3) ◀ (insert no.) ☐ 4947(a)(1) or ☐ 527

J Website: ▶ WWW.SCCCL.ORG

K Type of organization: ☒ Corporation ☐ Trust ☐ Association ☐ Other ▶

L Year of formation: 1989 M State of legal domicile: SC

Part I Summary

Activities & Governance

1 Briefly describe the organization's mission or most significant activities: TO PROTECT THREATENED RESOURCES BY WORKING ON SOLUTIONS TO ENVIRONMENTAL CHALLENGES

2 Check this box ▶ ☐ if the organization discontinued its operations or disposed of more than 25% of its assets.

3 Number of voting members of the governing body (Part VI, line 1a)	3	18
4 Number of independent voting members of the governing body (Part VI, line 1b)	4	17
5 Total number of employees (Part V, line 2a)	5	28
6 Total number of volunteers (estimate if necessary)	6	10
7a Total gross unrelated business revenue from Part VIII, line 12, column (C)	7a	0.
b Net unrelated business taxable income from Form 990-T, line 34	7b	0.

Revenue	Prior Year	Current Year
8 Contributions and grants (Part VIII, line 1h)	6,124,088.	3,089,187.
9 Program service revenue (Part VIII, line 2g)		
10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)	231,074.	-215,751.
11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	9,895.	24,190.
12 Total revenue - add lines 8 through 11 (must equal Part VIII, column (A), line 12)	6,365,057.	2,897,626.

Expenses		
13 Grants and similar amounts paid (Part IX, column (A), lines 1-3)		
14 Benefits paid to or for members (Part IX, column (A), line 4)		
15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5-10)	1,654,571.	1,869,040.
16a Professional fundraising fees (Part IX, column (A), line 11e)		
b Total fundraising expenses (Part IX, column (D), line 25) ▶ 440,351.		
17 Other expenses (Part IX, column (A), lines 11a-11d, 11f-24f)	1,385,543.	1,577,416.
18 Total expenses. Add lines 13-17 (must equal Part IX, column (A), line 25)	3,040,114.	3,446,456.
19 Revenue less expenses. Subtract line 18 from line 12	3,324,943.	-548,830.

Net Assets or Fund Balances	Beginning of Year	End of Year
20 Total assets (Part X, line 16)	9,901,446.	7,871,942.
21 Total liabilities (Part X, line 26)	153,503.	218,612.
22 Net assets or fund balances. Subtract line 21 from line 20	9,747,943.	7,653,330.

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge

Sign Here

▶ _____ Signature of officer _____ Date

▶ OFFICER Type or print name and title

Paid Preparer's Use Only

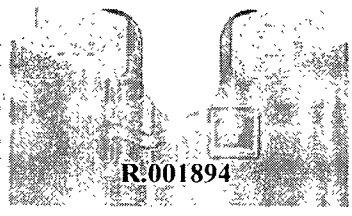
Preparer's signature ▶ BARRY GUMB Date 08/05/09 Check if self-employed ▶ ☐ Preparer's identifying number (see instructions)

Firm's name (or yours if self-employed), address, and ZIP + 4
DIXON HUGHES PLLC
P.O. BOX 973
CHARLESTON, SC 29402

EIN ▶

Phone no. ▶ 843-722-6443

May the IRS discuss this return with the preparer shown above? (see instructions) ☒ Yes ☐ No



Part III Statement of Program Service Accomplishments (see instructions)

1 Briefly describe the organization's mission:
THE MISSION OF THE ORGANIZATION IS TO IDENTIFY, STUDY, ANALYZE, AND RESEARCH ENVIRONMENTAL ISSUES AND POLICIES AFFECTING THE COASTAL AREA OF SC, AS WELL AS PUBLIC EDUCATION.

2 Did the organization undertake any significant program services during the year which were not listed on the prior Form 990 or 990-EZ? ☐ Yes ☒ No
If "Yes", describe these new services on Schedule O.

3 Did the organization cease conducting, or make significant changes in how it conducts, any program services? ☐ Yes ☒ No
If "Yes", describe these changes on Schedule O.

4 Describe the exempt purpose achievements for each of the organization's three largest program services by expenses. Section 501(c)(3) and 501(c)(4) organizations and section 4947(a)(1) trusts are required to report the amount of grants and allocations to others, the total expenses, and revenue, if any, for each program service reported.

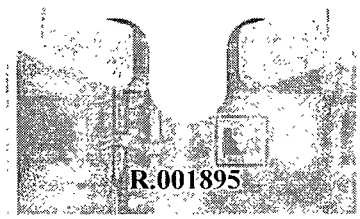
4a (Code:) (Expenses $ 558,851. including grants of $) (Revenue $ 126,532.)
WATER AND AIR QUALITY: THE OBJECTIVE OF THIS PROGRAM IS TO IMPROVE THE REGULATORY PROCESS DESIGNED TO PROTECT WATER AND AIR QUALITY, AND TO INVOLVE THE PUBLIC IN DECISION MAKING REGARDING PROTECTION OF LOCAL WATER RESOURCES AND AIR QUALITY. ACHIEVEMENTS PRESERVING WATER QUALITY INCLUDE OPPOSING MARINAS PROPOSED FOR OUTSTANDING RESOURCE WATERS, PREVENTING EXPANSION OF A LANDFILL INTO WETLANDS, AND CHALLENGING A HIGHWAY THROUGH THE ACE BASIN. WE HAVE BEEN WORKING TO IMPROVE AIR QUALITY BY OPPOSING A PROPOSED COAL PLANT AND BY FIGHTING FOR BETTER AIR QUALITY REQUIREMENTS AT THE PORT OF CHARLESTON.

4b (Code:) (Expenses $ 1,211,759. including grants of $) (Revenue $ 173,400.)
LAND USE PLANNING: THIS PROGRAM ANALYZES COMMUNITY GROWTH PATTERNS, IDENTIFIES PROBLEMS AND RECOMMENDS CHANGES TO PROMOTE ENVIRONMENTALLY SENSITIVE AND ECONOMICALLY RESPONSIBLE GROWTH POLICIES USED BY ANY COMMUNITY. ACHIEVEMENTS INCLUDE PUBLICATIONS OF DEVELOPMENT BULLETIN AND FOSTERING COMMUNITY INVOLVEMENT IN IMPROVING DEVELOPMENT AND TRANSPORTATION POLICIES.

4c (Code:) (Expenses $ 455,508. including grants of $) (Revenue $ 465,000.)
CLIMATE AND ENERGY: THE AIM OF THIS PROGRAM IS TO INFLUENCE LOCAL, STATE AND NATIONAL POLICY THROUGH RESEARCH AND ANALYSIS, EDUCATION AND STRATEGIC OUTREACH TO PROMOTE ENERGY EFFICIENCY, RENEWABLE ENERGY, AND OTHER COST-EFFECTIVE SOLUTIONS TO THE CLIMATE AND ENERGY CRISES.

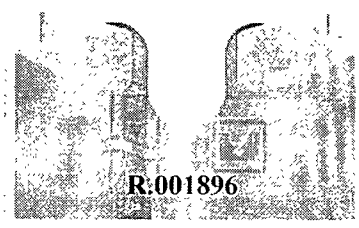
4d Other program services. (Describe in Schedule O.)
(Expenses $ 370,371. including grants of $) (Revenue $)

4e **Total program service expenses** ▶ $ 2,596,489. *(Must equal Part IX, Line 25, column (B).)*



Part IV Checklist of Required Schedules

			Yes	No
1	Is the organization described in section 501(c)(3) or 4947(a)(1) (other than a private foundation)? *If "Yes," complete Schedule A*	1	X	
2	Is the organization required to complete Schedule B, Schedule of Contributors?	2	X	
3	Did the organization engage in direct or indirect political campaign activities on behalf of or in opposition to candidates for public office? *If "Yes," complete Schedule C, Part I*	3		X
4	**Section 501(c)(3) organizations.** Did the organization engage in lobbying activities? *If "Yes," complete Schedule C, Part II*	4	X	
5	**Section 501(c)(4), 501(c)(5), and 501(c)(6) organizations.** Is the organization subject to the section 6033(e) notice and reporting requirement and proxy tax? *If "Yes," complete Schedule C, Part III*	5		
6	Did the organization maintain any donor advised funds or any accounts where donors have the right to provide advice on the distribution or investment of amounts in such funds or accounts? *If "Yes," complete Schedule D, Part I*	6		X
7	Did the organization receive or hold a conservation easement, including easements to preserve open space, the environment, historic land areas, or historic structures? *If "Yes," complete Schedule D, Part II*	7		X
8	Did the organization maintain collections of works of art, historical treasures, or other similar assets? *If "Yes," complete Schedule D, Part III*	8		X
9	Did the organization report an amount in Part X, line 21; serve as a custodian for amounts not listed in Part X; or provide credit counseling, debt management, credit repair, or debt negotiation services? *If "Yes," complete Schedule D, Part IV*	9		X
10	Did the organization hold assets in term, permanent, or quasi-endowments? *If "Yes," complete Schedule D, Part V*	10		X
11	Did the organization report an amount in Part X, lines 10, 12, 13, 15, or 25? *If "Yes," complete Schedule D, Parts VI, VII, VIII, IX, or X as applicable*	11	X	
12	Did the organization receive an audited financial statement for the year for which it is completing this return that was prepared in accordance with GAAP? *If "Yes," complete Schedule D, Parts XI, XII, and XIII*	12	X	
13	Is the organization a school as described in section 170(b)(1)(A)(ii)? *If "Yes," complete Schedule E*	13		X
14a	Did the organization maintain an office, employees, or agents outside of the U.S.?	14a		X
b	Did the organization have aggregate revenues or expenses of more than $10,000 from grantmaking, fundraising, business, and program service activities outside the U.S.? *If "Yes," complete Schedule F, Part I*	14b		X
15	Did the organization report on Part IX, column (A), line 3, more than $5,000 of grants or assistance to any organization or entity located outside the United States? *If "Yes," complete Schedule F, Part II*	15		X
16	Did the organization report on Part IX, column (A), line 3, more than $5,000 of aggregate grants or assistance to individuals located outside the United States? *If "Yes," complete Schedule F, Part III*	16		X
17	Did the organization report more than $15,000 on Part IX, column (A), line 11e? *If "Yes," complete Schedule G, Part I*	17		X
18	Did the organization report more than $15,000 total on Part VIII, lines 1c and 8a? *If "Yes," complete Schedule G, Part II*	18		X
19	Did the organization report more than $15,000 on Part VIII, line 9a? *If "Yes," complete Schedule G, Part III*	19		X
20	Did the organization operate one or more hospitals? *If "Yes," complete Schedule H*	20		X
21	Did the organization report more than $5,000 on Part IX, column (A), line 1? *If "Yes," complete Schedule I, Parts I and II*	21		X
22	Did the organization report more than $5,000 on Part IX, column (A), line 2? *If "Yes," complete Schedule I, Parts I and III*	22		X
23	Did the organization answer "Yes" to Part VII, Section A, questions 3, 4, or 5? *If "Yes," complete Schedule J*	23		X
24a	Did the organization have a tax-exempt bond issue with an outstanding principal amount of more than $100,000 as of the last day of the year, that was issued after December 31, 2002? *If "Yes," answer questions 24b-24d and complete Schedule K. If "No", go to question 25*	24a		X
b	Did the organization invest any proceeds of tax-exempt bonds beyond a temporary period exception?	24b		
c	Did the organization maintain an escrow account other than a refunding escrow at any time during the year to defease any tax-exempt bonds?	24c		
d	Did the organization act as an "on behalf of" issuer for bonds outstanding at any time during the year?	24d		
25a	**Section 501(c)(3) and 501(c)(4) organizations.** Did the organization engage in an excess benefit transaction with a disqualified person during the year? *If "Yes," complete Schedule L, Part I*	25a		X
b	Did the organization become aware that it had engaged in an excess benefit transaction with a disqualified person from a prior year? *If "Yes," complete Schedule L, Part I*	25b		X
26	Was a loan to or by a current or former officer, director, trustee, key employee, highly compensated employee, or disqualified person outstanding as of the end of the organization's tax year? *If "Yes," complete Schedule L, Part II*	26		X
27	Did the organization provide a grant or other assistance to an officer, director, trustee, key employee, or substantial contributor, or to a person related to such an individual? *If "Yes," complete Schedule L, Part III*	27		X



Part IV Checklist of Required Schedules *(continued)*

			Yes	No
28	During the tax year, did any person who is a current or former officer, director, trustee, or key employee:			
a	Have a direct business relationship with the organization (other than as an officer, director, trustee, or employee); or an indirect business relationship through ownership of more than 35% in another entity (individually or collectively with other person(s) listed in Part VII, Section A)? *If "Yes," complete Schedule L, Part IV*	28a		X
b	Have a family member who had a direct or indirect business relationship with the organization? *If "Yes," complete Schedule L, Part IV*	28b		X
c	Serve as an officer, director, trustee, key employee, partner, or member of an entity (or a shareholder of a professional corporation) doing business with the organization? *If "Yes," complete Schedule L, Part IV*	28c	X	
29	Did the organization receive more than $25,000 in non-cash contributions? *If "Yes," complete Schedule M*	29	X	
30	Did the organization receive contributions of art, historical treasures, or other similar assets, or qualified conservation contributions? *If "Yes," complete Schedule M*	30		X
31	Did the organization liquidate, terminate, or dissolve and cease operations? *If "Yes," complete Schedule N, Part I*	31		X
32	Did the organization sell, exchange, dispose of, or transfer more than 25% of its net assets? *If "Yes," complete Schedule N, Part II*	32		X
33	Did the organization own 100% of an entity disregarded as separate from the organization under Regulations sections 301.7701-2 and 301.7701-3? *If "Yes," complete Schedule R, Part I*	33		X
34	Was the organization related to any tax-exempt or taxable entity? *If "Yes," complete Schedule R, Parts II, III, IV, and V, line 1*	34	X	
35	Is any related organization a controlled entity within the meaning of section 512(b)(13)? *If "Yes," complete Schedule R, Part V, line 2*	35		X
36	**Section 501(c)(3) organizations.** Did the organization make any transfers to an exempt non-charitable related organization? *If "Yes," complete Schedule R, Part V, line 2*	36		X
37	Did the organization conduct more than 5% of its activities through an entity that is not a related organization and that is treated as a partnership for federal income tax purposes? *If "Yes," complete Schedule R, Part VI*	37		X

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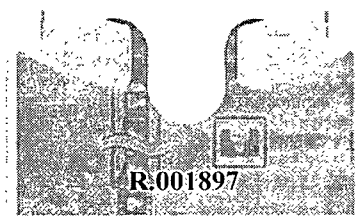
12-18-08



Part V Statements Regarding Other IRS Filings and Tax Compliance

				Yes	No
1a	Enter the number reported in Box 3 of Form 1096, Annual Summary and Transmittal of U.S. Information Returns. Enter -0- if not applicable	1a	35		
b	Enter the number of Forms W-2G included in line 1a. Enter -0- if not applicable	1b	0		
c	Did the organization comply with backup withholding rules for reportable payments to vendors and reportable gaming (gambling) winnings to prize winners?		1c		X
2a	Enter the number of employees reported on Form W-3, Transmittal of Wage and Tax Statements, filed for the calendar year ending with or within the year covered by this return	2a	28		
b	If at least one is reported on line 2a, did the organization file all required federal employment tax returns?		2b	X	
	Note. If the sum of lines 1a and 2a is greater than 250, you may be required to *e-file* this return. (see instructions)				
3a	Did the organization have unrelated business gross income of $1,000 or more during the year covered by this return?		3a		X
b	If "Yes," has it filed a Form 990-T for this year? *If "No," provide an explanation in Schedule O*		3b		
4a	At any time during the calendar year, did the organization have an interest in, or a signature or other authority over, a financial account in a foreign country (such as a bank account, securities account, or other financial account)?		4a		X
b	If "Yes," enter the name of the foreign country: ▶ _____ See the instructions for exceptions and filing requirements for Form TD F 90-22.1, Report of Foreign Bank and Financial Accounts.				
5a	Was the organization a party to a prohibited tax shelter transaction at any time during the tax year?		5a		X
b	Did any taxable party notify the organization that it was or is a party to a prohibited tax shelter transaction?		5b		X
c	If "Yes," to question 5a or 5b, did the organization file Form 8886-T, Disclosure by Tax-Exempt Entity Regarding Prohibited Tax Shelter Transaction?		5c		
6a	Did the organization solicit any contributions that were not tax deductible?		6a		X
b	If "Yes," did the organization include with every solicitation an express statement that such contributions or gifts were not tax deductible?		6b		
7	**Organizations that may receive deductible contributions under section 170(c).**				
a	Did the organization provide goods or services in exchange for any quid pro quo contribution of more than $75?		7a		X
b	If "Yes," did the organization notify the donor of the value of the goods or services provided?		7b		
c	Did the organization sell, exchange, or otherwise dispose of tangible personal property for which it was required to file Form 8282?		7c		X
d	If "Yes," indicate the number of Forms 8282 filed during the year	7d			
e	Did the organization receive any funds, directly or indirectly, to pay premiums on a personal benefit contract?		7e		X
f	Did the organization, during the year, pay premiums, directly or indirectly, on a personal benefit contract?		7f		X
g	For all contributions of qualified intellectual property, did the organization file Form 8899 as required?		7g		X
h	For contributions of cars, boats, airplanes, and other vehicles, did the organization file a Form 1098-C as required?		7h		X
8	**Section 501(c)(3) and other sponsoring organizations maintaining donor advised funds and section 509(a)(3) supporting organizations.** Did the supporting organization, or a fund maintained by a sponsoring organization, have excess business holdings at any time during the year?		8		
9	**Section 501(c)(3) and other sponsoring organizations maintaining donor advised funds.**				
a	Did the organization make any taxable distributions under section 4966?		9a		
b	Did the organization make a distribution to a donor, donor advisor, or related person?		9b		
10	**Section 501(c)(7) organizations.** Enter: N/A				
a	Initiation fees and capital contributions included on Part VIII, line 12	10a			
b	Gross receipts, included on Form 990, Part VIII, line 12, for public use of club facilities	10b			
11	**Section 501(c)(12) organizations.** Enter: N/A				
a	Gross income from members or shareholders	11a			
b	Gross income from other sources (Do not net amounts due or paid to other sources against amounts due or received from them.)	11b			
12a	**Section 4947(a)(1) non-exempt charitable trusts.** Is the organization filing Form 990 in lieu of Form 1041?		12a		
b	If "Yes," enter the amount of tax-exempt interest received or accrued during the year N/A	12b			

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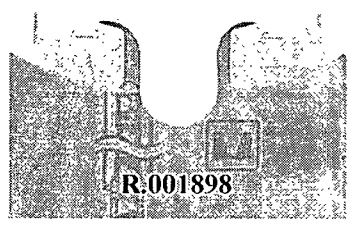


Part VI Governance, Management, and Disclosure *(Sections A, B, and C request information about policies not required by the Internal Revenue Code.)*

Section A. Governing Body and Management

			Yes	No
	For each "Yes" response to lines 2-7b below, and for a "No" response to lines 8 or 9b below, describe the circumstances, processes, or changes in Schedule O. See instructions.			
1a	Enter the number of voting members of the governing body	1a 18		
b	Enter the number of voting members that are independent	1b 17		
2	Did any officer, director, trustee, or key employee have a family relationship or a business relationship with any other officer, director, trustee, or key employee?	2		X
3	Did the organization delegate control over management duties customarily performed by or under the direct supervision of officers, directors or trustees, or key employees to a management company or other person?	3		X
4	Did the organization make any significant changes to its organizational documents since the prior Form 990 was filed?	4		X
5	Did the organization become aware during the year of a material diversion of the organization's assets?	5		X
6	Does the organization have members or stockholders?	6		X
7a	Does the organization have members, stockholders, or other persons who may elect one or more members of the governing body?	7a		X
b	Are any decisions of the governing body subject to approval by members, stockholders, or other persons?	7b		X
8	Did the organization contemporaneously document the meetings held or written actions undertaken during the year by the following:			
a	The governing body?	8a	X	
b	Each committee with authority to act on behalf of the governing body?	8b	X	
9a	Does the organization have local chapters, branches, or affiliates?	9a		X
b	If "Yes," does the organization have written policies and procedures governing the activities of such chapters, affiliates, and branches to ensure their operations are consistent with those of the organization?	9b		
10	Was a copy of the Form 990 provided to the organization's governing body before it was filed? All organizations must describe in Schedule O the process, if any, the organization uses to review the Form 990	10	X	
11	Is there any officer, director or trustee, or key employee listed in Part VII, Section A, who cannot be reached at the organization's mailing address? *If "Yes," provide the names and addresses in Schedule O*	11		X

Section B. Policies

			Yes	No
12a	Does the organization have a written conflict of interest policy? *If "No," go to line 13*	12a	X	
b	Are officers, directors or trustees, and key employees required to disclose annually interests that could give rise to conflicts?	12b	X	
c	Does the organization regularly and consistently monitor and enforce compliance with the policy? *If "Yes," describe in Schedule O how this is done*	12c	X	
13	Does the organization have a written whistleblower policy?	13	X	
14	Does the organization have a written document retention and destruction policy?	14		X
15	Did the process for determining compensation of the following persons include a review and approval by independent persons, comparability data, and contemporaneous substantiation of the deliberation and decision:			
a	The organization's CEO, Executive Director, or top management official?	15a	X	
b	Other officers or key employees of the organization? Describe the process in Schedule O. (see instructions)	15b		X
16a	Did the organization invest in, contribute assets to, or participate in a joint venture or similar arrangement with a taxable entity during the year?	16a		X
b	If "Yes," has the organization adopted a written policy or procedure requiring the organization to evaluate its participation in joint venture arrangements under applicable federal tax law, and taken steps to safeguard the organization's exempt status with respect to such arrangements?	16b		

Section C. Disclosure

17 List the states with which a copy of this Form 990 is required to be filed ▶ SC

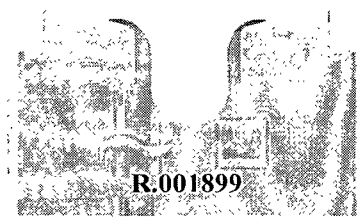
18 Section 6104 requires an organization to make its Forms 1023 (or 1024 if applicable), 990, and 990-T (501(c)(3)s only) available for public inspection. Indicate how you make these available. Check all that apply.

☐ Own website ☒ Another's website ☒ Upon request

19 Describe in Schedule O whether (and if so, how), the organization makes its governing documents, conflict of interest policy, and financial statements available to the public.

20 State the name, physical address, and telephone number of the person who possesses the books and records of the organization: ▶

ASHLEY WATERS - 843-723-8035
328 EAST BAY STREET, CHARLESTON, SC 29403



Part VII Compensation of Officers, Directors, Trustees, Key Employees, Highest Compensated Employees, and Independent Contractors

Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees

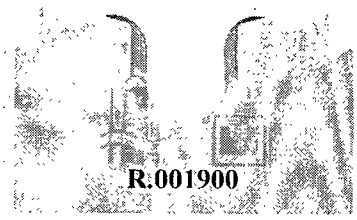
1a Complete this table for all persons required to be listed. Use Schedule J-2 if additional space is needed.

- List all of the organization's **current** officers, directors, trustees (whether individuals or organizations), regardless of amount of compensation, and **current** key employees. Enter -0- in columns (D), (E), and (F) if no compensation was paid.
- List the organization's five **current** highest compensated employees (other than an officer, director, trustee, or key employee) who received reportable compensation (Box 5 of Form W-2 and/or Box 7 of Form 1099-MISC) of more than $100,000 from the organization and any related organizations.
- List all of the organization's **former** officers, key employees, and highest compensated employees who received more than $100,000 of reportable compensation from the organization and any related organizations.
- List all of the organization's **former directors or trustees** that received, in the capacity as a former director or trustee of the organization, more than $10,000 of reportable compensation from the organization and any related organizations.

List persons in the following order: individual trustees or directors; institutional trustees; officers; key employees; highest compensated employees; and former such persons.

☐ Check this box if the organization did not compensate any officer, director, trustee, or key employee.

(A) Name and Title	(B) Average hours per week	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional trustee	Officer	Key employee	Highest compensated employee	Former			
THOMAS C. LUPTON DIRECTOR	1.00	X						0.	0.	0.
DOROTHEA B. FRANK DIRECTOR	1.00	X						0.	0.	0.
FRED LINCOLN DIRECTOR	1.00	X						0.	0.	0.
GEORGE JOHNSTON DIRECTOR	1.00	X						0.	0.	0.
GILLIAN ROY DIRECTOR	1.00	X						0.	0.	0.
HANK HOLLIDAY DIRECTOR	1.00	X						0.	0.	0.
HOLLY HOOK DIRECTOR	1.00	X						0.	0.	0.
JEFFREY SCHUTZ DIRECTOR	2.00	X						0.	0.	0.
ELIZABETH SMITH DIRECTOR	1.00	X						0.	0.	0.
MARY KENNEMUR DIRECTOR	1.00	X						0.	0.	0.
RICHARD HALE DIRECTOR	2.00	X						0.	0.	0.
VICKI VERITY DIRECTOR	1.00	X						0.	0.	0.
VINCE GRAHAM DIRECTOR	1.00	X						0.	0.	0.
WILL CLEVELAND DIRECTOR	1.00	X						0.	0.	0.
FRANKLIN E. AGNEW DIRECTOR	1.00	X						0.	0.	0.
LAURA GATES CHAIRMAN	4.00			X				0.	0.	0.
ROY RICHARDS VICE-CHAIRMAN	2.00			X				0.	0.	0.



Part VII Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees *(continued)*

(A) Name and title	(B) Average hours per week	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional trustee	Officer	Key employee	Highest compensated employee	Former			
DANA BEACH EXECUTIVE DIRECTOR	45.00				X			115,100.	0.	4,973.
MEGAN DESROSIERS CORPORATE SECRETARY/DIRE	45.00				X			76,975.	0.	2,975.
ASHLEY WATERS CORPORATE TREASURER/DIRE	45.00				X			69,100.	0.	2,050.
1b Total ▶								261,175.	0.	9,998.

2 Total number of individuals (including those in 1a) who received more than $100,000 in reportable compensation from the organization ▶ 1

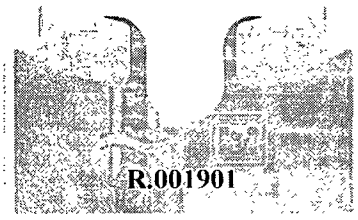
		Yes	No
3	Did the organization list any **former** officer, director or trustee, key employee, or highest compensated employee on line 1a? *If "Yes," complete Schedule J for such individual*	3	X
4	For any individual listed on line 1a, is the sum of reportable compensation and other compensation from the organization and related organizations greater than $150,000? *If "Yes," complete Schedule J for such individual*	4	X
5	Did any person listed on line 1a receive or accrue compensation from any unrelated organization for services rendered to the organization? *If "Yes," complete Schedule J for such person*	5	X

Section B. Independent Contractors

1 Complete this table for your five highest compensated independent contractors that received more than $100,000 of compensation from the organization.

(A) Name and business address	(B) Description of services	(C) Compensation
BLUE CROSS AND BLUE SHIELD P.O. BOX 6000, COLUMBIA, SC 29260	HEALTH INSURANCE	153,513.

2 Total number of independent contractors (including those in 1) who received more than $100,000 in compensation from the organization ▶ 1



Part VIII Statement of Revenue

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a Federated campaigns	1a				
	b Membership dues	1b				
	c Fundraising events	1c				
	d Related organizations	1d				
	e Government grants (contributions)	1e				
	f All other contributions, gifts, grants, and similar amounts not included above	1f	3089187.			
	g Noncash contributions included in lines 1a-1f: $		272,645.			
	h Total. Add lines 1a-1f	▶	3,089,187.			
Program Service Revenue		Business Code				
	2a					
	b					
	c					
	d					
	e					
	f All other program service revenue					
	g Total. Add lines 2a-2f	▶				
Other Revenue	3 Investment income (including dividends, interest, and other similar amounts)	▶	250,448.			250,448.
	4 Income from investment of tax-exempt bond proceeds	▶				
	5 Royalties	▶				
		(i) Real / (ii) Personal				
	6a Gross Rents	1,530.				
	b Less: rental expenses					
	c Rental income or (loss)	1,530.				
	d Net rental income or (loss)	▶	1,530.			1,530.
	7a Gross amount from sales of assets other than inventory	(i) Securities / (ii) Other: 940,000.				
	b Less: cost or other basis and sales expenses	295,661. / 1110538.				
	c Gain or (loss)	-295661. / -170538.				
	d Net gain or (loss)	▶	-466,199.	-466,199.		
	8a Gross income from fundraising events (not including $ ____ of contributions reported on line 1c). See Part IV, line 18	a 22,540.				
	b Less: direct expenses	b				
	c Net income or (loss) from fundraising events	▶	22,540.	22,540.		
	9a Gross income from gaming activities. See Part IV, line 19	a				
	b Less: direct expenses	b				
	c Net income or (loss) from gaming activities	▶				
	10a Gross sales of inventory, less returns and allowances	a 120.				
	b Less: cost of goods sold	b				
	c Net income or (loss) from sales of inventory	▶	120.	120.		
	Miscellaneous Revenue	Business Code				
	11a					
	b					
	c					
	d All other revenue					
	e Total. Add lines 11a-11d	▶				
	12 Total Revenue. Add lines 1h, 2g, 3, 4, 5, 6d, 7d, 8c, 9c, 10c, and 11e	▶	2,897,626.	-443,539.	0.	251,978.

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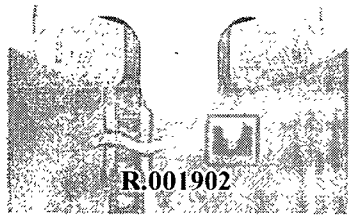
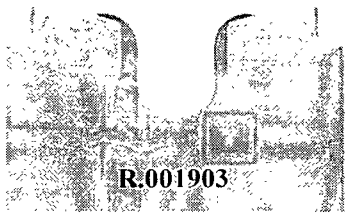


Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns.
All other organizations must complete column (A) but are not required to complete columns (B), (C), and (D).

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to governments and organizations in the U.S. See Part IV, line 21				
2 Grants and other assistance to individuals in the U.S. See Part IV, line 22				
3 Grants and other assistance to governments, organizations, and individuals outside the U.S. See Part IV, lines 15 and 16				
4 Benefits paid to or for members				
5 Compensation of current officers, directors, trustees, and key employees	161,624.	114,753.	24,244.	22,627.
6 Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7 Other salaries and wages	1,352,290.	960,126.	202,843.	189,321.
8 Pension plan contributions (include section 401(k) and section 403(b) employer contributions)				
9 Other employee benefits	355,126.	252,139.	53,269.	49,718.
10 Payroll taxes				
11 Fees for services (non-employees):				
a Management				
b Legal				
c Accounting	589,218.	573,513.	7,811.	7,894.
d Lobbying				
e Professional fundraising services. See Part IV, line 17				
f Investment management fees				
g Other				
12 Advertising and promotion				
13 Office expenses				
14 Information technology				
15 Royalties				
16 Occupancy				
17 Travel	45,739.	38,011.	2,431.	5,297.
18 Payments of travel or entertainment expenses for any federal, state, or local public officials				
19 Conferences, conventions, and meetings				
20 Interest				
21 Payments to affiliates				
22 Depreciation, depletion, and amortization	380,784.	270,356.	57,118.	53,310.
23 Insurance				
24 Other expenses. Itemize expenses not covered above. (Expenses grouped together and labeled miscellaneous may not exceed 5% of total expenses shown on line 25 below.)				
a OFFICE EXPENSES	341,096.	242,180.	51,162.	47,754.
b PRINTING & POSTAGE	139,718.	89,903.	2,313.	47,502.
c EVENTS	80,861.	55,508.	8,425.	16,928.
d				
e				
f All other expenses				
25 Total functional expenses. Add lines 1 through 24f	3,446,456.	2,596,489.	409,616.	440,351.
26 Joint Costs. Check here ▶ ☐ if following SOP 98-2. Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation				

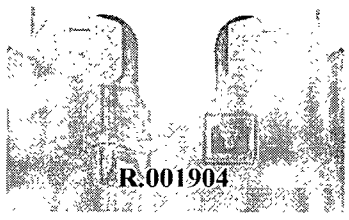


Part X Balance Sheet

				(A) Beginning of year		(B) End of year
Assets	1	Cash - non-interest-bearing		407,105.	1	162,286.
	2	Savings and temporary cash investments		285,620.	2	880,683.
	3	Pledges and grants receivable, net		2,689,124.	3	2,617,732.
	4	Accounts receivable, net		48,631.	4	36,132.
	5	Receivables from current and former officers, directors, trustees, key employees, or other related parties. Complete Part II of Schedule L			5	
	6	Receivables from other disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B). Complete Part II of Schedule L			6	
	7	Notes and loans receivable, net			7	
	8	Inventories for sale or use			8	
	9	Prepaid expenses and deferred charges		58,247.	9	41,894.
	10a	Land, buildings, and equipment: cost basis	10a 312,672.			
	b	Less: accumulated depreciation. Complete Part VI of Schedule D	10b 211,613.	1,046,076.	10c	101,059.
	11	Investments - publicly traded securities		5,366,643.	11	3,917,156.
	12	Investments - other securities. See Part IV, line 11			12	
	13	Investments - program-related. See Part IV, line 11			13	
	14	Intangible assets			14	
	15	Other assets. See Part IV, line 11		0.	15	115,000.
	16	**Total assets.** Add lines 1 through 15 (must equal line 34)		9,901,446.	16	7,871,942.
Liabilities	17	Accounts payable and accrued expenses		37,325.	17	91,807.
	18	Grants payable			18	
	19	Deferred revenue			19	
	20	Tax-exempt bond liabilities			20	
	21	Escrow account liability. Complete Part IV of Schedule D			21	
	22	Payables to current and former officers, directors, trustees, key employees, highest compensated employees, and disqualified persons. Complete Part II of Schedule L			22	
	23	Secured mortgages and notes payable to unrelated third parties			23	
	24	Unsecured notes and loans payable			24	
	25	Other liabilities. Complete Part X of Schedule D		116,178.	25	126,805.
	26	**Total liabilities.** Add lines 17 through 25		153,503.	26	218,612.
Net Assets or Fund Balances		**Organizations that follow SFAS 117, check here ▶ [X] and complete lines 27 through 29, and lines 33 and 34.**				
	27	Unrestricted net assets		7,801,715.	27	5,938,581.
	28	Temporarily restricted net assets		1,946,228.	28	1,714,749.
	29	Permanently restricted net assets			29	
		Organizations that do not follow SFAS 117, check here ▶ [ ] and complete lines 30 through 34.				
	30	Capital stock or trust principal, or current funds			30	
	31	Paid-in or capital surplus, or land, building, or equipment fund			31	
	32	Retained earnings, endowment, accumulated income, or other funds			32	
	33	Total net assets or fund balances		9,747,943.	33	7,653,330.
	34	Total liabilities and net assets/fund balances		9,901,446.	34	7,871,942.

Part XI Financial Statements and Reporting

			Yes	No
1	Accounting method used to prepare the Form 990: [ ] Cash [X] Accrual [ ] Other			
2a	Were the organization's financial statements compiled or reviewed by an independent accountant?	2a		X
b	Were the organization's financial statements audited by an independent accountant?	2b	X	
c	If "Yes" to lines 2a or 2b, does the organization have a committee that assumes responsibility for oversight of the audit, review, or compilation of its financial statements and selection of an independent accountant?	2c	X	
3a	As a result of a federal award, was the organization required to undergo an audit or audits as set forth in the Single Audit Act and OMB Circular A-133?	3a		X
b	If "Yes," did the organization undergo the required audit or audits?	3b		



SCHEDULE A (Form 990 or 990-EZ)

Department of the Treasury, Internal Revenue Service

Public Charity Status and Public Support

To be completed by all section 501(c)(3) organizations and section 4947(a)(1) nonexempt charitable trusts.

▶ Attach to Form 990 or Form 990-EZ. ▶ See separate instructions.

OMB No 1545-0047

2008

Open to Public Inspection

Name of the organization	Employer identification number
SC COASTAL CONSERVATION LEAGUE	57-0887278

Part I Reason for Public Charity Status (All organizations must complete this part.) (see instructions)

The organization is not a private foundation because it is: (Please check only one organization.)

1 ☐ A church, convention of churches, or association of churches described in **section 170(b)(1)(A)(i).**

2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E.)

3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).** (Attach Schedule H.)

4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state: _____

5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II.)

6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**

7 ☒ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi).** (Complete Part II.)

8 ☐ A community trust described in **section 170(b)(1)(A)(vi).** (Complete Part II.)

9 ☐ An organization that normally receives: (1) more than 33 1/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions - subject to certain exceptions, and (2) no more than 33 1/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975. See **section 509(a)(2).** (Complete the Part III.)

10 ☐ An organization organized and operated exclusively to test for public safety. See **section 509(a)(4).** (see instructions)

11 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2). See **section 509(a)(3).** Check the box that describes the type of supporting organization and complete lines 11e through 11h.

a ☐ Type I b ☐ Type II c ☐ Type III - Functionally integrated d ☐ Type III - Other

e ☐ By checking this box, I certify that the organization is not controlled directly or indirectly by one or more disqualified persons other than foundation managers and other than one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2).

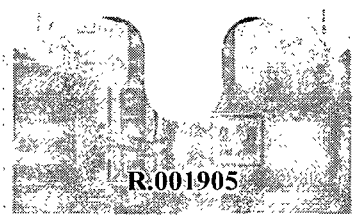
f If the organization received a written determination from the IRS that it is a Type I, Type II, or Type III supporting organization, check this box ☐

g Since August 17, 2006, has the organization accepted any gift or contribution from any of the following persons?

		Yes	No
(i)	A person who directly or indirectly controls, either alone or together with persons described in (ii) and (iii) below, the governing body of the supported organization?	11g(i)	
(ii)	A family member of a person described in (i) above?	11g(ii)	
(iii)	A 35% controlled entity of a person described in (i) or (ii) above?	11g(iii)	

h Provide the following information about the organizations the organization supports.

(i) Name of supported organization	(ii) EIN	(iii) Type of organization (described on lines 1-9 above or IRC section (see instructions))	(iv) Is the organization in col. (i) listed in your governing document? Yes	(iv) No	(v) Did you notify the organization in col. (i) of your support? Yes	(v) No	(vi) Is the organization in col. (i) organized in the U.S.? Yes	(vi) No	(vii) Amount of support
Total									



Part II Support Schedule for Organizations Described in Sections 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)

(Complete only if you checked the box on line 5, 7, or 8 of Part I.)

Section A. Public Support

Calendar year (or fiscal year beginning in) ▶	(a) 2004	(b) 2005	(c) 2006	(d) 2007	(e) 2008	(f) Total
1 Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.")	1739504.	1949216.	3333025.	3607229.	4106382.	14735356.
2 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
3 The value of services or facilities furnished by a governmental unit to the organization without charge						
4 **Total.** Add lines 1 - 3	1739504.	1949216.	3333025.	3607229.	4106382.	14735356.
5 The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f)						679,922.
6 **Public Support.** Subtract line 5 from line 4.						14055434.

Section B. Total Support

Calendar year (or fiscal year beginning in) ▶	(a) 2004	(b) 2005	(c) 2006	(d) 2007	(e) 2008	(f) Total
7 Amounts from line 4	1739504.	1949216.	3333025.	3607229.	4106382.	14735356.
8 Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources	70,910.	59,547.	156,116.	644,240.	250,448.	1181261.
9 Net income from unrelated business activities, whether or not the business is regularly carried on						
10 Other income. Do not include gain or loss from the sale of capital assets (Explain in Part IV.)		39,748.	14,245.	9,071.	24,195.	87,259.
11 **Total support.** Add lines 7 through 10						16003876.
12 Gross receipts from related activities, etc. (see instructions)					12	3,485.

13 **First five years.** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and **stop here** ▶ ☐

Section C. Computation of Public Support Percentage

14 Public support percentage for 2008 (line 6, column (f) divided by line 11, column (f))	14	87.83 %
15 Public support percentage from 2007 Schedule A, Part IV-A, line 26f	15	98.88 %

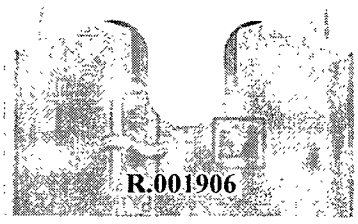
16a **33 1/3% support test - 2008.** If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶ ☒

b **33 1/3% support test - 2007.** If the organization did not check a box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶ ☐

17a **10% -facts-and-circumstances test - 2008.** If the organization did not check a box on line 13, 16a, or 16b, and line 14 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization ▶ ☐

b **10% -facts-and-circumstances test - 2007.** If the organization did not check a box on line 13, 16a, 16b, or 17a, and line 15 is 10% or more, and if the organization meets the "facts-and-circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts-and-circumstances" test. The organization qualifies as a publicly supported organization ▶ ☐

18 **Private foundation.** If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions ▶ ☐



Part III Support Schedule for Organizations Described in Section 509(a)(2) (Complete only if you checked the box on line 9 of Part I.)

Section A. Public Support

Calendar year (or fiscal year beginning in) ▶	(a) 2004	(b) 2005	(c) 2006	(d) 2007	(e) 2008	(f) Total
1 Gifts, grants, contributions, and membership fees received. (Do not include any "unusual grants.")						
2 Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose						
3 Gross receipts from activities that are not an unrelated trade or business under section 513						
4 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
5 The value of services or facilities furnished by a governmental unit to the organization without charge						
6 **Total.** Add lines 1 - 5						
7a Amounts included on lines 1, 2, and 3 received from disqualified persons						
b Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of 1% of the total of lines 9, 10c, 11, and 12 for the year or $5,000						
c Add lines 7a and 7b						
8 **Public support** (Subtract line 7c from line 6.)						

Section B. Total Support

Calendar year (or fiscal year beginning in) ▶	(a) 2004	(b) 2005	(c) 2006	(d) 2007	(e) 2008	(f) Total
9 Amounts from line 6						
10a Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources						
b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975						
c Add lines 10a and 10b						
11 Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on						
12 Other income. Do not include gain or loss from the sale of capital assets (Explain in Part IV.)						
13 **Total support** (Add lines 9, 10c, 11, and 12.)						

14 **First five years.** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and **stop here** ▶ ☐

Section C. Computation of Public Support Percentage

15 Public support percentage for 2008 (line 8, column (f) divided by line 13, column (f))	15	%
16 Public support percentage from 2007 Schedule A, Part IV-A, line 27g	16	%

Section D. Computation of Investment Income Percentage

17 Investment income percentage for 2008 (line 10c, column (f) divided by line 13, column (f))	17	%
18 Investment income percentage from 2007 Schedule A, Part IV-A, line 27h	18	%

19a **33 1/3% support tests - 2008.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3%, and line 17 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶ ☐

b **33 1/3% support tests - 2007.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3%, and line 18 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶ ☐

20 **Private foundation.** If the organization did not check a box on line 14, 19a, or 19b, check this box and see instructions ▶ ☐

efile GRAPHIC print - DO NOT PROCESS | As Filed Data - | DLN: 93493316018400

Form **990**

Department of the Treasury
Internal Revenue Service

Return of Organization Exempt From Income Tax

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except black lung benefit trust or private foundation)

▶ The organization may have to use a copy of this return to satisfy state reporting requirements

OMB No 1545-0047

2009

Open to Public Inspection

A For the 2009 calendar year, or tax year beginning 01-01-2009 and ending 12-31-2009

B Check if applicable
- ☐ Address change
- ☐ Name change
- ☐ Initial return
- ☐ Terminated
- ☐ Amended return
- ☐ Application pending

Please use IRS label or print or type. See Specific Instructions.

C Name of organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Doing Business As

Number and street (or P O box if mail is not delivered to street address) 328 EAST BAY STREET | Room/suite

City or town, state or country, and ZIP + 4
CHARLESTON, SC 29401

D Employer identification number
57-0887278

E Telephone number
(843) 723-8035

G Gross receipts $ 3,352,938

F Name and address of principal officer
DANA BEACH
328 EAST BAY STREET
CHARLESTON, SC 29401

H(a) Is this a group return for affiliates? ☐ Yes ☑ No

H(b) Are all affiliates included? ☐ Yes ☐ No
If "No," attach a list (see instructions)

H(c) Group exemption number ▶

I Tax-exempt status ☑ 501(c) (3) ◀ (insert no) ☐ 4947(a)(1) or ☐ 527

J Website: ▶ COASTALCONSERVATIONLEAGUE ORG

K Form of organization ☑ Corporation ☐ Trust ☐ Association ☐ Other ▶ | **L** Year of formation 1989 | **M** State of legal domicile SC

Part I Summary

Activities & Governance

1 Briefly describe the organization's mission or most significant activities
TO PROTECT THE NATURAL ENVIRONMENT OF THE SOUTH CAROLINA COASTAL PLAIN AND TO ENHANCE THE QUALITY OF LIFE OF OUR COMMUNITIES BY WORKING WITH INDIVIDUALS, BUSINESSES, AND GOVERNMENT TO ENSURE BALANCED SOLUTIONS

2 Check this box ▶☐ if the organization discontinued its operations or disposed of more than 25% of its net assets

3	Number of voting members of the governing body (Part VI, line 1a)	3	18
4	Number of independent voting members of the governing body (Part VI, line 1b)	4	18
5	Total number of employees (Part V, line 2a)	5	34
6	Total number of volunteers (estimate if necessary)	6	10
7a	Total gross unrelated business revenue from Part VIII, column (C), line 12	7a	0
b	Net unrelated business taxable income from Form 990-T, line 34	7b	

Revenue

		Prior Year	Current Year
8	Contributions and grants (Part VIII, line 1h)	3,089,187	2,920,515
9	Program service revenue (Part VIII, line 2g)		4,297
10	Investment income (Part VIII, column (A), lines 3, 4, and 7d)	-215,751	240,215
11	Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	24,190	4,577
12	Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	2,897,626	3,169,604

Expenses

13	Grants and similar amounts paid (Part IX, column (A), lines 1–3)		11,134
14	Benefits paid to or for members (Part IX, column (A), line 4)		0
15	Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)	1,869,040	1,657,216
16a	Professional fundraising fees (Part IX, column (A), line 11e)		0
b	Total fundraising expenses (Part IX, column (D), line 25) ▶329,069		
17	Other expenses (Part IX, column (A), lines 11a–11d, 11f–24f)	1,577,416	859,651
18	Total expenses Add lines 13–17 (must equal Part IX, column (A), line 25)	3,446,456	2,528,001
19	Revenue less expenses Subtract line 18 from line 12	-548,830	641,603

Net Assets or Fund Balances

		Beginning of Current Year	End of Year
20	Total assets (Part X, line 16)	7,871,942	9,529,760
21	Total liabilities (Part X, line 26)	218,612	109,234
22	Net assets or fund balances Subtract line 21 from line 20	7,653,330	9,420,526

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including a
and belief, it is true, correct, and complete Declaration of preparer (other than of

Sign Here

******
Signature of officer

ASHLEY K M WATERS CPA DIRECTOR OF FINANCE
Type or print name and title

Paid Preparer's Use Only

Preparer's signature: ERIK M GLASER CPA | Date: 2010-11-12

Firm's name (or yours if self-employed), address, and ZIP + 4:
GLASERDUNCAN CPAS
1040 ANNA KNAPP BLVD
MT PLEASANT, SC 294643105

May the IRS discuss this return with the preparer shown above? (see instructio

R.00

Part III Statement of Program Service Accomplishments

1 Briefly describe the organization's mission

TO PROTECT THE NATURAL ENVIRONMENT OF THE SOUTH CAROLINA COASTAL PLAIN AND TO ENHANCE THE QUALITY OF LIFE OF OUR COMMUNITIES BY WORKING WITH INDIVIDUALS, BUSINESSES, AND GOVERNMENT TO ENSURE BALANCED SOLUTIONS

2 Did the organization undertake any significant program services during the year which were not listed on the prior Form 990 or 990-EZ? . . . . . ☐ Yes ☑ No

If "Yes," describe these new services on Schedule O

3 Did the organization cease conducting, or make significant changes in how it conducts, any program services? . . . . . ☐ Yes ☑ No

If "Yes," describe these changes on Schedule O

4 Describe the exempt purpose achievements for each of the organization's three largest program services by expenses Section 501(c)(3) and 501(c)(4) organizations and section 4947(a)(1) trusts are required to report the amount of grants and allocations to others, the total expenses, and revenue, if any, for each program service reported

4a (Code) (Expenses $ 461,173 including grants of $) (Revenue $)

WATER & AIR QUALITY THE OBJECTIVE OF THIS PROGRAM IS TO IMPROVE THE REGULATORY PROCESS DESIGNED TO PROTECT WATER AND AIR QUALITY, AND TO INVOLVE THE PUBLIC IN DECISION-MAKING REGARDING PROTECTION OF LOCAL WATER RESOURCES AND AIR QUALITY ACHIEVEMENTS PRESERVING WATER QUALITY INCLUDE OPPOSING MARINAS PROPOSED FOR OUTSTANDING RESOURCE WATERS, PREVENTING EXPANSION OF A LANDFILL INTO WETLANDS, AND CHALLENGING A HIGHWAY THROUGH THE ACE BASIN WE HAVE BEEN WORKING TO IMPROVE AIR QUALITY BY OPPOSING A PROPOSED COAL PLANT AND BY FIGHTING FOR BETTER AIR QUALITY REQUIREMENTS AT THE PORT OF CHARLESTON

4b (Code) (Expenses $ 716,434 including grants of $) (Revenue $)

LAND USE PLANNING THIS PROGRAM ANALYZES COMMUNITY GROWTH PATTERNS, IDENTIFIES PROBLEMS, AND RECOMMENDS CHANGES TO PROMOTE ENVIRONMENTALLY SENSITIVE AND ECONOMICALLY RESPONSIBLE GROWTH POLICIES USED BY ANY COMMUNITY ACHIEVEMENTS INCLUDE PUBLICATIONS OF DEVELOPMENT BULLETIN AND FOSTERING COMMUNITY INVOLVEMENT IN IMPROVING DEVELOPMENT AND TRANSPORTATION POLICIES

4c (Code) (Expenses $ 336,024 including grants of $) (Revenue $)

CLIMATE AND ENERGY THE AIM OF THIS PROGRAM IS TO INFLUENCE REGIONAL, NATIONAL, AND INTERNATIONAL POLICIES THROUGH A COMPREHENSIVE PUBLIC AWARENESS CAMPAIGN AND EDUCATIONAL OUTREACH TO PROMOTE ENERGY EFFICIENCY, ENERGY CONSERVATION, AND ALTERNATIVE FUEL SOURCES AS THE CHEAPEST AND MOST EFFECTIVE SOLUTION TO THE CLIMATE AND ENERGY CRISES

4d Other program services (Describe in Schedule O) **See also Additional Data for Description**

(Expenses $ 321,774 including grants of $) (Revenue $)

4e Total program service expenses ▶ $ 1,835,405

Part IV Checklist of Required Schedules

			Yes	No
1	Is the organization described in section 501(c)(3) or 4947(a)(1) (other than a private foundation)? *If "Yes," complete Schedule A*	1	Yes	
2	Is the organization required to complete Schedule B, Schedule of Contributors?	2	Yes	
3	Did the organization engage in direct or indirect political campaign activities on behalf of or in opposition to candidates for public office? *If "Yes," complete Schedule C, Part I*	3		No
4	**Section 501(c)(3) organizations.** Did the organization engage in lobbying activities? *If "Yes," complete Schedule C, Part II*	4	Yes	
5	**Section 501(c)(4), 501(c)(5), and 501(c)(6) organizations.** Is the organization subject to the section 6033(e) notice and reporting requirement and proxy tax? *If "Yes," complete Schedule C, Part III*	5		
6	Did the organization maintain any donor advised funds or any similar funds or accounts where donors have the right to provide advice on the distribution or investment of amounts in such funds or accounts? *If "Yes," complete Schedule D, Part I*	6		No
7	Did the organization receive or hold a conservation easement, including easements to preserve open space, the environment, historic land areas or historic structures? *If "Yes," complete Schedule D, Part II*	7		No
8	Did the organization maintain collections of works of art, historical treasures, or other similar assets? *If "Yes," complete Schedule D, Part III*	8		No
9	Did the organization report an amount in Part X, line 21, serve as a custodian for amounts not listed in Part X, or provide credit counseling, debt management, credit repair, or debt negotiation services? *If "Yes," complete Schedule D, Part IV*	9		No
10	Did the organization, directly or through a related organization, hold assets in term, permanent,or quasi-endowments? *If "Yes," complete Schedule D, Part V*	10		No
11	Is the organization's answer to any of the following questions "Yes"? *If so,complete Schedule D, Parts VI, VII, VIII, IX, or X as applicable.*	11	Yes	
	• Did the organization report an amount for land, buildings, and equipment in Part X, line10? *If "Yes," complete Schedule D, Part VI.*			
	• Did the organization report an amount for investments—other securities in Part X, line 12 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VII.*			
	• Did the organization report an amount for investments—program related in Part X, line 13 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VIII.*			
	• Did the organization report an amount for other assets in Part X, line 15 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part IX.*			
	• Did the organization report an amount for other liabilities in Part X, line 25? *If "Yes," complete Schedule D, Part X.*			
	• Did the organization's separate or consolidated financial statements for the tax year include a footnote that addresses the organization's liability for uncertain tax positions under FIN 48? *If "Yes," complete Schedule D, Part X.*			
12	Did the organization obtain separate, independent audited financial statements for the tax year? *If "Yes," complete Schedule D, Parts XI, XII, and XIII*	12	Yes	
12A	Was the organization included in consolidated, independent audited financial statements for the tax year? **Yes** / **No** *If "Yes," completing Schedule D, Parts XI, XII, and XIII is optional* **12A** No	12A		
13	Is the organization a school described in section 170(b)(1)(A)(ii)? *If "Yes," complete Schedule E*	13		No
14a	Did the organization maintain an office, employees, or agents outside of the United States?	14a		No
b	Did the organization have aggregate revenues or expenses of more than $10,000 from grantmaking, fundraising, business, and program service activities outside the United States? *If "Yes," complete Schedule F, Part I*	14b		No
15	Did the organization report on Part IX, column (A), line 3, more than $5,000 of grants or assistance to any organization or entity located outside the U S ? *If "Yes," complete Schedule F, Part II*	15		No
16	Did the organization report on Part IX, column (A), line 3, more than $5,000 of aggregate grants or assistance to individuals located outside the U S ? *If "Yes," complete Schedule F, Part III*	16		No
17	Did the organization report a total of more than $15,000, of expenses for professional fundraising services on Part IX, column (A), lines 6 and 11e? *If "Yes," complete Schedule G, Part I*	17		No
18	Did the organization report more than $15,000 total of fundraising event gross income and contributions on Part VIII, lines 1c and 8a? *If "Yes," complete Schedule G, Part II*	18		No
19	Did the organization report more than $15,000 of gross income from gaming activities on Part VIII, line 9a? *If "Yes," complete Schedule G, Part III*	19		No
20	Did the organization operate one or more hospitals? *If "Yes," complete Schedule H*	20		No

Part IV Checklist of Required Schedules *(continued)*

21	Did the organization report more than $5,000 of grants and other assistance to governments and organizations in the United States on Part IX, column (A), line 1? *If "Yes," complete Schedule I, Parts I and II*	21	Yes	
22	Did the organization report more than $5,000 of grants and other assistance to individuals in the United States on Part IX, column (A), line 2? *If "Yes," complete Schedule I, Parts I and III*	22		No
23	Did the organization answer "Yes" to Part VII, Section A, questions 3, 4, or 5, about compensation of the organization's current and former officers, directors, trustees, key employees, and highest compensated employees? *If "Yes," complete Schedule J*	23		No
24a	Did the organization have a tax-exempt bond issue with an outstanding principal amount of more than $100,000 as of the last day of the year, that was issued after December 31, 2002? *If "Yes," answer questions 24b–24d and complete Schedule K. If "No," go to line 25*	24a		No
b	Did the organization invest any proceeds of tax-exempt bonds beyond a temporary period exception?	24b		
c	Did the organization maintain an escrow account other than a refunding escrow at any time during the year to defease any tax-exempt bonds?	24c		
d	Did the organization act as an "on behalf of" issuer for bonds outstanding at any time during the year?	24d		
25a	**Section 501(c)(3) and 501(c)(4) organizations.** Did the organization engage in an excess benefit transaction with a disqualified person during the year? *If "Yes," complete Schedule L, Part I*	25a		No
b	Is the organization aware that it engaged in an excess benefit transaction with a disqualified person in a prior year, and that the transaction has not been reported on any of the organization's prior Forms 990 or 990-EZ? *If "Yes," complete Schedule L, Part I*	25b		No
26	Was a loan to or by a current or former officer, director, trustee, key employee, highly compensated employee, or disqualified person outstanding as of the end of the organization's tax year? *If "Yes," complete Schedule L, Part II*	26		No
27	Did the organization provide a grant or other assistance to an officer, director, trustee, key employee, substantial contributor, or a grant selection committee member, or to a person related to such an individual? *If "Yes," complete Schedule L, Part III*	27	Yes	
28	Was the organization a party to a business transaction with one of the following parties? (see Schedule L, Part IV instructions for applicable filing thresholds, conditions, and exceptions)			
a	A current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28a	Yes	
b	A family member of a current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28b	Yes	
c	An entity of which a current or former officer, director, trustee, or key employee of the organization (or a family member) was an officer, director, trustee, or owner? *If "Yes," complete Schedule L, Part IV*	28c		No
29	Did the organization receive more than $25,000 in non-cash contributions? *If "Yes," complete Schedule M*	29	Yes	
30	Did the organization receive contributions of art, historical treasures, or other similar assets, or qualified conservation contributions? *If "Yes," complete Schedule M*	30		No
31	Did the organization liquidate, terminate, or dissolve and cease operations? *If "Yes," complete Schedule N, Part I*	31		No
32	Did the organization sell, exchange, dispose of, or transfer more than 25% of its net assets? *If "Yes," complete Schedule N, Part II*	32		No
33	Did the organization own 100% of an entity disregarded as separate from the organization under Regulations sections 301 7701-2 and 301 7701-3? *If "Yes," complete Schedule R, Part I*	33		No
34	Was the organization related to any tax-exempt or taxable entity? *If "Yes," complete Schedule R, Parts II, III, IV, and V, line 1*	34		No
35	Is any related organization a controlled entity within the meaning of section 512(b)(13)? *If "Yes," complete Schedule R, Part V, line 2*	35		No
36	**Section 501(c)(3) organizations.** Did the organization make any transfers to an exempt non-charitable related organization? *If "Yes," complete Schedule R, Part V, line 2*	36		No
37	Did the organization conduct more than 5% of its activities through an entity that is not a related organization and that is treated as a partnership for federal income tax purposes? *If "Yes," complete Schedule R, Part VI*	37		No
38	Did the organization complete Schedule O and provide explanations in Schedule O for Part VI, lines 11 and 19? **Note.** All Form 990 filers are required to complete Schedule O	38	Yes	

R.001911

Part V Statements Regarding Other IRS Filings and Tax Compliance

				Yes	No
1a	Enter the number reported in Box 3 of Form 1096, *Annual Summary and Transmittal of U.S. Information Returns. Enter -0-* if not applicable	1a	22		
b	Enter the number of Forms W-2G included in line 1a *Enter -0-* if not applicable	1b	0		
c	Did the organization comply with backup withholding rules for reportable payments to vendors and reportable gaming (gambling) winnings to prize winners?	1c			
2a	Enter the number of employees reported on Form W-3, *Transmittal of Wage and Tax Statements* filed for the calendar year ending with or within the year covered by this return	2a	34		
b	If at least one is reported on line 2a, did the organization file all required federal employment tax returns? **Note:** If the sum of lines 1a and 2a is greater than 250, you may be required to e-file this return (see instructions)	2b		Yes	
3a	Did the organization have unrelated business gross income of $1,000 or more during the year covered by this return?	3a			No
b	If "Yes," has it filed a Form 990-T for this year? *If "No," provide an explanation in Schedule O*	3b			
4a	At any time during the calendar year, did the organization have an interest in, or a signature or other authority over, a financial account in a foreign country (such as a bank account, securities account, or other financial account)?	4a			No
b	If "Yes," enter the name of the foreign country ▶ _____ See the instructions for exceptions and filing requirements for Form TD F 90-22 1, Report of Foreign Bank and Financial Accounts				
5a	Was the organization a party to a prohibited tax shelter transaction at any time during the tax year? . .	5a			No
b	Did any taxable party notify the organization that it was or is a party to a prohibited tax shelter transaction?	5b			No
c	If "Yes" to line 5a or 5b, did the organization file Form 8886-T, Disclosure by Tax-Exempt Entity Regarding Prohibited Tax Shelter Transaction?	5c			
6a	Does the organization have annual gross receipts that are normally greater than $100,000, and did the organization solicit any contributions that were not tax deductible?	6a			No
b	If "Yes," did the organization include with every solicitation an express statement that such contributions or gifts were not tax deductible?	6b			
7	**Organizations that may receive deductible contributions under section 170(c).**				
a	Did the organization receive a payment in excess of $75 made partly as a contribution and partly for goods and services provided to the payor?	7a			
b	If "Yes," did the organization notify the donor of the value of the goods or services provided?	7b			
c	Did the organization sell, exchange, or otherwise dispose of tangible personal property for which it was required to file Form 8282?	7c			
d	If "Yes," indicate the number of Forms 8282 filed during the year	7d			
e	Did the organization, during the year, receive any funds, directly or indirectly, to pay premiums on a personal benefit contract?	7e			
f	Did the organization, during the year, pay premiums, directly or indirectly, on a personal benefit contract? . . .	7f			
g	For all contributions of qualified intellectual property, did the organization file Form 8899 as required? . . .	7g			
h	For contributions of cars, boats, airplanes, and other vehicles, did the organization file a Form 1098-C as required?	7h			
8	**Sponsoring organizations maintaining donor advised funds and section 509(a)(3) supporting organizations.** Did the supporting organization, or a donor advised fund maintained by a sponsoring organization, have excess business holdings at any time during the year?	8			
9	**Sponsoring organizations maintaining donor advised funds.**				
a	Did the organization make any taxable distributions under section 4966?	9a			
b	Did the organization make a distribution to a donor, donor advisor, or related person?	9b			
10	**Section 501(c)(7) organizations.** Enter				
a	Initiation fees and capital contributions included on Part VIII, line 12 . . .	10a			
b	Gross receipts, included on Form 990, Part VIII, line 12, for public use of club facilities	10b			
11	**Section 501(c)(12) organizations.** Enter				
a	Gross income from members or shareholders	11a			
b	Gross income from other sources (Do not net amounts due or paid to other sources against amounts due or received from them)	11b			
12a	**Section 4947(a)(1) non-exempt charitable trusts.** Is the organization filing Form 990 in lieu of Form 1041?	12a			
b	If "Yes," enter the amount of tax-exempt interest received or accrued during the year	12b			

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Part VI **Governance, Management, and Disclosure** For each "Yes" response to lines 2 through 7b below, and for a "No" response to lines 8a, 8b, or 10b below, describe the circumstances, processes, or changes in Schedule O. See instructions.

Section A. Governing Body and Management

				Yes	No
1a	Enter the number of voting members of the governing body	1a	18		
b	Enter the number of voting members that are independent	1b	18		
2	Did any officer, director, trustee, or key employee have a family relationship or a business relationship with any other officer, director, trustee, or key employee?		2		No
3	Did the organization delegate control over management duties customarily performed by or under the direct supervision of officers, directors or trustees, or key employees to a management company or other person?		3		No
4	Did the organization make any significant changes to its organizational documents since the prior Form 990 was filed?		4		No
5	Did the organization become aware during the year of a material diversion of the organization's assets?		5		No
6	Does the organization have members or stockholders?		6		No
7a	Does the organization have members, stockholders, or other persons who may elect one or more members of the governing body?		7a		No
b	Are any decisions of the governing body subject to approval by members, stockholders, or other persons?		7b		No
8	Did the organization contemporaneously document the meetings held or written actions undertaken during the year by the following				
a	The governing body?		8a	Yes	
b	Each committee with authority to act on behalf of the governing body?		8b	Yes	
9	Is there any officer, director, trustee, or key employee listed in Part VII, Section A, who cannot be reached at the organization's mailing address? If "Yes," provide the names and addresses in Schedule O		9		No

Section B. Policies (This Section B requests information about policies not required by the Internal Revenue Code.)

			Yes	No
10a	Does the organization have local chapters, branches, or affiliates?	10a		No
b	If "Yes," does the organization have written policies and procedures governing the activities of such chapters, affiliates, and branches to ensure their operations are consistent with those of the organization?	10b		
11	Has the organization provided a copy of this Form 990 to all members of its governing body before filing the form?	11	Yes	
11A	Describe in Schedule O the process, if any, used by the organization to review the Form 990			
12a	Does the organization have a written conflict of interest policy? *If "No," go to line 13*	12a	Yes	
b	Are officers, directors or trustees, and key employees required to disclose annually interests that could give rise to conflicts?	12b	Yes	
c	Does the organization regularly and consistently monitor and enforce compliance with the policy? If "Yes," describe in Schedule O how this is done	12c	Yes	
13	Does the organization have a written whistleblower policy?	13	Yes	
14	Does the organization have a written document retention and destruction policy?	14		No
15	Did the process for determining compensation of the following persons include a review and approval by independent persons, comparability data, and contemporaneous substantiation of the deliberation and decision?			
a	The organization's CEO, Executive Director, or top management official	15a	Yes	
b	Other officers or key employees of the organization	15b	Yes	
	If "Yes" to line a or b, describe the process in Schedule O (See instructions)			
16a	Did the organization invest in, contribute assets to, or participate in a joint venture or similar arrangement with a taxable entity during the year?	16a		No
b	If "Yes," has the organization adopted a written policy or procedure requiring the organization to evaluate its participation in joint venture arrangements under applicable federal tax law, and taken steps to safeguard the organization's exempt status with respect to such arrangements?	16b		

Section C. Disclosure

17 List the States with which a copy of this Form 990 is required to be filed ▶ SC

18 Section 6104 requires an organization to make its Form 1023 (or 1024 if applicable), 990, and 990-T (501(c)(3)s only) available for public inspection Indicate how you make these available Check all that apply

☐ Own website ☑ Another's website ☑ Upon request

19 Describe in Schedule O whether (and if so, how), the organization makes its governing documents, conflict of interest policy, and financial statements available to the public See Additional Data Table

20 State the name, physical address, and telephone number of the person who possesses the books and records of the organization ▶

ASHLEY K M WATERS CPA
90 ALEXANDER STREET
CHARLESTON, SC 29403
(843) 723-8035

Part VII Compensation of Officers, Directors,Trustees, Key Employees, Highest Compensated Employees, and Independent Contractors

Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees

1a Complete this table for all persons required to be listed Report compensation for the calendar year ending with or within the organization's tax year Use Schedule J-2 if additional space is needed

- List all of the organization's **current** officers, directors, trustees (whether individuals or organizations), regardless of amount of compensation, and **current** key employees Enter -0- in columns (D), (E), and (F) if no compensation was paid
- List all of the organization's **current** key employees See instructions for definition of "key employee "
- List the organization's five **current** highest compensated employees (other than an officer, director, trustee or key employee) who received reportable compensation (Box 5 of Form W-2 and/or Box 7 of Form 1099-MISC) of more than $100,000 from the organization and any related organizations
- List all of the organization's **former** officers, key employees, or highest compensated employees who received more than $100,000 of reportable compensation from the organization and any related organizations
- List all of the organization's **former directors or trustees** that received, in the capacity as a former director or trustee of the organization, more than $10,000 of reportable compensation from the organization and any related organizations

List persons in the following order individual trustees or directors, institutional trustees, officers, key employees, highest compensated employees, and former such persons

☐ Check this box if the organization did not compensate any current or former officer, director, trustee or key employee

(A) Name and Title	(B) Average hours per week	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
See add'l data										

1b Total . . . . . ▶	183,100		

2 Total number of individuals (including but not limited to those listed above) who received more than $100,000 in reportable compensation from the organization ▶ 1

			Yes	No
3	Did the organization list any **former** officer, director or trustee, key employee, or highest compensated employee on line 1a? *If "Yes," complete Schedule J for such individual*	3		No
4	For any individual listed on line 1a, is the sum of reportable compensation and other compensation from the organization and related organizations greater than $150,000? *If "Yes," complete Schedule J for such individual*	4		No
5	Did any person listed on line 1a receive or accrue compensation from any unrelated organization for services rendered to the organization? *If "Yes," complete Schedule J for such person*	5		No

Section B. Independent Contractors

1 Complete this table for your five highest compensated independent contractors that received more than $100,000 of compensation from the organization

(A) Name and business address	(B) Description of services	(C) Compensation

2 Total number of independent contractors (including but not limited to those listed above) who received more than $100,000 in compensation from the organization ▶

Part VIII Statement of Revenue

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a	Federated campaigns . . 1a				
	b	Membership dues 1b				
	c	Fundraising events 1c				
	d	Related organizations . . . 1d				
	e	Government grants (contributions) 1e				
	f	All other contributions, gifts, grants, and similar amounts not included above 1f 2,920,515				
	g	Noncash contributions included in lines 1a-1f $ 180,532				
	h	**Total.** Add lines 1a-1f . . . . . ▶	2,920,515			
Program Service Revenue		Business Code				
	2a	CHARLESTON EVENTS	1,825	1,825		
	b	COLUMBIA EVENTS	1,302	1,302		
	c	BEAUFORT EVENTS	700	700		
	d	GEORGETOWN EVENTS	250	250		
	e	CONFERENCE & MISC EVENTS	220	220		
	f	All other program service revenue				
	g	**Total.** Add lines 2a-2f . . . . . ▶	4,297			
Other Revenue	3	Investment income (including dividends, interest and other similar amounts) . . . . . ▶	240,483			240,483
	4	Income from investment of tax-exempt bond proceeds . . ▶				
	5	Royalties . . . . . ▶				
		(i) Real / (ii) Personal				
	6a	Gross Rents 1,836				
	b	Less rental expenses				
	c	Rental income or (loss) 1,836				
	d	Net rental income or (loss) . . . . . ▶	1,836			1,836
		(i) Securities / (ii) Other				
	7a	Gross amount from sales of assets other than inventory 183,066				
	b	Less cost or other basis and sales expenses 183,334				
	c	Gain or (loss) -268				
	d	Net gain or (loss) . . . . . ▶	-268			-268
	8a	Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18 . . . a				
	b	Less direct expenses . . . b				
	c	Net income or (loss) from fundraising events . . ▶				
	9a	Gross income from gaming activities See Part IV, line 19 . . . a				
	b	Less direct expenses . . . b				
	c	Net income or (loss) from gaming activities . . . ▶				
	10a	Gross sales of inventory, less returns and allowances . a 2,705				
	b	Less cost of goods sold . . b				
	c	Net income or (loss) from sales of inventory . . ▶	2,705	2,705		
		Miscellaneous Revenue / Business Code				
	11a	MISCELLANEOUS INCOME	36			36
	b					
	c					
	d	All other revenue				
	e	**Total.** Add lines 11a-11d . . . . . ▶	36			
	12	**Total revenue.** See Instructions . . . ▶	3,169,604	7,002		242,087

Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns.
All other organizations must complete column (A) but are not required to complete columns (B), (C), and (D).

	Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1	Grants and other assistance to governments and organizations in the U S See Part IV, line 21	11,134	11,134		
2	Grants and other assistance to individuals in the U S See Part IV, line 22				
3	Grants and other assistance to governments, organizations, and individuals outside the U S See Part IV, lines 15 and 16				
4	Benefits paid to or for members				
5	Compensation of current officers, directors, trustees, and key employees	183,100	126,339	31,127	25,634
6	Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7	Other salaries and wages	1,165,324	797,372	198,457	169,495
8	Pension plan contributions (include section 401(k) and section 403(b) employer contributions)	38,455	26,386	6,524	5,545
9	Other employee benefits	171,058	117,375	29,019	24,664
10	Payroll taxes	99,279	68,122	16,842	14,315
11	Fees for services (non-employees)				
a	Management				
b	Legal	135,507	135,507		
c	Accounting	32,667	22,415	4,710	5,542
d	Lobbying				
e	Professional fundraising *See Part IV, line 17*				
f	Investment management fees				
g	Other	800	549	136	115
12	Advertising and promotion	16,806	16,307	249	250
13	Office expenses	169,014	114,454	31,106	23,454
14	Information technology	52,386	35,946	8,887	7,553
15	Royalties				
16	Occupancy	77,709	53,153	13,167	11,389
17	Travel	54,878	47,858	1,996	5,024
18	Payments of travel or entertainment expenses for any federal, state, or local public officials				
19	Conferences, conventions, and meetings	6,947	3,300		3,647
20	Interest				
21	Payments to affiliates				
22	Depreciation, depletion, and amortization	43,971	30,173	7,457	6,341
23	Insurance				
24	Other expenses Itemize expenses not covered above (Expenses grouped together and labeled miscellaneous may not exceed 5% of total expenses shown on line 25 below)				
a	CONTRACT PROJECTS	190,608	178,606	1,222	10,780
b	DUES & SUBSCRIPTIONS	22,967	12,622	6,383	3,962
c	REPAIRS & MAINTENANCE	21,744	14,920	3,689	3,135
d	CHARLESTON EVENT EXPENSES	18,524	9,709	2,164	6,651
e	COLUMBIA EVENT EXPENSES	6,043	5,796	214	33
f	All other expenses	9,080	7,362	178	1,540
25	**Total functional expenses.** Add lines 1 through 24f	2,528,001	1,835,405	363,527	329,069
26	**Joint costs.** Check here ▶ ☐ if following SOP 98-2 Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation				

Part X Balance Sheet

				(A) Beginning of year		(B) End of year
Assets	1	Cash—non-interest-bearing		162,286	1	166,846
	2	Savings and temporary cash investments		880,683	2	1,014,248
	3	Pledges and grants receivable, net		2,617,732	3	1,836,583
	4	Accounts receivable, net		36,132	4	21,163
	5	Receivables from current and former officers, directors, trustees, key employees, and highest compensated employees Complete Part II of Schedule L			5	
	6	Receivables from other disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B) Complete Part II of Schedule L			6	
	7	Notes and loans receivable, net			7	
	8	Inventories for sale or use			8	
	9	Prepaid expenses and deferred charges		41,894	9	55,712
	10a	Land, buildings, and equipment cost or other basis *Complete Part VI of Schedule D*	10a 384,462			
	b	Less accumulated depreciation	10b 255,584	101,059	10c	128,878
	11	Investments—publicly traded securities		3,917,156	11	6,141,330
	12	Investments—other securities See Part IV, line 11			12	
	13	Investments—program-related See Part IV, line 11			13	
	14	Intangible assets			14	
	15	Other assets See Part IV, line 11		115,000	15	165,000
	16	**Total assets.** Add lines 1 through 15 (must equal line 34)		7,871,942	16	9,529,760
Liabilities	17	Accounts payable and accrued expenses		91,807	17	15,157
	18	Grants payable			18	
	19	Deferred revenue			19	
	20	Tax-exempt bond liabilities			20	
	21	Escrow or custodial account liability *Complete Part IV of Schedule D*			21	
	22	Payables to current and former officers, directors, trustees, key employees, highest compensated employees, and disqualified persons *Complete Part II of Schedule L*			22	
	23	Secured mortgages and notes payable to unrelated third parties			23	
	24	Unsecured notes and loans payable to unrelated third parties			24	
	25	Other liabilities Complete Part X of Schedule D		126,805	25	94,077
	26	**Total liabilities.** Add lines 17 through 25		218,612	26	109,234
Net Assets or Fund Balances		**Organizations that follow SFAS 117, check here ▶ ☑ and complete lines 27 through 29, and lines 33 and 34.**				
	27	Unrestricted net assets		5,938,581	27	8,461,504
	28	Temporarily restricted net assets		1,714,749	28	959,022
	29	Permanently restricted net assets			29	
		Organizations that do not follow SFAS 117, check here ▶ ☐ and complete lines 30 through 34.				
	30	Capital stock or trust principal, or current funds			30	
	31	Paid-in or capital surplus, or land, building or equipment fund			31	
	32	Retained earnings, endowment, accumulated income, or other funds			32	
	33	Total net assets or fund balances		7,653,330	33	9,420,526
	34	Total liabilities and net assets/fund balances		7,871,942	34	9,529,760

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Part XI Financial Statements and Reporting

			Yes	No
1	Accounting method used to prepare the Form 990 ☐ Cash ☑ Accrual ☐ Other _____ If the organization changed its method of accounting from a prior year or checked "Other," explain in Schedule O			
2a	Were the organization's financial statements compiled or reviewed by an independent accountant?	2a		No
b	Were the organization's financial statements audited by an independent accountant?	2b	Yes	
c	If "Yes," to 2a or 2b, does the organization have a committee that assumes responsibility for oversight of the audit, review, or compilation of its financial statements and selection of an independent accountant? If the organization changed either its oversight process or selection process during the tax year, explain in Schedule O	2c	Yes	
d	If "Yes" to line 2a or 2b, check a box below to indicate whether the financial statements for the year were issued on a consolidated basis, separate basis, or both ☐ Separate basis ☐ Consolidated basis ☐ Both consolidated and separated basis			
3a	As a result of a federal award, was the organization required to undergo an audit or audits as set forth in the Single Audit Act and OMB Circular A-133?	3a		No
b	If "Yes," did the organization undergo the required audit or audits? If the organization did not undergo the required audit or audits, explain why in Schedule O and describe any steps taken to undergo such audits	3b		

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SCHEDULE A (Form 990 or 990EZ)

Department of the Treasury
Internal Revenue Service

Public Charity Status and Public Support

Complete if the organization is a section 501(c)(3) organization or a section 4947(a)(1) nonexempt charitable trust.

▶ **Attach to Form 990 or Form 990-EZ.** ▶ **See separate instructions.**

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Reason for Public Charity Status (All organizations must complete this part.) See instructions

The organization is not a private foundation because it is (For lines 1 through 11, check only one box)

1 ☐ A church, convention of churches, or association of churches **section 170(b)(1)(A)(i).**

2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E)

3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).**

4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state

5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II)

6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**

7 ☑ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi)** (Complete Part II)

8 ☐ A community trust described in **section 170(b)(1)(A)(vi)** (Complete Part II)

9 ☐ An organization that normally receives (1) more than 331/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions—subject to certain exceptions, and (2) no more than 331/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975 See **section 509(a)(2).** (Complete Part III)

10 ☐ An organization organized and operated exclusively to test for public safety See **section 509(a)(4).**

11 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2) See **section 509(a)(3).** Check the box that describes the type of supporting organization and complete lines 11e through 11h

a ☐ Type I **b** ☐ Type II **c** ☐ Type III - Functionally integrated **d** ☐ Type III - Other

e ☐ By checking this box, I certify that the organization is not controlled directly or indirectly by one or more disqualified persons other than foundation managers and other than one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2)

f If the organization received a written determination from the IRS that it is a Type I, Type II or Type III supporting organization, check this box ☐

g Since August 17, 2006, has the organization accepted any gift or contribution from any of the following persons?

	Yes	No
11g(i) (i) a person who directly or indirectly controls, either alone or together with persons described in (ii) and (iii) below, the governing body of the the supported organization?		
11g(ii) (ii) a family member of a person described in (i) above?		
11g(iii) (iii) a 35% controlled entity of a person described in (i) or (ii) above?		

h Provide the following information about the supported organization(s)

(i) Name of supported organization	(ii) EIN	(iii) Type of organization (described on lines 1- 9 above or IRC section (see instructions))	(iv) Is the organization in col (i) listed in your governing document? Yes	(iv) No	(v) Did you notify the organization in col (i) of your support? Yes	(v) No	(vi) Is the organization in col (i) organized in the U S ? Yes	(vi) No	(vii) Amount of support?
Total									

Part II **Support Schedule for Organizations Described in IRC 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)**
(Complete only if you checked the box on line 5, 7, or 8 of Part I.)

Section A. Public Support

Calendar year (or fiscal year beginning in)	(a) 2005	(b) 2006	(c) 2007	(d) 2008	(e) 2009	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")	1,949,216	3,333,025	3,607,229	4,106,382	2,920,515	15,916,367
2 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
3 The value of services or facilities furnished by a governmental unit to the organization without charge						
4 **Total.** Add lines 1 through 3	1,949,216	3,333,025	3,607,229	4,106,382	2,920,515	15,916,367
5 The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f)						1,305,746
6 **Public Support.** Subtract line 5 from line 4						14,610,621

Section B. Total Support

Calendar year (or fiscal year beginning in)	(a) 2005	(b) 2006	(c) 2007	(d) 2008	(e) 2009	(f) Total
7 Amounts from line 4	1,949,216	156,116	3,607,229	4,106,382	2,920,515	15,916,367
8 Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources	59,547	156,116	644,240	250,448	242,319	1,352,670
9 Net income from unrelated business activities, whether or not the business is regularly carried on						
10 Other income (Explain in Part IV) Do not include gain or loss from the sale of capital assets	39,748	14,245	9,071	24,195	36	87,295
11 **Total support** (Add lines 7 through 10)						17,356,332

12 Gross receipts from related activities, etc (See instructions)	12	10,487

13 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a 501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

14	Public Support Percentage for 2009 (line 6 column (f) divided by line 11 column (f))	14	84 180 %
15	Public Support Percentage for 2008 Schedule A, Part II, line 14	15	87 830 %

16a **33 1/3% support test—2009.** If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☑

b **33 1/3% support test—2008.** If the organization did not check the box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

17a **10%-facts-and-circumstances test—2009.** If the organization did not check a box on line 13, 16a, or 16b and line 14 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

b **10%-facts-and-circumstances test—2008.** If the organization did not check a box on line 13, 16a, 16b, or 17a and line 15 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

18 **Private Foundation** If the organization did not check a box on line 13, 16a, 16b, 17a or 17b, check this box and see instructions ▶☐

Part III Support Schedule for Organizations Described in IRC 509(a)(2)
(Complete only if you checked the box on line 9 of Part I.)

Section A. Public Support

Calendar year (or fiscal year beginning in)	(a) 2005	(b) 2006	(c) 2007	(d) 2008	(e) 2009	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")						
2 Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose						
3 Gross receipts from activities that are not an unrelated trade or business under section 513						
4 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
5 The value of services or facilities furnished by a governmental unit to the organization without charge						
6 **Total.** Add lines 1 through 5						
7a Amounts included on lines 1, 2, and 3 received from disqualified persons						
b Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of $5,000 or 1% of the amount on line 13 for the year						
c Add lines 7a and 7b						
8 **Public Support** (Subtract line 7c from line 6)						

Section B. Total Support

Calendar year (or fiscal year beginning in)	(a) 2005	(b) 2006	(c) 2007	(d) 2008	(e) 2009	(f) Total
9 Amounts from line 6						
10a Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources						
b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975						
c Add lines 10a and 10b						
11 Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on						
12 Other income Do not include gain or loss from the sale of capital assets (Explain in Part IV)						
13 **Total support** (Add lines 9, 10c, 11 and 12)						

14 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a 501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

15	Public Support Percentage for 2009 (line 8 column (f) divided by line 13 column (f))	15
16	Public support percentage from 2008 Schedule A, Part III, line 15	16

Section D. Computation of Investment Income Percentage

17	Investment income percentage for **2009** (line 10c column (f) divided by line 13 column (f))	17
18	Investment income percentage from **2008** Schedule A, Part III, line 17	18

19a **33 1/3% support tests—2009.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3% and line 17 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

b **33 1/3% support tests—2008.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3% and line 18 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

20 **Private Foundation** If the organization did not check a box on line 14, 19a or 19b, check this box and see instructions ▶☐

Part IV **Supplemental Information.** Supplemental Information. Complete this part to provide the explanation required by Part II, line 10; Part II, line 17a or 17b; or Part III, line 12. Provide any other additional information. See instructions

Additional Data

Software ID:

Software Version:

EIN: 57-0887278

Name: SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Form 990, Part III - 4 Program Service Accomplishments (See the Instructions)

4d. Other program services

(Code) (Expenses $ 321,774 including grants of $) (Revenue $)

PUBLIC EDUCATION THE FUNCTION OF THIS PROGRAM IS TO EDUCATE THE PUBLIC ON LOCAL ENVIRONMENTAL ISSUES AND TO OFFER SOLUTIONS AND POSITIVE CHANNELS FOR ACTION TO FOSTER ECONOMICALLY AND ENVIRONMENTALLY HEALTHY COMMUNITIES SUSTAINABLE AGRICULTURE THIS PROGRAM WILL COORDINATE AND NETWORK BETWEEN FARMERS, PRODUCERS, CHEFS, AND CONSUMERS THESE EFFORTS WILL FACILITATE THE PROCESS OF GETTING FOOD FROM THE PRODUCERS TO CHEFS AND CONSUMERS AND WILL MAKE IT EASIER FOR ALL IN SOUTH CAROLINA TO BUY LOCALLY, WITH THE ULTIMATE GOALS OF PRESERVING THE AGRICULTURAL USE OF LAND AND SUPPORTING THE LOCAL ECONOMY

Form 990, Part VII - Compensation of Officers, Directors,Trustees, Key Employees, Highest Compensated Employees, and Independent Contractors

(A) Name and Title	(B) Average hours per week	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
LAURA GATES CHAIRWOMAN	4 00	X		X				0	0	0
HANK HOLIDAY BOARD MEMBER	1 00	X						0	0	0
HOLLY HOOK BOARD MEMBER	1 00	X						0	0	0
GEORGE JOHNSTON BOARD MEMBER	1 00	X						0	0	0
ROY RICHARDS JR VICE CHAIR	2 00	X		X				0	0	0
HARRIET SMARTT BOARD MEMBER	1 00	X						0	0	0
VICKI VERITY BOARD MEMBER	1 00	X						0	0	0
LIBBY SMITH BOARD MEMBER	1 00	X						0	0	0
ANDREA COOPER BOARD MEMBER	1 00	X						0	0	0
BERRY EDWARDS BOARD MEMBER	1 00	X						0	0	0
DICK HALE TREASURER	2 00	X		X				0	0	0
MARY KENNEMUR BOARD MEMBER	1 00	X						0	0	0
FRED LINCOLN BOARD MEMBER	1 00	X						0	0	0
CARTTER LUPTON BOARD MEMBER	1 00	X						0	0	0
GILLIAN ROY BOARD MEMBER	1 00	X						0	0	0
JEFFREY SCHUTZ INVESTMENT C	2 00	X		X				0	0	0
DOTTIE FRANK BOARD MEMBER	1 00	X						0	0	0
WILLIAM COGSWELL BOARD MEMBER	1 00	X						0	0	0
DANA BEACH EXECUTIVE DI	40 00			X				115,100	0	0
ASHLEY K M WATERS DIRECTOR OF	40 00			X				68,000	0	0

Form 990, Part VIII - Statement of Revenue - 2a - 2g Program Service Revenue -

	Business Code	(A) Total Revenue	(B) Related or Exempt Function Revenue	(C) Unrelated Business Revenue	(D) Revenue Excluded from Tax under IRC 512, 513, or 514
CHARLESTON EVENTS		1,825	1,825		
COLUMBIA EVENTS		1,302	1,302		
BEAUFORT EVENTS		700	700		
GEORGETOWN EVENTS		250	250		
CONFERENCE & MISC EVENTS		220	220		

Form 990, Part IX - Statement of Functional Expenses - 24a - 24e Other Expenses

Do not include amounts reported on line 6b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
CONTRACT PROJECTS	190,608	178,606	1,222	10,780
DUES & SUBSCRIPTIONS	22,967	12,622	6,383	3,962
REPAIRS & MAINTENANCE	21,744	14,920	3,689	3,135
CHARLESTON EVENT EXPENSES	18,524	9,709	2,164	6,651
COLUMBIA EVENT EXPENSES	6,043	5,796	214	33

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SCHEDULE C (Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Political Campaign and Lobbying Activities

For Organizations Exempt From Income Tax Under section 501(c) and section 527

▶ Complete if the organization is described below.
▶ Attach to Form 990 or Form 990-EZ. ▶ See separate instructions.

OMB No 1545-0047

2009

Open to Public Inspection

If the organization answered "Yes," to Form 990, Part IV, Line 3, or Form 990-EZ, Part VI, line 46 (Political Campaign Activities), then

- Section 501(c)(3) organizations Complete Parts I-A and B Do not complete Part I-C
- Section 501(c) (other than section 501(c)(3)) organizations Complete Parts I-A and C below Do not complete Part I-B
- Section 527 organizations Complete Part I-A only

If the organization answered "Yes," to Form 990, Part IV, Line 4, or Form 990-EZ, Part VI, line 47 (Lobbying Activities), then

- Section 501(c)(3) organizations that have filed Form 5768 (election under section 501(h)) Complete Part II-A Do not complete Part II-B
- Section 501(c)(3) organizations that have NOT filed Form 5768 (election under section 501(h)) Complete Part II-B Do not complete Part II-A

If the organization answered "Yes," to Form 990, Part IV, Line 5 (Proxy Tax) or Form 990-EZ, line 35a (regarding proxy tax), then

- Section 501(c)(4), (5), or (6) organizations Complete Part III

Name of the organization	Employer identification number
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC	57-0887278

Part I-A Complete if the organization is exempt under section 501(c) or is a section 527 organization.

1 Provide a description of the organization's direct and indirect political campaign activities in Part IV

2 Political expenditures ▶ $

3 Volunteer hours

Part I-B Complete if the organization is exempt under section 501(c)(3).

1 Enter the amount of any excise tax incurred by the organization under section 4955 ▶ $

2 Enter the amount of any excise tax incurred by organization managers under section 4955 ▶ $

3 If the organization incurred a section 4955 tax, did it file Form 4720 for this year? ☐ Yes ☑ No

4a Was a correction made? ☐ Yes ☑ No

b If "Yes," describe in Part IV

Part I-C Complete if the organization is exempt under section 501(c) except section 501(c)(3).

1 Enter the amount directly expended by the filing organization for section 527 exempt function activities ▶ $

2 Enter the amount of the filing organization's funds contributed to other organizations for section 527 exempt funtion activities ▶ $

3 Total exempt function expenditures Add lines 1 and 2 Enter here and on Form 1120-POL, line 17b ▶ $

4 Did the filing organization file **Form 1120-POL** for this year? ☐ Yes ☑ No

5 State the names, addresses and employer identification number (EIN) of all section 527 political organizations to which payments were made For each organization listed, enter the amount paid from the filing organization's funds Also enter the amount of political contributions received that were promptly and directly delivered to a separate political organization, such as a separate segregated fund or a political action committee (PAC) If additional space is needed, provide information in Part IV

(a) Name	(b) Address	(c) EIN	(d) Amount paid from filing organization's funds If none, enter -0-	(e) Amount of political contributions received and promptly and directly delivered to a separate political organization If none, enter -0-

For Privacy Act and Paperwork Reduction Act Notice, see the instructions for Form 990. Cat No 50084S **Schedule C (Form 990 or 990-EZ) 2009**

Part II-A **Complete if the organization is exempt under section 501(c)(3) and filed Form 5768 (election under section 501(h)).**

A Check ☐ if the filing organization belongs to an affiliated group
B Check ☐ if the filing organization checked box A and "limited control" provisions apply

Limits on Lobbying Expenditures (The term "expenditures" means amounts paid or incurred.)	(a) Filing Organization's Totals	(b) Affiliated Group Totals
1a Total lobbying expenditures to influence public opinion (grass roots lobbying)		
b Total lobbying expenditures to influence a legislative body (direct lobbying)	91,275	
c Total lobbying expenditures (add lines 1a and 1b)	91,275	
d Other exempt purpose expenditures	2,436,725	
e Total exempt purpose expenditures (add lines 1c and 1d)	2,528,000	
f Lobbying nontaxable amount Enter the amount from the following table in both columns	276,400	
g Grassroots nontaxable amount (enter 25% of line 1f)	69,100	
h Subtract line 1g from line 1a If zero or less, enter -0-		
i Subtract line 1f from line 1c If zero or less, enter -0-		

If the amount on line 1e, column (a) or (b) is:	The lobbying nontaxable amount is:
Not over $500,000	20% of the amount on line 1e
Over $500,000 but not over $1,000,000	$100,000 plus 15% of the excess over $500,000
Over $1,000,000 but not over $1,500,000	$175,000 plus 10% of the excess over $1,000,000
Over $1,500,000 but not over $17,000,000	$225,000 plus 5% of the excess over $1,500,000
Over $17,000,000	$1,000,000

j If there is an amount other than zero on either line 1h or line 1i, did the organization file Form 4720 reporting section 4911 tax for this year? ☐ Yes ☑ No

4-Year Averaging Period Under Section 501(h)
(Some organizations that made a section 501(h) election do not have to complete all of the five columns below. See the instructions for lines 2a through 2f on page 4.)

Lobbying Expenditures During 4-Year Averaging Period

Calendar year (or fiscal year beginning in)	(a) 2006	(b) 2007	(c) 2008	(d) 2009	(e) Total
2a Lobbying non-taxable amount	272,403	304,758	322,323	276,400	1,175,884
b Lobbying ceiling amount (150% of line 2a, column(e))					1,763,826
c Total lobbying expenditures	93,174	55,055	110,262	91,275	349,766
d Grassroots non-taxable amount	68,101	76,190	80,581	69,100	293,972
e Grassroots ceiling amount (150% of line 2d, column (e))					440,958
f Grassroots lobbying expenditures					

R.001929

Part II-B **Complete if the organization is exempt under section 501(c)(3) and has NOT filed Form 5768 (election under section 501(h)).**

		(a) Yes	(a) No	(b) Amount
1	During the year, did the filing organization attempt to influence foreign, national, state or local legislation, including any attempt to influence public opinion on a legislative matter or referendum, through the use of			
a	Volunteers?		No	
b	Paid staff or management (include compensation in expenses reported on lines 1c through 1i)?		No	
c	Media advertisements?		No	
d	Mailings to members, legislators, or the public?		No	
e	Publications, or published or broadcast statements?		No	
f	Grants to other organizations for lobbying purposes?		No	
g	Direct contact with legislators, their staffs, government officials, or a legislative body?		No	
h	Rallies, demonstrations, seminars, conventions, speeches, lectures, or any similar means?		No	
i	Other activities? If "Yes," describe in Part IV		No	
j	Total lines 1c through 1i			
2a	Did the activities in line 1 cause the organization to be not described in section 501(c)(3)?		No	
b	If "Yes," enter the amount of any tax incurred under section 4912			
c	If "Yes," enter the amount of any tax incurred by organization managers under section 4912			
d	If the filing organization incurred a section 4912 tax, did it file Form 4720 for this year?		No	

Part III-A **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6).**

			Yes	No
1	Were substantially all (90% or more) dues received nondeductible by members?	1		No
2	Did the organization make only in-house lobbying expenditures of $2,000 or less?	2		No
3	Did the organization agree to carryover lobbying and political expenditures from the prior year?	3		No

Part III-B **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6) if BOTH Part III-A, lines 1 and 2 are answered "No" OR if Part III-A, line 3 is answered "Yes".**

1	Dues, assessments and similar amounts from members	1	
2	Section 162(e) non-deductible lobbying and political expenditures **(do not include amounts of political expenses for which the section 527(f) tax was paid).**		
a	Current year	2a	
b	Carryover from last year	2b	
c	Total	2c	
3	Aggregate amount reported in section 6033(e)(1)(A) notices of nondeductible section 162(e) dues	3	
4	If notices were sent and the amount on line 2c exceeds the amount on line 3, what portion of the excess does the organization agree to carryover to the reasonable estimate of nondeductible lobbying and political expenditure next year?	4	
5	Taxable amount of lobbying and political expenditures (see instructions)	5	

Part IV **Supplemental Information**

Complete this part to provide the descriptions required for Part I-A, line 1, Part I-B, line 4, Part I-C, line 5, and Part II-B, line 1i. Also, complete this part for any additional information.

Identifier	Return Reference	Explanation

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SCHEDULE D (Form 990)

Department of the Treasury
Internal Revenue Service

Supplemental Financial Statements

▶ Complete if the organization answered "Yes," to Form 990, Part IV, line 6, 7, 8, 9, 10, 11, or 12.
▶ Attach to Form 990. ▶ See separate instructions.

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Organizations Maintaining Donor Advised Funds or Other Similar Funds or Accounts. Complete if the organization answered "Yes" to Form 990, Part IV, line 6.

		(a) Donor advised funds	(b) Funds and other accounts
1	Total number at end of year		
2	Aggregate contributions to (during year)		
3	Aggregate grants from (during year)		
4	Aggregate value at end of year		

5 Did the organization inform all donors and donor advisors in writing that the assets held in donor advised funds are the organization's property, subject to the organization's exclusive legal control? ☐ Yes ☑ No

6 Did the organization inform all grantees, donors, and donor advisors in writing that grant funds may be used only for charitable purposes and not for the benefit of the donor or donor advisor, or for any other purpose conferring impermissible private benefit ☐ Yes ☑ No

Part II Conservation Easements. Complete if the organization answered "Yes" to Form 990, Part IV, line 7.

1 Purpose(s) of conservation easements held by the organization (check all that apply)
☐ Preservation of land for public use (e g , recreation or pleasure)
☐ Protection of natural habitat
☐ Preservation of open space
☐ Preservation of an historically importantly land area
☐ Preservation of a certified historic structure

2 Complete lines 2a–2d if the organization held a qualified conservation contribution in the form of a conservation easement on the last day of the tax year

		Held at the End of the Year
a	Total number of conservation easements	2a
b	Total acreage restricted by conservation easements	2b
c	Number of conservation easements on a certified historic structure included in (a)	2c
d	Number of conservation easements included in (c) acquired after 8/17/06	2d

3 Number of conservation easements modified, transferred, released, extinguished, or terminated by the organization during the taxable year ▶ _____

4 Number of states where property subject to conservation easement is located ▶ _____

5 Does the organization have a written policy regarding the periodic monitoring, inspection, handling of violations, and enforcement of the conservation easements it holds? ☐ Yes ☑ No

6 Staff and volunteer hours devoted to monitoring, inspecting and enforcing conservation easements during the year ▶ _____

7 Amount of expenses incurred in monitoring, inspecting, and enforcing conservation easements during the year ▶ $ _____

8 Does each conservation easement reported on line 2(d) above satisfy the requirements of section 170(h)(4)(B)(i) and 170(h)(4)(B)(ii)? ☐ Yes ☑ No

9 In Part XIV, describe how the organization reports conservation easements in its revenue and expense statement, and balance sheet, and include, if applicable, the text of the footnote to the organization's financial statements that describes the organization's accounting for conservation easements

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets. Complete if the organization answered "Yes" to Form 990, Part IV, line 8.

1a If the organization elected, as permitted under SFAS 116, not to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education or research in furtherance of public service, provide, in Part XIV, the text of the footnote to its financial statements that describes these items

b If the organization elected, as permitted under SFAS 116, to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education, or research in furtherance of public service, provide the following amounts relating to these items

(i) Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

(ii) Assets included in Form 990, Part X ▶ $ _____

2 If the organization received or held works of art, historical treasures, or other similar assets for financial gain, provide the following amounts required to be reported under SFAS 116 relating to these items

a Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

b Assets included in Form 990, Part X ▶ $ _____

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets *(continued)*

3 Using the organization's accession and other records, check any of the following that are a significant use of its collection items (check all that apply)

a ☐ Public exhibition
b ☐ Scholarly research
c ☐ Preservation for future generations
d ☐ Loan or exchange programs
e ☐ Other

4 Provide a description of the organization's collections and explain how they further the organization's exempt purpose in Part XIV

5 During the year, did the organization solicit or receive donations of art, historical treasures or other similar assets to be sold to raise funds rather than to be maintained as part of the organization's collection? ☐ Yes ☑ No

Part IV Escrow and Custodial Arrangements. Complete if the organization answered "Yes" to Form 990, Part IV, line 9, or reported an amount on Form 990, Part X, line 21.

1a Is the organization an agent, trustee, custodian or other intermediary for contributions or other assets not included on Form 990, Part X? ☐ Yes ☑ No

b If "Yes," explain the arrangement in Part XIV and complete the following table

		Amount
c	Beginning balance	1c
d	Additions during the year	1d
e	Distributions during the year	1e
f	Ending balance	1f

2a Did the organization include an amount on Form 990, Part X, line 21? ☐ Yes ☑ No

b If "Yes," explain the arrangement in Part XIV

Part V Endowment Funds. Complete if the organization answered "Yes" to Form 990, Part IV, line 10.

		(a)Current Year	(b)Prior Year	(c)Two Years Back	(d)Three Years Back	(e)Four Years Back
1a	Beginning of year balance					
b	Contributions					
c	Investment earnings or losses					
d	Grants or scholarships					
e	Other expenditures for facilities and programs					
f	Administrative expenses					
g	End of year balance					

2 Provide the estimated percentage of the year end balance held as

a Board designated or quasi-endowment ▶ %
b Permanent endowment ▶ %
c Term endowment ▶ %

3a Are there endowment funds not in the possession of the organization that are held and administered for the organization by

		Yes	No
(i) unrelated organizations	3a(i)		No
(ii) related organizations	3a(ii)		No
b If "Yes" to 3a(ii), are the related organizations listed as required on Schedule R?	3b		No

4 Describe in Part XIV the intended uses of the organization's endowment funds

Part VI Investments—Land, Buildings, and Equipment. See Form 990, Part X, line 10.

Description of investment	(a) Cost or other basis (investment)	(b)Cost or other basis (other)	(c) Accumulated depreciation	(d) Book value
1a Land				
b Buildings				
c Leasehold improvements				
d Equipment		384,462	255,584	128,878
e Other				
Total. Add lines 1a-1e *(Column (d) should equal Form 990, Part X, column (B), line 10(c).)* ▶				128,878

Part VII Investments—Other Securities. See Form 990, Part X, line 12.

(a) Description of security or category (including name of security)	(b) Book value	(c) Method of valuation Cost or end-of-year market value
Financial derivatives		
Closely-held equity interests		
Other		
Total. *(Column (b) should equal Form 990, Part X, col (B) line 12)* ▶		

Part VIII Investments—Program Related. See Form 990, Part X, line 13.

(a) Description of investment type	(b) Book value	(c) Method of valuation Cost or end-of-year market value
Total. *(Column (b) should equal Form 990, Part X, col (B) line 13)* ▶		

Part IX Other Assets. See Form 990, Part X, line 15.

(a) Description	(b) Book value
Total. *(Column (b) should equal Form 990, Part X, col.(B) line 15.)* ▶	

Part X Other Liabilities. See Form 990, Part X, line 25.

1 (a) Description of Liability	(b) Amount
Federal Income Taxes	
ACCRUED EXPENSES	75,406
EMPLOYEE BENEFITS PAYABLE	18,671
Total. *(Column (b) should equal Form 990, Part X, col (B) line 25)* ▶	94,077

2. Fin 48 Footnote In Part XIV, provide the text of the footnote to the organization's financial statements that reports the organization's liability for uncertain tax positions under FIN 48

Part XI Reconciliation of Change in Net Assets from Form 990 to Financial Statements

1	Total revenue (Form 990, Part VIII, column (A), line 12)	1	3,169,604
2	Total expenses (Form 990, Part IX, column (A), line 25)	2	2,528,001
3	Excess or (deficit) for the year Subtract line 2 from line 1	3	641,603
4	Net unrealized gains (losses) on investments	4	1,072,064
5	Donated services and use of facilities	5	
6	Investment expenses	6	
7	Prior period adjustments	7	
8	Other (Describe in Part XIV)	8	53,529
9	Total adjustments (net) Add lines 4 - 8	9	1,125,593
10	Excess or (deficit) for the year per financial statements Combine lines 3 and 9	10	1,767,196

Part XII Reconciliation of Revenue per Audited Financial Statements With Revenue per Return

1	Total revenue, gains, and other support per audited financial statements			1	5,166,541
2	Amounts included on line 1 but not on Form 990, Part VIII, line 12				
a	Net unrealized gains on investments	2a	1,072,064		
b	Donated services and use of facilities	2b	924,873		
c	Recoveries of prior year grants	2c			
d	Other (Describe in Part XIV)	2d			
e	Add lines **2a** through **2d**			2e	1,996,937
3	Subtract line **2e** from line **1**			3	3,169,604
4	Amounts included on Form 990, Part VIII, line 12, but not on line **1**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	
5	Total Revenue Add lines **3** and **4c.** (This should equal Form 990, Part I, line 12)			5	3,169,604

Part XIII Reconciliation of Expenses per Audited Financial Statements With Expenses per Return

1	Total expenses and losses per audited financial statements			1	3,399,345
2	Amounts included on line 1 but not on Form 990, Part IX, line 25				
a	Donated services and use of facilities	2a	924,873		
b	Prior year adjustments	2b			
c	Other losses	2c			
d	Other (Describe in Part XIV)	2d	-53,529		
e	Add lines **2a** through **2d**			2e	871,344
3	Subtract line **2e** from line **1**			3	2,528,001
4	Amounts included on Form 990, Part IX, line 25, but not on line **1:**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	
5	Total expenses Add lines **3** and **4c.** (This should equal Form 990, Part I, line 18)			5	2,528,001

Part XIV Supplemental Information

Complete this part to provide the descriptions required for Part II, lines 3, 5, and 9, Part III, lines 1a and 4, Part IV, lines 1b and 2b, Part V, line 4, Part X, Part XI, line 8, Part XII, lines 2d and 4b, and Part XIII, lines 2d and 4b Also complete this part to provide any additional information

Identifier	Return Reference	Explanation
RECONCILATION OF CHANGES - OTHER	SCHEDULE D, PAGE 4, PART XI, LINE 8	BAD DEBT EXPENSE 53,529
EXPENSE AMOUNTS INCLUDED IN FINANCIALS - OTHER	SCHEDULE D, PAGE 4, PART XIII, LINE 2D	BAD DEBT EXPENSE -53,529

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Schedule I (Form 990)

Department of the Treasury
Internal Revenue Service

Grants and Other Assistance to Organizations, Governments and Individuals in the United States

Complete if the organization answered "Yes," to Form 990, Part IV, line 21 or 22.
▶ Attach to Form 990

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I General Information on Grants and Assistance

1 Does the organization maintain records to substantiate the amount of the grants or assistance, the grantees' eligibility for the grants or assistance, and the selection criteria used to award the grants or assistance? . . . ☐ Yes ☑ No

2 Describe in Part IV the organization's procedures for monitoring the use of grant funds in the United States

Part II Grants and Other Assistance to Governments and Organizations in the United States.

Complete if the organization answered "Yes" to Form 990, Part IV, line 21 for any recipient that received more than $5,000. Check this box if no one recipient received more than $5,000. Use Part IV and Schedule I-1 (Form 990) if additional space is needed . . . ▶ ☑

(a) Name and address of organization or government	(b) EIN	(c) IRC Code section if applicable	(d) Amount of cash grant	(e) Amount of non-cash assistance	(f) Method of valuation (book, FMV, appraisal, other)	(g) Description of non-cash assistance	(h) Purpose of grant or assistance

2 Enter total number of section 501(c)(3) and government organizations . . . ▶

3 Enter total number of other organizations . . . ▶

Part III **Grants and Other Assistance to Individuals in the United States.** Complete if the organization answered "Yes" to Form 990, Part IV, line 22. Use Schedule I-1 (Form 990) if additional space is needed.

(a) Type of grant or assistance	(b) Number of recipients	(c) Amount of cash grant	(d) Amount of non-cash assistance	(e) Method of valuation (book, FMV, appraisal, other)	(f) Description of non-cash assistance

Part IV **Supplemental Information.** Complete this part to provide the information required in Part I, line 2, and any other additional information.

Identifier	Return Reference	Explanation

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Schedule L (Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Transactions with Interested Persons

▶ Complete if the organization answered "Yes" on Form 990, Part IV, lines 25a, 25b, 26, 27, 28a, 28b, or 28c, or Form 990-EZ, Part V lines 38a or 40b.

▶ Attach to Form 990 or Form 990-EZ. ▶See separate instructions.

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Excess Benefit Transactions (section 501(c)(3) and section 501 (c)(4) organizations only).

Complete if the organization answered "Yes" on Form 990, Part IV, line 25a or 25b, or Form 990-EZ, Part V, line 40b

1	(a) Name of disqualified person	(b) Description of transaction	(c) Corrected? Yes	No

2 Enter the amount of tax imposed on the organization managers or disqualified persons during the year under section 4958 . . . . . ▶ $

3 Enter the amount of tax, if any, on line 2, above, reimbursed by the organization . . . . . ▶ $

Part II Loans to and/or From Interested Persons.

Complete if the organization answered "Yes" on Form 990, Part IV, line 26, or Form 990-EZ, Part V, line 38a

(a) Name of interested person and purpose	(b) Loan to or from the organization? To	From	(c) Original principal amount	(d) Balance due	(e) In default? Yes	No	(f) Approved by board or committee? Yes	No	(g) Written agreement? Yes	No
Total . . . . . ▶ $										

Part III Grants or Assistance Benefitting Interested Persons.

Complete if the organization answered "Yes" on Form 990, Part IV, line 27.

(a) Name of interested person	(b) Relationship between interested person and the organization	(c) Amount of grant or type of assistance
CONSERVATION VOTERS OF SC	DANA BEACH IS CCL'S EXEC DIRECTOR & A CVSC BOARD MEMBER	5,000
PENN SCHOOL NATIONAL HISTORIC LANDMARK DISTRICT	DANA BEACH IS CCL'S EXEC DIRECTOR & A PSNHLD BOARD MEMBER	300

Part IV Business Transactions Involving Interested Persons.

Complete if the organization answered "Yes" on Form 990, Part IV, line 28a, 28b, or 28c.

(a) Name of interested person	(b) Relationship between interested person and the organization	(c) Amount of transaction	(d) Description of transaction	(e) Sharing of organization's revenues? Yes	No
TONNIA SWITZER	EMPLOYEE	4,240	CLEANING SERVICES		No
VIRGINIA C BEACH	EMPLOYEE SPOUSE	17,975	LEAGUE NEWSPAPER		No

For Privacy Act and Paperwork Reduction Act Notice, see the Intructions for Form 990 Cat No 50056A

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SCHEDULE M (Form 990)

Department of the Treasury
Internal Revenue Service

NonCash Contributions

▶Complete if the organization answered "Yes" on Form 990, Part IV, lines 29 or 30.
▶ Attach to Form 990.

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Types of Property

		(a) Check if applicable	(b) Number of Contributions	(c) Revenues reported on Form 990, Part VIII, line 1g	(d) Method of determining revenues
1	Art—Works of art				
2	Art—Historical treasures				
3	Art—Fractional interests				
4	Books and publications				
5	Clothing and household goods				
6	Cars and other vehicles				
7	Boats and planes				
8	Intellectual property				
9	Securities—Publicly traded	X	14	180,532	
10	Securities—Closely held stock				
11	Securities—Partnership, LLC, or trust interests				
12	Securities—Miscellaneous				
13	Qualified conservation contribution—Historic structures				
14	Qualified conservation contribution—Other				
15	Real estate—Residential				
16	Real estate—Commercial				
17	Real estate—Other				
18	Collectibles				
19	Food inventory				
20	Drugs and medical supplies				
21	Taxidermy				
22	Historical artifacts				
23	Scientific specimens				
24	Archeological artifacts				
25	Other ▶ (_____)				
26	Other ▶ (_____)				
27	Other ▶ (_____)				
28	Other ▶ (_____)				

29 Number of Forms 8283 received by the organization during the tax year for contributions for which the organization completed Form 8283, Part IV, Donee Acknowledgement . . . | 29 |

			Yes	No
30a	During the year, did the organization receive by contribution any property reported in Part I, lines 1-28 that it must hold for at least three years from the date of the initial contribution, and which is not required to be used for exempt purposes for the entire holding period?	30a		No
b	If "Yes," describe the arrangement in Part II			
31	Does the organization have a gift acceptance policy that requires the review of any non-standard contributions?	31		No
32a	Does the organization hire or use third parties or related organizations to solicit, process, or sell non-cash contributions?	32a		No
b	If "Yes," describe in Part II			
33	If the organization did not report revenues in column (c) for a type of property for which column (a) is checked, describe in Part II			

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Part II

Supplemental Information. Complete this part to provide the information required by Part I, lines 30b, 32b, and 33. Also complete this part for any additional information.

Identifier	Return Reference	Explanation

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SCHEDULE O (Form 990)

Department of the Treasury
Internal Revenue Service

Supplemental Information to Form 990

Complete to provide information for responses to specific questions on Form 990 or to provide any additional information.
▶ Attach to Form 990.

OMB No 1545-0047

2009

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Identifier	Return Reference	Explanation
ALL OTHER ACHIEVEMENTS DESCRIPTION	FORM 990, PAGE 2, PART III, LINE 4D	PUBLIC EDUCATION THE FUNCTION OF THIS PROGRAM IS TO EDUCATE THE PUBLIC ON LOCAL ENVIRONMENTAL ISSUES AND TO OFFER SOLUTIONS AND POSITIVE CHANNELS FOR ACTION TO FOSTER ECONOMICALLY AND ENVIRONMENTALLY HEALTHY COMMUNITIES SUSTAINABLE AGRICULTURE THIS PROGRAM WILL COORDINATE AND NETWORK BETWEEN FARMERS, PRODUCERS, CHEFS, AND CONSUMERS THESE EFFORTS WILL FACILITATE THE PROCESS OF GETTING FOOD FROM THE PRODUCERS TO CHEFS AND CONSUMERS AND WILL MAKE IT EASIER FOR ALL IN SOUTH CAROLINA TO BUY LOCALLY, WITH THE ULTIMATE GOALS OF PRESERVING THE AGRICULTURAL USE OF LAND AND SUPPORTING THE LOCAL ECONOMY
ORGANIZATION'S PROCESS USED TO REVIEW FORM 990	FORM 990, PAGE 6, PART VI, LINE 11	A COPY OF FORM 990 WAS PROVIDED TO ALL VOTING BOARD MEMBERS PRIOR TO FILING
ENFORCEMENT OF CONFLICTS POLICY	FORM 990, PAGE 6, PART VI, LINE 12C	THE CONFLICT POLICY IS REVIEWED ANNUALLY AND BOARD MEMBERS MUST DISCLOSE ANY POTENTIAL CONFLICTS AS THEY ARISE
COMPENSATION PROCESS FOR TOP OFFICIAL	FORM 990, PAGE 6, PART VI, LINE 15A	THE BOARD OF DIRECTORS APPROVES THE SALARY OF THE EXECUTIVE DIRECTOR DURING THE BUDGETING PROCESS
COMPENSATION PROCESS FOR OFFICERS	FORM 990, PAGE 6, PART VI, LINE 15B	OTHER EMPLOYEE SALARIES ARE REVIEWED BY MEMBERS OF THE BOARD OF DIRECTORS INDIRECTLY THROUGH THE BUDGETING PROCESS
GOVERNING DOCUMENTS DISCLOSURE EXPLANATION	FORM 990, PAGE 6, PART VI, LINE 19	THE ORGANIZATION PROVIDES THESE DOCUMENTS UPON REQUEST AT THE ADMINISTRATIVE OFFICES, VIA THE SECRETARY OF STATE OFFICE, CHARITY NAVIGATOR, AS WELL AS ON WWW GUIDESTAR ORG

For Paperwork Reduction Act Notice, see the Instructions for Form 990

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Form **990**

Department of the Treasury
Internal Revenue Service

Return of Organization Exempt From Income Tax

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except black lung benefit trust or private foundation)

▶ The organization may have to use a copy of this return to satisfy state reporting requirements

OMB No 1545-0047

2010

Open to Public Inspection

A For the 2010 calendar year, or tax year beginning 01-01-2010 and ending 12-31-2010

B Check if applicable
- ☐ Address change
- ☐ Name change
- ☐ Initial return
- ☐ Terminated
- ☐ Amended return
- ☐ Application pending

C Name of organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Doing Business As

Number and street (or P O box if mail is not delivered to street address) | Room/suite
328 EAST BAY STREET

City or town, state or country, and ZIP + 4
CHARLESTON, SC 29401

D Employer identification number
57-0887278

E Telephone number
(843) 723-8035

G Gross receipts $ 2,877,448

F Name and address of principal officer
EDWARD DANA BEACH
328 EAST BAY STREET
CHARLESTON, SC 29401

H(a) Is this a group return for affiliates? ☐ Yes ☑ No

H(b) Are all affiliates included? ☐ Yes ☐ No
If "No," attach a list (see instructions)

H(c) Group exemption number ▶

I Tax-exempt status ☑ 501(c)(3) ☐ 501(c) ( ) ◀ (insert no) ☐ 4947(a)(1) or ☐ 527

J Website: ▶ WWW COASTALCONSERVATIONLEAGUE ORG

K Form of organization ☑ Corporation ☐ Trust ☐ Association ☐ Other ▶ | **L** Year of formation 1989 | **M** State of legal domicile SC

Part I Summary

Activities & Governance

1 Briefly describe the organization's mission or most significant activities
TO PROTECT THE NATURAL ENVIRONMENT OF THE SOUTH CAROLINA COASTAL PLAIN AND TO ENHANCE THE QUALITY OF LIFE OF OUR COMMUNITIES BY WORKING WITH INDIVIDUALS, BUSINESSES, AND GOVERNMENT TO ENSURE BALANCED SOLUTIONS

2 Check this box ▶☐ if the organization discontinued its operations or disposed of more than 25% of its net assets

3	Number of voting members of the governing body (Part VI, line 1a)	3	18
4	Number of independent voting members of the governing body (Part VI, line 1b)	4	18
5	Total number of individuals employed in calendar year 2010 (Part V, line 2a)	5	24
6	Total number of volunteers (estimate if necessary)	6	0
7a	Total unrelated business revenue from Part VIII, column (C), line 12	7a	0
b	Net unrelated business taxable income from Form 990-T, line 34	7b	0

		Prior Year	Current Year
Revenue			
8	Contributions and grants (Part VIII, line 1h)	2,920,515	2,341,015
9	Program service revenue (Part VIII, line 2g)	0	0
10	Investment income (Part VIII, column (A), lines 3, 4, and 7d)	240,215	300,054
11	Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	8,874	6,224
12	Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	3,169,604	2,647,293
Expenses			
13	Grants and similar amounts paid (Part IX, column (A), lines 1–3)	11,134	6,300
14	Benefits paid to or for members (Part IX, column (A), line 4)	0	0
15	Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)	1,657,216	1,796,226
16a	Professional fundraising fees (Part IX, column (A), line 11e)	0	0
b	Total fundraising expenses (Part IX, column (D), line 25) ▶427,400		
17	Other expenses (Part IX, column (A), lines 11a–11d, 11f–24f)	859,651	987,677
18	Total expenses Add lines 13–17 (must equal Part IX, column (A), line 25)	2,528,001	2,790,203
19	Revenue less expenses Subtract line 18 from line 12	641,603	-142,910

		Beginning of Current Year	End of Year
Net Assets or Fund Balances			
20	Total assets (Part X, line 16)	9,529,760	9,920,591
21	Total liabilities (Part X, line 26)	109,234	160,763
22	Net assets or fund balances Subtract line 21 from line 20	9,420,526	9,759,828

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including acco knowledge and belief, it is true, correct, and complete. Declaration of preparer (othe knowledge.

Sign Here

******
Signature of officer

ASHLEY K M WATERS CPA DIRECTOR OF FINANCE
Type or print name and title

Paid Preparer Use Only

Print/Type preparer's name: ERIK M GLASER CPA | Preparer's signature: ERIK M GLAS

Firm's name ▶ GLASERDUNCAN CPAS

Firm's address ▶ 1040 ANNA KNAPP BLVD
MOUNT PLEASANT, SC 29464

May the IRS discuss this return with the preparer shown above? (see instructio

R.00

For Paperwork Reduction Act Notice, see the separate instructions.

Part III Statement of Program Service Accomplishments

Check if Schedule O contains a response to any question in this Part III . . . . . ☑

1 Briefly describe the organization's mission

TO PROTECT THE NATURAL ENVIRONMENT OF THE SOUTH CAROLINA COASTAL PLAIN AND TO ENHANCE THE QUALITY OF LIFE OF OUR COMMUNITIES BY WORKING WITH INDIVIDUALS, BUSINESSES, AND GOVERNMENT TO ENSURE BALANCED SOLUTIONS

2 Did the organization undertake any significant program services during the year which were not listed on the prior Form 990 or 990-EZ? . . . . . ☐ Yes ☑ No

If "Yes," describe these new services on Schedule O

3 Did the organization cease conducting, or make significant changes in how it conducts, any program services? . . . . . ☐ Yes ☑ No

If "Yes," describe these changes on Schedule O

4 Describe the exempt purpose achievements for each of the organization's three largest program services by expenses Section 501(c)(3) and 501(c)(4) organizations and section 4947(a)(1) trusts are required to report the amount of grants and allocations to others, the total expenses, and revenue, if any, for each program service reported

4a (Code) (Expenses $ 566,673 including grants of $) (Revenue $)

WATER & AIR QUALITY THE OBJECTIVE OF THIS PROGRAM IS TO IMPROVE THE REGULATORY PROCESS DESIGNED TO PROTECT WATER AND AIR QUALITY, AND TO INVOLVE THE PUBLIC IN DECISION-MAKING REGARDING PROTECTION OF LOCAL WATER RESOURCES AND AIR QUALITY ACHIEVEMENTS PRESERVING WATER QUALITY INCLUDE OPPOSING MARINAS PROPOSED FOR OUTSTANDING RESOURCE WATERS, PREVENTING EXPANSION OF A LANDFILL INTO WETLANDS, AND CHALLENGING A HIGHWAY THROUGH THE ACE BASIN WE HAVE BEEN WORKING TO IMPROVE AIR QUALITY BY OPPOSING A PROPOSED COAL PLANT AND BY FIGHTING FOR BETTER AIR QUALITY REQUIREMENTS AT THE PORT OF CHARLESTON

4b (Code) (Expenses $ 667,201 including grants of $) (Revenue $)

LAND USE PLANNING THIS PROGRAM ANALYZES COMMUNITY GROWTH PATTERNS, IDENTIFIES PROBLEMS, AND RECOMMENDS CHANGES TO PROMOTE ENVIRONMENTALLY SENSITIVE AND ECONOMICALLY RESPONSIBLE GROWTH POLICIES USED BY ANY COMMUNITY ACHIEVEMENTS INCLUDE PUBLICATIONS OF DEVELOPMENT BULLETIN AND FOSTERING COMMUNITY INVOLVEMENT IN IMPROVING DEVELOPMENT AND TRANSPORTATION POLICIES

4c (Code) (Expenses $ 349,635 including grants of $) (Revenue $)

CLIMATE AND ENERGY THE AIM OF THIS PROGRAM IS TO INFLUENCE REGIONAL, NATIONAL, AND INTERNATIONAL POLICIES THROUGH A COMPREHENSIVE PUBLIC AWARENESS CAMPAIGN AND EDUCATIONAL OUTREACH TO PROMOTE ENERGY EFFICIENCY, ENERGY CONSERVATION, AND ALTERNATIVE FUEL SOURCES AS THE CHEAPEST AND MOST EFFECTIVE SOLUTION TO THE CLIMATE AND ENERGY CRISES

4d Other program services (Describe in Schedule O) **See also Additional Data for Description**

(Expenses $ 424,546 including grants of $) (Revenue $)

4e Total program service expenses ▶ $ 2,008,055

Part IV Checklist of Required Schedules

			Yes	No
1	Is the organization described in section 501(c)(3) or 4947(a)(1) (other than a private foundation)? *If "Yes," complete Schedule A*	1	Yes	
2	Is the organization required to complete Schedule B, Schedule of Contributors (see instruction)?	2	Yes	
3	Did the organization engage in direct or indirect political campaign activities on behalf of or in opposition to candidates for public office? *If "Yes," complete Schedule C, Part I*	3		No
4	**Section 501(c)(3) organizations.** Did the organization engage in lobbying activities, or have a section 501(h) election in effect during the tax year? *If "Yes," complete Schedule C, Part II*	4	Yes	
5	Is the organization a section 501(c)(4), 501(c)(5), or 501(c)(6) organization that receives membership dues, assessments, or similar amounts as defined in Revenue Procedure 98-19? *If "Yes," complete Schedule C, Part III*	5		No
6	Did the organization maintain any donor advised funds or any similar funds or accounts where donors have the right to provide advice on the distribution or investment of amounts in such funds or accounts? *If "Yes," complete Schedule D, Part I*	6		No
7	Did the organization receive or hold a conservation easement, including easements to preserve open space, the environment, historic land areas or historic structures? *If "Yes," complete Schedule D, Part II*	7		No
8	Did the organization maintain collections of works of art, historical treasures, or other similar assets? *If "Yes," complete Schedule D, Part III*	8		No
9	Did the organization report an amount in Part X, line 21, serve as a custodian for amounts not listed in Part X, or provide credit counseling, debt management, credit repair, or debt negotiation services? *If "Yes," complete Schedule D, Part IV*	9		No
10	Did the organization, directly or through a related organization, hold assets in term, permanent, or quasi-endowments? *If "Yes," complete Schedule D, Part V*	10		No
11	If the organization's answer to any of the following questions is 'Yes,' then complete Schedule D, Parts VI, VII, VIII, IX, or X as applicable			
a	Did the organization report an amount for land, buildings, and equipment in Part X, line10? *If "Yes," complete Schedule D, Part VI.*	11a	Yes	
b	Did the organization report an amount for investments—other securities in Part X, line 12 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VII.*	11b		No
c	Did the organization report an amount for investments—program related in Part X, line 13 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VIII.*	11c		No
d	Did the organization report an amount for other assets in Part X, line 15 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part IX.*	11d		No
e	Did the organization report an amount for other liabilities in Part X, line 25? *If "Yes," complete Schedule D, Part X.*	11e	Yes	
f	Did the organization's separate or consolidated financial statements for the tax year include a footnote that addresses the organization's liability for uncertain tax positions under FIN 48 (ASC 740)? *If "Yes," complete Schedule D, Part X.*	11f		No
12a	Did the organization obtain separate, independent audited financial statements for the tax year? *If "Yes," complete Schedule D, Parts XI, XII, and XIII*	12a	Yes	
b	Was the organization included in consolidated, independent audited financial statements for the tax year? *If "Yes," and if the organization answered 'No' to line 12a, then completing Schedule D, Parts XI, XII, and XIII is optional*	12b		No
13	Is the organization a school described in section 170(b)(1)(A)(ii)? *If "Yes," complete Schedule E*	13		No
14a	Did the organization maintain an office, employees, or agents outside of the United States?	14a		No
b	Did the organization have aggregate revenues or expenses of more than $10,000 from grantmaking, fundraising, business, and program service activities outside the United States? *If "Yes," complete Schedule F, Parts I and IV*	14b		No
15	Did the organization report on Part IX, column (A), line 3, more than $5,000 of grants or assistance to any organization or entity located outside the U S ? *If "Yes," complete Schedule F, Parts II and IV*	15		No
16	Did the organization report on Part IX, column (A), line 3, more than $5,000 of aggregate grants or assistance to individuals located outside the U S ? *If "Yes," complete Schedule F, Parts III and IV*	16		No
17	Did the organization report a total of more than $15,000, of expenses for professional fundraising services on Part IX, column (A), lines 6 and 11e? *If "Yes," complete Schedule G, Part I (see instructions)*	17		No
18	Did the organization report more than $15,000 total of fundraising event gross income and contributions on Part VIII, lines 1c and 8a? *If "Yes," complete Schedule G, Part II*	18		No
19	Did the organization report more than $15,000 of gross income from gaming activities on Part VIII, line 9a? *If "Yes," complete Schedule G, Part III*	19		No
20a	Did the organization operate one or more hospitals? *If "Yes," complete Schedule H*	20a		No
b	If "Yes" to line 20a, did the organization attach its audited financial statement to this return? **Note.** Some Form 990 filers that operate one or more hospitals must attach audited financial statements (see instructions)	20b		

Part IV Checklist of Required Schedules *(continued)*

21	Did the organization report more than $5,000 of grants and other assistance to governments and organizations in the United States on Part IX, column (A), line 1? *If "Yes," complete Schedule I, Parts I and II*	21	Yes	
22	Did the organization report more than $5,000 of grants and other assistance to individuals in the United States on Part IX, column (A), line 2? *If "Yes," complete Schedule I, Parts I and III*	22		No
23	Did the organization answer "Yes" to Part VII, Section A, questions 3, 4, or 5, about compensation of the organization's current and former officers, directors, trustees, key employees, and highest compensated employees? *If "Yes," complete Schedule J*	23		No
24a	Did the organization have a tax-exempt bond issue with an outstanding principal amount of more than $100,000 as of the last day of the year, that was issued after December 31, 2002? *If "Yes," answer lines 24b–24d and complete Schedule K. If "No," go to line 25*	24a		No
b	Did the organization invest any proceeds of tax-exempt bonds beyond a temporary period exception?	24b		
c	Did the organization maintain an escrow account other than a refunding escrow at any time during the year to defease any tax-exempt bonds?	24c		
d	Did the organization act as an "on behalf of" issuer for bonds outstanding at any time during the year?	24d		
25a	**Section 501(c)(3) and 501(c)(4) organizations.** Did the organization engage in an excess benefit transaction with a disqualified person during the year? *If "Yes," complete Schedule L, Part I*	25a		No
b	Is the organization aware that it engaged in an excess benefit transaction with a disqualified person in a prior year, and that the transaction has not been reported on any of the organization's prior Forms 990 or 990-EZ? *If "Yes," complete Schedule L, Part I*	25b		No
26	Was a loan to or by a current or former officer, director, trustee, key employee, highly compensated employee, or disqualified person outstanding as of the end of the organization's tax year? *If "Yes," complete Schedule L, Part II*	26		No
27	Did the organization provide a grant or other assistance to an officer, director, trustee, key employee, substantial contributor, or a grant selection committee member, or to a person related to such an individual? *If "Yes," complete Schedule L, Part III*	27		No
28	Was the organization a party to a business transaction with one of the following parties? (see Schedule L, Part IV instructions for applicable filing thresholds, conditions, and exceptions)			
a	A current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28a	Yes	
b	A family member of a current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28b	Yes	
c	An entity of which a current or former officer, director, trustee, or key employee (or a family member thereof) was an officer, director, trustee, or direct or indirect owner? *If "Yes," complete Schedule L, Part IV*	28c	Yes	
29	Did the organization receive more than $25,000 in non-cash contributions? *If "Yes," complete Schedule M*	29	Yes	
30	Did the organization receive contributions of art, historical treasures, or other similar assets, or qualified conservation contributions? *If "Yes," complete Schedule M*	30		No
31	Did the organization liquidate, terminate, or dissolve and cease operations? *If "Yes," complete Schedule N, Part I*	31		No
32	Did the organization sell, exchange, dispose of, or transfer more than 25% of its net assets? *If "Yes," complete Schedule N, Part II*	32		No
33	Did the organization own 100% of an entity disregarded as separate from the organization under Regulations sections 301 7701-2 and 301 7701-3? *If "Yes," complete Schedule R, Part I*	33		No
34	Was the organization related to any tax-exempt or taxable entity? *If "Yes," complete Schedule R, Parts II, III, IV, and V, line 1*	34		No
35	Is any related organization a controlled entity within the meaning of section 512(b)(13)?	35		No
a	Did the organization receive any payment from or engage in any transaction with a controlled entity within the meaning of section 512(b)(13)? *If "Yes," complete Schedule R, Part V, line 2* ☐ Yes ☑ No			
36	**Section 501(c)(3) organizations.** Did the organization make any transfers to an exempt non-charitable related organization? *If "Yes," complete Schedule R, Part V, line 2*	36		No
37	Did the organization conduct more than 5% of its activities through an entity that is not a related organization and that is treated as a partnership for federal income tax purposes? *If "Yes," complete Schedule R, Part VI*	37		No
38	Did the organization complete Schedule O and provide explanations in Schedule O for Part VI, lines 11 and 19? **Note.** All Form 990 filers are required to complete Schedule O	38	Yes	

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Part V Statements Regarding Other IRS Filings and Tax Compliance

Check if Schedule O contains a response to any question in this Part V . . . . . ☐

				Yes	No
1a	Enter the number reported in Box 3 of Form 1096 Enter -0- if not applicable	1a	39		
b	Enter the number of Forms W-2G included in line 1a *Enter -0-* if not applicable	1b	0		
c	Did the organization comply with backup withholding rules for reportable payments to vendors and reportable gaming (gambling) winnings to prize winners?	1c		Yes	
2a	Enter the number of employees reported on Form W-3, *Transmittal of Wage and Tax Statements* filed for the calendar year ending with or within the year covered by this return	2a	24		
b	If at least one is reported on line 2a, did the organization file all required federal employment tax returns?	2b		Yes	
	Note. If the sum of lines 1a and 2a is greater than 250, you may be required to e-file (see instructions)				
3a	Did the organization have unrelated business gross income of $1,000 or more during the year?	3a			No
b	If "Yes," has it filed a Form 990-T for this year? *If "No," provide an explanation in Schedule O*	3b			
4a	At any time during the calendar year, did the organization have an interest in, or a signature or other authority over, a financial account in a foreign country (such as a bank account, securities account, or other financial account)?	4a			No
b	If "Yes," enter the name of the foreign country ▶ _____ See instructions for filing requirements for Form TD F 90-22 1, Report of Foreign Bank and Financial Accounts				
5a	Was the organization a party to a prohibited tax shelter transaction at any time during the tax year?	5a			No
b	Did any taxable party notify the organization that it was or is a party to a prohibited tax shelter transaction?	5b			No
c	If "Yes" to line 5a or 5b, did the organization file Form 8886-T?	5c			
6a	Does the organization have annual gross receipts that are normally greater than $100,000, and did the organization solicit any contributions that were not tax deductible?	6a			No
b	If "Yes," did the organization include with every solicitation an express statement that such contributions or gifts were not tax deductible?	6b			
7	**Organizations that may receive deductible contributions under section 170(c).**				
a	Did the organization receive a payment in excess of $75 made partly as a contribution and partly for goods and services provided to the payor?	7a			No
b	If "Yes," did the organization notify the donor of the value of the goods or services provided?	7b			
c	Did the organization sell, exchange, or otherwise dispose of tangible personal property for which it was required to file Form 8282?	7c			No
d	If "Yes," indicate the number of Forms 8282 filed during the year	7d			
e	Did the organization receive any funds, directly or indirectly, to pay premiums on a personal benefit contract?	7e			No
f	Did the organization, during the year, pay premiums, directly or indirectly, on a personal benefit contract?	7f			No
g	If the organization received a contribution of qualified intellectual property, did the organization file Form 8899 as required?	7g			
h	If the organization received a contribution of cars, boats, airplanes, or other vehicles, did the organization file a Form 1098-C?	7h			
8	**Sponsoring organizations maintaining donor advised funds and section 509(a)(3) supporting organizations.** Did the supporting organization, or a donor advised fund maintained by a sponsoring organization, have excess business holdings at any time during the year?	8			
9	**Sponsoring organizations maintaining donor advised funds.**				
a	Did the organization make any taxable distributions under section 4966?	9a			
b	Did the organization make a distribution to a donor, donor advisor, or related person?	9b			
10	**Section 501(c)(7) organizations.** Enter				
a	Initiation fees and capital contributions included on Part VIII, line 12	10a			
b	Gross receipts, included on Form 990, Part VIII, line 12, for public use of club facilities	10b			
11	**Section 501(c)(12) organizations.** Enter				
a	Gross income from members or shareholders	11a			
b	Gross income from other sources (Do not net amounts due or paid to other sources against amounts due or received from them)	11b			
12a	**Section 4947(a)(1) non-exempt charitable trusts.** Is the organization filing Form 990 in lieu of Form 1041?	12a			
b	If "Yes," enter the amount of tax-exempt interest received or accrued during the year	12b			
13	**Section 501(c)(29) qualified nonprofit health insurance issuers.**				
a	Is the organization licensed to issue qualified health plans in more than one state? **Note.** See the instructions for additional information the organization must report on Schedule O	13a			
b	Enter the amount of reserves the organization is required to maintain by the states in which the organization is licensed to issue qualified health plans	13b			
c	Enter the amount of reserves on hand	13c			
14a	Did the organization receive any payments for indoor tanning services during the tax year?	14a			No
b	If "Yes," has it filed a Form 720 to report these payments? *If "No," provide an explanation in Schedule O*	14b			

Part VI **Governance, Management, and Disclosure** For each "Yes" response to lines 2 through 7b below, and for a "No" response to lines 8a, 8b, or 10b below, describe the circumstances, processes, or changes in Schedule O. See instructions.

Check if Schedule O contains a response to any question in this Part VI . . . . . ☑

Section A. Governing Body and Management

			Yes	No
1a	Enter the number of voting members of the governing body at the end of the tax year	1a 18		
b	Enter the number of voting members included in line 1a, above, who are independent	1b 18		
2	Did any officer, director, trustee, or key employee have a family relationship or a business relationship with any other officer, director, trustee, or key employee?	2		No
3	Did the organization delegate control over management duties customarily performed by or under the direct supervision of officers, directors or trustees, or key employees to a management company or other person? . .	3		No
4	Did the organization make any significant changes to its governing documents since the prior Form 990 was filed?	4		No
5	Did the organization become aware during the year of a significant diversion of the organization's assets? .	5		No
6	Does the organization have members or stockholders?	6		No
7a	Does the organization have members, stockholders, or other persons who may elect one or more members of the governing body?	7a		No
b	Are any decisions of the governing body subject to approval by members, stockholders, or other persons? . .	7b		No
8	Did the organization contemporaneously document the meetings held or written actions undertaken during the year by the following			
a	The governing body?	8a	Yes	
b	Each committee with authority to act on behalf of the governing body?	8b	Yes	
9	Is there any officer, director, trustee, or key employee listed in Part VII, Section A, who cannot be reached at the organization's mailing address? If "Yes," provide the names and addresses in Schedule O	9		No

Section B. Policies (This Section B requests information about policies not required by the Internal Revenue Code.)

			Yes	No
10a	Does the organization have local chapters, branches, or affiliates?	10a		No
b	If "Yes," does the organization have written policies and procedures governing the activities of such chapters, affiliates, and branches to ensure their operations are consistent with those of the organization?	10b		
11a	Has the organization provided a copy of this Form 990 to all members of its governing body before filing the form?	11a	Yes	
b	Describe in Schedule O the process, if any, used by the organization to review this Form 990			
12a	Does the organization have a written conflict of interest policy? *If "No," go to line 13*	12a	Yes	
b	Are officers, directors or trustees, and key employees required to disclose annually interests that could give rise to conflicts?	12b	Yes	
c	Does the organization regularly and consistently monitor and enforce compliance with the policy? If "Yes," describe in Schedule O how this is done	12c	Yes	
13	Does the organization have a written whistleblower policy?	13	Yes	
14	Does the organization have a written document retention and destruction policy?	14	Yes	
15	Did the process for determining compensation of the following persons include a review and approval by independent persons, comparability data, and contemporaneous substantiation of the deliberation and decision?			
a	The organization's CEO, Executive Director, or top management official	15a	Yes	
b	Other officers or key employees of the organization	15b	Yes	
	If "Yes" to line 15a or 15b, describe the process in Schedule O (See instructions)			
16a	Did the organization invest in, contribute assets to, or participate in a joint venture or similar arrangement with a taxable entity during the year?	16a		No
b	If "Yes," has the organization adopted a written policy or procedure requiring the organization to evaluate its participation in joint venture arrangements under applicable federal tax law, and taken steps to safeguard the organization's exempt status with respect to such arrangements?	16b		

Section C. Disclosure

17 List the States with which a copy of this Form 990 is required to be filed ▶ SC

18 Section 6104 requires an organization to make its Form 1023 (or 1024 if applicable), 990, and 990-T (501(c)(3)s only) available for public inspection Indicate how you make these available Check all that apply

☐ Own website ☑ Another's website ☑ Upon request

19 Describe in Schedule O whether (and if so, how), the organization makes its governing documents, conflict of interest policy, and financial statements available to the public See Additional Data Table

20 State the name, physical address, and telephone number of the person who possesses the books and records of the organization ▶

ASHLEY K M WATERS CPA
90 ALEXANDER STREET
CHARLESTON, SC 29403
(843) 723-8035

Part VII **Compensation of Officers, Directors,Trustees, Key Employees, Highest Compensated Employees, and Independent Contractors**

Check if Schedule O contains a response to any question in this Part VII . . . . . ☐

Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees

1a Complete this table for all persons required to be listed Report compensation for the calendar year ending with or within the organization's tax year

- List all of the organization's **current** officers, directors, trustees (whether individuals or organizations), regardless of amount of compensation, and **current** key employees Enter -0- in columns (D), (E), and (F) if no compensation was paid
- List all of the organization's **current** key employees, if any See instructions for definition of "key employee "
- List the organization's five **current** highest compensated employees (other than an officer, director, trustee or key employee) who received reportable compensation (Box 5 of Form W-2 and/or Box 7 of Form 1099-MISC) of more than $100,000 from the organization and any related organizations
- List all of the organization's **former** officers, key employees, and highest compensated employees who received more than $100,000 of reportable compensation from the organization and any related organizations
- List all of the organization's **former directors or trustees** that received, in the capacity as a former director or trustee of the organization, more than $10,000 of reportable compensation from the organization and any related organizations

List persons in the following order individual trustees or directors, institutional trustees, officers, key employees, highest compensated employees, and former such persons

☐ Check this box if neither the organization nor any related organization compensated any current officer, director, or trustee

(A) Name and Title	(B) Average hours per week (describe hours for related organizations in Schedule O)	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
(1) ANDREA ZIFF COOPER BOARD MEMBER	1 00	X						0	0	0
(2) BERRY EDWARDS BOARD MEMBER	1 00	X						0	0	0
(3) BILL TURNER BOARD MEMBER	1 00	X						0	0	0
(4) CARTTER LUPTON BOARD MEMBER	1 00	X						0	0	0
(5) GOFFINET MCLAREN BOARD MEMBER	1 00	X						0	0	0
(6) HANK HOLIDAY BOARD MEMBER	1 00	X						0	0	0
(7) HARRIET SMARTT BOARD MEMBER	1 00	X						0	0	0
(8) HOLLY HOOK BOARD MEMBER	1 00	X						0	0	0
(9) IAN MCLAREN BOARD MEMBER	1 00	X						0	0	0
(10) KATHERINE HASTIE BOARD MEMBER	1 00	X						0	0	0
(11) RICHARD R SCHMALTZ BOARD MEMBER	1 00	X						0	0	0
(12) TEE MILLER BOARD MEMBER	1 00	X						0	0	0
(13) VICTORIA C VERITY BOARD MEMBER	1 00	X						0	0	0
(14) WILLIAM COGSWELL BOARD MEMBER	1 00	X						0	0	0
(15) JEFFREY SCHUTZ INVESTMENT COMM CHAIR	2 00	X		X				0	0	0
(16) RICHARD T HALE TREASURER	2 00	X		X				0	0	0

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Part VII **Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees** (continued)

(A) Name and Title	(B) Average hours per week (describe hours for related organizations in Schedule O)	(C) Position (check all that apply)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
(17) ROY RICHARDS JR VICE CHAIR	2 00	X		X				0	0	0
(18) LAURA GATES CHAIR	4 00	X		X				0	0	0
(19) ASHLEY K M WATERS DIRECTOR OF FINANCE	40 00			X				76,000	0	0
(20) DANA BEACH EXECUTIVE DIRECTOR	40 00			X				120,000	0	0
1b Sub-Total ▶										
c Total from continuation sheets to Part VII, Section A ▶										
d Total (add lines 1b and 1c) ▶								196,000	0	0

2 Total number of individuals (including but not limited to those listed above) who received more than $100,000 in reportable compensation from the organization ▶1

		Yes	No
3 Did the organization list any **former** officer, director or trustee, key employee, or highest compensated employee on line 1a? *If "Yes," complete Schedule J for such individual*	3		No
4 For any individual listed on line 1a, is the sum of reportable compensation and other compensation from the organization and related organizations greater than $150,000? *If "Yes," complete Schedule J for such individual*	4		No
5 Did any person listed on line 1a receive or accrue compensation from any unrelated organization or individual for services rendered to the organization? *If "Yes," complete Schedule J for such person*	5		No

Section B. Independent Contractors

1 Complete this table for your five highest compensated independent contractors that received more than $100,000 of compensation from the organization

(A) Name and business address	(B) Description of services	(C) Compensation

2 Total number of independent contractors (including but not limited to those listed above) who received more than $100,000 in compensation from the organization ▶0

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Part VIII Statement of Revenue

		(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a Federated campaigns . . 1a				
	b Membership dues 1b				
	c Fundraising events 1c				
	d Related organizations . . . 1d				
	e Government grants (contributions) 1e				
	f All other contributions, gifts, grants, and similar amounts not included above 1f 2,341,015				
	g Noncash contributions included in lines 1a-1f $ 235,237				
	h **Total.** Add lines 1a-1f . . . . . ▶	2,341,015			
Program Service Revenue		Business Code			
	2a				
	b				
	c				
	d				
	e				
	f All other program service revenue				
	g **Total.** Add lines 2a-2f . . . . . ▶				
Other Revenue	3 Investment income (including dividends, interest and other similar amounts) . . . . . ▶	295,209			295,209
	4 Income from investment of tax-exempt bond proceeds . . ▶				
	5 Royalties . . . . . ▶				
		(i) Real	(ii) Personal		
	6a Gross Rents				
	b Less rental expenses				
	c Rental income or (loss)				
	d Net rental income or (loss) . . . . . ▶				
		(i) Securities	(ii) Other		
	7a Gross amount from sales of assets other than inventory	235,000			
	b Less cost or other basis and sales expenses	230,155			
	c Gain or (loss)	4,845			
	d Net gain or (loss) . . . . . ▶	4,845			4,845
	8a Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18 . . . a				
	b Less direct expenses . . . b				
	c Net income or (loss) from fundraising events . . ▶				
	9a Gross income from gaming activities See Part IV, line 19 . a				
	b Less direct expenses . . . . . b				
	c Net income or (loss) from gaming activities . . ▶				
	10a Gross sales of inventory, less returns and allowances . a				
	b Less cost of goods sold . . b				
	c Net income or (loss) from sales of inventory . . ▶				
	Miscellaneous Revenue	Business Code			
	11a EVENT/OUTING INCOME	900099	4,825		4,825
	b GAIN ON INVOLUNTARY CO	900099	1,336		1,336
	c MISCELLANEOUS	900099	63		63
	d All other revenue				
	e **Total.** Add lines 11a-11d . . . . . ▶		6,224		
	12 **Total revenue.** See Instructions . . . ▶		2,647,293	0	0 306,278

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Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns.
All other organizations must complete column (A) but are not required to complete columns (B), (C), and (D).

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to governments and organizations in the U S See Part IV, line 21	6,300	6,300		
2 Grants and other assistance to individuals in the U S See Part IV, line 22				
3 Grants and other assistance to governments, organizations, and individuals outside the U S See Part IV, lines 15 and 16				
4 Benefits paid to or for members				
5 Compensation of current officers, directors, trustees, and key employees	196,000	133,280	31,360	31,360
6 Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7 Other salaries and wages	1,283,154	872,544	205,305	205,305
8 Pension plan contributions (include section 401(k) and section 403(b) employer contributions)	33,368	22,690	5,339	5,339
9 Other employee benefits	180,360	122,645	28,858	28,857
10 Payroll taxes	103,344	70,274	16,535	16,535
a Fees for services (non-employees) Management				
b Legal	109,069	109,069		
c Accounting	26,482	18,008	4,237	4,237
d Lobbying				
e Professional fundraising services *See Part IV, line 17*				
f Investment management fees				
g Other	27,110	23,244	1,608	2,258
12 Advertising and promotion				
13 Office expenses	203,408	141,859	16,600	44,949
14 Information technology	48,150	32,742	7,704	7,704
15 Royalties				
16 Occupancy	94,159	68,055	13,052	13,052
17 Travel	56,625	48,430	3,307	4,888
18 Payments of travel or entertainment expenses for any federal, state, or local public officials				
19 Conferences, conventions, and meetings	65,362	40,303	5,744	19,315
20 Interest				
21 Payments to affiliates				
22 Depreciation, depletion, and amortization	45,130	30,688	7,221	7,221
23 Insurance				
24 Other expenses Itemize expenses not covered above (List miscellaneous expenses in line 24f If line 24f amount exceeds 10% of line 25, column (A) amount, list line 24f expenses on Schedule O)				
a CONTRACT PROJECTS	259,304	233,496		25,808
b REPAIRS & MAINTENANCE	26,362	18,938	3,712	3,712
c DUES & SUBSCRIPTIONS	22,869	13,535	4,667	4,667
d EVENTS	12,358	8,252	784	3,322
e FINES & PENALTIES	1,447	983	232	232
f All other expenses	-10,158	-7,280	-1,517	-1,361
25 **Total functional expenses.** Add lines 1 through 24f	2,790,203	2,008,055	354,748	427,400
26 **Joint costs.** Check here ▶ ☐ if following SOP 98-2 (ASC 958-720) Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation				

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Part X Balance Sheet

				(A) Beginning of year		(B) End of year
Assets	1	Cash—non-interest-bearing		166,846	1	332,563
	2	Savings and temporary cash investments		1,014,248	2	659,189
	3	Pledges and grants receivable, net		1,836,583	3	1,363,667
	4	Accounts receivable, net		21,163	4	36,636
	5	Receivables from current and former officers, directors, trustees, key employees, and highest compensated employees Complete Part II of Schedule L			5	
	6	Receivables from other disqualified persons (as defined under section 4958(f)(1)), persons described in section 4958(c)(3)(B), and contributing employers, and sponsoring organizations of section 501(c)(9) voluntary employees' beneficiary organizations (see instructions) Schedule L			6	
	7	Notes and loans receivable, net			7	
	8	Inventories for sale or use			8	
	9	Prepaid expenses and deferred charges		55,712	9	49,497
	10a	Land, buildings, and equipment cost or other basis *Complete Part VI of Schedule D*	10a 971,269			
	b	Less accumulated depreciation	10b 300,714	128,878	10c	670,555
	11	Investments—publicly traded securities		6,141,330	11	6,693,484
	12	Investments—other securities See Part IV, line 11			12	
	13	Investments—program-related See Part IV, line 11			13	
	14	Intangible assets			14	
	15	Other assets See Part IV, line 11		165,000	15	115,000
	16	**Total assets.** Add lines 1 through 15 (must equal line 34)		9,529,760	16	9,920,591
Liabilities	17	Accounts payable and accrued expenses		90,563	17	150,748
	18	Grants payable			18	
	19	Deferred revenue			19	
	20	Tax-exempt bond liabilities			20	
	21	Escrow or custodial account liability *Complete Part IV of Schedule D*			21	
	22	Payables to current and former officers, directors, trustees, key employees, highest compensated employees, and disqualified persons *Complete Part II of Schedule L*			22	
	23	Secured mortgages and notes payable to unrelated third parties			23	
	24	Unsecured notes and loans payable to unrelated third parties			24	
	25	Other liabilities Complete Part X of Schedule D		18,671	25	10,015
	26	**Total liabilities.** Add lines 17 through 25		109,234	26	160,763
Net Assets or Fund Balances		**Organizations that follow SFAS 117, check here ▶ ☑ and complete lines 27 through 29, and lines 33 and 34.**				
	27	Unrestricted net assets		8,461,504	27	9,092,001
	28	Temporarily restricted net assets		959,022	28	667,827
	29	Permanently restricted net assets			29	
		Organizations that do not follow SFAS 117, check here ▶ ☐ and complete lines 30 through 34.				
	30	Capital stock or trust principal, or current funds			30	
	31	Paid-in or capital surplus, or land, building or equipment fund			31	
	32	Retained earnings, endowment, accumulated income, or other funds			32	
	33	Total net assets or fund balances		9,420,526	33	9,759,828
	34	Total liabilities and net assets/fund balances		9,529,760	34	9,920,591

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Part XI Reconcilliation of Net Assets

Check if Schedule O contains a response to any question in this Part XI . . . . . ☑

1	Total revenue (must equal Part VIII, column (A), line 12)	1	2,647,293
2	Total expenses (must equal Part IX, column (A), line 25)	2	2,790,203
3	Revenue less expenses Subtract line 2 from line 1	3	-142,910
4	Net assets or fund balances at beginning of year (must equal Part X, line 33, column (A))	4	9,420,526
5	Other changes in net assets or fund balances (explain in Schedule O)	5	482,212
6	Net assets or fund balances at end of year Combine lines 3, 4, and 5 (must equal Part X, line 33, column (B))	6	9,759,828

Part XII Financial Statements and Reporting

Check if Schedule O contains a response to any question in this Part XII . . . . . ☐

			Yes	No
1	Accounting method used to prepare the Form 990 ☐ Cash ☑ Accrual ☐ Other _____ If the organization changed its method of accounting from a prior year or checked "Other," explain in Schedule O			
2a	Were the organization's financial statements compiled or reviewed by an independent accountant?	2a		No
b	Were the organization's financial statements audited by an independent accountant?	2b	Yes	
c	If "Yes," to 2a or 2b, does the organization have a committee that assumes responsibility for oversight of the audit, review, or compilation of its financial statements and selection of an independent accountant? If the organization changed either its oversight process or selection process during the tax year, explain in Schedule O	2c	Yes	
d	If "Yes" to line 2a or 2b, check a box below to indicate whether the financial statements for the year were issued on a separate basis, consolidated basis, or both ☑ Separate basis ☐ Consolidated basis ☐ Both consolidated and separated basis			
3a	As a result of a federal award, was the organization required to undergo an audit or audits as set forth in the Single Audit Act and OMB Circular A-133?	3a		No
b	If "Yes," did the organization undergo the required audit or audits? If the organization did not undergo the required audit or audits, explain why in Schedule O and describe any steps taken to undergo such audits	3b		

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SCHEDULE A (Form 990 or 990EZ)

Department of the Treasury
Internal Revenue Service

Public Charity Status and Public Support

Complete if the organization is a section 501(c)(3) organization or a section 4947(a)(1) nonexempt charitable trust.

▶ **Attach to Form 990 or Form 990-EZ.** ▶ **See separate instructions.**

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Reason for Public Charity Status (All organizations must complete this part.) See instructions

The organization is not a private foundation because it is (For lines 1 through 11, check only one box)

1 ☐ A church, convention of churches, or association of churches described in **section 170(b)(1)(A)(i).**

2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E)

3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).**

4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state

5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II)

6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**

7 ☑ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi)** (Complete Part II)

8 ☐ A community trust described in **section 170(b)(1)(A)(vi)** (Complete Part II)

9 ☐ An organization that normally receives (1) more than 331/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions—subject to certain exceptions, and (2) no more than 331/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975 See **section 509(a)(2).** (Complete Part III)

10 ☐ An organization organized and operated exclusively to test for public safety See **section 509(a)(4).**

11 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2) See **section 509(a)(3).** Check the box that describes the type of supporting organization and complete lines 11e through 11h

a ☐ Type I **b** ☐ Type II **c** ☐ Type III - Functionally integrated **d** ☐ Type III - Other

e ☐ By checking this box, I certify that the organization is not controlled directly or indirectly by one or more disqualified persons other than foundation managers and other than one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2)

f If the organization received a written determination from the IRS that it is a Type I, Type II or Type III supporting organization, check this box ☐

g Since August 17, 2006, has the organization accepted any gift or contribution from any of the following persons?

	Yes	No
11g(i) (i) a person who directly or indirectly controls, either alone or together with persons described in (ii) and (iii) below, the governing body of the the supported organization?		
11g(ii) (ii) a family member of a person described in (i) above?		
11g(iii) (iii) a 35% controlled entity of a person described in (i) or (ii) above?		

h Provide the following information about the supported organization(s)

(i) Name of supported organization	(ii) EIN	(iii) Type of organization (described on lines 1 - 9 above or IRC section (see instructions))	(iv) Is the organization in col (i) listed in your governing document? Yes	(iv) No	(v) Did you notify the organization in col (i) of your support? Yes	(v) No	(vi) Is the organization in col (i) organized in the U S ? Yes	(vi) No	(vii) Amount of support
Total									

Part II **Support Schedule for Organizations Described in Sections 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)**

(Complete only if you checked the box on line 5, 7, or 8 of Part I or if the organization failed to qualify under Part III. If the organization fails to qualify under the tests listed below, please complete Part III.)

Section A. Public Support

Calendar year (or fiscal year beginning in) ▶	(a) 2006	(b) 2007	(c) 2008	(d) 2009	(e) 2010	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")	3,333,025	3,607,229	4,106,382	2,920,515	2,341,015	16,308,166
2 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
3 The value of services or facilities furnished by a governmental unit to the organization without charge						
4 **Total.** Add lines 1 through 3	3,333,025	3,607,229	4,106,382	2,920,515	2,341,015	16,308,166
5 The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f)						1,955,295
6 **Public Support.** Subtract line 5 from line 4						14,352,871

Section B. Total Support

Calendar year (or fiscal year beginning in) ▶	(a) 2006	(b) 2007	(c) 2008	(d) 2009	(e) 2010	(f) Total
7 Amounts from line 4	3,333,025	3,607,229	4,106,382	2,920,515	2,341,015	16,308,166
8 Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources	156,116	644,240	251,978	242,319	295,209	1,589,862
9 Net income from unrelated business activities, whether or not the business is regularly carried on						
10 Other income Do not include gain or loss from the sale of capital assets (Explain in Part IV)	14,245	9,071	22,545	4,333	6,224	56,418
11 **Total support** (Add lines 7 through 10)						17,954,446

12 Gross receipts from related activities, etc (See instructions) **12** 2,825

13 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a 501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

14	Public Support Percentage for 2010 (line 6 column (f) divided by line 11 column (f))	**14**	79 940 %
15	Public Support Percentage for 2009 Schedule A, Part II, line 14	**15**	84 180 %

16a **33 1/3% support test—2010.** If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☑

b **33 1/3% support test—2009.** If the organization did not check the box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

17a **10%-facts-and-circumstances test—2010.** If the organization did not check a box on line 13, 16a, or 16b and line 14 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

b **10%-facts-and-circumstances test—2009.** If the organization did not check a box on line 13, 16a, 16b, or 17a and line 15 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

18 **Private Foundation** If the organization did not check a box on line 13, 16a, 16b, 17a or 17b, check this box and see instructions ▶☐

Part III **Support Schedule for Organizations Described in Section 509(a)(2)**
(Complete only if you checked the box on line 9 of Part I or if the organization failed to qualify under Part II. If the organization fails to qualify under the tests listed below, please complete Part II.)

Section A. Public Support

Calendar year (or fiscal year beginning in) ▶	(a) 2006	(b) 2007	(c) 2008	(d) 2009	(e) 2010	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")						
2 Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose						
3 Gross receipts from activities that are not an unrelated trade or business under section 513						
4 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
5 The value of services or facilities furnished by a governmental unit to the organization without charge						
6 **Total.** Add lines 1 through 5						
7a Amounts included on lines 1, 2, and 3 received from disqualified persons						
b Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of $5,000 or 1% of the amount on line 13 for the year						
c Add lines 7a and 7b						
8 **Public Support** (Subtract line 7c from line 6)						

Section B. Total Support

Calendar year (or fiscal year beginning in)	(a) 2006	(b) 2007	(c) 2008	(d) 2009	(e) 2010	(f) Total
9 Amounts from line 6						
10a Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources						
b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975						
c Add lines 10a and 10b						
11 Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on						
12 Other income Do not include gain or loss from the sale of capital assets (Explain in Part IV)						
13 **Total support** (Add lines 9, 10c, 11 and 12)						

14 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

15	Public Support Percentage for 2010 (line 8 column (f) divided by line 13 column (f))	15	
16	Public support percentage from 2009 Schedule A, Part III, line 15	16	

Section D. Computation of Investment Income Percentage

17	Investment income percentage for **2010** (line 10c column (f) divided by line 13 column (f))	17	
18	Investment income percentage from **2009** Schedule A, Part III, line 17	18	

19a **33 1/3% support tests—2010.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3% and line 17 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

b **33 1/3% support tests—2009.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3% and line 18 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

20 **Private Foundation** If the organization did not check a box on line 14, 19a or 19b, check this box and see instructions ▶☐

Part IV **Supplemental Information.** Supplemental Information. Complete this part to provide the explanations required by Part II, line 10; Part II, line 17a or 17b; and Part III, line 12. Also complete this part for any additional information. (See instructions).

Facts And Circumstances Test

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SCHEDULE C
(Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Political Campaign and Lobbying Activities

For Organizations Exempt From Income Tax Under section 501(c) and section 527

▶ Complete if the organization is described below.
▶ Attach to Form 990 or Form 990-EZ. ▶ See separate instructions.

OMB No 1545-0047

2010

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If the organization answered "Yes," to Form 990, Part IV, Line 3, or Form 990-EZ, Part V, line 46 (Political Campaign Activities), then

- Section 501(c)(3) organizations Complete Parts I-A and B Do not complete Part I-C
- Section 501(c) (other than section 501(c)(3)) organizations Complete Parts I-A and C below Do not complete Part I-B
- Section 527 organizations Complete Part I-A only

If the organization answered "Yes," to Form 990, Part IV, Line 4, or Form 990-EZ, Part VI, line 47 (Lobbying Activities), then

- Section 501(c)(3) organizations that have filed Form 5768 (election under section 501(h)) Complete Part II-A Do not complete Part II-B
- Section 501(c)(3) organizations that have NOT filed Form 5768 (election under section 501(h)) Complete Part II-B Do not complete Part II-A

If the organization answered "Yes," to Form 990, Part IV, Line 5 (Proxy Tax) or Form 990-EZ, Part V, line 35a (Proxy Tax), then

- Section 501(c)(4), (5), or (6) organizations Complete Part III

Name of the organization	Employer identification number
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC	57-0887278

Part I-A Complete if the organization is exempt under section 501(c) or is a section 527 organization.

1 Provide a description of the organization's direct and indirect political campaign activities in Part IV

2 Political expenditures ▶ $ _____

3 Volunteer hours _____

Part I-B Complete if the organization is exempt under section 501(c)(3).

1 Enter the amount of any excise tax incurred by the organization under section 4955 ▶ $ _____

2 Enter the amount of any excise tax incurred by organization managers under section 4955 ▶ $ _____

3 If the organization incurred a section 4955 tax, did it file Form 4720 for this year? ☐ Yes ☐ No

4a Was a correction made? ☐ Yes ☐ No

b If "Yes," describe in Part IV

Part I-C Complete if the organization is exempt under section 501(c) except section 501(c)(3).

1 Enter the amount directly expended by the filing organization for section 527 exempt function activities ▶ $ _____

2 Enter the amount of the filing organization's funds contributed to other organizations for section 527 exempt funtion activities ▶ $ _____

3 Total exempt function expenditures Add lines 1 and 2 Enter here and on Form 1120-POL, line 17b ▶ $ _____

4 Did the filing organization file **Form 1120-POL** for this year? ☐ Yes ☐ No

5 Enter the names, addresses and employer identification number (EIN) of all section 527 political organizations to which the filing organization made payments For each organization listed, enter the amount paid from the filing organization's funds Also enter the amount of political contributions received that were promptly and directly delivered to a separate political organization, such as a separate segregated fund or a political action committee (PAC) If additional space is needed, provide information in Part IV

(a) Name	(b) Address	(c) EIN	(d) Amount paid from filing organization's funds If none, enter -0-	(e) Amount of political contributions received and promptly and directly delivered to a separate political organization If none, enter -0-

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Part II-A **Complete if the organization is exempt under section 501(c)(3) and filed Form 5768 (election under section 501(h)).**

A Check ☐ if the filing organization belongs to an affiliated group
B Check ☐ if the filing organization checked box A and "limited control" provisions apply

Limits on Lobbying Expenditures (The term "expenditures" means amounts paid or incurred.)	(a) Filing Organization's Totals	(b) Affiliated Group Totals
1a Total lobbying expenditures to influence public opinion (grass roots lobbying)	0	
b Total lobbying expenditures to influence a legislative body (direct lobbying)	91,275	
c Total lobbying expenditures (add lines 1a and 1b)	91,275	
d Other exempt purpose expenditures	2,698,928	
e Total exempt purpose expenditures (add lines 1c and 1d)	2,790,203	
f Lobbying nontaxable amount Enter the amount from the following table in both columns	289,510	
g Grassroots nontaxable amount (enter 25% of line 1f)	72,378	
h Subtract line 1g from line 1a If zero or less, enter -0-	0	
i Subtract line 1f from line 1c If zero or less, enter -0-	0	

If the amount on line 1e, column (a) or (b) is:	The lobbying nontaxable amount is:
Not over $500,000	20% of the amount on line 1e
Over $500,000 but not over $1,000,000	$100,000 plus 15% of the excess over $500,000
Over $1,000,000 but not over $1,500,000	$175,000 plus 10% of the excess over $1,000,000
Over $1,500,000 but not over $17,000,000	$225,000 plus 5% of the excess over $1,500,000
Over $17,000,000	$1,000,000

j If there is an amount other than zero on either line 1h or line 1i, did the organization file Form 4720 reporting section 4911 tax for this year? ☐ Yes ☐ No

4-Year Averaging Period Under Section 501(h)
(Some organizations that made a section 501(h) election do not have to complete all of the five columns below. See the instructions for lines 2a through 2f on page 4.)

Lobbying Expenditures During 4-Year Averaging Period

Calendar year (or fiscal year beginning in)	(a) 2007	(b) 2008	(c) 2009	(d) 2010	(e) Total
2a Lobbying non-taxable amount	304,758	322,323	276,400	289,510	1,192,991
b Lobbying ceiling amount (150% of line 2a, column(e))					1,789,487
c Total lobbying expenditures	55,055	110,262	91,275	91,275	347,867
d Grassroots non-taxable amount	76,190	80,581	69,100	72,378	298,249
e Grassroots ceiling amount (150% of line 2d, column (e))					447,374
f Grassroots lobbying expenditures					

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Part II-B **Complete if the organization is exempt under section 501(c)(3) and has NOT filed Form 5768 (election under section 501(h)).**

		(a) Yes	(a) No	(b) Amount
1	During the year, did the filing organization attempt to influence foreign, national, state or local legislation, including any attempt to influence public opinion on a legislative matter or referendum, through the use of			
a	Volunteers?			
b	Paid staff or management (include compensation in expenses reported on lines 1c through 1i)?			
c	Media advertisements?			
d	Mailings to members, legislators, or the public?			
e	Publications, or published or broadcast statements?			
f	Grants to other organizations for lobbying purposes?			
g	Direct contact with legislators, their staffs, government officials, or a legislative body?			
h	Rallies, demonstrations, seminars, conventions, speeches, lectures, or any similar means?			
i	Other activities? If "Yes," describe in Part IV			
j	Total lines 1c through 1i			
2a	Did the activities in line 1 cause the organization to be not described in section 501(c)(3)?			
b	If "Yes," enter the amount of any tax incurred under section 4912			
c	If "Yes," enter the amount of any tax incurred by organization managers under section 4912			
d	If the filing organization incurred a section 4912 tax, did it file Form 4720 for this year?			

Part III-A **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6).**

			Yes	No
1	Were substantially all (90% or more) dues received nondeductible by members?	1		
2	Did the organization make only in-house lobbying expenditures of $2,000 or less?	2		
3	Did the organization agree to carryover lobbying and political expenditures from the prior year?	3		

Part III-B **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6) if BOTH Part III-A, lines 1 and 2 are answered "No" OR if Part III-A, line 3 is answered "Yes".**

1	Dues, assessments and similar amounts from members	1	
2	Section 162(e) non-deductible lobbying and political expenditures **(do not include amounts of political expenses for which the section 527(f) tax was paid).**		
a	Current year	2a	
b	Carryover from last year	2b	
c	Total	2c	
3	Aggregate amount reported in section 6033(e)(1)(A) notices of nondeductible section 162(e) dues	3	
4	If notices were sent and the amount on line 2c exceeds the amount on line 3, what portion of the excess does the organization agree to carryover to the reasonable estimate of nondeductible lobbying and political expenditure next year?	4	
5	Taxable amount of lobbying and political expenditures (see instructions)	5	

Part IV **Supplemental Information**

Complete this part to provide the descriptions required for Part I-A, line 1, Part I-B, line 4, Part I-C, line 5, and Part II-B, line 1i Also, complete this part for any additional information

Identifier	Return Reference	Explanation

R.001959

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SCHEDULE D (Form 990)

Department of the Treasury
Internal Revenue Service

Supplemental Financial Statements

▶ Complete if the organization answered "Yes," to Form 990, Part IV, line 6, 7, 8, 9, 10, 11, or 12.
▶ Attach to Form 990. ▶ See separate instructions.

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Organizations Maintaining Donor Advised Funds or Other Similar Funds or Accounts. Complete if the organization answered "Yes" to Form 990, Part IV, line 6.

		(a) Donor advised funds	(b) Funds and other accounts
1	Total number at end of year		
2	Aggregate contributions to (during year)		
3	Aggregate grants from (during year)		
4	Aggregate value at end of year		

5 Did the organization inform all donors and donor advisors in writing that the assets held in donor advised funds are the organization's property, subject to the organization's exclusive legal control? ☐ Yes ☐ No

6 Did the organization inform all grantees, donors, and donor advisors in writing that grant funds may be used only for charitable purposes and not for the benefit of the donor or donor advisor, or for any other purpose conferring impermissible private benefit ☐ Yes ☐ No

Part II Conservation Easements. Complete if the organization answered "Yes" to Form 990, Part IV, line 7.

1 Purpose(s) of conservation easements held by the organization (check all that apply)
☐ Preservation of land for public use (e g , recreation or pleasure)
☐ Protection of natural habitat
☐ Preservation of open space
☐ Preservation of an historically importantly land area
☐ Preservation of a certified historic structure

2 Complete lines 2a–2d if the organization held a qualified conservation contribution in the form of a conservation easement on the last day of the tax year

		Held at the End of the Year
a	Total number of conservation easements	2a
b	Total acreage restricted by conservation easements	2b
c	Number of conservation easements on a certified historic structure included in (a)	2c
d	Number of conservation easements included in (c) acquired after 8/17/06	2d

3 Number of conservation easements modified, transferred, released, extinguished, or terminated by the organization during the taxable year ▶ _____

4 Number of states where property subject to conservation easement is located ▶ _____

5 Does the organization have a written policy regarding the periodic monitoring, inspection, handling of violations, and enforcement of the conservation easements it holds? ☐ Yes ☐ No

6 Staff and volunteer hours devoted to monitoring, inspecting and enforcing conservation easements during the year ▶ _____

7 Amount of expenses incurred in monitoring, inspecting, and enforcing conservation easements during the year ▶ $ _____

8 Does each conservation easement reported on line 2(d) above satisfy the requirements of section 170(h)(4)(B)(i) and 170(h)(4)(B)(ii)? ☐ Yes ☐ No

9 In Part XIV, describe how the organization reports conservation easements in its revenue and expense statement, and balance sheet, and include, if applicable, the text of the footnote to the organization's financial statements that describes the organization's accounting for conservation easements

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets. Complete if the organization answered "Yes" to Form 990, Part IV, line 8.

1a If the organization elected, as permitted under SFAS 116, not to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education or research in furtherance of public service, provide, in Part XIV, the text of the footnote to its financial statements that describes these items

b If the organization elected, as permitted under SFAS 116, to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education, or research in furtherance of public service, provide the following amounts relating to these items

(i) Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

(ii) Assets included in Form 990, Part X ▶ $ _____

2 If the organization received or held works of art, historical treasures, or other similar assets for financial gain, provide the following amounts required to be reported under SFAS 116 relating to these items

a Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

b Assets included in Form 990, Part X ▶ $ _____

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets *(continued)*

3 Using the organization's accession and other records, check any of the following that are a significant use of its collection items (check all that apply)

- a ☐ Public exhibition
- b ☐ Scholarly research
- c ☐ Preservation for future generations
- d ☐ Loan or exchange programs
- e ☐ Other

4 Provide a description of the organization's collections and explain how they further the organization's exempt purpose in Part XIV

5 During the year, did the organization solicit or receive donations of art, historical treasures or other similar assets to be sold to raise funds rather than to be maintained as part of the organization's collection? ☐ Yes ☐ No

Part IV Escrow and Custodial Arrangements. Complete if the organization answered "Yes" to Form 990, Part IV, line 9, or reported an amount on Form 990, Part X, line 21.

1a Is the organization an agent, trustee, custodian or other intermediary for contributions or other assets not included on Form 990, Part X? ☐ Yes ☐ No

b If "Yes," explain the arrangement in Part XIV and complete the following table

		Amount
c	Beginning balance	1c
d	Additions during the year	1d
e	Distributions during the year	1e
f	Ending balance	1f

2a Did the organization include an amount on Form 990, Part X, line 21? ☐ Yes ☐ No

b If "Yes," explain the arrangement in Part XIV

Part V Endowment Funds. Complete if the organization answered "Yes" to Form 990, Part IV, line 10.

		(a) Current Year	(b) Prior Year	(c) Two Years Back	(d) Three Years Back	(e) Four Years Back
1a	Beginning of year balance					
b	Contributions					
c	Investment earnings or losses					
d	Grants or scholarships					
e	Other expenditures for facilities and programs					
f	Administrative expenses					
g	End of year balance					

2 Provide the estimated percentage of the year end balance held as

- a Board designated or quasi-endowment ▶
- b Permanent endowment ▶
- c Term endowment ▶

3a Are there endowment funds not in the possession of the organization that are held and administered for the organization by

		Yes	No
(i) unrelated organizations	3a(i)		
(ii) related organizations	3a(ii)		
b If "Yes" to 3a(ii), are the related organizations listed as required on Schedule R?	3b		

4 Describe in Part XIV the intended uses of the organization's endowment funds

Part VI Investments—Land, Buildings, and Equipment. See Form 990, Part X, line 10.

Description of investment	(a) Cost or other basis (investment)	(b) Cost or other basis (other)	(c) Accumulated depreciation	(d) Book value
1a Land				
b Buildings		484,422	12,421	472,001
c Leasehold improvements				
d Equipment		360,595	213,531	147,064
e Other		126,252	74,762	51,490
Total. Add lines 1a-1e *(Column (d) should equal Form 990, Part X, column (B) line 10(c).)* ▶				670,555

Part VII Investments—Other Securities. See Form 990, Part X, line 12.

(a) Description of security or category (including name of security)	(b) Book value	(c) Method of valuation Cost or end-of-year market value
(1) Financial derivatives		
(2) Closely-held equity interests		
Other		
Total. *(Column (b) should equal Form 990, Part X, col (B) line 12)* ▶		

Part VIII Investments—Program Related. See Form 990, Part X, line 13.

(a) Description of investment type	(b) Book value	(c) Method of valuation Cost or end-of-year market value
Total. *(Column (b) should equal Form 990, Part X, col (B) line 13)* ▶		

Part IX Other Assets. See Form 990, Part X, line 15.

(a) Description	(b) Book value
Total. *(Column (b) should equal Form 990, Part X, col.(B) line 15.)* ▶	

Part X Other Liabilities. See Form 990, Part X, line 25.

1 (a) Description of Liability	(b) Amount
Federal Income Taxes	
ADVANCED DEPOSITS PAYABLE	10,015
Total. *(Column (b) should equal Form 990, Part X, col (B) line 25)* ▶	10,015

2. Fin 48 (ASC 740) Footnote In Part XIV, provide the text of the footnote to the organization's financial statements that reports the organization's liability for uncertain tax positions under FIN 48 (ASC740

Part XI Reconciliation of Change in Net Assets from Form 990 to Financial Statements

1	Total revenue (Form 990, Part VIII, column (A), line 12)	1	2,647,293
2	Total expenses (Form 990, Part IX, column (A), line 25)	2	2,790,203
3	Excess or (deficit) for the year Subtract line 2 from line 1	3	-142,910
4	Net unrealized gains (losses) on investments	4	482,212
5	Donated services and use of facilities	5	
6	Investment expenses	6	
7	Prior period adjustments	7	
8	Other (Describe in Part XIV)	8	
9	Total adjustments (net) Add lines 4 - 8	9	482,212
10	Excess or (deficit) for the year per financial statements Combine lines 3 and 9	10	339,302

Part XII Reconciliation of Revenue per Audited Financial Statements With Revenue per Return

1	Total revenue, gains, and other support per audited financial statements			1	4,043,466
2	Amounts included on line 1 but not on Form 990, Part VIII, line 12				
a	Net unrealized gains on investments	2a	482,212		
b	Donated services and use of facilities	2b	913,961		
c	Recoveries of prior year grants	2c			
d	Other (Describe in Part XIV)	2d			
e	Add lines **2a** through **2d**			2e	1,396,173
3	Subtract line **2e** from line **1**			3	2,647,293
4	Amounts included on Form 990, Part VIII, line 12, but not on line **1**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	0
5	Total Revenue Add lines **3** and **4c.** (This should equal Form 990, Part I, line 12)			5	2,647,293

Part XIII Reconciliation of Expenses per Audited Financial Statements With Expenses per Return

1	Total expenses and losses per audited financial statements			1	3,704,164
2	Amounts included on line 1 but not on Form 990, Part IX, line 25				
a	Donated services and use of facilities	2a	913,961		
b	Prior year adjustments	2b			
c	Other losses	2c			
d	Other (Describe in Part XIV)	2d			
e	Add lines **2a** through **2d**			2e	913,961
3	Subtract line **2e** from line **1**			3	2,790,203
4	Amounts included on Form 990, Part IX, line 25, but not on line **1:**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	0
5	Total expenses Add lines **3** and **4c.** (This should equal Form 990, Part I, line 18)			5	2,790,203

Part XIV Supplemental Information

Complete this part to provide the descriptions required for Part II, lines 3, 5, and 9, Part III, lines 1a and 4, Part IV, lines 1b and 2b, Part V, line 4, Part X, Part XI, line 8, Part XII, lines 2d and 4b, and Part XIII, lines 2d and 4b Also complete this part to provide any additional information

Identifier	Return Reference	Explanation

efile GRAPHIC print - DO NOT PROCESS | As Filed Data - | DLN: 93493287009401

Schedule I (Form 990)

Department of the Treasury
Internal Revenue Service

Grants and Other Assistance to Organizations, Governments and Individuals in the United States

Complete if the organization answered "Yes," to Form 990, Part IV, line 21 or 22.
▶ **Attach to Form 990**

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I General Information on Grants and Assistance

1 Does the organization maintain records to substantiate the amount of the grants or assistance, the grantees' eligibility for the grants or assistance, and the selection criteria used to award the grants or assistance? . . . . . ☑ Yes ☐ No

2 Describe in Part IV the organization's procedures for monitoring the use of grant funds in the United States

Part II Grants and Other Assistance to Governments and Organizations in the United States.

Complete if the organization answered "Yes" to Form 990, Part IV, line 21 for any recipient that received more than $5,000. Check this box if no one recipient received more than $5,000. Part II can be duplicated if additional space is needed. . . . . ▶ ☐

1 (a) Name and address of organization or government	(b) EIN	(c) IRC Code section if applicable	(d) Amount of cash grant	(e) Amount of non-cash assistance	(f) Method of valuation (book, FMV, appraisal, other)	(g) Description of non-cash assistance	(h) Purpose of grant or assistance
(1) PENN SCHOOL NATIONAL HISTORIC LANDMARK DISTRICTPO BOX 126 ST HELENA ISLAND,SC 29920			1,300		BOOK		GENERAL SUPPORT
(2) CONSERVATION VOTERS OF SOUTH CAROLINA701 WHALEY STREET STE 207 COLUMBIA,SC 29201	87-0792700	501C3	5,000		BOOK		GENERAL SUPPORT

2 Enter total number of section 501(c)(3) and government organizations . . . . . ▶ 1

3 Enter total number of other organizations . . . . . ▶ 1

Part III **Grants and Other Assistance to Individuals in the United States.** Complete if the organization answered "Yes" to Form 990, Part IV, line 22. Use Schedule I-1 (Form 990) if additional space is needed.

(a) Type of grant or assistance	(b) Number of recipients	(c) Amount of cash grant	(d) Amount of non-cash assistance	(e) Method of valuation (book, FMV, appraisal, other)	(f) Description of non-cash assistance

Part IV **Supplemental Information.** Complete this part to provide the information required in Part I, line 2, and any other additional information.

Identifier	Return Reference	Explanation

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Schedule L (Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Transactions with Interested Persons

▶ Complete if the organization answered "Yes" on Form 990, Part IV, lines 25a, 25b, 26, 27, 28a, 28b, or 28c, or Form 990-EZ, Part V lines 38a or 40b.

▶ Attach to Form 990 or Form 990-EZ. ▶See separate instructions.

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Excess Benefit Transactions (section 501(c)(3) and section 501 (c)(4) organizations only).

Complete if the organization answered "Yes" on Form 990, Part IV, line 25a or 25b, or Form 990-EZ, Part V, line 40b

1 (a) Name of disqualified person	(b) Description of transaction	(c) Corrected? Yes	No

2 Enter the amount of tax imposed on the organization managers or disqualified persons during the year under section 4958 . . . . . ▶ $

3 Enter the amount of tax, if any, on line 2, above, reimbursed by the organization . . . . . ▶ $

Part II Loans to and/or From Interested Persons.

Complete if the organization answered "Yes" on Form 990, Part IV, line 26, or Form 990-EZ, Part V, line 38a

(a) Name of interested person and purpose	(b) Loan to or from the organization? To	From	(c) Original principal amount	(d) Balance due	(e) In default? Yes	No	(f) Approved by board or committee? Yes	No	(g) Written agreement? Yes	No
Total . . . . . ▶ $										

Part III Grants or Assistance Benefitting Interested Persons.

Complete if the organization answered "Yes" on Form 990, Part IV, line 27.

(a) Name of interested person	(b) Relationship between interested person and the organization	(c) Amount of grant or type of assistance

Part IV Business Transactions Involving Interested Persons.
Complete if the organization answered "Yes" on Form 990, Part IV, line 28a, 28b, or 28c.

(a) Name of interested person	(b) Relationship between interested person and the organization	(c) Amount of transaction	(d) Description of transaction	(e) Sharing of organization's revenues?	
				Yes	No
(1) VIRGINIA C BEACH	OFFICER SPOUSE	16,545	NEWSLETTER		No
(2) T GOUDY MILLER	FAMILY OF BOARD MEMBER	7,500	RENT		No
(3) BLACK MINGO LLC	BOARD MEMBER OWNED BUSINESS	17,038	CONSULTING SERVICES		No
(4) WILLIAM COGSWELL	BOARD MEMBER	50,000	REAL ESTATE ASSIGNMENT		No

Part V Supplemental Information

Complete this part to provide additional information for responses to questions on Schedule L (see instructions)

Identifier	Return Reference	Explanation

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SCHEDULE M (Form 990)

Department of the Treasury
Internal Revenue Service

NonCash Contributions

▶Complete if the organization answered "Yes" on Form 990, Part IV, lines 29 or 30.
▶ Attach to Form 990.

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Types of Property

	(a) Check if applicable	(b) Number of Contributions or items contributed	(c) Noncash contribution amounts reported on Form 990, Part VIII, line 1g	(d) Method of determining oncash contribution amounts
1 Art—Works of art				
2 Art—Historical treasures				
3 Art—Fractional interests				
4 Books and publications				
5 Clothing and household goods				
6 Cars and other vehicles				
7 Boats and planes				
8 Intellectual property				
9 Securities—Publicly traded	X	13	235,237	FAIR MARKET VALUE
10 Securities—Closely held stock				
11 Securities—Partnership, LLC, or trust interests				
12 Securities—Miscellaneous				
13 Qualified conservation contribution—Historic structures				
14 Qualified conservation contribution—Other				
15 Real estate—Residential				
16 Real estate—Commercial				
17 Real estate—Other				
18 Collectibles				
19 Food inventory				
20 Drugs and medical supplies				
21 Taxidermy				
22 Historical artifacts				
23 Scientific specimens				
24 Archeological artifacts				
25 Other ▶ ( )				
26 Other ▶( )				
27 Other ▶( )				
28 Other ▶ ( )				

29 Number of Forms 8283 received by the organization during the tax year for contributions for which the organization completed Form 8283, Part IV, Donee Acknowledgement . . . | 29 |

		Yes	No
30a During the year, did the organization receive by contribution any property reported in Part I, lines 1-28 that it must hold for at least three years from the date of the initial contribution, and which is not required to be used for exempt purposes for the entire holding period?	30a		No
b If "Yes," describe the arrangement in Part II			
31 Does the organization have a gift acceptance policy that requires the review of any non-standard contributions?	31	Yes	
32a Does the organization hire or use third parties or related organizations to solicit, process, or sell non-cash contributions?	32a		No
b If "Yes," describe in Part II			
33 If the organization did not report revenues in column (c) for a type of property for which column (a) is checked, describe in Part II			

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Part II

Supplemental Information. Complete this part to provide the information required by Part I, lines 30b, 32b, and 33. Also complete this part for any additional information.

Identifier	Return Reference	Explanation

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SCHEDULE O
(Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Supplemental Information to Form 990 or 990-EZ

Complete to provide information for responses to specific questions on Form 990 or to provide any additional information.
▶ Attach to Form 990 or 990-EZ.

OMB No 1545-0047

2010

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Identifier	Return Reference	Explanation
FORM 990, PART VI, SECTION B, LINE 11		A COPY OF THE FORM 990 WAS PROVIDED TO ALL BOARD MEMBERS PRIOR TO FILING, THEY WERE GIVEN ONE WEEK IN WHICH TO PRESENT QUESTIONS AND/OR COMMENTS ABOUT THE FORM

Identifier	Return Reference	Explanation
	FORM 990, PART VI, SECTION B, LINE 12C	THE CONFLICT POLICY IS REVIEWED ANNUALLY AND BOARD MEMBERS MUST DISCLOSE ANY POTENTIAL CONFLICTS AS THEY ARISE

Identifier	Return Reference	Explanation
	FORM 990, PART VI, SECTION B, LINE 15	THE BOARD OF DIRECTORS APPROVES THE SALARY OF THE EXECUTIVE DIRECTOR DURING THE BUDGETING PROCESS OTHER EMPLOYEE SALARIES ARE REVIEWED BY MEMBERS OF THE BOARD OF DIRECTORS INDIRECTLY THROUGH THE BUDGETING PROCESS

Identifier	Return Reference	Explanation
	FORM 990, PART VI, SECTION C, LINE 19	THE ORGANIZATION PROVIDES THESE DOCUMENTS UPON REQUEST VIA THEIR ADMINISTRATIVE OFFICES, THE SECRETARY OF STATE'S OFFICE, CHARITY NAVIGATOR, AND WWW GUIDESTAR ORG

Identifier	Return Reference	Explanation
CHANGES IN NET ASSETS OR FUND BALANCES	FORM 990, PART XI, LINE 5	NET UNREALIZED GAINS ON INVESTMENTS 482,212

Additional Data

Software ID:

Software Version:

EIN: 57-0887278

Name: SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Form 990, Part III - 4 Program Service Accomplishments (See the Instructions)

4d. Other program services

(Code) (Expenses $ 424,546 including grants of $) (Revenue $)

PUBLIC EDUCATION THE FUNCTION OF THIS PROGRAM IS TO EDUCATE THE PUBLIC ON LOCAL ENVIRONMENTAL ISSUES AND TO OFFER SOLUTIONS AND POSITIVE CHANNELS FOR ACTION TO FOSTER ECONOMICALLY AND ENVIRONMENTALLY HEALTHY COMMUNITIES ACHIEVEMENTS INCLUDE A NATIONAL AWARD FOR OUR ENVIRONMENTAL SCHOOL OF THE YEAR CONTEST, EDUCATIONAL PRESENTATIONS TO SCHOOLS, CIVIC CLUBS, COMMUNITY ORGANIZATIONS AND PARTICIPATION ON LOCAL, STATE AND NATIONAL BOARDS AND COMMITTEES DEALING WITH ENVIRONMENTAL ISSUES SUSTAINABLE AGRICULTURE THIS PROGRAM WILL COORDINATE AND NETWORK BETWEEN FARMERS, PRODUCERS, CHEFS, AND CONSUMERS THESE EFFORTS WILL FACILITATE THE PROCESS OF GETTING FOOD FROM THE PRODUCERS TO CHEFS AND CONSUMERS AND WILL MAKE IT EASIER FOR ALL IN SOUTH CAROLINA TO BUY LOCALLY, WITH THE ULTIMATE GOALS OF PRESERVING THE AGRICULTURAL USE OF LAND AND SUPPORTING THE LOCAL ECONOMY

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Form **990**

Department of the Treasury
Internal Revenue Service

Return of Organization Exempt From Income Tax

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except black lung benefit trust or private foundation)

▶ The organization may have to use a copy of this return to satisfy state reporting requirements

OMB No 1545-0047

2011

Open to Public Inspection

A For the 2011 calendar year, or tax year beginning 01-01-2011 and ending 12-31-2011

B Check if applicable
- ☐ Address change
- ☐ Name change
- ☐ Initial return
- ☐ Terminated
- ☐ Amended return
- ☐ Application pending

C Name of organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Doing Business As

Number and street (or P O box if mail is not delivered to street address) | Room/suite
328 EAST BAY STREET

City or town, state or country, and ZIP + 4
CHARLESTON, SC 29401

D Employer identification number
57-0887278

E Telephone number
(843) 723-8035

G Gross receipts $ 2,319,702

F Name and address of principal officer
EDWARD DANA BEACH
328 EAST BAY STREET
CHARLESTON, SC 29401

H(a) Is this a group return for affiliates? ☐ Yes ☑ No

H(b) Are all affiliates included? ☐ Yes ☐ No
If "No," attach a list (see instructions)

H(c) Group exemption number ▶

I Tax-exempt status ☑ 501(c)(3) ☐ 501(c) ( ) ◀ (insert no) ☐ 4947(a)(1) or ☐ 527

J Website: ▶ WWW COASTALCONSERVATIONLEAGUE ORG

K Form of organization ☑ Corporation ☐ Trust ☐ Association ☐ Other ▶ | **L** Year of formation 1989 | **M** State of legal domicile SC

Part I Summary

Activities & Governance

1 Briefly describe the organization's mission or most significant activities
TO IDENTIFY STUDY, ANALYZE, AND RESEARCH ENVIRONMENTAL ISSUES AND POLICIES AFFECTING THE COASTAL AREA OF SOUTH CAROLINA, AS WELL AS PUBLIC EDUCATION

2 Check this box ▶☐ if the organization discontinued its operations or disposed of more than 25% of its net assets

3	Number of voting members of the governing body (Part VI, line 1a)	3	18
4	Number of independent voting members of the governing body (Part VI, line 1b)	4	18
5	Total number of individuals employed in calendar year 2011 (Part V, line 2a)	5	34
6	Total number of volunteers (estimate if necessary)	6	0
7a	Total unrelated business revenue from Part VIII, column (C), line 12	7a	0
b	Net unrelated business taxable income from Form 990-T, line 34	7b	0

Revenue

		Prior Year	Current Year
8	Contributions and grants (Part VIII, line 1h)	2,341,015	1,961,449
9	Program service revenue (Part VIII, line 2g)	0	0
10	Investment income (Part VIII, column (A), lines 3, 4, and 7d)	300,054	313,289
11	Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	6,224	26,012
12	Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	2,647,293	2,300,750

Expenses

13	Grants and similar amounts paid (Part IX, column (A), lines 1-3)	6,300	0
14	Benefits paid to or for members (Part IX, column (A), line 4)	0	0
15	Salaries, other compensation, employee benefits (Part IX, column (A), lines 5-10)	1,796,226	1,776,344
16a	Professional fundraising fees (Part IX, column (A), line 11e)	0	0
b	Total fundraising expenses (Part IX, column (D), line 25) ▶447,513		
17	Other expenses (Part IX, column (A), lines 11a-11d, 11f-24e)	987,677	877,353
18	Total expenses Add lines 13-17 (must equal Part IX, column (A), line 25)	2,790,203	2,653,697
19	Revenue less expenses Subtract line 18 from line 12	-142,910	-352,947

Net Assets or Fund Balances

		Beginning of Current Year	End of Year
20	Total assets (Part X, line 16)	9,920,591	9,439,583
21	Total liabilities (Part X, line 26)	160,763	457,813
22	Net assets or fund balances Subtract line 21 from line 20	9,759,828	8,981,770

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including acco knowledge and belief, it is true, correct, and complete. Declaration of preparer (othe knowledge.

Sign Here

******
Signature of officer

ASHLEY K M WATERS CPA DIRECTOR OF FINANCE
Type or print name and title

Paid Preparer's Use Only

Preparer's signature ▶ ERIK M GLASER CPA | Date

Firm's name (or yours if self-employed), address, and ZIP + 4 ▶ GLASERDUNCAN CPAS
1040 ANNA KNAPP BLVD
MOUNT PLEASANT, SC 29464

May the IRS discuss this return with the preparer shown above? (see instructio

R 00

For Paperwork Reduction Act Notice, see the separate instructions.

Part III Statement of Program Service Accomplishments

Check if Schedule O contains a response to any question in this Part III . . . . . ☑

1 Briefly describe the organization's mission

TO IDENTIFY STUDY, ANALYZE, AND RESEARCH ENVIRONMENTAL ISSUES AND POLICIES AFFECTING THE COASTAL AREA OF SOUTH CAROLINA, AS WELL AS PUBLIC EDUCATION

2 Did the organization undertake any significant program services during the year which were not listed on the prior Form 990 or 990-EZ? . . . . . ☐ Yes ☑ No

If "Yes," describe these new services on Schedule O

3 Did the organization cease conducting, or make significant changes in how it conducts, any program services? . . . . . ☐ Yes ☑ No

If "Yes," describe these changes on Schedule O

4 Describe the organization's program service accomplishments for each of its three largest program services, as measured by expenses Section 501(c)(3) and 501(c)(4) organizations and section 4947(a)(1) trusts are required to report the amount of grants and allocations to others, the total expenses, and revenue, if any, for each program service reported

4a (Code) (Expenses $ 528,891 including grants of $) (Revenue $)

WATER & AIR QUALITY THE OBJECTIVE OF THIS PROGRAM IS TO IMPROVE THE REGULATORY PROCESS DESIGNED TO PROTECT WATER AND AIR QUALITY, AND TO INVOLVE THE PUBLIC IN DECISION-MAKING REGARDING PROTECTION OF LOCAL WATER RESOURCES AND AIR QUALITY ACHIEVEMENTS PRESERVING WATER QUALITY INCLUDE OPPOSING MARINAS PROPOSED FOR OUTSTANDING RESOURCE WATERS, PREVENTING EXPANSION OF A LANDFILL INTO WETLANDS, AND CHALLENGING A HIGHWAY THROUGH THE ACE BASIN WE HAVE BEEN WORKING TO IMPROVE AIR QUALITY BY OPPOSING A PROPOSED COAL PLANT AND BY FIGHTING FOR BETTER AIR QUALITY REQUIREMENTS AT THE PORT OF CHARLESTON

4b (Code) (Expenses $ 506,065 including grants of $) (Revenue $)

LAND USE PLANNING THIS PROGRAM ANALYZES COMMUNITY GROWTH PATTERNS, IDENTIFIES PROBLEMS, AND RECOMMENDS CHANGES TO PROMOTE ENVIRONMENTALLY SENSITIVE AND ECONOMICALLY RESPONSIBLE GROWTH POLICIES USED BY ANY COMMUNITY ACHIEVEMENTS INCLUDE PUBLICATIONS OF DEVELOPMENT BULLETIN AND FOSTERING COMMUNITY INVOLVEMENT IN IMPROVING DEVELOPMENT AND TRANSPORTATION POLICIES

4c (Code) (Expenses $ 395,741 including grants of $) (Revenue $)

CLIMATE AND ENERGY THE AIM OF THIS PROGRAM IS TO INFLUENCE REGIONAL, NATIONAL, AND INTERNATIONAL POLICIES THROUGH A COMPREHENSIVE PUBLIC AWARENESS CAMPAIGN AND EDUCATIONAL OUTREACH TO PROMOTE ENERGY EFFICIENCY, ENERGY CONSERVATION, AND ALTERNATIVE FUEL SOURCES AS THE CHEAPEST AND MOST EFFECTIVE SOLUTION TO THE CLIMATE AND ENERGY CRISES

(Code) (Expenses $ 458,631 including grants of $) (Revenue $)

PUBLIC EDUCATION THE FUNCTION OF THIS PROGRAM IS TO EDUCATE THE PUBLIC ON LOCAL ENVIRONMENTAL ISSUES AND TO OFFER SOLUTIONS AND POSITIVE CHANNELS FOR ACTION TO FOSTER ECONOMICALLY AND ENVIRONMENTALLY HEALTHY COMMUNITIES ACHIEVEMENTS INCLUDE A NATIONAL AWARD FOR OUR ENVIRONMENTAL SCHOOL OF THE YEAR CONTEST, EDUCATIONAL PRESENTATIONS TO SCHOOLS, CIVIC CLUBS, COMMUNITY ORGANIZATIONS AND PARTICIPATION ON LOCAL, STATE AND NATIONAL BOARDS AND COMMITTEES DEALING WITH ENVIRONMENTAL ISSUES SUSTAINABLE AGRICULTURE THIS PROGRAM WILL COORDINATE AND NETWORK BETWEEN FARMERS, PRODUCERS, CHEFS AND CONSUMERS THESE EFFORTS WILL FACILITATE THE PROCESS OF GETTING FOOD FROM THE PRODUCERS TO CHEFS AND CONSUMERS AND WILL MAKE IT EASIER FOR ALL IN SOUTH CAROLINA TO BUY LOCALLY WITH THE ULTIMATE GOAL OF PRESERVING THE AGRICULTURAL USE OF THE LAND AND SUPPORTING THE LOCAL ECONOMY THE CONSOLIDATED ACTIVITIES ASSOCIATED WITH GROWFOOD CAROLINA AND CCL REALTY, LLC ARE INCLUDED IN THIS PROGRAM AREA

4d Other program services (Describe in Schedule O)

(Expenses $ 458,631 including grants of $) (Revenue $)

4e Total program service expenses ▶ $ 1,889,328

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Part IV Checklist of Required Schedules

			Yes	No
1	Is the organization described in section 501(c)(3) or 4947(a)(1) (other than a private foundation)? *If "Yes," complete Schedule A*	1	Yes	
2	Is the organization required to complete *Schedule B, Schedule of Contributors* (see instructions)?	2	Yes	
3	Did the organization engage in direct or indirect political campaign activities on behalf of or in opposition to candidates for public office? *If "Yes," complete Schedule C, Part I*	3		No
4	**Section 501(c)(3) organizations.** Did the organization engage in lobbying activities, or have a section 501(h) election in effect during the tax year? *If "Yes," complete Schedule C, Part II*	4	Yes	
5	Is the organization a section 501(c)(4), 501(c)(5), or 501(c)(6) organization that receives membership dues, assessments, or similar amounts as defined in Revenue Procedure 98-19? *If "Yes," complete Schedule C, Part III*	5		No
6	Did the organization maintain any donor advised funds or any similar funds or accounts for which donors have the right to provide advice on the distribution or investment of amounts in such funds or accounts? *If "Yes," complete Schedule D, Part I*	6		No
7	Did the organization receive or hold a conservation easement, including easements to preserve open space, the environment, historic land areas or historic structures? *If "Yes," complete Schedule D, Part II*	7		No
8	Did the organization maintain collections of works of art, historical treasures, or other similar assets? *If "Yes," complete Schedule D, Part III*	8		No
9	Did the organization report an amount in Part X, line 21, serve as a custodian for amounts not listed in Part X, or provide credit counseling, debt management, credit repair, or debt negotiation services? *If "Yes," complete Schedule D, Part IV*	9		No
10	Did the organization, directly or through a related organization, hold assets in temporarily restricted endowments, permanent endowments, or quasi-endowments? *If "Yes," complete Schedule D, Part V*	10		No
11	If the organization's answer to any of the following questions is 'Yes,' then complete Schedule D, Parts VI, VII, VIII, IX, or X as applicable			
a	Did the organization report an amount for land, buildings, and equipment in Part X, line 10? *If "Yes," complete Schedule D, Part VI.*	11a	Yes	
b	Did the organization report an amount for investments—other securities in Part X, line 12 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VII.*	11b		No
c	Did the organization report an amount for investments—program related in Part X, line 13 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part VIII.*	11c		No
d	Did the organization report an amount for other assets in Part X, line 15 that is 5% or more of its total assets reported in Part X, line 16? *If "Yes," complete Schedule D, Part IX.*	11d		No
e	Did the organization report an amount for other liabilities in Part X, line 25? *If "Yes," complete Schedule D, Part X.*	11e	Yes	
f	Did the organization's separate or consolidated financial statements for the tax year include a footnote that addresses the organization's liability for uncertain tax positions under FIN 48 (ASC 740)? *If "Yes," complete Schedule D, Part X.*	11f		No
12a	Did the organization obtain separate, independent audited financial statements for the tax year? *If "Yes," complete Schedule D, Parts XI, XII, and XIII*	12a		No
b	Was the organization included in consolidated, independent audited financial statements for the tax year? *If "Yes," and if the organization answered 'No' to line 12a, then completing Schedule D, Parts XI, XII, and XIII is optional*	12b	Yes	
13	Is the organization a school described in section 170(b)(1)(A)(ii)? *If "Yes," complete Schedule E*	13		No
14a	Did the organization maintain an office, employees, or agents outside of the United States?	14a		No
b	Did the organization have aggregate revenues or expenses of more than $10,000 from grantmaking, fundraising, business, investment, and program service activities outside the United States, or aggregate foreign investments valued at $100,000 or more? *If "Yes," complete Schedule F, Part I*	14b		No
15	Did the organization report on Part IX, column (A), line 3, more than $5,000 of grants or assistance to any organization or entity located outside the U S ? *If "Yes," complete Schedule F, Part II and IV*	15		No
16	Did the organization report on Part IX, column (A), line 3, more than $5,000 of aggregate grants or assistance to individuals located outside the U S ? *If "Yes," complete Schedule F, Part III and IV*	16		No
17	Did the organization report a total of more than $15,000, of expenses for professional fundraising services on Part IX, column (A), lines 6 and 11e? *If "Yes," complete Schedule G, Part I*	17		No
18	Did the organization report more than $15,000 total of fundraising event gross income and contributions on Part VIII, lines 1c and 8a? *If "Yes," complete Schedule G, Part II*	18		No
19	Did the organization report more than $15,000 of gross income from gaming activities on Part VIII, line 9a? *If "Yes," complete Schedule G, Part III*	19		No
20a	Did the organization operate one or more hospitals? *If "Yes," complete Schedule H*	20a		No
b	If "Yes" to line 20a, did the organization attach its audited financial statement to this return? **Note.** All Form 990 filers that operated one or more hospitals must attach audited financial statements	20b		

Part IV Checklist of Required Schedules *(continued)*

21	Did the organization report more than $5,000 of grants and other assistance to governments and organizations in the United States on Part IX, column (A), line 1? *If "Yes," complete Schedule I, Parts I and II*	21	Yes	
22	Did the organization report more than $5,000 of grants and other assistance to individuals in the United States on Part IX, column (A), line 2? *If "Yes," complete Schedule I, Parts I and III*	22		No
23	Did the organization answer "Yes" to Part VII, Section A, questions 3, 4, or 5, about compensation of the organization's current and former officers, directors, trustees, key employees, and highest compensated employees? *If "Yes," complete Schedule J*	23	Yes	
24a	Did the organization have a tax-exempt bond issue with an outstanding principal amount of more than $100,000 as of the last day of the year, that was issued after December 31, 2002? *If "Yes," answer questions 24b–24d and complete Schedule K. If "No," go to line 25*	24a		No
b	Did the organization invest any proceeds of tax-exempt bonds beyond a temporary period exception?	24b		
c	Did the organization maintain an escrow account other than a refunding escrow at any time during the year to defease any tax-exempt bonds?	24c		
d	Did the organization act as an "on behalf of" issuer for bonds outstanding at any time during the year?	24d		
25a	**Section 501(c)(3) and 501(c)(4) organizations.** Did the organization engage in an excess benefit transaction with a disqualified person during the year? *If "Yes," complete Schedule L, Part I*	25a		No
b	Is the organization aware that it engaged in an excess benefit transaction with a disqualified person in a prior year, and that the transaction has not been reported on any of the organization's prior Forms 990 or 990-EZ? *If "Yes," complete Schedule L, Part I*	25b		No
26	Was a loan to or by a current or former officer, director, trustee, key employee, highly compensated employee, or disqualified person outstanding as of the end of the organization's tax year? *If "Yes," complete Schedule L, Part II*	26		No
27	Did the organization provide a grant or other assistance to an officer, director, trustee, key employee, substantial contributor, or a grant selection committee member, or to a person related to such an individual? *If "Yes," complete Schedule L, Part III*	27		No
28	Was the organization a party to a business transaction with one of the following parties? (see Schedule L, Part IV instructions for applicable filing thresholds, conditions, and exceptions)			
a	A current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28a	Yes	
b	A family member of a current or former officer, director, trustee, or key employee? *If "Yes," complete Schedule L, Part IV*	28b	Yes	
c	An entity of which a current or former officer, director, trustee, or key employee (or a family member thereof) was an officer, director, trustee, or owner? *If "Yes," complete Schedule L, Part IV*	28c	Yes	
29	Did the organization receive more than $25,000 in non-cash contributions? *If "Yes," complete Schedule M*	29	Yes	
30	Did the organization receive contributions of art, historical treasures, or other similar assets, or qualified conservation contributions? *If "Yes," complete Schedule M*	30		No
31	Did the organization liquidate, terminate, or dissolve and cease operations? *If "Yes," complete Schedule N, Part I*	31		No
32	Did the organization sell, exchange, dispose of, or transfer more than 25% of its net assets? *If "Yes," complete Schedule N, Part II*	32		No
33	Did the organization own 100% of an entity disregarded as separate from the organization under Regulations sections 301 7701-2 and 301 7701-3? *If "Yes," complete Schedule R, Part I*	33	Yes	
34	Was the organization related to any tax-exempt or taxable entity? *If "Yes," complete Schedule R, Parts II, III, IV, and V, line 1*	34		No
35a	Is any related organization a controlled entity of the filing organization within the meaning of section 512(b)(13)?	35a		No
b	Did the organization receive any payment from or engage in any transaction with a controlled entity within the meaning of section 512(b)(13)? *If "Yes," complete Schedule R, Part V, line 2*	35b		No
36	**Section 501(c)(3) organizations.** Did the organization make any transfers to an exempt non-charitable related organization? *If "Yes," complete Schedule R, Part V, line 2*	36		No
37	Did the organization conduct more than 5% of its activities through an entity that is not a related organization and that is treated as a partnership for federal income tax purposes? *If "Yes," complete Schedule R, Part VI*	37		No
38	Did the organization complete Schedule O and provide explanations in Schedule O for Part VI, lines 11 and 19? **Note.** All Form 990 filers are required to complete Schedule O	38	Yes	

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Part V Statements Regarding Other IRS Filings and Tax Compliance

Check if Schedule O contains a response to any question in this Part V . . . . . ☐

				Yes	No
1a	Enter the number reported in Box 3 of Form 1096 Enter -0- if not applicable	1a	43		
b	Enter the number of Forms W-2G included in line 1a *Enter -0-* if not applicable	1b	0		
c	Did the organization comply with backup withholding rules for reportable payments to vendors and reportable gaming (gambling) winnings to prize winners?	1c			
2a	Enter the number of employees reported on Form W-3, *Transmittal of Wage and Tax Statements* filed for the calendar year ending with or within the year covered by this return	2a	34		
b	If at least one is reported on line 2a, did the organization file all required federal employment tax returns?	2b		Yes	
	Note. If the sum of lines 1a and 2a is greater than 250, you may be required to e-file (see instructions)				
3a	Did the organization have unrelated business gross income of $1,000 or more during the year?	3a			No
b	If "Yes," has it filed a Form 990-T for this year? *If "No," provide an explanation in Schedule O*	3b			
4a	At any time during the calendar year, did the organization have an interest in, or a signature or other authority over, a financial account in a foreign country (such as a bank account or securities account)?	4a			No
b	If "Yes," enter the name of the foreign country ▶ _____ See instructions for filing requirements for Form TD F 90-22 1, Report of Foreign Bank and Financial Accounts				
5a	Was the organization a party to a prohibited tax shelter transaction at any time during the tax year? . .	5a			No
b	Did any taxable party notify the organization that it was or is a party to a prohibited tax shelter transaction?	5b			No
c	If "Yes" to line 5a or 5b, did the organization file Form 8886-T?	5c			
6a	Does the organization have annual gross receipts that are normally greater than $100,000, and did the organization solicit any contributions that were not tax deductible?	6a			No
b	If "Yes," did the organization include with every solicitation an express statement that such contributions or gifts were not tax deductible?	6b			
7	**Organizations that may receive deductible contributions under section 170(c).**				
a	Did the organization receive a payment in excess of $75 made partly as a contribution and partly for goods and services provided to the payor?	7a			No
b	If "Yes," did the organization notify the donor of the value of the goods or services provided?	7b			
c	Did the organization sell, exchange, or otherwise dispose of tangible personal property for which it was required to file Form 8282?	7c			No
d	If "Yes," indicate the number of Forms 8282 filed during the year	7d			
e	Did the organization receive any funds, directly or indirectly, to pay premiums on a personal benefit contract?	7e			No
f	Did the organization, during the year, pay premiums, directly or indirectly, on a personal benefit contract? . .	7f			No
g	If the organization received a contribution of qualified intellectual property, did the organization file Form 8899 as required?	7g			
h	If the organization received a contribution of cars, boats, airplanes, or other vehicles, did the organization file a Form 1098-C?	7h			
8	**Sponsoring organizations maintaining donor advised funds and section 509(a)(3) supporting organizations.** Did the supporting organization, or a donor advised fund maintained by a sponsoring organization, have excess business holdings at any time during the year?	8			
9	**Sponsoring organizations maintaining donor advised funds.**				
a	Did the organization make any taxable distributions under section 4966?	9a			
b	Did the organization make a distribution to a donor, donor advisor, or related person?	9b			
10	**Section 501(c)(7) organizations.** Enter				
a	Initiation fees and capital contributions included on Part VIII, line 12 . . .	10a			
b	Gross receipts, included on Form 990, Part VIII, line 12, for public use of club facilities	10b			
11	**Section 501(c)(12) organizations.** Enter				
a	Gross income from members or shareholders	11a			
b	Gross income from other sources (Do not net amounts due or paid to other sources against amounts due or received from them)	11b			
12a	**Section 4947(a)(1) non-exempt charitable trusts.** Is the organization filing Form 990 in lieu of Form 1041?	12a			
b	If "Yes," enter the amount of tax-exempt interest received or accrued during the year	12b			
13	**Section 501(c)(29) qualified nonprofit health insurance issuers.**				
a	Is the organization licensed to issue qualified health plans in more than one state? **Note.** All 501(c)(29) organizations must list in Schedule O each state in which they are licensed to issue qualified health plans, the amount of reserves required by each state, and the amount of reserves the organization allocated to each state	13a			
b	Enter the aggregate amount of reserves the organization is required to maintain by the states in which the organization is licensed to issue qualified health plans	13b			
c	Enter the aggregate amount of reserves on hand	13c			
14a	Did the organization receive any payments for indoor tanning services during the tax year?	14a			No
b	If "Yes," has it filed a Form 720 to report these payments? *If "No," provide an explanation in Schedule O* . .	14b			

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Part VI **Governance, Management, and Disclosure** For each "Yes" response to lines 2 through 7b below, and for a "No" response to lines 8a, 8b, or 10b below, describe the circumstances, processes, or changes in Schedule O. See instructions.

Check if Schedule O contains a response to any question in this Part VI . . . . . ☑

Section A. Governing Body and Management

				Yes	No
1a	Enter the number of voting members of the governing body at the end of the tax year	1a	18		
b	Enter the number of voting members included in line 1a, above, who are independent	1b	18		
2	Did any officer, director, trustee, or key employee have a family relationship or a business relationship with any other officer, director, trustee, or key employee?	2			No
3	Did the organization delegate control over management duties customarily performed by or under the direct supervision of officers, directors or trustees, or key employees to a management company or other person?	3			No
4	Did the organization make any significant changes to its governing documents since the prior Form 990 was filed?	4			No
5	Did the organization become aware during the year of a significant diversion of the organization's assets?	5			No
6	Did the organization have members or stockholders?	6			No
7a	Did the organization have members, stockholders, or other persons who had the power to elect or appoint one or more members of the governing body?	7a			No
b	Are any governance decisions of the organization reserved to (or subject to approval by) members, stockholders, or persons other than the governing body?	7b			No
8	Did the organization contemporaneously document the meetings held or written actions undertaken during the year by the following				
a	The governing body?	8a		Yes	
b	Each committee with authority to act on behalf of the governing body?	8b		Yes	
9	Is there any officer, director, trustee, or key employee listed in Part VII, Section A, who cannot be reached at the organization's mailing address? If "Yes," provide the names and addresses in Schedule O	9			No

Section B. Policies (This Section B requests information about policies not required by the Internal Revenue Code.)

			Yes	No
10a	Did the organization have local chapters, branches, or affiliates?	10a		No
b	If "Yes," did the organization have written policies and procedures governing the activities of such chapters, affiliates, and branches to ensure their operations are consistent with the organization's exempt purposes?	10b		
11a	Has the organization provided a complete copy of this Form 990 to all members of its governing body before filing the form?	11a	Yes	
b	Describe in Schedule O the process, if any, used by the organization to review the Form 990			
12a	Did the organization have a written conflict of interest policy? *If "No," go to line 13*	12a	Yes	
b	Were officers, directors or trustees, and key employees required to disclose annually interests that could give rise to conflicts?	12b	Yes	
c	Did the organization regularly and consistently monitor and enforce compliance with the policy? If "Yes," describe in Schedule O how this was done	12c	Yes	
13	Did the organization have a written whistleblower policy?	13	Yes	
14	Did the organization have a written document retention and destruction policy?	14	Yes	
15	Did the process for determining compensation of the following persons include a review and approval by independent persons, comparability data, and contemporaneous substantiation of the deliberation and decision?			
a	The organization's CEO, Executive Director, or top management official	15a	Yes	
b	Other officers or key employees of the organization	15b	Yes	
	If "Yes," to line 15a or 15b, describe the process in Schedule O (see instructions)			
16a	Did the organization invest in, contribute assets to, or participate in a joint venture or similar arrangement with a taxable entity during the year?	16a		No
b	If "Yes," did the organization follow a written policy or procedure requiring the organization to evaluate its participation in joint venture arrangements under applicable federal tax law, and take steps to safeguard the organization's exempt status with respect to such arrangements?	16b		

Section C. Disclosure

17 List the States with which a copy of this Form 990 is required to be filed ▶ SC

18 Section 6104 requires an organization to make its Form 1023 (or 1024 if applicable), 990, and 990-T (501(c)(3)s only) available for public inspection. Indicate how you made these available. Check all that apply.

☐ Own website ☑ Another's website ☑ Upon request

19 Describe in Schedule O whether (and if so, how), the organization made its governing documents, conflict of interest policy, and financial statements available to the public. See Additional Data Table

20 State the name, physical address, and telephone number of the person who possesses the books and records of the organization ▶

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Part VII **Compensation of Officers, Directors,Trustees, Key Employees, Highest Compensated Employees, and Independent Contractors**

Check if Schedule O contains a response to any question in this Part VII . . . . . ☐

Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees

1a Complete this table for all persons required to be listed Report compensation for the calendar year ending with or within the organization's tax year

- List all of the organization's **current** officers, directors, trustees (whether individuals or organizations), regardless of amount of compensation, and **current** key employees Enter -0- in columns (D), (E), and (F) if no compensation was paid
- List all of the organization's **current** key employees, if any See instructions for definition of "key employee "
- List the organization's five **current** highest compensated employees (other than an officer, director, trustee or key employee) who received reportable compensation (Box 5 of Form W-2 and/or Box 7 of Form 1099-MISC) of more than $100,000 from the organization and any related organizations
- List all of the organization's **former** officers, key employees, or highest compensated employees who received more than $100,000 of reportable compensation from the organization and any related organizations
- List all of the organization's **former directors or trustees** that received, in the capacity as a former director or trustee of the organization, more than $10,000 of reportable compensation from the organization and any related organizations

List persons in the following order individual trustees or directors, institutional trustees, officers, key employees, highest compensated employees, and former such persons

☐ Check this box if neither the organization nor any related organizations compensated any current or former officer, director, or trustee

(A) Name and Title	(B) Average hours per week (describe hours for related organizations in Schedule O)	(C) Position (do not check more than one box, unless person is both an officer and a director/trustee)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W- 2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
(1) ANDREA COOPER VICE CHAIR	2 00	X		X				0	0	0
(2) BERRYMAN EDWARDS BOARD MEMBER	1 00	X						0	0	0
(3) BILL TURNER BOARD MEMBER	1 00	X						0	0	0
(4) STAN STEVENS BOARD MEMBER	1 00	X						0	0	0
(5) HANK HOLIDAY BOARD MEMBER	1 00	X						0	0	0
(6) HARRIET SMARTT BOARD MEMBER	1 00	X						0	0	0
(7) HOLLY HOOK BOARD MEMBER	1 00	X						0	0	0
(8) KATHARINE HASTIE BOARD MEMBER	1 00	X						0	0	0
(9) RICHARD R SCHMALTZ BOARD MEMBER	1 00	X						0	0	0
(10) W JEFFERSON LEATH BOARD MEMBER	1 00	X						0	0	0
(11) VICTORIA C VERITY BOARD MEMBER	1 00	X						0	0	0
(12) WILLIAM COGSWELL BOARD MEMBER	1 00	X						0	0	0
(13) JEFFREY SCHUTZ BOARD MEMBER	1 00	X						0	0	0
(14) RICHARD T HALE TREASURER	2 00	X		X				0	0	0
(15) ROY RICHARDS JR CHAIR	4 00	X		X				0	0	0
(16) LAURA GATES TERM END 1211 BOARD MEMBER	1 00	X						0	0	0
(17) CARTTER LUPTON TERM END 1211 BOARD MEMBER	1 00	X						0	0	0

Part VII **Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees** (continued)

(A) Name and Title	(B) Average hours per week (describe hours for related organizations in Schedule O)	(C) Position (do not check more than one box, unless person is both an officer and a director/trustee)						(D) Reportable compensation from the organization (W-2/1099-MISC)	(E) Reportable compensation from related organizations (W-2/1099-MISC)	(F) Estimated amount of other compensation from the organization and related organizations
		Individual trustee or director	Institutional Trustee	Officer	Key employee	Highest compensated employee	Former			
(18) GOFFINET MCLAREN RESIGNED BOARD MEMBER	1 00	X						0	0	0
(19) IAN MCLAREN RESIGNED BOARD MEMBER	1 00	X						0	0	0
(20) TEE MILLER RESIGNED BOARD MEMBER	1 00	X						0	0	0
(21) ASHLEY K M WATERS DIRECTOR OF FINANCE	40 00			X				70,412	0	10,294
(22) DANA BEACH EXECUTIVE DIRECTOR	40 00			X				140,200	0	26,799
1b Sub-Total ▶										
c Total from continuation sheets to Part VII, Section A ▶										
d Total (add lines 1b and 1c) ▶								210,612	0	37,093

2 Total number of individuals (including but not limited to those listed above) who received more than $100,000 of reportable compensation from the organization ▶1

			Yes	No
3	Did the organization list any **former** officer, director or trustee, key employee, or highest compensated employee on line 1a? *If "Yes," complete Schedule J for such individual*	3		No
4	For any individual listed on line 1a, is the sum of reportable compensation and other compensation from the organization and related organizations greater than $150,000? *If "Yes," complete Schedule J for such individual*	4	Yes	
5	Did any person listed on line 1a receive or accrue compensation from any unrelated organization or individual for services rendered to the organization? *If "Yes," complete Schedule J for such person*	5		No

Section B. Independent Contractors

1 Complete this table for your five highest compensated independent contractors that received more than $100,000 of compensation from the organization Report compensation for the calendar year ending with or within the organization's tax year

(A) Name and business address	(B) Description of services	(C) Compensation

2 Total number of independent contractors (including but not limited to those listed above) who received more than $100,000 of compensation from the organization ▶0

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Part VIII Statement of Revenue

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a	Federated campaigns 1a				
	b	Membership dues 1b				
	c	Fundraising events 1c				
	d	Related organizations 1d				
	e	Government grants (contributions) 1e				
	f	All other contributions, gifts, grants, and similar amounts not included above 1f 1,961,449				
	g	Noncash contributions included in lines 1a-1f $ 36,318				
	h	**Total.** Add lines 1a-1f ▶	1,961,449			
Program Service Revenue		Business Code				
	2a					
	b					
	c					
	d					
	e					
	f	All other program service revenue				
	g	**Total.** Add lines 2a-2f ▶				
Other Revenue	3	Investment income (including dividends, interest and other similar amounts) ▶	311,252			311,252
	4	Income from investment of tax-exempt bond proceeds ▶				
	5	Royalties ▶				
		(i) Real / (ii) Personal				
	6a	Gross rents 4,151				
	b	Less rental expenses 0				
	c	Rental income or (loss) 4,151				
	d	Net rental income or (loss) ▶	4,151			4,151
		(i) Securities / (ii) Other				
	7a	Gross amount from sales of assets other than inventory 2,462				
	b	Less cost or other basis and sales expenses 0 / 425				
	c	Gain or (loss) 2,462 / -425				
	d	Net gain or (loss) ▶	2,037			2,037
	8a	Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18 a				
	b	Less direct expenses b				
	c	Net income or (loss) from fundraising events ▶				
	9a	Gross income from gaming activities See Part IV, line 19 a				
	b	Less direct expenses b				
	c	Net income or (loss) from gaming activities ▶				
	10a	Gross sales of inventory, less returns and allowances a 22,287				
	b	Less cost of goods sold b 18,527				
	c	Net income or (loss) from sales of inventory ▶	3,760	3,760		
		Miscellaneous Revenue / Business Code				
	11a	EVENT/OUTING INCOME 900099	17,993			17,993
	b	MISCELLANEOUS 900099	108			108
	c					
	d	All other revenue				
	e	**Total.** Add lines 11a-11d ▶	18,101			
	12	**Total revenue.** See Instructions ▶	2,300,750	3,760	0	335,541

Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns
All other organizations must complete column (A) but are not required to complete columns (B), (C), and (D)
Check if Schedule O contains a response to any question in this Part IX . . . . . ☐

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to governments and organizations in the United States See Part IV, line 21				
2 Grants and other assistance to individuals in the United States See Part IV, line 22				
3 Grants and other assistance to governments, organizations, and individuals outside the United States See Part IV, lines 15 and 16				
4 Benefits paid to or for members				
5 Compensation of current officers, directors, trustees, and key employees	247,705	167,844	34,527	45,334
6 Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7 Other salaries and wages	1,231,835	841,512	168,286	222,037
8 Pension plan contributions (include section 401(k) and section 403(b) employer contributions)	16,467	11,158	2,295	3,014
9 Other employee benefits	167,409	114,643	22,813	29,953
10 Payroll taxes	112,928	77,034	15,483	20,411
11 Fees for services (non-employees)				
a Management				
b Legal	87,419	74,994	12,425	
c Accounting	29,371	19,902	4,094	5,375
d Lobbying				
e Professional fundraising *See Part IV, line 17*				
f Investment management fees				
g Other	39,534	38,514	441	579
12 Advertising and promotion	14,001	9,898	801	3,302
13 Office expenses	177,503	125,361	12,736	39,406
14 Information technology	67,493	50,473	7,336	9,684
15 Royalties				
16 Occupancy	81,335	55,500	11,143	14,692
17 Travel	53,267	44,119	5,449	3,699
18 Payments of travel or entertainment expenses for any federal, state, or local public officials				
19 Conferences, conventions, and meetings	40,461	26,381	4,503	9,577
20 Interest	2,111	2,111		
21 Payments to affiliates				
22 Depreciation, depletion, and amortization	45,645	33,097	5,425	7,123
23 Insurance				
24 Other expenses Itemize expenses not covered above (List miscellaneous expenses in line 24f If line 24f amount exceeds 10% of line 25, column (A) amount, list line 24f expenses on Schedule O)				
a CONTRACT PROJECTS	157,338	145,171	1,742	10,425
b EVENTS	34,208	20,047	758	13,403
c REPAIRS & MAINTENANCE	33,190	23,832	4,046	5,312
d DUES & SUBSCRIPTIONS	21,233	14,491	2,915	3,827
e				
f All other expenses	-6,756	-6,754	-362	360
25 **Total functional expenses.** Add lines 1 through 24f	2,653,697	1,889,328	316,856	447,513
26 **Joint costs.** Check here ▶ ☐ if following SOP 98-2 (ASC 958-720) Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation				

Part X Balance Sheet

				(A) Beginning of year		(B) End of year
Assets	1	Cash—non-interest-bearing		332,563	1	274,218
	2	Savings and temporary cash investments		659,189	2	805,568
	3	Pledges and grants receivable, net		1,363,667	3	774,713
	4	Accounts receivable, net		36,636	4	13,144
	5	Receivables from current and former officers, directors, trustees, key employees, and highest compensated employees Complete Part II of Schedule L			5	
	6	Receivables from other disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B) Complete Part II of Schedule L			6	
	7	Notes and loans receivable, net			7	
	8	Inventories for sale or use			8	
	9	Prepaid expenses and deferred charges		49,497	9	46,011
	10a	Land, buildings, and equipment cost or other basis *Complete Part VI of Schedule D*	10a 1,236,761			
	b	Less accumulated depreciation	10b 236,812	670,555	10c	999,949
	11	Investments—publicly traded securities		6,693,484	11	6,410,980
	12	Investments—other securities See Part IV, line 11			12	
	13	Investments—program-related See Part IV, line 11			13	
	14	Intangible assets			14	
	15	Other assets See Part IV, line 11		115,000	15	115,000
	16	**Total assets.** Add lines 1 through 15 (must equal line 34)		9,920,591	16	9,439,583
Liabilities	17	Accounts payable and accrued expenses		150,748	17	154,563
	18	Grants payable			18	
	19	Deferred revenue			19	
	20	Tax-exempt bond liabilities			20	
	21	Escrow or custodial account liability *Complete Part IV of Schedule D*			21	
	22	Payables to current and former officers, directors, trustees, key employees, highest compensated employees, and disqualified persons *Complete Part II of Schedule L*			22	
	23	Secured mortgages and notes payable to unrelated third parties			23	
	24	Unsecured notes and loans payable to unrelated third parties			24	300,000
	25	Other liabilities (including federal income tax, payables to related third parties, and other liabilities not included on lines 17-24) Complete Part X of Schedule D		10,015	25	3,250
	26	**Total liabilities.** Add lines 17 through 25		160,763	26	457,813
Net Assets or Fund Balances		**Organizations that follow SFAS 117, check here ▶ ☑ and complete lines 27 through 29, and lines 33 and 34.**				
	27	Unrestricted net assets		9,092,001	27	8,669,480
	28	Temporarily restricted net assets		667,827	28	312,290
	29	Permanently restricted net assets			29	
		Organizations that do not follow SFAS 117, check here ▶ ☐ and complete lines 30 through 34.				
	30	Capital stock or trust principal, or current funds			30	
	31	Paid-in or capital surplus, or land, building or equipment fund			31	
	32	Retained earnings, endowment, accumulated income, or other funds			32	
	33	Total net assets or fund balances		9,759,828	33	8,981,770
	34	Total liabilities and net assets/fund balances		9,920,591	34	9,439,583

R.001986

Part XI Reconcilliation of Net Assets

Check if Schedule O contains a response to any question in this Part XI . . . . . ☑

1	Total revenue (must equal Part VIII, column (A), line 12) . . .	1	2,300,750
2	Total expenses (must equal Part IX, column (A), line 25)	2	2,653,697
3	Revenue less expenses Subtract line 2 from line 1	3	-352,947
4	Net assets or fund balances at beginning of year (must equal Part X, line 33, column (A)) . .	4	9,759,828
5	Other changes in net assets or fund balances (explain in Schedule O)	5	-425,111
6	Net assets or fund balances at end of year Combine lines 3, 4, and 5 (must equal Part X, line 33, column (B))	6	8,981,770

Part XII Financial Statements and Reporting

Check if Schedule O contains a response to any question in this Part XII . . . . . ☐

			Yes	No
1	Accounting method used to prepare the Form 990 ☐ Cash ☑ Accrual ☐ Other _____ If the organization changed its method of accounting from a prior year or checked "Other," explain in Schedule O			
2a	Were the organization's financial statements compiled or reviewed by an independent accountant? . .	2a		No
b	Were the organization's financial statements audited by an independent accountant?	2b	Yes	
c	If "Yes," to 2a or 2b, does the organization have a committee that assumes responsibility for oversight of the audit, review, or compilation of its financial statements and selection of an independent accountant? If the organization changed either its oversight process or selection process during the tax year, explain in Schedule O	2c	Yes	
d	If "Yes" to line 2a or 2b, check a box below to indicate whether the financial statements for the year were issued on a separate basis, consolidated basis, or both ☐ Separate basis ☑ Consolidated basis ☐ Both consolidated and separated basis			
3a	As a result of a federal award, was the organization required to undergo an audit or audits as set forth in the Single Audit Act and OMB Circular A-133?	3a		No
b	If "Yes," did the organization undergo the required audit or audits? If the organization did not undergo the required audit or audits, explain why in Schedule O and describe any steps taken to undergo such audits . .	3b		

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SCHEDULE A (Form 990 or 990EZ)

Department of the Treasury
Internal Revenue Service

Public Charity Status and Public Support

Complete if the organization is a section 501(c)(3) organization or a section 4947(a)(1) nonexempt charitable trust.

▶ **Attach to Form 990 or Form 990-EZ.** ▶ **See separate instructions.**

OMB No 1545-0047

2011

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Reason for Public Charity Status (All organizations must complete this part.) See instructions

The organization is not a private foundation because it is (For lines 1 through 11, check only one box)

1 ☐ A church, convention of churches, or association of churches **section 170(b)(1)(A)(i).**

2 ☐ A school described in **section 170(b)(1)(A)(ii).** (Attach Schedule E)

3 ☐ A hospital or a cooperative hospital service organization described in **section 170(b)(1)(A)(iii).**

4 ☐ A medical research organization operated in conjunction with a hospital described in **section 170(b)(1)(A)(iii).** Enter the hospital's name, city, and state

5 ☐ An organization operated for the benefit of a college or university owned or operated by a governmental unit described in **section 170(b)(1)(A)(iv).** (Complete Part II)

6 ☐ A federal, state, or local government or governmental unit described in **section 170(b)(1)(A)(v).**

7 ☑ An organization that normally receives a substantial part of its support from a governmental unit or from the general public described in **section 170(b)(1)(A)(vi)** (Complete Part II)

8 ☐ A community trust described in **section 170(b)(1)(A)(vi)** (Complete Part II)

9 ☐ An organization that normally receives (1) more than 33 1/3% of its support from contributions, membership fees, and gross receipts from activities related to its exempt functions—subject to certain exceptions, and (2) no more than 33 1/3% of its support from gross investment income and unrelated business taxable income (less section 511 tax) from businesses acquired by the organization after June 30, 1975 See **section 509(a)(2).** (Complete Part III)

10 ☐ An organization organized and operated exclusively to test for public safety See **section 509(a)(4).**

11 ☐ An organization organized and operated exclusively for the benefit of, to perform the functions of, or to carry out the purposes of one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2) See **section 509(a)(3).** Check the box that describes the type of supporting organization and complete lines 11e through 11h

a ☐ Type I **b** ☐ Type II **c** ☐ Type III - Functionally integrated **d** ☐ Type III - Other

e ☐ By checking this box, I certify that the organization is not controlled directly or indirectly by one or more disqualified persons other than foundation managers and other than one or more publicly supported organizations described in section 509(a)(1) or section 509(a)(2)

f If the organization received a written determination from the IRS that it is a Type I, Type II or Type III supporting organization, check this box ☐

g Since August 17, 2006, has the organization accepted any gift or contribution from any of the following persons?

	Yes	No
(i) a person who directly or indirectly controls, either alone or together with persons described in (ii) and (iii) below, the governing body of the the supported organization? **11g(i)**		
(ii) a family member of a person described in (i) above? **11g(ii)**		
(iii) a 35% controlled entity of a person described in (i) or (ii) above? **11g(iii)**		

h Provide the following information about the supported organization(s)

(i) Name of supported organization	(ii) EIN	(iii) Type of organization (described on lines 1- 9 above or IRC section (see instructions))	(iv) Is the organization in col (i) listed in your governing document? Yes	(iv) No	(v) Did you notify the organization in col (i) of your support? Yes	(v) No	(vi) Is the organization in col (i) organized in the U S ? Yes	(vi) No	(vii) Amount of support?
Total									

Part II **Support Schedule for Organizations Described in IRC 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)**
(Complete only if you checked the box on line 5, 7, or 8 of Part I or if the organization failed to qualify under Part III. If the organization fails to qualify under the tests listed below, please complete Part III.)

Section A. Public Support

Calendar year (or fiscal year beginning in)	(a) 2007	(b) 2008	(c) 2009	(d) 2010	(e) 2011	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")	3,607,229	3,106,382	1,920,515	2,341,015	1,961,449	12,936,590
2 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
3 The value of services or facilities furnished by a governmental unit to the organization without charge						
4 **Total.** Add lines 1 through 3	3,607,229	3,106,382	1,920,515	2,341,015	1,961,449	12,936,590
5 The portion of total contributions by each person (other than a governmental unit or publicly supported organization) included on line 1 that exceeds 2% of the amount shown on line 11, column (f)						1,351,763
6 **Public Support.** Subtract line 5 from line 4						11,584,827

Section B. Total Support

Calendar year (or fiscal year beginning in)	(a) 2007	(b) 2008	(c) 2009	(d) 2010	(e) 2011	(f) Total
7 Amounts from line 4	3,607,229	3,106,382	1,920,515	2,341,015	1,961,449	12,936,590
8 Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources	644,240	251,978	242,319	295,209	315,403	1,749,149
9 Net income from unrelated business activities, whether or not the business is regularly carried on						
10 Other income (Explain in Part IV) Do not include gain or loss from the sale of capital assets	9,071	22,545	4,333	6,224	18,101	60,274
11 **Total support** (Add lines 7 through 10)						14,746,013

12	Gross receipts from related activities, etc (See instructions)	12	25,112

13 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a 501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

14	Public Support Percentage for 2011 (line 6 column (f) divided by line 11 column (f))	14	78 560 %
15	Public Support Percentage for 2010 Schedule A, Part II, line 14	15	79 940 %

16a **33 1/3% support test—2011.** If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☑

b **33 1/3% support test—2010.** If the organization did not check the box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

17a **10%-facts-and-circumstances test—2011.** If the organization did not check a box on line 13, 16a, or 16b and line 14 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

b **10%-facts-and-circumstances test—2010.** If the organization did not check a box on line 13, 16a, 16b, or 17a and line 15 is 10% or more, and if the organization meets the "facts and circumstances" test, check this box and **stop here.** Explain in Part IV how the organization meets the "facts and circumstances" test The organization qualifies as a publicly supported organization ▶☐

18 **Private Foundation** If the organization did not check a box on line 13, 16a, 16b, 17a or 17b, check this box and see instructions ▶☐

Part III **Support Schedule for Organizations Described in IRC 509(a)(2)**
(Complete only if you checked the box on line 9 of Part I or if the organization failed to qualify under Part II. If the organization fails to qualify under the tests listed below, please complete Part II.)

Section A. Public Support

Calendar year (or fiscal year beginning in)	(a) 2007	(b) 2008	(c) 2009	(d) 2010	(e) 2011	(f) Total
1 Gifts, grants, contributions, and membership fees received (Do not include any "unusual grants ")						
2 Gross receipts from admissions, merchandise sold or services performed, or facilities furnished in any activity that is related to the organization's tax-exempt purpose						
3 Gross receipts from activities that are not an unrelated trade or business under section 513						
4 Tax revenues levied for the organization's benefit and either paid to or expended on its behalf						
5 The value of services or facilities furnished by a governmental unit to the organization without charge						
6 **Total.** Add lines 1 through 5						
7a Amounts included on lines 1, 2, and 3 received from disqualified persons						
b Amounts included on lines 2 and 3 received from other than disqualified persons that exceed the greater of $5,000 or 1% of the amount on line 13 for the year						
c Add lines 7a and 7b						
8 **Public Support** (Subtract line 7c from line 6)						

Section B. Total Support

Calendar year (or fiscal year beginning in)	(a) 2007	(b) 2008	(c) 2009	(d) 2010	(e) 2011	(f) Total
9 Amounts from line 6						
10a Gross income from interest, dividends, payments received on securities loans, rents, royalties and income from similar sources						
b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975						
c Add lines 10a and 10b						
11 Net income from unrelated business activities not included in line 10b, whether or not the business is regularly carried on						
12 Other income Do not include gain or loss from the sale of capital assets (Explain in Part IV)						
13 **Total support** (Add lines 9, 10c, 11 and 12)						

14 **First Five Years** If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a 501(c)(3) organization, check this box and **stop here** ▶☐

Section C. Computation of Public Support Percentage

15	Public Support Percentage for 2011 (line 8 column (f) divided by line 13 column (f))	15
16	Public support percentage from 2010 Schedule A, Part III, line 15	16

Section D. Computation of Investment Income Percentage

17	Investment income percentage for **2011** (line 10c column (f) divided by line 13 column (f))	17
18	Investment income percentage from **2010** Schedule A, Part III, line 17	18

19a **33 1/3% support tests—2011.** If the organization did not check the box on line 14, and line 15 is more than 33 1/3% and line 17 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

b **33 1/3% support tests—2010.** If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3% and line 18 is not more than 33 1/3%, check this box and **stop here.** The organization qualifies as a publicly supported organization ▶☐

20 **Private Foundation** If the organization did not check a box on line 14, 19a or 19b, check this box and see instructions ▶☐

Part IV **Supplemental Information.** Supplemental Information. Complete this part to provide the explanation required by Part II, line 10; Part II, line 17a or 17b; or Part III, line 12. Also complete this part for any additional information. (See instructions).

Facts And Circumstances Test

Explanation

Additional Data

Software ID:
Software Version:
EIN: 57-0887278
Name: SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Form 990, Special Condition Description:

Special Condition Description

Form 990, Part III - 4 Program Service Accomplishments (See the Instructions)

4d. Other program services

(Code) (Expenses $ 458,631 including grants of $) (Revenue $)

PUBLIC EDUCATION THE FUNCTION OF THIS PROGRAM IS TO EDUCATE THE PUBLIC ON LOCAL ENVIRONMENTAL ISSUES AND TO OFFER SOLUTIONS AND POSITIVE CHANNELS FOR ACTION TO FOSTER ECONOMICALLY AND ENVIRONMENTALLY HEALTHY COMMUNITIES ACHIEVEMENTS INCLUDE A NATIONAL AWARD FOR OUR ENVIRONMENTAL SCHOOL OF THE YEAR CONTEST, EDUCATIONAL PRESENTATIONS TO SCHOOLS, CIVIC CLUBS, COMMUNITY ORGANIZATIONS AND PARTICIPATION ON LOCAL, STATE AND NATIONAL BOARDS AND COMMITTEES DEALING WITH ENVIRONMENTAL ISSUES SUSTAINABLE AGRICULTURE THIS PROGRAM WILL COORDINATE AND NETWORK BETWEEN FARMERS, PRODUCERS, CHEFS AND CONSUMERS THESE EFFORTS WILL FACILITATE THE PROCESS OF GETTING FOOD FROM THE PRODUCERS TO CHEFS AND CONSUMERS AND WILL MAKE IT EASIER FOR ALL IN SOUTH CAROLINA TO BUY LOCALLY WITH THE ULTIMATE GOAL OF PRESERVING THE AGRICULTURAL USE OF THE LAND AND SUPPORTING THE LOCAL ECONOMY THE CONSOLIDATED ACTIVITIES ASSOCIATED WITH GROWFOOD CAROLINA AND CCL REALTY, LLC ARE INCLUDED IN THIS PROGRAM AREA

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SCHEDULE C
(Form 990 or 990-EZ)

Department of the Treasury
Internal Revenue Service

Political Campaign and Lobbying Activities

For Organizations Exempt From Income Tax Under section 501(c) and section 527

▶ Complete if the organization is described below.
▶ Attach to Form 990 or Form 990-EZ. ▶ See separate instructions.

OMB No 1545-0047

2011

Open to Public Inspection

If the organization answered "Yes," to Form 990, Part IV, Line 3, or Form 990-EZ, Part V, line 46 (Political Campaign Activities), then

- Section 501(c)(3) organizations Complete Parts I-A and B Do not complete Part I-C
- Section 501(c) (other than section 501(c)(3)) organizations Complete Parts I-A and C below Do not complete Part I-B
- Section 527 organizations Complete Part I-A only

If the organization answered "Yes," to Form 990, Part IV, Line 4, or Form 990-EZ, Part VI, line 47 (Lobbying Activities), then

- Section 501(c)(3) organizations that have filed Form 5768 (election under section 501(h)) Complete Part II-A Do not complete Part II-B
- Section 501(c)(3) organizations that have NOT filed Form 5768 (election under section 501(h)) Complete Part II-B Do not complete Part II-A

If the organization answered "Yes," to Form 990, Part IV, Line 5 (Proxy Tax) or Form 990-EZ, line 35c (Proxy Tax), then

- Section 501(c)(4), (5), or (6) organizations Complete Part III

Name of the organization	Employer identification number
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC	57-0887278

Part I-A Complete if the organization is exempt under section 501(c) or is a section 527 organization.

1 Provide a description of the organization's direct and indirect political campaign activities on behalf of or in opposition to candidates for public office in Part IV

2 Political expenditures ▶ $ _____

3 Volunteer hours _____

Part I-B Complete if the organization is exempt under section 501(c)(3).

1 Enter the amount of any excise tax incurred by the organization under section 4955 ▶ $ _____

2 Enter the amount of any excise tax incurred by organization managers under section 4955 ▶ $ _____

3 If the organization incurred a section 4955 tax, did it file Form 4720 for this year? ☐ Yes ☐ No

4a Was a correction made? ☐ Yes ☐ No

b If "Yes," describe in Part IV

Part I-C Complete if the organization is exempt under section 501(c) except section 501(c)(3).

1 Enter the amount directly expended by the filing organization for section 527 exempt function activities ▶ $ _____

2 Enter the amount of the filing organization's funds contributed to other organizations for section 527 exempt funtion activities ▶ $ _____

3 Total exempt function expenditures Add lines 1 and 2 Enter here and on Form 1120-POL, line 17b ▶ $ _____

4 Did the filing organization file **Form 1120-POL** for this year? ☐ Yes ☐ No

5 Enter the names, addresses and employer identification number (EIN) of all section 527 political organizations to which the filing organization made payments For each organization listed, enter the amount paid from the filing organization's funds Also enter the amount of political contributions received that were promptly and directly delivered to a separate political organization, such as a separate segregated fund or a political action committee (PAC) If additional space is needed, provide information in Part IV

(a) Name	(b) Address	(c) EIN	(d) Amount paid from filing organization's funds If none, enter -0-	(e) Amount of political contributions received and promptly and directly delivered to a separate political organization If none, enter -0-

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Part II-A **Complete if the organization is exempt under section 501(c)(3) and filed Form 5768 (election under section 501(h)).**

A Check ☐ if the filing organization belongs to an affiliated group (and list in Part IV each affiliated group member's name, address, EIN, expenses, and share of excess lobbying expenditures)

B Check ☐ if the filing organization checked box A and "limited control" provisions apply

Limits on Lobbying Expenditures (The term "expenditures" means amounts paid or incurred.)	(a) Filing Organization's Totals	(b) Affiliated Group Totals
1a Total lobbying expenditures to influence public opinion (grass roots lobbying)	7,925	
b Total lobbying expenditures to influence a legislative body (direct lobbying)	64,089	
c Total lobbying expenditures (add lines 1a and 1b)	72,014	
d Other exempt purpose expenditures	2,581,679	
e Total exempt purpose expenditures (add lines 1c and 1d)	2,653,693	
f Lobbying nontaxable amount Enter the amount from the following table in both columns	282,685	
g Grassroots nontaxable amount (enter 25% of line 1f)	70,671	
h Subtract line 1g from line 1a If zero or less, enter -0-	0	
i Subtract line 1f from line 1c If zero or less, enter -0-	0	

If the amount on line 1e, column (a) or (b) is:	The lobbying nontaxable amount is:
Not over $500,000	20% of the amount on line 1e
Over $500,000 but not over $1,000,000	$100,000 plus 15% of the excess over $500,000
Over $1,000,000 but not over $1,500,000	$175,000 plus 10% of the excess over $1,000,000
Over $1,500,000 but not over $17,000,000	$225,000 plus 5% of the excess over $1,500,000
Over $17,000,000	$1,000,000

j If there is an amount other than zero on either line 1h or line 1i, did the organization file Form 4720 reporting section 4911 tax for this year? ☐ Yes ☐ No

4-Year Averaging Period Under Section 501(h)

(Some organizations that made a section 501(h) election do not have to complete all of the five columns below. See the instructions for lines 2a through 2f on page 4.)

Lobbying Expenditures During 4-Year Averaging Period

Calendar year (or fiscal year beginning in)	(a) 2008	(b) 2009	(c) 2010	(d) 2011	(e) Total
2a Lobbying non-taxable amount	322,323	276,400	289,510	282,685	1,170,918
b Lobbying ceiling amount (150% of line 2a, column(e))					1,756,377
c Total lobbying expenditures	110,262	91,275	91,275	72,014	364,826
d Grassroots non-taxable amount	80,581	69,100	72,378	70,671	292,730
e Grassroots ceiling amount (150% of line 2d, column (e))					439,095
f Grassroots lobbying expenditures				7,925	7,925

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Part II-B **Complete if the organization is exempt under section 501(c)(3) and has NOT filed Form 5768 (election under section 501(h)).**

		(a) Yes	(a) No	(b) Amount
1	During the year, did the filing organization attempt to influence foreign, national, state or local legislation, including any attempt to influence public opinion on a legislative matter or referendum, through the use of			
a	Volunteers?			
b	Paid staff or management (include compensation in expenses reported on lines 1c through 1i)?			
c	Media advertisements?			
d	Mailings to members, legislators, or the public?			
e	Publications, or published or broadcast statements?			
f	Grants to other organizations for lobbying purposes?			
g	Direct contact with legislators, their staffs, government officials, or a legislative body?			
h	Rallies, demonstrations, seminars, conventions, speeches, lectures, or any similar means?			
i	Other activities? If "Yes," describe in Part IV			
j	Total lines 1c through 1i			
2a	Did the activities in line 1 cause the organization to be not described in section 501(c)(3)?			
b	If "Yes," enter the amount of any tax incurred under section 4912			
c	If "Yes," enter the amount of any tax incurred by organization managers under section 4912			
d	If the filing organization incurred a section 4912 tax, did it file Form 4720 for this year?			

Part III-A **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6).**

			Yes	No
1	Were substantially all (90% or more) dues received nondeductible by members?	1		
2	Did the organization make only in-house lobbying expenditures of $2,000 or less?	2		
3	Did the organization agree to carryover lobbying and political expenditures from the prior year?	3		

Part III-B **Complete if the organization is exempt under section 501(c)(4), section 501(c)(5), or section 501(c)(6) if BOTH Part III-A, lines 1 and 2 are answered "No" OR if Part III-A, line 3 is answered "Yes".**

1	Dues, assessments and similar amounts from members	1	
2	Section 162(e) non-deductible lobbying and political expenditures **(do not include amounts of political expenses for which the section 527(f) tax was paid).**		
a	Current year	2a	
b	Carryover from last year	2b	
c	Total	2c	
3	Aggregate amount reported in section 6033(e)(1)(A) notices of nondeductible section 162(e) dues	3	
4	If notices were sent and the amount on line 2c exceeds the amount on line 3, what portion of the excess does the organization agree to carryover to the reasonable estimate of nondeductible lobbying and political expenditure next year?	4	
5	Taxable amount of lobbying and political expenditures (see instructions)	5	

Part IV **Supplemental Information**

Complete this part to provide the descriptions required for Part I-A, line 1, Part I-B, line 4, Part I-C, line 5, and Part II-B, line 1i Also, complete this part for any additional information

Identifier	Return Reference	Explanation

R.001995

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SCHEDULE D (Form 990)

Department of the Treasury
Internal Revenue Service

Supplemental Financial Statements

▶ Complete if the organization answered "Yes," to Form 990, Part IV, line 6, 7, 9, 10, 11a, 11b, 11c, 11d, 11e, 11f, 12a, or 12b
▶ Attach to Form 990. ▶ See separate instructions.

OMB No 1545-0047

2011

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I Organizations Maintaining Donor Advised Funds or Other Similar Funds or Accounts. Complete if the organization answered "Yes" to Form 990, Part IV, line 6.

		(a) Donor advised funds	(b) Funds and other accounts
1	Total number at end of year		
2	Aggregate contributions to (during year)		
3	Aggregate grants from (during year)		
4	Aggregate value at end of year		

5 Did the organization inform all donors and donor advisors in writing that the assets held in donor advised funds are the organization's property, subject to the organization's exclusive legal control? ☐ Yes ☐ No

6 Did the organization inform all grantees, donors, and donor advisors in writing that grant funds may be used only for charitable purposes and not for the benefit of the donor or donor advisor, or for any other purpose conferring impermissible private benefit ☐ Yes ☐ No

Part II Conservation Easements. Complete if the organization answered "Yes" to Form 990, Part IV, line 7.

1 Purpose(s) of conservation easements held by the organization (check all that apply)
☐ Preservation of land for public use (e g , recreation or pleasure)
☐ Protection of natural habitat
☐ Preservation of open space
☐ Preservation of an historically importantly land area
☐ Preservation of a certified historic structure

2 Complete lines 2a–2d if the organization held a qualified conservation contribution in the form of a conservation easement on the last day of the tax year

		Held at the End of the Year
a	Total number of conservation easements	2a
b	Total acreage restricted by conservation easements	2b
c	Number of conservation easements on a certified historic structure included in (a)	2c
d	Number of conservation easements included in (c) acquired after 8/17/06	2d

3 Number of conservation easements modified, transferred, released, extinguished, or terminated by the organization during the taxable year ▶ _____

4 Number of states where property subject to conservation easement is located ▶ _____

5 Does the organization have a written policy regarding the periodic monitoring, inspection, handling of violations, and enforcement of the conservation easements it holds? ☐ Yes ☐ No

6 Staff and volunteer hours devoted to monitoring, inspecting and enforcing conservation easements during the year ▶ _____

7 Amount of expenses incurred in monitoring, inspecting, and enforcing conservation easements during the year ▶ $ _____

8 Does each conservation easement reported on line 2(d) above satisfy the requirements of section 170(h)(4)(B)(i) and 170(h)(4)(B)(ii)? ☐ Yes ☐ No

9 In Part XIV, describe how the organization reports conservation easements in its revenue and expense statement, and balance sheet, and include, if applicable, the text of the footnote to the organization's financial statements that describes the organization's accounting for conservation easements

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets. Complete if the organization answered "Yes" to Form 990, Part IV, line 8.

1a If the organization elected, as permitted under SFAS 116, not to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education or research in furtherance of public service, provide, in Part XIV, the text of the footnote to its financial statements that describes these items

b If the organization elected, as permitted under SFAS 116, to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education, or research in furtherance of public service, provide the following amounts relating to these items

(i) Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

(ii) Assets included in Form 990, Part X ▶ $ _____

2 If the organization received or held works of art, historical treasures, or other similar assets for financial gain, provide the following amounts required to be reported under SFAS 116 relating to these items

a Revenues included in Form 990, Part VIII, line 1 ▶ $ _____

b Assets included in Form 990, Part X ▶ $ _____

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets *(continued)*

3 Using the organization's accession and other records, check any of the following that are a significant use of its collection items (check all that apply)

- a ☐ Public exhibition
- b ☐ Scholarly research
- c ☐ Preservation for future generations
- d ☐ Loan or exchange programs
- e ☐ Other

4 Provide a description of the organization's collections and explain how they further the organization's exempt purpose in Part XIV

5 During the year, did the organization solicit or receive donations of art, historical treasures or other similar assets to be sold to raise funds rather than to be maintained as part of the organization's collection? ☐ Yes ☐ No

Part IV Escrow and Custodial Arrangements. Complete if the organization answered "Yes" to Form 990, Part IV, line 9, or reported an amount on Form 990, Part X, line 21.

1a Is the organization an agent, trustee, custodian or other intermediary for contributions or other assets not included on Form 990, Part X? ☐ Yes ☐ No

b If "Yes," explain the arrangement in Part XIV and complete the following table

		Amount
c	Beginning balance	1c
d	Additions during the year	1d
e	Distributions during the year	1e
f	Ending balance	1f

2a Did the organization include an amount on Form 990, Part X, line 21? ☐ Yes ☐ No

b If "Yes," explain the arrangement in Part XIV

Part V Endowment Funds. Complete if the organization answered "Yes" to Form 990, Part IV, line 10.

		(a)Current Year	(b)Prior Year	(c)Two Years Back	(d)Three Years Back	(e)Four Years Back
1a	Beginning of year balance					
b	Contributions					
c	Investment earnings or losses					
d	Grants or scholarships					
e	Other expenditures for facilities and programs					
f	Administrative expenses					
g	End of year balance					

2 Provide the estimated percentage of the year end balance held as

- a Board designated or quasi-endowment ▶
- b Permanent endowment ▶
- c Term endowment ▶

3a Are there endowment funds not in the possession of the organization that are held and administered for the organization by

		Yes	No
(i) unrelated organizations	3a(i)		
(ii) related organizations	3a(ii)		
b If "Yes" to 3a(ii), are the related organizations listed as required on Schedule R?	3b		

4 Describe in Part XIV the intended uses of the organization's endowment funds

Part VI Land, Buildings, and Equipment. See Form 990, Part X, line 10.

Description of property	(a) Cost or other basis (investment)	(b)Cost or other basis (other)	(c) Accumulated depreciation	(d) Book value
1a Land				
b Buildings		792,258	6,196	786,062
c Leasehold improvements				
d Equipment		324,097	157,107	166,990
e Other		120,406	73,509	46,897
Total. Add lines 1a-1e *(Column (d) should equal Form 990, Part X, column (B) line 10(c).)* ▶				999,949

Part VII Investments—Other Securities. See Form 990, Part X, line 12.

(a) Description of security or category (including name of security)	(b) Book value	(c) Method of valuation Cost or end-of-year market value
(1) Financial derivatives		
(2) Closely-held equity interests		
Other		
Total. *(Column (b) should equal Form 990, Part X, col (B) line 12)* ▶		

Part VIII Investments—Program Related. See Form 990, Part X, line 13.

(a) Description of investment type	(b) Book value	(c) Method of valuation Cost or end-of-year market value
Total. *(Column (b) should equal Form 990, Part X, col (B) line 13)* ▶		

Part IX Other Assets. See Form 990, Part X, line 15.

(a) Description	(b) Book value
Total. *(Column (b) should equal Form 990, Part X, col.(B) line 15.)* ▶	

Part X Other Liabilities. See Form 990, Part X, line 25.

1 (a) Description of Liability	(b) Amount
Federal Income Taxes	
ADVANCED DEPOSITS PAYABLE	3,250
Total. *(Column (b) should equal Form 990, Part X, col (B) line 25)* ▶	3,250

2. Fin 48 (ASC 740) Footnote In Part XIV, provide the text of the footnote to the organization's financial statements that reports the organization's liability for uncertain tax positions under FIN 48 (ASC740)

Part XI Reconciliation of Change in Net Assets from Form 990 to Financial Statements

1	Total revenue (Form 990, Part VIII, column (A), line 12)	1	2,300,750
2	Total expenses (Form 990, Part IX, column (A), line 25)	2	2,653,697
3	Excess or (deficit) for the year Subtract line 2 from line 1	3	-352,947
4	Net unrealized gains (losses) on investments	4	-425,111
5	Donated services and use of facilities	5	
6	Investment expenses	6	
7	Prior period adjustments	7	
8	Other (Describe in Part XIV)	8	
9	Total adjustments (net) Add lines 4 - 8	9	-425,111
10	Excess or (deficit) for the year per financial statements Combine lines 3 and 9	10	-778,058

Part XII Reconciliation of Revenue per Audited Financial Statements With Revenue per Return

1	Total revenue, gains, and other support per audited financial statements			1	3,534,853
2	Amounts included on line 1 but not on Form 990, Part VIII, line 12				
a	Net unrealized gains on investments	2a	-425,111		
b	Donated services and use of facilities	2b	1,659,214		
c	Recoveries of prior year grants	2c			
d	Other (Describe in Part XIV)	2d			
e	Add lines **2a** through **2d**			2e	1,234,103
3	Subtract line **2e** from line **1**			3	2,300,750
4	Amounts included on Form 990, Part VIII, line 12, but not on line **1**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	0
5	Total Revenue Add lines **3** and **4c.** (This should equal Form 990, Part I, line 12)			5	2,300,750

Part XIII Reconciliation of Expenses per Audited Financial Statements With Expenses per Return

1	Total expenses and losses per audited financial statements			1	4,312,911
2	Amounts included on line 1 but not on Form 990, Part IX, line 25				
a	Donated services and use of facilities	2a	1,659,214		
b	Prior year adjustments	2b			
c	Other losses	2c			
d	Other (Describe in Part XIV)	2d			
e	Add lines **2a** through **2d**			2e	1,659,214
3	Subtract line **2e** from line **1**			3	2,653,697
4	Amounts included on Form 990, Part IX, line 25, but not on line **1:**				
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a			
b	Other (Describe in Part XIV)	4b			
c	Add lines **4a** and **4b**			4c	0
5	Total expenses Add lines **3** and **4c.** (This should equal Form 990, Part I, line 18)			5	2,653,697

Part XIV Supplemental Information

Complete this part to provide the descriptions required for Part II, lines 3, 5, and 9, Part III, lines 1a and 4, Part IV, lines 1b and 2b, Part V, line 4, Part X, Part XI, line 8, Part XII, lines 2d and 4b, and Part XIII, lines 2d and 4b Also complete this part to provide any additional information

Identifier	Return Reference	Explanation

efile GRAPHIC print - DO NOT PROCESS | As Filed Data - | DLN: 93493320052182

Schedule I (Form 990)

Department of the Treasury
Internal Revenue Service

Grants and Other Assistance to Organizations, Governments and Individuals in the United States

Complete if the organization answered "Yes," to Form 990, Part IV, line 21 or 22.
▶ **Attach to Form 990**

OMB No 1545-0047

2011

Open to Public Inspection

Name of the organization
SOUTH CAROLINA COASTAL CONSERVATION LEAGUE INC

Employer identification number
57-0887278

Part I General Information on Grants and Assistance

1 Does the organization maintain records to substantiate the amount of the grants or assistance, the grantees' eligibility for the grants or assistance, and the selection criteria used to award the grants or assistance? . . . . . ☑ Yes ☐ No

2 Describe in Part IV the organization's procedures for monitoring the use of grant funds in the United States

Part II Grants and Other Assistance to Governments and Organizations in the United States.

Complete if the organization answered "Yes" to Form 990, Part IV, line 21 for any recipient that received more than $5,000. Check this box if no one recipient received more than $5,000. Use Part IV and Schedule I-1 (Form 990) if additional space is needed . . . . . ▶ ☐

(a) Name and address of organization or government	(b) EIN	(c) IRC Code section if applicable	(d) Amount of cash grant	(e) Amount of non-cash assistance	(f) Method of valuation (book, FMV, appraisal, other)	(g) Description of non-cash assistance	(h) Purpose of grant or assistance
(1) CONSERVATION VOTERS OF SOUTH CAROLINA701 WHALEY STREET STE 207 COLUMBIA,SC 29201	87-0792700	501C3	5,000		BOOK		GENERAL SUPPORT
(2) CENTER FOR HUMANS AND NATURE NFP20 N WACKER DRIVE STE 1422 CHICAGO,IL 60606	43-1978884	501C3	200		BOOK		GENERAL SUPPORT
(3) COMMITTEE ON BETTER RACIAL ASSURANCE HUMAN SERVICES AGENCYPO BOX 71473 N CHARLESTON,SC 29415	57-0523813	501C3	5,000		BOOK		GENERAL SUPPORT
(4) GULLAHGEECHEE SEA ISLAND COALITIONPO BOX 1207 ST HELENA ISLAND,SC 29920			350		BOOK		GENERAL SUPPORT
(5) MEPKIN ABBEY CATHOLIC CONFERENCE 1098 MEPKIN ABBEY ROAD MONCKS CORNER,SC 29461	57-0416728		100		BOOK		GENERAL SUPPORT
(6) SOUTH CAROLINA POLICY COUNCIL EDUCATION FOUNDATION 1323 PENDLETON ST COLUMBIA,SC 29201	57-0835744	501C3	100		BOOK		GENERAL SUPPORT
(7) SOUTH CAROLINA WILDLIFE FEDERATION215 PICKENS ST COLUMBIA,SC 29205	57-0602549	501C3	1,000		BOOK		GENERAL SUPPORT
(8) THE LAND INSTITUTE 2440 EAST WATER WELL ROAD SALINA,KS 67401	48-0842156	501C3	350		BOOK		GENERAL SUPPORT

2 Enter total number of section 501(c)(3) and government organizations listed in the line 1 table . . . . . ▶

3 Enter total number of other organizations listed in the line 1 table . . . . . ▶