THE STATE OF SOUTH CAROLINA
In the Court of Appeals

APPEAL FROM CHARLESTON COUNTY
Court of Common Pleas

The Honorable Jennifer B. McCoy, Circuit Court Judge

Case No.: 2018-CP-10-3307

RECEIVED
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SC Court of Appeals

The Charleston County School District.....Appellant,

v.

Charleston County, South Carolina; The Charleston County Board of Zoning Appeals; and Joel Evans in his capacity as Director of the Charleston County Zoning and Planning Department.....Respondents.

RECORD ON APPEAL

VOLUME II of III (Pages 382-798)

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July 11, 2018

The Honorable Julie J. Armstrong
Charleston County Clerk of Court
100 Broad Street, Suite 106
Charleston, South Carolina 29401

Re: The Charleston County School District vs. Charleston County, South Carolina; the Charleston County Board of Zoning Appeals; and Joel Evans in his capacity as Director of the Charleston County Zoning and Planning Department
(BZA Case # BZA-04-18-00258)
Case No.: 2018-CP-10-3307

Dear Mrs. Armstrong:

Pursuant to S.C. Code Ann. § 6-29-830 and Rule 75 of the South Carolina Rules of Civil Procedure, please find enclosed for filing a duly certified copy of the proceedings held before the Charleston County Board of Zoning Appeals ("Board"), including a transcript of the evidence heard before the Board, and the decision of the Board as it relates to the above-referenced matter.

If you have any questions regarding the enclosed, please do not hesitate to contact the Board.

Sincerely,

Joel H. Evans, AICP, RLA
Charleston County Board of Zoning Appeals Secretary

FILED
2018 JUL 12 PM 3:03
JULIE J. ARMSTRONG
CLERK OF COURT
BY

cc: Ross A. Appel, Esquire
Jeff Borowy, COO, Charleston County School District
Kelvin M. Huger, Esquire
Bernard E. Ferrara, Jr., Esquire
File

AUDIO TRANSCRIPT

HEARING: Charleston County Board of Zoning Appeals Public Hearing

CASE: BZA-04-18-00258

DATE: Monday, June 4, 2018

TIME: 5:30 p.m.

LOCATION: 2 George Street
Charleston, SC 29401

TRANSCRIPTION BY: Tia Shean, Court Reporter

A. WILLIAM ROBERTS, JR., & ASSOCIATES

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BOARD OF ZONING APPEALS (BZA) MEMBERS:
Samuel McConnell, Jr. - Chairman
Thomas Goldstein
Lauri Lechner
Terri Craven
John E. Bevon, Jr.
Robert Woodul
Brady Quirk-Garvan
Ronald Ladson

STAFF MEMBERS:
Kelvin Huger
Joel Evans
Bernard Ferrara
Andrea Pietras
Jenny Werking
Sally Brooks
Megan Martino
Walt Smalls

ALSO PRESENT:

Ross Appel	Jessica Norris
Jeff Borowy	Tanesha Johnson
Sean Hughes	Hattie Brown
Reggie McNeil	Ray Whaley
York Dilday	Rhonda Walters
Jennifer Bihl	Susann Chavis
Jeff Scott	Edward Greene
Kylie Page	George Prioleau
Andy Ruocco	Lela Sanders
Erica Ciucci	George Temple
Sandra Barbour	Elizabeth Singleton

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PROCEEDING

MR. MCCONNELL: – known as the BZA. The members who will hear your case tonight are: I'm Sam McConnell. To my right is John Bevon; Lauri Lechner; Brady Quirk-Garvan; and Ronald Ladson. Our council – just had a senior moment – Kelvin – I've only known you ten years or so. Okay. To my left, Terri Craven; Thomas Goldstein; and Rob Woodul.

Staff members present are:

Joel Evans; Andrea Pietras; Jenny Werking; Sally Brooks – Sally left for a minute or two; Jennifer Signal; Okay. Megan Martino. Bernard Ferrara, our attorney for the staff, is supposed to be here eventually, but – it's no, but to it – also, Walt Smalls, Chief Deputy County Administrator, is here as well.

Board members, the meeting notes for the May 7, 2018 meeting were mailed to you. Are there any changes? If not, may I have a motion to approve, and also have a second?

MR. WOODUL: Motion to approve.

MR. QUIRK-GARVAN: Second.

MR. MCCONNELL: All right. Any discussion? No discussion. All in favor, please

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say: Aye, and raise your right hand.

BZA MEMBERS: Aye.

MR. MCCONNELL: Our case rulings from this, and any BZA meeting are available for public review and inspection during normal business hours at the Charleston County Zoning and Planning Department. At this time I'd like to explain to the public the workings of the BZA. The Board of Zoning and Appeals is a quasi-judicial body that has final decision-making authority on special exceptions, variances, and appeals of administrative decisions on zoning related matters.

A special exception is an exception issued by the BZA authorizing a particular use, in a specified location, within a zoning district. Upon demonstrating that such use complies with all the conditions and standards specified by the Zoning and Land Development Regulations Ordinance, also called the ZLDR.

A variance is a relaxation by the BZA of the dimensional regulations of the ordinance where such action will not be contrary to the public interest. In where –(inaudible)– conditions peculiar to the property, and not the result of actions or the situation of the

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applicant, a literal enforcement of this code would result in unnecessary and undue hardship. In such variants is consistent with §6-29-800 of the Code of Laws of South Carolina, Title Six, Chapter 29.

Appeals: The BZA is authorized to hear and decide appeals only on zoning related matters where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the administration or enforcement of any of the zoning related regulations. A two-thirds vote of the quorum present is required to grant a variance or to overturn the decision of the zoning administrator in an appeal.

A simple majority is required to obtain a special exception. Because the hearing tonight is a public fact-finding meeting, we are in compliance with the Freedom of Information Act and South Carolina Code 6-29-70. Fifteen days prior to this hearing an announcement was printed in The Post and Courier, a sign was posted on or near the designated property, and a notice was mailed to the applicant or to the applicant's representative to property owners within 300 feet of the property,

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and to parties of interest.
Persons, organizations, and the news media that have requested declaration of our meeting have been notified. Our purpose tonight is for interested parties to be heard in order to assist the board in gathering evidence pertinent to each case. If the members of the BZA feel the need for further information to clarify a case, the board has the authority to subpoena witnesses.
It must be understood, though, that the rules of a neighborhood or a subdivision are binding, and we can take no action that will negate their jurisdiction over your property. In addition to your testimony, our board has been presented written information submitted to the staff by the applicant or the applicant's agent for each case. This information is now considered to be evidence, and is entered into the permanent record of this body.
It is assumed that it is complete, true and accurate. Also, we've been presented data assembled by the staff for the purpose of clarifying the location and the application's effect on surrounding property. Our board is empowered to approve, to approve with conditions or

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to deny a request. We're also authorized to defer a case, should there be a need to obtain additional information.
The BZA's final decision will be mailed within ten working days of this public hearing. If an applicant's request is approved, the applicant should contact the county -- the Charleston County Zoning and Planning Department staff to discuss the next step in the process.
Variances and special exceptions granted this evening are valid for 12 months after this meeting, and a one year extension may be granted only if construction or development has commenced or is being diligently pursued. However, if an applicant's request is disapproved, and if the applicant wishes to appeal the decision of this board concerning the case, appeals must be addressed to the circuit court.
South Carolina Code 6-29-820 states that the appeal must be filed by the applicant within 30 days after the decision of the board is mailed to them. Failure to file an appeal within the time limit deprives the court of the jurisdiction to hear the matter. Because this is a quasi-judicial body, everything said in this

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meeting must be complete, true and accurate.
All of the information provided to the BZA is considered evidence, and this board may certify contempt of circuit court if false statements are made either in writing or orally. Because of this, each person who wishes to address the board will be sworn-in. And this means, if you think you're going to want to speak to us, you have to be sworn-in.
You also have to have signed-in at the door. Doing that doesn't make you speak to us, that's up to you. But if you decide you do want to speak to us, you have to be sworn-in. And in order to expedite this procedure of swearing-in, those wishing to speak will please stand as a group, and Mr. Evans will administer the oath.
MR. EVANS: If you're going to present evidence to the board or think you may, please stand and raise your right hand. I will say the oath, and you will say -- and you will say: I do. Those of you that are sitting down, are you sure you don't want to speak? Because if you get up later, and you want to speak, we are going to have to swear you in. And just because you get sworn-in doesn't mean you don't have to speak.

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All right.
I swear that the evidence or testimony I present to this board will be the truth and only the truth, I do.
[PUBLIC: I do.]
MR. MCCONNELL: I'll now call each case by case number. Staff will present facts pertinent to the case, which is limited to five minutes. I'll then call the applicant. The applicant will stand and state his or her name and current address for the record before presenting testimony pertinent to the case, limited to five minutes.
I'll then ask for all those speaking either in support or against the case, and they'll follow the same procedure for identifying themselves, and are limited to two minutes each. The applicant will then have a chance to reply to any opposition limited to two minutes, and then the BZA will make a motion to close the case to the public.
Finally, the BZA will make a motion concerning the application, stating specific findings of fact and conclusions of law. And before we move into this first case, I'd like you

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to know that we've got monitors up here that we can read from, and we don't have to watch the screens. So our not looking at the screens doesn't mean we're not interested in what you are saying or doing, perhaps. Anyhow, I did want you to know that before we get into our first case today.

CASE: BZA-04-18-00258

MR. MCCONNELL: This brings us to our last case of the night, which is – yes – which is an appeal of the administrative decision. This is BZA-04-18-00258. We're going to begin with Mr. – who? Oh, okay. Mr. Appel.

MR. HUGER: Appellant.

MR. EVANS: The appellant.

MR. MCCONNELL: The appellant.

MR. GOLDSTEIN: Oh, the appellant goes first, because its an appeal.

MR. EVANS: Right.

MR. GOLDSTEIN: Oh.

MR. MCCONNELL: Yes.

MR. GOLDSTEIN: Can I ask a point of procedure? Is the appellant still limited to two minutes? Is that still the rule?

MR. EVANS: It's ten minutes.

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MR. GOLDSTEIN: Oh, it's ten minutes.

MR. EVANS: It tells how much they're under on the screen.

MR. APPEL: But Mr. Goldstein, as you well know, I can go all night. So if y'all are inclined to hear more from me, I'm happy to provide it. Good evening everybody. My name is Ross Appel. I'm an attorney here in Charleston. I represent the Charleston County School District. We have several district personnel in the audience today, in addition to several members of our technical consulting team.

They intend to offer some testimony this evening at the appropriate time, and answer questions from the board, if there are any technical questions this evening. I'm going to focus on the legal points. The district is appealing two inextricably intertwined and erroneous decisions of the Charleston County Planning and Zoning Department.

I have upmost respect for Mr. Evans. It is nothing personal, we just have a few disagreements here that we're going to talk about tonight.

MR. GOLDSTEIN: Well, we understand

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– can I interrupt you a minute?

MR. APPEL: Sure.

MR. GOLDSTEIN: Mr. Huger –

MR. EVANS: You're cutting into his time when you –

MR. APPEL: Stop the clock.

MR. GOLDSTEIN: Mr. Huger says our review – and maybe Mr. Ferrara can weigh-in on this – our review is de novo; is that right?

MR. APPEL: That's –

MR. FERRARA: The review is limited to what's ever in the record.

MR. GOLDSTEIN: The record tonight? So should we offer Mr. Appel the opportunity to put his testimony up first, and then do his summation?

MR. FERRARA: It's up to y'all how you want it.

MR. GOLDSTEIN: Not up to me.

MR. APPEL: There's a number of procedural issues that we need to talk about today. I appreciate Mr. Goldstein –

MR. GOLDSTEIN: Do his time back.

MR. APPEL: Well, to answer your question, South Carolina Code §6-29-800E makes it unequivocally clear that your review tonight is a

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hundred percent de novo. There is no deference that you are to provide to staff on anything that's been done on this matter to date. This is a new, fresh proceeding in front of everybody this evening.

In fact, the Supreme Court in the Clear Channel Outdoor verses The City of Myrtle Beach case said: Few restrictions can cover the scope of the board's authority. So keep that in mind as we move forward today. So what are we here for? Okay. There's two decisions by Mr. Evans that we're appealing tonight. The first is the County's February 28, 2018 decision to revoke the district's final site plan approval for 35 school bus parking lot spots –

MR. GOLDSTEIN: That was only for timeliness, correct? That was the only issue.

MR. APPEL: Correct.

MR. GOLDSTEIN: Okay.

MR. APPEL: In a letter dated February 28th, the county took the position that the site plan approval was good for one year –

MR. GOLDSTEIN: Right.

MR. APPEL: – and after initially indicating they would grant the extension,

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low-and-behold –
MR. GOLDSTEIN: It was denied.
MR. APPEL: – for a variety of reasons, including failure to demonstrate a hardship. I want to be very clear. A site plan approval was adopted, and passed, and approved, by Mr. Evans and the entire Charleston County Planning Department back in February of 2017. That's very important. We've been approved. Okay.
This second decision is the county's recent decision to flip-flop on their interpretation of what constitutes an accessory use, as it relates to a school bus parking lot located on the same property where principle school use exists. Originally everybody over here agreed with us. In February of 2017, everybody agreed with us. It's only recently after, frankly, political pressure, that the county's planning department reversed course.
MR. GOLDSTEIN: Well, I don't know that we can get into political –(inaudible)– but isn't – didn't – you called it a flip-flop, but that isn't really what the County said. What the County said, is you didn't – you didn't turn over a shovel-full within a year, so you've got to start

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over again. That's what they said.
MR. APPEL: There's two separate issues here. So that relates to the first point, regarding the life – the shelf-life of the site plan approval. The second issue is that Joel actually made a determination, an interpretation of the ZLDR, after being requested to do so by a county council member, over what constitutes an accessory use for a principle use as it relates to school bus parking.
Point of procedure: On May 25th, more than five days prior to this hearing, I submitted an eight-page legal memorandum with numerous exhibits, for inclusion in the record. I've been before y'all numerous times in the past. That has always been the procedure of this board, and it's always been the procedure of this body. We did it for Ashley Hall Plantation.
We did it for the wedding event venues. This has always happened. So I have got a packet, right here, for everybody. I'm formally introducing this into the record. Under your rules, this should have been sent to you last week. I've got it here. There's a banker's box. We're on tape. Let the record show, there is nine

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individual packets here. I'm more than welcome – happy to present this to you all.
(EXHIBITS 1- #, submitted to council members.)
MR. GOLDSTEIN: I think you – Mr. Huger is in charge of that.
MR. APPEL: See it? Okay. So this is being submitted. Can I have a pause while I – hey, I sent it y'all a week-and-a-half ago. So here it is. If y'all don't mind just passing that down. All right. I appreciate that Mr. Huger. Don't worry, everything that I say tonight is included in there, and you don't have to read that furiously as I go through the proceedings.
So standard of review: We've already discussed this. The BZA's scope of authority tonight is de novo. You get to hear this matter 100 percent fresh, with no deference to staff. So one of the main – is this thing on? All right. One of the main legal arguments that we're going to talk about today: There are two highly precise technical legal arguments that are outcome dispositive for the board.
The first is –(inaudible)– and rights. The second is whether the ZLDR even allows

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a site plan approval to be conditioned, and specifically conditioned for one year. The third legal argument is whether we met the accessory use definition under the ordinance.
MR. GOLDSTEIN: Can't we save time on that? I mean, we've got that defined for us right in the codes.
MR. APPEL: No, but we're going to make a showing. We're going to profer evidence and testimony about why we meet the definition of an accessory use. And number four, I've pulled the 2001 Special Exception Approval by this board for this school, and that's relevant tonight. A lot of the same zoning issues the City of Charleston is dealing with right now with the Dewberry Hotel. So, vested rights. What are vested rights?
Vested rights are a doctrine that emerged out of the common law that recognized that a developer moving through the development review process with the local government, prior to final approvals, at some point along the development approval process, gets so far enough in the development approval process, relies sufficiently, expends sufficient money, changes their position, that the government is estopped or prevented from

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changing the rules on the developer mid-way through the process.

That is exactly what happened here. In 2005, The Vested Rights Act, the legislature, put a finer point on vested rights, and how they're supposed to be administered in the state. In turn, Charleston County adopted a local iteration to the vested rights ordinance. The vested right is defined, in the county's ordinance, as: The right to undertake and complete the development of property arising under the terms and conditions of a site-specific development plan. Okay.

A site-specific development plan is a term of art that is highly relevant this evening. The vested rights ordinance defines site-specific development plan as: An application approved by the appropriate governing body, which described with reasonable certainty in types and density or intensity of uses for specific property. It is our contention that the site plan approval for the school bus parking lot at issue in this case is a site-specific development plan, which was approved in February of 2007. That's not just my opinion.

The state law defines site-specific development plan to include, among other things: A

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preliminary or general development plan; that's 6-29152010. If that wasn't enough, the County's Vested Rights Ordinance in §3H7, its Exhibit 6 in the packet I just handed out. The Vested Rights Ordinance is part of the record right now. Specifically says that a site plan approval, approved by the planning director, which we have in this case, is a site-specific development plan sufficient for vesting under the local and state vested rights act.

MR. GOLDSTEIN: But the county didn't flip-flop on you on that issue.

MR. APPEL: They violated --

MR. GOLDSTEIN: That's your -- that's your term: Flip-flop. I'm not saying they did.

MR. APPEL: They violated our vested rights by revoking a site plan that was approved, untimely.

MR. GOLDSTEIN: But -- but it was -- Mr. Evan's decision was based on timeliness.

MR. APPEL: I've got a beautiful thing for that.

MR. GOLDSTEIN: Well, I know but there's nobody in this room who denies that you had --

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MR. APPEL: They purport to have a one year time limitation on a site plan approval.

MR. GOLDSTEIN: Right.

MR. APPEL: It must yield to our two year vested rights. They don't have the authority to place a one year condition on a site plan --

MR. GOLDSTEIN: Okay. Well, then that's the issue.

MR. APPEL: -- approval. That is the issue. And on a -- even more specific point, take a look at the site plan approval procedures in the ZLDR. Nowhere in that entire article, I believe it's 3.7. It's in the record. Nowhere does it authorized the county to put a one year approval period on a site plan review. Site plan approval. There's a one year time limit for variances.

There's a one year time period for special exceptions. It doesn't -- it's absent from the -- from the site plan approval article in the ZLDR. So to the extent it exists, it's pre-empted and it violates our vested rights. But I'm taking the position tonight, they don't even have the authority to put a one year time period on a site plan approval process.

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And there's a couple more things I need to talk about with vested rights. Vested rights are good for two years. We're still vested. We're only about a year and some change into this approval period after we were approved in February of '17. Okay. So we're still good on this. And if that wasn't enough, state law provides us the right to five one-year extensions of the vested rights. So we've got seven years, if we want it. All right.

MR. GOLDSTEIN: Well, did y'all request an extension?

MR. APPEL: We don't need one. We're still in the two years.

MR. GOLDSTEIN: I know, but did you request one?

MR. APPEL: We requested an extension under the purported one-year site plan approval period. Sally Brooks initially said: Yes, no problem. Low-and-behold, we come to find out we're being retracted, first, for failure to start construction while we were engaging with the public, holding public meetings. Absolutely it never, at any time, were we giving up on this development.

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As you'll hear later, this is a crucially important development project for the school district. Okay. And everything that their mission is all about. I'm going to request some more time. I mean, I just -- due process. I think I should have an opportunity to articulate my legal arguments here. Just, very quickly.

MR. MCCONNELL: Called time on you.

MR. APPEL: Two minutes from --

MR. GOLDSTEIN: I have some questions. Maybe you --

MR. APPEL: I would be happy to answer questions.

MR. GOLDSTEIN: Okay. In the material that we did get for tonight's meeting -- and I honestly don't know what to say about your submission that we didn't get. I don't think it's fair to anybody sitting up here to ask us to decide this tonight, when we have this material, so -- but we'll get to that. We'll cross that when we get there. They may not -- other people may not agree with me.

They might say, we got plenty of information. In the material that was provided to us, there is included your request for an

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extension, and Ms. Brooks response saying, no problem. I'll get to this next week. Do you -- did I accurately sum up that.

MR. APPEL: I think that's along the lines of --(inaudible)-- the e-mail in here.

MR. GOLDSTEIN: So here's my question; when you found out that apparently there was not going to be an extension, who did you contact to discern the reasons for the -- you used the term: Flip-flop. I don't particularly like that term. Reconsideration, maybe, is more neutral. Who did you contact, what steps did you take?

MR. APPEL: So the folks from the district can speak more specifically to this, but my understanding is that after the February 28th denial letter was received, the top brass over at the district immediately contacted Mr. Evans and his staff, and arranged for a meeting to discuss this issue, because frankly they were very confused by this issue. They subsequently had a series of meetings.

At the end of that process, we came to find out that a formal reinterpretation of the ZLDR, as it pertains to the interpretation of

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accessory use in this context was delivered by Mr. Evans, the effect of which would be to prevent this development from moving forward. When you couple the reinterpretation with the fact that the county is taking the position that the site plan is no longer valid under the one-year rule.

MR. GOLDSTEIN: Okay. Let me -- let me stop you right there. I want you to answer this question in the light most favorable to Mr. Evans. I want you to give him the benefit of all the doubts.

MR. APPEL: Do they get to give the benefit of the doubt to me?

MR. GOLDSTEIN: I'm going to give the same courtesy to them. What was the explanation -- what explanation did the county bring to you as to why? Was it the accessory use definition?

MR. APPEL: I'm not aware of any factual or legal basis for the county's reinterpretation.

MR. GOLDSTEIN: Did you speak to Mr. Ferrara at any time? Did you contact him?

MR. APPEL: I did not.

MR. GOLDSTEIN: Would it be helpful if we gave y'all some time for you to have that

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opportunity? And I'll ask him the same question when its his turn.

MR. APPEL: I mean, I'm always willing to meet and discuss with an adversary in a proceeding. You know, we submitted everything that you have in that package on May 25. There's been -- I don't have a calculator in front of me, but they could've called me any day between then and tonight to talk about some of these legal issues. We did not want to ambush the board with material.

Okay. That was never the intention here whatsoever. But frankly, I think that this matter is out of the jurisdiction of staff, and that includes the legal department. They have nothing to do with this right now. This matter is all before the BZA for a de novo hearing, and its very important -- I need to point some additional things out.

When our site plan was approved, in February of 2017, one of the criteria, the main criteria, for getting your site plan approved under §3.7.7 under the ZLDR is: A site plan application may not be approved unless the planning director finds that the proposed project complies with all applicable provisions of the ordinance.

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So when we submitted our application, for our site plan approval, back in 2016, and that site plan approval showed 35 school bus parking spots, everybody over here said it was fine with zoning. Nobody raised any issue about the scope of the accessory use, the 50 percent plus one rule, which Joel stated in his March 13 interpretation. That was not discussed. Nobody raised an issue over zoning.

So by approving the site plan, in February of 2017, that is tantamount to the county going formally on the record saying, everything that we've proposed is allowed by right as an accessory use to a school, and that's very important because that is the decision that's vested. That's vested. So not only is the site plan approval good for two years, regardless of any one-year shelf-life that doesn't even exist under their ordinances that they, frankly, just made up.

They made it up. I brought this especially for you today, Tommy. This is a quote from the South Carolina Court of Appeals in the Helicopter Solutions case. The South Carolina Court of Appeals have time and time again held that land use regulations must be strictly construed in

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favor of property rights, and property owners.

This is the specific quote from this – from the case: It is a well-founded principle of law that statutes or ordinances in derogation of natural rights of persons over their property are to be strictly construed, as they are in derogation of the common law right to use private property as to realize its highest utility, and should not be impliedly extended to cases not clearly within the scope and purpose.

It follows that the terms limiting the use of the property must be liberally construed for the benefit of the property owner. All the benefit of the doubts, in this case, go to the district. It doesn't go to the county, and it doesn't go to a strict, over-expansive, unlawful interpretation of the ZLDR. The one-year shelf-life that appears on the site plan approval, is not worth the paper its written on.

They don't have the authority to impose a one-year condition. If they found something in the ZLDR that I missed, I'd love to see it. The article that specifically governs the site plan approval process is silent on it. We get the benefit of the doubt. The approval is vested.

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It's a site-specific development plan. My colleagues here today are going to address – that all – everything that I've spoken about right now is outcome dispositive.

If you agree with us on vested rights, we win. If you agree with us on the one-year limitation, and that not being a lawful exercise of the planning director's authority under the ZLDR, we win. But if you don't buy those, and I think you should, I think this is a clear – this is a textbook vested rights case. This is a lay up vested rights case. We think we meet the definition of an accessory use in this context.

The test for an accessory use is two-pronged. You have to – accessory use has to be: Customarily incidental and subordinate. So customarily incidental and subordinate. We meet the customarily incidental test because state law, which trumps county law, mandates centralized school bus parking. SC Code §59-67-300. In the packet that I submitted, on May 25th and here tonight, there are two planning documents that are put forward by the State Department of Education.

Outlined in specific, pain-staking detail the criteria and regulations that go into

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designing, permitting, planning, a school bus parking lot. I want to be very clear, we've spent years working on this. This is not some half-cocked, shoot-from-the-hip, attempt to do this. Okay. These – my clients have to follow very specific, very clear, state laws on this issue. And that's why its customarily incidental.

It's customarily incidental because its required by state law. As my folks will also talk about, this is a routine practice in the community. The City of Charleston allows this, no question. Joel's e-mail to Anna Johnson acknowledges that. Okay. You know who else agreed with this? Charleston County.

From the first day we entered the door, through the time we were approved in February of 2017, we all were in agreement. It's only recently – again, after political pressure, which by-the-way has no bearing on this. This is not a special exception. This is not a variance. This is not a popularity contest over whether the community likes this or not. This is a by-right – this is a by-right matter under the zoning ordinance.

MR. GOLDSTEIN: Well, the

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Supreme Court has already decided that issue in Batum verses City of Columbia -- that -- we know that its not a popularity contest.

MR. APPEL: Absolutely.

MR. GOLDSTEIN: So we understand that.

MR. APPEL: Just a friendly reminder.

MR. GOLDSTEIN: But, what about -- you're putting all your eggs in the vested rights statute. What about an abuse of discretion. Are you going to address that at all? About whether its an abuse of discretion to call time on you after one year?

MR. APPEL: Well, I mean, I just don't think it's even --

MR. GOLDSTEIN: You don't think --

MR. APPEL: -- authorized. I don't think -- in order for Joel to do something, he has to be empowered to do it through the ZLDR. That constrains what Joel does on a daily basis. We're talking about staff level administrative technical decisions here.

MR. GOLDSTEIN: Well, now to be fair to Mr. Evans, now, as the administrator he does have -- he does have leeway, and he does bring his

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expertise, and his educational background, and his work experience, and all of that to bear on these -- I mean, he's not just a potted plant.

MR. APPEL: No question -- no question about it. And I've got a tremendous amount of respect for Mr. Evans. Often times, we're on the same side of things, but I just respectfully feel that when you start talking about things as material and outcome-determinative as a one-year shelf-life on a permit, especially when that conflicts with the state vested rights law -- okay. I just think that exceeds his authority.

Yeah, our second argument is essentially an abuse of discretion/exceeding authority type argument. Okay. So in addition to customarily incidental, and again, my colleagues will talk more about the specifics of this. There's numerous examples of parking lots, such as this, in the county and in the state. The use is also subordinate. Okay.

We have a traffic technical expert. We've got a noise expert. We've got a pollution expert. We've got a lot of expert testimony today that the use is actually subordinate in terms of intensity to that of the principle use, which has

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almost 600 students and staff and associated vehicles and maintenance --

MR. GOLDSTEIN: I have no idea what all these people here are going to say tonight, but I doubt it has to do with noise -- its probably going to have to do with traffic, would be my guess.

MR. APPEL: That's why we brought a traffic engineer. We've got -- we've got it all. And I want to speak to one last thing, and then that's probably it for me, unless y'all have any other questions.

MR. GOLDSTEIN: Oh, you'll be back.

MR. APPEL: Even as we sit here today -- we were -- we were once -- we were once on the same page. We have since departed a little bit, but it's not been a tremendous departure. Joel and I both agree that some level of school bus parking is an allowable accessory use. We're just differing on the amount. We think its 35, which was approved back in February of 2017.

Joel thinks its 50 percent of the school buses that serve the particular school, plus another 50 percent. So that, amounts to about 15 or 16 school busses. So the distinction is

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really between 16 and 35, which we were approved for. My argument is, by the staff acknowledging that some level of school bus parking is accessory use, they are then held to comply with state law on the subject.

MR. GOLDSTEIN: And so now we're talking about abuse of discretion. Whether six is too many, but five is just right.

MR. APPEL: This is actually conflict preemption. So I think by opening the door to an acknowledgment. As we sit here today, the county acknowledges that some amount of school bus parking is allowed, by right. By letting that in the door, the county then has to yield to state law and the general assembly in regulations and policy department -- policy documents put out at the state level that says: If you're going to have school bus parking, it has to be centralized for all the reasons in these policy documents.

On time student pick-up, student safety, bus security, district management of drivers and buses, saving money, providing better services. That decision is made at the state level, not at the local level, to the extent the county is taking a position regarding the scope of

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the accessory use that deviates from the state laws specifically on-point. It conflicts with the general assembly and the local government has to yield.

MR. GOLDSTEIN: Well, we'll see what Mr. Ferrara has to say about that.

MR. APPEL: I'm eagerly awaiting. I have -- if anybody has any other questions, I'm happy to answer them. I appreciate the accomodation.

MR. LADSON: I have a question.

MR. APPEL: Yes, sir.

MR. BEVON: Go ahead, please.

MR. LADSON: Yes. You discussed some vested rights monetary funds -- normally when a business or organization makes a major decision that impacts a community, I would only assume that they would address the concerns of the people. Did y'all -- did you address the people's concerns?

MR. APPEL: That's a very good question. It is my understanding that the district has held numerous public hearings with the community before submitting for site plan approval, after submitting for site plan approval. They've performed three, at least, technical studies that I

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know about on the issue of pollution, traffic and noise, and it is my understanding -- and again, my colleagues will speak more to the details of this.

That the project has been specifically engineered and designed to do the least amount of impact possible under the circumstances. They've got a job to do. They have to get kids to and from school. They have state law saying that you have to put all your buses for a region, in this case it's the James Island region, District Three -- you've got to put them all in one spot.

You can't put some buses at this school, some buses at that school. They're doing -- they're trying to walk a very tight balance between being good neighbors, while fulfilling their mission, and also by complying with the state laws on the subject. So look, I mean, development rubs a lot of people the wrong way. That's why I get calls to do this kind of stuff, whether it's a school bus parking lot or a new subdivision or something else.

It rubs people the wrong way sometimes. I get that. I respect that. I respect the fact that the community is concerned about this

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issue. All I can tell you is, the district has looked at all their alternatives. This was not a hastily made decision. They've tried their best to walk that tightrope that I just articulated.

MR. LADSON: So the board members voted -- the school board members voted to disapprove it before?

MR. APPEL: Okay. So let's talk about that for a minute. Original --

MR. HUGER: Excuse me. Excuse me. I'm going to have to ask you all to please be respectful to the person who is up here speaking, so that the board members can hear and make a good decision. So please show respect for anyone who is up here speaking. Thank you.

MR. APPEL: That's a good question, and I appreciate the opportunity to respond to it. Okay. So the first authorization from the school board was to proceed with the school bus centralized parking lot at the James Island Elementary School, which we here tonight for. That then caused the district to begin the process, with Joel and his staff, that ultimately led to the approval of the site plan in February of 2017 that we're talking about here.

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Subsequent to that, in response to the community, again, because the district was trying to make sure no stone was left unturned, that they tried their best to make the right fit here -- there was a proposal for an alternative site and my understanding is that the -- the school board actually voted to authorize the district to move forward with pursuing that alternative.

And this is very clear. At no point during that approval was the James Island plan abandoned, terminated. The district wanted to make sure it had all of its options moving forward. So after it got the site plan approval, as its moving through the process, it wanted to see if it could get approval of an alternative site, which by the way, would've probably ticked a bunch of different people off that aren't in this room today, but a different set of neighbors.

Nobody likes development coming into their back yard, I get that. Here's the reason why we didn't move forward with that alternative plan. Joel Evans called the district and said, you can't get it permitted at Gresham. Why? Because Gresham is no longer an operating school. Is that -- that's correct? Okay. So we tried going down

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path B -- before we even got out of bed, that was squashed. Not allowed.

So here's the district with an approval in-hand, a vested site plan approval from 2017, they've got the demands of the district. They've got to get these buses running. They've got to come into compliance with state law so --

MR. LADSON: Excuse me.

MR. APPEL: Yeah.

MR. LADSON: So you went from A to B, what about C, D, E, F?

MR. APPEL: I'm going to have to defer to my colleagues to speak more about that. I don't know the specifics, but what I can tell you is, is that other alternatives were examined and under all the different dynamics and circumstances that go into a very complicated permitting decision and planning decision, such as this, the decision was made to proceed with the original approved James Island Elementary School plan.

So I hope that helped at least. I don't know if satisfied you, but it at least, you know, provided some facts, from our standpoint.

MR. GOLDSTEIN: Let me -- oh, you had a question. Go ahead.

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UNKNOWN SPEAKER: No. Go ahead.

MR. GOLDSTEIN: In the materials that we were given, prior to tonight's meeting, there is a -- it doesn't say who prepared it -- that apparently the school district held a meeting on March 22, April 17, and October 30. Were you -- were you at those meetings?

MR. APPEL: I was retained not even a month ago. So I'm -- I'm the newest one to this affair.

MR. GOLDSTEIN: All right. But whoever prepared this said Charleston County School District responded to concerns voiced by some residents in these meetings of noise, pollution, traffic, congestion. Charleston County School District was under no obligation to conduct these noise and pollution studies, but did so as a good neighbor and good faith effort to the community.

Charleston County School District conducted an air dispersant study, a decibel level study, and traffic impact analysis. These studies showed no significant impact to any surrounding properties. Do you know if those studies were made available to the people near the schools, so that they could review them and see if maybe they

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are/are not persuaded by them?

MR. APPEL: Let me address the first part of what you said. None of these studies were required. They were all done as an accomodation to the community to be -- to be good neighbors.

MR. GOLDSTEIN: I assume they're in here.

MR. APPEL: Ms. Beals traffic report, Terracon's pollution and noise study, are both in the record, and I would be shocked if the county hasn't had those materials for months, years. They've had the materials for years. So they've been public documents. I'm sure they were discussed at public meetings.

Again, on these details that pre-date my involvement -- we've got folks that will speak much more specifically and competently to these points, but the whole point of performing a study that ends up coming out in your favor -- all these studies demonstrate a low impact, despite the perception -- that's valid -- a perception.

MR. GOLDSTEIN: Well, maybe they do and maybe they don't. My question, really, was the people who are here -- they obviously -- all these people came here, got in their cars, drove here,

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haven't had dinner, and they're obviously passionately interested in this. Wouldn't it be fair to everybody concerned, everybody on all sides, to give them all an opportunity to review this?

MR. APPEL: Yeah. Yeah. My understanding is that material has been available for years.

MR. GOLDSTEIN: Okay. Well, when that opposition gets up here, we'll find out.

MR. MCCONNELL: Did they make any effort to give us this material before? I mean, they've had meetings and all. They haven't said anything to the staff here about those meetings.

MR. APPEL: Actually, staff members from Charleston County attended those meetings.

MR. MCCONNELL: I'm -- I'm talking about planning, not schools.

MR. APPEL: Well, their -- their boss has attended. The guys even higher up than Joel. Walt -- the district county -- deputy county attorney.

MR. MCCONNELL: So you're saying, then, that this information didn't come down from where it should've come down from.

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MR. APPEL: No, sir. I guess what I'm saying is that Charleston County, and the planning department, and the deputy county administrator that oversees the county planning department, have known for years that these studies existed. They participated in the public hearings.

They were kept in the loop at all times about what we were doing for this community outreach, and that goes to this whole issue of -- its not like we got approved in February of 2017, and all these guys took a year-long trip to Hawaii and just relaxed. They were working hard at this over the past year. They had three public meetings.

They were working with consultants. They ran up a bill of close to $360,000, which is attested to in one of the affidavits that is submitted in your package. This was all done in a very professional, deliberate, sensitive manner. Look, I get it. People don't like development coming to their neighborhood.

I live in Byrnes Down. Greystar put in an apartment complex next to the greenway, on the Coburg property. Nobody loved that. It stinks. Change stinks. We get it. But this

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district has a job to do. They're not here selling condos. They're not here trying to turn a buck.

They're here trying to educate children. We're talking about school buses. We're talking about getting kids to school. I mean, this is a co-equal-governmental body here. They're not here to turn a quick dime and then move back to Connecticut. They are part of the community. The school bus drivers live on James Island. The teachers live on James Island. The students live on James Island.

MR. QUIRK-GARVAN: Make a motion -- if we're -- it seems like we're maybe past the question time. If -- I appreciate the continued pitch, but I'm just wondering if there are other questions or if we could potentially move to the staff presentation. I don't want to rush.

MR. BEVON: I have a question. With all of these reports having been around for years and whatnot, why were they submitted to us less than two weeks ago?

MR. APPEL: Well, I would take the position that they were submitted years ago -- that this should've been part of what informed his decision. We don't have any control over what goes

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into the zoning administrator's decision-making process. Okay. He makes his calls on what is an allowed use based on what he deems appropriate. At all times, he had access to these reports.

He could've used these reports to analyze the subordinate question, which is a key prong in the accessory use definition. So we -- we came in to this whole appeal posture -- we're going down the road hunky-dory. Everything is going great. We got approved. We're all on the same page. And the rug gets pulled out from underneath us February 28.

And then it gets pulled out again on March 13, when they reinterpreted the zoning ordinance, so at that point we filed an appeal and we're playing catch-up to try to supplement the record and make sure y'all get to see what they have not put in the record. That's why this is a de novo hearing. We get to put up what we want to help answer the question: What's an accessory use?

What's customarily incidental? What's a subordinate use? And that takes these technical studies. Respectfully, I think Joel made a mistake by ignoring the studies. He knew about the studies. His boss knew about the studies.

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MR. MCCONNELL: Well, lets go back to one of your records here in that the deputy for capital programs, Mr. Borowy. I don't know how he pronounces his name.

MR. APPEL: Yes, sir. That's --

MR. MCCONNELL: But anyhow, when this whole siting business started -- he signed: I hereby certify that all construction and associated activity pertaining to this site shall be accomplished, pursuant to and in compliance with the terms and conditions of the approved plans. I also certify that a responsible person will be assigned to the project for day-to-day control.

I hereby grant authorization and so forth so that the planning here could see what was happening along, but no process ever happened. There were meetings and apparently people talking to each other behind the scenes, but nobody called here until your year ran out and that contract, in effect -- he says that he was going to be in compliance with the terms, which are -- we do this with everybody.

We give a permit for one year, and if they do not take advantage of that, then they have to start over. And I think this is the case with

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y'all. And so many things that you've said would be very nice to hear when you begin the site process again.

MR. APPEL: Well, let me make a couple comments, if I may, to those points, which I think are --

MR. MCCONNELL: Yes, sir.

MR. APPEL: -- legitimate. Number one, this whole idea of whether or not the permit somehow established a contract imposing that one year condition. Charleston County has no right to force somebody to forfeit their state vested rights, which are for two years.

MR. MCCONNELL: Well, he accepted that.

MR. APPEL: They don't have the authority to impose it.

MR. MCCONNELL: As a deputy for Capital Programs, he doesn't have that authority?

MR. APPEL: No. I'm saying the county does not have the authority to put on a piece of paper that your site plan is only good for one year. They have no right. And if someone believes they have a right, its not in the ZLDR, and it violates the Vested Rights Act.

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MR. GOLDSTEIN: Well, I think what the chairman is asking you is: Does he have the authority to waive it, and voluntarily agree to the one year. I think that's what he's asking.

MR. APPEL: I would argue that -- there's actually language in the Vested Rights Act, and I'll look for it when I sit down, because I don't want to bother y'all about this -- there's language in there that talks about local governments cannot twist developers arms to give them -- to make them forfeit their statutory rights. And to the extent -- there's any sort of contract analysis here, I think that that fails as a matter of law.

Now, also what I will say is, again, during that one year period it is very important to recognize what was done during that one year. You're right. We didn't go and pull a zoning permit. We didn't go start cutting down trees and turning blades of grass. What did we do? We looked for alternatives, we had community meetings, we commissioned studies. We tried to be good neighbors. So with number one -- I would argue that is --

MR. MCCONNELL: Well, shouldn't that

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have come before you signed papers?

MR. APPEL: Not on this permit.

MR. MCCONNELL: Why?

MR. APPEL: Because doing everything that I just mentioned has nothing to do with whether or not you get a site plan approval.

MR. MCCONNELL: Now, who says it has nothing to do with it?

MR. APPEL: The law.

UNKNOWN SPEAKER: Arguably.

MR. APPEL: So in order to get a site plan approval, you have to meet certain technical requirements. What's the property zoned for? How big is it? Does it meet the various set-back requirements, buffers, this and that. On February 9 of --

MR. MCCONNELL: So am I to believe that our planning staff is incompetent?

MR. APPEL: No. They're competent. You know why they're competent? In February of 2017, they agreed with us. They granted us our approval.

MR. MCCONNELL: True. And you did not follow-through with the process of developing that site.

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MR. APPEL: They -- respectfully, they didn't follow --

MR. MCCONNELL: I mean, that's what this is all about.

MR. APPEL: Respectfully, they didn't follow-through with upholding state and local law, because they violated our vested rights, which is a big deal in this state. We're a state that believes in property rights and due process, and state law trumping local law. They violated the state law on vested rights -- there is nowhere in the ZLDR that authorizes this whole one year thing. It doesn't exist. Take a look at Article 3.7 in the zoning -- in the zoning ordinance. It outlines the whole site plan approval process. Nowhere does it say in there that an approval is good for one year. If you look at the variance article; one year. If you look at the special exception; one year. If you look at the building permit; 60 days or something like that.

There is nothing -- it's silent on the site plan, to the extent Joel invented a one year requirement for the site plan. He's legislating. He's making up rules. He's not a

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county council member. He can't pass the zoning ordinance.

MR. GOLDSTEIN: What Mr. McConnell is saying is –

MR. MCCONNELL: I've – I've been on this board 15 years, and there was another person who was the head of this planning department before that, and this business of one year, which we have announced time after time after time to people who want to get our approval for variance special exception or whatever – and I read it every time. And apparently I read it when the school board came up, but they – they apparently – well they should've had their meetings first, and then to have come and ask for a permit based on those meetings.

MR. APPEL: They're not required. We're not required to do any of that. We did that to be good neighbors. Okay. The only requirements for getting a site plan approval is you meet the criteria in the ordinance. We met all the criteria in the ordinance in February of 2017. Everyone over here agreed with us. Okay. Everybody is moving down the track, hunky-dory, until February of 2018, when the politics changed and all of a

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sudden our property rights get infringed. That's a big deal. We're talking about a big deal here.

MR. MCCONNELL: And y'all weren't aware of this, if it did happen, until you got the message that more than a year had lapsed?

MR. APPEL: Well, first of all, we requested a year extension to be good neighbors with the county, even though we don't agree that it's lawful for them to even do that, and the first reaction, by staff, Ms. Brooks over there – says, yes. No problem. Why? Because its routinely given. Its routinely given. An extension.

By-the-way, under the Vested Rights Law, this government – and by-the-way, I sit on the BZA for the City of Charleston. We're having applicants come up all the time now looking for vested rights extensions for hotel projects that were developed years ago. We have to grant them. Francis Cantwell, our attorney, is very clear. The state law says you must grant the extensions.

This whole one year business – it doesn't exist in the ZLDR, and even if it did exist in the ZLDR its preempted by the Vested Rights Act.

MR. GOLDSTEIN: Well, let me ask you a substance over forward question. Suppose you're

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wrong, and Mr. McConnell is right? One year lapse, you're out of business. You've got to start over again. Hypothetical. I'm not saying you agree with this. If you – if the Charleston County School District started over tomorrow – are y'all going to go through the same process and get approved again?

MR. APPEL: No, because they've reinterpreted the zoning ordinance since our initial application. Right now we'd only be allowed to get 15 spots permitted. We've already had 35. If he didn't change the interpretation of accessory use, we'd submit our new paperwork tomorrow.

MR. GOLDSTEIN: Oh, well, I didn't pick that up.

MR. APPEL: It's – it's just – it's just administrative. So that's why there is two decisions, Mr. Goldstein, that's important here. It's (1) they revoked it, and (2) they changed the rules. That's the – that's exactly what vested rights is all about. What's vesting, here, is the site plan approval. Yes. There's two things that are being vested: (1) the site plan approval from February 2017, which means we get to carry that

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ball and run to the end-zone.

MR. GOLDSTEIN: So Mr. Evans says you can have 15 buses, no problem. That's what he says.

MR. APPEL: He agrees with that.

MR. GOLDSTEIN: Okay.

MR. APPEL: Right.

MR. GOLDSTEIN: So then the question is: Is 15 agreeable, and 16 is not agreeable, and where are y'all pointing to for the 15 verses 16?

MR. APPEL: Here's the – here's the issue with that, if we submitted an application tomorrow for a new site plan, that adopted Rule 2.0, and it only had 15 buses, we would be in violation of state law. State law requires centralized bus parking. You – if you have a bus parking lot, it's got to be all the buses for the region. That's why 35 is so important. That's why it was proposed in the first place. That's why its so important that we allow that initial approval to remain vested. That's the issue.

MR. QUIRK-GARVAN: I'm curious, in the information you gave us – I hear your point about the centralized overnight parking. It says though: Unless a waiver is requested by the

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district. Has the district looked at a waiver, if you had to do 15 here, and 15 at another site?

MR. APPEL: I am not aware of that. They have looked at it, and the state has told them, no. And I would also just state that as a school district, we have the prerogative to try and comply with the law.

MR. QUIRK-GARVAN: Sure.

MR. APPEL: And not seek a variance from another body. Okay. We don't need a variance. We don't need a special exception. That's another thing -- everything that we're proposing to do, and that we were approved for in February of '17, was allowed by right. Open up the zoning ordinance, apply the facts to this particular property. They're centralized school bus parking lots all over the place.

My colleagues will speak more specifically about the various different schools and -- around the county and they'll speak with more specificity on that.

MS. LECHNER: Mr. Appel, quick question.

MR. APPEL: Yes, ma'am.

MS. LECHNER: I'm sorry. Were you

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-- I didn't mean to cut you off. Did you have some --

MR. APPEL: That was probably a good idea. Kind of took a breath there.

MS. LECHNER: Can you talk a little bit to the timeline of revocation, and then change of variance?

MR. APPEL: Its more about a change of interpretation of the zoning ordinance as it relates to the scope of an accessory use. Specifically on the school bus parking lot questions. So here are the key time dates to keep in mind. February 9, 2017: Site plan showing 25 school bus parking lot -- parking spaces approved. Stamp by the county. You're in.

A year later, February 7th-8th, a representative from the engineering team e-mailed Sally Brooks, hey, we're coming up on a year -- can you please extend this? Immediate e-mail response back. Yes, no problem. February 28th: We get a letter from them saying -- from the county planning staff saying: The extension is denied, its over a year, you haven't demonstrated a hardship and you haven't started construction.

Again, there's nothing about one year

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in the code. There's nothing about hardship in the code. There's no requirement to begin construction in the code. There's no requirement in the code that we have to begin construction in one year. That's invented. Then March 13, I believe, after a direct inquiry from a county council member about this whole issue.

And we're frankly interested in learning more about the extent and nature of communications between politicians in this county and staff, which we think is, frankly, incredibly inappropriate, legally suspect. Joel -- the county council members passed laws -- he, as a professional, implements the laws. To the extent county politicians are getting staffed to make changes, big problem.

And if -- I'm just going to put right there. So March 13, in response to Ms. Johnson, Joel reverses his position. No longer is the county's position that centralized bus parking is allowed. Now we get the 50 percent, plus one rule, which again, nowhere appears in the code. Its just something that was invented between May 28 and March 13, and that's the subject of our appeal.

MS. LECHNER: But adopted by county

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council.

MR. APPEL: No. Joel took a position that we argue -- is essentially --

MR. EVANS: If I am allowed to talk, I will explain that.

MS. LECHNER: Okay.

MR. APPEL: Well, here's the facts. February of 2017 he approved 35 school bus parking spots for your property, and its vested, and its good for two years. And a little over a year later he takes the position that 35 is no longer allowed. Last thing, I forgot to mention guys --

UNKNOWN SPEAKER: (Inaudible).

MR. APPEL: Well, who was on the board of zoning appeals in 2001?

MR. HUGER: I'm going to have to direct you, Mr. Ross, to just respond to questions.

MR. APPEL: Okay. Fair enough. I've got a real tantalizing one, Tommy, if you'll only ask me a question about it.

MR. GOLDSTEIN: You get a rebuttal.

MR. APPEL: Any other questions? Guys, I really appreciate the opportunity to address y'all. I appreciate the accommodation, and to give us a fair opportunity to articulate our

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position on this matter. Thank you.
MR. GOLDSTEIN: We're going to give Mr. Ferrara the same consideration.
MR. APPEL: I'll be taking notes.
MR. EVANS: I'm going to do it. How about that?
MR. GOLDSTEIN: I think the appellant goes first.
MR. MCCONNELL: Okay. Counsel says that we have to go ahead with these other people right now. All right. Who is next? Is there anyone who wants to speak in favor of our --
MR. BOROWY: Good evening, Board. I am Jeff Borowy, the former deputy for capital programs, and current chief operating officer for Charleston County School District located at 3999 Bridge View Drive, North Charleston. Although I believe that this --
MR. MCCONNELL: So you're the one who signed this knowing what you were signing.
MR. BOROWY: And invited Mr. Smalls to all of our meetings.
MR. MCCONNELL: Okay.
MR. BOROWY: Although I believe that this issue does rest on the legal merits presented

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by Mr. Appel, I feel that -- I would like to be able to tell you some of the background behind our process, some of which you asked during your questioning of him. In 2014, the published school district master plan, and our board, then directed us to pursue the construction of the school bus lot supporting James Island students at James Island Elementary School.
We then completed the traffic study, received our land disturbance permit, and held multiple public meetings to ensure that transparency of the district's intentions. The people around the school clearly did not want the school bus lot in their neighborhood. Quite frankly, nobody else does either. They raised the issues like air pollution, noise, eagle's nests, a former fish and wildlife permit.
We took it upon ourselves, as Mr. Appel said, to conduct those additional studies and we brought our experts here to talk about those. Although not required, we did not exceed any environmental compliance limits. We've also looked at more than 30 sites, including school district property, public land, and land for sale. Most sites are non-starters because of zoning,

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amount of land available or lack of access to major roadways.
None of the sites provided an advantage over the property we own at James Island Elementary. Having served in the military for 30 years, where difference in color or gender of the trooper next to you in the foxhole never presented an issue, and having personally --
MR. GOLDSTEIN: Well, it doesn't in this case either.
MR. BOROWY: Having --(inaudible)-- to transfer the property to the county for a library in this specific neighborhood, I am disappointed that I cannot prevent this from being perceived as a race-driven issue. We have district bus lots in all of our neighborhoods. Affluent, middle-class, and poor and within the neighborhoods of all races.
It's my number one job to get all the children to and from school safely and on time, while maintaining compliance with all environmental laws and regulations, while being a good steward of your taxpayer dollars. The bottom line is that not being able to proceed, as initially approved by the county, will most assuredly negatively impact our

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ability to give our children all the time they deserve in the classroom. Thank you.
MR. MCCONNELL: And that's why you didn't start the process; is that right?
MR. BOROWY: The process --
MR. MCCONNELL: That you said you were going to start.
MR. BOROWY: What process was that, sir?
MR. MCCONNELL: The siting -- developing the site.
MR. BOROWY: We went out to talk with the public, sir. I didn't want to start putting a shovel in the ground, until we talked to the public.
MR. MCCONNELL: (Inaudible)-- what your sign said that you were going to start --
MR. BOROWY: Yes, sir.
MR. MCCONNELL: -- right then.
MR. BOROWY: So is talking to the public, and meeting with the public, part of starting the project?
MR. GOLDSTEIN: That's an interesting question.
MR. MCCONNELL: Yes, it is.

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MR. BOROWY: We held four public meetings, and that's when we took the input from the public on: Hey, did you look at noise? Did you look at air emissions? And although we were not required, we developed those and we brought those back to those public meetings, shared the information, made copies for people that wanted it at that time during those meetings.

MR. MCCONNELL: I'm willing to bet --

MR. BOROWY: I personally handed out a lot of copies of those.

MR. MCCONNELL: I'm willing to be that y'all are the only people who get a permit and then have these meetings. Everybody else that I know of has the meetings and then comes and ask for the permit, because they're trying to get a feel for what could happen --

MR. BOROWY: Yes, sir.

MR. MCCONNELL: What could go on, and what could come up in one of these meetings.

MR. BOROWY: I understand.

MR. MCCONNELL: But to -- y'all are just backwards with that, but thank you, sir.

MR. BOROWY: Yes, sir.

MR. MCCONNELL: Does anybody have a

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question of this gentleman? Okay.

MR. HUGHES: Good evening, board. My name is Sean Hughes. I am here in my capacity as the Director for Operational Planning for the school district, and I'll be brief.

MR. HUGER: Please state your address, please.

MR. HUGHES: Oh, sorry. 3999 Bridge View Drive, and I am here to talk about three examples of the other bus lots we have around the county. There are customary incidental. So we have one at Northwoods Middle, the former high school off of Northside Drive that houses 50 of our buses, and serves the students in that area of North Charleston.

We have one at Saint Johns, on John's Island, off of Main Road that houses 31 buses, that serves the children of John's Island. And we have one in Cario Middle School, which is in Park West off Thomas Cario Boulevard, which serves -- which has 25 buses, and services that part of Mount Pleasant. And then, Mr. Goldstein, just to follow-up on your question about what action staff took, after we received that letter, we met with myself and Reggie McNeil, who you'll hear from

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shortly.

We met with Joel and Mr. Smalls on the 19th of March, just to have a conversation about what's changed, and that was followed -- a subsequent meeting with myself and Mr. Borowy, who you just heard from, and the county administrator, Mr. Smalls, and Joel on the 11th of April, at which point it was recommended we push this appeal. Thank you.

MR. MCCONNELL: Let's see if anybody has a question for you or an observation to make to you. Does anyone? Thank you, sir.

MR. HUGHES: Thank you.

MR. MCNEIL: Good evening. My name is Reggie McNeil. I'm the Executive Director of capital programs, the new capital programs guy that followed behind Mr. Borowy there. My address is 3999 Bridge View Drive. So I've been involved with this project since I came on-board in October of 2016. February 9, 2017, after the approval -- the initial approval -- we held three public meetings.

I was involved in all those meetings where we took on the public's feedback, and then we came back and responded to the public in that way. We've expended about $360,000 of the sales tax

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money towards this project already, and where we are with construction right now -- we're ready to get started upon approval.

MR. MCCONNELL: Anybody have a question?

MR. LADSON: I have a question. You said you had three public meetings. Can you tell me, when was those meetings?

MR. MCNEIL: Say that again, sir.

MR. LADSON: Can you tell me when and where were those meetings?

MR. MCNEIL: We had two meetings at James Island Elementary School, and we had one at the Old Fort Johnson Middle School site for all the residents on James Island -- all the residents of James Island.

MR. LADSON: That was to inform the community of your plans, not to inquire of their needs and concerns.

MR. MCNEIL: At those -- at those public meetings we took on the needs and concerns of the public, and we came back and responded in another meeting. So the first meeting that had was in March 22, then we had another meeting in April, followed on with a meeting at the Fort Johnson

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site, in October.
MR. MCCONNELL: Okay. Anybody else have a question of this gentleman? Thank you.
MR. DILDAY: Hi. My name is York Dilday with ADC Engineering. My address is 1226 Yeamans Hall Road, and I'm the civil engineer on this project. I did the site design layout for the bus lot. Basically, we laid out 25 bus parking spaces, and then also created a standard car lot for the employees, bus drivers, and other administrative people that worked in the building there.
We also designed a driveway connection onto Grimball Road that would, kind of, keep some of the traffic out of the existing school and the car rider loop. Also involved with our plans was the storm water and management system created on the site to detain water for the required amount of time by the county.
We also did interior landscaping and landscaping for the buffer, the site around to the existing parcels in the area. Our design was based upon the county zoning requirements for buffers, and setbacks, and various other things. We also had a design for the Charleston County Storm Water

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Management manual, which was basically no increase in peak storm water runoff, and we needed to treat storm water sediment, other things, with our pond.
We also designed according to the SC DOT school OPS requirements. They kind of help us through the process, and help us make sure things are designed correctly for flow on the school, out of the site, and on the site. And we also designed according to the state regulations for school bus parking lots, and that was basically slopes and the ability to pass a bus that was stalled on the site, and 40 degree -- five degree parking, and to create a parking lot that would allow no reversing, and all one-way flow.
MR. MCCONNELL: Anybody have -- are you through, sir?
MR. DILDAY: Yes, sir.
MR. MCCONNELL: Does anybody have a question? Mr. Ladson.
MR. LADSON: Can you imagine 35 buses going up and down your neighborhood in the same double lane -- you know? It's a double lane, going on forward and back that's bypassing -- you know, Grimball. So could you imagine 35 buses, along with the buses at the elementary school, during the

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day? That would be a very magnificent amount of buses traveling back and forth down that road during the day.
MR. DILDAY: Yes, it would. I've seen buses dismiss from the old Wando High School site, and there can be a lot of buses, but they're fairly disbursed when they leave --
MR. LADSON: 35 buses?
MR. DILDAY: -- what I've noticed.
MR. LADSON: 35 buses in a two-lane highway?
MR. MCCONNELL: You enumerated a number of things that you found out you were supposed to do. Was smoke from school buses one of these? I didn't hear you say anything about that. Idling buses.
MR. DILDAY: I'm a civil engineer, so I don't get into any air quality particulars, but that was not in any of the regulations that we were designing towards or we saw in our design process. So I can only speak towards site design particulars, but there were no air quality requirements that we saw in our design.
MR. MCCONNELL: All right, sir. Thank you.

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MR. GOLDSTEIN: I just have one question --
MR. MCCONNELL: Oh, okay.
MR. GOLDSTEIN: When you said your name, the microphone wasn't on. I just wanted to write it down.
MR. DILDAY: York Dilday.
MR. GOLDSTEIN: Thanks.
MR. MCCONNELL: Again, thank you. Leave the microphone -- oh, you're going to give it to her. Okay.
MS. BIHL: We're trying to go fast here and make sure we make it -- make it go as fast as possible. Hi, I'm Jennifer Bihl with Bihl Engineering, 304 Meeting Street, Charleston, and we are the traffic engineer that reviewed this back in late 2015, early 2016, so it's been a while. We looked at the impacts -- what we do in our transportation studies -- we look at the trip generation, we look at the trip distribution, where they're going to go, and then we look at the operations of the intersections.
So when we looked at this, we look at -- we looked at South Grimball at Folly, Grimball at Fort Johnson and Folly, and then Grimball at the

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site driveway, and what we found was that -- we look at the a.m. and p.m. peak hours, and so that's a standard practice of how we -- we look at traffic operations. We look at the operations, and so when we actually looked at it back at that time the South Carolina Department of Transportation was looking at the signalization of the intersection of Grimball at Folly.

That has since been done, so when we actually looked at the analysis it was a non-signalized intersection but they were in the right-of-way process at that time, and so when we look at the operations -- now this looked at a -- a build condition -- so this was a couple of years ago. We looked at a build condition of 2016, we found that it operated at Level Service D or better.

In traffic engineering terms, if a signalized intersection operates at Level Service D or better, that's considered acceptable. And so that was what our recommendations were -- is that the intersections of study were considered acceptable, based on the projected traffic operations.

MR. MCCONNELL: Let's see if anybody

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has a question for you. Does anyone?

MR. BEVON: Would A, B, and C, also be acceptable?

MS. BIHL: Yes. Level of Service -- there are level of services A, B, C, D, E and F, and for anything A, B, C, and D, are considered acceptable. E and F are where you're starting to approach capacity at a signalized intersection. Its very common, especially on a large facility like Folly, that you'd be operating at Level Service D -- is considered acceptable and a lot of intersections actually don't operate at Level Service D, unfortunately.

MR. BEVON: Okay. Thank you.

MR. MCCONNELL: Anybody else have a question? Thank you, ma'am.

MS. BIHL: Thank you very much.

MR. SCOTT: Good evening. My name is Jeff Scott, and I'm the executive director for student transportation at the Charleston County School District. My work address is, 3999 Bridge View Drive. I'm here to talk about a couple things. One is the centralized parking requirement from the state of South Carolina, and the fact that we actually use the state of

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South Carolina's buses for the majority of our bus riders in the county.

The Charleston County School District doesn't actually own them. So we're required to follow their rules on where to park them overnight in mid-day. On James Island we currently, in the past, have done it at Fort Johnson Middle School centralized parking facility. If we were to try to parcel out the buses to -- with the 51 percent rule, we've asked them for a variance if they would accept it or not, and we got a negative back, that they would not.

They require it for several reasons. One, it assures on-time student pick-up, and the reason it does that is, we have our spare buses and our spare bus drivers at that site. If we're operating out of several sites, we don't know if a bus driver shows up, and we have kids sitting on the side of the road, which creates a safety issue for them on a daily basis.

It improves the security, it saves us money, and it just makes our service better to our students. The second part I wanted to talk to you about was customarily having bus lots at schools. In the school district currently, and Sean

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mentioned this a few minutes ago, but I want to add some facts to it -- at Cario Middle School we have 25 buses, they serve Laurel Hill, Pinckney, Carolina Park, and Cario Middle School.

In the Northwoods Middle lot we have 50 buses, they serve Ladson Elementary, Pinehurst, Pepperhill, Zucker, Stall, and Midlin Park. At Wando High School we have buses that serve Jennie Moore, Laing, Wando and Carolina Park. At Saint John's High we have buses that serve all the students on John's Island.

In response to the question earlier about the two-lane road at the Wando South site, which is the Lucy Beckham site, we've been using -- there are 57 buses that actually come out of Whipple Road on a two-lane road, and Mathis Ferry Road, which is a two-lane road, every day. From a daily operational standpoint, for traffic impact, the buses actually leave very early.

They're not normally leaving the school during your rush hour period. At 5:30-6:00 in the morning the buses leave the site, they disburse across James Island, they pick up students. They take them to their first school.

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They drop them off. They go back out. They pick up the rest of the students for the second tier of schools, they drop them off at their schools, and then they go back to the bus lot.

At that point, all the schools are in – all the parent lines are done, and we're not in and out during the same time period. Any questions for me.

MR. MCCONNELL: Does anybody have a question of this gentleman?

MS. LECHNER: I have a question.

MR. MCCONNELL: Ms. Lechner.

MS. LECHNER: Where is the current centralized lot for James Island?

MR. SCOTT: It was located at the Fort Johnson – old Fort Johnson Middle School lot, where the current Camp Road Middle School is being built.

MS. LECHNER: And the reason it needs to be relocated is?

MR. SCOTT: Camp Road Middle School is being built.

MR. MCCONNELL: Mr. Ladson.

MR. LADSON: Yes, sir. You said – I'm unfamiliar with the Mathis Ferry location

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and the other one that you – that you listed. But I'm not sure if you're familiar with the Grimball Road. Now, that's a two lane road, but it's a very congested circle and I'm showing Mathis Ferry as an extension – extended road. That's a semi-circle with a congested area with 35 buses. I'm sure its not the same.

MR. SCOTT: I actually would contest that Mathis Ferry Road has a lot more traffic on it than Grimball Road does ever.

MR. LADSON: I'm not concerning the traffic, I'm concerning the locality. The location and the residential construction.

MR. SCOTT: Right. Okay.

MR. LADSON: That's a big difference.

MR. GOLDSTEIN: I have a question, Mr. Chairman.

MR. MCCONNELL: Yes, Mr. Goldstein.

MR. GOLDSTEIN: You said you had made an inquiry about a relaxation of the 50 percent rule, and you said you – that they gave you an unfavorable response. Who is: They?

MR. SCOTT: Its not the 50 percent rule. That was a county ruling.

MR. GOLDSTEIN: Okay.

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MR. SCOTT: The centralized parking waiver. So for us to submit a waiver for centralized parking we have to show in our waiver, just like somebody would to you for a variance or something of that nature – we have to show that our waiver improves student safety, it improves service delivery to students, it reduces the cost of service, it does not duly impair vehicle maintenance service, and we can't attest to any of these if you were to split the buses up on James Island.

MR. MCCONNELL: Okay. Thank you. Give that back to – oh, we've got somebody else coming. Okay.

MS. PAGE: My name is Kylie Page. I'm with Terracon Consultants, 1450 Fifth Street West, North Charleston. Terracon performed an air dispersant modeling report for the proposed bus parking for Charleston County School District. The air dispersant model was performed to estimate the pollutant risk from exposure to particulate matter, carbon monoxide and nitrogen oxide's concentrations, from idling school buses.

The air dispersant model results were compared to South Carolina ambient air quality

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standards that apply for outdoor air. These are primary standards that are designated to protect human health, including sensitive populations such as children, the elderly, and individuals suffering respiratory problems. Based on the air modeling results, they show that the emissions are well below the ambient air quality standards we compared them to.

MR. MCCONNELL: Okay. Does anybody have a question of this lady? I do. When did that go into effect?

MS. PAGE: I did this study in 2017.

MR. MCCONNELL: 2014.

MS. PAGE: '17.

MR. MCCONNELL: '17. I don't hear too well either.

MS. PAGE: It was actually in March of 2017 that we did this study.

MR. MCCONNELL: Okay. Was it in time for somebody to ask for a site – site permit?

MS. PAGE: We did this at the request of the county.

MR. MCCONNELL: I don't – I don't remember hearing it until today. Was that knowledge available when they asked for a siting

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permit? They being the -- Charleston County --
MS. PAGE: I'm not sure of their schedule. All I know is when we were asked to do it, we were retained by the county at that time.
MR. MCCONNELL: All right. Thank you.
MR. RUOCCO: My name is Andy Ruocco. I'm with -- also with Terracon, 1450 Fifth Street West, North Charleston, South Carolina. I am going to discuss the noise evaluation that we did. So we started out by -- I'll be brief. We collected baseline ambient noise levels around the site for 24-hours. That takes into account all of the birds chirping, the children playing, the general noise levels that any suburban neighborhood would receive.
We used the Federal Transit Authority transit noise and vibration impact assessment to evaluate the bus parking as a stationary source. Then we used very conservative values to model the noise that would come from that parking lot. So to do that, we assumed that all 35 buses would leave the parking lot simultaneously in the morning at 5:30 -- between 5:30 and 6:30, and that would create the largest volume.

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Of course, that would never really happen. We accounted for that in our model as a very conservative estimate. So we -- the results indicated that the noise levels at the receptor locations, which were the closest houses, which would be consistent with ambient noise levels. To put that in perspective, its you know about having -- about like having a conversation with someone in a room. So it will be heard, but it won't -- the levels will not be loud enough for it to be a nuisance.
MR. MCCONNELL: Okay. Does anyone have a question of this gentleman? Ms. Lechner.
MS. LECHNER: When was that study commissioned?
MR. RUOCCO: We completed the report March 24, 2017.
MS. LECHNER: So, and this may be bettered answered by the folks -- either Mr. Appel or the folks with the district. But is that part of the studies that have been submitted to the county for years, as previously stated?
MR. RUOCCO: It should've been submitted at the completion of our report, which was March 24, 2017. Our firm was just contracted

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to perform that study. I'm not sure where it went from there, but it should've been available to anyone in the county to disseminate and disburse as necessary.
MS. LECHNER: So roughly for the past twelve months, not years.
MR. RUOCCO: Correct. Yeah. A little bit over 12 months, that's right.
MR. MCCONNELL: Mr. Ladson, you have the question.
MR. LADSON: Yes, sir. I would say your assessment under transit study is incorrect, and insufficient because the transit does not go around the Grimball area. It stays on Folly Road.
MR. RUOCCO: Okay. Well, we could look at it from that perspective too. What we did was, we tried to model it based on the best available data. What we don't have, in this situation, is actual field measurements of what the bus -- the buses would generate so we had to chose a model.
MR. LADSON: You don't have a -- you don't have a perfect assessment of 35 buses running around a residential area.
MR. RUOCCO: Well, we did -- the

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model requires us to use 20 buses. We used 35 buses and adjusted our decibel reading based on that number of buses. So we used a very, very conservative value, that will likely never be reached in actual field conditions.
MR. LADSON: So where was this done, specifically?
MR. RUOCCO: The model itself was completed in 2017, and we conducted the ambient noise monitoring in March also.
MR. LADSON: Specific date?
MR. RUOCCO: I would have to pull it out of the report. If you don't mind I can lay this down, and flip through it.
MR. QUIRK-GARVAN: It was March 21, was the date. At least that's what's in the report.
MR. LADSON: We want to confirm that.
MR. RUOCCO: Okay. I can do that. March 21, 2017, approximately 9:00 a.m. through 8-10:00 p.m.
MR. LADSON: So you're saying you had 20 buses that, basically, assembled and drove through that community?
MR. RUOCCO: No, sir. We were just

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monitoring the ambient air – or the ambient noise in the area, and that was just what was out there during that time. Children playing, vehicles driving by nearby, just –

MR. LADSON: That does not constitute the buses going back and forth.

MR. RUOCCO: We gathered that data as a baseline comparison for the model that we compared it to, and then we used very conservative values –

MR. LADSON: That's not realistic.

MR. RUOCCO: Well –

MR. LADSON: Okay.

MR. RUOCCO: It is – it is in the sense that –

MR. LADSON: All right. Thank you. Thank you.

MR. RUOCCO: Okay.

MR. MCCONNELL: Anybody else?

MR. GOLDSTEIN: Yeah, I do.

MR. MCCONNELL: Mr. Goldstein.

MR. GOLDSTEIN: What you're saying is, you – you took an ambient noise reading just to see what the baseline reading is, correct?

MR. RUOCCO: Correct.

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MR. GOLDSTEIN: And then you compared that to what you would get from 35 buses idling at the same time, correct?

MR. RUOCCO: Exactly.

MR. GOLDSTEIN: And you measured the difference between the two.

MR. RUOCCO: That's right. That's exactly right.

MR. GOLDSTEIN: Okay.

MR. RUOCCO: And the best we could do, without having a real situation, is modeling. And again, we used very conservative values that are not likely to actually happen in the field.

MR. MCCONNELL: Any other questions? Thank you.

MS. CIUCCI: Good evening. My name is Erica Ciucci. My address is 1484 Camp Road. I have the pleasure of serving 800 beautiful middle school children. The James Islanders were – I'm sorry. I'm shaking so I'm going to have to put that down – were at peace, mostly, for merging this year with the promise of relocating our bus lot. We proceeded.

We've grown accustomed to our new identity, and this has not been an easy transition

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for us. Our staff has worked tirelessly to make our campus safe, and we have to be flexible and adaptable every day. Its – its – its just not an adequate building for our children right now. The special education students are currently housed in regular education classrooms.

They are not outfitted for special needs. We're lacking the space and equipment for our students. We have no school body assemblies. Recess space is limited. I'm getting to my point, I promise. The sixth graders are sitting in the hallway every morning taking turns on who gets to go outside and play, and my point is – is as long as we're in this building, we're disservicing our children, all of them.

All of our island children for – I mean, year after year. We're supposed to move into our new building in two years, and construction is being delayed because this bus lot decision is being perpetuated. We are truly not servicing our middle school children, who are probably the most important people at this point. We just – we've got to kind of move forward, at some point, and look at the scope of all the children on the island.

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I mean, thousands of them, all of them, for years to come – we have to make the best decision for those children and those families. And as long as we perpetuate the bus lot – where it's going to go and how it's going to get there – you're hurting our children.

MR. MCCONNELL: Does anybody have a question of this lady?

MR. GOLDSTEIN: Yes, I did.

MR. MCCONNELL: All right. Mr. Goldstein.

MR. GOLDSTEIN: Ms. Ciucci, is that correct?

MS. CIUCCI: Ciucci. Choo-Chee.

MR. GOLDSTEIN: Ciucci. Ms. Ciucci. Sorry. I'm completely confused. Are you saying that this debate over the bus lot is holding up the construction of the entire school; is that what you're saying?

MS. CIUCCI: It is under my opinion, as an employee, that our construction is not going to go forth if we don't make a decision about the bus lot. My district – but people can probably correct me if I'm wrong.

MR. GOLDSTEIN: Are you talking about

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the school or the bus --
MS. CIUCCI: The school construction of the New Camp Road is not going to move forward unless the buses move.
MR. GOLDSTEIN: Okay. I follow you now.
MS. CIUCCI: Am I incorrect in assuming?
MR. HUGER: I'm not sure.
MR. MCCONNELL: Anybody else have a question? Thank you. There's no one else that wants to appeal the decision of the planning director.
UNKNOWN SPEAKER: (Inaudible)-- we're making a new record.
UNKNOWN SPEAKER: Pardon?
UNKNOWN SPEAKER: We're making a new record.
MR. MCCONNELL: Well thank you. Okay. All right. Mr. Evans.
MR. HUGER: Joel.
MR. GOLDSTEIN: Do you have to swear yourself in?
MR. HUGER: Make sure that there's no one else who wants to speak to you with the school

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district; just to clarify.
MR. MCCONNELL: Well, I did ask.
MR. HUGER: I don't think -- just one more time. Just do it one more time.
MR. MCCONNELL: Okay. Excuse me, Joel. Counsel says that I should ask one more time: Is there anybody that wants to contribute to this discussion about appealing the decision of the planning administrator?
MR. APPEL: Not at this time, sir. However, we reserve the right to reply pursuant to the rules.
MR. MCCONNELL: Okay. All right. I think you will have that opportunity.
MR. APPEL: Thank you, sir.
MR. MCCONNELL: Okay. Mr. Evans.
MR. GOLDSTEIN: Ten minutes.
MR. EVANS: Right. I will appeal the board if that's the case. No. Actually, we enjoy a great working relationship with the school district. We're with the staff all the time. I agree we -- we don't take this personal. We want to continue that working relationship and we hope that we can get beyond this.
I do want to present several things

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here about the project that I -- things that I definitely disagree with what Mr. Appel said, but also about the -- about some things he said, and also about the application itself. So again, the application was done by Jeff Borowy. He's the COO of the Charleston County School District. He's being represented by Ross Appel, of course.
One thing -- this is a special management S3 zoning district. And I'm -- I want to really touch on this hard, the appeal -- the request is for an appeal of an administrative decision that was done February 28, 2018 for the site plan review case. The appellant contends that the correct interpretation of the Charleston County Zoning and Land Development regulations ordinance, as applied to the property, is school bus parking lots are an accessory use to schools, and the Charleston County School District has demonstrated hardship.
The requirement is that the -- of the ordinance is that the appeals meet Article 3.13. An appeal shall be submitted only if the BZA finds that -- shall be sustained only if the BZA finds that the administrative official erred. The decision of the BZA shall be accompanied by

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specific writings, findings and facts of conclusion and law. One thing that we have included in our presentation is the definition of accessory use.
I'm going to get into that a little bit later in my presentation. This is a map of the property. As you can see, all around this property is residential. All of the schools that were presented earlier, by the staff, by the Charleston School staff, they -- those schools were all in areas that were mixed zoning. This is truly a highly residential zoning district.
There are no other commercial zoning around. The North Charleston ones that were called have -- have commercial. The Saint John's High School that was around there -- that is a large high school on a major road. This is a -- a residential road all surrounded by residential zoning districts. This is an aerial of the property. The school district wants to put the buses in that wooded section. And again, this is a zoomed out aerial showing the rural and residential nature of the -- of the surrounding area.
One of the things that we really want to touch on here -- not just touch on, actually, make a good point about because it may have -- it

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may be whether or not the board wants to even move forward with even hearing this appeal. The appeal is of a decision made February 28, 2018.

MR. GOLDSTEIN: Can I ask you a question, right there?

MR. EVANS: Yes, sir. Yeah.

MR. GOLDSTEIN: Do you mean because there was a mistake made by the appellant, and so we don't have jurisdiction here or do you mean because we got all this information and we should take more time to look through it before we reach a decision?

MR. EVANS: Well, I want -- I will talk about the information later, if the board wants to continue to listen to the appeal. After I'm done with this.

MR. GOLDSTEIN: Okay.

MR. EVANS: But we do feel that that information was not -- I mean, if we're going to talk about that -- that's one of the things that Mr. Appel said -- that he -- he tried to submit this as part of our Rules of Procedure where we do allow items of -- in support or opposition to be submitted five days -- up to five days before the meeting.

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Mr. Appel tried to -- tried to submit his whole argument five days -- we have an application deadline. And he was totally wrong when he says that we allow things to be submitted up until five days before the meeting. If we did that, from the applicant all the time, why would we have an application deadline? We have an application deadline purposefully six weeks, in our ordinance, so that staff has time to review these things.

And to me the ambush was him trying to tell staff to allow this to be submitted, for the record, five days before the meeting.

MR. GOLDSTEIN: Well, do you feel you have had an insufficient amount of time to evaluate the materials that have been submitted by the appellant?

MR. EVANS: Well, yeah, because --

MR. GOLDSTEIN: Would you like more time?

MR. EVANS: No. We're ready to move forward with this.

MR. GOLDSTEIN: Okay.

MR. EVANS: Yeah. We're ready to move forward. But we do think that all of that

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information shouldn't even be part of the record. The idea that this information -- all of this noise and traffic and all -- if you look at the dates that they said that they did that -- they did that after they got site plan approval from us.

MR. GOLDSTEIN: Well, I think his argument on that point was that they were -- that they were in the process of developing their site plan by doing -- by having --

MR. EVANS: Yeah, but Mr. Appel said these were available to the staff to review as if it was something for us to review during our deliberation of the approval of the site plan --

MR. GOLDSTEIN: Well, I don't -- I didn't hear him say that.

MR. EVANS: Which by -- right. That's -- that's what he said. But by the way, we totally agree with the appellant on one thing, this site plan -- we shouldn't be here tonight. This site plan should've never been approved to begin with. Mr. Appel is hanging his hat on the fact that there was an extension denied, but they -- this site plan should never been approved to begin with.

And I'm going to go through how that

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works. But, first of all, I want to talk about how the board maybe shouldn't even be listening to this tonight. I want to show you that. Again, the appeal was on February 28, 2018 decision. Important dates in this timeline: May 16, the application for site plan review was submitted. This is 2016, by ADC Engineering.

They did those studies in 2017 in March and April and after. February 7, 2017; the approval for the site plan for one year came. February 7, 2018; ADC requested for an extension. February 9, 2018; expiration of the site plan approval. February 28, 2018; denial of the extension. That was in the letter.

March 28, 2018; that was the deadline to appeal the denial of the extension. And I'm going to show you by ordinance, as the appellant has -- keeps repeating that by ordinance they can't do certain things --

MR. GOLDSTEIN: That's 30 days from the --.

MR. EVANS: It's 30 days --

MR. GOLDSTEIN: -- day of mailing of the decision.

MR. EVANS: No. It's 30 days from

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the day – exactly – that February – February 9 – February 28, the denial of the extension that was sent to the applicant, and they got that. And the applicant didn't appeal the extension until April 18, 2018.

MR. GOLDSTEIN: So you're saying the applicant missed the 30 day –

MR. EVANS: He absolutely did.

MR. GOLDSTEIN: Okay.

MR. EVANS: Charleston County Zoning and Land Development Regulations Ordinance Article 3.13, Appeals of Zoning, related to administrative decisions, §3.13.3, Application, and Filing, and Timing. Applications for appeals of administrative decisions on zoning related matters shall be submitted to the planning director on forms available to – in the planning department. Appeals of administrative decisions to grant or deny zoning permits shall be filed within 30 days from the date of the administrative decision.

MR. GOLDSTEIN: Well, that's not exactly correct. That's – 6-29-800, I think, says 30 days from the date the decision is mailed.

MR. EVANS: We mailed it on February 28.

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MR. GOLDSTEIN: Okay. Well, then –

MR. EVANS: We sent it to them.

MR. GOLDSTEIN: Okay.

MR. EVANS: Okay. This is the section in the ordinance that sites that information, both the article of appeals of zoning related to administrative decisions, and accessory uses, and approval criteria. Furthermore, Mr. Goldstein, to quote the South Carolina state law §29, Article 5, Local Planning and Zoning, §29800, Powers of the Board of Appeals, variances, special exceptions, for a mainstay hearing decisions and orders.

The appeal must be taken within a reasonable time, as provided by the zoning ordinance. As provided by the ordinance. This is in the state law. Our ordinance says 30 days. All right. Of Rules of the Board are both by filing with the officer from whom the appeal was taken, and with the Board of Appeals Notice of Appeals, specifying the grounds for the appeal.

If no time limit is provided, the appeal must be taken within 30 days from the date of the appealing party has received an actual notice of the action from which the appeal is

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taken. Our ordinance follows that state law, it's in our ordinance. It says 30 days. If you look at the exhibit, with the application on it, it states very clearly that the decision that they are trying to appeal is the February 28, 2018 decision.

The appellant contends that the correct interpretation of this – of the school bus, which by the way, there was no change in the interpretation of accessory use. If we get into that – if we want to move forward, I can move forward to that, but – our position right now is this – this really shouldn't be in front of the board. The applicant didn't met the – the deadline.

MR. GOLDSTEIN: Do we know what date it was mailed to the applicant? To the appellant. I'm sorry. The appellant.

MR. EVANS: It was February 28, I believe. I can tell you it was – it did not met the 30 days from the April timeframe that they – that they filed their appeal. But if you want to move forward, let me – let us know – we still can talk about accessory use if you'd like.

MR. BEVON: I've got a question. It's – I'm trying to split hairs here, because I'm

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trying to be exact. I do agree that the appellant did not file within the time allowed. The appellant says that they get more than a year, even though they agreed to a year, and that's where part of the argument is. Are we addressing that or what's going on there?

MR. EVANS: So, if that's the decision – and that is what the decision that they're appealing – that February 28 one that we did not grant an extension – okay – of the site plan approval. They had 30 days, from that administrative decision, to file the appeal.

MR. BEVON: And I agree with that.

MR. EVANS: Right.

MR. BEVON: My question is – the appellant is saying that the one year deadline was not –

MR. EVANS: And that's what he was appealing. That's – and that – and he –

MR. BEVON: He is appealing the one year deadline.

MR. EVANS: Right. Exactly. Right. The extension. Not granting the extension.

MR. BEVON: But he's saying the one year deadline is illegal or is not –

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MR. EVANS: And that's what he was trying to appeal within 30 days.
MR. BEVON: Okay.
MR. GOLDSTEIN: Where in our material is the letter of transmittal from the planning department --
MR. EVANS: It's the one with Sally Brooks --
MR. GOLDSTEIN: The e-mail?
MR. EVANS: No. No. It's in the presentation. It's a part of one of your exhibits. Five. Okay. There it is. On February 7, 2018, ADC Engineering requested an extension for the site plan review approval. On February 9, 2018 the approval expires. On February 28, the planning department sends ADC Engineering a letter denying the requested extension.
In the applicant's -- the appellant's application, they put as the decision being appealed as the February 28, 2018 decision to not extend. They did not file an appeal until April.
MR. GOLDSTEIN: Right. Who is the appellant in this case?
MR. EVANS: It's in -- on the application.

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MR. GOLDSTEIN: That was a rhetorical question. I think it's the Charleston County School District.
MR. EVANS: I thought you were looking for a specific name. I didn't know --
MR. GOLDSTEIN: Well, this February 28 letter is mailed to York Dilday, professional engineer, Yeamans Hall Road, Hanahan, South Carolina, so what are we to make of that?
MR. EVANS: He was the applicant for the site plan review.
MR. GOLDSTEIN: He was the point of contact for the --
MR. EVANS: He was the point of contact for the site plan review, correct.
MR. GOLDSTEIN: Okay.
MR. EVANS: The agent. Yes. The agent.
MR. LADSON: I'd like to make a motion. Since they didn't meet the requirements of the South Carolina state law on the appeal request date, that we just deny it, and bring this to a close.
MR. MCCONNELL: Do you mind repeating your motion, please, sir?

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MR. LADSON: My motion is that, since the appellant did not meet the requirements according to the South Carolina state law timing, that we just bring this to a close and end this tonight.
MR. MCCONNELL: Is there a second? Mr. Ladson, your motion dies for lack of a second.
MS. LECHNER: Joel, I have a question for you.
MR. EVANS: Yes.
MS. LECHNER: So what I'm hearing you say is, if the appellant did not initially buy into the fact that there was the one year deadline --
MR. EVANS: Right.
MS. LECHNER: -- why would they be -- that extension request, correct? Was that a Jeopardy question?
MR. EVANS: No. No. No. I'm not -- the -- we mailed the letter, denying the extension, February 28.
MS. LECHNER: But what I'm -- yes. I get that. But what I'm, sort of, maybe reading into that incorrectly is, why would they be asking for an extension if there was no deadline to begin with? Based on state law. Did that make sense?

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MR. EVANS: Yeah. Yeah. Yeah. And they -- if they disagreed with the extension, of us not granting the extension, they should've filed the appeal within the 30 days, as required by ordinance and as required by state law. That's the due process.
MS. LECHNER: Okay. So then to further clarify, would that -- would -- would that necessarily have fallen on the applicant, being Mr. Dilday or the school district?
MR. EVANS: He -- he was -- he's the agent.
MR. BEVON: He was the representative of --
MR. EVANS: He's the site plan review applicant and the agent for the school district.
MS. LECHNER: Okay. All right.
MR. GOLDSTEIN: But that's not what's on the -- that's not what's on the information you gave us though. The information that you gave us, not the applicant -- that you gave us, says the site plan review application is the Charleston County School District, Jeffrey Borowy. That's what it says.
MR. EVANS: And we worked -- that's

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correct. And we worked with the engineers during the site plan review process. He was the representative of the school districts.

MR. GOLDSTEIN: So you're asking us to decide that the letter of denial on February 28, to their engineer, was notification to the Charleston County School District?

MR. EVANS: Because he was our point of contact. Correct.

MS. LECHNER: As the original representative –

MR. EVANS: As the representative that we dealt with during the site planning review process. Correct.

MR. GOLDSTEIN: Even though that's not the name on the application for site plan review?

MR. EVANS: Right. Well –

MR. GOLDSTEIN: That's a huge leap.

MR. EVANS: Hold on. He was the – ADC Engineering was our representative – was the representative representing the school district when he went – when we went through the process.

MR. GOLDSTEIN: Mr. Ferrara, would you like to weigh-in on this? Do you have anything

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you would like to add? I'm not trying to put you on the spot. Did I?

MR. FERRARA: No. It established –(inaudible)– for the school district. If you look at these other various documents, and the site plan review application, the applicant's name is Charleston County School District, and Jeff Webb at ADC is the contact person. And then on another document, you've got the permit application and the restrictive covenants –(inaudible)– data, you've got Borowy's name representing the school district.

On the –(inaudible)– two and –(inaudible)– application you've got Borowy again. On another document, you've got – I can't pronounce the name – Dilday on the actual plan sheets –(inaudible). Are you suggesting then that the county should've been on the site plan review? The very document that they –

MR. GOLDSTEIN: Yeah. Right.

MR. FERRARA: (Inaudible)– the vested rights ground to Jeff Webb. I mean, I don't know if that's – who's who and who's where and –

MR. GOLDSTEIN: That's what I'm struggling with.

MR. FERRARA: They're all agents of

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the –(inaudible)– they should've – then the application says, you send all documents to this individual, this entity, they did it. Its not incumbent on the county to figure out who represents – who is the representative of the district. Okay. They sent it to the person that they were – as Joel said, working with. So they got notice –(inaudible)– I think all of them got noticed. The entity and the individuals.

(Inaudible)

MR. LADSON: There should've been a second.

MR. GOLDSTEIN: Thank you. I didn't mean to put you on the spot.

MR. QUIRK-GARVAN: Can I ask – I don't know if this is a question for you – what happens, procedurally, if we don't move forward with this tonight?

MR. EVANS: Then it doesn't move forward.

MR. QUIRK-GARVAN: Then that's it.

MR. EVANS: Right. Yeah.

MR. MCCONNELL: We would have to endure this again; is that right?

MR. QUIRK-GARVAN: Right.

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MR. EVANS: I hope not like this, Mr. McConnell.

MR. GOLDSTEIN: Well, now, to be fair, our struggling with this, I think, is a testament of taking it seriously –

MR. EVANS: Absolutely.

MR. GOLDSTEIN: – okay. So –

MR. EVANS: Absolutely.

MR. GOLDSTEIN: I mean, I know everybody would rather be somewhere else, but –

MR. EVANS: No. No. No.

MR. GOLDSTEIN: – we're trying to do the right thing.

MR. EVANS: And I'm not trying to minimize anything here.

MR. GOLDSTEIN: Right.

MR. EVANS: Yes, sir.

MR. MCCONNELL: Mr. Evans.

MR. EVANS: Do you want me to move forward?

MR. MCCONNELL: Yes. Please.

MR. EVANS: Okay. This is the view of the property of the proposed bus parking facility area from the school property, and a view of the proposed bus parking area from

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Nathaniel Drive. Again, this is a timeline. I'll just go through it briefly.

On May 16, Jeff Borowy, the chief operating officer for the Charleston County School District through the Charleston County School District's engineer, ADC Engineering, applies for site plan review for the James Island Elementary School Bus Facility. That's Exhibit 1 in your packets. On January 26, 2017 the school district submits a letter further describing the proposed use, and a no idling signage exhibit.

On February 7, 2017, Steven Risse, a planner with Charleston County, signs and dates the site plan approval on February 7, 2017. On February 9, 2017 the department sends the site plan approval letter, with the project status report to CCSD's engineer, Jeff Webb, ADC Engineering. The letter states: This project will be held in the to-be permitting file for one year.

If the permit has not been obtained within that time, and there has been no communication with the office regarding this project, then the project will no longer be eligible to receive a permit. On February 9, 2018, the approval expires. Then the plan -- on

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February 28, the planning department sends ADC Engineering a letter denying the requested extension.

On February -- on March 13. The planning department sends Ms. Johnson, our council member, an e-mail correspondence clarifying school bus parking. There was a lot of speculation of where this came from. In open session, in Charleston County, there is no secret e-mails between council members or with the members of the public -- in an open session with Charleston County, council member Anna Johnson requested the legal department -- and for the planning department, to come up with what we considered would be an appropriate bus parking -- and that's where that came from.

There's nothing secret here. There's no underhanded -- we -- you know -- we're getting with elected officials behind closed doors or -- or with neighbors. This is the first time I've seen this neighborhood, and this -- and they came on their own tonight because of the concern of their community. On March 19, 2018, the planning director met with the Charleston County School District staff and we gave them a copy of -- of the

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e-mail and the written interpretation.

Ms. Johnson -- Council Member Johnson -- County Council -- they were the only ones that asked for us -- for an interpretation of what accessory use is. The applicant never did, and the applicant's attorney never did during this whole time. And when I go through -- if we're going to go through the whole thing I'll show you how that -- our definition and our -- the way we practice the definition of accessory use -- we always use the rule of the majority, the 51 percent.

Because if we don't, you've got two principle uses on a piece of property that -- and if one of them doesn't fit that zoning district, you can't have it.

MR. GOLDSTEIN: Well, how many buses are they allowed to park there?

MR. EVANS: They're allowed to park as many buses as they want to on any school, as long as it is an accessory to whatever that school is. I'm not going to say that its either four buses or sixty buses or a hundred buses. Whatever the school's requirement -- requirements are for that bus, that's all part of the principle use.

When they start going over the

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51 percent -- the 50 percent of the buses, then you've got a whole different thing. You've got something that's not an accessory to the principle use, which is the elementary school.

MR. GOLDSTEIN: Well, what criteria would we use in evaluating 51 percent? For example, there are 800 students. I think there was some testimony there was 800 students.

MR. EVANS: We would -- I would go by -- and I asked the school district staff this. How many buses -- and I didn't find this out until later. And again, this goes back to staff -- this site plan should've never been approved to begin with.

MR. GOLDSTEIN: Well, you keep saying that. Why is that?

MR. EVANS: Staff didn't ask enough questions during the whole process as to what was -- we didn't find out about a lot of this stuff until afterwards.

MR. GOLDSTEIN: And what is the stuff that you didn't find out about until afterwards?

MR. EVANS: I'll -- its in my presentation. I'll just get -- I'll get to it. April 18, 2018, the school district files an appeal

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of the administrative decisions, states the decision that was being appealed is the February 28, 2018 decision. I mean, right there -- the two dates. They -- they state that what's being appealed is the February 28 decision, and they filed it on April 18.

So again -- I'll say it again, I know that there wasn't a second to the motion, but we really should not be hearing this. They didn't meet the 30 day requirement. May 16, Jeff Borowy, Chief Operating Officer for the Charleston County School District, through the CCSD's engineer, applies. This is the letter from the ADC Engineering. Charleston County issued a storm water permit for the parking lot only.

No maintenance or fueling was to be on this -- on the storm water permit that was issued. Okay. Right here, in the narrative: New site improvements made to the site include 35 bus parking spaces, 39 employee parking spaces, two handicap spaces, a new office building, fencing to enclose the facility, a new access drive, lighting and cameras, new water distribution system, and new sanitary sewer system. There's no mention of maintenance or fueling in that narrative.

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MR. GOLDSTEIN: Well, their not asking for maintenance or fueling, are they?

MR. EVANS: In sub -- yes, they are. In subsequent conversations with -- with -- I have had with -- they -- they do want maintenance and fueling.

MR. GOLDSTEIN: Well, would it solve the whole controversy if they stand up and say: Oh, no. No. No. We do not want any fueling or maintenance. This is parking only.

MR. EVANS: All right.

MR. GOLDSTEIN: Would that end the controversy?

MR. EVANS: No.

MR. GOLDSTEIN: Okay.

MR. EVANS: Can I -- let me -- yeah. I'll -- let me do the presentation and you can -- all right. January 26, 2017, Charleston County issued a storm water permit for parking lot only. No maintenance or fueling. Maintenance and fueling would require a separate storm water permit -- an industrial storm water permit. Again, you know, we wrote the letter stating that we were not going to extend the site plan approval.

If it had made the applicant feel any

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better that we just -- and I'll be glad to go my office and draft one -- a letter just plain ole revoking the approval, because it shouldn't have been approved to begin with. Here is another letter submitted -- a letter was submitted further describing the proposed use, and a no idling signage exhibit. The letter is inconsistent with the site plan that was submitted.

It fails to address and is unclear what -- regarding how many buses will serve James Island Elementary School verses the schools elsewhere on the site. I'll take responsibility for that. We should have asked more questions about the buses, and about how many were to be served. It was later -- it was subsequent that I found out about seven or eight buses were to serve James Island Elementary School. All right.

The second bullet: Does not mention the use of fueling or propane storage security, but the site plan shows propane to be stored on this site. And I suppose that they are going to be using that for fueling, but I don't know. I don't know if they're going to be using -- or if they're going to be fueling buses with a fuel truck that's going to drive around, in this neighborhood, and

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fuel them up that way.

I don't know what kind of maintenance they're doing. They're not describing the maintenance. And furthermore, it says that all maintenance is performed by the state of South Carolina maintenance shop at 7872 Azalea Drive, right around the corner.

MR. GOLDSTEIN: So doesn't that answer the question?

MR. EVANS: No, because they have subsequently stated that maintenance and fueling will be part of this on this site plan.

MR. GOLDSTEIN: You know, we can fix that tonight.

MR. EVANS: And the number -- and the number you can fix too.

MR. GOLDSTEIN: Well, that would be -- we've got to hear from the people in the neighborhood about that.

MR. EVANS: Sure. All right.

MR. GOLDSTEIN: There may be a number that they're willing to accept. We haven't heard from them yet.

MR. EVANS: On February 7, 2017, Steven Risse signs and dates the site plan approved

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on February 7. Also, these are just the additions to the – the site plans – the items. Exhibit 4, again, February 9, 2017, the planning department sends the site plan review approval letter, project status report. We've been through this. It's in the be – to be permitted file for one year.

Any changes to the site plan, after its approved, must be reviewed by the site plan review committee prior to the change. This – and this second bullet is very important, because it goes to what Mr. Appel keeps talking about – vested rights. And the same ordinance that – and Mr. Appel failed to bring up this part of it. The Charleston County Board of Zoning Appeals does not have the authority – this is in the Charleston County's vested rights ordinance that was passed after the state law brought up that we had to have a vested rights ordinance.

Charleston County Board of Zoning Appeals does not have the authority to grant a vested right, and no such right shall accrue as a result of their decisions. Charleston County South Carolina Code of Ordinance §15-2, Vested Rights. But again, I don't even think we should be talking about that part of the appeal, because they

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didn't file that appeal within the time – timeframe they should have.

If we want to talk about accessory uses we can talk about that. This is a – this is the letter February 7, 2018, ADC Engineering requests an extension of the site plan, and February 28 the planning department sends a letter denying. March 13, 2018, this is the written interpretation that was requested by a council member in open session.

There are no e-mails, there are no e-mails between politicians or policy makers, and there are no e-mails with any of the neighborhood. This is something that was requested by the legal department and planning staff, that a council member do this. Requested this interpretation be made. The planning director's written interpretation – this is it: On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property.

Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school. This – you can plant that general

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language to every single time that we have a request for an accessory use to a principle use. We regularly, routinely use that majority, because that's the only way that we can quantify and qualify the difference between an accessory use and a primary use.

When you go beyond that and you have no perimeters or no qualifications for that, you don't have accessory uses anymore. Everything is a primary use.

MR. GOLDSTEIN: So what criteria do you use? What's the formula? Teach us the formula.

MR. EVANS: 51 – 51 – the majority. 51 percent. Its simple majority.

MR. GOLDSTEIN: Okay. But how do we – how are we to apply that? What are we supposed to do?

MR. HUGER: He's saying that the number of school buses –

MR. EVANS: The number of school buses –

MR. HUGER: For that particular school –

MR. EVANS: Is eight.

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MR. HUGER: –(inaudible)– about schools in general.

MR. EVANS: The number of school buses at the James Island Elementary School, I've been told – that serves that school, is eight.

MR. GOLDSTEIN: Okay. So they can have eight. No questions asked.

MR. EVANS: No questions asked.

MR. BEVON: Plus –

MR. EVANS: And they can have more buses.

MR. BEVON: Plus seven.

MR. GOLDSTEIN: Plus seven.

MR. EVANS: Seven. There you go.

MR. GOLDSTEIN: So they can have 15 –

MR. EVANS: Yes.

MR. GOLDSTEIN: – no questions asked?

MR. EVANS: No questions asked.

MR. GOLDSTEIN: So we're arguing about 15 to 35 – is what we're arguing about today.

MR. EVANS: Yes. Yes, sir.

MR. GOLDSTEIN: Got it.

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MR. EVANS: Yep. And just as an example -- for example, how we have applied this 51 majority, which I'll go into the definition a little bit deeper later. We've applied it, for instance, at tire stores. There are stores that specialize in just changing tires. Now, what's normal -- as part of that is there could be automobile maintenance or automobile repair as a part of that, but if that tire store starts becoming an engine overhaul place -- all right.

And they tip the point where -- they're -- they're overhauling engines and repairing cars on a -- that were greater than half -- 50 percent of it is doing this major work, then they're no longer a tire store.

MR. GOLDSTEIN: And how did you derive the eight? How -- what formula did you use to get to the eight as the threshold.

MR. BEVON: The school district --

MR. EVANS: The school district tells us that.

MR. GOLDSTEIN: Okay.

MR. EVANS: Junkyard. A lot of times a junkyard -- they will get vehicles -- they will repair the vehicles and sell them. We've seen this

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happen. And then, all of a sudden, wait a minute, there's more money in me fixing up these vehicles and selling them than there is for me to get the metal out of them. They morph into a automobile dealership, used dealership. Same difference.

We've got to have perimeters or there are no accessory uses. Okay. March 19, 2018, the staff gives a copy of the written interpretation regarding the school bus as an accessory use. We give that to the school district. The school district staff discuss that themselves. March 28 this is the deadline for the appeal. We talked about that, I won't go into it anymore.

They missed the 30 days. April 18 -- that's when we got the appeal application. These are the exhibits showing the -- the decision that's being appealed and the application form, and again, they missed the 30 days filing deadline. And again, this 30 days is mentioned in state law, and the ZLDR reflects that properly. So lets talk about accessory use. Okay.

A little bit of background; the property is located in the special management zoning district. This is primarily residential. I showed you the maps. I showed you the zoning. The

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color. That was -- that's all our -- our suburban, partly rural residential zoning district. The definition of a principle use. This is the primary or predominant use to which a property is or may be devoted into which all other uses on the premises are accessory.

Definition of accessory use -- this is right out of the ZLDR. A use customarily incidental and subordinate to the principle use of the zoning lot. As the principle use, except in cases of off-street parking, temporary manufactured housing, parks, temporary housing parks, and temporary real estate offices. The key words are: Customarily incidental and subordinate.

The way Merriam-Webster's dictionary, which our ZLDR also references: Customarily: As follows customs or usual practices. Incidental: Being likely as a chance or minor consequence. And subordinate: Occupying a lower position, a less value or importance. The dictionary quantifies and qualifies what this means. Customarily, incidental, and subordinate.

There have to be perimeters. This is an aerial of Azalea Drive. This is -- this is what the school district is parking their -- these are

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the bus parking lots over on Azalea Drive. This is the bus parking over at Fort Johnson Middle School. In the end, this idea of accessory use -- if -- if we interpret the ordinance as being requested by the appellant, then the school district could hypothetically establish a five pupil, one-room school, in a residential zoning district.

With bus -- and fuel and maintenance for every school bus in the school district. There has to be perimeters to what an accessory use is to a school district. It can't just be wide-open. Interpreting the ordinance any other way would extremely -- it would be extremely detrimental to our communities, and grossly contrary to the purposes of the ordinance in our comprehensive plan, especially since school -- schools are allowed in all of our zoning districts and parking lots are only allowed in commercial zoning districts.

Staff there requests that the written interpretation of accessory use, as stated in Exhibit 6, be upheld. And that's the definition. So again, there would be nothing that would prevent that parking lot to be established in any residential zoning district beside a one-room

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schoolhouse, if we were to interpret what – what a bus – accessory bus parking lot is the way that the appellant is – is wanting us to.

Should we have asked more questions, when the site plan was originally approved? Yes. We should have. It should have never been approved to begin with. There is not a vested right for an approval that was – that shouldn't have been done anyway.

MR. BEVON: I understand what you're saying there, but I would still believe that looking at the school – 35 buses would be an accessory use. It's clear that its not a one-room schoolhouse. How do – what is your position or how do you feel – what consideration should we give the state law that says they have to park the buses all in one place?

MR. EVANS: That's up to the board. There probably should be an ordinance written, specifically, for this type of thing. I just – I – there is too much room for it to be abused. Again, I have to have some sort of perimeters to it. I can't make – I can't make a call – oh, this school is okay to have 20 buses, this school is okay to have 10, this school is okay to have

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100. That becomes very –

MR. BEVON: I understand –

MR. EVANS: That becomes – that becomes very arbitrary. I have to be consistent with how we administer the accessory use, and how we have historically and consistently administered that, is using the majority. The 51 percent. It didn't come up out of thin air, as Mr. Appel tried to – tried to say.

MR. BEVON: No, I get –

MR. EVANS: Yeah.

MR. BEVON: I understand your logic and –

MR. EVANS: Right.

MR. BEVON: – I agree with it. But it seems, you know – I don't know where to put more weight where we have a state law that says put them together for reasons X, Y, and Z. And now we've got essentially a county law that's saying we don't – we can't do that, because then it becomes a primary use as opposed to an accessory use. So what – what law do we have to listen to?

MR. FERRARA: (Inaudible)– appellants say any state law –(inaudible)– heard them state his –(inaudible)– policy.

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(Inaudible)– not necessarily preempt the county's ordinance. In order to get to that point, you'd have to have a decision by a court finding that whatever state law that they're relying on does, in fact, preempt the county's zoning ordinance.

And that's not the issue before y'all today. The issue is to find error of the planning director. That issue is so remote. That's not before y'all. That doesn't even factor in to what you're here to decide today.

MR. GOLDSTEIN: Well, now. I wrote down 5967300. Maybe I wrote it down wrong, but that's what I wrote down. So I don't have the code in front of me.

MR. APPEL: We do. I can read it.

MR. GOLDSTEIN: Well, you'll get your chance.

MR. APPEL: Its already in the record.

MR. FERRARA: The hardship that the Charleston County School District is presenting to the board, about why they need this property, is not a hardship that's been created by Charleston County planning staff, but instead by the school district. The school district currently has space,

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at another James Island school, they want to build another replacement school on that property. They need to find a spot to place the vehicles.

So they're going to take it from one James Island school, and place it at another James Island school. Just like the teacher just stood right here and said, I don't want it in my backyard. These people don't want it in their backyard. What the school district has to do – what the school district has to do is find a parcel of property zone commensurate with the type of use that they want, which sounds like a parking facility.

And to answer your question, its just not parking. I'll be happy to spend some time and go through their plan sheets. Its parking. It's a maintenance shed. Its propane fuel tanks. It's fueling the trucks. That's not the purpose for which the James Island Elementary School is sitting on that piece of property. Okay. So back to this hardship. They need to go out and find a parcel of land somewhere, purchase it, for their facility.

Not come to the new James Island Elementary school and impose their problem on that property. Now, I know I didn't answer your

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question about the state statute about preemption. I don't know what it says.

MR. GOLDSTEIN: I don't either. I'd like to have it in front of me, but maybe Mr. Appel is going to hand it up.

MR. FERRARA: But again, that's not before this board tonight.

MR. EVANS: If I could -- the longer we go, we can get into dicing this up in how many ways you want to dice this up. All right. Whether its Mr. Bevon's question -- well, you know, 35 is not too -- it's not about the degree in that sense. Did the administrative official err? Okay. In the decision, number one, of what an accessory use is.

I've describe and I can -- if you want, I can bring a file as thick as Mr. Appel did, of how we interpret that majority all the time. Does it -- is it something that maybe the ordinance should address more clear, in the future? Probably so. But we did the best we could with the information we had. And the information that -- gave us -- we should've dug down and asked some more questions about how -- how many of these buses were there.

MR. BEVON: Okay. So I give you the

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accessory use. What about the issue that you don't have -- supposedly you don't have the right to put a one year cap on the -- on the site plan review permit.

MR. EVANS: As I said, if -- if -- if the board of zoning appeals has an issue with that, with the one year cap, I'll be glad to go up to my office and draft a letter revoking the approval and forgetting the extension.

MR. BEVON: Got it. Okay.

MR. EVANS: That's a moot point, in my opinion.

MR. BEVON: Got it.

MR. EVANS: We -- we -- this -- right. Okay.

MR. GOLDSTEIN: But I would start the appeal time over.

MR. APPEL: Yep.

MR. EVANS: Then we would be here again.

MR. GOLDSTEIN: We would be here again.

MR. QUIRK-GARVAN: Mr. Evans, was the -- I see on this site plan that it shows the propane filling station on a more recent one. Was

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that in the initial application?

MR. EVANS: Sally, you're going to have to help me with that one. Was a propane station in the initial? Okay. Yeah. We don't know the answer to that.

MR. QUIRK-GARVAN: That's fine. Okay.

MR. EVANS: Any other questions?

MR. FERRARA: Are there any questions that y'all might have from a legal perspective, that I might be able to address?

MR. GOLDSTEIN: You answered mine.

MR. MCCONNELL: I guess -- when somebody signs something isn't he committed to go through with it? What I'm referencing, of course, is when that site permit was granted and the person responsible for signing said that they were going to move forward on the development of that, and on the basis of that, and didn't do it -- for whatever reason.

Time passed, time passed, time passed, while they had meetings and so forth that we were not aware of -- but in any case, what happened was they went over the time limit that they were given and they had accepted to begin

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with. Isn't that a, kind of, contract, Mr. Ferrara.

MR. FERRARA: Well, your word is your bond. Your signature is your bond. You signed -- represented to the county that he was going to abide by and comply with all the terms and provisions of -- of what he signed. I think, what you're getting at -- and it's a great question, Chairman McConnell. It really goes to this whole notion -- that's why I stood up and asked y'all if y'all have any questions of legal perspective, because what your issue goes to is this whole notion of the vested right, which you didn't hear much from Joel, but you heard it ad nauseam from Mr. Appel.

The -- the document that Borowy signed said something to the effect -- and I don't have -- I mean, I guess I could find it -- that he's going to comply with all the terms and conditions --

MR. MCCONNELL: Covenants and so forth.

MR. FERRARA: -- covenants.

MR. MCCONNELL: It's in Exhibit 1.

MR. FERRARA: There are other -- the

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other conditions on this site plan, that was submitted, that he's going to comply with. So, in a nutshell -- and I don't want to take up much of y'all's time, but I'll let you know what the county's position on this is. First of all, the county doesn't believe that the site plan, in your packet, is a site specific development plan.

When you look at this -- at the plan sheets they submitted, it just says: Site Plan Area. It has a proposed building. I don't know if that building is 40x50 feet, 100x400 feet, 1000x1000 -- just proposed -- proposed also means it may or may not be built. It shows a propane filling station. It shows some lots. That doesn't conform with the definition of a vested right in the vested rights ordinance or the vested rights statute. So, what you have is this site plan.

It is not specific. They're saying, well, y'all approved the site plan. Yeah, we approved the site plan, but with that site plan comes other conditions that you have to meet in order to get to the zoning permit stage. And in fact, this lady in her letter said, not only do you have to get the zoning permit, you've got to get a tree survey.

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So my question to the board is: With this document here, these plan sheets, can the Charleston County School District build that proposed building? The answer is, no. Can the school district store those propane tanks on-site? The answer is, no. Can the school district build that parking lot with, like, 35 spaces or whatever the number is? The answer is, no. Why? Because it's a conditional document.

They have to get other items in the ordinance they have to comply with. The largest one being -- the main one being the zoning permit. So nothing happens until you go and get the zoning permit. So then when you turn to, what they think -- like I said earlier, this site plan review document -- it's also conditional. It says: Approved.

But you've got to notify the contract or the responsible party that a zoning permit is required prior to any land disturbances and/or site improvements. Sounds conditional to me. Sound conditional to you.

MR. GOLDSTEIN: Are you asking me?

MR. FERRARA: I'm asking you.

MR. GOLDSTEIN: Nope. Is that the

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answer you wanted?

MR. FERRARA: You're the only one that would say, no. At the bottom it says, this project will be held to be permitted file for one year. That's conditional. In other words, you're not going to get a permit for a year, unless you come forward and seek a zoning permit. My point is this: Its not a site specific development plan that the vested rights ordinance contemplates.

And, Charleston County -- you look at the vested rights statute -- and I don't want to get into a bunch of legalese, but I'll try to be -- I'll try to hit -- hit the target essentially and try to make it make sense. There's a part in the vested rights statute that says: A local governing body may provide in its local development ordinance for the establishment of a two year vested right in a conditionally approved site specific development plan.

So are legislature contemplated documents that would be conditionally approved. That would have to do other things to get to the end. Zoning permit, tree survey, building permit for the maintenance shed. I'm not sure if they have to get something for the propane tanks from

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DHEC. So our legislature contemplated this conditional approval site plan that was submitted to the county.

Charleston County doesn't have that in their ordinance. They don't have a provision allowing for conditional site plan approval with regard to site plans. So my question to y'all is -- heard a lot from Mr. Appel, but if they have a vested right in this site plan, what do they have? Exactly right. They have nothing. Because they've got to go do some things to get something.

So that's really the issue before y'all, but that's the vested rights answer. But the question is: Did this gentleman err when the year came forward? No. Nothing was applied for. No tree survey was made, no zoning permit was applied for, no building permit for the building, and he decided a year lapsed, and you have no site plan approval. It dies. That's the decision y'all have to make.

Whether he made the right decision or that he made some error in that decision. So again, are there any questions that I might be able to answer from a legal perspective? I'll be happy too.

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MR. GOLDSTEIN: Well, Mr. Appel did actually provide us with a copy of 5967300, it's his Exhibit J. But we just got it tonight, so you probably haven't had a chance to look at it. So I don't want to ambush you with it, but it says: State owned school buses must be parked overnight and during the school day in a location that is central to the area in which the school buses are operated.

The Department of Education shall grant a waiver to the requirements of the section, if a waiver is requested by the district superintendent in compliance with the Department of Education policy. So, that's what it says.

MR. FERRARA: It says nothing about preemption. It doesn't say anything about parking on elementary school properties. That – that just tells the school district what their obligations are regarding school buses. It doesn't say anything about densities, buffers, parking lots –

MR. GOLDSTEIN: Well, I agree with you about that.

MR. FERRARA: Getting on a parcel with elementary schools or middle schools or high schools. It doesn't address any of that. That's

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just. Here's the law regarding school buses, school district. So that's not a -- that's not a – there's no preemption language in that. Anything else?

MR. MCCONNELL: Would there be a question about South Carolina school buses? So many of those buses belong to another organization. They're used by South Carolina, but they don't belong to South Carolina.

MR. FERRARA: I know that – I don't see why, even, that question is even – why you're raising that. I still think its an irrelevant issue to the – to the main issue that you're here tonight to decide. But, I guess what you're asking is – let me make sure -- can Durham park their school buses at the James Island Elementary School if they're not school -- state owned school buses. Is that the question?

MR. MCCONNELL: Yes. Uh-huh.

MR. FERRARA: I guess if they get permission from the school district. Anything else?

MR. LADSON: Well explained.

MR. FERRARA: Thank you, sir.

MR. MCCONNELL: See if anybody wants

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to speak.

MR. EVANS: That's what I was trying to get – okay. So presentations or information either in support or in opposition to the appeal limited to two minutes. This is the people in opposition or support, and it is to the appeal first, and then opposition to the appeal.

MR. MCCONNELL: Okay.

MR. EVANS: In support of the appeal –

MR. MCCONNELL: Same process we usually use.

MR. EVANS: Right. Right.

MR. MCCONNELL: Is there anybody to speak in favor of the planning director's decision?

UNKNOWN SPEAKER: Nope.

MR. MCCONNELL: No?

MR. EVANS: Of the appeal.

MR. MCCONNELL: Pardon?

MR. EVANS: In favor of the appeal.

MR. MCCONNELL: Okay.

MR. HUGER: Is there anyone to speak in favor of the appellant, the school board? Is there anyone to speak in favor of the planning commission.

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PUBLIC AUDIENCE MEMBER: We can't hear you.

MR. HUGER: Is there anyone to speak in favor of the decision made by the planning director? You're limited to two minutes. Has everyone been sworn-in?

MR. MCCONNELL: Has everyone signed-in and been sworn-in?

MR. HUGER: Has everyone who is standing up to speak been sworn-in and signed in? Please form a line. Your name and address, ma'am.

MS. BARBOUR: Good evening. Is this on? My name is Prophetess Sandra Barbour, and my address is 1018 Honey Hill Road on James Island. First, I'm giving honor to God, and I must speak with thus sayeth the Lord. I'm speaking to the board. We are all here, brothers and sisters in Christ. We are all made out of the image of God. With this bus lot at Signal Point Elementary School there is four-and-a-half acres available there, and they have a bus lot.

There is a bus lot also at Camp Road Middle School on Camp Road. I would like to see the county utilize those two lots, instead of spending our taxpayer's money, from the school

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board, to develop a new lot, when they could take that money and put security in our schools, so our children will not get gunned down.

MR. HUGER: Please speak to the board.

MS. BARBOUR: I would like to see the school board, instead of developing a new lot, take that money and put it in the schools for security. We already have four-and-a-half acres on Signal Point, and we also have Camp Road. If you go to Camp Road you see the fences up, and you see construction going on, and those construction equipment is nowhere near the buses. Spend that money with security to keep our children safe on James Island. Thank you.

MR. HUGER: Wait, ma'am.

MR. MCCONNELL: Let's see if you have a question. Anybody has a question? Thank you. Next.

MR. EVANS: Y'all can just do it from there if you're more comfortable and you're lined up.

MS. NORRIS: My name is Jessica Norris, and I'm at 1227 Oak Crest Drive on James Island. I wanted to say two things, both as

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a professional and as a parent. I have a PhD in ecology from Duke University, and I'm employed at a planning and design firm.

I'd like to read just one sentence from the State of Racial Disparities in Charleston County, which is that low income residences and residents of colors, in Charleston County, continue to live in segregated communities that suffer from greater exposure to environmental hazards at sites that are differentially located predominantly in non-white and low income communities, which bear the disproportion burden of exposure to these harmful conditions.

I think that this is, you know, pertains pretty clearly to this decision, and I'm sorry that -- its not personal. These sorts of things, again, to quote from this -- the perniciousness of this kind of racism happens in offices, classrooms, and board meetings under the guise of bureaucracy. It's not about personalities or people as was, sort of, implied earlier.

In then my second role, I'm a parent at James Island Elementary School. I am the parent of a first-grader, a third-grader, and a rising

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fifth-grader, and as such I attended all of the community meetings that were held by Charleston School District after they applied for their site plan. I think we've established the timeline -- among these many timelines we've established.

They applied for the site plan, and then started to talk to the community. At the first meeting at James Island Elementary School, it was held at -- I think 5:30 or 6:00 p.m. on a Wednesday night, and notification was given to the community via letters that day. I think, if y'all aren't sure why Wednesday nights aren't a great day to hear from a local community, then I'm sure Reverend Murray or Pastor Armstrong could tell you why Wednesday nights aren't the greatest time, if you're trying to solicit input from the community.

After that, I attended the rest of the meetings also, including the one that I wanted to just mention quickly, before I move on, and that was the meeting at James Island Middle School. It was -- it was -- it was -- it was very disappointing to me as a resident. Is that my time? Okay.

MR. EVANS: Unless someone wants to

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give you their time.

MS. NORRIS: There was -- it was clear that there was no effort made to -- there was not actually a serious plan to move the buses to that -- the middle school. They said that there was a plan to put them in the middle school, and then there was this firestorm on Facebook of the CCSD staff and people trying to get each other hyped up to come to the meeting and oppose it.

Oppose it at the middle school because they were going to put it on the -- the recess grounds. And so they were going to take away, you know -- take away recess from the entire middle school and put these bus lots on them, and so they turned out this entire, huge, swath of James Island residents to complain about that plan, but it was never even a viable plan because there was nothing to do with the buses while they were building that.

It was just trying to silence the political opposition and the -- the building opposition from James Island Elementary School parents and the community at this very bad idea of putting in an industrial development next to a child's playground. Thank you.

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MR. MCCONNELL: Any questions of this lady? Thank you, ma'am.

MS. JOHNSON: Good evening. My name is Tanesha Johnson. My address is 1903 Sallie Street, Charleston, 29412. We, the concerned citizens of our community, have come to express our concern for the blatant ways of our taxpayer dollars, approximately $365,000 to date, and to support the recommendation of the planning director, Mr. Joel Evans, that the re-zoning for extension of time on an expired permit and interpretation of the ordinance not be granted to Charleston County School District for the aforementioned site.

The Charleston County Board has, without a doubt, misrepresented themselves in this issue as well as the inability to manage the budget. We are taxpayers that are tired of paying for the clean-up of other people's mistakes. We are -- we have some facts that you should consider. CCSD Board began this project in two-thousand -- around 2014 without our community being informed.

We were not informed until March 27, 2017, which happens to be the day of the

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first public meeting held at James Island Elementary School. This meeting was held to inform us of a permit that was already obtained on February 17 -- February 7, 2017. The communication, a flyer, for which the March 27, 2017 meeting came home with all students who attend James Island Elementary School.

I have an eight-year old that attends James Island Elementary School. I didn't get that flyer until a week or two later for the meeting that night. This form of communication was not sufficient due to our close-knit community consisting of families of all generations, especially seniors, who do not have any students attending James Island Elementary School.

So we have a lot of senior citizens in our community that didn't even know about the meeting, unless we went door-to-door to inform them. We were made aware of the next meeting held on April 17, a couple of days prior, by flyers being placed on random doors throughout our community, and I really, truly mean random. The Grimball Road community feels excluded because we were not properly informed.

MR. MCCONNELL: Time is up, unless somebody wants to give you her time or his time.

MR. HUGER: To give her their time.

MR. MCCONNELL: Nobody seems to. Let's see if anybody has a question for you, though. Doe anyone? Thank you.

MS. JOHNSON: Thank you.

MS. BROWN: My name is Hattie Brown, and I live at 1910 Sallie Street. And I live right across from where the buses are going to be parked. I really have a -- I did a research on the fuel that will be in our neighborhood. Okay. It says: Toxic chemical where you live. Gasoline has health consequences that can last several years. Diesel is another fuel containing hydrocarbons.

It's a by-product of gasoline and is used primarily in trains, buses, and farm vehicles. When you randomly come into contact with fumes from gasoline or diesel, your lungs may start to deteriorate over time. A 2012 study, by the World Health Organization, found an increased risk of lung cancer in people who are regularly exposed to diesel fumes. How can diesel fuel effect my health?

Long term exposure to diesel exhaust can cause chronic respiratory symptoms such as

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persistent cough and mucus, bronchitis, and reduced lung capacity. Long term exposure to diesel fuels, vapor, can cause kidney damage and lower the blood ability to clot. If you have asthma, emphysema, heart disease, or allergies exposure to diesel exhaust can worsen these symptoms.

Noises that the buses make when they are starting up, backing up, taking off early in the morning, causes loss to sleep and lifelong irritation, which can contribute to elevated blood pressures. And also, the school board has went from school to school, from community to community --

MR. MCCONNELL: Ma'am.

MS. BROWN: Okay.

MR. MCCONNELL: Your time is up. Sorry. Does anybody want to ask this lady something?

MR. GOLDSTEIN: Yeah, I'll ask her a question.

MR. HUGER: Ma'am. Ma'am. Ma'am. Ms. Brown.

MS. BROWN: Yes.

MR. GOLDSTEIN: Since you're so much younger than I am, I wanted to see if couldn't ask

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you a question to give you some more time. Did you get to finish your remarks, ma'am?

MS. BROWN: Most – not – not exactly. I just had a few more things to say.

MR. GOLDSTEIN: Well, I would love to hear them.

MS. BROWN: Okay. Well, I just want to say that the school board has went from school to school trying to find places to put these buses, from community to community, and they still overlook our input. Continually returning to our community when others have said, absolutely no. We don't want these buses. The traffic impact, the noise, and the pollutions where they are concerned. We also voiced the same concern, yet you keep coming back to us, and that's wrong. That's it.

MR. GOLDSTEIN: Okay. Well, let me ask you a question.

MR. MCCONNELL: Let's see if anybody has a question for you.

MR. GOLDSTEIN: Ms. Brown, I hear you. I hear everything you're saying. I agree with everything you're saying. But we sit up here and we have to make decisions like this, not easy to do, and I haven't made up my mind yet. I don't

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know what I – I don't know how I'm going to vote on this. But how are the concerns that you just so eloquently expressed, how are they not applicable to every neighborhood for all the school buses? In other words, are – if – if the school buses don't go at James Island, then isn't there just going to be another neighborhood being inconvenienced by them being part of?

MS. BROWN: That's why we want them to go to Azalea or either to make a bus lot somewhere else that's not in our neighborhood, because we have elderly people in this neighborhood and I'm sure – buses make a lot of noise, and gas fumes is really strong. And if you have asthma, that can really – I mean, effect it. Even I have asthma. I have a son that has asthma. And if – it costs a lot of money when you have asthma, and any little scent, any little gas fume, you know, it's just irritating. It's –

MR. GOLDSTEIN: Would you feel the same way if the buses parked at James Island Middle School – would you feel the same way if the buses parked there only served James Island Middle School and no other school? Would you still have the same objection?

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MS. BROWN: Yes. I wouldn't want them parking in nobody's neighborhood.

MR. GOLDSTEIN: Okay. Thank you.

MR. WHALEY: Good evening. My name is Lawrence Ray Whaley, a resident of 1930 Grimball Road. An executive board member of Grimball Road Area Association and a member of the James Island Faith Action Committee. I stand in solidarity with my community echoing a resounding, no, to establishing the bus lot at James Island Elementary School.

We are standing in consolidation – in solidarity also with the planning department to support their decision, which have already been passed. Despite our positions to –(inaudible)– and environmental concerns from our community, it appears that our, no, have gone unheard by the Charleston County School District. We all would agree that the school board would never dismiss concerns of any other homeowners association or neighborhood council, conversely they have dismissed us.

Grimball Road Area Association is a viable association with relevant people who care for life, family, and a the betterment of community

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living for all. A bus lot does not perpetuate these things. This perhaps is the best option for the school board, but not for our community. Our quality of life will be disturbed, our communities disrupted, and our only road to and from home and work destroyed. The safety of our children would be in jeopardy, especially on dark, winter mornings while waiting for transportation for school.

Environmental issues such as noise, oil spill, and other pollutants that concern us equally. These things may not effect you, however, they will effect me, my children and a future generation of my people in the Grimball Road area. You say environmental issues will be satisfied, but who will be the gatekeeper to ensure that our safety is of paramount concern.

Which of you will tell us about volatile emissions? Who will say that there has been a spill? Who will you send to my door to deliver the message that something has happened or will you even tell us at all? Should the future state of our health carry the burden or even make the statement that having a bus lot in our neighborhood, Grimball, was not the best option?

Leave the bus lot at

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Fort Johnson Middle, where there is no loss to green space and no reported health issue to people. Temporarily lease the space at Signal Point Road for three years –

MR. MCCONNELL: Sir, your time is up. Sorry.

MR. WHALEY: I have a petition signed by the members of our community –

MR. MCCONNELL: Yes, sir. Let's see if anybody has a question for you.

MR. QUIRK-GARVAN: Do you have any information that you would want to present to us – a petition of sort?

MR. WHALEY: Yes, sir. I do. I have a petition signed by over a hundred members of our Grimball area, which stands in dissent in terms of what the school board wants to to do, and also upholding the decision of our planning board. I would like to submit that.

MR. MCCONNELL: Does anybody else have a question of this gentleman? Thank you.

MR. WHALEY: Thank you.

MS. WALTERS: Good afternoon. I am Rhonda Walters, Board Chair of Charleston County School District Constituent Board No. 3,

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James Island. And I must say, the district came to a board – constituent board meeting a year, nearly a year, before they even went to the public, that community, stating what they were planning to do.

When Mr. Borowy came, he came with the plan that that's what they were going to do, and we, the board member stated clearly, loudly, that the residents of Grimball Road will not agree, want or be in approval for a bus depot – at that time that's what we called it – on Grimball Road. And we know now, they said, no. It's a bus lot. It's a bus parking facility. But when the specifications came back, 35 bus – 35 plus buses, a maintenance shed, service trucks and 39 plus parking spaces for employees, that's a bus depot.

That's huge for that area, a grass-root neighborhood that really is not conducive for such a facility. I stand in support of the residents of the community where the proposed bus lot is located. This bus lot has divided two communities. The residents of the present location would like to see the buses removed from their space, and yet the Grimball Road residents definitely fighting to not have the buses put there.

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Buses, according to this classification, should be placed in an industrial zone, rendering the size and the construction plans, and it should not be placed in a grass-root, rural subdivision neighborhood such as the Grimball Road area. Please deny CCSD their request for a permit. Perhaps the community, the CCSD officials can re-think, and do exactly what will be plausible for everyone, and that is to listen. Thank you.

MR. MCCONNELL: Let's see if anybody has a question for you, ma'am. Does anyone? Thanks.

MS. WALTERS: Thank you.

MS. CHAVIS: Good evening, Mr. Chair and members of the zoning board of appeals. My name is Susann Chavis. I live at 2094 Sol Legare Road. I'm also president of The Concerned Citizens of Sol Legare. A neighboring community, but also filled with relatives and friends of the Grimball community. All of us are connected and we stand in support of the director, Mr. Joel Evans – his recommendation to you.

Because, and I hate to sound harsh, but from the beginning of this project we have

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found that Charleston County School District has lied to us. The first word that got out was that it was just going to be some buses parked back there, and that was it. And it began to continue to grow and grow. It turned out that – and wait a minute, we found this out during the campaign for the library to be placed in that area.

It was going to be on the back-end of that property. So where the lie begins at is that, you said that you were concerned about us as a community, but yet, still, you made your plans and made your decision before you even came to us. You said you cared about us, but you were perpetrating a fraud. That's what's happening here. There is also another problem here, because if there is a hardship, we want to know where the hardship is at.

Because if you have a hardship financially, then that means that you have mismanaged some money, and we are taxpayers. Taxpayers that are tired of paying for somebody else's mess up and mix up. And that's what's going to end up happening if – if this project continues on at this site.

If they have already visited some 30 sites, and they kept making their plans for this

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school, on this site, then what was the sense of going to those other sites? That was a waste of time and money. And if you had these analyses done, and surveys done –

MR. HUGER: Time out, ma'am.

MR. MCCONNELL: Ma'am.

MS. CHAVIS: – none of the people here –

MR. HUGER: Ma'am.

MS. CHAVIS: – was contacted –(inaudible)– your survey.

MR. HUGER: Ma'am. Your time is up.

MR. MCCONNELL: Your time. Yes.

MS. CHAVIS: Okay. My time is up.

MR. MCCONNELL: Does anybody have a question of this lady? So you're very disappointed in this –

MS. CHAVIS: I am very disappointed because -- again, because of the fact that when you plan a seed of deceit, what else could you grow except a tree of deceit? That's what Charleston County Schools did from the beginning of this project. You don't ask me to come in my house, when you're already in my house.

You stand on the outside of the door

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and you knock to come in. And they did that backwards. Mr. Chairman, you said it right. They did something backwards here.

MR. MCCONNELL: Thank you.

MS. CHAVIS: Amen.

MR. GREENE: Good evening. My name is Edward Greene. A former constituent school board member, and also a former James Island planning board. I would like to say that I –

MR. HUGER: What is your address, sir?

MR. GREENE: My address is 1115 Seaside Lane on James Island.

MR. HUGER: Thank you.

MR. GREENE: I attended two out of the three meetings that they have over at the school. When they came out to the school, at the elementary school, to represent -- they had the meeting on a Wednesday. A lot of the churches have their choir rehearsal or something on Wednesday, and then they came back and they regrouped for the next time. Now, according to this they had the – 2016 is the date that they started this mess.

It didn't get to us until 2017. They already planned it. Now, let me ask you all, have

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y'all ever went and bought a house without your wife or your husband -- have y'all ever went and bought a house, and then after you bought the house you take your wife to the house? That's what they did to us. We don't like it. We would like to – there are bunch at Signal Point school.

They moved Stile Point school all the way back – the buses supposed to be in the front. The people – the neighborhood didn't want it. The buses at James – the old James Island High School, they have the buses there. Now they complained that the construction is in the way, that they have to move the bus. Every place – we don't want to put this and say it's a white-black issue, but we want you all to be faithful.

Deny, please, deny. Deny this bus – at the elementary school because we don't want it. Every time you look on something we, as a minority, get the dump-off. We don't want that. Please deny it.

MR. MCCONNELL: Your two minutes are up, sir.

MR. GREENE: Thank you.

MR. MCCONNELL: Let's see if anybody has a question for you. Does anyone? Thank you.

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MR. PRIOLEAU: Good evening. My name is George Prioleau, Junior. I live at 1550 Nathaniel Road, James Island, within a football field length from my front door from where they want to put this at. The Grimball Area Residents and Concerned Citizens is asking the Charleston County Board and Zoning Appeal to uphold its February 20, 2018 decision.

Deny any extension for a permit to build the school bus parking facility for a fleet of school – 35 school buses, and 41 employee parking, at James Island Elementary School with less than 50 percent of the buses servicing this school.

We don't want to be the transportation hub for servicing five schools on James Island. As you can see in your previous exhibits, the representative for the school district who speak first tell you that we – the community meeting took place before this process started. Your Exhibits 1-7 tell you everything took place before the first public meeting was held.

I attended all three meetings, and the meetings were to inform the Grimball area

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community of what we're going to do. We're going to join the middle school, Camp Road Middle School –(inaudible). We're going to park the bus at James Island Elementary School, and we're going to put a community share tennis court out here. He didn't ask for our input.

This was already a done deal when it was presented to us by Mr. Borowy. The bus parking facility of this type will have a negative impact on the property value in the Grimball area community forever. Such parking and operation of a fleet of buses by the CCSD need to be placed in a commercial or industrial zone, and not in a residential zone.

Now, the CCSD have met with the Grimball – if – CCSD should have met with the Grimball area community prior to spending that $300 plus thousand dollars, instead of coming here tonight to claim a hardship –

MR. MCCONNELL: Sir.

MR. PRIOLEAU: – and trying to manipulate this board.

MR. MCCONNELL: There is a question – you've run out of time. Does anyone –

MR. GOLDSTEIN: I have a couple

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of questions.

MR. MCCONNELL: All right. Mr. Goldstein.

MR. GOLDSTEIN: First of all, you spoke too fast. I didn't catch your last name.

MR. PRIOLEAU: George Prioleau.

MR. GOLDSTEIN: Prioleau. Thanks.

MR. PRIOLEAU: 1550 Nathaniel Drive.

MR. GOLDSTEIN: Mr. Prioleau – can we go to the map of the school?

MR. HUGER: You stay there, sir.

MR. GOLDSTEIN: Yeah, I just want to ask you some – you said something, and I wanted to ask you a question about something you said, but I wanted to bring up a – the aerial of the school.

MR. HUGER: Sally – I mean, Jenny, can you bring up the aerial of the school?

MR. GOLDSTEIN: Somebody's got the magical electronic device. All right. Right there. Do you know how many students that school serves?

UNKNOWN FEMALE SPEAKER: 563.

MR. PRIOLEAU: I do not know.

UNKNOWN FEMALE SPEAKER: 563.

MR. GOLDSTEIN: Okay. Do you know

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how many school buses serve that school?

UNKNOWN FEMALE SPEAKER: Eight.

MR. PRIOLEAU: I do not know personally.

MR. GOLDSTEIN: All right. Well, let's say it's eight. Let's – for the sake of our conversation let's say its eight. Would you have any objection to eight school buses being parked there?

MR. PRIOLEAU: No, because –

MR. GOLDSTEIN: Because they serve that school?

MR. PRIOLEAU: Because of the structure of our neighborhood – residential neighborhood, we have a lot of elderly people living in the surrounding property of the school, and this is in a residential neighborhood, not an industrial or commercial. So I – I wouldn't support putting any buses there, not one.

UNKNOWN PUBLIC SPEAKER: Not one.

MR. GOLDSTEIN: Okay. Thank you.

MR. MCCONNELL: Thank you.

MR. PRIOLEAU: And this – this document from the State Department of Education on centralized bus parking – it's nothing in there

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saying these buses shall be at a school.

MR. MCCONNELL: Thank you, again. Please tell us your name and address, ma'am.

MS. SANDERS [Not registered on sign-in sheet]: Okay. I have to say this, but you guys are going to let me talk. I'm going to tell you right now, y'all going to let me talk, because I had to drive all the way to New York, to a funeral, and I just got back this morning. And I have to go to work, and I wasn't sure I was going to be here. I'm 69-years old, and I have to drive with a 75-year old brother, so I am tired, but I'm here. Now, my name is Lela Sanders. I live right across the street from the school, 1917 South Grimball Road. I was born and raised there. I raised my children there, my grandchildren there. Now, what I'm here to say, very shortly – as I was listening to them talk – and also the two school board members – very good. Very good. I'm glad – you brought up some very good points.

I want to say one thing, I've driven – I've driven for Charleson County Schools for 15 years. I know what all it takes to house those buses. I have seen areas – got damage. I have

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seen, in the eighties, when they tried to separate it and put it in – and closer to school. However, it created a problem on the property with the – the oil truck running all over trying to fuel the oil or repair the bus when a lot of buses didn't get oil – I mean, fuel – because they were running all over the place with their head cut off.

And then they came to the conclusion to put, pretty much, all of them back over there. Okay. And when you talking about putting that over there – yes, you're right. They going to have to have an oil truck, repairs and all that – shed, and stuff like that. There's no way. Elementary. Okay. So, no. Our area is not designed for that. Everybody talks about Grimball Road. Grimball Road is just not a road, it's a subdivision. That's how black subdivision, back in those days, were.

We are a subdivision, just like Camp Road. When I went over there, and I looked at Camp Road, I wish you had brought up those other areas that you had went and checked out the sites, so we can go look at them too, and see how they check out. But I also know about all the areas, because I was a supervisor over there after becoming a driver, and a lot of buses end up in

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a lot of accidents, with those narrow roads, running off of the road. Okay.

Grimball Road is very small, and I don't even see how you're going to even do the repairs. I am so sick and tired of my mailbox being knocked down, and nobody gives me the money to pay it back. Secondly – (Timer goes off.) No. I've got to say this – you're going to –

MR. MCCONNELL: Let's see if somebody has a question for you. He does. That will extend your time.

MR. QUIRK-GARVAN: Can I ask – can I ask you a question?

MR. HUGER: Ma'am. Ma'am. Ma'am. Please.

MR. QUIRK-GARVAN: My questions is, can you tell us briefly about your job, and how that impacts your health?

MS. SANDERS: How it impacts my health with the – okay. Yeah. With the – the soot from the buses –

MR. QUIRK-GARVAN: Yeah.

MS. SANDERS: The scent from the buses, the toxin that comes in the water – I rescued a little crawdad – oh, I can't talk with

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that – I rescued a little crawdad somewhere that came of out the sewer from the toxin – even though they're supposed to have a great facility of cleaning up when they – how do you say – change the oil and stuff like that.

Well, it got in the sewer and I rescued – I saw this little crawdad all filthy will oil on it, and I felt so bad, because I'm a nature freak. And I took him in a little cup, and I put him in the ocean over there with the – what's that thing – Cosgrove. Okay. And I have to wear this everyday, because normally the toxins come outside.

Those buses are old, especially if they're diesel. So they come inside, and I have a – I have a grandson. This was the first year that he didn't end up in the hospital four times, nearly dying. You said the bus going to run five days. No. You have field trips. Field trips is on Saturday and Sunday. So that means that bus going to be up and down that road. So when the kids get to do – to come outside and play? You know.

I rescued a little neighbor girl – they're not there anymore – two-years old, around the corner, a school bus almost hit her

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right at Folly and Grimball Road, South Grimball Road. Y'all had a bus accident there before you put a light there. You did so much good work on Camp Road, which is a commercial area and it's only two blocks from James Island – the old James Island school to that intersection. That intersection is excellent to handle traffic.

Neither part of Grimball Road can handle traffic. Y'all know on the other part of Grimball Road, by Food Lion, they have accidents killing people every month. So how you going – and I was coming out of my driveway, going to work, and the people that deliver their children to school, the lady almost ran over me. I tried to signal here, but it looked like she was in a daze.

And in the morning time, they come around, some of them, well, it's a small percentage that comes around a little too fast. Okay. But there is no – have you guys ever went over to really drive that road or walk it to see how small and narrow that – that road is? That two-lane road. It's very, very narrow and its unsafe. It's really unsafe.

Unless you plan on widening that

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road, and I don't see how you're going to do it, because y'all ain't taking my property. I'm going to tell you that. Okay. But nonetheless, its really, really unsafe. You guys did an excellent job. Grimball Road is not a road -- it's a subdivision. Okay. On -- like I said, on Camp Road you've got the -- what's that drugstore -- Walgreen. I think there's one house but every -- it's business.

The subdivision is back up in -- got all the trees where it can filter the pollution. We don't have that. Grimball Road is a subdivision. You -- please, don't put all that toxic in our subdivision, in our water, and everything else. Thank you.

MR. MCCONNELL: Thank you. I think you said it all. Yes, sir.

MR. TEMPLE: She did say it all. My name is George Temple and I live at 758 Sprague Street on James Island, which I hope to see relatively soon. I'm a physiologist at the medical university, and I have two boys who went to elementary, middle, and yes, high school on James Island in our Charleston County schools. They're both successful professionals, and I've

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served on the PTA at each of those schools.

I currently serve on the district school board with Ms. Walters, whom you've already heard from. You've heard it all. Its bad -- it's a bad idea in a residential neighborhood so, to be brief, please don't permit this. And just as I was getting ready to speak I was handed a note that said, 116 parents at James Island Elementary school has signed an opposition petition in the last five days. Thank you.

MR. MCCONNELL: Lets see if anybody has a question for you. Does anyone? Thank you.

MS. SINGLETON [Not registered on sign-in sheet]: My name is Elizabeth Singleton. I reside at 1833 North Grimball Road, even though they say its not a north and a south. The post office can only deliver that way. But I'm also an executive board member of the Grimball Area Association. Your staff has done an excellent job for you to make a decision. The decision is yours. Me, along with many others here have listened to everything from the theatrics to plantation politics.

I consider that as an insult. The school board didn't have to do that. It wasn't

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necessary. It truly wasn't. Do not play down our intelligence. We're aware of what's going on. The school board had already rejected building that bus lot there, and then came up with another decision -- lets see if we can get approved anyway. The school board told us on James Island -- on the Grimball area, that they had money to purchase lot.

That was two years ago. They haven't found any lot available yet. The idea in itself is they were not trying. They've spent $35,000,000 for a piece of -- for a lot over on Montague Avenue to build a stadium for two schools to enjoy. They also have another $16,000,000 designated for the Mount Pleasant Wando High School as a stadium. Money is not an issue here. Its who you want to put the screws to, and its not fair to us.

The same way you like your neighborhood, we like ours too. We deserve the same amount of respect as you do. Thank you.

MR. MCCONNELL: Ms. Singleton, let's see if anybody has a question for you. Does anyone? Thank you, ma'am. Is there anybody else to speak?

MR. HUGER: In favor of the county.

MR. MCCONNELL: Refusal. Rebuttal,

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I'm sorry. I'm about to do that again.

MR. HUGER: See if anyone else wants to speak in favor of the planning commission.

MR. MCCONNELL: Is there anyone else who wants to speak in favor of the planning commission?

MR. EVANS: They want, for clarification -- for anyone that supports the planning department to stand up.

MR. MCCONNELL: How many people support the planning director's decision? Stand up, please. Thank you. This brings us to the point where, I guess it's going to be you, Mr. Appel, to give the rebuttal. You have two minutes, sir.

MR. APPEL: Hello everybody. I'm here -- Ross Appel, here to rebut on behalf of the district. I want to mention a couple things. I'm going to go really quickly here. Let's talk about the materials that are in the record, because I want this to be clear for the record. We are taking the position -- there's a distinction between an application, which was timely filed in this case, and materials submitted in support of an application. Okay.

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The materials that we submitted on the 25th are materials in support of an application, not the application itself. For the purpose of the -- for the record, I move to introduce the materials that I handed out in the folders. I'm not sure if there was a formal vote taken by the board. I want to confirm whether or not those materials in the record. Okay.

Has the board made a decision on that point? I mean, we need clarity on that issue; one way or the other. Deny it, approve it --

MR. BEVON: I can't -- I mean, I'm not quite sure what it means when you say that they're on the record.

MR. APPEL: So under y'all's rule --

MR. BEVON: I can't go off these.

MR. APPEL: So, under y'all's rules, you're allowed to present testimony and evidence at a hearing --

MR. BEVON: Right.

MR. APPEL: Okay. That's sort of the normal deal.

MR. BEVON: Yeah, but you can't give us this much testimony and expect us to absorb it.

MR. APPEL: I -- I would take the

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-- sir, Mr. Bevon, I would take the position that the whole process that the county has concocted for zoning appeals, where you submit materials weeks and weeks in advance for consideration by staff, and the BZA is actually unlawful, as a matter of law. It violates the F.O.I.A. The materials that are supposed to be considered in a zoning appeal are supposed to be considered at the hearing, not in ex-parte communication prior to a hearing. So, we'll just have to deal with that later, but we're taking the position that those materials have been properly admitted into the record.

Let's talk about timeliness of an appeal. It's very telling that that's the lead argument by the county. They don't even want to talk about vested rights. They don't want to talk about the merits and the heart of the case. They want to -- they want to be fast and loose on vested rights and approvals, but they want to be -- they want to get the microscope out when they're talking about timelines and deadlines.

Here are the -- here are the facts: The February 28 letter is an unsigned letter. Okay. Its got Sally Brooks' name on it, it's not signed. It is sent to someone other than the

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applicant, as a matter of law. And there's no evidence in the record that the County of Charleston put it in an envelope, put a stamp on it, stuck it in the mailbox and delivered. There's no evidence in the record that it was ever mailed -- it was ever mailed.

There's no evidence in the record to that fact, and that's what you heard tonight. When I got up and spoke originally, I mentioned we were here to appeal two things: The February 28 decision and the interpretation of the zoning ordinance that Joel made on the 13th, that was communicated to these individuals on the 19th. Our appeal was filed on the 18th of April, within 30 days.

The interpretation of accessory use, which is the gravamen of the zoning issue in this case, was timely appealed and properly before this board. As it relates to vested rights, I want to point everybody to a provision in the state law --

MR. MCCONNELL: Your two minutes are --

MR. APPEL: -- that says a local governing body must not require a land owner to waive his vested rights as a condition of approval or conditional approval of a site-specific

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development plan. To the extent there was any language in any approval that caused us to abide by one year -- its not lawful as a matter of law. Last thing --

MR. HUGER: Mr. --

MR. APPEL: The two-thirds --

MR. HUGER: Mr. --

MR. APPEL: -- vote requirement, that's unlawful as a matter of law. It's a --

MR. HUGER: Mr. Appel, your time is up. Does anyone have questions?

MR. GOLDSTEIN: Did you have a question?

MR. APPEL: What a procedure.

MR. GOLDSTEIN: Can we talk about the February 28, 2018 letter. Its addressed to York Dilday, PE. Are you familiar with the letter?

MR. APPEL: Certainly. I'm looking at it right --

MR. GOLDSTEIN: Okay. Well, get it in front of you.

MR. APPEL: -- now.

MR. GOLDSTEIN: All right. When did your -- who is your client?

MR. APPEL: My client is the

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Charleston County School District.
MR. GOLDSTEIN: When did your client become aware, and by what method did your client become aware that the planning director had entered a decision adverse to its interests?
MR. APPEL: Via e-mail sometime in early March.
MR. GOLDSTEIN: E-mail from whom? Do you know?
MR. APPEL: From York.
MR. GOLDSTEIN: Okay. When did you file your application for appeal?
MR. APPEL: That was filed April -- April 18, 2018.
MR. GOLDSTEIN: All right. And what document were you working off of when you filed the appeal?
MR. APPEL: What do you mean by: working off of?
MR. GOLDSTEIN: What -- how did it come to your attention that you needed to file an appeal?
MR. APPEL: Okay. So that's a great question. This -- this all predates my involvement, so I'm going off of what --

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MR. GOLDSTEIN: Okay.
MR. APPEL: -- has been communicated by my client. I think I -- I think I understand, but if I say anything wrong, please shout -- shout me down. So, the county -- the district found out about the February 28 letter via e-mail from Mr. -- from ADC in early March. Immediately -- okay. Immediately the district brass reached out to Joel and Walt for a meeting. Guys, what's going on here? I thought everything was fine.
I thought we had an approval. I thought we were moving in the right direction. At that meeting, and shortly thereafter -- and now we're in -- deep into March. Okay. Joel's e-mail to Anna Johnson, formerly responding with the zoning interpretation, I believe was March 13. But on that e-mail, there's nobody from the district. That's an e-mail between Joel, Anna, and maybe some county staff, and legal.
Our folks were not made aware of the new interpretation that Joel made until March 19, 2018 at the meeting. They weren't on the e-mail. In fact, Joel has never mailed a copy of his interpretation to anybody in the district. Its e-mails --

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MR. EVANS: No --(inaudible)-- is required until someone requests it, and no one from the school board requested it.
MR. GOLDSTEIN: Your -- your position is you first learned of it in a March 19 meeting that -- that you -- that the school district set up with the county.
MR. APPEL: That's exactly right. And I think its important to understand that we're taking the position that these decisions -- its very hard to just draw a red line in the sand and say: This is when the decision was made. Okay. This is a -- these dates are all connected. Okay. The February 28 letter, the interpretation, when we learned about the interpretation.
These zoning administrator issues are -- its -- its -- its greyer than -- with variances and special exceptions because Joel makes hundreds of decisions every single day, and if we want to talk about timeliness of appeals -- I was shocked when I heard Joel get up earlier and say: Oops. We made a mistake in February of 2017, when we approved the site plan. March of '17; April of '17; May of '17; June of '17; nobody appeals the site plan that was approved. Okay.

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MR. EVANS: You have 30 days from the time --(inaudible).
MR. APPEL: Right. And nobody approved it.
MR. GOLDSTEIN: Well, we'll have to decide that --
MR. APPEL: Nobody appealed it.
MR. GOLDSTEIN: I don't want y'all to debate. I've got another question.
MR. APPEL: Yes, sir.
MR. GOLDSTEIN: The neighborhood is extremely concerned about the potential for fueling and maintenance and so on. Can you please address that, because I don't know where we are on that.
MR. APPEL: That's a great question. We would like the board to draw a distinction between what I'm going to call [capital M] Maintenance and [lower case M] maintenance. If an engine has to be dropped out and repaired, that's not happening on a parking lot. If a whole chassis has to be redone -- I don't know -- if major work has to be done to a school bus, that's not done in a parking lot. Now, if we need to change some wiper blades, fill up a tire --
MR. GOLDSTEIN: No, they're concerned

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about fueling, is what they're concerned about.
MR. APPEL: Okay. So fueling and what we'll call: Incidental maintenance [lower case maintenance] -- whatever -- whatever the standards are, those are -- those are all prescribed in the regulations and policies outlining school bus centralized parking that -- that you have in front of you and, frankly, when we start talking about state laws, states, regulations, policy documents, nobody is charged with knowledge of the background legal environment under which they make decisions.
So to respond to your point, very incidental maintenance -- I mean, school buses have to be fueled. They don't pull up to the Citgo or the Shell station. Yes, fuel -- school buses have to be fueled to run.
MR. GOLDSTEIN: So they'll be a fuel truck on-site?
MR. APPEL: Fuel truck comes on-site twice-a-week.
MR. GOLDSTEIN: Okay. So the fuel truck -- fuel truck arrives twice-a-week, fuels the vehicles, and then leaves.
MR. APPEL: Right. And if you think about it, it actually decreased the number of trips

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that the school bus would -- buses would have to make off-site to go get fuel.
MR. GOLDSTEIN: What about Mr. Bevon's calculations that y'all are entitled to eight, plus seven, without even asking for permission. Is that not sufficient for the school district's needs?
MR. APPEL: No. This is very, very important. If we submitted a site plan application tomorrow for the 50 percent rule, and it got approved, we would be in violation of state law. We can't do that.
MR. GOLDSTEIN: Okay.
MR. APPEL: Our hands are tied. We've got -- listen, the county is an important body. They have their ordinances, and we have to follow their ordinances, and we have followed their ordinances. But they're not the only jurisdiction we have to respond to. We have to follow the state laws of South Carolina, the Department of Educations's regulations and policies, and frankly, when the two conflict, the county has to yield.
Mr. Ferrara talked about preemption. There's three ways you can have preemption: (1) Express preemption; (2) Implied preemption; and

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(3) Conflict preemption. We're not dealing with express preemption, I'll concede that. We're dealing with implied preemption and conflict preemption. When local government is saying go left, and state law is saying go right; you go right. And that's just the way it is. And, you know, that's how it is in the state of South Carolina.
MR. BEVON: But state law doesn't say you have to go right at this location; is that correct?
MR. APPEL: Is -- is what you're saying; there is nothing in the state law that says a school bus parking lot has to be on the same property as the school? Is that essentially what you're saying?
MR. BEVON: Or -- or that it has to be on this property.
MR. APPEL: Okay. Well, obviously a state law cannot speak --
MR. BEVON: Sure.
MR. APPEL: -- at such a grandular level as to designate particular properties. But -- but for the position that the state law and regulations don't specifically say that a school

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bus parking lot has to be located on the same property of a school. There are various references in the policy document that you have before you tonight that talk about student safety, and teacher safety, and design in conjunction with the school.
We believe that the policies that are in place, in addition to the long-standing practice in the state, both on a state level and here on a local level within the county -- these are typical. These regional centralized parking lots on a school site are commonplace. Their customarily incidental. That's an important phrase that we've been talking about. It's one of the definitions of an accessory use.
Here's another thing, there's all kinds of advantages to the district for having this location on the site of a school. Number one, for the school -- for the buses that serve that immediate school -- there's major convenience there. There's all kinds of other conveniences associated with having consolidation. And, you know, our folks spoke about the, sort of, deliberate effort that went into deciding where this was going to be located.
And, listen, I want to just make a

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comment about the opposition. I mean, I hear y'all. I hear what people are saying. I don't like when there's new development in my neighborhood, but I hope the public does not think that these guys got around a conference room table and thought about, you know, how can we -- they're just trying to provide school buses.

MR. EVANS: He's gotten off the question.

MR. MCCONNELL: Thank you.

MR. QUIRK-GARVAN: Can I ask a -- sorry. Can I ask one last --

MR. MCCONNELL: Go ahead.

MR. QUIRK-GARVAN: You said that there would just be a truck that would come up for fueling, but why does the site plan have a filling station? Would the truck dump the oil in there and then fuel the buses or...

MR. APPEL: That's not on my pay grade.

UNKNOWN SPEAKER: Real quick. The hope was that we could bring propane to the site, as a better environmental result. That's why you put that in that second set of drawings. It was just an option that could make the situation better

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than just bringing in tanker trucks.

MR. QUIRK-GARVAN: Thank you.

UNKNOWN SPEAKER: We had never intended to put gas tanks there -- potential for propane fueling facility.

MR. QUIRK-GARVAN: Okay.

MR. APPEL: And as a related point to that, if I may, just put a period on the -- on that question. There's a question of, like, what is vested? Okay. What's in that site plan is vested. It is absolutely wrong to say that vesting only occurs in a building permit. The whole purpose of the vesting -- the vested right, is to vest mid-way through the development process.

Once there's been a certain level of specificity that's defined in the plan, and the county's vested rights ordinance specifically says that a site plan approval is -- is a vesting trigger. So -- so that's a T-ball easy, easy legal, you know, showing that we've made. This is a vested rights case. It's a classic vested rights case.

MR. GOLDSTEIN: Does your client prefer that we make a decision tonight or would your client like additional time for you to have an

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opportunity to get with Mr. Ferrara and see if there is the possibility, if not, of a compromise resolution of a submission to us of specific questions that you want us to answer. Because y'all put a lot on us here tonight. I mean, I don't know how we can evaluate this material.

MR. APPEL: Tommy, I sent it on the 25th.

MR. BEVON: That's still not enough time. You know, I resent that you give us this much information.

MR. APPEL: Listen, guys. Let's get very clear here on this.

MR. BEVON: No. This -- you've had this ever since the beginning, when you filed the appeal. You could've put this in there.

MR. APPEL: First of all, that's not true. Second of all, the first thing I did when I got retained -- and by-the-way guys, just so y'all know, I've -- I don't -- I'm not on retainer by the district for the past five years. I got hired less than a month ago. Okay. These are always scrambles. We're doing our best to put a record before the board.

One of the first things that I asked

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Joel in this was; guys, what are the time deadlines on this? Initially the county said, get everything in May 17. Okay. We were prepared to submit everything on May 17. We get a call the next day, Joel met with Joe Dawson -- all-of-a-sudden the county's taking the position -- everything had to be in on April 18. Okay.

And guys, let's be real here. This is not a special exception or a variance, where the county is just a neutral arbiter. There are our adversary in this situation, and they are sitting here making rules about when we get to submit things.

MR. BEVON: You still didn't have these depositions until May 25.

MR. APPEL: There's no depositions. I don't know what depositions you're talking about. There's affidavits.

MR. BEVON: The affidavits.

MR. APPEL: And everything that is in those affidavits you've heard in live testimony. Y'all aren't allowed --

MR. BEVON: Then why didn't you submit this stuff prior to that?

MR. APPEL: First off -- first off,

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there's no legal requirement that we do it, regardless of what their procedures say. There's a lot in the county's procedures that's just made up.

MR. BEVON: But the procedure is there for a reason.

MR. EVANS: I said it in my testimony. If Mr. Appel – if we filed it as Mr. Appel –(inaudible)– we should just throw out our deadline schedule, because an applicant can – in his mind an applicant can submit anything, anytime.

MR. GOLDSTEIN: To be fair, we do get material handed to us at hearings in other cases. I mean, we do.

MR. EVANS: When its supported by –(inaudible)–

MR. QUIRK-GARVAN: We get a letter from the neighbor, not a –

MR. APPEL: Let the record show I submit – the letter is dated May 25 – these people – they have e-mails. They have all your e-mails, they could've hit forward to every single one of you on the 25th. So I'm not going take this –

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MR. EVANS: This is stuff that belongs in the application. This is not a supporting –(inaudible).

MR. WOODUL: Can we have some civility here. I mean, you're shouting over each other, he's up here talking. I'm trying to –

MR. APPEL: This is our adversary trying to prevent us from getting material on the record.

MR. GOLDSTEIN: Let me ask you a question. First of all, let's dial it down a little bit. I mean, really and truly, its not adversarial, really. We're a volunteer board – we volunteer our time, do the best we can. This is the community. They are concerned about their neighborhood. This is a school district, they are concerned about educated kids. This is the county, they have a vested interest in protecting the community and the schools. We're all on the same team.

MR. APPEL: Its an appeal, Tommy.

MR. GOLDSTEIN: No, I know it's an appeal.

MR. APPEL: Its an appeal.

MR. GOLDSTEIN: And we'll decide it.

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MR. APPEL: Its different that a special exception and a variance.

MR. GOLDSTEIN: I hear you.

MR. APPEL: I don't think staff – okay. When – we've talked a lot about why we're here. We're appealing their decisions. Okay. So once they make their decisions, they're out of it. They don't get to review our material six weeks in advance and prepare and give it to y'all six weeks in advance. If they give it – I'm on the City of Charleston's BZA. We never get material in advance of a meeting. We get an agenda.

MR. GOLDSTEIN: Well, we have a much – more excellent staff than you.

MR. APPEL: I think its – I think its – I think its – I think its arguably improper as a matter of law that they – y'all are the ones who are supposed to make findings of fact and conclusions of law, not them. They're not the BZA. Y'all are the BZA.

MR. GOLDSTEIN: We agree with that. Everybody on this board agrees with that.

MR. APPEL: Then this whole issue of when things are submitted, when they're not, its

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all just – its all procedural games.

MR. GOLDSTEIN: My original question –

MR. BEVON: No, its not. No, it's not.

MR. HUGER: Wait, wait, wait, wait, wait, wait –

MR. BEVON: You can't ask us to absorb this –

MR. HUGER: We have to – okay. There needs to be a question that's presented and just not Mr. Appel – I can't allow you to just speak. So is there another question for Mr. –

UNKNOWN SPEAKER: I have a question. Are there any other specific questions for Ross or –

MR. HUGER: That's what I'm asking.

MR. GOLDSTEIN: I have a specific question. Would your client – and you can take a moment and confer – would your client prefer that the matter be decided tonight or would your client prefer an opportunity to allow you to meet with Mr. Ferrara and –

MR. APPEL: Mediator?

MR. GOLDSTEIN: I don't know that we

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can order a mediator. I mean, y'all –
MR. APPEL: We have a right to pre-litigation mediation and the event of an appeal.
MR. GOLDSTEIN: 6-29-820.
MR. APPEL: I love it.
MR. GOLDSTEIN: I got it. Would your client like an opportunity for you and Mr. Ferrara to have a chance to talk and see if there's a possibility to compromise or do you want us to call it tonight?
MR. APPEL: Let me just ask one clarification that proposal, because I think it – there's a lot of value to it. If that resolution is unsuccessful, do we get to come back here for a vote? And we can incorporate everything that was said today into the record.
MR. GOLDSTEIN: We wouldn't have to do the case over again.
MR. APPEL: Of course. So – so – but I just want to make sure we have an opportunity for technical preservation grounds that we have –
MR. GOLDSTEIN: Let me lay all my cards down.

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MR. APPEL: Yeah. Yeah.
MR. GOLDSTEIN: Okay. Number one, trying to get y'all together.
MR. APPEL: I hear you.
MR. GOLDSTEIN: Okay. Number two, I'm trying to address Mr. Bevon's concern about there is a lot of material here to observe. That gives us an opportunity to observe. So there's all my cards down on the table now. Now you can –
MR. APPEL: Can we take a five minute break, so I can confer with my client? I don't have the authority to – to accept it.
MR. GOLDSTEIN: Five minutes. You have to ask Mr. McConnell.
MR. MCCONNELL: Well, we haven't had a motion to accept this.
MR. GOLDSTEIN: That's correct.
MR. MCCONNELL: Do you want to make one?
MR. GOLDSTEIN: I will make a motion that we take a brief adjournment to allow – oh, you already conferred? Okay. I'll make a motion that we make a five minute recess to allow the applicant to confer with his client to see if there is a possibility of meeting with the county to work

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the case out.
MR. MCCONNELL: Is there a second to this motion?
MS. CRAVEN: I'll second.
MR. LADSON: We're here to vote. We're not here to give him the opportunity. He had an opportunity.
MR. MCCONNELL: Discussion? Discussion?
MR. LADSON: I'd like to say, I feel like he don't need five minutes. We're here to vote. That's the purpose we're – he had more than – he had adequate time to respond to everything, and will – I would also like to state that he specified that there was no evidence or not proof that a mail – a letter was sent through the mail. Well, there was an earlier response in March. So someone had to receive a lettered mail.
MR. EVANS: Board, I've spoken to the county attorney and we think that the planning department wants to move on with the vote, if possible.
MR. GOLDSTEIN: All right. I withdraw the motion. I've got to have a second.
MR. MCCONNELL: Does anybody have

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another question for Mr. Appel?
MR. HUGER: It was seconded.
MR. MCCONNELL: Pardon?
MR. HUGER: It was seconded. She seconded in withdrawing the motion.
MR. MCCONNELL: Okay. It's good for you to withdraw. Okay. Nobody has a question right now, Mr. Appel. So you've made your rebuttal.
MR. APPEL: I appreciate the time.
MR. MCCONNELL: This is now closed to public discussion. And it brings us to the point of needing a motion to proceed. Mr. Quirk-Garvan.
MR. QUIRK-GARVAN: I will make a motion that we reject this appeal for the following grounds. First, according to the county, the – the administrator did not err. Did not make an error in this ruling. Second, the CCSD missed a deadline. That is not the fault of the county or the BZA. Third, while – while there's been a lot of talk of vested rights, it appears that per the county code that is not our purview here tonight, and that that does not pertain to this issue.
And I think that, for a number of the other issues that Ross brought up about when things

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should've been submitted, what the timelines are that he says are all unconstitutional – these, you know, things were we should overturn 15 years of having a one year appeal – you know that – that something that can be litigated in a court or brought up with county council if he wants to change the rules, but if we're following the rules that were laid out, this seems pretty simple – that the CCSD missed the deadline.

The county administrator followed through on that and did not, you know, allow them to move forward. So for that I would move a motion that we reject this appeal.

MR. MCCONNELL: Is there a second? Mr. Ladson?

MR. LADSON: I second. We go for –

MR. MCCONNELL: All right. Is there any discussion? Further discussion?

MR. GOLDSTEIN: Yes. I'd like a discussion. I was – I just didn't hear – you faded out on number one. Could you state the ground – your first ground. I got two, three, and four.

MR. QUIRK-GARVAN: Yep. So in the packet that we're provided it says: The requirement

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for – for overturning this is that an appeal should be sustained only if the BZA finds that the administrative official erred, and I don't believe that administrative –

MR. GOLDSTEIN: Okay. So insufficient evidence to show.

MR. QUIRK-GARVAN: Yeah.

MR. GOLDSTEIN: Okay. Got it.

MR. MCCONNELL: Anything else? Any other discussion? Moving to a vote. All those in favor of supporting the planning director's decision, as stated in the motion by Mr. Quirk-Garvan, please raise your right hand and say, aye.

[Unknown amount of council members stating: Aye.]

MR. MCCONNELL: I'm afraid this isn't enough. It's going to take six, isn't it? For two-thirds.

MR. GOLDSTEIN: We've got to call for the nays.

MR. EVANS: Call for the nays.

MR. MCCONNELL: I'm sorry?

MR. HUGER: Call for the nays.

MR. MCCONNELL: All those opposed.

[Unknown amount of council members stating: Nay.]

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MR. MCCONNELL: Okay. So five does not do it. That's why we miss Mr. Ray tonight.

MR. EVANS: So, you need two-thirds majority to overrule against the administrator, and that did not happen.

MR. MCCONNELL: Yes.

MR. APPEL: Just a point of clarity. There's a different vote standard or –(inaudible). I just want to confirm that with –(inaudible). Is that the position that the county just –(inaudible)– I just want to be clear for our understanding. So they need 50 percent to win, we need two-thirds – is that their position?

MR. HUGER: No.

MR. APPEL: Two-thirds vote –(inaudible).

MR. MCCONNELL: Mmm-hmm.

MR. EVANS: It's two-thirds to overrule the appellant.

MR. APPEL: Well, what's the vote criteria support? To uphold. To affirm. Is it two-thirds?

MR. MCCONNELL: Five – five of us. But that's not two-thirds. Joel, do they get a letter from you?

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MR. EVANS: Yeah.

MR. MCCONNELL: From the planning department?

MR. EVANS: Right. Right.

MR. MCCONNELL: Okay.

MR. GOLDSTEIN: Well, now I'm confused.

MR. BEVON: Right. I am too.

MR. MCCONNELL: Of course, there's nowhere to go from that.

MR. APPEL: But it's not two-thirds.

MR. HUGER: What was the vote?

MR. MCCONNELL: Two-thirds is five point something.

MR. APPEL: A simple majority, if they win, but we're held to a higher standard. I thought was –(inaudible)– but that can't be –(inaudible). I mean, that would just be unbelievable. That would be legally unbelievable, if that were the case.

MR. GOLDSTEIN: I don't know. We could look it up.

MR. APPEL: Even if that is in the ordinances, then that just – that doesn't make it right. It doesn't make it legal. We would move

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for a deferral so the ninth member can hear this and potential break this –(inaudible). And we will reserve all – we won't have to re-enter all the testimony into the record. And that will give everybody over a month to review the package that is before you.

MR. EVANS: Board, you closed it to – the meeting to the public. And now Mr. Appel is, once again, standing up and interjecting.

MR. MCCONNELL: That's right.

MR. APPEL: I'm allowed to make a legal objection –(inaudible).

MR. MCCONNELL: Okay. It's a – no public discussion. We ruled that out while ago.

MR. HUGER: You can see if they want – you –

MR. MCCONNELL: Does anyone want to do another motion on the vote?

MR. BEVON: I think the –

MR. GOLDSTEIN: Well, let me – if I can – I found the ordinance. Its 3.13.7(d), and here's what it says: A quorum of the board of zoning appeals, which we have, shall be achieved when the number of members in attendance equals more than one-half total membership of the board of

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at least two-thirds of the members present and voting shall be required to reverse any order, requirement, decision, or determination of any administrative officer or agency. That's 3.13.7(d).

MR. APPEL: Is that the ZLDR or the –

MR. GOLDSTEIN: Yes. Yes. No. Right here.

MR. EVANS: I'll show it to you, Ross.

MR. FERRARA: So its concluded.

MR. LADSON: That's right.

MR. FERRARA: There was a failure to get six votes to reverse the planning director's decision.

MR. HUGER: Correct.

MR. FERRARA: The planning director's decision stands.

MR. HUGER: Stands.

MR. FERRARA: Appeal fails.

MR. HUGER: Correct.

MR. GOLDSTEIN: That's correct.

MR. LADSON: That's correct.

MR. APPEL: I'll just note the

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objection, for the record. That's another argument on appeal.

MR. HUGER: Do you want to explain the –(inaudible).

MR. MCCONNELL: I'd like for you to do it, because I'm not sure I caught on to it. Our counsel is going to explain what has just now taken place.

MR. HUGER: Okay. I'm going to attempt to explain this. Okay. So there was a vote taken. There was not sufficient – there was not a sufficient vote to overturn the decision of the planning commission. So therefore that decision stands. So at this point, there – the appeal has failed, because there was not sufficient – there was not a sufficient vote to overturn the administrative decision.

Does everyone understand that? A letter will be sent out to the applicant – we will send it to the applicant's legal representative, and that will be sent out within ten days, ten working days.

MR. GOLDSTEIN: And, according to the ordinance, it has set forth specific findings of fact and conclusions of law –

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MR. HUGER: These are always fun to draft. I've read several of them.

MR. GOLDSTEIN: I guess Mr. Huger will get to have some fun.

MR. MCCONNELL: Good job. We have a couple of board items. Y'all go ahead and go.

MR. HUGER: Can you, please take your conversations outside. There's additional thing that the board needs to discuss.

UNKNOWN SPEAKER: That's right. The meeting is not over.

MR. MCCONNELL: July 9, 2018 BZA meeting. Do we have anything about that?

MRS. WERKING: Yes, we have five cases, four variances, and one special exception.

UNKNOWN SPEAKER: How many?

UNKNOWN SPEAKER: What day is that?

MRS. WERKING: Four variances and one special exception.

MR. MCCONNELL: Oh, okay. What about the continuing education training update?

MRS. WERKING: To be determined.

MR. MCCONNELL: All right. Anything else to come before this august body? If not, we stand adjourned.

(End of recording.)

CERTIFICATE OF REPORTER

I, Tia Shean, Professional Reporter and Notary Public for the state of South Carolina at Large, do hereby certify that the foregoing tape transcription was produced to the best of my ability, and may include inaudible sections.

I further certify that I am neither related to nor counsel for any party to the cause pending or interested in the events thereof.

Witness my hand, I have hereunto affixed my official seal this 6th day of July 2018 at Myrtle Beach, Horry County, South Carolina.

Tia Shean

Tia Shean, Court Reporter
Commission Expires: 02/10/2024

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Board of Zoning Appeals
Final Decision and Order on Appeal
Application # BZA-04-18-00258 for property Located at 1872 S. Grimball Road (James Island, Charleston County)

CHARLESTON COUNTY
SOUTH CAROLINA

The Appellant, Jeff Borowy, COO, for the Charleston County School District (CCSD), filed an application for an Appeal of a Zoning-Related Administrative Decision on April 18, 2018. The Charleston County Board of Zoning Appeals (BZA) held a public hearing on this application on June 4, 2018. The BZA makes the following findings of fact and conclusions of law pursuant to *S.C. Code Ann. §6-29-800* and the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), Article 3.13 Appeals of Zoning-Related Administrative Decisions, §3.13.8 Approval Criteria; Findings of Fact*:

Findings of Fact

Jeff Borowy, COO, for the CCSD, filed an application for an Appeal of an Administrative Decision regarding property identified as TMS # 343-07-00-047 and located at 1872 S. Grimball Road, James Island, Charleston County, South Carolina. The appellant states the decision being appealed is, *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*

The BZA considered the evidence presented at the hearing and **[a member proposed a motion to deny]** the Appeal and affirm the Administrative Decision based on the following findings of fact:

[The proposed motion found that the Planning Director did not err in his ruling;

The proposed motion found that CCSD missed the deadline to file an Appeal, which was not the fault of the County or BZA; and

The proposed motion found that pursuant to the County Code the BZA does not have authority to grant Vested Rights.]

The motion was seconded. **[A total of eight (8) BZA members heard the Appeal.]** Five members voted in favor of the motion and three (3) voted against the motion. **[It takes a 2/3 vote of the BZA members present at a meeting to overturn an administrative decision. Neither the votes to deny the appeal nor the votes to affirm the appeal garnered 2/3 of the votes present.]** Therefore, the administrative decision stands.

Conclusions of Law

The BZA is authorized pursuant to *S.C. Code Ann. § 6-29-800* and the *Charleston County Zoning and Land Development Regulations Ordinance, Article 3.13 Appeals of Zoning-Related Administrative Decisions, §3.13.8 Approval Criteria; Findings of Fact*: *"An appeal shall be sustained only if the BZA finds that the administrative official erred. The decision of the BZA shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision."* **[The appeal of the administrative decision stands because the vote to deny the appeal nor the vote to affirm the appeal met the 2/3 majority.]**

THEREFORE, the **Planning Director's decision stands** because at least 2/3 of the members present and voting shall be required to reverse any order, requirement, decision, or determination of any administrative officer or agency.

Any person with a substantial interest may appeal the Board of Zoning Appeals' decision to the Circuit Court of Charleston County within 30 calendar days after the decision of the Board of Zoning Appeals is mailed.

Joel H. Evans

Date issued: June 4, 2018
Date mailed to parties in interest: June 15, 2018

Joel H. Evans, RLA, AICP
BZA Secretary

CHARLESTON COUNTY
BOARD OF ZONING APPEALS
SUMMARY OF JUNE 4, 2018 MEETING

Members Present
Chair, Mr. Samuel McConnell, Jr., Ms. Lauri Lechner, Ms. Terri Craven, Mr. John E. Bevon Jr., Mr. Robert Woodul, Mr. Brady Quirk-Garvan, Mr. Ronald Ladson, and Mr. Thomas Goldstein

Members Absent
Vice-Chair, Mr. William H. Ray

Staff Members Present
Kelvin Huger, BZA Attorney; Joel Evans, Director and Secretary for the BZA; Andrea Pietras, Deputy Director; Jenny Werking, Planner II; Sally Brooks, Planner III; Jennifer Stiles, Planner II; Bernard Ferrara, Deputy County Attorney; and Megan Martino, Planning Technician I

Notification Procedures
Staff has met the requirements of state law and *Section 3.1.6* of the *Charleston County Zoning and Land Development Regulations Ordinance* for notification for all cases to be heard by the BZA at this meeting. The notification procedures were completed by staff 15 calendar days prior to this meeting as follows:

May 18th:	Site Visits and Postings were completed by this date.
May 18th:	Letters were mailed to property owners within 300' and to Parties in interest for all cases. These notifications are above and beyond the state requirements.
May 18th:	Notice of this meeting was published in the *Post and Courier.*

The June 4, 2018 BZA meeting was called to order at 5:30 p.m. by Mr. McConnell.

Minutes
Mr. Woodul made a motion to approve the May 7, 2018 meeting minutes. The motion was seconded by Mr. Quirk-Garvan, and carried unanimously.

CASE#: BZA-03-18-00254
Charles H. Drayton, Jr., the applicant and property owner, submitted a Variance request to alter the site plan layout approved by the BZA on February 6, 2017. The applicant is requesting a new pervious, gravel driveway located off of Riverland Drive to access the garage/ADU (Accessory Dwelling Unit). The garage/ADU meets the approved 18' front/street side setback along Riverland Drive at 2205 Wappoo Drive, James Island, TMS #343-05-00-045. Single Family Residential (R-4) Zoning District standards apply.

Findings: After hearing the Staff Review, the applicant's presentation, and any public comments concerning this application, the board determined that all items in *Article 3.10 Zoning Variances, §3.10.6 Approval Criteria* of the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR)* had been satisfied. Mr. Bevon made a motion to approve the Variance request with the following conditions: (1) Prior to construction, tree barricades shall be installed by the applicant around the Grand Trees to be preserved and shall be inspected by Zoning staff, as described in §9.4.4 of the Ordinance. The barricades shall remain up until construction is completed; and (2) Prior to zoning permit approval for the proposed garage/ADU, the applicant shall submit plans for zoning and building approval for the existing 224 square foot accessory structure (shed 1 shown on the site plan). Mr. Woodul seconded the motion. The motion to approve the application was unanimous and therefore granted with the above referenced conditions.

CASE#: BZA-04-18-00259
Sean Carlin of Beau Clowney Architects, the applicant and designated agent for Thomas and Anna Monaghan, the property owners, submitted a Variance request for the reduction of the required 50' OCRM Critical Line setback by to 21.7' to 28.3' for an addition to an existing nonconforming residence and by 24.1' to 25.9' for a fireplace addition. Variance request for the reduction of the required 35' OCRM Critical Line buffer by 6.7' to 28.3' for an addition to an

existing nonconforming residence and by 9.1' to 25.9' for a fireplace addition for property located at 2543 Royal Oak Drive, James Island, TMS # 320-00-00-063. Agricultural/Residential (AGR) Zoning District standards apply.

Findings: After hearing the Staff Review, the applicant's presentation, and any public comments concerning this application, the board determined that all items in *Article 3.10 Zoning Variances, §3.10.6 Approval Criteria* of the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR)* had been satisfied. Mr. Goldstein made a motion to approve the Variance request with the following conditions: (1) Prior to commencing construction, silt fencing shall be installed along the Critical Line. The silt fencing shall be maintained for the duration of the construction.; and (2) The applicant shall follow recommendations from a Certified Arborist regarding the grand trees that are located 40' from the proposed construction. No more than 25% of the Grand trees canopy shall be removed. Mr. Quirk-Garvan seconded the motion. The motion to approve the application was unanimous and therefore granted with the above referenced conditions.

CASE#: BZA-04-18-00258

Jeff Brorowy, COO, for the Charleston County School District (CCSD), filed an Appeal of an Administrative Decision: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension"* regarding property identified as 1872 S. Grimball Road, James Island, TMS # 334-07-00-047. Special Management (S-3) Zoning District standards apply.

Findings: The BZA considered the evidence presented at the hearing and [Mr. Quirk-Garvan proposed a motion to deny] the Appeal and affirm the Administrative Decision based on the following findings of fact: [The proposed motion found that the Planning Director did not err in his ruling; The proposed motion found that CCSD missed the deadline to file an Appeal, which was not the fault of the County or BZA; and The proposed motion found that pursuant to County Code the BZA does not have authority to grant Vested Rights.] Mr. Ladson seconded the motion. [A total of eight (8) BZA members heard the Appeal.] Five members: Mr. McConnell, Mr. Bevon, Ms. Lechner, Mr. Quirk-Garvan and Mr. Ladson voted in favor of the motion and three members: Ms. Craven, Mr. Goldstein, and Mr. Woodul voted against the motion. [It takes a 2/3 vote of the BZA members present at a meeting to overturn an administrative decision. Neither the votes to deny the appeal nor the votes to affirm the appeal garnered 2/3 of the votes present.] Therefore, the administrative decision stands. The BZA is authorized pursuant to *S.C. Code Ann. § 6-29-800* and the *Charleston County Zoning and Land Development Regulations Ordinance, Article 3.13 Appeals of Zoning-Related Administrative Decisions, §3.13.8 Approval Criteria; Findings of Fact: "An appeal shall be sustained only if the BZA finds that the administrative official erred. The decision of the BZA shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision."* [The appeal of the administrative decision stands because the vote to deny the appeal nor the vote to affirm the appeal met the 2/3 majority.] Therefore, the Planning Director's decision stands because at least 2/3 of the members present and voting shall be required to reverse any order, requirement, decision, or determination of any administrative officer or agency.

Additional Business

The BZA will hear five cases at the July 9th BZA public hearing that will start at 5:30 p.m.

Adjournment

There being no further business, the Board adjourned at 10:00 p.m.

Respectfully submitted,

Joel H. Evans, AICP, PLA
Secretary to the BZA

CHARLESTON COUNTY
SOUTH CAROLINA

Case # BZA-04-18-00258

Charleston County BZA Meeting of June 4, 2018

Appellant/Property Owner: Charleston County School District
Jeff Borowy, COO

Representative: ADC Engineering, York Dilday
and
McCullough Khan, LLC, Ross A. Appel, Esq.

Property Location: 1872 S. Grimball Road – James Island

TMS#: 334-07-00-047

Zoning District: Special Management (S-3) Zoning District

Request: Appeal of an administrative decision: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*

Requirement:
The *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), Article 3.13 Appeals of Zoning-Related Administrative Decisions, §3.13.8 Approval Criteria; Findings of Fact: "An appeal shall be sustained only if the BZA finds that the administrative official erred. The decision of the BZA shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision."*

Chapter 12 Definitions, Article 12.1 Terms and Uses Defined:

Accessory Use	A use customarily incidental and subordinate to the principal use of a zoning lot or of a structure. An accessory use is located on the same zoning lot as the principal use, except in the cases of off-street parking, temporary manufactured housing parks, temporary real estate sales office and temporary construction facilities.

Comprehensive Plan, then the entity must publicly state its intention to proceed and its reasons for proceeding. The public entity must provide written notice of its intention to proceed and its reasons to the Planning Commission, as well as public notice in a publication of general circulation at least 30 calendar days in advance of award of a contract or beginning construction of the proposed public project.

ARTICLE 3.13 APPEALS OF ZONING-RELATED ADMINISTRATIVE DECISIONS

§3.13.1 AUTHORITY

The Board of Zoning Appeals shall be authorized to hear and decide appeals only on zoning-related matters where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the administration or enforcement of any of the zoning-related regulations of this Ordinance. The Board of Zoning Appeals shall have no authority to hear or decide appeals from administrative decisions made pursuant to the Subdivision Regulations of Chapter 8.

§3.13.2 RIGHT TO APPEAL

Appeals of Administrative Decisions on zoning-related matters may be filed by any officer, board, or bureau of the county, or by any person with a substantial interest in a decision of an administrative official.

§3.13.3 APPLICATION FILING; TIMING

Applications for Appeals of Administrative Decisions on zoning-related matters shall be submitted to the Planning Director on forms available in the Planning Department. Appeals of Administrative Decisions to grant or deny a Zoning Permit shall be filed within 30 calendar days from the date of the Administrative Decision.

§3.13.4 EFFECT OF FILING

Any permits, decisions or determinations which are the subject of an appeal shall be temporarily suspended upon filing a complete application for an appeal, unless the official responsible for issuing the permit or making the decision or determination which is being appealed certifies to the Board of Zoning Appeals, after the appeal is filed, that because of facts stated in the certification, a stay would cause immediate peril to life or property. In such case, action upon any such permits, decisions or determinations shall not be stayed other than by a restraining order, which may be granted by the Board of Zoning Appeals or by a court of record upon proper notice and hearing. However, in the absence of a certification that a stay would cause immediate peril to life or property, any work purported to be undertaken pursuant to an appealed permit, decision or determination after actual notice of the appeal has been received shall be subject to Chapter 11, Violations, Penalties, and Enforcement, of this Ordinance.

§3.13.5 RECORD OF ADMINISTRATIVE DECISION

The official whose decision is being appealed shall transmit to the Board of Zoning Appeals all papers constituting the record upon which the action appealed is taken.

§3.13.6 PUBLIC HEARING NOTICE

Newspaper, Neighbor, Parties in Interest and Posted Notice of the Board of Zoning Appeals' public hearing shall be provided in accordance with the requirements of Section 3.1.6 of this Chapter.

§3.13.7 BOARD OF ZONING APPEALS REVIEW AND ACTION

A. The Board of Zoning Appeals shall hold at least one public hearing on the appeal, and within a reasonable time following the close of the public hearing, take final action based on the procedures and requirements of this Section.

B. In exercising the appeal power, the Board of Zoning Appeals shall have all the powers of the official from whom the appeal is taken, and the Board of Zoning Appeals may reverse or affirm, wholly or in part, or may modify the decision being appealed.

C. If the Board of Zoning Appeals determines that it is necessary to obtain additional evidence in order to resolve the matter, it shall remand the appeal to the official from whom the appeal is taken, with directions to obtain such evidence and to reconsider the decision in light of such evidence, and to that end shall have all the powers of the officer from whom the appeal is taken and may issue or direct issuance of a permit. The Board of Zoning Appeals in execution of the duties specified in this Chapter may subpoena witnesses and in case of contempt may certify this fact to the circuit court having jurisdiction.

D. A quorum of the Board of Zoning Appeals shall be achieved when the number of members in attendance equals more than ½ of the total membership of the Board of Zoning Appeals. At least 2/3 of the members present and voting shall be required to reverse any order, requirement, decision, or determination of any administrative officer or agency.

§3.13.8 APPROVAL CRITERIA; FINDINGS OF FACT

An appeal shall be sustained only if the Board of Zoning Appeals finds that the administrative official erred. The decision of the Board of Zoning Appeals shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision. Those written findings shall be delivered to parties in interest by certified mail, published once in a newspaper of general circulation in the county, and permanently filed in the Planning Department.

§3.13.9 APPEALS

Any person with a substantial interest in a decision of the Board of Zoning Appeals or any officer, board, or bureau of the county may appeal a final decision of the Board of Zoning Appeals to the Circuit Court of Charleston County. Appellants shall file with the Court Clerk a written petition plainly and fully setting forth how such decision is contrary to law. Such appeal shall be filed within 30 calendar days after the decision of the Board of Zoning Appeals is mailed.

ARTICLE 3.14 APPEALS OF SUBDIVISION-RELATED ADMINISTRATIVE DECISIONS

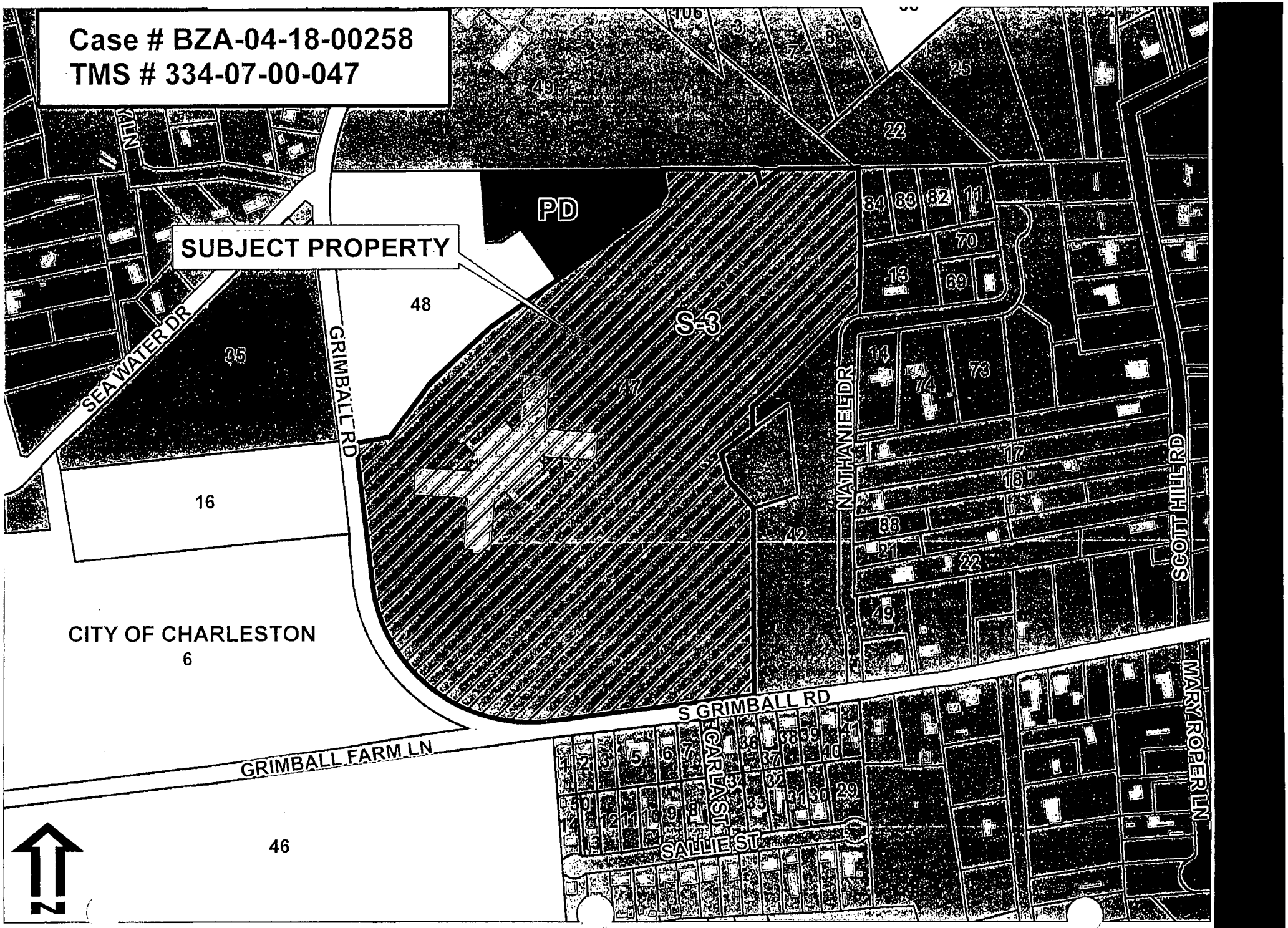
§3.14.1 AUTHORITY

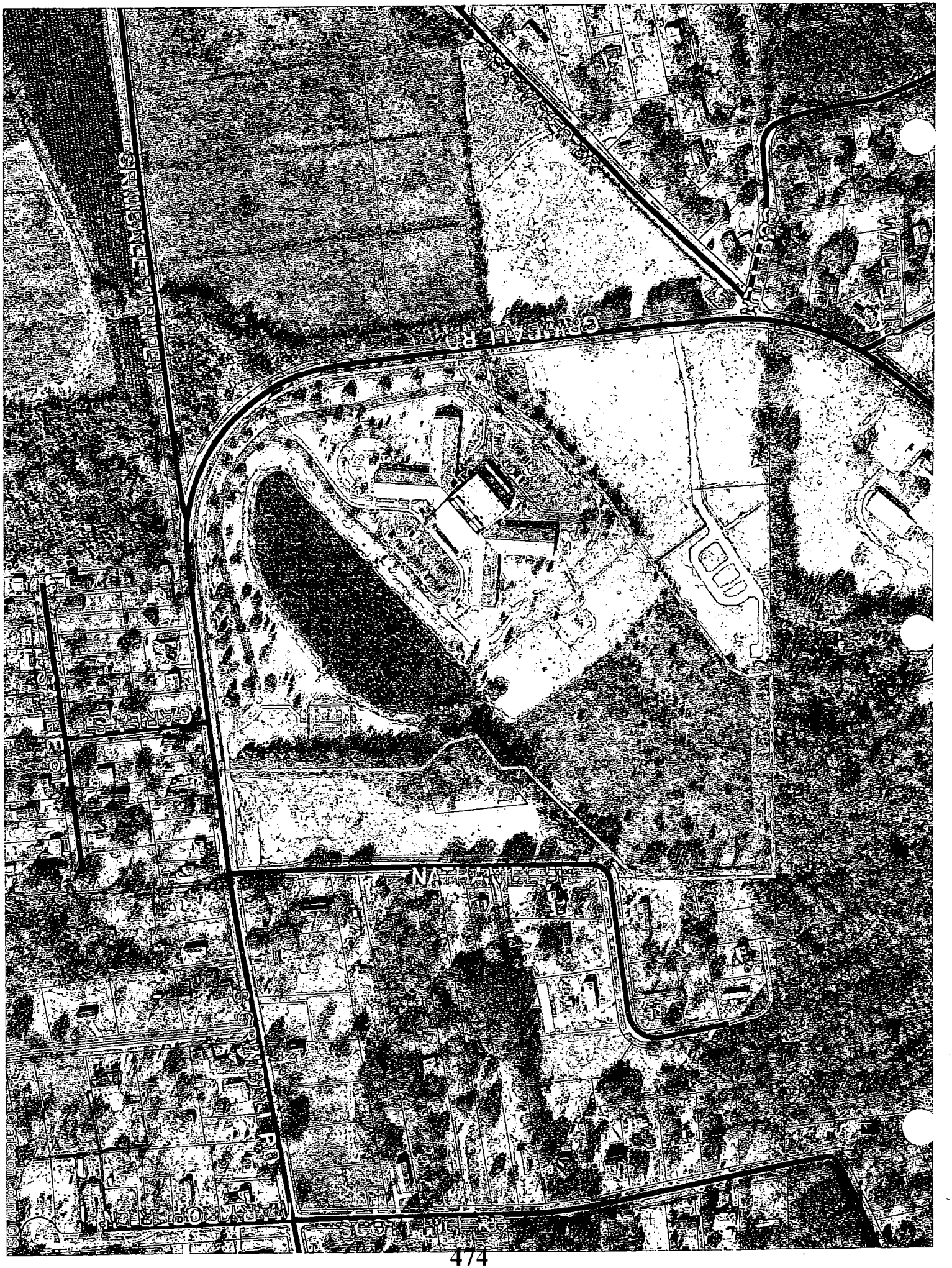
The Planning Commission shall be authorized to hear and decide appeals only on subdivision-related matters (including determinations of [subdivision application] incompleteness) where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the administration or enforcement of any of the subdivision regulations of Chapter 8 of this Ordinance.

CHAPTER 12 | DEFINITIONS

ARTICLE 12.1 TERMS AND USES DEFINED

TERM	DEFINITION
Abandoned Sign	See "Sign, Abandoned" for definition.
Accessory Use	A use customarily incidental and subordinate to the principal use of a zoning lot or of a structure. An accessory use is located on the same zoning lot as the principal use, except in the cases of off-street parking, temporary manufactured housing parks, temporary real estate sales office and temporary construction facilities.
Accessory Dwelling Unit	A dwelling unit providing complete, independent living facilities for one or more persons that is separate from and subordinate to the principal dwelling unit. This definition includes garage apartments.
Accessory Structure	A structure that is detached from a principal structure and customarily incidental and subordinate to the principal structure.
Active Recreation Area	Any park and recreational facility that is not dependant upon a specific environmental or natural resource, which is developed with recreation and support facilities such as playgrounds, golf courses, bicycle trails, baseball or softball fields, football or soccer fields, basketball courts, swimming pools, clubhouses, equestrian facilities, and tennis courts.
Addition	A structure added to the original structure at some time after the completion of the original, or an extension, alteration, or increase in floor area or height of a building or structure.
Administrative and Business Office	The use of a building or a portion of a building for the provision of executive, management, or administrative services.
Administrative Decision	Any order, requirement, decision, or determination by the Charleston County Planning Director or their designee relating to the administration or enforcement of the Charleston County Zoning and Land Development Regulations.
Adult Oriented Business	Definitions provided in Section.6.4.18C.
Adult Day Care Facility	A facility licensed by the South Carolina Department of Health and Environmental Control (DHEC) for adults 18 years of age or older, which offers in a group setting a program of individual and group activities and therapies. The program is directed toward providing community-based day care services for those adults in need of a supportive setting. The program shall provide a minimum of four and a maximum of 14 hours of operation a day. (See S.C. DHEC Regulation 61-75, Standards for Licensing—Day Care Facilities for Adults)


Case # BZA-04-18-00258
TMS # 334-07-00-047
SUBJECT PROPERTY
PD
S-3
48
35
16
42
CITY OF CHARLESTON
6
46
SEA WATER DR
GRIMBALL RD
NATHANIEL DR
SCOTT HILL RD
S GRIMBALL RD
GRIMBALL FARM LN
CARLAST ST
SALLIE ST
MARY ROPER LN
N


CRESTVALE RD.
NATOMA
CANTERBURY
PARKWAY
SCOTT


PAUL DAVIS LN
GRIMBALL FARM LN
SCOTT HILL RD
RAFEAL LN
RAINBOW RD
BUR CLARE DR
WESTWOOD
TOLLY RD
HAZARD LN
Charleston County GIS

Case # BZA-04-18-00258
BZA Meeting of June 4, 2018
Subject Property: 1872 S. Grimball Road, James Island

Appeal of an Administrative Decision: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*



Subject Property

View of proposed bus parking facility area from the school property



View of proposed bus parking facility from Nathaniel Drive



Appeal of an Administrative Decision

"February 28, 2018 decision, Case ZSPR-05-16-00059." Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*

1872 S. Grimball Road, James Island
TMS # 334-07-00-047

Chronology Summary and List of Exhibits for Appeal Case # BZA-04-18-00258

- **May 16, 2016:** Jeffrey Borowy, Chief Operating Officer (COO) for the Charleston County School District (CCSD) through CCSD's engineer, ADC Engineering applies for Site Plan Review (ZSPR-05-16-00059) for, *"James Island Elementary School Bus Parking Facility."* **(see Exhibit 1)**

- **January 26, 2017:** CCSD submits a letter further describing the proposed use and a "No Idling Signage Exhibit." **(see Exhibit 2)**

- **February 7, 2017:** Planner, Stephen Risse signs and dates the site plan approved on February 7, 2017. Sheets C201, L200, L201, and L301.
(see Exhibit 3)

- **February 9, 2017:** The Planning Department sends the Site Plan approval letter, "Project Status Report" to CCSD's engineer, Jeff Webb, ADC Engineering. The letter states, *"This project will be held in the 'TO BE PERMITTED' file for one year. If the permit has not been obtained within that time, and there has been no communication with this office regarding this project, then the project will no longer be eligible to receive a permit. If the applicant wishes to receive a permit after that time, the review process will need to repeated.* ***Any changes in the Site Plan after it is approved must be reviewed by the Site Plan Review Committee prior to the change."*** **(see Exhibit 4)**

- **February 9, 2018:** The approval of ZSPR-05-16-00059 expires.

- **February 28, 2018:** The Planning Department sends ADC Engineering a letter denying the requested extension.
(see Exhibit 5)

- **March 13, 2018:** The Planning Department sends Ms. Johnson email correspondence clarifying school bus parking, fueling, and maintenance. The Planning Director's written interpretation is, *"On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school."*
  (see Exhibit 6)

- **March 19, 2018:** The Planning Director meets with CCSD staff and gives them a copy of the March 13, 2018 email/written interpretation.

- **April 18, 2018:** CCSD files an Application for Appeal of an Administrative Decision stating the decision which is being appealed: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*
  (see Exhibit 7)

Exhibit 1

Attached:

- ADC Engineering transmittal sheet dated May 6, 2016
- Site Plan Review Application processed by Planning Staff on May 16, 2016
- Letter of Intent dated April 7, 2016
- Restrictive Covenants Affidavit dated April 7, 2016
- Stormwater Application (Type II and III)
- ADC Engineering transmittal sheet dated May 6, 2016
- DHEC-OCRM documents

Available in Digital Format:

- Full set of site drawings dated May 5, 2016
- Traffic Impact Study dated October 2015
- Design Narrative dated May 5, 2016

S-3

transmittal

May 6, 2016

to: Stephen Risse **from:** Jeff Webb, P.E.

company: Planning Department **title:** Partner / Civil Project Manager

address: 4045 Bridge View Drive **tel:** (843) 566-0161
North Charleston, SC 29405 **eml:** jeffw@adcengineering.com

subject: James Island Elementary School Bus Parking Facility
Charleston, South Carolina
ADC Project No. 15214

The following items are attached:

ITEM #	DATE	DESCRIPTION
1.	07 Apr 2016	Site Plan Review Application (1 Original)
2.	5 May 2016	Site Plan Review Fee ($250.00)
3.	---	Current Approved & Recorded Plat (4 Copies)
4.	07 Apr 2016	Charleston County Letter of Intent (1 Original)
5.	07 Apr 2016	Restrictive Covenants Affidavit (1 Original)
6.	*Pending*	CWS Water Supply Availability Letter *(Will Forward Upon Receipt)*
7.	*Pending*	JIPSD Wastewater Availability Letter *(Will Forward Upon Receipt)*
8.	28 Mar 2016	Stormwater Application (Type II and III) (1 Copy; Original Sent To MS4)
9.	5 May 2016	Site Drawings (4 Full Size Sets)

The attached are provided for your review and approval. If you have any questions or comments, please do not hesitate to contact me.

1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162

ADCENGINEERING.COM

delivered by: Courier

Site Plan Review Application

County of Charleston
Planning Department

Planning Department
4045 Bridge View Drive
North Charleston, SC 29405
Phone 843-202-7200
Fax 843-202-7222

CHARLESTON COUNTY SOUTH CAROLINA

This application must be complete and submitted **in person** to the Planning Department in order to apply for Site Plan Review. Please read the entire form prior to completing the application. The applicant shall receive a copy of this completed form at the time the application is filed. **Please fold all information in complete, individual packages approximately 8½" X 11" prior to submitting** and **REFERENCE THE PARCEL I.D. NUMBER ON ALL SUBMITTALS AND RE-SUBMITTALS.**

1) Four copies of Current Approved and Recorded Plat showing present boundaries of property.
2) A Letter of Intent signed by the applicant or property owner(s) stating the name of business, intended use of parcel/building, hours of operation, number of employees, etc.
3) Restrictive Covenants Affidavit(s) signed by the applicant or current property owner(s).
4) Four copies of an accurate, legible **Site Plan drawn to Engineers Scale** must be attached. The site plan must show property dimensions, dimensions, and locations of all existing and proposed structures and improvements, parking areas, Grand trees (Any tree measuring 24 inches or greater diameter breast height (DBH) except Pine tree and Sweet Gum tree (*Liquidamber styraciflua*) species.), wetlands (properties containing DHEC-OCRM Critical Line areas must contain an up to date DHEC-OCRM signature on the site plan or plat), holding basins and buffers when applicable. Upon Site Plan approval, you will submit two sets of construction drawings for building plan review.
5) Current letter of water and wastewater availability.
6) StormWater Application – submit to Zoning Dept. (Application Type to be determined during Site Plan Review process).
7) Fee: see current Fee Schedule - check made out to "Charleston County" or cash.

Applicant Name: Charleston County School District - Jeffrey Borowy - Jeff Webb @ A.D.C.

Mailing Address: 3999 Bridge View Drive 566-0161

City, State, Zip Code: North Charleston, SC 29405 JeffW@ADC Engineering.com

Phone #: (843) 566-8138 Fax #:

Email address: jeffrey_borowy@charleston.k12.sc.us

Owner's Name: Charleston County School Districty Phone #: (843) 566-8138

Project Name/Description: James Island Elementary School Bus Parking Facility

Subject Property Address: 1872 South Grimball Rd., James Island T.M.S. # 334-07-00-047

South Carolina, 29412

Applicant Signature Date 4/7/2016

OFFICE USE ONLY

ZSPR- 5-16-00059 Application date: 5/16/16

Zoned/Overlay: S-3, HA Flood Zone: V-00 Panel: 678-J

Plat book/page: / Plat date Acreage:

Special Exception Required Public Water/Well (circle one) Sewer/Septic Tank (circle one)

FEE: $250.00 Address Verified:

Thurs., May 26 2016 ~~1:30~~ 3:45 pm

Meeting Day & Date Time

CHARLESTON COUNTY
SOUTH CAROLINA

Zoning and Planning Department
Joel H. Evans, AICP, PLA
Zoning & Planning Director
Lonnie Hamilton III Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405
843.202.7200

Letter of Intent to Establish a Business

First Name: Jeffrey	*Last Name:* Borowy
Mailing Address: 3999 Bridge View Drive, North Charleston, SC 29405	
Email Address: jeffrey_borowy@charleston.k12.sc.us	*Home/Cell Phone #:* (843) 566-8138

Subject Property Information

Address (include suite #): 1872 Grimball Road, James Island, SC 29412	
Is this your residence? ☐ Yes ☒ No	*Number of Employees:* 40
Days of Operation: Monday - Friday	*Hours of Operations:* 6:00 A.M. - 6:00 P.M.
Proposed Name of Business:	

Please provide a detailed explanation of the proposed use:

This project proposes to construct a new bus parking facility, with employe parking and support facility.

Signature: [signature] Date: 4/7/2014

OFFICIAL USE ONLY

Zoning District:	Taken In By:
TMS#:	Date:
Home Occupation: ☐ Yes ☐ No	Vacant for more than two years: ☐ Yes ☐ No
Overlay District: ☐ Yes ☐ No	Name of Overlay District:
Approved: ☐ Yes ☐ No By:	Date:

CHARLESTON COUNTY
SOUTH CAROLINA

Zoning and Planning Department
Joel H. Evans, AICP, PLA
Zoning & Planning Director
Lonnie Hamilton III Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405
843.202.7200

Letter of Intent to Establish a Business

First Name: Jeffrey	*Last Name:* Borowy
Mailing Address: 3999 Bridge View Drive, North Charleston, SC 29405	
Email Address: jeffrey_borowy@charleston.k12.sc.us	*Home/Cell Phone #:* (843) 566-8138

Subject Property Information

Address (include suite #): 1872 Grimball Road, James Island, SC 29412	
Is this your residence? ☐ Yes ☒ No	*Number of Employees:* 40
Days of Operation: Monday - Friday	*Hours of Operations:* 6:00 A.M. - 6:00 P.M.
Proposed Name of Business:	

Please provide a detailed explanation of the proposed use:

This project proposes to construct a new bus parking facility, with employe parking and support facility. The support facility consists solely of a manufactured office building for administrators. Drivers will check in and out of the facility as they arrive and leave for the day. Maintenance will be performed at an off-site location.

Signature: [signature] Date: 4/7/2016

OFFICIAL USE ONLY

Zoning District:	Taken In By:
TMS#:	Date:
Home Occupation: ☐ Yes ☐ No	Vacant for more than two years: ☐ Yes ☐ No
Overlay District: ☐ Yes ☐ No	Name of Overlay District:
Approved: ☐ Yes ☐ No By:	Date:

Joel H. Evans, AICP, PLA
Zoning & Planning Director

CHARLESTON COUNTY
SOUTH CAROLINA

843.202.7200
1.800.524.7832
Fax: 843.202.7222
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405-7464

PERMIT APPLICATION: RESTRICTIVE COVENANTS AFFIDAVIT

I, Jeffrey Borowy [Print], have reviewed the restrictive covenants applicable to Parcel Identification Number(s) 334-07-00-047, located at (address) 1872 Grimball Rd. James Island, SC 29412, and the proposed permit application is not contrary to, does not conflict with, and is not prohibited by any of the restrictive covenants, as specified in South Carolina Code of Laws, Section 6-29-1145.

[Signature] 4/7/2016 [Date]

JEFFREY BOROWY [Print Name]

Explanation:
Effective July 1, 2007, South Carolina Code of Laws Section 6-29-1145 requires local governments to inquire in the permit application, or in written instructions provided to the applicant, if a tract or parcel of land is restricted by a recorded covenant that is contrary to, conflicts with or prohibits an activity for which a permit is being sought.
[Section 6-29-1145 is copied on the back of this page]

For Staff Use Only:

Received by _____ Date _____ 485 Application Number _____

Types II and III Application

(Applicable for sites that disturb 1 acre or more)

Date: 03 / 28 / 2016

Project/ Site Name: James Island ES Bus Parking Facility

I. Project Information

Project Owner/ Operator (Company or person): Charleston County School District
Contact Person: Jeffrey Borowy Company EIN: 57 - 6000322
Mailing Address: 3999 Bridge View Drive
City: North Charleston State: SC Zip: 29405
Phone: (Day) (843)- 566 - 8138 (Mobile) ___-___-____ (Fax) ___-___-____
Email address: jeffrey_borowy@charleston.k12.sc.us

Person Financially Responsible: Charleston County School District - Jeffrey Borowy
(If different than above, a person must be named in either space)
Mailing Address: ___
City: ___ State: ___ Zip: ___
Phone: (Day) ___-___-____ (Mobile) ___-___-____ (Fax) ___-___-____
Email address: ___

Agent or Contact Person (if applicable): ___
Mailing Address: ___
City: ___ State: ___ Zip: ___
Phone: (Day) ___-___-____ (Mobile) ___-___-____ (Fax) ___-___-____
Email address: ___

Engineer, Technical Representative or Firm ADC Engineering, Inc. - Jeff Webb, P.E.
(If different from Agent)
Mailing Address: 1226 Yeamans Hall Road
City: Hanahan State: SC Zip: 29410
Phone: (Day) (843)- 566 - 0161 (Mobile) ___-___-____ (Fax) (843)- 566 - 0162
Email address: jeffw@adcengineering.com

II. Property Information

A. Site Location (street address, nearest intersection, etc.): 1872 South Grimball Road, James Island, SC 29412
City/ Town (if in limits): ___ Latitude: 32 ° 42 ' 15 " N Longitude: - 79 ° 58 ' 25 " W
Tax map # (list all): 334-07-00-047

B. Property Owner (if different from section I above): Charleston County School District - Jeffrey Borowy
Mailing Address: ___
City: ___ State: ___ Zip: ___
Phone: (Day) ___-___-____

III. Site Information

A. Disturbed area (to the nearest tenth of an acre): 8.0 Total area: 34.4

Impervious area: 8.2

B. Is this project part of a Larger Common Plan for Development or Sale (LCP)? [X] Yes [ ] No

If yes, what is the previous state permit no.? 10-01-09-03 Previous NPDES number: SCR10 _____

LCP/ Overall Development Name: James Island Elementary School

C. Start Date (MM/DD/YYYY): 06/01/2016 Completion Date: 09/01/2016 (estimated)

D. Type of Activity (check all that apply): [ ] Commercial

[X] Institutional

[ ] Residential: Single-family

[ ] Residential: Multi-family

[ ] Linear (Roads, utility lines, etc.)

[ ] Site Preparation (No new impervious) [ ] Re-development [ ] Other: _____

E. Are there any flooding problems downstream of or adjacent to this site? [ ] Yes [X] No

F. Are any portions of the site located in an designated floodplain? [X] Yes [ ] No

If yes, what are the FIRM Numbers? Number 45019C, Panel 0678, Suffix J

IV. Waterbody Information

A. Nearest receiving waterbody(s): Grimball Canal Distance to this waterbody (feet): 100

Next/Nearest named receiving waterbody(s): Stono River

B. Wetlands/Waters of the State

	On the site?	If yes, delineated/identified?	Impacts?	Amount of impacts
a. Waters of the U.S./ State	[X] Yes [ ] No	[X] Yes [ ] No	[ ] Yes [X] No	___ Ac ___ Feet
b. Other (List): _____	[ ] Yes [ ] No	[ ] Yes [ ] No	[ ] Yes [ ] No	___ Ac ___ Feet

2. If yes for delineation in item B.1, has documentation of the delineation from the USACOE been provided?
[ ] Yes [ ] No [ ] N/A

3. If yes for impacts in item B.1, has a USACOE permit been applied for or obtained for those impacts?
[ ] Yes [ ] No [ ] N/A If yes, list the permit/ application number. _____

C. Special Protection Areas

Do stormwater (SW) discharges from the site drain to a watershed that drains to a DHEC WQ monitoring site (WQMS). . .

1. Listed on the most current 303(d) List for Impaired Waters? [ ] Yes [X] No
   a. If yes for (1), is there an unimpaired WQMS between your site and the impaired WQMS? [ ] Yes [ ] No
   b. If no for (a), list the waterbody. _____ List the impairment(s). _____
   c. Will construction SW discharges from your site contain the pollutant(s) of impairment? [ ] Yes [ ] No
   d. If yes for (c), will use of the selected BMPs ensure that the site's discharges will not contribute to or cause further water quality standard violations? [ ] Yes [ ] No
2. For which a TMDL(s) has been developed? [ ] Yes [X] No
   a. If yes for (2), list the waterbody. _____ List the impairment(s). _____
   Additional compliance may be required based on the TMDL.

V. Operator Information

A. Company/Firm: _____ S.C. Registration #: _____

S.C. COA #: _____

Mailing Address: _____

City: _____ State: ___ Zip: _____

Phone: (Day) ___-___-____ (Mobile) ___-___-____ (Fax) ___-___-____

Email address (optional): _____

B. Operator of Day-to-Day Site Activities [ODSA] (Company or person): _____

Site Contact (if ODSA is company): _____

Mailing Address: _____

City: _____ State: ___ Zip: _____

Phone: (Day) ___-___-____ (Mobile) ___-___-____ (Fax) ___-___-____

VI. Signatures and Certifications

A. I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

I hereby certify that all construction and associated activity pertaining to this site shall be accomplished pursuant to and in compliance with the terms and conditions of the approved plans. I also certify that a responsible person will be assigned to the project for day-to-day control. I hereby grant authorization and consent to Charleston County Public Works Department the right of access upon the premises at all times for the purpose of on site inspections during the course of construction and to perform maintenance inspections following the completion of the land-disturbing activity.

JEFFREY BORDWY		DEPUTY FOR CAPITAL PROGRAMS
Printed name of Owner/Operator	**Signature of Project Owner/ Operator &Date**	**Title/ Position**

B. Designer Certification-One copy of the plans, all specifications and supporting calculations, forms, and reports are herewith submitted and made a part of this application. Two (2) copies of the plans, all specifications and supporting calculations, forms, and reports shall be submitted upon approval. I have placed my signature and seal on the design documents submitted signifying that I accept responsibility for the design of the system. Further, I certify to the best of my knowledge and believe that the design is consistent with the Charleston County Stormwater Management and Sediment Control Ordinance and the Permitting Standards and Procedures Manual.

	22839
SIGNATURE & DATE	S.C. REGISTRATION NUMBER

ENGINEER _____

TIER B, LAND SURVEYOR _____

LANDSCAPE ARCHITECT _____

transmittal

May 6, 2016

to: Zoning Department **from:** Jeff Webb, P.E.

company: Charleston County Planning Dept **title:** Partner / Civil Project Manager

address: 4045 Bridge View Dr. **tel:** (843) 566-0161

North Charleston, SC 29405 **eml:** jeffw@adcengineering.com

subject: **Request for MS4 Approval**
James Island Elementary School Bus Parking Facility
Charleston, South Carolina
ADC Project No. 15214

The following items are attached:

ITEM #	DATE	DESCRIPTION
1.	28 Mar 2016	Application for Medium and Large Construction Activities (Type II and III) (1 Original – *Copy sent to OCRM*)
2.	06 Apr 2016	Notice of Intent (NOI) Application [DHEC 2617] (1 Copy – *Original sent to OCRM*)
3.	5 May 2016	OCRM Digital Submittal Details with Email Verification (1 Copy)
4.	Oct 2015	Traffic Impact Study (2 Copies)
5.	5 May 2016	Design Narrative *Inclusive of CSWPPP* (2 Copies)
6.	5 May 2016	Drawings (2 Full Size Sets)

The attached documents are provided to obtain MS4 Stormwater approval. Under separate cover, a request for Coastal Zone Consistency Certification was submitted to OCRM.

If you have any questions or comments, please do not hesitate to contact me.

1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162

ADCENGINEERING.COM

engineering specialists

delivered by:

D H E C
PROMOTE PROTECT PROSPER
South Carolina Department of Health and Environmental Control

NOTICE OF INTENT (NOI)
For Coverage(s) of Primary Permittees Under South Carolina NPDES General Permit For Stormwater Discharges From Construction Activities SCR100000
(Maintain As Part of On-Site SWPPP)

For Official Use Only
File Number: _____
Permit Number: SCR10_____
Submittal Package Complete: _____

Submission of this Notice of Intent constitutes notice that the Applicant identified in Section II intends to be authorized as a Primary Permittee in the state of South Carolina under NPDES General Permit SCR1000000. Fees required for review and NPDES coverage of each application type are as listed on page 2 of the Instructions.

COPY

Date: March 28, 2016
Project/Site Name: James Island Elementary School Bus Parking Facility County: Charleston
(Modification or Change of Information Only) Prior Approved NPDES Permit or File Number: _____

Do you want this project to be considered for the Expedited Review Program (ERP)? ☐Yes or ☐No (See instructions)

I. Notice of Intent (NOI) Application Type(s)

A. Project (Application/Review) Type(s) (Select ALL that apply):
☑New Project (Initial Notification) ☐ Ongoing Project: ☐Permitted or ☐ Un-Permitted
☐ Late Notification ☐ Low Impact Development (LID) or Project Design Above Regulatory Requirements
☐New Owner/Operator or Company Name Change (see instructions, attach Form A (Transfer of Ownership))
☐Major Modification: (see instructions, attach Form B (Major Modifications))
☑MS4 Project Review
☐Ocean and Coastal Resource Management (OCRM) Review
☐Change of Information/Other (Specify): _____

B. If Applicable, identify the entity designated as MS4 Reviewer and MS4 Operator (i.e., Lexington County, City of Greer, etc.): MS4 Reviewer Charleston County MS4 Operator Charleston County

II. Primary Permittee Information ☐ Change of Information

☐ Person or ☑ Company | If a Company, are you a ☐ Lending Institution or ☐ Government Entity? Company EIN (If applicable): EIN: 57-6000322

A. Primary Permittee Name: Charleston County School District - Jeffrey Borowy
Mailing Address: 3999 Bridge View Dr. City: North Charleston State: SC Zip: 29405
Phone: (843) 566-8138 Fax: _____ Email Address: jeffrey_borowy@charleston.k12.sc.us

B. Contact /ODSA Name (If different from above OR if owner is a company): Charleston County School District - Jeffrey Borowy
Mailing Address: SAME City: _____ State: _____ Zip: _____
Phone: _____ Fax: _____ Email Address: _____

C. Property Owner Name (If different from above): _____
Mailing Address: _____ City: _____ State: _____ Zip: _____
Phone: _____ Fax: _____ Email Address: _____

III. Comprehensive Stormwater Pollution Prevention Plan (C-SWPPP) Preparer Information ☐ Change of Information

A. C-SWPPP Preparer Name: Jeff Webb, P.E.
B. Registered Professional ☑Engineer ☐Landscape Architect ☐Tier B Land Surveyor S. C. Registration #: 22839
C. Company/Firm Name: ADC Engineering, Inc. S. C. COA #: 00253
Mailing Address: 1226 Yeamans Hall Road City: Hanahan State: SC Zip: 29410
Phone: 843-566-0161 Fax: 843-566-0162 Email Address: jeffw@adcengineering.com

IV. Project/Site Information ☐ Change of Information

A. Type of Construction Activity(ies) (Select ALL that apply):
☐Commercial ☐Industrial ☑Institutional ☐Mass Grading ☐Linear ☐Utility/Infrastructure
☐Residential: Single-family ☐ Residential: Multi-family ☐Multi-use (Commercial & Residential)
☐Site Preparation (No New Impervious Area) ☐ Other (Specify) _____

B. Site Address/Location (street address, nearest intersection, etc.) 1672 South Grimball Road
City/Town (If in limits): _____ Zip Code: 29412
Latitude: 32 °42 '15 " N Longitude: - 78 °58 '25 " W (Source): ☐GPS ☑ Web Site: epa.gov/enviro
Tax Map Number (s) (List all): 334-07-0-047

C. Is this site located on Indian Land? ☐Yes ☑No

D. Proposed Start Date: 08/01/2016 Proposed Completion Date: 09/01/2016

E. Disturbed Area (nearest tenth of an acre): 8.0 Total Area (acres): 34.4

F. Modification Only:(nearest tenth of an acre): Disturbed Area: Current (Approved) Area: _____
Disturbed Area Change (Increase Only): _____ Total Disturbed Area (After Change): _____

G. Is this project part of a Larger Common Plan for Development or Sale (LCP)? ☑ Yes ☐ No
LCP/ Overall Development Name: James Island Elementary School Check here if this is the First Phase. ☐

Previous State Permit/File Number: 10-01-09-03 Previous NPDES Coverage Number: SCR10 _____

H. Any Flooding Problems exist downstream of or adjacent to this site? ☐Yes ☐No (If yes, provide detailed description of flooding problems and applicable floodway/flood zone information in the C-SWPPP).

I. Active S.C. DHEC Warning Notice, Notice to Comply or Notice of Violation for this site or LCP? ☐Yes ☑No

J. List Relevant State and Federal Environmental Permits or Approvals applied for or obtained for this site (e.g., RCRA, USACOE, Nationwide, etc.). If None, list None.
None

K. Any Waiver(s)/Variances/Exceptions Requested for this Project? (If yes, identify below and include **Waiver Request and Justifications** in the C-SWPPP for each proposed request).

1. Small Construction Activity Waiver(s) From NPDES permitting (Section 1.4 & Appendix B)? ☐ Yes ☑ No
If yes, identify requested waiver: ☐ Rainfall Erosivity Waiver ☐ TMDL Waiver ☐ Equivalent Analysis Waiver

2. Detention Waiver (72-302(B))? ☐ Yes ☑ No | 3. Other (Specify): _____

V. Waterbody Information (Attach additional sheet(s) as needed) ☐ Change of Information

A. Receiving Waterbody(s) (RWB) Information (List the nearest and next nearest receiving waterbodies to which the sites stormwater discharges will drain. If stormwater discharges drain to multiple waterbodies, list all such waterbodies).

1. Name of Receiving Waterbodies (RWB)	2. Distance to RWB (feet)	3. Classification of RWB
a. Nearest: Grimball Canal	100	FW
b. Next Nearest: Stono River	5500	SFH
c. Coastal Zone ONLY: Coastal Receiving Water (CRW): Stono River	5500	Not Applicable
d. Other Waterbodies: _____		

B. Waters of the U.S. / State Information (Attach additional sheet(s) as needed)

Waters of the U.S./ State	1. On the site?	2. Delineated/ Identified?	3. Impacts?	4. Amount of impacts
a. Jurisdictional wetlands	☑Yes ☐No	☐Yes ☑No	☐Yes ☑No	____ Ac
b. Non-jurisdictional wetlands	☐Yes ☑No	☐Yes ☐No	☐Yes ☐No	____ Ac
c. Other Water(s): _____	☐Yes ☑No	☐Yes ☐No	☐Yes ☐No	____ Ac ____ Feet
d. Coastal Zone ONLY: Direct Critical Area	☐Yes ☑No	☐Yes ☐No	☐Yes ☐No	____ Ac ____ Feet

5. If yes for impacts in B.3, describe each impact and activity, and list all permits (e.g., USACOE Nationwide Permit, DHEC General Permit) and certifications that have been applied for or obtained for each impact:
_____

C. S.C. Navigable Waters (SCNW) Information (Section 2.6.5) The Department will address any issues related to State Navigable Waters' Program under SC Regulation 19-450 during the review of the C-SWPPP for activities that will NOT require a 404 permit or a 401 certification. (Attach additional sheet(s) as needed).

1. Are S. C. Navigable Waters (SCNW) on the site: ☐Yes ☑ No
a. If no, do not complete this question. Proceed to Section D (Impaired Waterbodies).
b. If yes, provide the name of S.C. Navigable Waters (SCNW) on the site: _____

2. If yes for C.1, will construction activities cross over or occur in, under, or thru the SCNW? ☐Yes ☐ No
If yes, describe SCNW activities (e.g., road crossing, sub-aqueous utility line, temporary or permanent structures, etc.) and proceed to Section C.3: _____

3. Identify permits providing coverage of SCNW activities proposed for your site. If NONE, list none.

Permits/Certifications	Permit or Certification No.	Corresponding Covered SCNW Activity(ies)
a. DHEC General/ Other DHEC Permit	None	
b. USACOE 404 Permit or 401 Certification	None	
c. SCNW Permit If applied for or issued, identify Date applied for or issued: _____	None	☐ All Activities or ☐ Some Activities (Describe):

d. If a SCNW Permit has NOT been applied for provide an additional plan sheet that shows plan and profile views (drawn to scale) of the SCNW and associated activities. Include a description of all proposed activities on this plan.

D. Impaired Waterbodies Information (Attach additional sheet(s) as needed)

1. 303(d) Listed Impaired Waterbodies

a. Name of Nearest DHEC Water Quality Monitoring Stations (WQMS)(s) that receives stormwater from your construction site and/or thru an MS4 and the Name of the Corresponding Waterbody?		b. Is this WQMS(s) listed on the most current 303(d) List? If No, proceed to Section 2 of this table. If Yes, complete items c thru f.	c. List the pollutant(s) identified as "CAUSES" of the impairment	d. Will any pollutants causing the impairment be present in your site's construction stormwater discharges?	e. If yes for d, list the "USE SUPPORT" impairment(s) affected by the pollutant(s) identified in c.
Nearest DHEC WQMS(s)	Corresponding Waterbody				
11-03	Stono River	☐Yes ☑ No		☐Yes ☐ No	
11-05	Stono River	☐Yes ☑ No		☐Yes ☐ No	
		☐Yes ☐ No		☐Yes ☐ No	

f. If yes for d above, will use of the BMPs proposed for your project ensure the site's discharges will NOT contribute to or cause further WQS violations for the impairment(s) listed in c? ☐Yes ☐ No
(NOTE: If no for f, this site is NOT eligible for coverage under the CGP). See Instructions.

2. TMDL Impaired Waterbodies

a. Name of Nearest DHEC Water Quality Monitoring Stations (WQMS)(s) that receives stormwater from your construction site and/or thru an MS4?	b. Has a TMDL(s) been developed for this WQMS(s)? **If No, identify as such below and proceed to Section VI. If Yes, complete items c thru f of this table.**	c. If yes for b, what pollutants are listed as "CAUSES" or causing the impairment?	d. If yes for b, has the standard been "ATTAINED" or "Fully Supported" for the impairment(s)?	e. If no for d (Not Attained), will any pollutants causing the impairment be present in your site's construction stormwater discharges?
N/A	☐Yes ☐ No		☐Yes ☐ No	☐Yes ☐ No
	☐Yes ☐ No		☐Yes ☐ No	☐Yes ☐ No
	☐Yes ☐ No		☐Yes ☐ No	☐Yes ☐ No

f. If yes for e above, are your discharges consistent with the assumptions and requirements of the TMDL(s)? ☐Yes ☐ No
(NOTE: If no for f, this site is NOT eligible for coverage under the CGP). See Instructions.

VI. **Signatures and Certifications** DO NOT SIGN IN BLACK INK! Read the Certifications below (in entirety). Provide date, printed name, and signatures below. If you are a New Owner/Operator, as Primary Permittee you must also sign and date the applicable Comprehensive SWPPP Acceptance & Compliance Agreement below.

C-SWPPP PREPARER: "One copy of the C-SWPPP, all specifications and supporting calculations, forms, and reports are herewith submitted and made a part of this application. I have placed my signature and seal on the design documents submitted signifying that I accept responsibility for the design of the system. Further, I certify to the best of my knowledge and belief that the design is consistent with the requirements of Title 48, Chapter 14 of the Code of Laws of SC, 1976 as amended, pursuant to Regulation 72-300 et seq. (if applicable), and in accordance with the terms and conditions of SCR100000." **(This should be the person identified in Section III).**

Jeff Webb, P.E. | Signature of C-SWPPP Preparer | 22539
Printed Name of C-SWPPP Preparer | | S. C. Registration #

PRIMARY PERMITTEE: "I or I (on behalf of my company and its contractors and agents), as the case may be, certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I understand that DHEC enforcement actions may be taken if the terms and conditions of the C-SWPPP are not met and I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

"I or I (on behalf of my company and its contractors and agents), as the case may be, also hereby certify that all land-disturbing construction and associated activity pertaining to this site shall be accomplished pursuant to and in keeping with the terms and conditions of the approved plans and SCR100000. I also certify that a responsible person will be assigned to the project for day-to-day control. I hereby grant authorization to the to S. C. Department of Health and Environmental Control (DHEC) and/or the local implementing agency the right of access to the site at all times for the purpose of on site inspections during the course of construction and to perform maintenance inspections following the completion of the land-disturbing activity." **(See Section 122.22 of S.C. Reg. 61-9 for signatory authority information.)** Having understood the above information, I am signing this certification as Primary Permittee to the aforementioned NPDES general permit."

JEFFREY BOROWY | DEPUTY FOR CAPITAL PROGRAMS
Printed Name of Primary Permittee | Title/Position

Signature of Primary Permittee | 4/6/2016
Date Signed

DHEC 2617 (10/2012)

DIGITAL BOUNDARY DETAILS

1) PLEASE PROVIDE THE INFORMATION REQUESTED BELOW IN **UPPERCASE** LETTERING.
2) PROJECT NAME **MUST** CORRESPOND TO PROJECT NAME LISTED ON THE CZC APPLICATION.
3) PLEASE AVOID USING SPECIAL CHARACTERS SUCH AS "@" IN THE PROJECT NAME WHENEVER POSSIBLE, UNLESS THIS CREATES A CONFLICT WITH #2.

DATE: MAY 5, 2016

PROJECT NAME: JAMES ISLAND ELEMENTARY SCHOOL BUS PARKING FACILITY

COUNTY: CHARLESTON

PARENT PARCEL/TMS#: 334-07-00-047

PREPARED BY (FIRM NAME): ADC ENGINEERING, INC.

ENGINEER OF RECORD (WITH EMAIL):

ADC ENGINEERING, INC. – JEFF WEBB, P.E.
1226 YEAMANS HALL ROAD, HANAHAN, SC 29410
TEL: 843-566-0161 / FAX: 843-566-0162
JEFFW@ADCENGINEERING.COM

Jennifer Papa

From: Jennifer Papa
Sent: Thursday, May 05, 2016 11:41 AM
To: 'ocrmdigbound@dhec.sc.gov'
Subject: ADC 15214: James Island Elementary School Bus Parking Facility
Attachments: 15214_A3.Digital Boundary.2010.dwg

Please find attached a property boundary and the associated Digital Submittal Details form for your review and use.

Jennifer Papa
Project Administrator
Site Services

1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
office 843-566-0161 / fax 843-566-0162
ADCENGINEERING.COM

CONFIDENTIALITY NOTICE: The material in this electronic transmission is either private, confidential, legally privileged or constitutes work product, and is intended only for the use of the individual(s) named above. If you are not the intended recipient, be advised that unauthorized use, disclosure, copying, distribution, or the taking of any action in reliance on this information is strictly prohibited. If you have received this transmission in error, please immediately notify us by telephone or return electronic transmission.

Permanent Stormwater System Maintenance and Responsibility Agreement

Under the South Carolina Stormwater Management and Sediment Reduction Act of 1991 (48-14-10, et. seq.), Regulation 72-308 requires the Landowner, its successors and assigns, including any homeowners association, shall adequately maintain the stormwater management/Best Management Practices (BMP) facilities. This includes all pipes and channels built to convey stormwater to the facility, as well as all structures, improvements, and vegetation provided to control the quantity and quality of the stormwater. Adequate maintenance is herein defined as good working condition so that these facilities are performing their design functions.

The Department of Health and Control (DHEC)/Office of Ocean and Coastal Resource Management (OCRM) recommends that The Landowner, its successors and assigns, shall inspect the stormwater management/BMP facility regularly. The purpose of the inspection is to assure safe and proper functioning of the facilities. The inspection shall cover the entire facilities, berms, outlet structure, pond areas, access roads, etc.

The Landowner, its successors and assigns, hereby grant permission to the DHEC/OCRM, its authorized agents and employees, to enter upon the Property and to inspect the stormwater management/BMP facilities whenever DHEC/OCRM deems necessary. The purpose of inspection is to follow-up on reported deficiencies and/or to respond to citizen complaints. DHEC/OCRM shall provide the Landowner, its successors and assigns, copies of the inspection findings and a directive to commence with the repairs if necessary.

The Landowner, its successors and assigns, will perform the work necessary to keep these facilities in good working order as appropriate. In the event a maintenance schedule for the stormwater management/BMP facilities (including sediment removal) is outlined on the approved plans, the schedule will be followed.

This Agreement imposes no liability of any kind whatsoever on DHEC/OCRM and the Landowner agrees to hold DHEC/OCRM harmless from any liability in the event the stormwater management/BMP facilities fail to operate properly.

I accept responsibility for ownership and proper maintenance of the stormwater system (pond, swales, etc.) on the James Island Elementary School Bus Parking Facility **site per the approved maintenance plan. I will complete any necessary repairs and/or preventive maintenance procedures in a timely manner to ensure proper functioning as a stormwater management device(s).**

It is my understanding that the maintenance plan may be amended/revised at any time by DHEC/OCRM, and I will abide by any prescribed changes.

I will continue to own and maintain the pond until DHEC/OCRM is notified in writing of a transfer in ownership and maintenance responsibility. The notification will include a date for the transfer of responsibility and a letter of acceptance from the new owner.

I understand that failure to adhere to the signed maintenance agreement may result in fines of up to $1,000.00 per day, per violation and /or the institution of a court action.

Signature of Owner/Agent	Jeffrey Borowy Printed Name of Owner/Agent	4/7/2016 Date
3999 Bridge View Drive Mailing Address	North Charleston, SC 29405 City/State/Zip	843-566-8138 Phone Number
Lisa A Batson 4/7/16 495 Notary Stamp/Signature/Date	LISA A BATSON NOTARY PUBLIC MY COMMISSION EXPIRES AUG 21 2023	

Exhibit 2

Charleston County SCHOOL DISTRICT

> excellence is our standard

Operations Division

Gerrita Postlewait, Ed.D.
Superintendent of Schools

Jeffrey Borowy, P.E.
Chief Operating Officer

William "Jeff" Scott
Executive Director
Student Transportation

January 26, 2017

Stephen Risse
Charleston County Zoning & Planning
4045 Bridgeview Drive
North Charleston, SC 29405

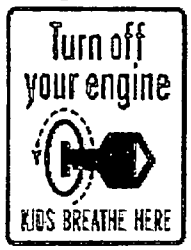
Subject: James Island Elementary School Bus Parking Facility
Charleston, South Carolina
ADC Project No. 15214

Dear Mr. Risse:

Charleston County School District proposed to construct a new bus parking facility located on an undeveloped portion of James Island Elementary School. The purpose of this facility is to alleviate the district's inability to store the James Island portion of the District's school busses in one location. The site provides room to park 35 busses and 41 employee vehicles. Also located on the site is the staff building that allows the drivers to check in with their administrators before they leave for the day and upon their return.

The support building on the property is to be used for offices, a driver break room and bathrooms. All fleet maintenance is performed by the State of South Carolina maintenance shop 7872 Azalea Drive, North Charleston, SC.

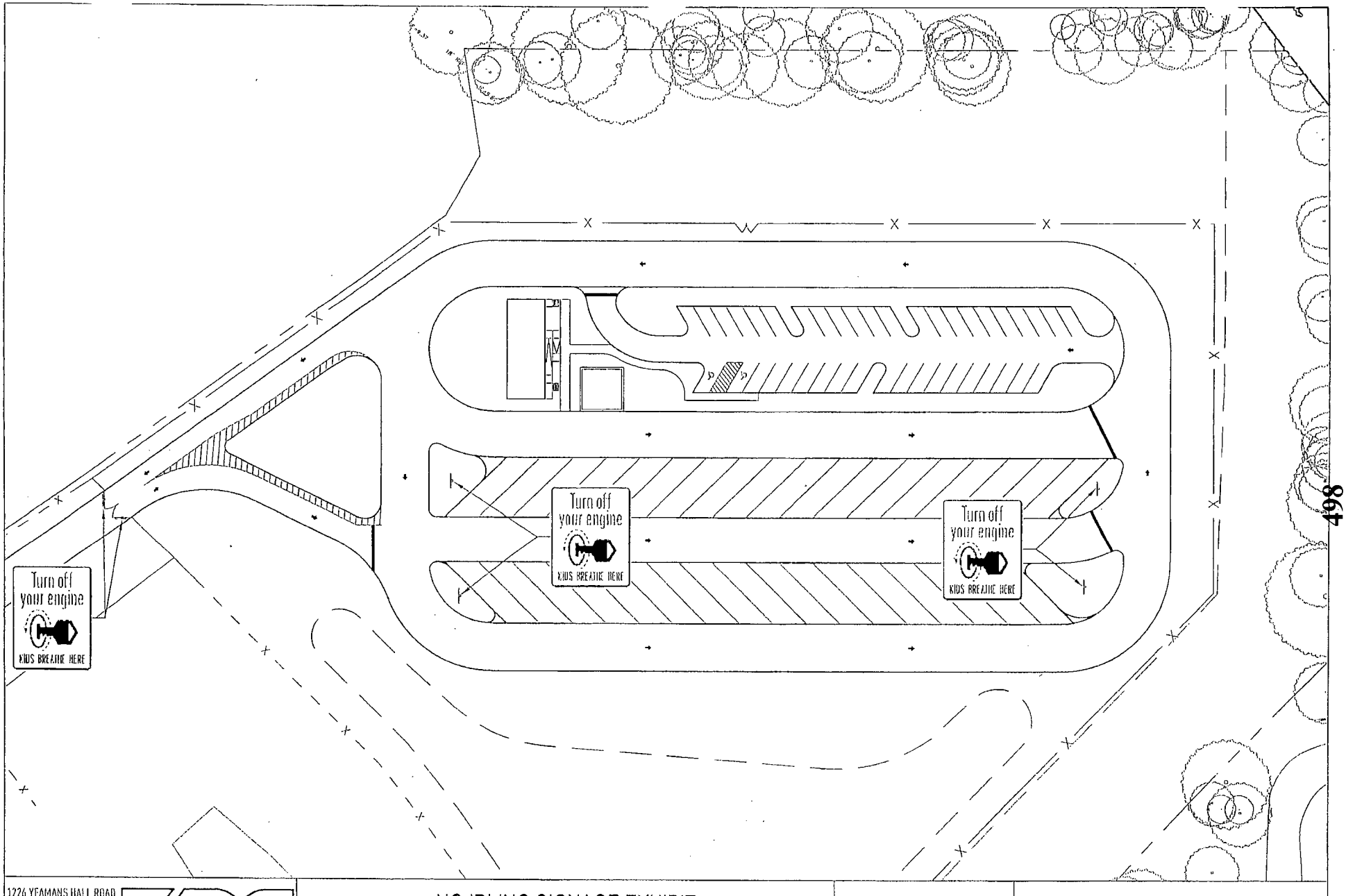
The School District will not allow busses to idle for any excessive amounts of time while parked on the property, in accordance with South Carolina laws Title 56 Chapter 35. Signs will be installed on the gates and within the facility to remind the drivers that they need to turn off their engines.



Please do not hesitate to contact me should you have any questions or comments.

Sincerely,

William J. Scott
Executive Director of Transportation
Charleston County School District



1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

ADC ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL

NO IDLING SIGNAGE EXHIBIT

JAMES ISLAND BUS PARKING LOT

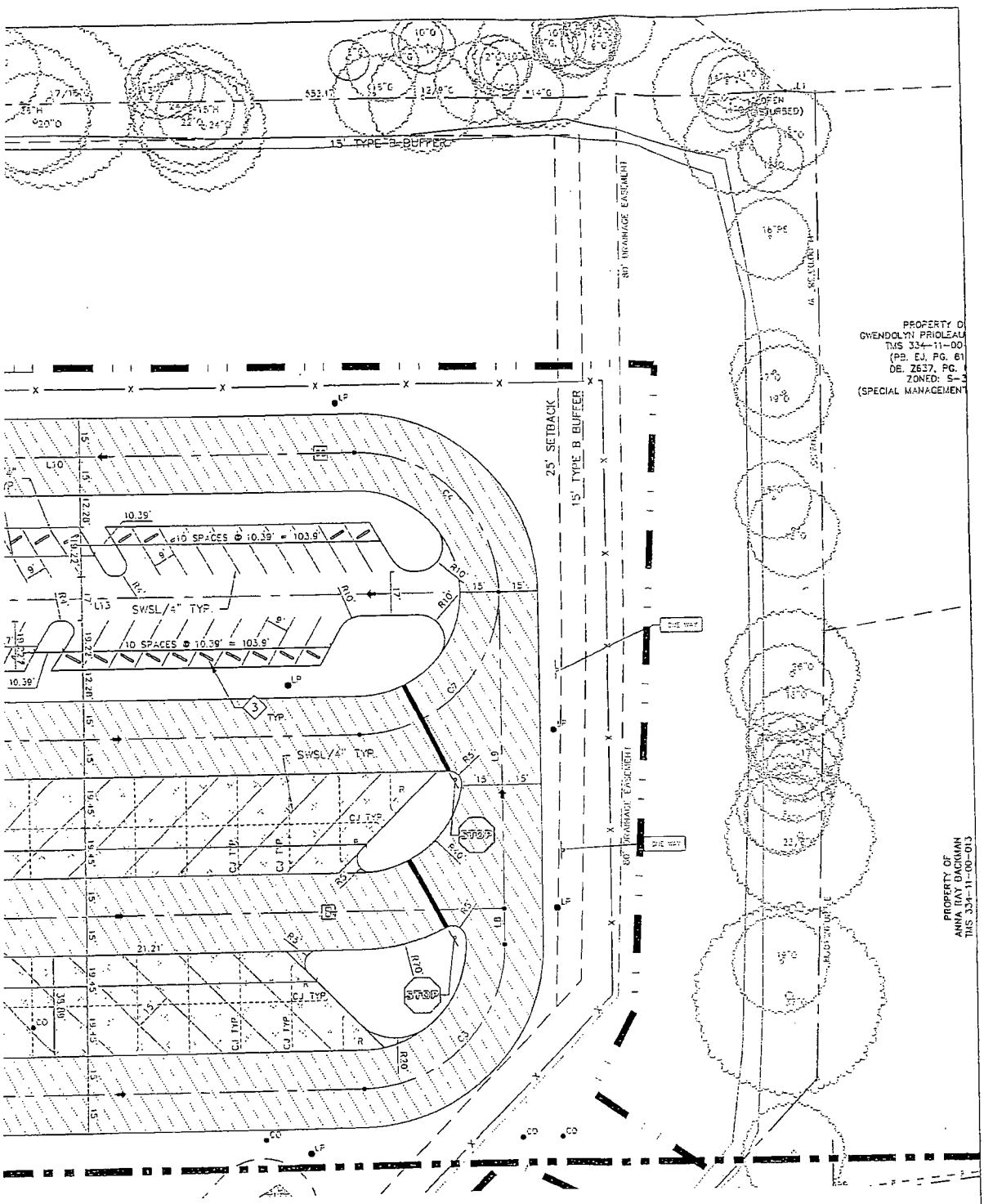
DATE: 01/26/2017 | CHARLESTON COUNTY, SOUTH CAROLINA | REF:

EX-201-01

ADC PROJECT#: 15214

80 1 inch = 80 ft. 0 40 80

Exhibit 3



- INTERIOR TRAFFIC ARROW – INSTALL IAW DETAIL G/C621.
- ACCESSIBLE PARKING SPACE AND AISLE – IAW DETAIL A/C621.
- SIDEWALK RAMP – INSTALL IAW DETAIL E/C620.
- STOP BAR – INSTALL IAW DETAIL I/C621.
- 4" DOUBLE YELLOW SOLID LINE / 4" WIDE EACH – INSTALL IAW DETAIL J/C621
- 4" SINGLE YELLOW DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C621
- 4" SINGLE WHITE DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C621
- 4" SINGLE WHITE SOLID LINE / 4" WIDE – INSTALL IAW DETAIL J/C621
- 12" SINGLE WHITE SOLID LINE / 12" WIDE – INSTALL IAW DETAIL J/C621

- NEW TRAFFIC SIGN – INSTALL PER PLAN AND IAW DETAILS B/C621, F/C621 & D/C621.
- CHAIN LINK FENCE – SEE LANDSCAPE PLANS.
- LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's below. Call before you dig.

HORIZONTAL SCALE
1" = 500'
30 0 15 30 60 120

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC No. 00253 CERTIFICATE OF AUTHORIZATION

5/1/16

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/11/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	
1	PERMIT COMMENTS 6/1/16

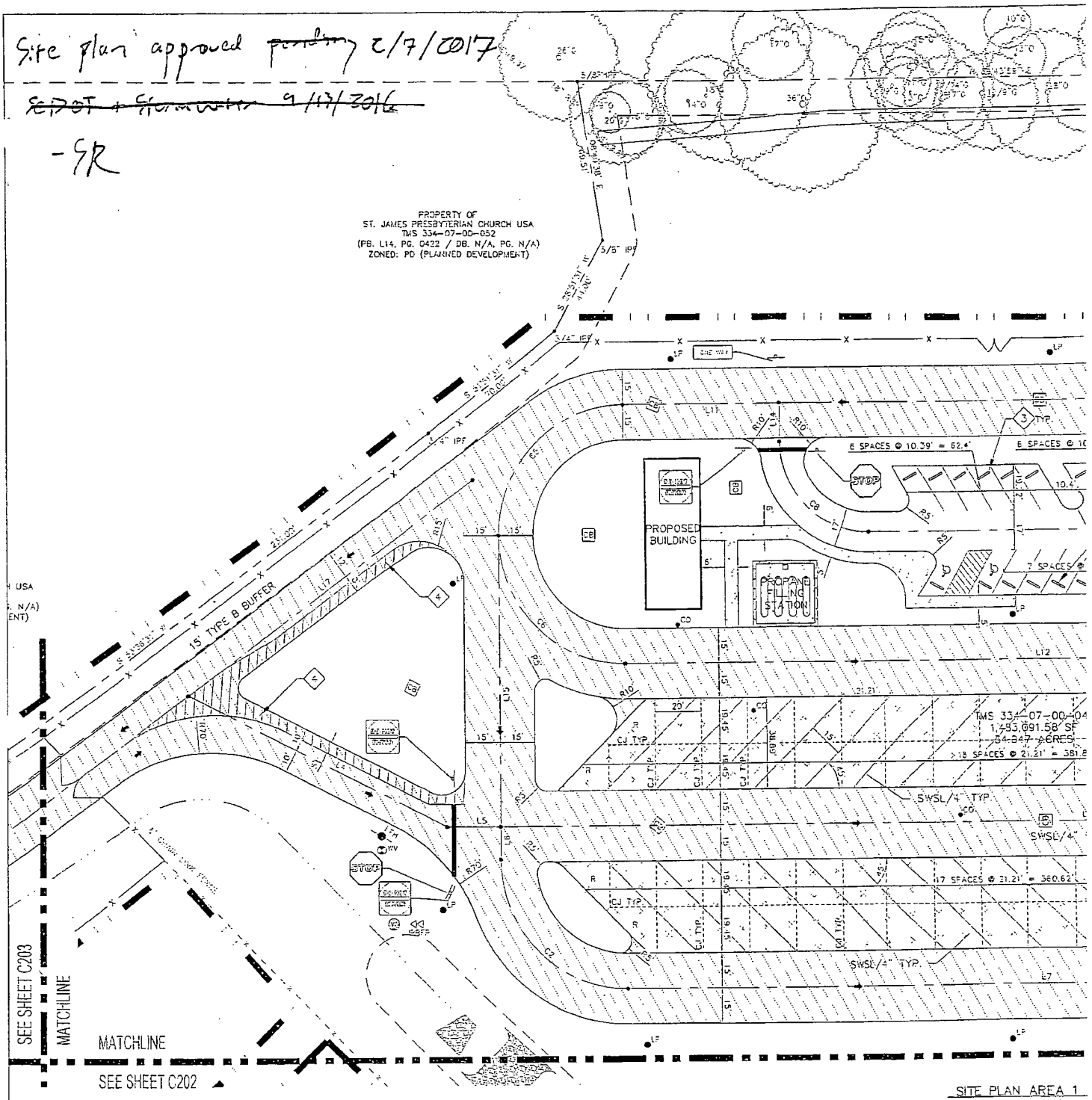
SITE PLAN AREA 1

C201

Site plan approved ~~pending~~ 2/7/2017

~~SCDOT + Stormwater 9/13/2016~~

-SR



SITE PLAN AREA 1
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
4. ALL PROJECT STAKEOUT SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR TO BE PAID FOR BY THE CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SHOWN IN DRAWINGS. REFER TO THE GIVEN DIMENSIONS, SYMBOL LEGEND, KEYNOTES, AND REFERENCED DETAILS FOR CORRECT STAKEOUT.
5. ALL CONTRACTORS/SUBCONTRACTORS/PERSON THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION CONTROL AND STORMWATER POLLUTION

KEYNOTES: ◇

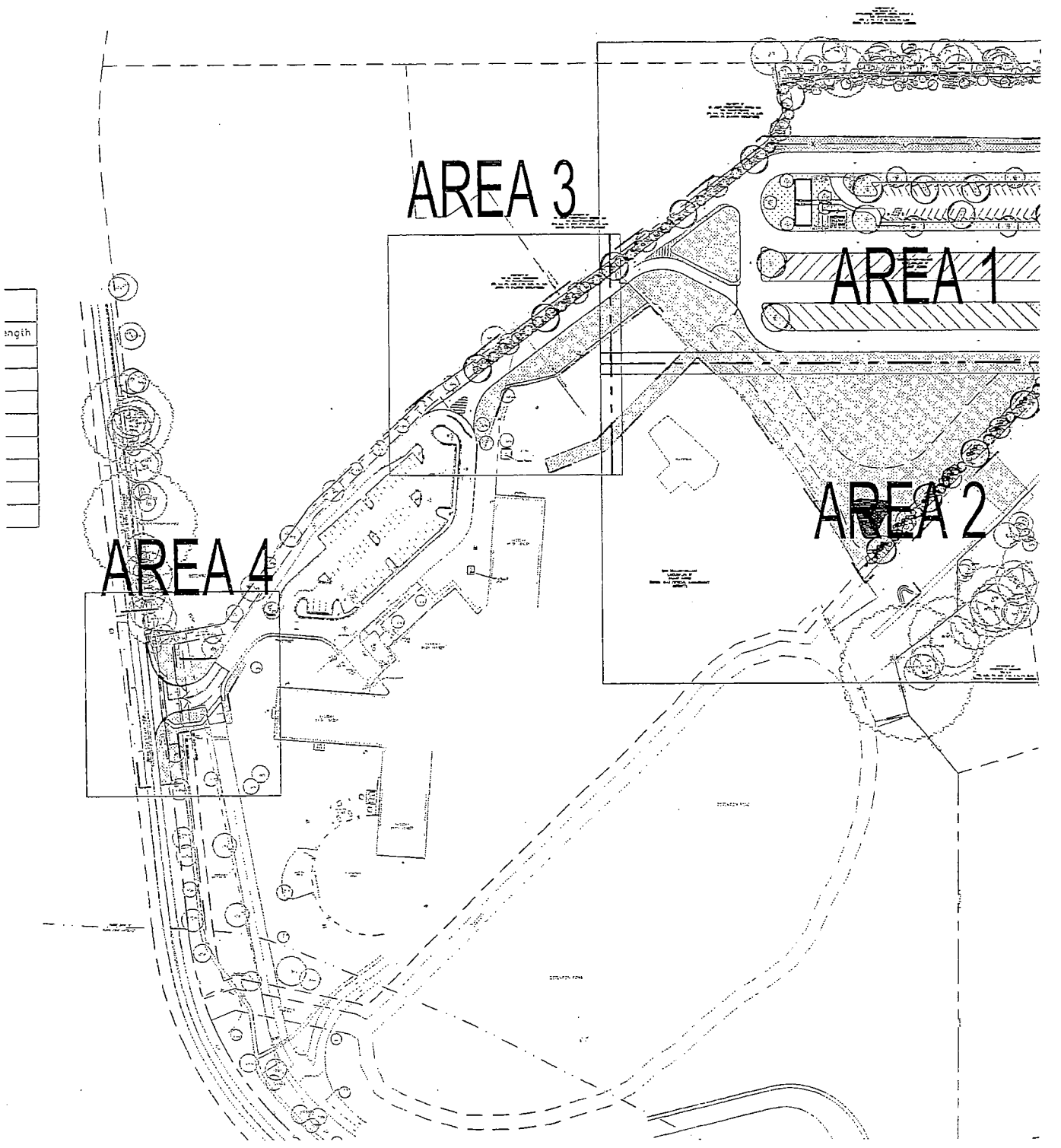
1. TAPER CURB TO FLUSH OVER 2' HORIZONTALLY.
2. INSTALL 24" CURB AND GUTTER IAW DETAIL F/C620.
3. INSTALL CONCRETE WHEEL STOP IAW DETAIL I/C620.
4. INSTALL 4" YELLOW THERMOPLASTIC STRIPING 2' ON CENTER AT 45° ANGLE IAW DETAIL J/C621.
5. TIE NEW PAVEMENT INTO EXISTING PAVEMENT IAW DETAIL H/C620.

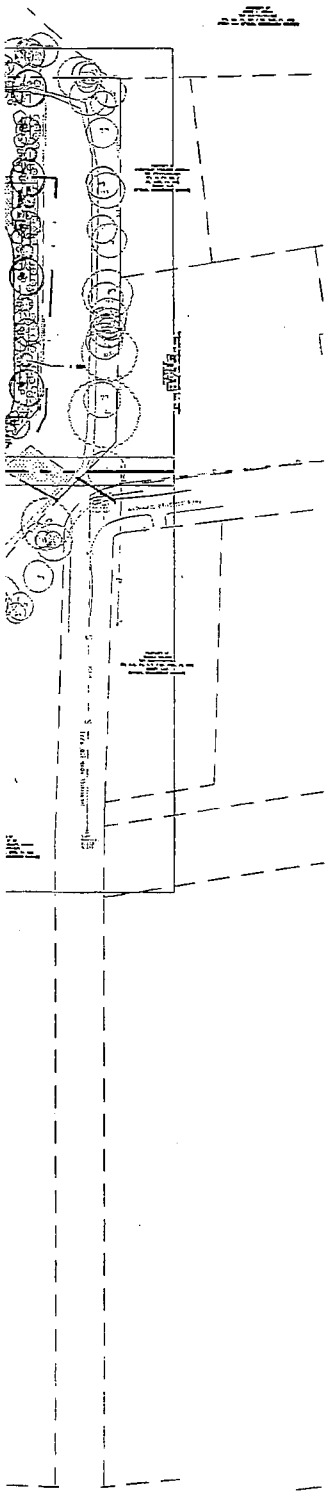
CIVIL LEGEND – SITE

- STANDARD DUTY ASPHALT PAVEMENT – INSTALL IAW DETAIL A/C620.
- HEAVY DUTY ASPHALT PAVEMENT – INSTALL IAW DETAIL B/C620.
- SCDOT RIGHT-OF-WAY ASPHALT PAVEMENT – INSTALL IAW DETAIL C/C620.
- CONCRETE PAVEMENT/SIDEWALK – INSTALL IAW DETAIL G/C62
- HEAVY DUTY CONCRETE PAVEMENT – INSTALL IAW DETAIL D/C620.

JOINT LEGEND:

- CONTRACTION JOINT – INSTALL IAW DETAIL E/C621.
- REINFORCED SLAB – INSTALL IAW DETAIL D/C620.


AREA 3
AREA 1
AREA 2
AREA 4



GENERAL NOTES

1. THE CONTRACTOR IS ADVISED TO VISIT THE SITE AND VERIFY FIELD CONDITIONS.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE BUILDING CODES. THE CONTRACTOR SHALL OBTAIN ALL LICENSES AND PERMITS REQUIRED FOR THE PERFORMANCE OF HIS WORK.
3. PLANT BEDS SHALL BE MULCHED WITH A MINIMUM OF 4" OF DOUBLE-SHREDDED HARDWOOD MULCH (COLOR- BROWN). CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE FROM ALL PLANT BEDS AND NEW CONSTRUCTION.
4. QUANTITIES LISTED ARE AN ESTIMATE FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR MUST VERIFY COUNT FROM PLAN. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. COMPENSATION BY OWNER SHALL NOT BE IN ORDER FOR MISCALCULATIONS. SUBSTITUTIONS WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF LANDSCAPE ARCHITECT AND OWNER.
5. EXISTING ECOLOGY AND AESTHETICS WILL OFTEN CAUSE ADJUSTMENT OF THESE PLANS TO FIT SITE. STAKE OUT BY CONTRACTOR AND FIELD ADJUSTMENT BY LANDSCAPE ARCHITECT ARE ABSOLUTELY NECESSARY.
6. ALL PLANT MATERIAL SHALL BE GUARANTEED BY CONTRACTOR FOR A MINIMUM PERIOD OF ONE YEAR FROM DATE OF COMPLETION AND ACCEPTANCE BY OWNER.
7. THE LOCATION OF ALL ABOVE GROUND AND BELOW GROUND UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGE TO UTILITIES AND PERSONAL INJURY AS A RESULT OF THE FAILURE TO DETERMINE AND/OR RESPECT UTILITY LOCATIONS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. UTILITY LOCATIONS ARE NOT SHOWN ON THESE PLANS.

SOIL PREPARATION NOTES

1. SOIL PREPARATION OF A LANDSCAPE IS A CRITICAL FACTOR IN CREATING A HEALTHY AND LONG-LASTING LANDSCAPE. REMOVE EXISTING TOPSOIL AND STOCKPILE ON SITE. TOPSOIL TO BE INCORPORATED BACK INTO THE SOIL AT A LATER DATE. CONTRACTOR SHALL CONDUCT A SOIL EVALUATION TO DETERMINE THE SOIL'S COMPOSITION, COMPACTION RATE, NUTRIENT QUANTITIES, ORGANIC CONTENT, pH LEVELS, AND WATER HOLDING CAPABILITIES. THE IDEAL PARTICLE SOIL MIX IS APPROXIMATELY 45% SAND, 40% SILT, 10% CLAY, AND 5% ORGANIC MATERIAL WITH A pH LEVEL NEAR SEVEN.
2. PRIOR TO INSTALLATION OF THE LANDSCAPE, CONTRACTOR TO PREPARE SOIL TO ENSURE A PROPER ENVIRONMENT FOR PLANT ROOT DEVELOPMENT.
3. CONTRACTOR SHALL DE-COMPACT SOILS IN PLANT BEDS AND LAWN AREAS BY ROTO-TILLING, DISKING, OR RIPPING TO A DEPTH OF 6-8" MINIMUM AND PREFERABLY TO A DEPTH OF 12-18". DE-COMPACTION OF SMALL PLANTER AREAS, SUCH AS THOSE IN PARKING LOT AREAS, MAY REQUIRE REMOVAL OF THE COMPACTED SOIL TO A DEPTH OF 18" OR MORE AND THEN RE-INSTALLED LOOSELY WITH REQUIRED AMENDMENTS. ALWAYS REMOVE DEBRIS OVER 2" IN SIZE FROM THE SOIL.
4. WHEN PERFORMING SOIL DE-COMPACTION, MULTIPLE PASSES ACROSS THE AREA WILL BE REQUIRED AND, WHEN POSSIBLE, SHOULD BE AT VARYING ANGLES TO ENSURE ADEQUATE COVERAGE. WHEN USING DISC OR RIPPING EQUIPMENT, IT IS REQUIRED THAT THE FINAL PASSES OVER THE AREA BE MADE WITH A ROTO-TILLER TO BREAK UP ANY LARGE CLUMPS TO MAKE FINAL GRADING EASIER.
5. AFTER INITIAL SOIL DE-COMPACTION PROCEDURES ARE PERFORMED, SOIL AMENDMENTS SHOULD BE ADDED. THE ADDITION OF SOIL AMENDMENTS IS DETERMINED FROM SOIL TESTS CONDUCTED PRIOR TO WORK COMMENCING. SOIL AMENDMENT MAY INCLUDE INORGANIC MATERIAL SUCH AS SAND, SILT, OR CLAY, WHICH HELP IMPROVE SOIL TEXTURE. ORGANIC MATERIAL SUCH AS COMPOST, MANURE, AND PEAT MOSS MAY ALSO BE USED AND HELP IMPROVE SOIL STRUCTURE. OTHER AMENDMENTS SUCH AS FERTILIZER IMPROVE NUTRIENT CONTENT AND SULFUR ADJUSTS THE SOIL pH LEVEL. SULFUR SHALL BE INCORPORATED AT THE RATE OF ONE POUND OF SULFUR PER 100 SQUARE FEET.
6. ALL AMENDMENTS SHALL BE MIXED THOROUGHLY WITH EXISTING SOIL AND AN ADDITIONAL SOIL TEST WILL BE TAKEN TO ENSURE PROPER SOIL CONDITIONS PRIOR TO PLANTING.
7. DURING THE REMAINDER OF THE LANDSCAPE INSTALLATION, VARIOUS AREAS OF THE SITE MAY BE RE-COMPACTED DUE TO THE USE OF EQUIPMENT AND VEHICLES. THIS COMPACTION IS TYPICALLY LIMITED TO THE UPPER 4-6" OF SOIL. PRIOR TO THE INSTALLATION OF PLANT MATERIAL IN THESE AREAS, THE COMPACTION SHALL BE REDUCED TO 80% OR LESS USING PREVIOUSLY DESCRIBED METHODS.
8. SEE SOIL PREPARATION SPECIFICATIONS FOR ADDITIONAL INFORMATION.

LANDSCAPE PLANT MATERIAL SHALL BE #1 QUALITY, AND MEET OR EXCEED ANLA STANDARDS.
LANDSCAPE ARCHITECT SHALL REVIEW ALL PLANT MATERIAL PRIOR TO INSTALLATION. CONTACT LANDSCAPE ARCHITECT 48 HOURS PRIOR TO DELIVERY TO SCHEDULE PLANT REVIEW ON SITE.
LANDSCAPE ARCHITECT/ OWNER RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL DEEMED UNFIT AND DOES NOT MEET THE HIGHEST STANDARDS.

IRRIGATION NOTES

1. TEMPORARY IRRIGATION WILL BE PROVIDED BY THE USE OF HOSES WITH SPRINKLERS AND BATTERY POWERED IRRIGATION TIMERS, AND TREE WATERBAGS TO IRRIGATE THE LAWN AREAS AND PLANT BEDS.
2. SEE CIVIL PLANS FOR LOCATIONS OF QUICK CONNECT COUPLERS IN VALVE BOXES.
3. IRRIGATION SHALL BE REMOVED AFTER PLANT MATERIAL IS ESTABLISHED.

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION ADC ENGINEERING INC. No. 00253

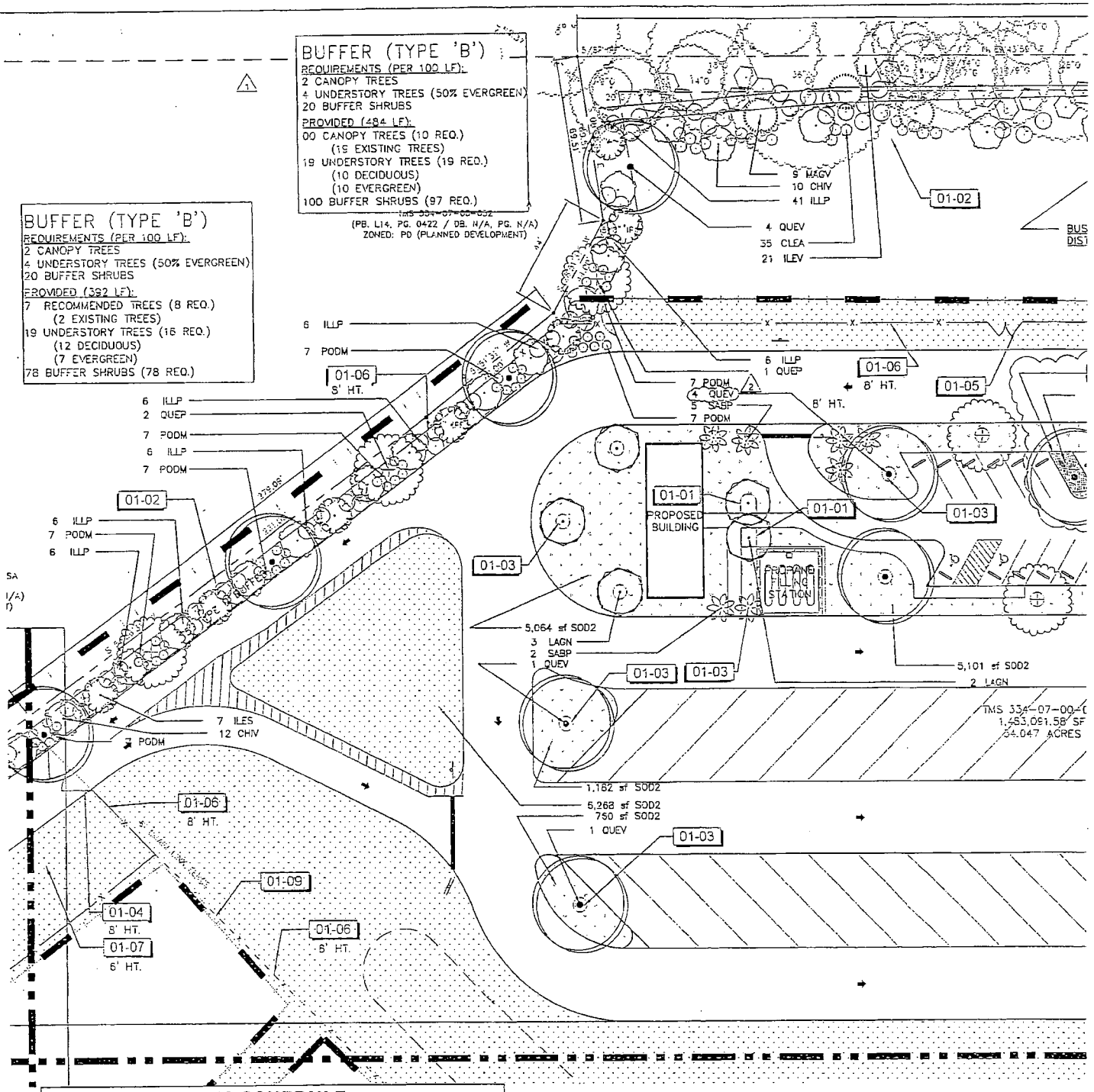
SOUTH CAROLINA LICENSED LANDSCAPE ARCHITECT

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	08/11/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

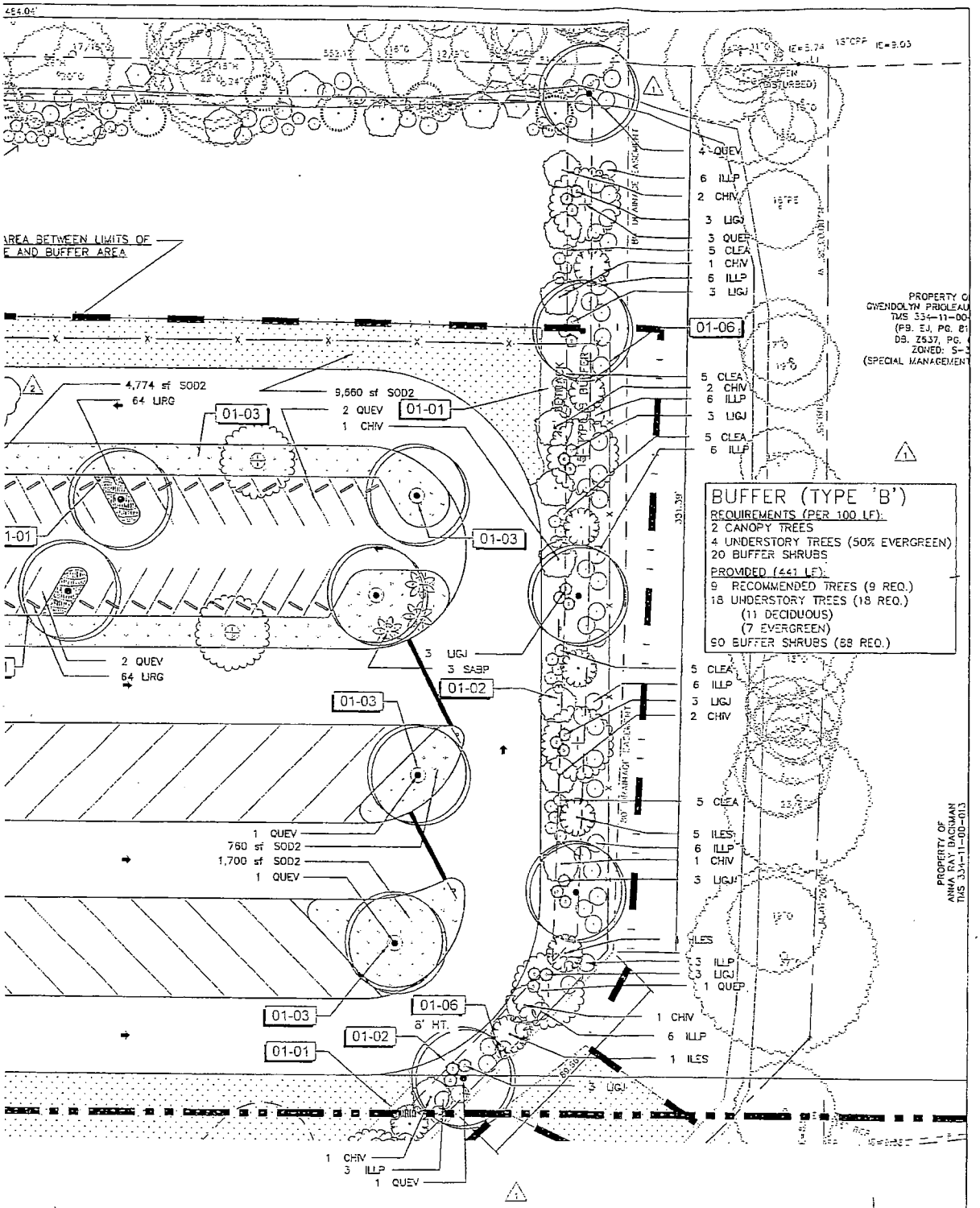
LANDSCAPE PLAN OVERALL

L200



REFERENCE NOTES SCHEDULE

	01 GENERAL SCHEDULE	
CODE	DESCRIPTION	DETAIL
01-01	INSTALL METAL EDGING BETWEEN PLANT BEDS AND LAWN AREAS (TYP)	
01-02	INSTALL 4-INCHES OF TRIPLE SHREDDED HARDWOOD MULCH IN LANDSCAPE BUFFER PLANTING AREAS (TYP)	
01-03	INSTALL 6' DIAMETER MULCH RING AROUND ALL TREES WITHIN LAWN AREAS (TYP).	
01-04	VEHICULAR GATE (24' W) DETAIL	A/L302
01-05	DOUBLE GATE DETAIL	B/L302
01-06	FENCE DETAIL	C/L302
01-07	NEW FENCE SECTION (6' HT WITHOUT BARBED WIRE), CONNECT BETWEEN EXISTING 6' HT FENCE AND 4' HT FENCE. MATCH EXISTING FENCE CONSTRUCTION AND MATERIALS.	
01-08	UTILIZE EXISTING 4' HT. FENCE. CONNECT BETWEEN EXISTING FENCE 4' HT. FENCES	
01-09	REMOVE EXISTING 6' HT. FENCE AND REPLACE WITH NEW 8' HT. FENCE	
01-10	EXISTING 6' HT. FENCE TO REMAIN, CONNECT TO NEW 8' HT. FENCES	
01-11	VEHICULAR GATE (34' W) DETAIL	A/L302



CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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HORIZONTAL SCALE

30 0 30 60 120

(IN FEET)
1 inch = 30 ft

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
JAMES KEVIN WEST
NUMBER 33402
REGISTERED
PROFESSIONAL ENGINEER

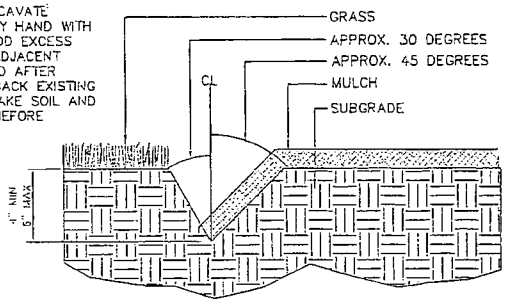
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	08/11/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

LANDSCAPE
PLAN
AREA 1

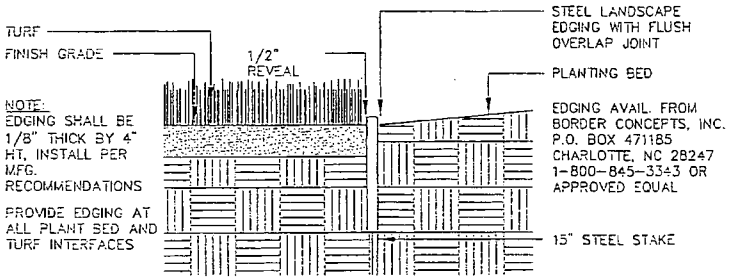
L201

NOTE: EXCAVATE TRENCH BY HAND WITH SPADE. ADD EXCESS SOIL TO ADJACENT PLANT BED AFTER PULLING BACK EXISTING MULCH. RAKE SOIL AND SMOOTH BEFORE MULCHING.



DETAIL – TRENCH EDGING

NO SCALE



NOTE:
EDGING SHALL BE 1/8" THICK BY 4" HT, INSTALL PER MFG. RECOMMENDATIONS

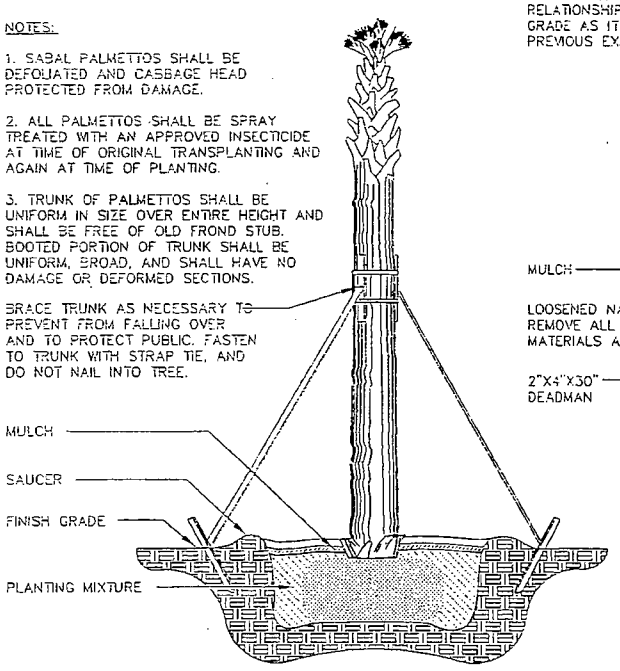
PROVIDE EDGING AT ALL PLANT BED AND TURF INTERFACES

DETAIL – METAL EDGING

NO SCALE

NOTES:

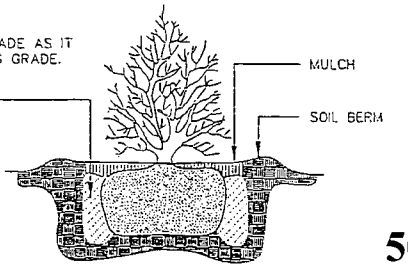
1. SABAL PALMETTOS SHALL BE DEFOLIATED AND CABBAGE HEAD PROTECTED FROM DAMAGE.
2. ALL PALMETTOS SHALL BE SPRAY TREATED WITH AN APPROVED INSECTICIDE AT TIME OF ORIGINAL TRANSPLANTING AND AGAIN AT TIME OF PLANTING.
3. TRUNK OF PALMETTOS SHALL BE UNIFORM IN SIZE OVER ENTIRE HEIGHT AND SHALL BE FREE OF OLD FROND STUB. BOOTED PORTION OF TRUNK SHALL BE UNIFORM, BROAD, AND SHALL HAVE NO DAMAGE OR DEFORMED SECTIONS.



DETAIL – PALMETTO PLANTING

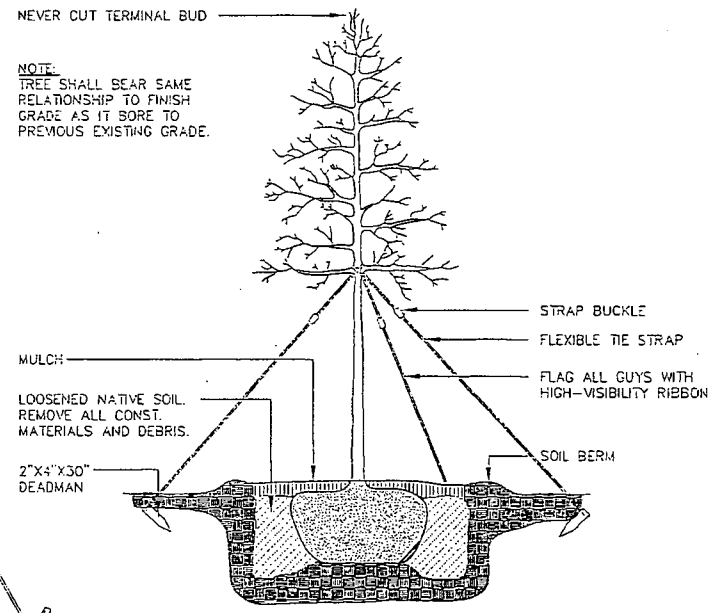
NO SCALE

NOTE:
PLANT SHALL BEAR SAME RELATIONSHIP TO FINISH GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.



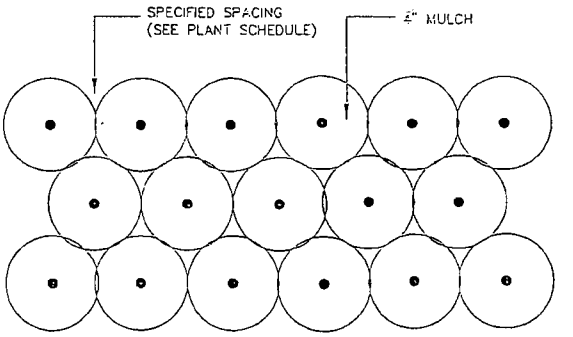
NEVER CUT TERMINAL BUD

NOTE:
TREE SHALL BEAR SAME RELATIONSHIP TO FINISH GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.



DETAIL – TREE PLANTING

NO SCALE



PLANT SHALL BEAR SAME RELATIONSHIP TO FINISH GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.

DETAIL – SHRUB PLANTING DETAIL – GROUND COVER PLANTING

HEDULE

	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
	SABP	SABAL PALMETTO / PALMETTO	FIELD GROWN		12-15' HT.		10
	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
	QUEP	QUERCUS PHELLOS / WILLOW OAK	CONTAINER GROWN	2.5" CAL MIN.	12' HT. MIN.		17
	QUEV	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	CONTAINER	2.5" CAL MIN.	12' HT. MIN.		26
	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
	ILES	ILEX X ATTENUATA 'SAVANNAH' / SAVANNAH HOLLY	CONTAINER		5' HT. MIN.		26
	MAGV	MAGNOLIA VIRGINIANA / SWEET BAY	CONTAINER		5' HT. MIN.		9
	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
	CHIV	CHIONANTHUS VIRGINICUS / WHITE FRINGETREE	CONTAINER		8'-10' HT.		49
	LAGN	LAGERSTROEMIA INDICA 'NATCHEZ' / NATCHEZ' CRAPE MYRTLE MULTI-TRUNK	CONTAINER		8'-10' HT.		5
	CODE	BOTANICAL NAME / COMMON NAME	SIZE	FIELD2	FIELD3		QTY
	CLEA	CLETHRA ALNIFOLIA / SUMMERSWEET PEPPERBUSH	CONTAINER	30-36" HT.			60
	ILEV	ILEX VOMITORIA / YAUPON HOLLY	CONTAINER	2-3' HT.			21
	ILLP	ILLICIUM PARVIFLORUM / ANISE TREE	CONTAINER	3' HT. MIN			197
	LIGJ	LIGUSTRUM JAPONICUM / JAPANESE PRIVET	CONTAINER	24-30" HT.			64
	PODM	PODOCARPUS MACROPHYLLUS / YEW PINE	CONTAINER	3-4' HT.			77
	CODE	BOTANICAL NAME / COMMON NAME	CONT	FIELD2	FIELD3	SPACING	QTY
	SOD2	EREMOCHLOA OPHIUROIDES 'TIF BLAIR' TM / CENTIPEDE GRASS	SOD				152,941 SF
	LIRG	LIRIOPE MUSCARI 'EMERALD GODDESS' / LIRIOPE	1 GAL			18" o.c.	192

APE PLANT MATERIAL SHALL BE #1 QUALITY, AND MEET OR EXCEED ANLA STANDARDS.
APE ARCHITECT SHALL REVIEW ALL PLANT MATERIAL PRIOR TO INSTALLATION, CONTACT
APE ARCHITECT 48 HOURS PRIOR TO DELIVERY TO SCHEDULE PLANT REVIEW ON SITE.
APE ARCHITECT/ OWNER RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL DEEMED
ND DOES NOT MEET THE HIGHEST STANDARDS.

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC. No. C0253
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
REGISTERED LANDSCAPE ARCHITECT
JAMES K. WEST
IMPORTANT NOTICE

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	06/13/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

PLANT SCHEDULE
AND
DETAILS

L201

Exhibit 4

Joel H. Evan, AICP, PLA
Director

CHARLESTON COUNTY
SOUTH CAROLINA
PLANNING DEPARTMENT

843.202.7200
1.800.524.7832
Fax: 843.202.7222
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405-7464

SITE PLAN REVIEW
PROJECT STATUS REPORT

TO: Jeff Webb **EMAIL:** JEFFW@ADCENGINEERING.COM

DATE: February 9, 2017 **TMS:** 334-07-00-047

FROM: Stephen Risse **PROJECT:** James Is. Elem. School Bus Parking Facility

The site plan for the above referenced project is Approved by the Zoning and Planning Department. **It is your responsibility as the Site Plan Review contact person to notify the contractor of the following:**

_X_ **Approved** – Please notify the contactor/responsible party that a Zoning Permit is required prior to any land disturbance and/or site improvements.

_X_ Please notify Stephen Risse, at 202-7200 to inspect the required tree barricades three **(3) days prior to receiving your zoning permit.** If required as part of the Site Plan Review approval.

___ Please bring the information as requested on the following page(s) with you to enable you to obtain the zoning permit.

___ Please bring in to the Zoning Department ____ copies of the final set of plans and ___ copies of the new approved recorded plat.

_X_ Please notify Stephen Risse, at 202-7200 when the project is complete and ready for a final inspection. **All landscaping must be installed, dumpsters enclosed, and parking lot striping or wheel stops installed. Allow five working days prior to your request for the Certificate of Occupancy for this inspection.**

This project will be held in the "TO BE PERMITTED" file for one year. If the permit has not been obtained within that time, and there has been no communication with this office regarding this project, then the project will no longer be eligible to receive a permit. If the applicant wishes to receive a permit after that time, the review process will need to be repeated.

Any changes in the Site Plan after it is approved must be reviewed by the Site Plan Review Committee prior to the change.

Exhibit 5

Joel H. Evans, AICP, PLA
Zoning & Planning Director

CHARLESTON COUNTY
SOUTH CAROLINA

Phone: 843.202.7200
Fax: 843.202.7222
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405-7464

February 28, 2018

York Dilday, P.E., LEED GA
1226 Yeamans Hall Rd
Hanahan, SC 29410

Dear Mr. Dilday,

The Charleston County Zoning and Planning Department has reviewed your request for an extension to the Zoning and Planning Site Plan Review Approval dated February 9, 2017, for Case ZSPR-5-16-00059, TMS 334-07-00-047.

The Approval dictated that the project would require a Zoning Permit for land disturbance and/or site improvements, once the site inspection for tree protection compliance had been requested and approved by Zoning Staff. The Approval also stated the project would hold a status of "To Be Permitted" for one year.

As of February 7, 2018, upon receipt of your extension request, the Charleston County Zoning and Planning Department had not been contacted to request the site inspection or the Permit. The Planning Director has determined that the Applicant has not demonstrated a hardship that would be cause to delay the project or that diligent pursuit has been made to start development, as described in the documents submitted for Site Plan Review. Thus, the extension of this Approval has been denied, and the project is no longer eligible to receive a Permit. If the Applicant wishes to pursue the project further, the Site Plan Review process will need to be repeated.

Thank you,

Sally Brooks, PLA, ISA

Exhibit 6

Joel Evans

From: Anna B. Johnson
Sent: Tuesday, March 13, 2018 2:51 PM
To: Joel Evans
Cc: Jennifer Miller; Walter Smalls; Joe Dawson
Subject: Re: Clarification of bus parking with schools

Thank you.

From: Joel Evans
Sent: Tuesday, March 13, 2018 12:47:15 PM
To: Anna B. Johnson
Cc: Jennifer Miller; Walter Smalls; Joe Dawson
Subject: Clarification of bus parking with schools

Councilmember Johnson,
Staff has reviewed your request for clarification regarding school bus parking, fueling and maintenance. Below is the Planning Department's interpretation of how we would administer a future request regarding this issue.

On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school.

Bus parking with fueling and maintenance facilities would be allowed as a primary use in the zoning districts that allow such uses. This would include the Community Commercial or Industrial zoning districts.

I have discussed this issue with the City of Charleston and the Town of Mount Pleasant.
The City of Charleston said they allow school bus parking as an accessory use to a school whether is 4 buses or 40 buses.
The Town of Mount Pleasant said they would administer the request in the same way as I have stated above.

Please contact me if you have any questions.

Joel H. Evans
Joel H. Evans, PLA, AICP
Director

Charleston County Zoning & Planning Dept.
4045 Bridge View Drive
North Charleston, SC 29405-7464
(843) 202-7200, (fax) 202-7222
jevans@charlestoncounty.org



Exhibit 7

Application for Appeal of Administrative Decision

County of Charleston
Board of Zoning Appeals

Public Services Building
Planning Department
4045 Bridge View Drive
North Charleston, SC 29405
Phone 843-202-7200
Fax 843-202-7222

CHARLESTON COUNTY SOUTH CAROLINA

This application must be complete and submitted in person to the Planning Department in order to appeal a zoning related decision of the Zoning Administrator. The applicant shall receive a copy of this completed form at the time the application is filed. Please read the entire form prior to completing the application. Additional pages may be attached. **A decision of the Zoning Administrator shall be reversed if it is found to be in error, per Section 3.13.8 of the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR).***

Appellant Name: Charleston County School District (Jeff Borowy, COO)

Mailing Address: 3999 Bridge View Drive

City, State, Zip: North Charleston, SC 29405 Daytime Phone: 566-1975

Subject Property Address: 1872 S. Grimball Road, Charleston, SC 29412

1) Decision which is being appealed:
February 28, 2018 decision, Case ZSPR-5-16-00059

2) Reason(s) appellant believed the decision to be in error:
See attached sheet.

3) Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is:
School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension.

4) Appellant requests the following relief:
Extension to the Zoning and Planning Site Plan review approval dated February 9, 2017.

Appellant Signature: [signature] Date: 4-18-2018

FOR OFFICE USE ONLY:

Application #: BZA-04-18-00258 Zoning District: S-3

Date Filed: 4/18/18 Fee Paid ($250): $250 (Check #3371)

TMS#: 334-07-00-047 Zoning Officer: [signature]

Item # 2:

Reason(s) appellant believe the decision to be in error:

Regarding Case ZSPR-5-16-00059, the original Zoning and Planning Site Plan Review Approval was granted on February 9, 2017 upon review of CCSD's submission. No site plans have changed since that submission. On February 6, 2018, CCSD (ADC Engineering on CCSD's behalf) requested an extension of the approval. An email from the planning staff, Sally Brooks, on February 9, 2018 indicated in an email response, "Yes, I will get that updated and to you next week." The next communication from County Planning staff came in the form of a letter dated February 28, 2018, denying the extension. CCSD staff followed up with Walt Smalls and Joel Evans to determine what the cause for denial. CCSD was informed during that meeting that the zoning approval and ordinance had been "reinterpreted" and that our bus parking plans were no longer approved.

There are two areas the appellant believes the zoning decision to be in error:

1) The extension denial letter from February 28, 2018 states CCSD has "not demonstrated a hardship or that diligent pursuit has been made to start the development." CCSD believes this is not accurate.

   Following the February 2017 approval, CCSD embarked upon a schedule of public meetings, design work, and environmental studies for the bus parking area on the James Island Elementary School parcel (TMS # 334-07-00-047).

   CCSD held 3 public meetings specifically for this project, beyond regular Board of Trustees meetings, following the approval. They were open, public meetings held at James Island Elementary School and Fort Johnson Middle School. The dates of these meetings were:

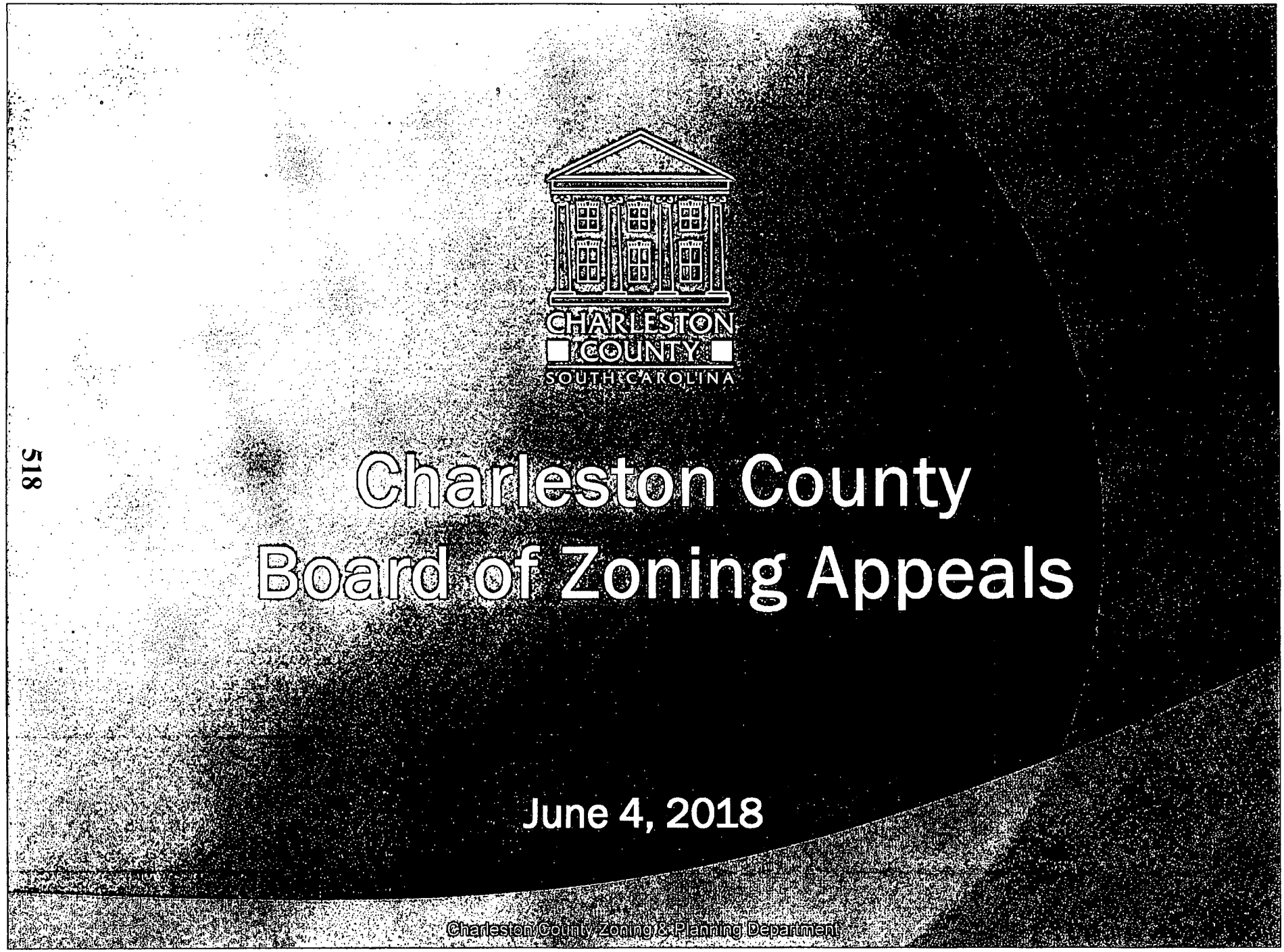
   1. March 22, 2017
   2. April 17, 2017
   3. October 30, 2017

   CCSD responded to concerns voiced by some residents in these meetings of noise, pollution, and traffic congestion. CCSD was under no obligation to conduct these noise and pollution studies but did so as a good neighbor and good faith effort for the community. CCSD conducted an air dispersion study, a decibel level study, and a traffic impact analysis. These studies showed no significant impact to any surrounding properties.

   CCSD has also spent a considerable amount of funds on design and construction management fees for this project. To date, just over $365,000 has been spent. The designs for the site are finished and can be bid immediately.

2) The zoning administrator reinterpreted existing zoning ordinance to deny this specific project extension due to external pressure. The original plans have not changed since our initial approval. After the denial was given CCSD staff was told the zoning ordinance had been reinterpreted to mean that more than half of the buses would need to serve James Island Elementary in order to qualify for the extension. This was not a condition of the original approval. The reinterpretation is targeted at CCSD's property and project specifically and limits the ability of a public governmental organization to serve our constituency. Additionally, the

zoning decision is in conflict with the State of South Carolina's Central Bus Parking Policy (Reference Act 0079 of 2007, Session 177, Section 59-67-300. That policy specifically states "Lots should not be closer than 10 miles unless the number of buses parked at a single location is greater than 25." In order to comply with this, CCSD must have all of the James Island schools buses parked in the same lot.


CHARLESTON
COUNTY
SOUTH CAROLINA
Charleston County
Board of Zoning Appeals
June 4, 2018
Charleston County Zoning & Planning Department

Appeals of Zoning-Related Administrative Decisions

i. Statement of matter to be heard (Chairperson or Secretary)
ii. Presentation by Appellant (limited to ten [10] minutes);
iii. Questions to the Appellant by BZA;
iv. Presentation by official being appealed (limited to ten [10] minutes);
v. Questions to the Official being appealed by BZA;
vi. Presentations or information either in support of or in opposition to the Appeal (limited to two [2] minutes per person);
vii. Appellant's Reply to Opposition (limited to two [2] minutes);
viii. BZA Motions to Close the Case to the Public.
vix. BZA Motions Concerning Appeal, stating specific findings of fact and conclusions of law.

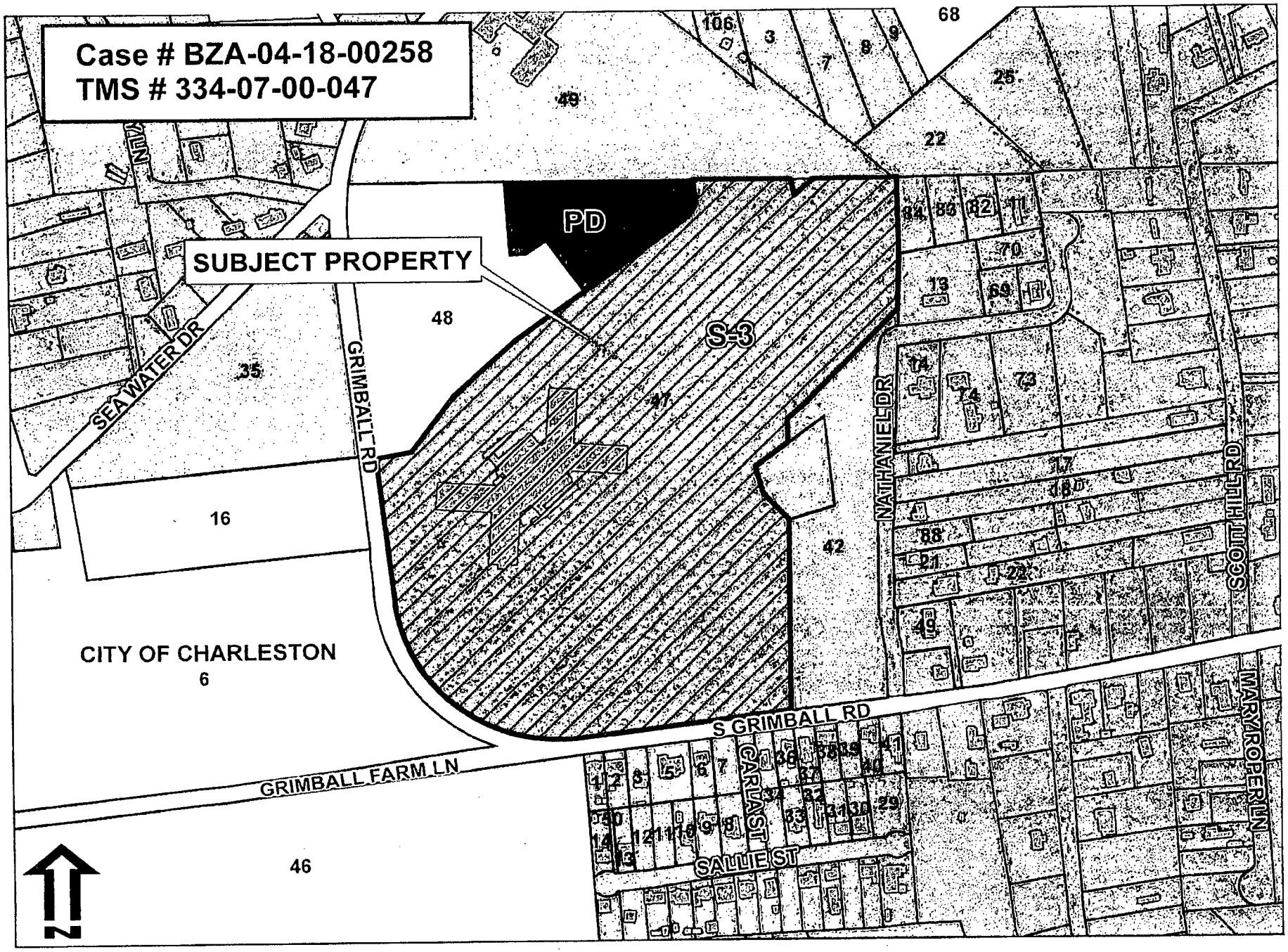
Time limits may be extended by motion and affirmative simple majority vote of the BZA.

Case # BZA-04-18-00258

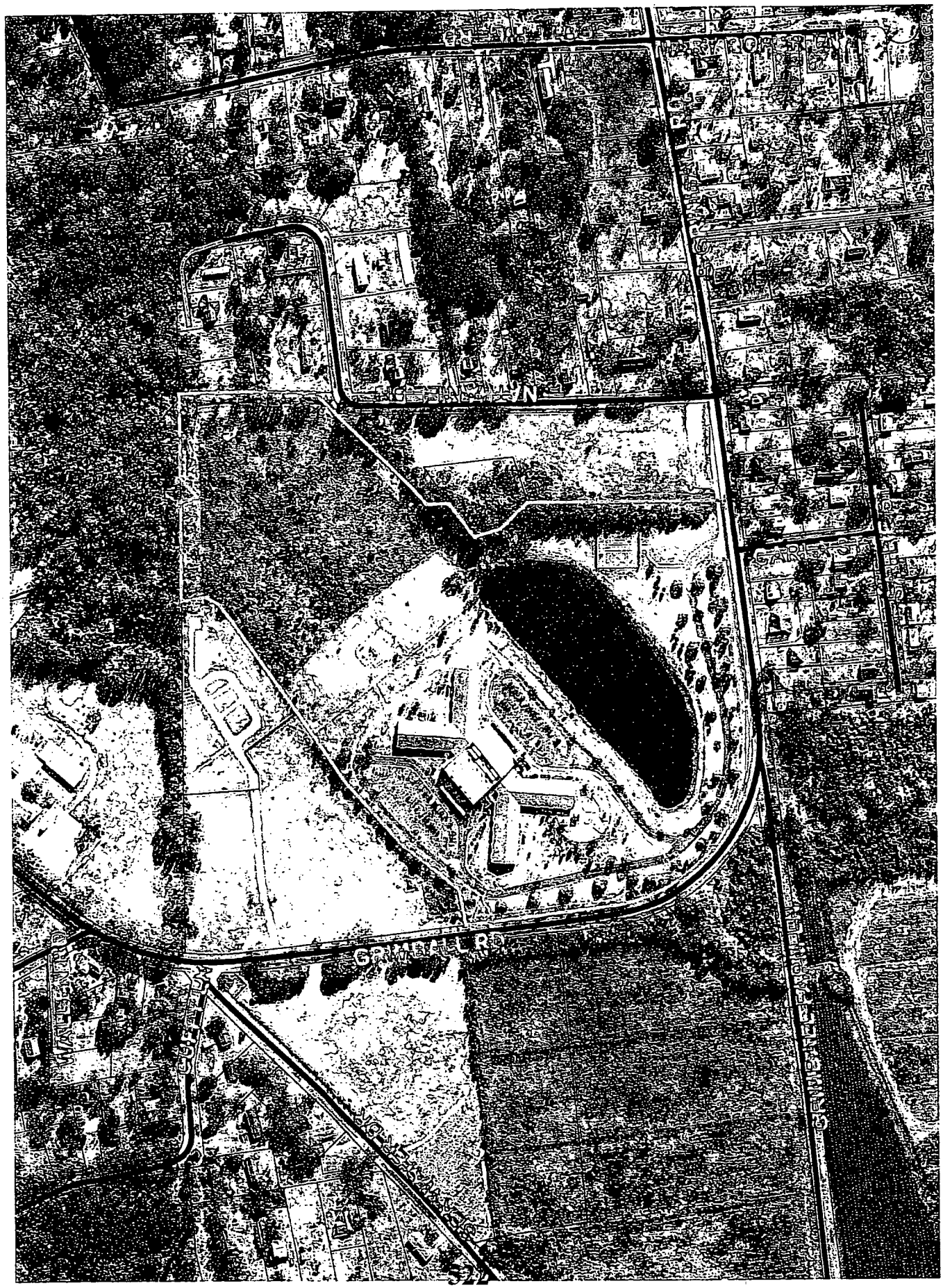
Appellant/Property Owner:	**Charleston County School District** **Jeff Borowy, COO**
Representatives:	**ADC Engineering, York Dilday** **and** **McCullough Khan, LLC, Ross A. Appel, Esq.**
Property Location:	**1872 S. Grimball Road– James Island**
TMS#:	**334-07-00-047**
Zoning District:	**Special Management (S-3) Zoning District**
Request:	**Appeal of an administrative decision: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."***
Requirement:	***The Charleston County Zoning and Land Development Regulations Ordinance (ZLDR), Article 3.13 Appeals of Zoning-Related Administrative Decisions, §3.13.8 Approval Criteria; Findings of Fact: "An appeal shall be sustained only if the BZA finds that the administrative official erred. The decision of the BZA shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision."***

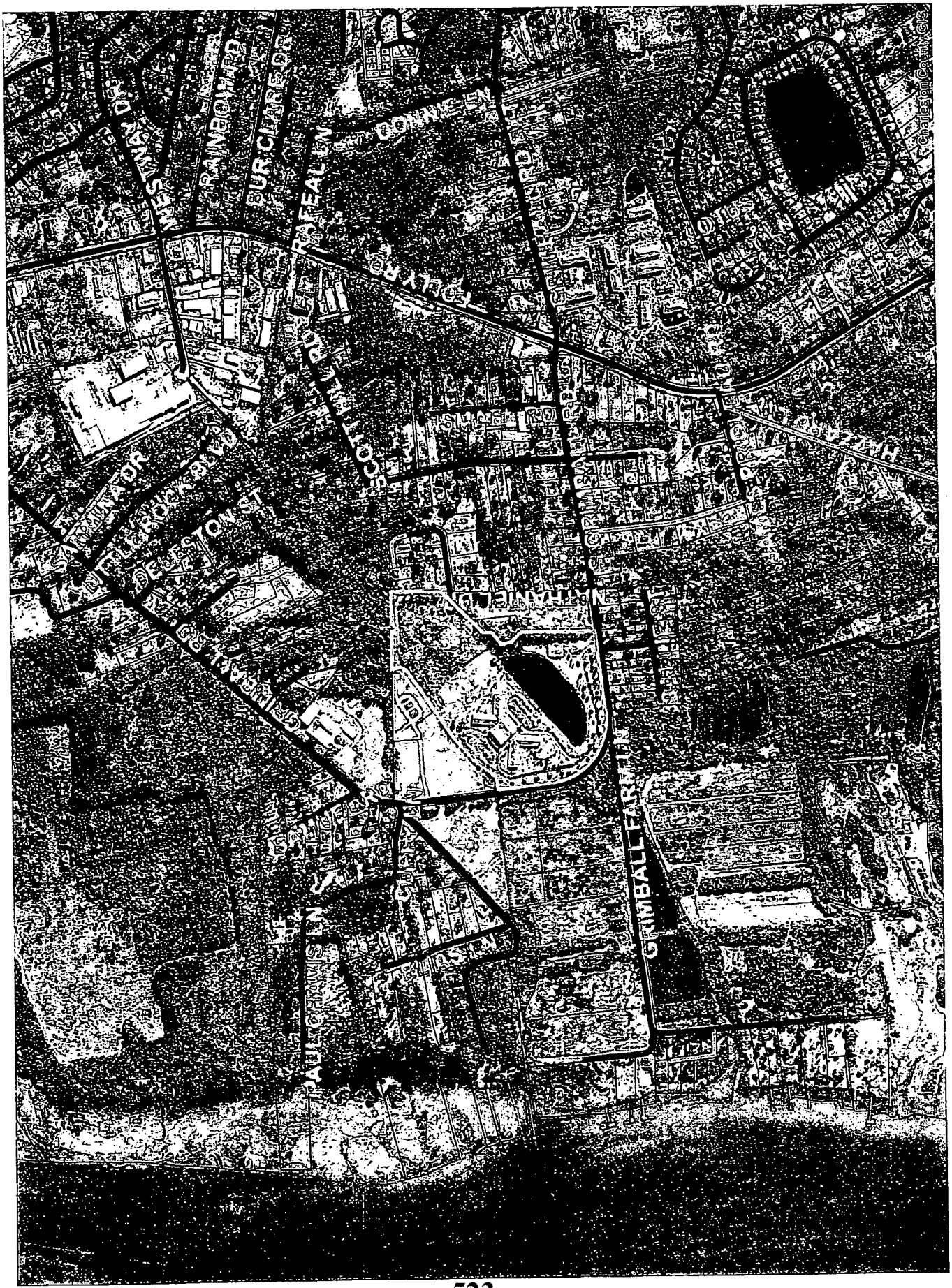
Chapter 12 Definitions, Article 12.1 Terms and Uses Defined

Accessory Use	A use customarily incidental and subordinate to the principal use of a zoning lot or of a structure. An accessory use is located on the same zoning lot as the principal use except in the cases of off-street parking, temporary manufactured housing parks, temporary real estate sales office and temporary construction facilities.


Case # BZA-04-18-00258
TMS # 334-07-00-047
SUBJECT PROPERTY
PD
S-3
CITY OF CHARLESTON
6
16
35
48
49
46
42
GRIMBALL RD
SEA WATER DR
NATHANIEL DR
S GRIMBALL RD
GRIMBALL FARM LN
CARLA ST
SALLIE ST
MARY ROPER LN
SCOTLAND ST
106
3
7
8
9
68
25
22
84
83
82
70
13
69
74
73
17
88
21
49

521


GRIMBALL RD
GRIMBALL RD


NEW SWAN DR
RAINBOW RD
BURCH CREEK DR
RALEIGH
COMMERCE
POLLY RD
BLVD
DR
DEXTER ST
NATHANIEL
GRIMBALL FARM
JAILOR
Caribou County GIS

Appeal of February 28, 2018 Decision

(Disapproval of Site Plan Approval Extension)

Timeline

- May 16, 2016: Application for Site Plan Review by ADC Engineering
- February 7, 2017: Approval of site plan for 1 year
- February 7, 2018: ADC request for extension
- February 9, 2018: Expiration of site plan approval
- February 28, 2018: Denial of extension
- March 28, 2018: Deadline to appeal denial of extension
- April 18, 2018: Appeal of denial of extension

ZLDR Application Filing; Timing

- ***Charleston County Zoning and Land Development Regulations (ZLDR) Ordinance, Article 3.13 Appeals of Zoning-Related Administrative Decisions, Section 3.13.3 Application Filing; Timing, "Applications for Appeals of Administrative Decisions on zoning-related matters shall be submitted to the Planning Director on forms available in the Planning Department. Appeals of Administrative Decisions to grant or deny a Zoning Permit shall be filed within 30 days from the date of the Administrative Decision."***

Comprehensive Plan, then the entity must publicly state its intention to proceed and its reasons for proceeding. The public entity must provide written notice of its intention to proceed and its reasons to the Planning Commission, as well as public notice in a publication of general circulation at least 30 calendar days in advance of award of a contract or beginning construction of the proposed public project.

ARTICLE 3.13 APPEALS OF ZONING-RELATED ADMINISTRATIVE DECISIONS

§3.13.1 AUTHORITY
The Board of Zoning Appeals shall be authorized to hear and decide appeals only on zoning-related matters where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the administration or enforcement of any of the zoning-related regulations of this Ordinance. The Board of Zoning Appeals shall have no authority to hear or decide appeals from administrative decisions made pursuant to the Subdivision Regulations of Chapter 8.

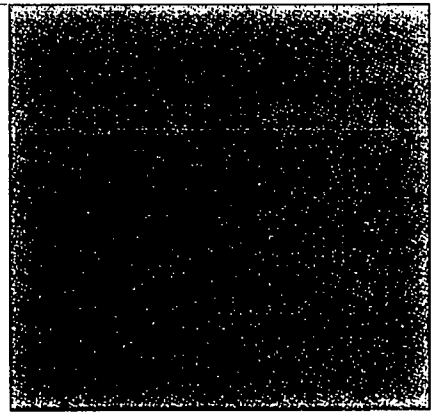
§3.13.2 RIGHT TO APPEAL
Appeals of Administrative Decisions on zoning-related matters may be filed by any officer, board, or bureau of the county, or by any person with a substantial interest in a decision of an administrative official.

§3.13.3 APPLICATION FILING; TIMING
Applications for Appeals of Administrative Decisions on zoning-related matters shall be submitted to the Planning Director on forms available in the Planning Department. Appeals of Administrative Decisions to grant or deny a Zoning Permit shall be filed within 30 calendar days from the date of the Administrative Decision.

§3.13.4 EFFECT OF FILING
Any permits, decisions or determinations which are the subject of an appeal shall be temporarily suspended upon filing a complete application for an appeal, unless the official responsible for issuing the permit or making the decision or determination which is being appealed certifies to the Board of Zoning Appeals, after the appeal is filed, that because of facts stated in the certification, a stay would cause immediate peril to life or property. In such case, action upon any such permits, decisions or determinations shall not be stayed other than by a restraining order, which may be granted by the Board of Zoning Appeals or by a court of record upon proper notice and hearing. However, in the absence of a certification that a stay would cause immediate peril to life or property, any work purported to be undertaken pursuant to an appealed permit, decision or determination after actual notice of the appeal has been received shall be subject to Chapter 11, Violations, Penalties, and Enforcement, of this Ordinance.

§3.13.5 RECORD OF ADMINISTRATIVE DECISION
The official whose decision is being appealed shall transmit to the Board of Zoning Appeals all papers constituting the record upon which the action appealed is taken.

§3.13.6 PUBLIC HEARING NOTICE
Newspaper, Neighbor, Parties in Interest and Posted Notice of the Board of Zoning Appeals' public hearing shall be provided in accordance with the requirements of Section 3.1.6 of this Chapter.



§3.13.7 BOARD OF ZONING APPEALS REVIEW AND ACTION

A. The Board of Zoning Appeals shall hold at least one public hearing on the appeal, and within a reasonable time following the close of the public hearing, take final action based on the procedures and requirements of this Section.

B. In exercising the appeal power, the Board of Zoning Appeals shall have all the powers of the official from whom the appeal is taken, and the Board of Zoning Appeals may reverse or affirm, wholly or in part, or may modify the decision being appealed.

C. If the Board of Zoning Appeals determines that it is necessary to obtain additional evidence in order to resolve the matter, it shall remand the appeal to the official from whom the appeal is taken, with directions to obtain such evidence and to reconsider the decision in light of such evidence, and to that end shall have all the powers of the officer from whom the appeal is taken and may issue or direct issuance of a permit. The Board of Zoning Appeals in execution of the duties specified in this Chapter may subpoena witnesses and in case of contempt may certify this fact to the circuit court having jurisdiction.

D. A quorum of the Board of Zoning Appeals shall be achieved when the number of members in attendance equals more than ½ of the total membership of the Board of Zoning Appeals. At least 2/3 of the members present and voting shall be required to reverse any order, requirement, decision, or determination of any administrative officer or agency.

§3.13.8 APPROVAL CRITERIA; FINDINGS OF FACT
An appeal shall be sustained only if the Board of Zoning Appeals finds that the administrative official erred. The decision of the Board of Zoning Appeals shall be accompanied by specific, written findings of fact and conclusions of law clearly stating the reason for the decision. Those written findings shall be delivered to parties in interest by certified mail, published once in a newspaper of general circulation in the county, and permanently filed in the Planning Department.

§3.13.9 APPEALS
Any person with a substantial interest in a decision of the Board of Zoning Appeals or any officer, board, or bureau of the county may appeal a final decision of the Board of Zoning Appeals to the Circuit Court of Charleston County. Appellants shall file with the Court Clerk a written petition plainly and fully setting forth how such decision is contrary to law. Such appeal shall be filed within 30 calendar days after the decision of the Board of Zoning Appeals is mailed.

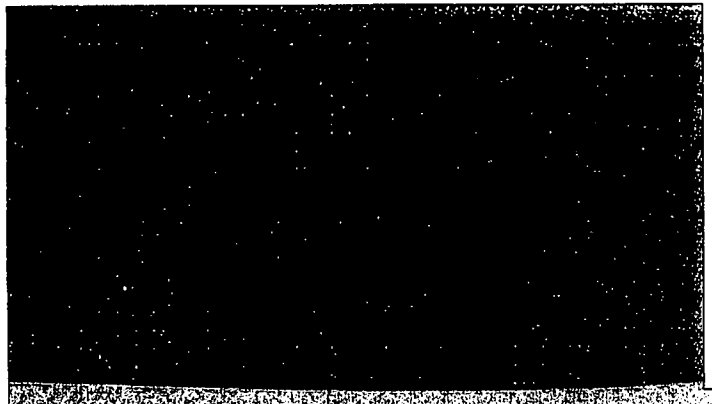
ARTICLE 3.14 APPEALS OF SUBDIVISION-RELATED ADMINISTRATIVE DECISIONS

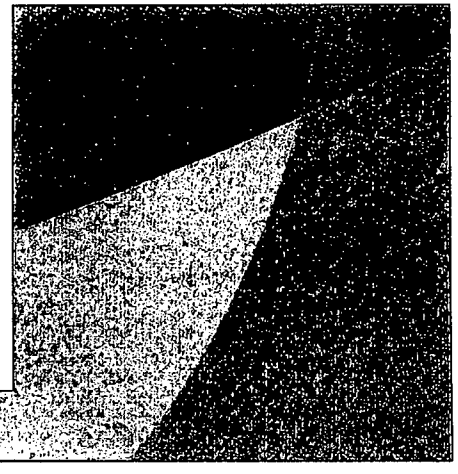
§3.14.1 AUTHORITY
The Planning Commission shall be authorized to hear and decide appeals only on subdivision-related matters (including determinations of [subdivision application] incompleteness) where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the administration or enforcement of any of the subdivision regulations of Chapter 8 of this Ordinance.

CHAPTER 12 | DEFINITIONS

ARTICLE 12.1 TERMS AND USES DEFINED

TERM	DEFINITION
Abandoned Sign	See "Sign, Abandoned" for definition.
Accessory Use	A use customarily incidental and subordinate to the principal use of a zoning lot or of a structure. An accessory use is located on the same zoning lot as the principal use, except in the cases of off-street parking, temporary manufactured housing parks, temporary real estate sales office and temporary construction facilities.
Accessory Dwelling Unit	A dwelling unit providing complete, independent living facilities for one or more persons that is separate from and subordinate to the principal dwelling unit. This definition includes garage apartments.
Accessory Structure	A structure that is detached from a principal structure and customarily incidental and subordinate to the principal structure.
Active Recreation Area	Any park and recreational facility that is not dependant upon a specific environmental or natural resource, which is developed with recreation and support facilities such as playgrounds, golf courses, bicycle trails, baseball or softball fields, football or soccer fields, basketball courts, swimming pools, clubhouses, equestrian facilities, and tennis courts.
Addition	A structure added to the original structure at some time after the completion of the original, or an extension, alteration, or increase in floor area or height of a building or structure.
Administrative Services	The use of a building or a portion of a building for the provision of executive, management, or administrative services.
Administrative Decision	Any order, requirement, decision, or determination by the Charleston County Planning Director or their designee relating to the administration or enforcement of the Charleston County Zoning and Land Development Regulations.
Adult	Definitions provided in Section 6.4.10C.
Adult Day Care Facility	A facility licensed by the South Carolina Department of Health and Environmental Control (DHEC) for adults 18 years of age or older, which offers in a group setting a program of individual and group activities and therapies. The program is directed toward providing community-based day care services for those adults in need of a supportive setting. The program shall provide a minimum of four and a maximum of 14 hours of operation a day. (See S.C. DHEC Regulation 61-75, Standards for Licensing—Day Care Facilities for Adults)





Code of Laws of SC Title 6, Chapter 29, SC Local Government Comprehensive Planning Act of 1994

- *Article 5, Local Planning – Zoning, Section 6-29-800. Powers of board of appeals; variances; special exceptions; remand; stay; hearing; decisions and orders. (B):*
- *"…The appeal must be taken within a reasonable time, as provided by the zoning ordinance or rules of the board, or both, by filing with the officer from whom the appeal is taken and with the board of appeals notice of appeal specifying the grounds for the appeal. If no time limit is provided, the appeal must be taken within thirty days from the date the appealing party has received actual notice of the action from which the appeal is taken…"*

Case # BZA-04-18-00258
BZA Meeting of June 4, 2018
Subject Property: 1872 S. Grimball Road, James Island

Appeal of an Administrative Decision: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*



Subject Property



View of proposed bus parking facility area from the school property



View of proposed bus parking facility from Nathaniel Drive

Appeal of an Administrative Decision
"February 28, 2018 decision, Case ZSPR-05-16-00059." Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*
1872 S. Grimball Road, James Island
TMS # 334-07-00-047

Chronology Summary and List of Exhibits for Appeal Case # BZA-04-18-00258

- **May 16, 2016:** Jeffrey Borowy, Chief Operating Officer (COO) for the Charleston County School District (CCSD) through CCSD's engineer, ADC Engineering applies for Site Plan Review (ZSPR-05-16-00059) for, *"James Island Elementary School Bus Parking Facility."* **(see Exhibit 1)**

- **January 26, 2017:** CCSD submits a letter further describing the proposed use and a "No Idling Signage Exhibit." **(see Exhibit 2)**

- **February 7, 2017:** Planner, Stephen Risse signs and dates the site plan approved on February 7, 2017. Sheets C201, L200, L201, and L301. **(see Exhibit 3)**

- **February 9, 2017:** The Planning Department sends the Site Plan approval letter, "Project Status Report" to CCSD's engineer, Jeff Webb, ADC Engineering. The letter states, *"This project will be held in the 'TO BE PERMITTED' file for one year. If the permit has not been obtained within that time, and there has been no communication with this office regarding this project, then the project will no longer be eligible to receive a permit. If the applicant wishes to receive a permit after that time, the review process will need to repeated.* ***Any changes in the Site Plan after it is approved must be reviewed by the Site Plan Review Committee prior to the change."*** **(see Exhibit 4)**

- **February 9, 2018:** The approval of ZSPR-05-16-00059 expires.

- **February 28, 2018:** The Planning Department sends ADC Engineering a letter denying the requested extension. **(see Exhibit 5)**

Chronology Summary and List of Exhibits for Appeal Case # BZA-04-18-00258

- **March 13, 2018:** The Planning Department sends Ms. Johnson email correspondence clarifying school bus parking, fueling, and maintenance. The Planning Director's written interpretation is, *"On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school."*
  (see Exhibit 6)

- **March 19, 2018:** The Planning Director meets with CCSD staff and gives them a copy of the March 13, 2018 email/written interpretation.

- **April 18, 2018:** CCSD files an Application for Appeal of an Administrative Decision stating the decision which is being appealed: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."*
  (see Exhibit 7)

Exhibit 1

- **May 16, 2016:** Jeffrey Borowy, Chief Operating Officer (COO) for the Charleston County School District (CCSD) through CCSD's engineer, ADC Engineering applies for Site Plan Review (ZSPR-05-16-00059) for, *"James Island Elementary School Bus Parking Facility."*
  (see Exhibit 1 documents)

January 26, 2017: Charleston County issued a Stormwater permit for the parking lot only, no maintenance or fueling.

James Island Elementary School Bus Parking Facility

Charleston, South Carolina
Charleston County

Design

I. PROJECT DESCRIPTION

Charleston County School District is proposing to construct a bus parking lot that accommodates the buses serving the James Island portion of the Charleston County School District. The site is located along Grimball Road, on James Island. The parcel is under the jurisdiction of Charleston County.

Portions of the existing site were developed into James Island Elementary School. The proposed bus parking facility area consists of an undeveloped former agricultural field, located on the school property.

New site improvements made to the site include: 35 bus parking spaces, 39 employee parking spaces, 2 handicapped spaces, a new office building, fencing to enclose the facility, a new access drive, lighting and cameras, new water distribution system, and a new sanitary sewer system.

The total area of land disturbance is approximately 8.0 acres. Soils on site mainly consist of Kiawah type soils which are classified as SCS Group A in drained condition and Group D in undrained condition.

property.

New site improvements made to the site include: 35 bus parking spaces, 39 employee parking spaces, 2 handicapped spaces, a new office building, fencing to enclose the facility, a new access drive, lighting and cameras, new water distribution system, and a new sanitary sewer system.

The total area of land disturbance is approximately 8.0 acres. Soils on site mainly consist of Kiawah

1216 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-554-0181
Fax 843-554-0182
ADCENGINEERING.COM

Project Manager: Jeff Webb, P.E.
jeffw@adcengineering.com
ADC Project No. 15214

ADC SITE SERVICES

- **January 26, 2017:** Charleston County issued a Stormwater permit for the parking lot only, no maintenance or fueling.

- Maintenance and fueling would require an Industrial Stormwater permit.

4045 Bridge View Dr.
North Charleston, SC 29405-7464
Phone: 843.202.7600
Fax 843.202.7601

Permit # **STRM-12-16-00502**
Type: **Stormwater - Site Construction**
Work Class: **Type III - 5.0 acres or greater**
ACTIVE Issue Date: 1/26/2017

February 23, 2017

A.D.C. ENGINEERING SPECIALISTS
Attn: JEFF WEBB
1226 YEAMANS HALL RD
HANAHAN, SC 29410

RE: 1872 S GRIMBALL RD
TMS #: 334-07-00-047

Dear: JEFF WEBB

A review of the above referenced project has been completed and determined that compliance with our Stormwater Management Ordinance and Program has been met. Th letter serves as notification of final approval from the Public Works Department. Our approval does not constitute an approval to begin construction. You must contact the County's Planning Department, who will issue the permit required to begin work.

The Public Works Department will be conducting site inspections periodically on your project to check for compliance with the Stormwater Management Ordinance, the approv construction documents, and the Stormwater Management Plan.

Sincerely,

Chris Wannamaker

Chris Wannamaker, P.E.
Stormwater Program Manager

cc: Charleston County Planning and Zoning Department

Exhibit 2

January 26, 2017: CCSD submits a letter further describing the proposed use and a "No Idling Signage Exhibit."

- The letter is inconsistent with the site plan submitted and:
  - Fails to address and is unclear regarding how many buses will serve James Island Elementary School versus schools elsewhere.
  - Does not mention the use of fueling or propane storage security.
  - States, *"All fleet maintenance is performed by the State of South Carolina maintenance shop 7872 Azalea Drive, North Charleston, SC."*

536

Charleston County SCHOOL DISTRICT

Gerrita Postlewait, Ed.D.
Superintendent of Schools

Jeffrey Borovey, P.E.
Chief Operating Officer

William "Jeff" Scott
Executive Director
Student Transportation

January 26, 2017

Stephen Risse
Charleston County Zoning & Planning
4045 Bridgeview Drive
North Charleston, SC 29405

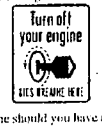
Subject: James Island Elementary School Bus Parking Facility
Charleston, South Carolina
ADC Project No. 15214

Dear Mr. Risse:

Charleston County School District proposed to construct a new bus parking facility located on an undeveloped portion of James Island Elementary School. The purpose of this facility is to alleviate the district's inability to store the James Island portion of the District's school busses in one location. The site provides room to park 35 busses and 41 employee vehicles. Also located on the site is the staff building that allows the drivers to check in with their administrators before they leave for the day and upon their return.

The support building on the property is to be used for offices, a driver break room and bathrooms. All fleet maintenance is performed by the State of South Carolina maintenance shop 7872 Azalea Drive, North Charleston, SC.

The School District will not allow busses to idle for any excessive amounts of time while parked on the property, in accordance with South Carolina laws Title 56 Chapter 35. Signs will be installed on the gates and within the facility to remind the drivers that they need to turn off their engines.



Please do not hesitate to contact me should you have any questions or comments.

Sincerely,

William J. Scott
Executive Director of Transportation
Charleston County School District

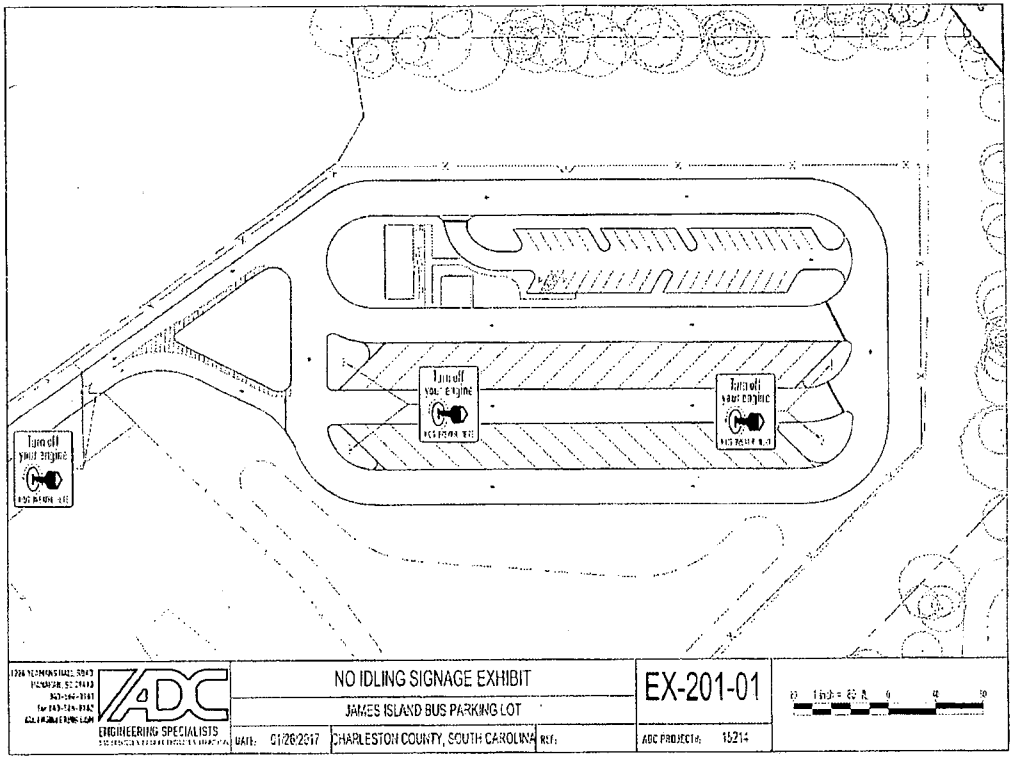
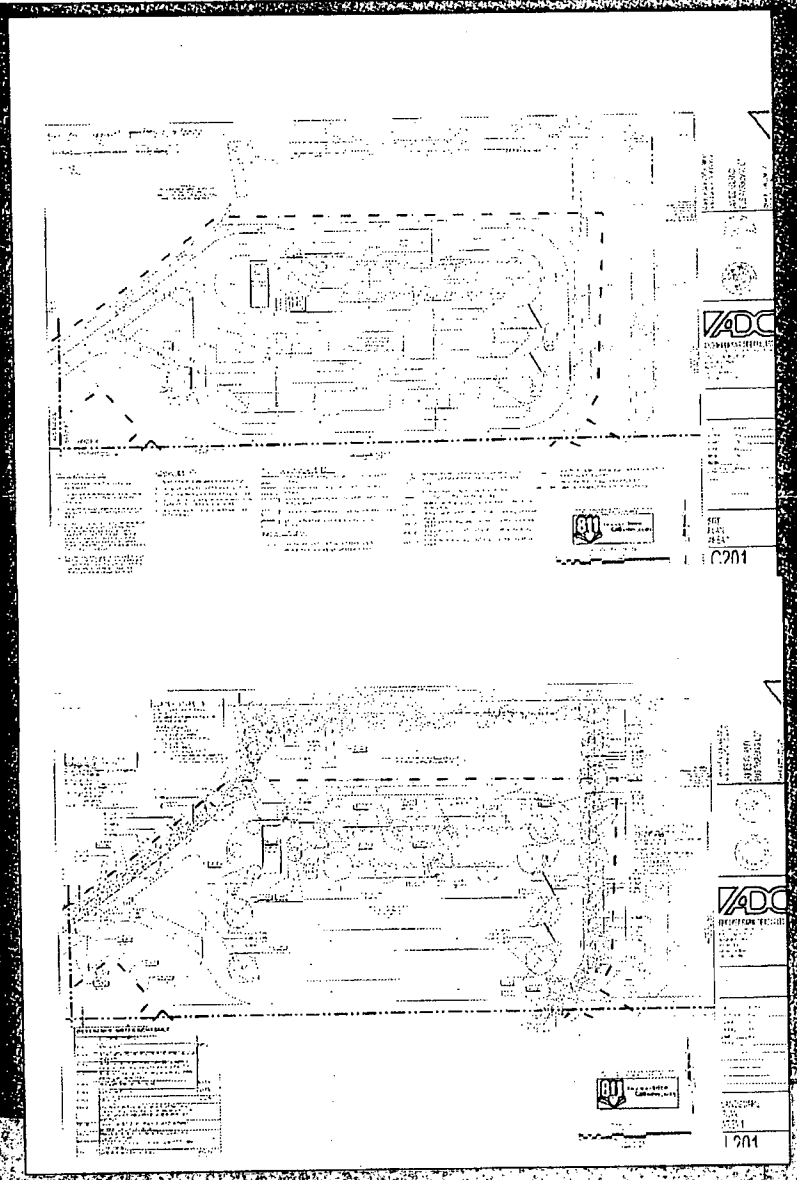
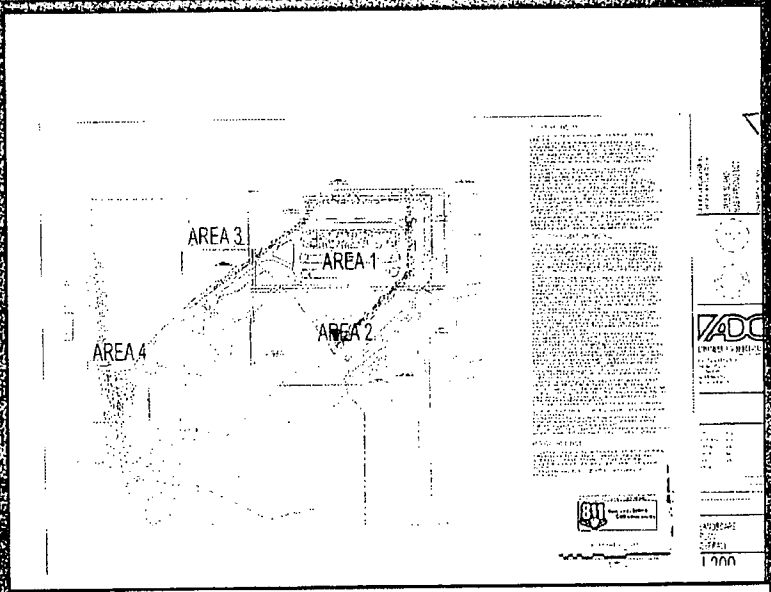


Exhibit 3

February 7, 2017: Planner, Stephen Risse signs and dates the site plan approved on February 7, 2017. Sheets C201, L200, L201, and L301.





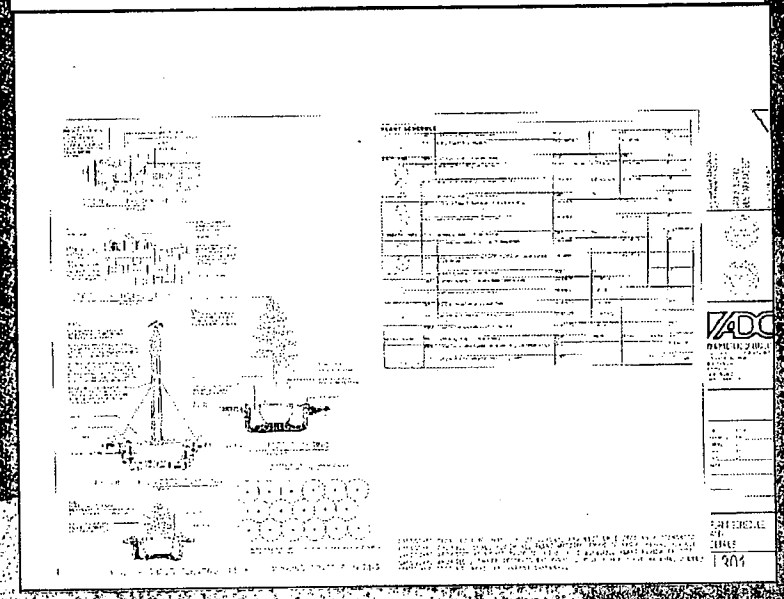


Exhibit 3

- **February 7, 2017**: Planner, Stephen Risse signs and dates the site plan approved on February 7, 2017. Sheets C201, L200, L201, and L301

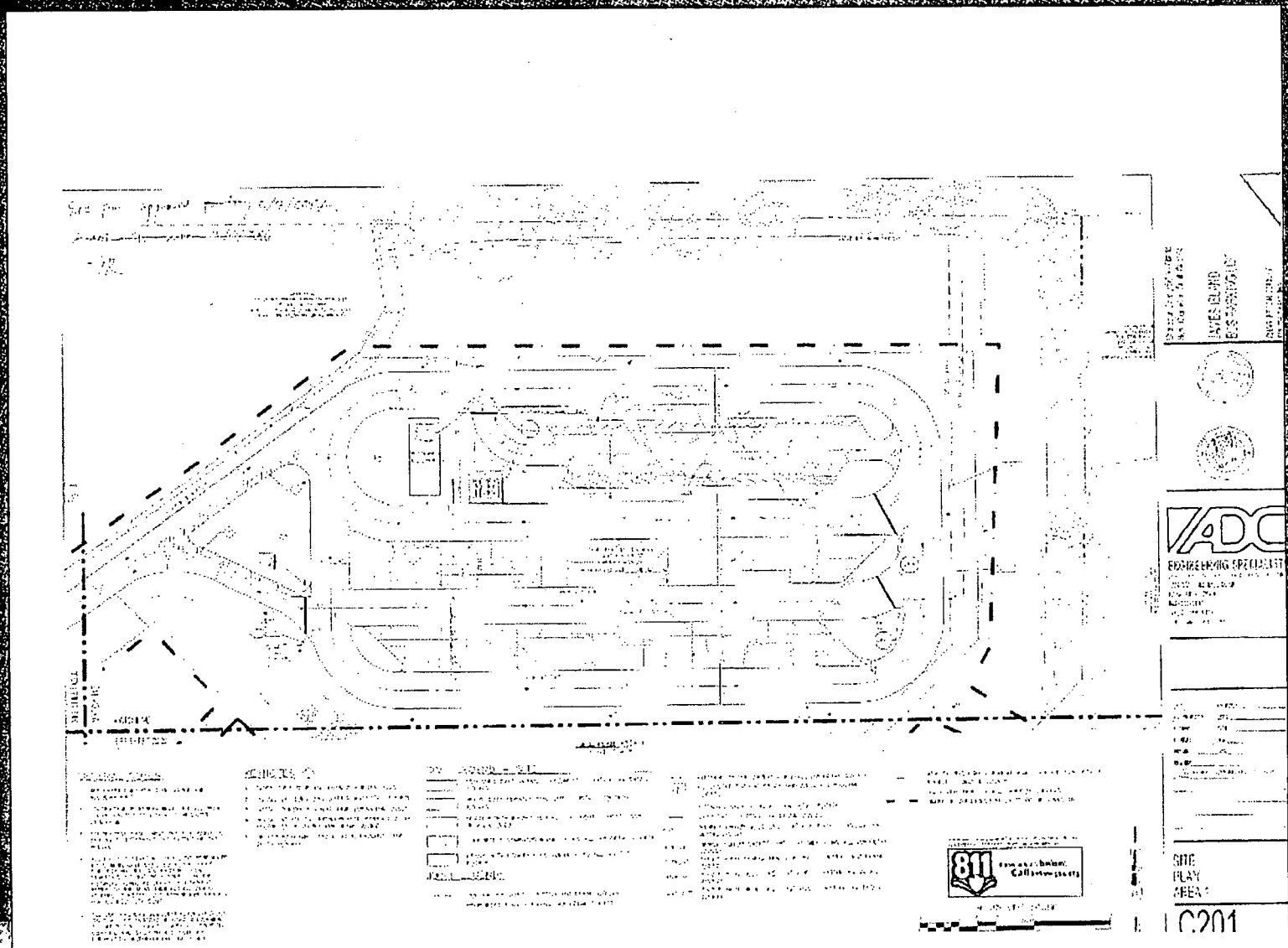


Exhibit 4

Joel H. Evan, AICP, PLA
Director

CHARLESTON COUNTY SOUTH CAROLINA
PLANNING DEPARTMENT

843.202.7200
1.800.524.7832
Fax: 843.202.7222
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405-7464

SITE PLAN REVIEW
PROJECT STATUS REPORT

TO: Jeff Webb — EMAIL: JEFFW@ADCENGINEERING.COM

DATE: February 9, 2017 — TMS: 334-07-00-047

FROM: Stephen Risse — PROJECT: James Is. Elem. School Bus Parking Facility

The site plan for the above referenced project is Approved by the Zoning and Planning Department. It is your responsibility as the Site Plan Review contact person to notify the contractor of the following:

_X_ **Approved** – Please notify the contactor/responsible party that a Zoning Permit is required prior to any land disturbance and/or site improvements.

_X_ Please notify Stephen Risse, at 202-7200 to inspect the required tree barricades three **(3) days prior to receiving your zoning permit.** If required as part of the Site Plan Review approval.

___ Please bring the information as requested on the following page(s) with you to enable you to obtain the zoning permit.

___ Please bring in to the Zoning Department _____ copies of the final set of plans and ___ copies of the new approved recorded plat.

_X_ Please notify Stephen Risse, at 202-7200 when the project is complete and ready for a final inspection. **All landscaping must be installed, dumpsters enclosed, and parking lot striping or wheel stops installed. Allow five working days prior to your request for the Certificate of Occupancy for this inspection.**

This project will be held in the "TO BE PERMITTED" file for one year. If the permit has not been obtained within that time, and there has been no communication with this office regarding this project, then the project will no longer be eligible to receive a permit. If the applicant wishes to receive a permit after that time, the review process will need to be repeated.

Any changes in the Site Plan after it is approved must be reviewed by the Site Plan Review Committee prior to the change.

- **February 9, 2017:** The Planning Department sends the Site Plan approval letter, "Project Status Report" to CCSD's engineer, Jeff Webb, ADC Engineering. The letter states, *"This project will be held in the 'TO BE PERMITTED' file for one year. If the permit has not been obtained within that time, and there has been no communication with this office regarding this project, then the project will no longer be eligible to receive a permit. If the applicant wishes to receive a permit after that time, the review process will need to repeated.* ***Any changes in the Site Plan after it is approved must be reviewed by the Site Plan Review Committee prior to the change."***

- *"The Charleston County Board of Zoning Appeals does not have the authority to grant a vested right and no such right shall accrue as a result of their decisions." Charleston County, SC Code of Ordinances, Section 15-2, "Vested Rights Ordinance"*

Exhibit 5

Joel H. Evans, AICP, PLA
Zoning & Planning Director

CHARLESTON COUNTY
SOUTH CAROLINA

Phone: 843.202.7200
Fax: 843.202.7222
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405-7464

February 28, 2018

York Dilday, P.E., LEED GA
1226 Yeamans Hall Rd
Hanahan, SC 29410

Dear Mr. Dilday,

The Charleston County Zoning and Planning Department has reviewed your request for an extension to the Zoning and Planning Site Plan Review Approval dated February 9, 2017, for Case ZSPR-5-16-00059, TMS 334-07-00-047.

The Approval dictated that the project would require a Zoning Permit for land disturbance and/or site improvements, once the site inspection for tree protection compliance had been requested and approved by Zoning Staff. The Approval also stated the project would hold a status of "To Be Permitted" for one year.

As of February 7, 2018, upon receipt of your extension request, the Charleston County Zoning and Planning Department had not been contacted to request the site inspection or the Permit. The Planning Director has determined that the Applicant has not demonstrated a hardship that would be cause to delay the project or that diligent pursuit has been made to start development, as described in the documents submitted for Site Plan Review. Thus, the extension of this Approval has been denied, and the project is no longer eligible to receive a Permit. If the Applicant wishes to pursue the project further, the Site Plan Review process will need to be repeated.

Thank you,

Sally Brooks, PLA, ISA

- **February 7, 2018:** ADC Engineering requests an extension of the Site Plan Review approval.
- **February 9, 2018:** ZSPR-05-16-00059 approval expires.
- **February 28, 2018:** The Planning Department sends ADC Engineering a letter denying the requested extension. **(Exhibit 5)**

Exhibit 6

Joel Evans

From:	Anna B. Johnson
Sent:	Tuesday, March 13, 2018 2:51 PM
To:	Joel Evans
Cc:	Jennifer Miller; Walter Smalls; Joe Dawson
Subject:	Re: Clarification of bus parking with schools

Thank you.

From: Joel Evans
Sent: Tuesday, March 13, 2018 12:47:15 PM
To: Anna B. Johnson
Cc: Jennifer Miller; Walter Smalls; Joe Dawson
Subject: Clarification of bus parking with schools

Councilmember Johnson,
Staff has reviewed your request for clarification regarding school bus parking, fueling and maintenance. Below is the Planning Department's interpretation of how we would administer a future request regarding this issue.

On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school.

Bus parking with fueling and maintenance facilities would be allowed as a primary use in the zoning districts that allow such uses. This would include the Community Commercial or Industrial zoning districts.

I have discussed this issue with the City of Charleston and the Town of Mount Pleasant.
The City of Charleston said they allow school bus parking as an accessory use to a school whether is 4 buses or 40 buses.
The Town of Mount Pleasant said they would administer the request in the same way as I have stated above.

Please contact me if you have any questions.

Joel H. Evans
Joel H. Evans, PLA, AICP
Director

Charleston County Zoning & Planning Dept.
4045 Bridge View Drive
North Charleston, SC 29405-7464
(843) 202-7200, (fax) 202-7222
jevans@charlestoncounty.org

1

- **March 13, 2018:** The Planning Department sends Council Member Anna Johnson email correspondence clarifying school bus parking, fueling, and maintenance. The Planning Director's written interpretation is, *"On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school."*

March 19, 2018: Planning Director meets with staff from CCSD and gives them a copy of the written interpretation regarding school bus parking as an accessory use (Exhibit 6)

March 28, 2018:

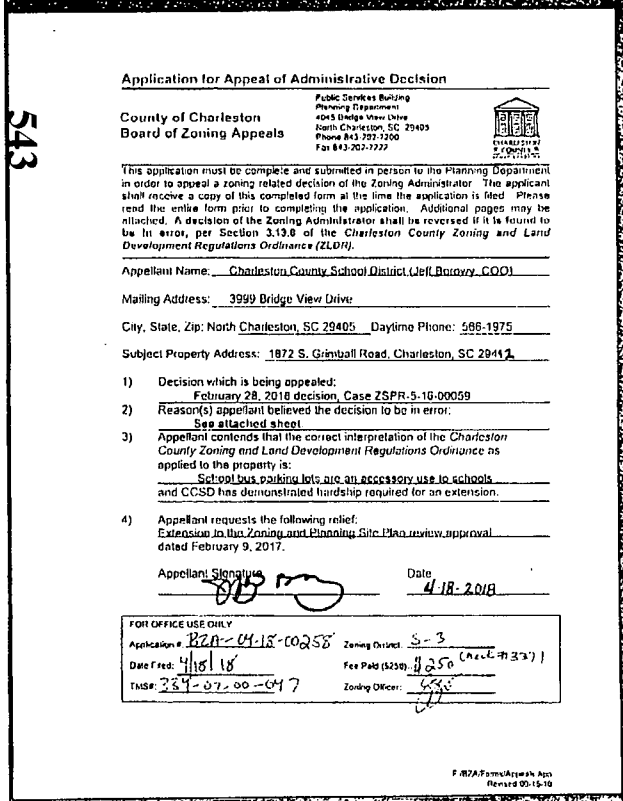
This is the deadline for filing an appeal for the Administrative Decision to deny the extension of ZSPR-05-16-00059 (February 28, 2018 is the date the decision was sent) per ZLDR ordinance (see Article 3.13), *Article 3.13.3 Application Filing; Timing*: ***"Applications for Appeals of Administrative Decisions on zoning related matters shall be submitted to the Planning Director on forms available in the Planning Department. Appeals of Administrative Decisions to grant or deny a Zoning Permit shall be filed within 30 days from the date of the Administrative Decision."***

April 18, 2018: CCSD files an Application for Appeal of an Administrative Decision stating the decision which is being appealed: *"February 28, 2018 decision, Case ZSPR-05-16-00059."*

Exhibit 7

March 19, 2018: The Planning Director meets with CCSD staff and gives them a copy of the March 13, 2018 email/written interpretation.

April 18, 2018: CCSD files an Application for Appeal of an Administrative Decision stating the decision which is being appealed: *"February 28, 2018 decision, Case ZSPR-05-16-00059."* Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is, *"School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension."* **(Exhibit 7)**



Application for Appeal of Administrative Decision

County of Charleston
Board of Zoning Appeals

Public Services Building
Planning Department
4045 Bridge View Drive
North Charleston, SC 29405
Phone 843-202-7200
Fax 843-202-7222

This application must be complete and submitted in person to the Planning Department in order to appeal a zoning related decision of the Zoning Administrator. The applicant shall receive a copy of this completed form at the time the application is filed. Please read the entire form prior to completing the application. Additional pages may be attached. A decision of the Zoning Administrator shall be reversed if it is found to be in error, per Section 3.13.8 of the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR)*.

Appellant Name: Charleston County School District (Jeff Borowy, COO)

Mailing Address: 3999 Bridge View Drive

City, State, Zip: North Charleston, SC 29405 Daytime Phone: 566-1975

Subject Property Address: 1872 S. Grimball Road, Charleston, SC 29412

1) Decision which is being appealed:
February 28, 2018 decision, Case ZSPR-5-16-00059

2) Reason(s) appellant believed the decision to be in error:
See attached sheet

3) Appellant contends that the correct interpretation of the *Charleston County Zoning and Land Development Regulations Ordinance* as applied to the property is:
School bus parking lots are an accessory use to schools and CCSD has demonstrated hardship required for an extension.

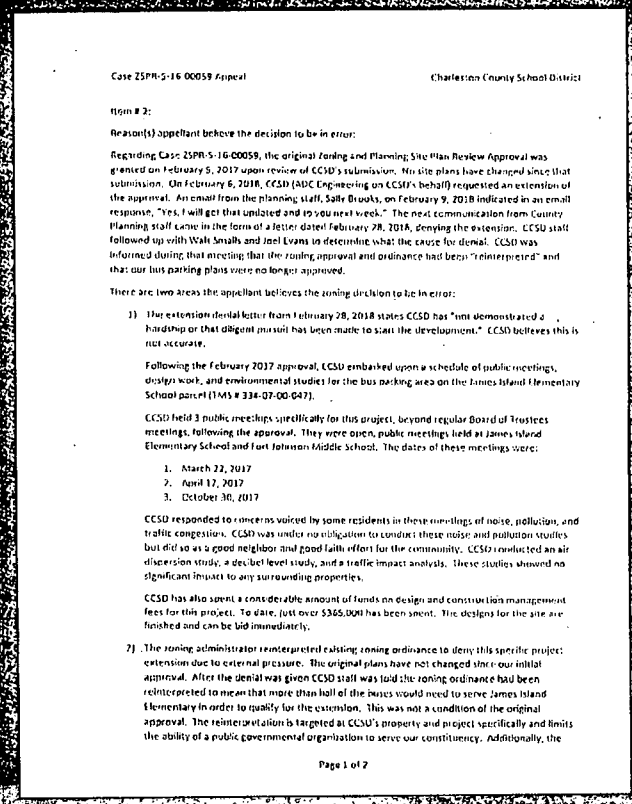
4) Appellant requests the following relief:
Extension to the Zoning and Planning Site Plan review approval dated February 9, 2017.

Appellant Signature: [signature] Date: 4-18-2018

FOR OFFICE USE ONLY
Application # BZA-04-18-00258 Zoning District: S-3
Date Fee: 4/18/18 Fee Paid ($250): $250 (Check #3371)
TMS#: 334-07-00-047 Zoning Officer: [signature]

P:\BZA\Forms\Appeals.App
Revised 03-15-10

543



Case ZSPR-5-16-00059 Appeal — Charleston County School District

Item # 2:

Reason(s) appellant believe the decision to be in error:

Regarding Case ZSPR-5-16-00059, the original Zoning and Planning; Site Plan Review Approval was granted on February 9, 2017 upon review of CCSD's submission. No site plans have changed since that submission. On February 6, 2018, CCSD (ADC Engineering on CCSD's behalf) requested an extension of the approval. An email from the planning staff, Sally Brooks, on February 9, 2018 indicated in an email response, "Yes, I will get that updated and to you next week." The next communication from County Planning staff came in the form of a letter dated February 28, 2018, denying the extension. CCSD staff followed up with Walt Smalls and Joel Evans to determine what the cause for denial. CCSD was informed during that meeting that the zoning approval and ordinance had been "reinterpreted" and that our bus parking plans were no longer approved.

There are two areas the appellant believes the zoning decision to be in error:

1) The extension denial letter from February 28, 2018 states CCSD has "not demonstrated a hardship or that diligent pursuit has been made to start the development." CCSD believes this is not accurate.

Following the February 2017 approval, CCSD embarked upon a schedule of public meetings, design work, and environmental studies for the bus parking area on the James Island Elementary School parcel (TMS # 334-07-00-047).

CCSD held 3 public meetings specifically for this project, beyond regular Board of Trustees meetings, following the approval. They were open, public meetings held at James Island Elementary School and Fort Johnson Middle School. The dates of these meetings were:

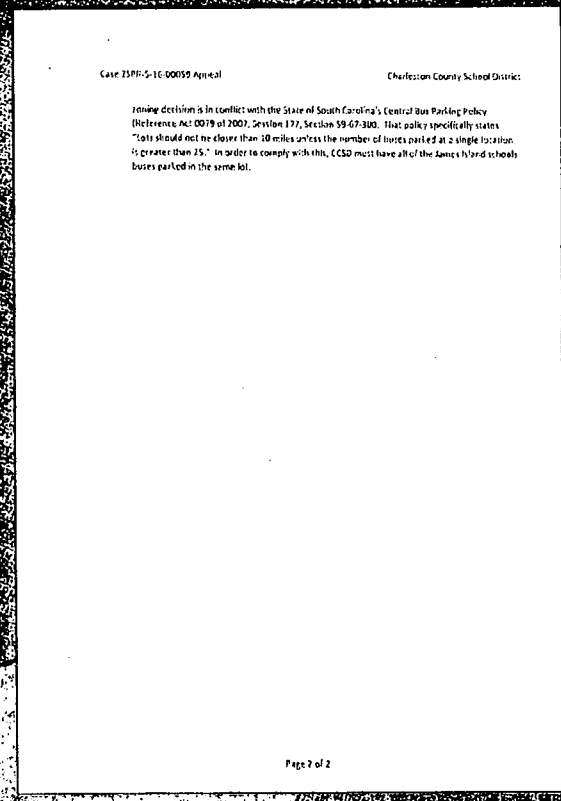
1. March 23, 2017
2. April 17, 2017
3. October 30, 2017

CCSD responded to concerns voiced by some residents in these meetings of noise, pollution, and traffic congestion. CCSD was under no obligation to conduct these noise and pollution studies but did so as a good neighbor and good faith effort for the community. CCSD conducted an air dispersion study, a decibel level study, and a traffic impact analysis. These studies showed no significant impacts to any surrounding properties.

CCSD has also spent a considerable amount of funds on design and construction management fees for this project. To date, just over $365,000 has been spent. The designs for the site are finished and can be bid immediately.

2) The zoning administrator reinterpreted existing zoning ordinance to deny this specific project: extension due to external pressure. The original plans have not changed since our initial approval. After the denial was given CCSD staff was told the zoning ordinance had been reinterpreted to mean that more than half of the buses would need to serve James Island Elementary in order to qualify for the extension. This was not a condition of the original approval. The reinterpretation is targeted at CCSD's property and project specifically and limits the ability of a public governmental organization to serve our constituency. Additionally, the

Page 1 of 2



Case ZSPR-5-16-00059 Appeal — Charleston County School District

zoning decision is in conflict with the State of South Carolina's Central Bus Parking Policy (Reference Act 0079 of 2007, Section 177, Section 59-67-300). That policy specifically states "lots should not be closer than 10 miles unless the number of buses parked at a single location is greater than 25." In order to comply with this, CCSD must have all of the James Island schools buses parked in the same lot.

Page 2 of 2

ZLDR Application Filing; Timing

- ***Charleston County Zoning and Land Development Regulations (ZLDR) Ordinance, Article 3.13 Appeals of Zoning-Related Administrative Decisions, Section 3.13.3 Application Filing; Timing, "Applications for Appeals of Administrative Decisions on zoning-related matters shall be submitted to the Planning Director on forms available in the Planning Department. Appeals of Administrative Decisions to grant or deny a Zoning Permit shall be filed within 30 days from the date of the Administrative Decision."***

Code of Laws of SC Title 6, Chapter 29, SC Local Government Comprehensive Planning Act of 1994

- *Article 5, Local Planning – Zoning, Section 6-29-800. Powers of board of appeals; variances; special exceptions; remand; stay; hearing; decisions and orders. (B):*
- *"…The appeal must be taken within a reasonable time, as provided by the zoning ordinance or rules of the board, or both, by filing with the officer from whom the appeal is taken and with the board of appeals notice of appeal specifying the grounds for the appeal. If no time limit is provided, the appeal must be taken within thirty days from the date the appealing party has received actual notice of the action from which the appeal is taken…"*

Appeal of Accessory Use Decision

Background

- The property is located in the S-3 (Special Management) Zoning District. This is primarily residential.
- Schools are allowed as a principal use in all zoning districts.
- Parking lots are not allowed as a principal use in the S-3 Zoning District.

Definition of **Principal Use:**

"The primary or predominant use to which a property is or may be devoted and to which all other uses on the premises are accessory."

Definition of **Accessory Use** in County Ordinance:

"A use customarily incidental and subordinate to the principal use of a zoning lot as the principal use, except in cases of off-street parking, temporary manufactured housing parks, temporary housing parks, temporary real estate offices and temporary construction facilities."

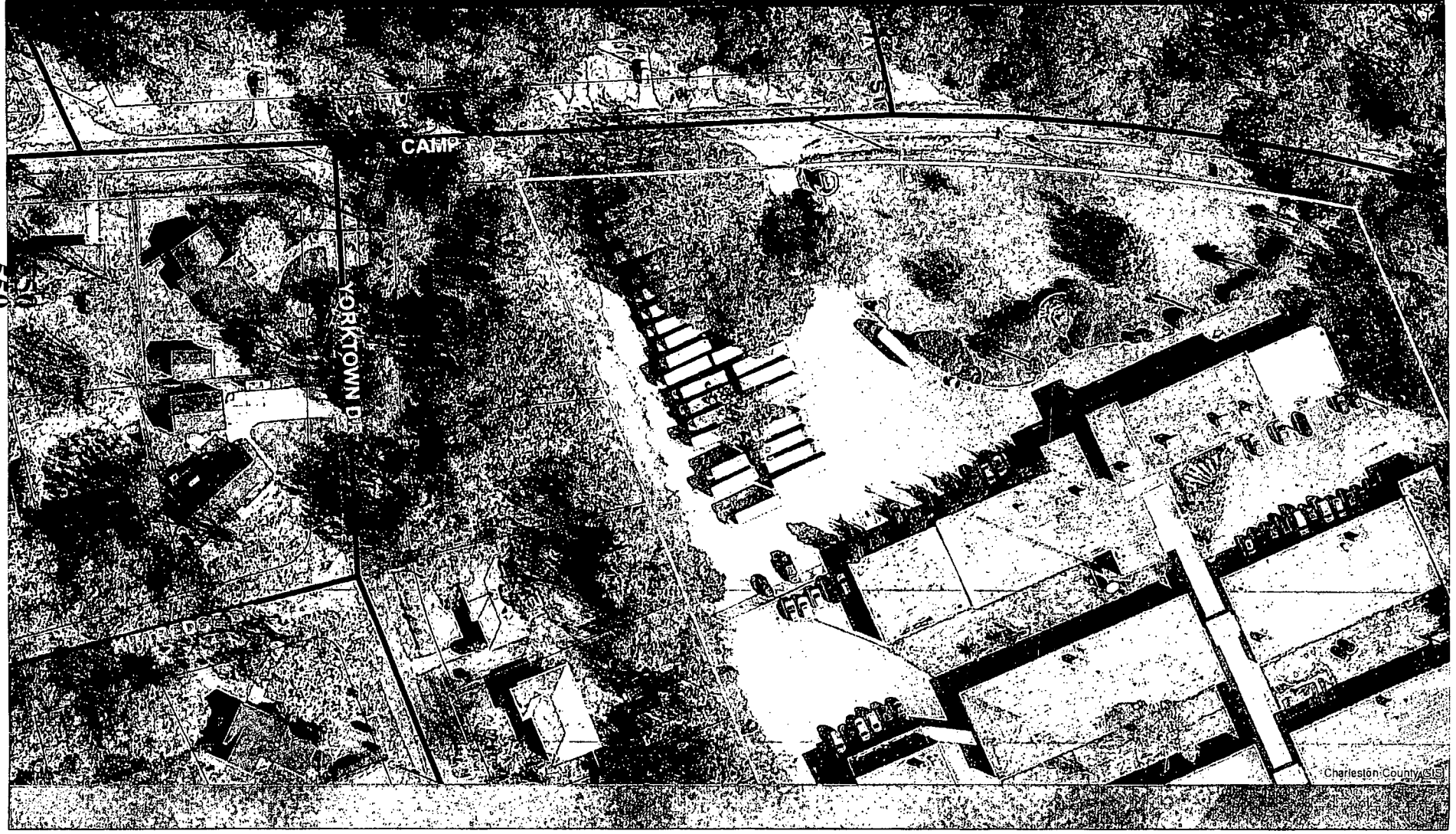
Meriam-Webster definitions

Customarily - follows customs or usual practices
Incidental - being likely as a chance or minor consequence
Subordinate – Occupying a lower position. Less value or importance.

2017Aerial of CCSD bus lot on Azalea Dr.

2017 Aerial of CCSD bus lot at Ft. Johnson M.S.

2017 Aerial of CCSD bus lot at Ft. Johnson M.S.



550

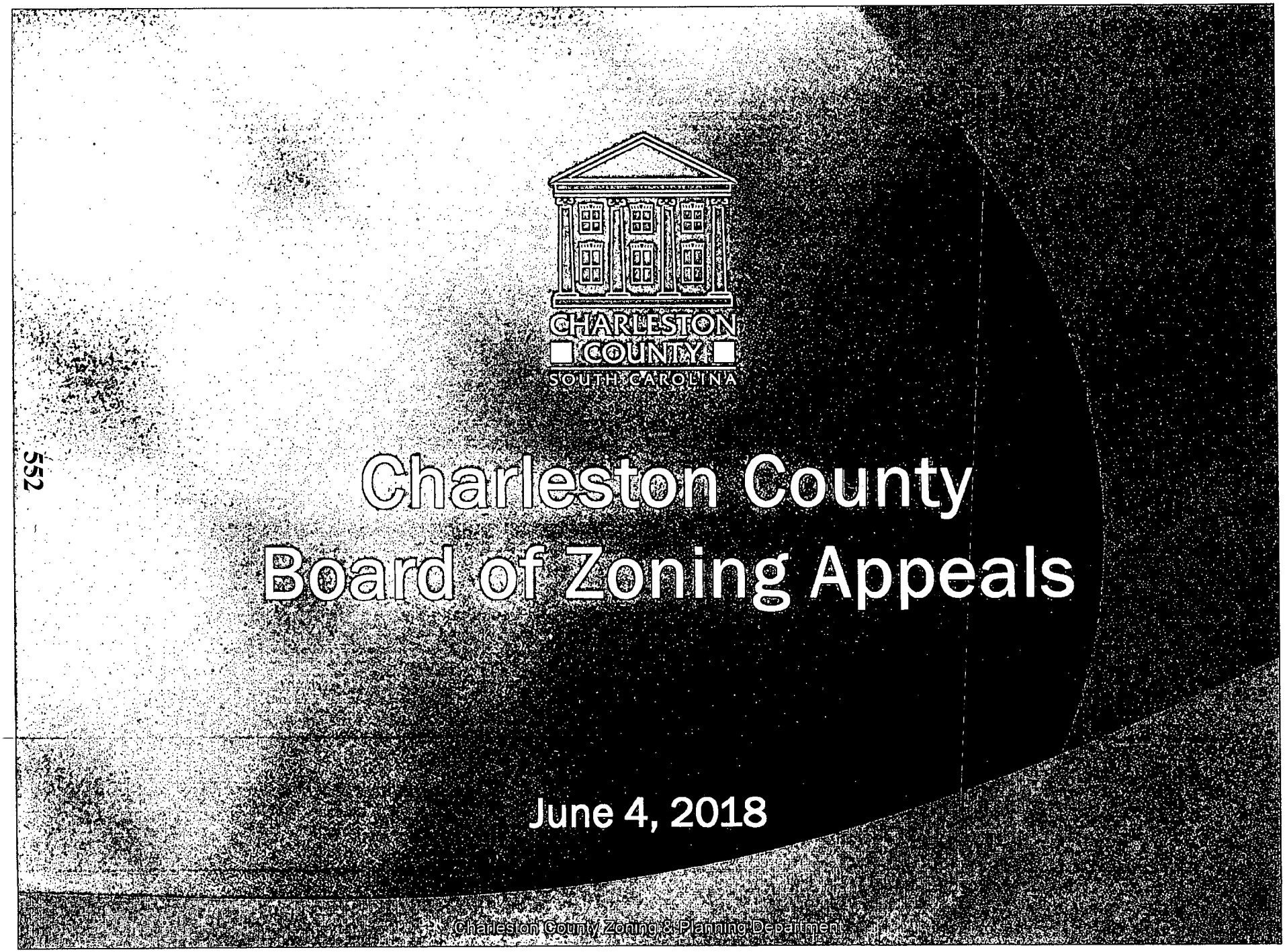
Conclusion:

If we interpret the Ordinance as requested by the Appellant, then the CCSD could hypothetically establish a 5 pupil, one room school in a residential zoning district with bus parking, fueling, and maintenance facilities for every school bus within the school district.

Interpreting the Ordinance any other way would be extremely detrimental to our communities and grossly contrary to the purposes of the Ordinance and the *Comprehensive Plan*. Especially since schools are allowed in all County zoning districts and parking lots are only allowed in commercial zoning districts.

Staff therefore requests that the written interpretation of accessory use as stated in Exhibit 6 be upheld:

- The Planning Director's written interpretation is, *"On parcels with a legally operating school, school bus parking lots shall be allowed as an accessory use to the school provided that the majority of the bus parking is to serve the school facility on the subject property. Fuel and maintenance facilities for buses shall not be allowed as an accessory use to a school."*


CHARLESTON
COUNTY
SOUTH CAROLINA
Charleston County
Board of Zoning Appeals
June 4, 2018
Charleston County Zoning & Planning Department

James Island Elementary School Bus Parking Facility

Charleston, South Carolina
Charleston County

Design Narrative

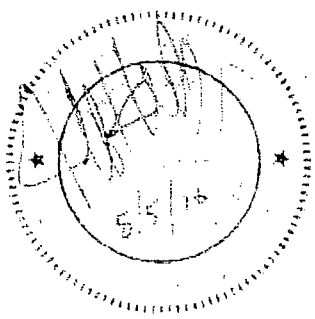
May 5, 2016
Permit Set

1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162

ADCENGINEERING.COM

Project Manager: Jeff Webb, P.E.
jeffw@adcengineering.com
ADC Project No. 15214

ADC
engineering specialists
SITE SERVICES



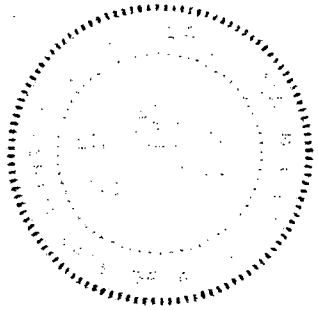


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Part I – Project Description

Part II – Comprehensive SWPPP

Part III – Engineering Report

Part IV – Appendices

Appendix A – Site Maps

Appendix B – Drainage Maps / Watershed Maps / Wetlands Data

Appendix C – Calculations

I. PROJECT DESCRIPTION

Charleston County School District is proposing to construct a bus parking lot that accommodates the buses serving the James Island portion of the Charleston County School District. The site is located along Grimball Road, on James Island. The parcel is under the jurisdiction of Charleston County.

Portions of the existing site were developed into James Island Elementary School. The proposed bus parking facility area consists of an undeveloped former agricultural field, located on the school property.

New site improvements made to the site include: 35 bus parking spaces, 39 employee parking spaces, 2 handicapped spaces, a new office building, fencing to enclose the facility, a new access drive, lighting and cameras, new water distribution system, and a new sanitary sewer system.

The total area of land disturbance is approximately 8.0 acres. Soils on site mainly consist of Kiawah type soils which are classified as SCS Group A in drained condition and Group D in undrained condition.

James Island Elementary School Bus Parking Facility

Charleston, South Carolina
Charleston County

Storm Water Pollution Prevention Plan (C-SWPPP)

May 5, 2016
Permit Set

122A YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-8161
Fax 843-566-8162
ADCENGINEERING.COM

Project Manager: Jeff Webb, P.E.
jeffw@adcengineering.com
ADC Project No. 15214

ADC
engineering specialists

Comprehensive Stormwater Pollution Prevention Plan (C-SWPPP) For Construction Activities:

Project/Site Name:

James Island Elementary School
Bus Parking Facility

Project Address/Location:
1872 South Grimball Road
Charleston, SC 29412

Primary Permittee:

Charleston County School District

Permittee/Owner Contact:
3999 Bridge View Drive
North Charleston, SC 29405
Ph: (843) 566-8138
Jeffrey_borowy@charleston.k12.sc.us

SWPPP Preparer:

ADC Engineering, Inc.
Jeff Webb, P.E.
1226 Yeamans Hall Road
Hanahan, South Carolina 29410
Ph: (843) 566-0161 / Fax: (843) 566-0162
jeffw@adcengineering.com

Day-to-Day Operator:

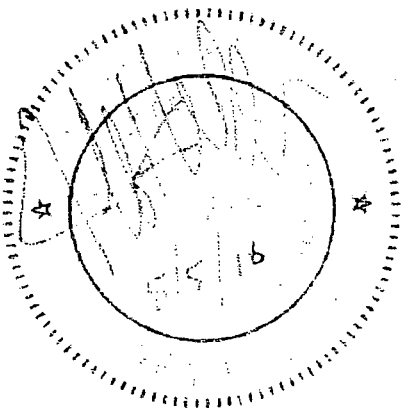
TBD

C-SWPPP Preparation Date:

May 5, 2016

SCDHEC CGP CERTIFICATION STATEMENT:

I have placed my signature and seal on the design documents submitted signifying that I accept responsibility for the design of the system. Further, I certify to the best of my knowledge and belief that the design is consistent with the requirements of *Title 48, Chapter 14 of the Code of Laws of SC, 1976* as amended, pursuant to *Regulation 72-300* et seq. (if applicable), and in accordance with the terms and conditions of *SCR100000*.



(Signature and Seal)

Name: Jeff Webb, P.E.

Title: Partner / Civil Project Manager

Date: May 5, 2016

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SECTION 1 – PROJECT OVERVIEW

1.1. Narrative (CGP Section 3.2.1)

A. Construction Activities and BMP Summary

This construction site includes the clearing and grubbing of existing agricultural land, grading of the existing contours, and the construction of a large bus parking lot.

Perimeter Control BMPs, temporary ditches, and a sediment trap will be installed prior to the initiation of the mass clearing/grubbing and grading of the site and the sediment basin will be the primary sediment control BMP used during the lifespan of all construction activities, until final stabilization is reached.

The construction activities at this site will be implemented in 2 distinct Erosion Prevention and Sediment Control Phases. The first phase includes the initial installation of perimeter controls, sediment control BMPs, and the construction entrance. The second phase includes the bulk of the construction activities. The implementation of internal stormwater management, the final stabilization of the site and conversion of the sediment basin into a permanent water quality and quantity control structure.

B. Pre-Development Conditions

Before the initial development of the site into an elementary school in 2001, it consisted of a tomato field with a large drainage ditch running through it. This ditch drains the Grimball Canal Drainage basin from Signal point Road down to the Stono River. Before the construction of the school the drainage ditch was rerouted and improvements were made to increase its capacity. The offsite (B-Offsite Pre) basin parameters used in the calculations for predevelopment are: Area = 187.57 acres, Curve Number = 79, Time of Concentration = 90min. The onsite (B-Pre) basin parameters used in the calculations for predevelopment are: Area = 34.43 acres, Curve Number = 65, Time of Concentration = 60 minutes. After the development of the school the drainage canal and onsite basin were routed through the new detention pond. The design parameters for the onsite basin (B-SITE) after the school was built are: Area = 34.43 acres, Curve Number = 79, Time of Concentration = 20 minutes. The offsite basin (B-OFFSITE) remained the same after construction. The pair of basins before the construction of the school discharge to the same boundary (N-PRE). The two basins after the construction of the school are routed through the pond (N-POND) and discharge to the boundary (N-OUT).

C. Post-Development Conditions

This project proposes to follow a similar drainage pattern as the existing and use the existing pond for water quality and quantity. The imperviousness of the site has increased with the addition of the new bus lot. She site will consist of the same drainage basin from the predevelopment with the addition of the new pavement. . The onsite (B-SITE ADJ) basin parameters used in the calculations for post development are: Area = 34.43 acres, Curve Number = 80.40, Time of Concentration = 20 minutes. The new storm drainage system constructed for the new bus parking lot will discharge into the drainage ditch, then to the detention pond and ultimately the Stono River.

Basin Data	Storm Data	Pre-Development Conditions (2001)	Post-Development Conditions (2001)	Post-Development After Bus Loop
Basin - Site	Total Area	34.43 ac	34.43 ac	34.43 ac
	Cumulative CN	65	79	80.47.
	T_c (min)	60 min	20 min	20 min
	I – 2 year (in/hr)	4.6	4.6	4.6
	I – 10 year (in/hr)	6.8	6.8	6.8
Basin - Offsite	Total Area	187.57 ac	187.57 ac	187.57 ac
	Cumulative CN	79	79	79
	T_c (min)	90 min	90 min	90 min
	I – 2 year (in/hr)	4.6	4.6	4.6
	I – 10 year (in/hr)	6.8	6.8	6.8
Boundary of Site & Offsite	2 yr runoff (cfs)	129 cfs	92 cfs	93 cfs
	10 year runoff (cfs)	194 cfs	143 cfs	144 cfs

D. Flooding Issues

The majority of the site is located in "Zone X" outside the 500 year floodplain. Some areas are located in "Zone X" in the 500 year flood. Refer to FEMA Flood Map located in Appendix A. There are no known flooding issues at the site or surrounding areas.

1.2. Stormwater Management and Sediment Control

A. Erosion Prevention BMPs

1. **Temporary Seeding & Mulching** – Temporary seeding and mulching will be utilized on all disturbed areas where work has been suspended for 14 days or more.

B. Sediment Control BMPs

1. **Sediment Trap –** A sediment trap is formed by excavating a pond or by placing an earthen embankment across a low area or drainage swale. An outlet or spillway is constructed using stones or aggregate to slow the release of runoff. The trap retains the runoff long enough to allow most of the silt to settle out. Design sediment traps to have an 80 percent design removal efficiency goal of the total suspended solids (TSS) in the inflow.

2. **Silt Fence –** Silt fence is a synthetic permeable woven or non-woven geotextile fabric incorporating metal support stakes at intervals sufficient to support the fence (5-feet maximum distance between posts), water, and sediment retained by the fence. The fence is designed to retain sediment-laden stormwater and allow settlement of suspended soils before the stormwater flows through the fabric and discharges from the site. Silt fence shall be located on the contour to capture overland, low-velocity sheet flows and is typically installed with a wire fence backing for additional support.

   Install silt fence at a fairly level grade along the contour with the ends curved uphill to provide sufficient upstream storage volume for the anticipated runoff. Drainage areas shall not exceed ¼ acre per 100 feet of wire-reinforced silt fence for slopes less than 2 percent.

3. **Rock Check Dams –** Defined channels subject to concentrated flows in larger quantities and higher velocities shall be protected with rock or other manufactured device (Geo-ridge for example) that can be used as a check dam. The dams impound sediment-laden water and allow for settlement of suspended soil before the stormwater flows over and through the device. Dams shall be placed along the water course at linear intervals in which the elevation of the bottom of the upper most check dam is at the same elevation as the top of the check dam immediately below it. This will allow the most ponding capacity and will not increase the velocity of the water flowing along the channel. Check dams are composed of crushed stone or rip rap or of other manufactured devices.

4. **Storm Sewer Inlet Protection –** Drainage inlets are protected from the intrusion of sediment through a variety of measures as shown on the details included in the Construction drawings. The primary mechanism is to place controls in the path of flow sufficient to slow the sediment-laden water to allow settlement of suspended soils before discharging into the storm sewer. It is possible that as construction progresses from storm sewer installation through to paving that the inlet protection devices will change.

   BMPs shall be installed, inspected, and maintained in accordance with the plans and SWPPP requirements herein.

C. Structural Control BMPs and Floodplain Placement

1. **Permanent Stabilization** – All areas will be permanently stabilized with pavement, turf or landscaping

D. Construction Entrances and Dust Control

1. **Temporary Gravel Construction Entrance/Exit** – A temporary gravel construction entrance will be installed on the property. The entrance will be graded so that runoff water will be directed to silt.
2. **Dust Control** – Dust will be controlled at all times. Dust suppressants shall be applied at the site and haul roads. Dry brooming is not permitted. Contractor will vacuum or wet broom pavements. Wet cutting only of concrete and asphalt pavements will be allowed. A water tanker, or any other approved measures, shall be used to spray down soil and prevent excessive dust at the construction site.

E. Water Quality BMPs During Construction

1. **Sediment Basins –** Temporary sediment basins are depressions constructed downslope of construction activity and located such that stormwater runoff from upland areas of less than 100 acres are diverted through the basin. Sediment basins shall be constructed as directed by the SWPPP and shall be constructed as part of the Initial Phase BMPs whenever practical. Skimmers are incorporated at the outlet to discharge flow from the basins to provide discharge from the water's surface within the basin. Porous baffles are incorporated into the basin design to impede the flow of incoming runoff and improve opportunity for settlement of suspended sediment. Forebays are included at the inlet of each outfall into the sediment basin to provide enhanced settlement of suspended sediment and easier maintenance with regard to sediment removal.
2. **Storm Sewer Inlet Protection –** Drainage inlets are protected from the intrusion of sediment through a variety of measures as shown on the details included in the Construction drawings. The primary mechanism is to place controls in the path of flow sufficient to slow the sediment-laden water to allow settlement of suspended soils before discharging into the storm sewer. It is possible that as construction progresses from storm sewer installation through to paving that the inlet protection devices will change.
3. **Rock Check Dams –** Defined channels subject to concentrated flows in larger quantities and higher velocities may be protected with rock or other manufactured device (Geo-ridge for example) that can be used as a check dam. The dams impound sediment-laden water and allow for settlement of suspended soil before the stormwater flows over and through the device. Dams shall be placed along the water course at linear intervals in which the elevation of the bottom of the upper most check dam is at the same elevation as the top of the check dam immediately below it. This will allow the most ponding capacity and will not increase the velocity of the water flowing along the channel. Check dams are composed of crushed stone or rip rap or of other manufactured devices.

4. **Diversion Ditch/Berm –** Diversion ditches (swales) and berms (dikes) are constructed as shown on the drawings at locations within the construction site to intercept overland flow and direct or divert flow to a sediment basin or other point where discharge can be controlled. Ditches are excavated in the surface soils with the spoils from the excavation typically placed along the downstream edge of the ditch to provide additional capacity. Berms are built up on the surface soils and compacted to create a stable diversion.

   The location, installation procedures, and maintenance procedures for each water quality BMP can be found within the approved construction site plans.

F. Post-Construction Water Quality

All construction sites disturbing 5 acres or more, including construction activities associated with Larger Common Plans disturbing 5 acres or more, shall be designed to treat water quality post-construction. These water quality controls shall be installed and stabilized prior to terminating coverage under the CGP. These controls will require routine maintenance to remain functional; this is to be conducted by the Primary Permittee or the entity that accepts responsibility for these structures once construction has been completed.

Wet ponds are utilized on this site for post-construction water quality protection requirements. Permanent pool, or wet, ponds improve stormwater quality by detaining stormwater runoff for extended periods of time allowing suspended pollutants that are suspended in the runoff to settle out or dissipate. During a storm event, runoff enters the wet ponds and replaces the treated water at the surface that has been detained from the previous event. Each pond contains a forebay that will dissipate the velocity of the water as it enters the pond and provide a settling pool for sediments. The ponds are designed to provide adequate detention time for water quality treatment post construction.

Upon final stabilization, each construction area will have to make the transition from temporary BMPs to permanent BMPs. This transition includes the conversion of sediment basins to permanent wet ponds and diversion swales to permanently vegetated swales. All post-construction (permanent) water quality and water quantity BMPs are identified in the final phase of the Erosion and Sediment Control Plan located within the construction site plans.

Regular inspection and maintenance of the wet ponds is necessary for effective operation. Upon inspection sediment and debris shall be removed from the pond, buffer, inlets and outlet structures, and any pond bank erosion should be repaired in order for the ponds to function effectively.

G. Other Stormwater Management Procedures

Based on the nature, conditions, and/or procedures associated with this construction site, the following items must be followed and adopted by all those conducting land disturbing activities at this site:

1. All construction debris must be stockpiled in designated areas, which have been provided with the proper BMPs to prevent the discharge of pollutants through stormwater runoff form building or other similar materials off-site or into surface waters.
2. Any additional waste material or stockpile material (i.e., soil and mulch) must also be stored in the designated areas as shown on the Construction Site Plans or as the contractor, responsible for day-day activities at this site, deems appropriate. Silt fence or an approved equal shall surround all stockpiled materials.

3. All parties conducting work at this construction site must be informed of and make note of pollutant sources, both industrial and construction, at this site, and be informed of all controls and measures the will be implemented to prevent the discharge of these pollutants in stormwater runoff.
4. Any additional non-stormwater discharges, as referenced in the CGP, should be eliminated or reduced to the maximum extent feasible. All unpreventable non-stormwater discharges shall be treated through the approved stormwater management system before release off-site. Following is a list of allowable non-stormwater discharges:

- Fire hydrant flushing
- Wash water without detergents
- Water used for dust control
- Potable water
- Building wash down water without detergents
- Uncontaminated pavement wash water
- Uncontaminated condensation from mechanical equipment
- Uncontaminated ground or spring water
- Water from foundation of footing drains
- Uncontaminated excavation dewatering
- Landscape irrigation.

1.3. Sequence of Construction

The construction sequence for this project has been provided on the construction site plans. Each item/step of that construction sequence has been listed is the sequence that they should be implemented.

For additional information or questions on the sequencing please contact the SWPPP Preparer or the Permittee referenced on the cover of this SWPPP.

1.4. Non-Numeric Effluent Limits

A. Stormwater Volume and Velocity Control

During the implementation of construction activities, all parties performing work at this construction site whose work may affect the implementation of the SWPPP must be informed of and directed on how to comply with this Non-Numeric Effluent Limit, which requires the management of stormwater runoff within the construction site and at each outfall. The purpose of this requirement is to control the stormwater volume and velocity at these locations to minimize erosion.

Specifically, each responsible party should be made aware of the practices that have been or should be implemented at the construction site to accomplish these particular stormwater management practices. Below is a list of practices that may be utilized within the disturbed area and at each outfall at construction sites to control stormwater volume and velocity:

1. Volume Control

- Limiting the amount of disturbed area and exposed soils
- Staging and/or Phasing of the Construction Sequence;
- Sediment Basins and Sediment Traps
- Diverting off-site flow around the construction site;
- Controlling the Drainage Patterns within the Construction Site;
- Temporary Stabilization of Disturbed Areas.

2. **Velocity Control**
   - Surface Roughening and/or other Slope Stabilization Practices;
   - Level Spreaders, Riprap Plunge Pools and/or other Velocity Dissipation BMPS located at the Construction Site's and Sediment Basin Outfalls.
   - Use of Rock Checks, Sediment Tubes, Etc. in Temporary Diversions Swales and Ditches.
   - Use of Erosion Control Blankets, Turf Reinforcement Mats, and other Non-Vegetative BMPs that can be used to Quickly Stabilize Disturbed Areas.

The SWPPP Preparer/Engineer should approve any modifications (Additional BMPs or Changes to Existing BMPs) to address the management of stormwater volume and velocity prior to implementation. All approved SWPPPs that were issued coverage under the CGP should include ample BMPs and other control measures to address this specific Non-Numeric Effluent Limit.

B. Soil Exposure, Compaction and Preservation

Throughout construction activities, the amount of soil exposed during construction should be kept to a minimum. This may be accomplished by minimizing the amount the disturbed area within the permitted Limits of Disturbance (shown on the approved construction site plans) to only that which is necessary to complete the proposed work. For areas that have already been disturbed and where construction activities will not begin for a period of 14 days or more, temporary stabilization techniques must be implemented.

Prior to implementation of any major grading activities, topsoil is to be preserved by placing it in areas designated for stockpiling until final grades are reached. Each stockpile must be equipped with proper sediment and erosion controls to preserve the topsoil and protect adjacent areas from impacts. Once final grades have been reached, the preserved topsoil should be utilized to apply to areas identified for stabilization. Topsoil contains nutrients and organisms that aid in the growth of vegetation.

The Compaction of Soil should also be minimized to the degree practicable during grading activities. This is especially important during the replacement of topsoil to aid in a quick establishment of vegetative cover. Compaction of soil may also reduce rainfall's ability to infiltrate into the soil, increasing the amount of stormwater runoff.

C. Soil Stabilization

Throughout construction activities, soil stabilization techniques are to be initiated as soon as practicable whenever any clearing, grading, excavating, or other land-disturbing activities have permanently or temporarily ceased on any portion of the construction site and will not resume for a period exceeding 14 calendar days. For areas where initiating stabilization measures is infeasible, (e.g., where snow cover, frozen ground, or drought conditions preclude stabilization) initiate vegetative or non-vegetative stabilization measures as soon as practicable.

D. Steep Slopes (Slopes of 30% grade or greater)

All disturbed steep slopes (30% grade, ~3H:1V, or greater), and steep slopes to be created through grading activities must be managed in a fashion that limits the potential of erosion along the slopes. All parties whose work is/was responsible for the creation/disturbance of steep slopes must comply with the following items:

- Minimize the Disturbance of all steep slopes, when possible.
- Divert Concentrated or Channelized Flows of stormwater away from and around steep slope disturbances.
- Use Specialized BMP Controls including temporary and permanent seeding with soil binders, erosion control blankets, surface roughening, reducing continuous slope length with terracing or diversions, gradient terraces, interceptor dikes and swales, grass-lined channels, pipe slope drains, subsurface drains, level spreaders, check dams, seep berms, and triangular silt dikes to minimize erosion.
- Initiate Stabilization Measures as soon as practicable on any disturbed steep slope areas where construction activities have permanently or temporarily ceased, and will not resume for a period exceeding 7 calendar days.
- A Vegetative and/or Non-Vegetative Cover must be established within 3 working days from the time that stabilization measures were initiated.

Stabilization of steep slopes should be a priority for those performing work at the construction site. At the very least, runoff control BMPs should be implemented to transport stormwater runoff from the top of the slope to the toe of the slope. An example of this is to install diversion swales along the top of slope and direct the runoff towards pipe slopes drains to transports the runoff to the toe of the slope. All pipe slope drain outlets are to be equipped proper outlet protection.

E. Sediment Discharge Minimization

Permittees, Contractors, and all other parties responsible for conducting land-disturbing activities are required to install and maintain all erosion and sediment BMPs that are identified on the approved construction site plans. These BMPs have been designed and approved to address such factors as the amount, frequency, intensity and duration of precipitation, the nature of resulting stormwater runoff, and soil characteristics, including the range of soils particle sizes expected to be present on the construction site. Proper installation, inspection, and maintenance will allow these BMPs to operate at maximum efficiencies in order to minimize sediment discharges to the maximum extent practical.

F. Pollutant Discharge Minimization

Permittees, Contractors, and all other parties responsible for conducting land-disturbing activities are required to install, implement, and maintain effective pollution prevention measures to minimize the discharge of pollutants. At a minimum, the following items must be implemented:

- Minimize the discharge of pollutants from dewatering trenches and excavations by managing runoff with the appropriate controls. Otherwise these discharges are prohibited;
- Minimize the discharge of pollutants from equipment and vehicle washing, wheel wash water, and other wash waters. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge;
- Minimize the exposure of building materials, building products, construction wastes, trash, landscape materials, fertilizers, pesticides, herbicides, detergents, sanitary waste and other materials present on the site to precipitation and to stormwater; and
- Minimize the discharge of pollutants from spills and leaks and implement chemical spill and leak prevention and response procedures.

G. Prohibited Discharges

Permittees, Contractors, and all other responsible parties for conducting land-disturbing activities are prohibited to discharges, from the construction site, the following items:

- Wastewater from washout of concrete, unless managed by an appropriate control;
- Wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials;
- Fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance; and
- Soaps or solvents used in vehicle and equipment washing.

SECTION 2 – SITE FEATURES AND SENSITIVE AREAS

2.1. Sources of Pollution

Throughout construction activities, each permittee, contractor, and person responsible for conducting work will need to ensure that sources of pollution are managed to prevent their discharge from the construction site. Expected pollution sources during construction have been identified in Table 2.1-A, but due to the nature of construction activities, it is often tough to predict all pollution sources that may appear throughout the life of a construction project. For that reason, the following table has also been provided to help all those performing work at this construction site identify possible sources of pollution

Stormwater runoff subjected to the identified pollution sources must be treated by the appropriate BMPs as directed by this SWPPP.

In the event that any additional sources of pollution are identified during construction, the person(s) with day-to-day operational control at the site is to add the new source(s) to Table 2.1-A and consult with the SWPPP Preparer to properly address this source and to prevent the discharge of it's pollutant through stormwater runoff.

Table 2.1-A: Potential Sources of Pollution

Source	Material or Chemical	Location*	Appropriate Control Measures
Loose soil exposed/disturbed during clearing, grubbing and grading activities	Sediment	All areas within the Limits of Disturbance	As directed by the construction Plans. This includes Silt Fence, sediment tubes, sediment basins, and sediment traps.
Areas where construction equipment are cleaned, a.k.a. concrete washout	Heavy Metals & pH	Located adjacent to each construction entrance	Concrete Washout Basin as shown on sheet C-8 of the plans.
Water encountered during trenching	Nutrients & Sediment	In and around any trenching activities.	Direct water into impoundments such as basins or traps to allow for the sedimentation of the listed pollutants.
Paving Operations	Sediment & Trash	All areas to be paved.	Inlet protection.
Material Delivery and Storage Areas	Nutrients, pH, Sediment, Heavy Metals, oils & grease	All areas used as storage areas	Silt fence and/or sediment dikes
Equipment fueling and maintenance areas	Metals, hydrocarbons, oils and greases	Areas surrounding fuel tanks	Provide secondary containments, locate in upland areas. Repair leaking and broken hoses.
Paints	Metal oxides, stoddard solvent, talc, calcium-carbonate, arsenic	Throughout site, primarily in areas of building construction	Washwater should be contained and is prohibited from being discharged

***Area where material/chemical is used on site.**

2.2. Surface Waters

Stormwater runoff from the proposed construction site discharges into Grimball Canal and then into the Stono River as shown on the Quad Map in Appendix "A". No impacts to the waters of the state.

2.3. Impairments and TMDLs

No impairments identified at monitoring stations downstream.

2.4. Critical Areas (CZC only)

There are no OCRM critical areas within or adjacent to the disturbed area.

SECTION 3 – COMPLIANCE REQUIREMENTS

3.1. SWPPP Availability

The Contractor shall maintain the OS-SWPPP on-site for use by inspecting officials in accordance with the Construction General Permit.

3.2. Pre-Construction Conferences

Prior to any land disturbing activity, Contractor shall schedule a Pre-Construction Conference as required by the Construction General Permit.

3.3. Inspection Requirements

Inspections shall be conducted once every calendar week and inspection reports shall be stored on-site. Inspector must be qualified as outlined in the Construction General Permit. Use of a rain gauge and rain log or other approved method is required. Contractor is responsible for all SWPPP inspections

3.4. Maintenance Requirements

If site inspections identify BMPs that are not operating effectively, the Contractor shall conduct maintenance within seven calendar days, before the next inspection, or as reasonably possible, and before the next storm event whenever practicable.

3.5. Record Keeping

The Contractor shall keep a SWPPP inspection log, create a rainfall log and compile a log of any modifications done on-site in relation to the SWPPP.

3.6. Final Stabilization

The Contractor shall stabilize the site through the use of permanent seeding of disturbed areas as indicated on 700 Series and Landscape Plans.

Final site stabilization is achieved when perennial vegetative cover provides permanent stabilization with a density greater than 70 percent over the entire area to be stabilized by vegetative cover. This area is exclusive of areas that are covered with rock (crushed granite, gravel, etc.) or landscape mulch, paved, or have a building or other permanent structure (i.e., track, tennis court, etc.) on them.

James Island Elementary School Bus Parking Facility

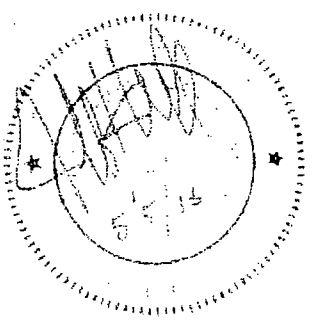
Charleston, South Carolina
Charleston County

Engineering Report

May 5, 2016
Permit Set

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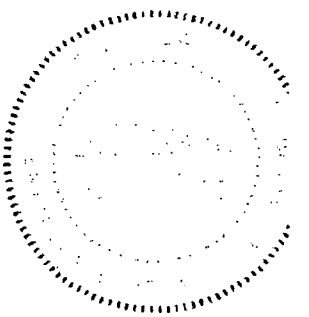


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I. SITE DEMOLITION

A. Site Demolition Description

Demolition for this site includes: clearing, grubbing, pavement demolition, sidewalk demolition, fence removal, removal of selected trees, and stripping of topsoil.

B. Quantitative Site Demolition Summary

The following is an approximate summary of site demolition items associated with this project:

- 5.5 acres of clearing
- 250 sy +/- of pavement demolition

C. Criteria / Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- Charleston County Regulations
- Charleston County School District Regulations

II. SITE & LAYOUT DESIGN

A. Site Design & Layout Description

This project includes the construction of a new bus parking lot, bus driver vehicle parking lot, a stormwater management area, and an access drive.

B. Quantitative Site Layout Summary

The following is an approximate summary of site design items associated with this project:

- 1 new access drive(s)
- 39 new standard parking space(s)
- 2 new handicap accessible space(s)
- 35 bus parking space (s)

C. Criteria/Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- Municipal Ordinance (Charleston County)
- International Building Code 2006
- International Fire Code 2012 & Appendices
- Local Fire Department (James Island Fire Department)
- SCDOT Access and Roadside Management Standards (Oct. 1996 / Aug. 2011)
- Accessibility Standards Code of Federal Regulations 28CFR Part 36
- Owner/User Requirements

D. Summary of Design Requirements & Results

The primary intent of the site design is to develop the project site to satisfy the owner/user needs and to comply with the various applicable criteria and regulations established by agencies governing development at the project location. The results of the design are primarily depicted on the project drawings and in the project specifications. The discussions contained below highlight special project requirements, approved variances, special exceptions or deviations and decisions that are not reflected elsewhere.

1. International Fire Code / Local Fire Department

This project has been designed to include access by Fire Apparatus as follows:

Fire Apparatus Access to within 150 feet of any point of the building(s).

Minimum Width of Fire Apparatus Access Road	=	20 feet
Minimum Width of Fire Apparatus Access Road at Hydrant	=	26 feet
Minimum Clear Height of Fire Apparatus Access	=	13 feet 6 inches
Maximum Dead End Length for Fire Apparatus Access Drive	=	150 feet

III. POTABLE WATER SYSTEM DESIGN

A. Potable Water System Description

the potable water system consists of a main extension to a new fire hydrant with a meter tapped on the main.

B. Quantitative Potable Water System Summary

The following is an approximate summary of water associated items associated with this project:

- 550 lf +/- new 6" DIP water main
- 1 ea new fire hydrant(s)

C. Criteria/Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- South Carolina State Primary Drinking Water Regulations R61-58 (September 2003)
- Charleston Water System Design & Construction Guidelines
- Mechanical/Plumbing/Fire Protection Engineer Requirements

D. Summary of Design Requirements & Results

The primary consideration for design of the water distribution system for this project is ensure that adequate flow and pressures are provided to serve the various needs for the facility, primarily domestic and fire protection needs. To satisfy the primary design requirements, hydrant flow tests, flow & pressure scenarios and line segment sizing calculations have been conducted.

1. Hydrant Flow Test

The following flow test results conducted on existing hydrants near the site for this project.

Hydrant Flow Test Date	=	3/07/2016
Test by	=	Charleston Water System
Flow Hydrant #/Location	=	#012940791 / JI ES 33' to C/L of Driveway to School
Residual Hydrant #/Location	=	#012940792 / JI ES 15' to C/L of Driveway NE Side of School
Static pressure	=	90 psi
Flow	=	1644 gpm
Residual pressure	=	50 psi

Refer to the Hydrant Flow Test provided at the end of this section.

IV. SANITARY SEWER SYSTEM DESIGN

A. Sanitary Sewer System Description

The sanitary sewer system consists of a new service to connect the trailer to a manhole on Nathaniel Drive.

B. Quantitative Sanitary Sewer System Summary

The following is an approximate summary of sewer system features associated with this project:

- 600 lf +/- new 6" PVC SDR 35 gravity sewer service

C. Criteria/Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- South Carolina State Standards for Wastewater Facility Construction R61-67 (May 2002)
- James Island Public Service Department Design & Construction Guidelines

D. Summary of Design Requirements & Results

The primary consideration for design of the sewer collection system for this project is to ensure that collection lines are of sufficient size and slope to carry anticipated loadings and to provide a minimum self cleaning velocity of 2 ft/sec.

1. Sewer Loadings and Line Sizing

   Sanitary sewer loadings are established by SCDHEC Unit Contributory Loading requirements set in SC R61-67 based on the facility occupation and lines are sized based on Mannings Equation.

   Refer to spreadsheets entitled 'Estimated Domestic Sewage Flow' and 'Calculate Line Size', provided in Appendix C, for additional calculations.

2. Line Sizes

   Based on results of the Sewer Loading and Line Sizing Calculations, the sewer collection lines for this project are as follows:

   Sewer Services = 6" diameter

V. STORM DRAINAGE SYSTEM DESIGN

A. Storm Drainage System Description

The storm drainage system consists of new reinforce concrete pipe and catch basins to drain the parking lot. The run off is treated for water quality and quantity in the stormwater management area that ultimately discharges nto the large ditch on the eastern property line

B. Quantitative Storm Drainage System Description

The following is an approximate summary of storm drainage system features associated with this project:

- 1400 lf +/- new RCP storm drainage pipe
- 12 ea new catch basin(s)

C. Criteria/Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- SCDHEC Standard for Stormwater Management and Sediment Reduction R72-300 thru 72-316 (June 2002)
- SC Stormwater Management and Sediment Control Handbook for Land Disturbance Activities (September 2005)
- South Carolina NPDES General Permit for Stormwater Discharges from Construction Activities SCR100000 (October 2012)
- City of Charleston Stormwater Design Standards Manual
- MS4 Operator (Charleston County)

D. Summary of Design Requirements & Results

The primary storm drainage design is to comply with the quantitative and qualitative requirements of SCDHEC, the governing municipality, the governing department of transportation, owner and to protect adjacent properties as well as the surrounding environment. The specific objectives for this project are described in the Post-Development Hydrology Narrative.

H. Existing Soils Conditions

Kiawah Loamy Fine Sand	HSG = D	K = .15 in/hr
Design Soil Kiawah Loamy Fine Sand	HSG = A	K = .15 in/hr

Based on USGS Geological Survey

Refer to the map entitled 'DNR Soils Data'; provided in Appendix A.

I. Calculation Basis

ADC Engineering uses a three-tiered approach to the design of storm water management and storm water conveyance systems. All areas are interdependent and require several iterative processes and numerous checks from one to the other. They are defined as: 1) Basin Analysis 2) Hydraulic Calculations; and 3) Hydrology/Stormwater Modeling.

1. Basin Analysis

Basin analysis is performed to determine the characteristics of the basins (pre-development and post-development) that will influence the amount of runoff that can be anticipated for a given basin.

Areas – Within the project boundaries, areas are measured directly from the drawings. For off-site contributory basins, areas are measured from available sources such as USGS Quadrangle Maps, other surveys or designs, FEMA panels, and as-built drawings. Areas are expressed in acres.

Runoff Coefficients – Runoff coefficients area calculated for both the Rational Formula ('C' values) and the SCS TR 55 ('CN' Curve Numbers). Curve Numbers are determined using the tables in the SCS TR 55 manual and are based on ground cover and the hydrologic soils group. The runoff coefficients used are as follows:

	Curve Number HSG A / HSG D	Runoff Coefficient "C"
Roof	100 / ---	1
Pavement	98 / ---	.95
Grass	80 / 39	.85
Woods	79 / 32	.20
Brush	73 / 30	.17

Times of Concentration (T_c) – Times of concentration are calculated from formulas for sheet flow, shallow concentrated flow and open channels, published in SCS TR-55. The minimum time of concentration used, as allowed by SCDHEC, is 0.10 hours (6 minutes).

This information is carried forward to both the Hydraulic Calculations and to the Hydrology/Stormwater Modeling.

Refer to the spreadsheet entitled 'Drainage Areas / Curve Numbers / Times of Concentration'; provided in Appendix C.

Utilizing the Cumulative T_c and the Cumulative CA, a Cumulative Q is calculated. Based on this cumulative flow, the Mannings equation is used to calculate the required pipe size. The Mannings equation is as follows:

$Q = (1.486\ A\ R^{2/3}S^{1/2})/n$

- Q = Discharge (cfs)
- A = Cross sectional area of flow (ft^2)
- R = Hydraulic Radius (ft)
- S = Longitudinal slope (ft/ft)
- N = Manning's Roughness coefficient

Velocity Analysis – In order to calculate accurate requirements for energy dissipation, and minimum and maximum flow velocities, the actual flow velocity is calculated. This is a function of Actual Flow to Full Flow and is dependent on Full Velocity. This value is calculated based on an equation derived to approximate the Hydraulic Elements for a Circular Section published in ASCE Manual No. 60.

Hydraulic Grade Line – In order to accurately assess the capacity of a storm water system to perform, the hydraulic grade line must be calculated and compared to inlet elevations and surrounding grades. Accurate calculation of the hydraulic grade line begins with an accurate assumption or calculation of the downstream tailwater condition. Where the system discharges into a detention/retention pond, the tailwater is based on the maximum stage of the pond for the 10-yr 24-hour storm event. Where the system discharges to grade with no impounded flow, a conservative assumption of a full flowing pipe is assumed. This results in a minimum tailwater equal to the discharge pipe diameter.

Pipe losses are calculated using the Darcy-Weisbach equation:

$hf = (fLV^2)/(D2g)$

- hf = Head loss due to pipe friction (ft)
- f = Darcy Weisbach friction factor (dimensionless)
- L = Pipe length (ft)
- V = Velocity (f/s)
- D = Pipe diameter (ft)
- g = Acceleration due to gravity (ft/s^2)

For bends, fittings and structures, minor losses are calculated based on the following constants:

45-degree bend	0.3
90-degree sharp bend	1.3
90-degree medium bend	0.6
90-degree long bend	0.46
Change in pipe size	0.6

c. Time of Concentrations: Times of concentration, T_c, were calculated from formulas for sheet flow, shallow concentrated flow and open channels, published in TR-55.

d. Peak Discharges: Peak Discharges for pre-development and post development conditions were determined by modeling with ICPR.
**Use the following when using the Rational Method:

Q = CIA

Q = peak rate of runoff in cubic feet per second (cfs)
C = runoff coefficient (see attached spreadsheet)
I = average intensity of rainfall in inches per hour (in/hr)
A = drainage area in acres (ac) (see attached spreadsheet)

The intensity of rainfall has been calculated based on values used by the South Carolina Department of Transportation:

$I = a/(b+t_c)^c$

a, b, c = coefficients
t_c = time of concentration (min) (see attached spreadsheet)

	SCDOT 2 Year Event Coefficients	SCDOT 10 Year Event Coefficients
A	251.98388	270.850888
B	33.75663	30.90869
C	1.02405	1.00587

VI. SEDIMENTATION & EROSION CONTROL

A. Sedimentation / Erosion Control System Description

The erosion control plan has been developed to meet the South Carolina Department of Health and Environmental Control (SCDHEC) requirements for land disturbance. To minimize the amount of sediment leaving the site, an erosion control plan and site specific SWPPP have been developed. Refer to the Comprehensive Storm Water Pollution Prevention Plan (C-SWPPP) for more information.

B. Criteria/Regulations

Criteria and regulations utilized in development of the design include but are not limited to:

- SCDHEC Standard for Stormwater Management and Sediment Reduction R72-300 thru 72-316 (June 2002)
- SC Stormwater Management and Sediment Control Handbook for Land Disturbance Activities (September 2005)
- South Carolina NPDES General Permit for Stormwater Discharges from Construction Activities SCR100000 (October 2012)
- MS4 Operator (Charleston County)

Table of Contents

Appendix A – Site Maps

- Location Map (Vicinity Map)
- Site Map
- Topographic Map (Quad Map)
- Soils Map
- Floodway Map (FEMA Map)
- Aerial Photograph *(optional)*

Appendix B – Drainage Maps / Watershed Maps / Wetlands Data

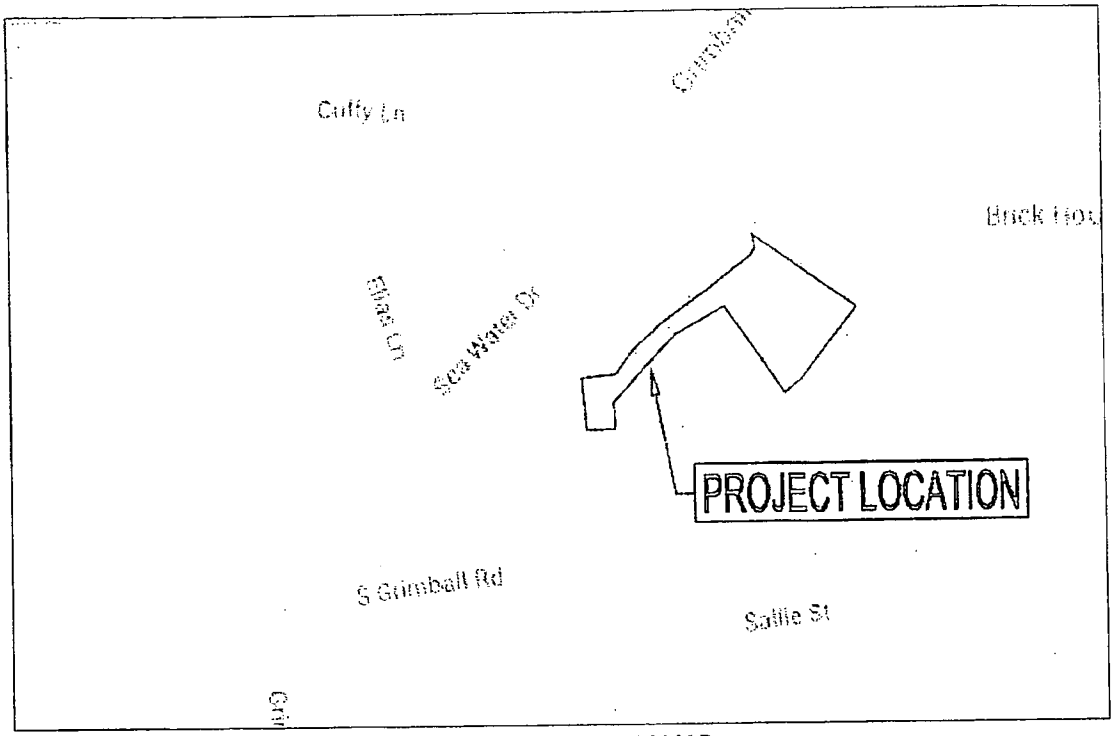
- Pre-Development Basin Map
- Post-Development Basin Map
- Wetlands Data
- Watershed Map / Report

Appendix C – Calculations

- Drainage Areas / Curve Numbers / Times of Concentration Spreadsheet
- Pre-Development Calculations (ICPR)
- Post-Development Calculations (ICPR)
- Sediment Trap Calculations
- Water System Sketch
- Hydrant Flow Test Results
- Water Calculations
- Sewer Calculations

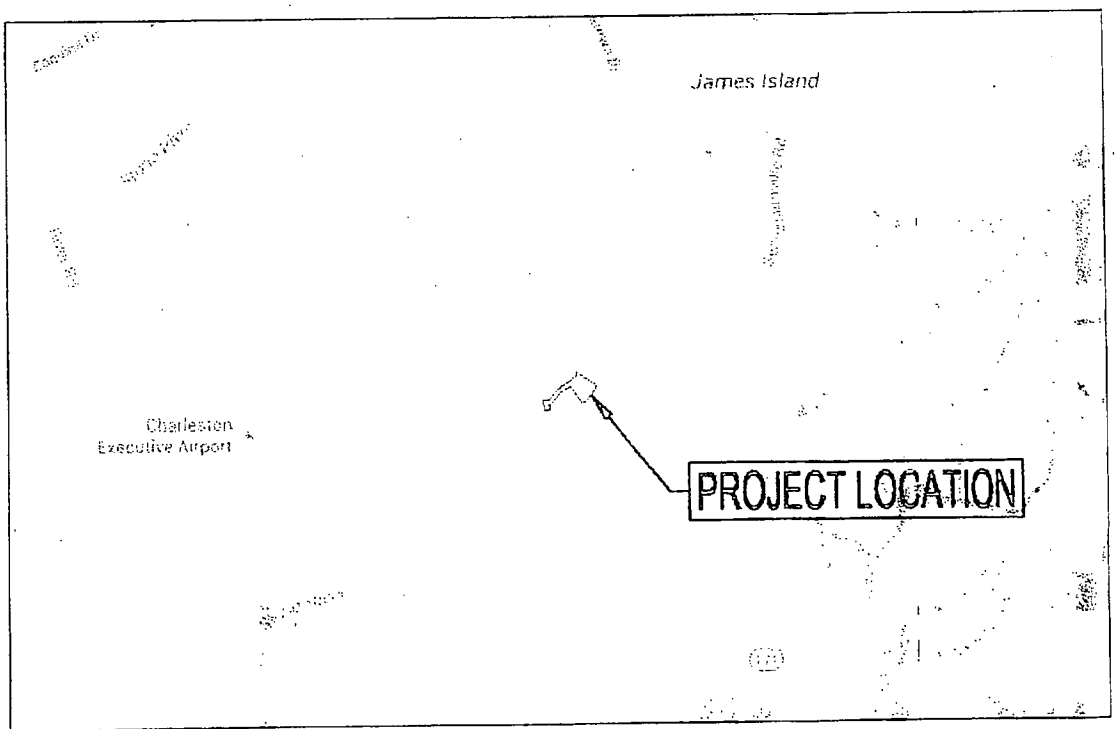
Appendix D – Drainage Analysis

Appendix A – Site Maps



DETAILED VICINITY MAP

SCALE: 1"=1,000'



OVERALL VICINITY MAP

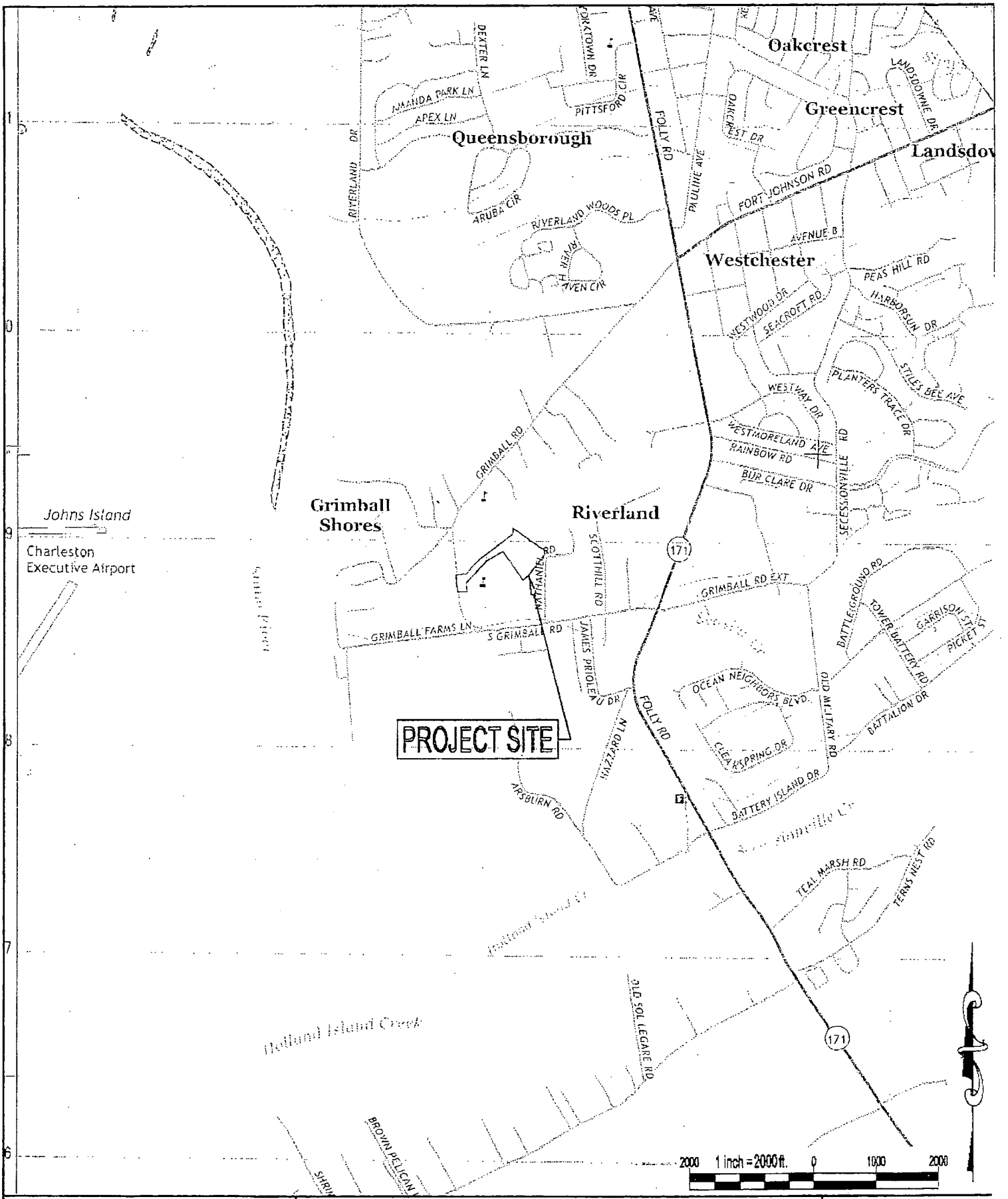
SCALE: 1"=5,000'

1225 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADC

VICINITY MAPS

JAMES ISLAND BUS PARKING LOT

PD-01



ADC

JAMES ISLAND QUADRANGLE

JAMES ISLAND BUS PARKING LOT

PD-03



Charleston County Area, South Carolina (SC690)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ka	Kiawah loamy fine sand	12.3	100.0%
Totals for Area of Interest		12.3	100.0%

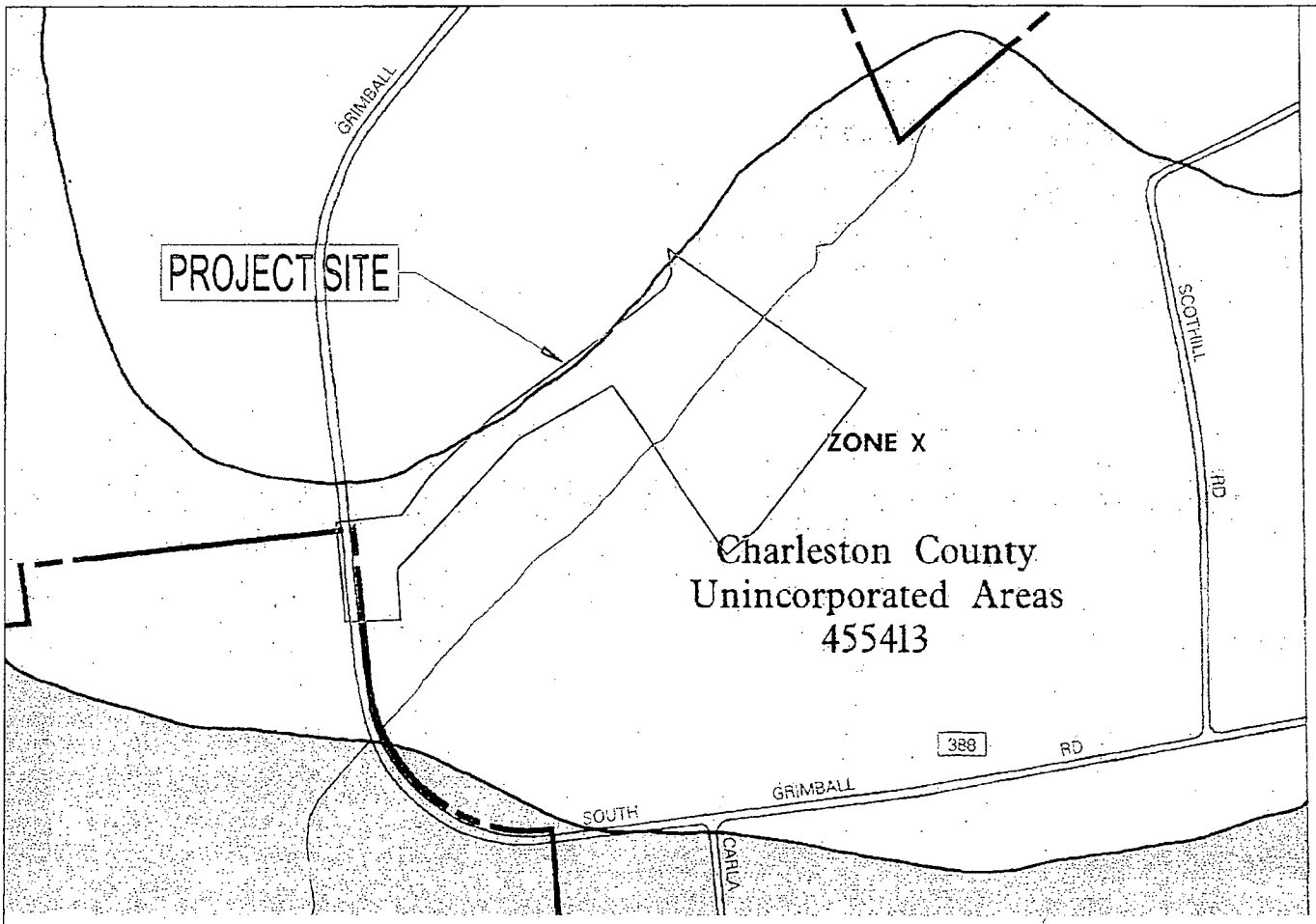
200 1 inch = 200 ft. 0 100 200

1926 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

USDA SOILS DATA

JAMES ISLAND BUS PARKING LOT

PD-06



LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- **ZONE A** — No base flood elevations determined.
- **ZONE AE** — Base flood elevations determined.
- **ZONE AH** — Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- **ZONE AO** — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** — To be protected from 100-year flood by Federal flood protection system under construction; no base flood elevations determined.
- **ZONE V** — Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- **ZONE VE** — Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

- **ZONE X** — Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

- **ZONE X** — Areas determined to be outside 500-year floodplain.
- **ZONE D** — Areas in which flood hazards are undetermined, but possible.

UNDEVELOPED COASTAL BARRIERS*

Identified 1983 | Identified 1990 or Later | Otherwise Protected Areas Identified 1999 or Later

* Coastal barrier areas are depicted within or adjacent to Special Flood Hazard Areas.

- Floodplain Boundary
- Floodway Boundary
- Zone D Boundary
- Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.
- 513 — Base Flood Elevation Line; Elevation in Feet**
- (A) — (A) — Cross Section Line
- (23) — (23) — Transect Line
- (EL 987) — Base Flood Elevation in Feet Where Uniform Within Zone**
- 3975 — Benchmark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

**Referenced to the National Geodetic Vertical Datum of 1929

MAP REPOSITORY

Refer to Repository Listing on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

NOVEMBER 17, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

Please refer to the Listing of Communities table on the Index Map for Flood Identification and Panel-Field dates for all jurisdictions shown on this map.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CHARLESTON COUNTY, SOUTH CAROLINA AND INCORPORATED AREAS

PANEL 678 OF 855

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CHARLESTON, CITY OF	455412	0678	J
CHARLESTON COUNTY	455413	0678	J

Notice to User: The Map Number, Effective Date, and the Suffix Letter for the panel on which each community is located are listed above. Use them when ordering flood insurance. Information on the FIRM Index.

MAP NUMBER
45019C0678J

EFFECTIVE DATE:
NOVEMBER 17, 2004

Federal Emergency Management Agency

1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

FEMA FLOOD MAP

588

JAMES ISLAND BUS PARKING LOT

PD-04



400 1 inch = 400 ft. 0 200 400

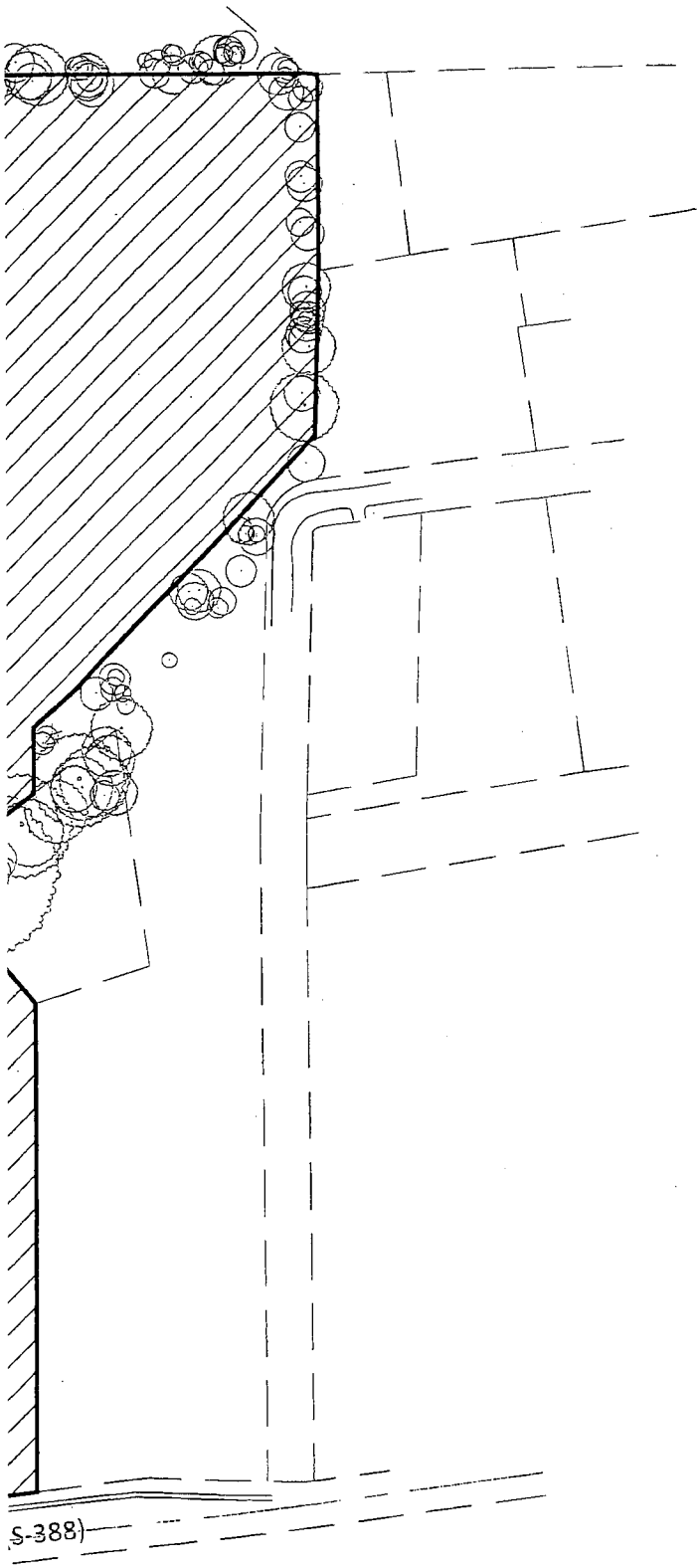
1226 YEMASSEE HALL ROAD
HARDEEVILLE, SC 29910
843-546-8161
fax 843-546-8162
ADCENGINEERING.COM
ENGINEERING CONSULTANTS

AERIAL PHOTOGRAPHS

JAMES ISLAND BUS PARKING LOT

PD-02

Appendix B – Drainage Maps / Watershed Maps / Wetlands Data



Charleston County School District
Charleston County, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAM, SC 29418
843-566-8161
fax 843-566-8162

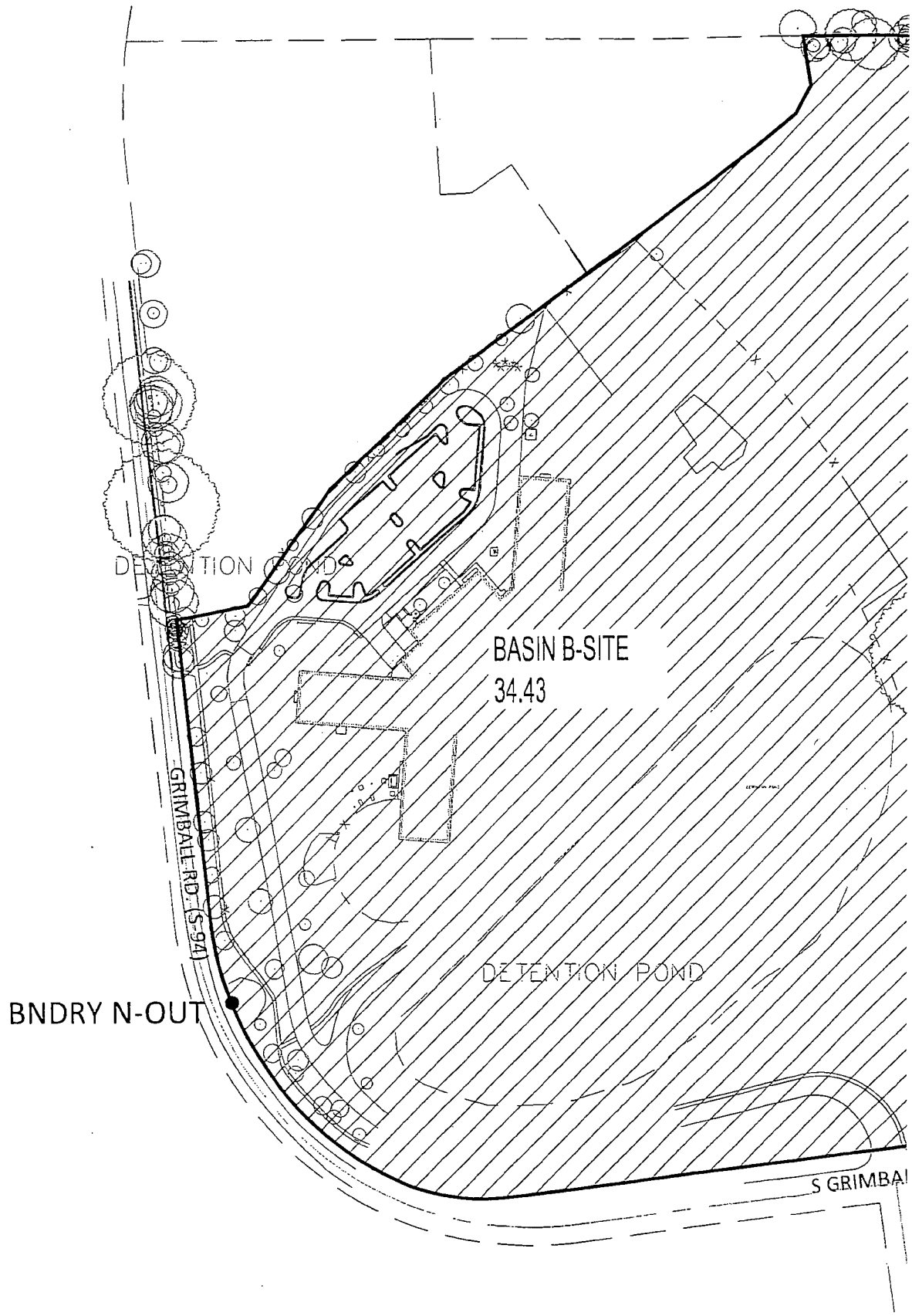
DATE:	5/3/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

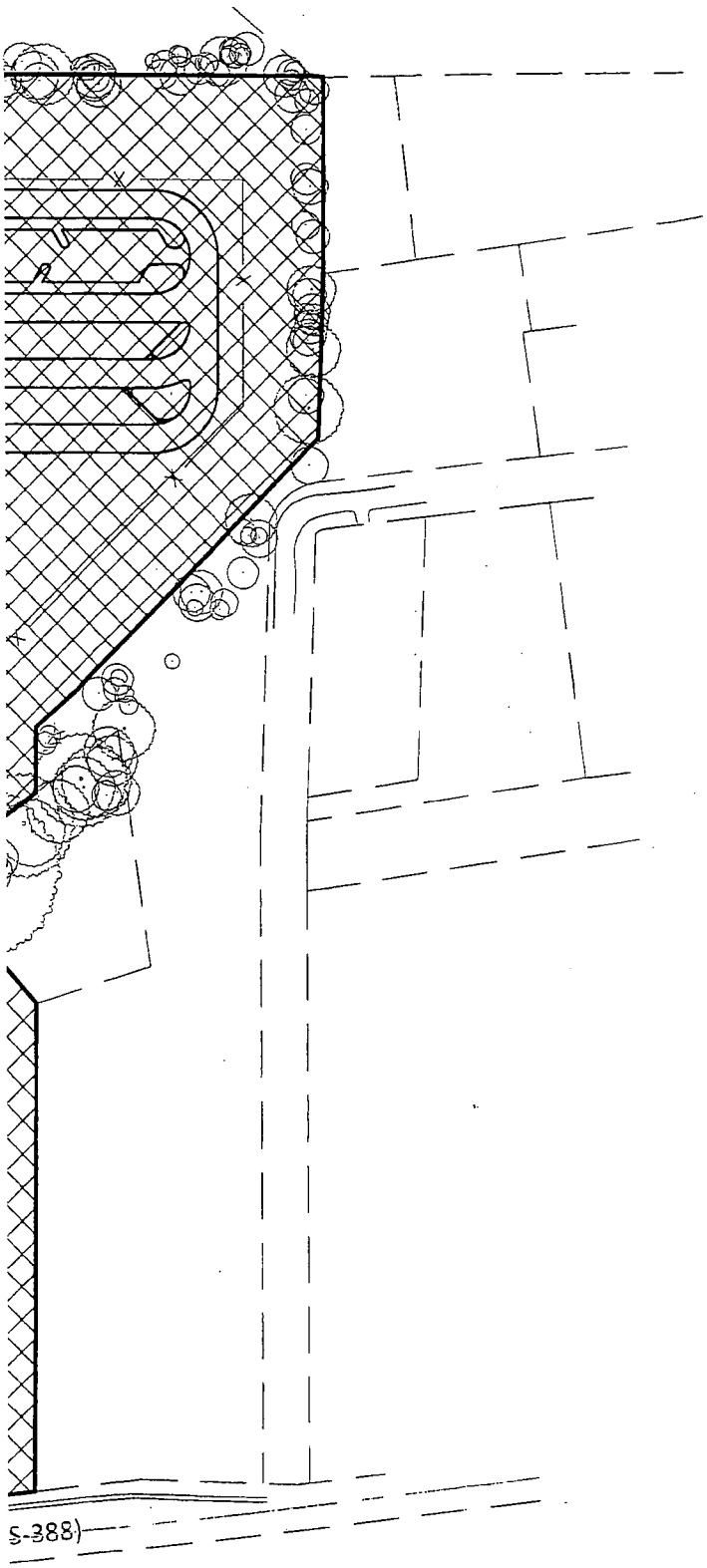
PRE DEVELOPEMENT BASINS

B1

SC GRID

150 1 inch = 150 ft. 0 75 150


BASIN B-SITE
34.43
GRIMBALL RD. (S-94)
BNDRY N-OUT
DETENTION POND
S GRIMBAL



200 1 inch = 200 ft. 0 100 200

Charleston County School District
Charleston County, South Carolina

JAMES ISLAND BUS PARKING LOT

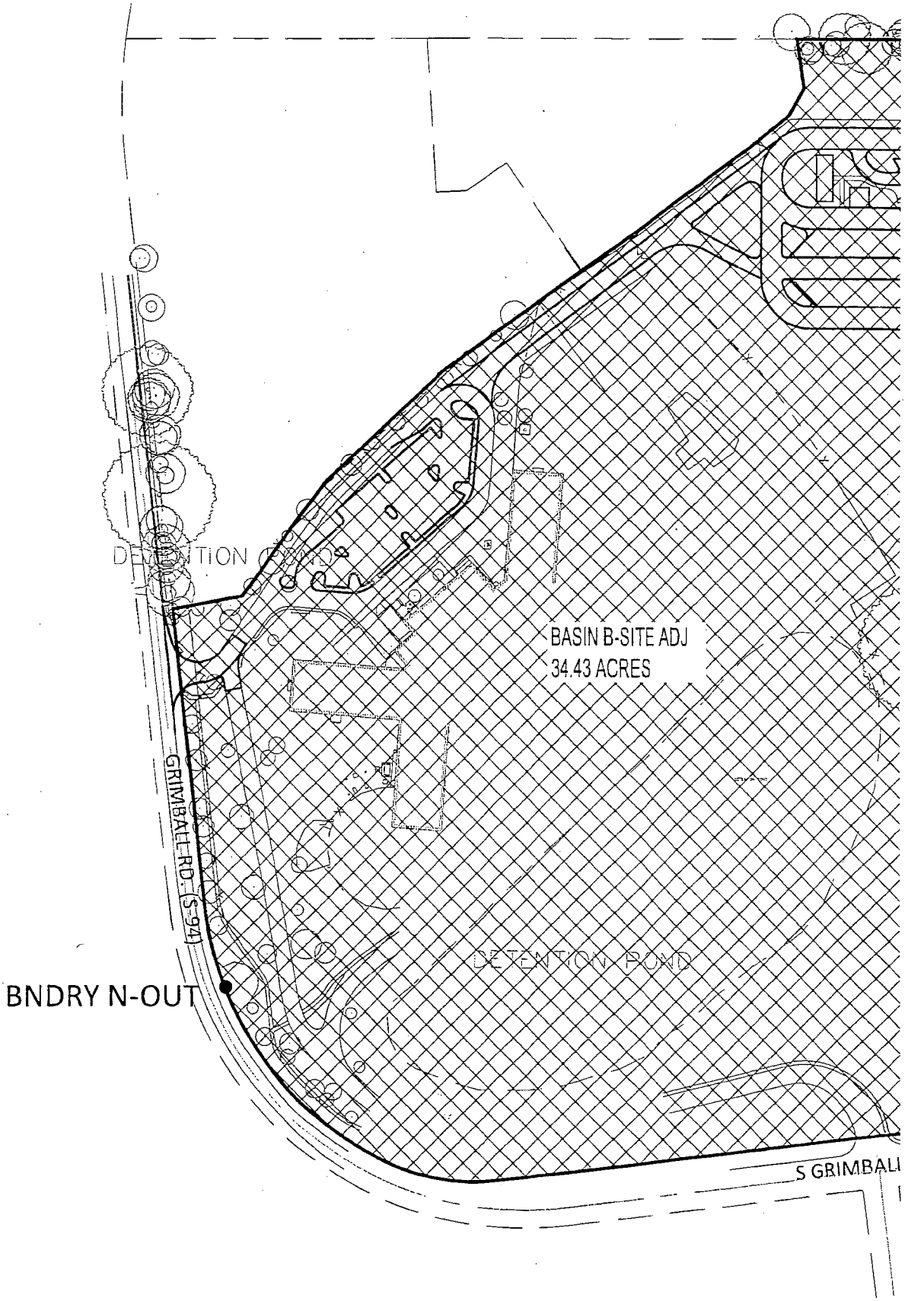
CHARLESTON COUNTY
SOUTH CAROLINA

ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-824-8151
fax 843-556-8162
ADCENGINEERING.COM

DATE:	5/3/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

POST DEVELOPEMENT BASINS

B2


BASIN B-SITE ADJ
34.43 ACRES
GRIMBALL RD. (S-94)
BNDRY N-OUT
S GRIMBALL

SHALLOW CONCENTRATED FLOW TC					CHANNELIZED FLOW TC								TOTAL TC			
ontal	Vertical	Slope	Ground	Shallow	Cross	Wetted	Hydraulic	Travel	Vertical	Mannings	Velocity	Channel	Total	Total	TC	Inlet
vel	Fall		Cover	TC	Section	Perimeter	Radius	Length	Fall	N		TC	TC	TC	(used)	Q
			Type		Area											=CIA
t)	(ft)	(ft/ft)		(hrs)	(sf)	(ft)	(ft)	(ft)	(ft)		(ft/sec)	(hrs)	(hrs)	(min)	(min)	(cfs)
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00	0.09	6	6	1.0
				0.00								0.00	0.02	1	6	0.9
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00	0.21	12	12	3.8
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00	0.03	2	6	0.6
				0.00								0.00	0.00	0	6	1.2
				0.00								0.00	0.23	14	14	1.7
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00	0.03	2	6	0.9
				0.00								0.00	0.19	11	11	1.3
				0.00								0.00	0.02	1	6	1.5
				0.00								0.00	0.03	2	6	4.5
				0.00								0.00	0.24	15	15	3.4
				0.00								0.00	0.00	0	6	0.0
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
														ON-SITE TOTAL		20.9

LLOW CONCENTRATED FLOW TC					CHANNELIZED FLOW TC											
zontal	Vertical	Slope	Ground	Shallow	Cross	Wetted	Hydraulic	Travel	Vertical	Channel	Velocity	Channel	Total	Total	TC	Inlet
evel	Fall		Cover	TC	Section	Perimeter	Radius	Length	Fall	Mannings "N"		TC	TC	TC	(used)	Q
			Type		Area											=CIA
ft)	(ft)	(ft/ft)		(hrs)	(sf)	(ft)	(ft)	(ft)	(ft)		(ft/sec)	(hrs)	(hrs)	(min)	(min)	(cfs)
				0.00								0.00	0.18	11	11	28.8
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
				0.00								0.00				
															SUB-TOTAL	28.8
															TOTAL	**49.6**

Post-Development Drainage Areas / Curve Numbers / Times of Concentration

| | | |

													Minimum (ft)	4	

CURB INLET ANALYSIS

Road Cross Slope (ft/ft)	Allowable Spread (ft)	Pipe Enters in Front (FRONT / SIDE)	Allowable Depth in Gutter (ft)	Allowable Depth at Inlet (ft)	Flow Area in Gutter (sf)	Hydraulic Radius of Gutter (ft)	Road Longitudinal Slope (ft/ft)	Mannings N	Q(full) Capacity in Gutter (cfs)	V (full) in Gutter (fps)	Actual Inlet Q	Actual Inlet Q Check	Throat Length of Inlet (ft)	Curb Inlet Type	Pipe Cover Check At Inlet

Post Development Inlet Analysis

DATE:	May 5, 2016	LOCATION:	Charleston County,SC	DESIGNED BY:
PROJECT	Charleston County District 4	COUNTY:	Charleston	CHECKED BY:
PROJECT NO.:	15214			

BASIN					SUBAREA FLOW ANALYSIS						CATCH BASIN ANALYSIS							
					Area	Composite C	C*A	Inlet TC	Inlet Intensity I	Inlet Q =CIA	Drainage Structure Type	Allowable Ponding Depth	Required Grate Area	Required Open Perimeter	Grate Type	Actual Grate Area (ft²)	Actual Open Perimeter	Drainage Structure Type
	From		To															
Basin Num.	Struct.	Num.	Struct.	Num.	(ac)			(min)	(in/hr)	(cfs)		(ft)	(sf)	(lin. ft)		(sf)	(lin. ft)	
BASIN A	CB	A6B	CB	A6A	0.16	0.90	0.14	6	7.18	1.0	CB A6B	0.333	0.37	1.79	USF 4171-6249	1.67	5.25	
BASIN A	CB	A6A	CB	A6	0.14	0.93	0.13	6	7.18	0.9	CB A6A	0.333	0.34	1.62	USF 4171-6249	1.67	5.25	
BASIN A	CB	A5A	CB	A5	0.66	0.94	0.62	12	6.12	3.8	CB A5A	0.333	1.37	6.59	USF 4156-6241	4.97	9.09	
BASIN A	CB	A4C	CB	A4B	0.09	0.94	0.08	6	7.18	0.6	CB A4C	0.333	0.22	1.05	USF 4171-6249	1.67	5.25	
BASIN A	CB	A4B	CB	A4A	0.18	0.91	0.16	6	7.18	1.2	CB A4B	0.333	0.42	2.04	USF 4171-6249	1.67	5.25	
BASIN A	CB	A4A	CB	A4	0.31	0.90	0.28	14	5.93	1.7	CB A4A	0.333	0.60	2.88	USF 4171-6249	1.67	5.25	
BASIN A	CB	A8	CB	A7	0.14	0.94	0.13	6	7.18	0.9	CB A8	0.333	0.34	1.63	USF 4171-6249	1.67	5.25	
BASIN A	CB	A7	CB	A6	0.22	0.92	0.20	11	5.26	1.3	CB A7	0.333	0.46	2.20	USF 4171-6249	1.67	5.25	
BASIN A	CB	A6	CB	A5	0.23	0.93	0.21	6	7.18	1.5	CB A6	0.333	0.55	2.66	USF 4171-6249	1.67	5.25	
BASIN A	CB	A5	OUT	A3	0.66	0.95	0.63	6	7.18	4.5	CB A5	0.333	1.62	7.79	USF 4156-6241	4.97	9.09	
BASIN A	CB	A4	CB	A5	0.52	0.94	0.58	15	5.83	3.4	CB A4	0.333	1.22	5.90	USF 4156-6241	4.97	9.09	
BASIN A	IN	A2	OUT	A1	0.00	0.00	0.00	6	7.18	0.0		0.333						

	Basin				Area	Composite C	C*A	Inlet TC	Inlet Intensity I
Basin Num.					(ac)			(min)	(in/hr)
					5	0.907	4.535	11	6.35

			VELOCITY ANALYSIS					HEAD LOSS ANALYSIS						HYDRAULIC GRADE LINE						
ver(in):	12																			
(ft):	1.00																			
cted	Pipe	Actual Cover	Q (full)	V (full)	Q/Q (full)	V/V (full)	V	Structure	Pipe	Minor	Minor	Friction	Total	Tailwater	Hydraulic	Structure	Top	Invert	Free-	HGL
e	Cover	Between Top					(actual)		Length	Loss	Head	Head	Head	Elevation	Grade Elev		Elev	Elev	board	Check
e	Check	of Grate and								Coeff	Loss	Loss	Loss		at structure					
)		Top of Pipe (ft)	(cfs)	(fps)			(fps)		(ft)	(ki)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	
5	OK	1.85	3.23	2.63	0.32	0.82	2.2	CB A6B	134.0		0.000	0.03	0.035	11.94	11.98	CB A6B	12.45	8.89	0.47	OK
5	OK	2.17	3.23	2.63	0.61	1.04	2.7	CB A6A	55.0		0.000	0.05	0.052	11.89	11.94	CB A6A	12.44	8.56	0.50	OK
8	OK	1.39	6.64	3.76	0.57	1.02	3.8	CB A5A	167.0		0.000	0.22	0.221	11.49	11.72	CB A5A	12.00	8.66	0.28	OK
5	OK	1.62	3.23	2.63	0.19	0.68	1.8	CB A4C	53.0		0.000	0.01	0.006	11.77	11.77	CB A4C	12.44	9.11	0.67	OK
8	OK	1.04	5.25	2.97	0.34	0.84	2.5	CB A4B	109.0		0.000	0.03	0.032	11.73	11.77	CB A4B	11.95	8.95	0.18	OK
8	OK	1.56	5.25	2.97	0.60	1.04	3.1	CB A4A	139.0		0.000	0.13	0.125	11.61	11.73	CB A4A	12.20	8.68	0.47	OK
5	OK	1.53	3.82	3.11	0.25	0.75	2.3	CB A8	55.0		0.000	0.01	0.012	12.07	12.08	CB A8	12.44	9.20	0.36	OK
5	OK	1.60	3.82	3.11	0.55	1.01	3.1	CB A7	167.0		0.000	0.18	0.177	11.89	12.07	CB A7	12.31	9.01	0.24	OK
9	OK	1.93	6.21	3.52	0.95	1.16	4.1	CB A6	124.0		0.000	0.40	0.396	11.49	11.89	CB A6	12.31	8.42	0.42	OK
0	OK	1.01	22.84	4.65	1.00	1.16	5.4	CB A5	167.0		0.000	0.52	0.525	10.97	11.49	CB A5	12.00	7.99	0.51	OK
4	OK	1.21	11.31	3.50	0.57	1.02	3.7	CB A4	137.0		0.000	0.11	0.114	11.49	11.61	CB A4	12.00	8.33	0.39	OK
0	OK	1.07	20.51	4.18	0.00	0.45	1.9	IN A2	114.0		0.000	0.00	0.000	10.25	10.25	IN A2	11.10	7.04	0.85	OK

height above top of pipe (in)

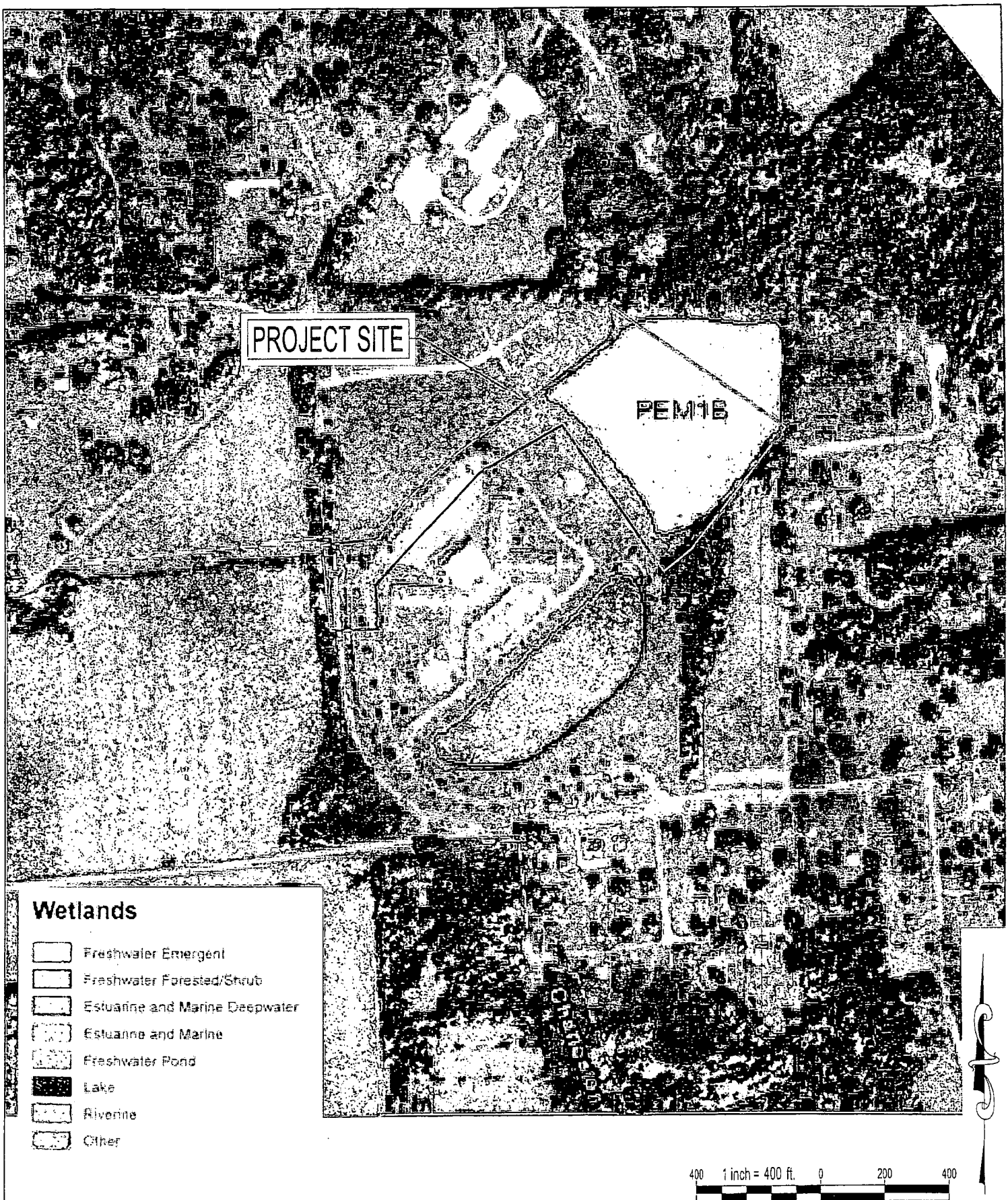
Post Development Pipe Analysis

DATE:	May 5, 2016				LOCATION	Charleston County,SC				DESIGNED BY:						
PROJECT	Charleston County District 4 Bus Lot				COUNTY	Charleston				CHECKED BY:						
PROJECT NO.:	15214															

PIPE SIZE ANALYSIS

	From	To	Cumulative	Cumulative	Cumulative	Additional	Cumul.	Top of Grate/	Pipe	Upstream	Downstream	Pipe	Pipe	Roughness	Required	Inlet
	Struct.	Struct.	Composite C*A	TC	Intensity I	Inflow	Q	Gutter Elev.	Material	Invert	Invert	Length	Slope	Coefficient	Pipe Size	Contrc Pipe Si
Basin Num.				(min)	(in/hr)	(cfs)	(cfs)	(ft)		(ft)	(ft)	(ft)	(ft/ft)		(in)	(in)
BASIN A	CB A6B	CB A6A	0.14	6	7.18		1.0	12.45	RCP	8.69	8.56	134.0	0.0025	0.013	9.78	4.71
BASIN A	CB A6A	CB A6	0.27	6	7.18		2.0	12.44	RCP	8.56	8.42	55.0	0.0025	0.013	12.45	6.39
BASIN A	CB A5A	CB A5	0.62	12	6.12		3.8	12.00	RCP	8.65	7.99	167.0	0.0040	0.013	14.58	9.35
BASIN A	CB A4C	CB A4B	0.08	6	7.18		0.6	12.44	RCP	9.11	8.95	63.0	0.0025	0.013	8.01	3.65
BASIN A	CB A4B	CB A4A	0.25	6	7.18		1.8	11.95	RCP	8.95	8.66	109.0	0.0025	0.013	12.00	6.56
BASIN A	CB A4A	CB A4	0.53	14	5.93		3.1	12.20	RCP	8.66	8.33	139.0	0.0025	0.013	14.52	8.37
BASIN A	CB A8	CB A7	0.13	6	7.18		0.9	12.44	RCP	9.20	9.01	55.0	0.0035	0.013	8.86	4.60
BASIN A	CB A7	CB A6	0.33	11	5.26		2.1	12.31	RCP	9.01	8.42	167.0	0.0035	0.013	11.95	6.89
BASIN A	CB A6	CB A5	0.82	6	7.18		5.9	12.31	RCP	8.42	7.99	124.0	0.0035	0.013	17.64	11.25
BASIN A	CB A5	OUT A3	3.18	6	7.18		22.8	12.00	RCP	7.99	7.47	167.0	0.0031	0.013	29.97	22.87
BASIN A	CB A4	CB A5	1.11	15	5.83		6.5	12.00	RCP	8.33	7.99	137.0	0.0025	0.013	19.46	12.08
BASIN A	IN A2	OUT A1	0.00	6	7.18		0.0	11.10	RCP	7.04	6.75	114.0	0.0025	0.013	0.00	0.00

Basin	Structure	Invert Elev. (ft)	Tailwater Elev. (ft)		
				12.0	Default ta



1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
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ADCENGINEERING.COM

ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL

WETLAND MAP

JAMES ISLAND BUS PARKING LOT

DATE: 05/05/2016 | CHARLESTON COUNTY, SOUTH CAROLINA | REF:

PD-04

ADC PROJECT#: 15214

03050202-02

(Stono River)

General Description

Watershed 03050202-02 (formerly the Stono River portions of 03050202-050, -070) located in Charleston County and consists primarily of the ***Stono River*** and its tributaries. The watershed occupies 97,672 acres of the Lower Coastal Plain and Coastal Zone regions of South Carolina. Land use/land cover in the watershed includes: 29.1% forested land, 23.4% nonforested wetland, 16.4% forested wetland, 12.8% urban land, 9.5% water, 7.7% agricultural land, and 1.1% barren land.

The Stono River drains into the Edisto River Basin and to the Atlantic Ocean via the Stono Inlet. En route to the ocean, the Stono River accepts drainage from Log Bridge Creek (Middle Branch, Mellichamp Branch), the Rantowles Creek Watershed, Penner Branch, Long Branch Creek, Sandy Bay, and Wappoo Creek. The Stono River is connected to the Ashley River Watershed via Wappoo Creek and Elliots Cut.

The Stono River then flows between Johns Island and James Island, accepting drainage from Pennys Creek, Hut Creek, Abbapoola Creek, Green Creek, Alligator Creek, and the Kiawah River from the Johns Island side of the river. The Kiawah River accepts drainage from Captain Sams Creek, Haulover Creek, Mullet Hall Creek, Bryans Creek, and Chaplin Creek. The Kiawah River also drains directly into the Atlantic Ocean through Captain Sams Inlet. Bass Creek (Cinder Creek) drains into the Stono River from Kiawah Island. Streams draining into the Stono River from James Island include James Island Creek or Ellis Creek (Simpson Creek, Wolfpit Run), Holland Island Creek, and Green Creek. The Folly River (Folly Creek, Oak Island Creek, Robbins Creek, King Flats Creek, Cutoff Reach, Cole Creek) drains into the mouth of the Stono River before it drains into the Atlantic Ocean. The Atlantic Intracoastal Waterway (AIWW) follows the Stono River from Wadmalaw Sound in the Edisto Basin to Elliots Cut and into the Charleston Harbor. There are a total of 23.2 stream miles, 23.3 acres of lake waters, and 7,492.6 acres of estuarine areas in this watershed, all classified SFH with the exception of Wappoo Creek (SB).

Surface Water Quality

Station #	Type	Class	Description
MD-121	S/W	SFH	LOG BRIDGE CREEK AT SC 162
MD-202	P/INT	SFH	STONO RIVER AT S-10-20, 2 MI UPSTREAM OF CLEMSON EXP. STATION
RO-07331	RO-07	SFH	STONO RIVER, 1.75MI SE OF S-10-20
RT-08068	RT-08	SB	MOUTH OF WAPPOO CREEK AT WAPPOO ROAD
MD-025	S/W	SFH	MOUTH OF ELLIOTS CUT AT EDGE WATER DR. (S-10-26 OFF HWY 17)
MD-026	P/W	SFH	STONO RIVER AT SC 700
RT-052112	RT-05	SFH	ABBAPOOLA CREEK, 0.9MI WSW OF CONFLUENCE WITH STONO RIVER
MD-206	S/INT	SFH	STONO RIVER AT ABBAPOOLA CREEK
RO-046068	RO-04	SFH	STONO RIVER, 0.3MI SSW OF MOUTH OF GREEN CREEK
MD-208	S/W	SFH	STONO RIVER MOUTH AT BUOY 10 OFF SANDY POINT
MD-273	INT	SFH	KIAWAH RIVER ON THE FLATS
MD-207	S/W	SFH	KIAWAH RIVER MOUTH AT STONO RIVER
RT-08084	RT-08	SFH	TIDAL FLAT, 0.3MI NE OF THE TIP OF OAK ISLAND OFF FOLLY RIVER

Abbapoola Creek (RT-052112) – Aquatic life and recreational uses are fully supported. Although dissolved oxygen excursions occurred, they were typical of values seen in such systems and were considered natural, not standard violations.

Kiawah River – There are two water quality monitoring sites along the Kiawah River and recreational uses are fully supported at both sites. At the upstream site ***(MD-273)***, aquatic life uses are not supported due to occurrences of copper in excess of the aquatic life criterion. In addition, there is a significant increasing trend in five-day biological oxygen demand and total phosphorus concentration. Although dissolved oxygen excursions occurred, they were typical of values seen in such systems and were considered natural, not standard violations. At the downstream site ***(MD-207)***, aquatic life and recreational uses are fully supported. There is a significant decreasing trend in pH. A significant decreasing trend in fecal coliform bacteria concentration suggests improving conditions for this parameter at this site.

Folly River Tidal Flat (RT-08084) – Aquatic life and recreational uses are fully supported. Although dissolved oxygen excursions occurred, they were typical of values seen in such systems and were considered natural, not standard violations.

Folly River – There are two water quality monitoring sites along the Folly River and recreational uses are fully supported at both sites. At the upstream site ***(MD-130)***, aquatic life uses are fully supported; however, there is a significant increasing trend in five-day biological oxygen demand. Aquatic life uses are fully supported at the downstream site ***(RO-08347)***. Although dissolved oxygen excursions occurred at both sites, they were typical of values seen in such systems and were considered natural, not standard violations.

Folly Creek (MD-274) – Aquatic life and recreational uses are fully supported; however, there is a significant increasing trend in five-day biological oxygen demand. Although dissolved oxygen excursions occurred, they were typical of values seen in such systems and were considered natural, not standard violations.

Cutoff Reach (RT-06020) – Aquatic life and recreational uses are fully supported.

A fish consumption advisory has been issued by the Department for mercury and includes Pennys Creek and the Atlantic Ocean edging this watershed. For more information and the most current advisory, visit http://www.scdhec.gov/fish.

Shellfish Monitoring Stations

Station #	Description
10A-02	FOLLY CREEK BRIDGE
10A-04	BACKMAN CREEK AT FOLLY CREEK
10A-05	KING FLATS AT FOLLY CREEK
10A-06	OPPOSITE LITTLE ISLAND IN FOLLY CREEK

STONO RIVER TRIBUTARY	SCG731009
DH HANKINS TRUCKING LLC/RASHFORD POND II MINE	MINOR INDUSTRIAL
ABBAPOOLA CREEK	SCG731036
JAMES C ONEAL/LEGAREVILLE MINE	MINOR INDUSTRIAL
PENNER BRANCH	SCG731047
ST JOHNS LAKES MINE	MINOR INDUSTRIAL
PENNER BRANCH	SCG731146
BOYER & READEN/BENWOOD FARM MINE	MINOR INDUSTRIAL
ABBAPOOLA CREEK	SCG731172
LOW COUNTRY SITE SERVICES/BRIARS CREEK MINE	MINOR INDUSTRIAL

Municipal Separate Storm Sewer Systems (MS4)

RECEIVING STREAM *MUNICIPALITY* *RESPONSIBLE PARTY* *IMPLEMENTING PARTY*	*NPDES#* *MS4 PHASE* *MS4 SIZE*
STONO RIVER CITY OF CHARLESTON CITY OF CHARLESTON CITY OF CHARLESTON	SCR031901 PHASE II SMALL MS4
STONO RIVER CITY OF FOLLY BEACH CITY OF FOLLY BEACH CHARLESTON COUNTY	SCR031903 PHASE II SMALL MS4
STONO RIVER UNINCORPORATED AREAS CHARLESTON COUNTY CHARLESTON COUNTY	SCR031902 PHASE II SMALL MS4

Nonpoint Source Management Program

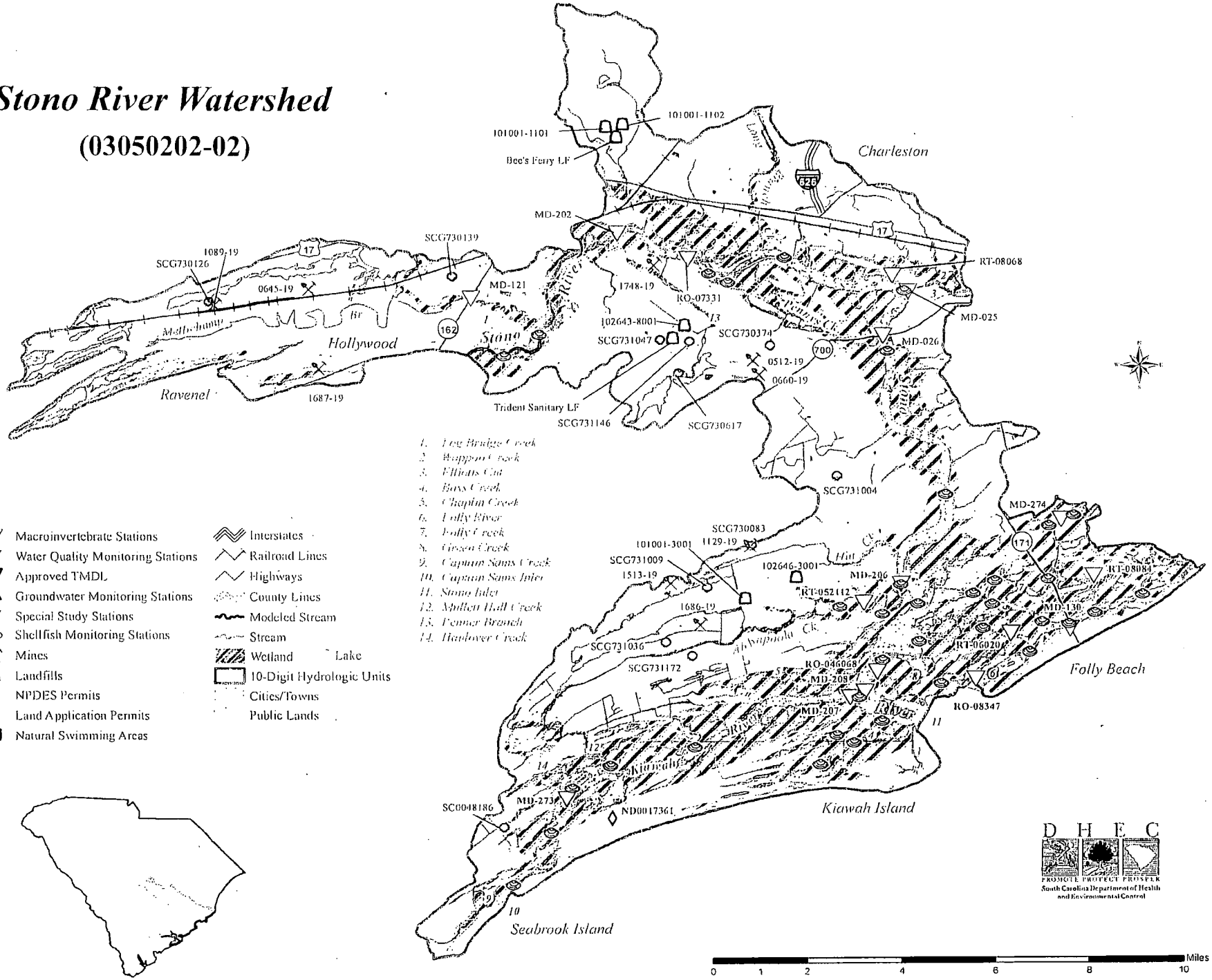
Land Disposal Activities

Landfill Facilities

LANDFILL NAME *FACILITY TYPE*	*PERMIT #* *STATUS*
BEES FERRY LANDFILL MUNICIPAL	--------- INACTIVE
BEES FERRY LANDFILL MUNICIPAL	101001-1101 ACTIVE
CHARLESTON CO. BEES FERRY C&D & LCD LANDFILL C&D	101001-1201 ACTIVE
TRIDENT SANITARY LANDFILL MUNICIPAL	---------- INACTIVE
CHARLESTON CO. COMPOSTING FACILITY COMPOSTING	101001-3001 ACTIVE
SUNNYSIDE FARMS COMPOSTING COMPOSTING	102646-3001 ACTIVE

Stono River Watershed

(03050202-02)



D H E C

PROMOTE PROTECT PROSPER

South Carolina Department of Health and Environmental Control

5/5/2016

Watershed and Water Quality Information

Genaral Information

Applicant Name: James Island Elementary School Bu

Permit Type: MS4

Latitude: 32.7009

Longitude: -79.9732

MS4 Designation: Not in designated area

Monitoring Station: 11-03

Within Coastal Critical Area: YES

Water Classification (Provisional):

Waterbody Name:

Entered Waterbody Name: Tributary Stono River

Parameter Descriptions

NH3N	Ammonia	FC	Fecal Coliform
CR	Chromium	FCB	Fecal Coliform (Shellfish)
CU	Copper	BIO	Macroinvertebrates (Bio)
HG	Mercury	TP	(Lakes) Phosphorus
NI	Nickel	TN	(Lakes) Nitrogen
PB	Lead	CHLA	(Lakes) Chlorophyll a
ZN	Zinc	ENTERO	(Beach) Enterococcus
DO	Dissolved Oxygen	HGF	Mercury (Fish)
PH	pH	PCB	PCB (Fish)

Impaired Status (downstream sites)

Station	NH3N	CR	CU	HG	NI	PB	ZN	DO	PH	TURBIDITY	ECOLI	FCB	BIO	TP	TN	CHLA	ENTERO	HGF	PCB
11-03	X	X	X	X	X	X	X	X	X	X	X	F	X	X	X	X	X	X	X
11-05	X	X	X	X	X	X	X	X	X	X	X	A	X	X	X	X	X	X	X
11-33	X	X	X	X	X	X	X	X	X	X	X	A	X	X	X	X	X	X	X

F = Standards Fully Supported
N = Standards Not Supported
A = Assessed at Upstream Station
X = Parameter Not Assessed at Station
T = Within TMDL Approved Watershed

Parameters to be addressed (those not supporting standards)

Fish Consumption Advisory

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed: No

TMDL Site:

TMDL Report No:

TMDL Parameter:

TMDL Document Link:

606

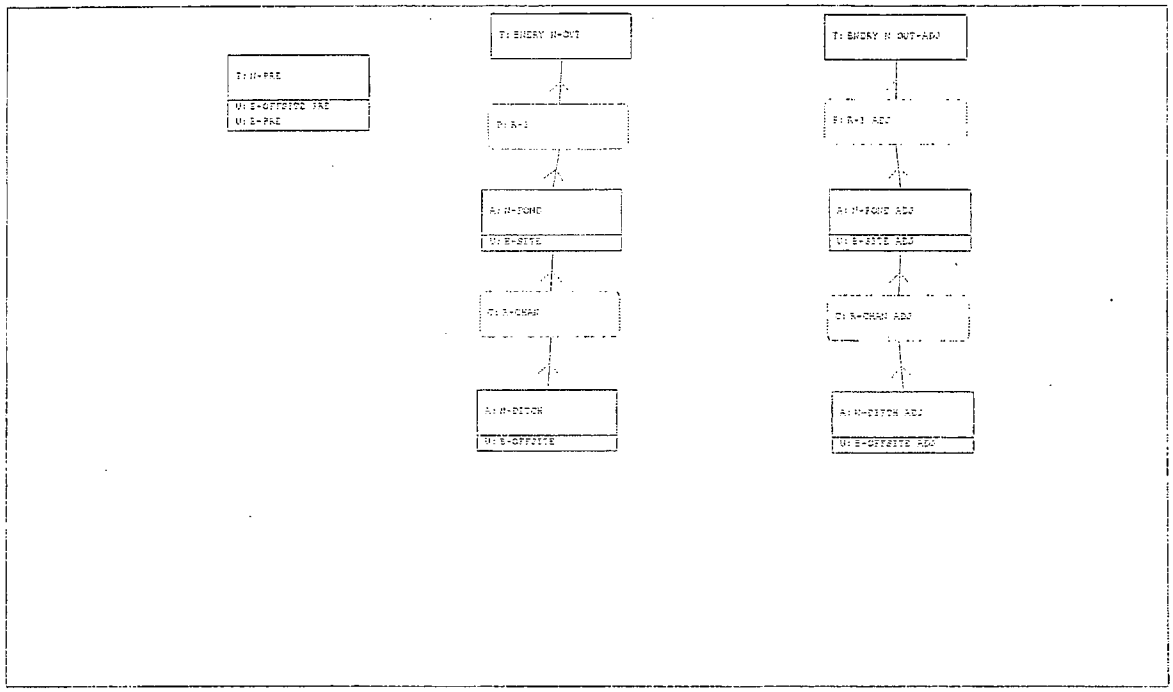
Appendix C – Calculations

15214 - JAMES ISLAND BUS PARKING LOT
NETWORK ROUTING

Nodes
A Stage/Area
V Stage/Volume
T Time/Stage
M Manhole

Basins
O Overland Flow
U SCS Unit CN
S SBUH CN
Y SCS Unit GA
Z SBUH GA

Links
P Pipe
W Weir
C Channel
D Drop Structure
B Bridge
R Rating Curve
H Breach
E Percolation
F Filter
X Exfil Trench



Interconnected Channel and Pond Routing Model (ICPR) ©2012 Streamline Technologies, Inc.

Area(ac): 34.430 Time Shift(hrs): 0.00
Curve Number: 80.47 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Nodes

Name: BNDRY N OUT-ADJ Base Flow(cfs): 0.000 Init Stage(ft): 6.500
Group: BASE Warn Stage(ft): 12.000
Type: Time/Stage

Time(hrs)	Stage(ft)
0.00	6.500
30.00	6.500

Name: BNDRY N-OUT Base Flow(cfs): 0.000 Init Stage(ft): 6.500
Group: BASE Warn Stage(ft): 12.000
Type: Time/Stage

Time(hrs)	Stage(ft)
0.00	6.500
30.00	6.500

Name: N-DITCH Base Flow(cfs): 0.000 Init Stage(ft): 8.000
Group: BASE Warn Stage(ft): 13.500
Type: Stage/Area

Stage(ft)	Area(ac)
8.000	0.0100
13.500	0.0200

Name: N-DITCH ADJ Base Flow(cfs): 0.000 Init Stage(ft): 8.000
Group: BASE Warn Stage(ft): 13.500
Type: Stage/Area

Stage(ft)	Area(ac)
8.000	0.0100
13.500	0.0200

Name: N-POND Base Flow(cfs): 0.000 Init Stage(ft): 7.000
Group: BASE Warn Stage(ft): 12.000
Type: Stage/Area

Stage(ft)	Area(ac)
1.000	3.5700
5.000	4.0700
7.000	4.3300
9.000	4.6800
11.000	5.0400
12.000	5.2300

Name: N-POND ADJ Base Flow(cfs): 0.000 Init Stage(ft): 7.000
Group: BASE Warn Stage(ft): 12.000

Name: R-CHAN From Node: N-DITCH Length(ft): 600.00
Group: BASE To Node: N-POND Count: 1

	UPSTREAM	DOWNSTREAM
Geometry:	Trapezoidal	Trapezoidal
Invert(ft):	8.000	7.000
TClpInitZ(ft):	9999.000	9999.000
Manning's N:	0.040000	0.040000
Top Clip(ft):	0.000	0.000
Bot Clip(ft):	0.000	0.000
Main XSec:		
AuxElev1(ft):		
Aux XSec1:		
AuxElev2(ft):		
Aux XSec2:		
Top Width(ft):		
Depth(ft):		
Bot Width(ft):	20.000	20.000
LtSdSlp(h/v):	1.00	1.00
RtSdSlp(h/v):	1.00	1.00

Friction Equation: Average Conveyance
Solution Algorithm: Automatic
Flow: Both
Contraction Coef: 0.000
Expansion Coef: 0.000
Entrance Loss Coef: 0.000
Exit Loss Coef: 0.000
Outlet Ctrl Spec: Use dc or tw
Inlet Ctrl Spec: Use dn
Stabilizer Option: None

Name: R-CHAN ADJ From Node: N-DITCH ADJ Length(ft): 600.00
Group: BASE To Node: N-POND ADJ Count: 1

	UPSTREAM	DOWNSTREAM
Geometry:	Trapezoidal	Trapezoidal
Invert(ft):	8.000	7.000
TClpInitZ(ft):	9999.000	9999.000
Manning's N:	0.040000	0.040000
Top Clip(ft):	0.000	0.000
Bot Clip(ft):	0.000	0.000
Main XSec:		
AuxElev1(ft):		
Aux XSec1:		
AuxElev2(ft):		
Aux XSec2:		
Top Width(ft):		
Depth(ft):		
Bot Width(ft):	20.000	20.000
LtSdSlp(h/v):	1.00	1.00
RtSdSlp(h/v):	1.00	1.00

Friction Equation: Average Conveyance
Solution Algorithm: Automatic
Flow: Both
Contraction Coef: 0.000
Expansion Coef: 0.000
Entrance Loss Coef: 0.000
Exit Loss Coef: 0.000
Outlet Ctrl Spec: Use dc or tw
Inlet Ctrl Spec: Use dn
Stabilizer Option: None

==== Hydrology Simulations ====

Name: 002 YR
Filename: N:\PROJECTS 2015\15214 (C)-CCSD JI Bus Parking Lot\15214 (4) DESIGN\15214 (4.7) CALCS\15214 STORM

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Scsiii
Rainfall Amount(in): 4.60

Time(hrs)	Print Inc(min)
8.000	15.00
15.000	5.00
24.000	15.00

Name: 005 YR
Filename: N:\PROJECTS 2015\15056 (CLSB)-Pinehurst ES Reno & Addt'n\15056 (4) DESIGN\15056 (4.7) CALCS\Storm

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Scsiii
Rainfall Amount(in): 5.90

BASE	Yes

Name: 005 YR Hydrology Sim: 005 YR
Filename: N:\PROJECTS 2015\15214 (C)-CCSD JI Bus Parking Lot\15214 (4) DESIGN\15214 (4.7) CALCS\15214 STORM

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs)	Print Inc(min)
8.000	15.000
15.000	5.000
24.000	15.000

Group	Run
BASE	Yes

Name: 010 YR Hydrology Sim: 010 YR
Filename: N:\PROJECTS 2015\15214 (C)-CCSD JI Bus Parking Lot\15214 (4) DESIGN\15214 (4.7) CALCS\15214 STORM

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs)	Print Inc(min)
8.000	15.000
15.000	5.000
24.000	15.000

Group	Run
BASE	Yes

Name: 025 YR Hydrology Sim: 025 YR
Filename: N:\PROJECTS 2015\15214 (C)-CCSD JI Bus Parking Lot\15214 (4) DESIGN\15214 (4.7) CALCS\15214 STORM

Execute: No Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 24.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs)	Print Inc(min)
8.000	15.000
15.000	5.000
24.000	15.000

15214 - JAMES ISLAND BUS PARKING LOT
NODE MIN/MAX

Name	Simulation	Max Stage ft	Warning Stage ft	Max Delta Stage ft	Max Surf Area ft2	Max Inflow cfs	Max Outflow cfs
BNDRY N OUT-ADJ	002 YR	6.500	12.000	0.0000	60	92.373	0.000
BNDRY N OUT-ADJ	005 YR	6.500	12.000	0.0000	60	143.913	0.000
BNDRY N OUT-ADJ	010 YR	6.500	12.000	0.0000	60	179.784	0.000
BNDRY N OUT-ADJ	025 YR	6.500	12.000	0.0000	60	216.144	0.000
BNDRY N OUT-ADJ	100 YR	6.500	12.000	0.0000	60	292.287	0.000
BNDRY N-OUT	002 YR	6.500	12.000	0.0000	60	91.450	0.000
BNDRY N-OUT	005 YR	6.500	12.000	0.0000	60	142.897	0.000
BNDRY N-OUT	010 YR	6.500	12.000	0.0000	60	178.864	0.000
BNDRY N-OUT	025 YR	6.500	12.000	0.0000	60	215.180	0.000
BNDRY N-OUT	100 YR	6.500	12.000	0.0000	60	291.457	0.000
N-DITCH	002 YR	10.237	13.500	0.0050	7906	115.861	115.892
N-DITCH	005 YR	10.818	13.500	0.0050	8361	171.049	170.423
N-DITCH	010 YR	11.243	13.500	0.0050	8679	210.314	209.194
N-DITCH	025 YR	11.741	13.500	0.0050	9046	254.487	252.774
N-DITCH	100 YR	12.952	13.500	-0.0050	9902	352.617	349.138
N-DITCH ADJ	002 YR	10.235	13.500	0.0050	7911	115.861	115.856
N-DITCH ADJ	005 YR	10.824	13.500	0.0050	8368	171.049	170.389
N-DITCH ADJ	010 YR	11.252	13.500	0.0050	8687	210.314	209.165
N-DITCH ADJ	025 YR	11.753	13.500	0.0050	9055	254.487	252.746
N-DITCH ADJ	100 YR	12.966	13.500	-0.0050	9912	352.617	349.115
N-POND	002 YR	9.414	12.000	0.0042	215619	133.666	91.450
N-POND	005 YR	10.175	12.000	0.0049	221652	196.267	142.897
N-POND	010 YR	10.690	12.000	0.0050	225572	240.698	178.864
N-POND	025 YR	11.292	12.000	0.0050	230748	290.612	215.180
N-POND	100 YR	12.662	12.000	0.0050	242838	401.165	291.457
N-POND ADJ	002 YR	9.428	12.000	0.0043	215736	134.396	92.373
N-POND ADJ	005 YR	10.189	12.000	0.0050	221759	197.047	143.913
N-POND ADJ	010 YR	10.705	12.000	0.0050	225698	241.493	179.784
N-POND ADJ	025 YR	11.308	12.000	0.0050	230885	291.412	216.144
N-POND ADJ	100 YR	12.678	12.000	0.0050	242981	402.026	292.287
N-PRE	002 YR	6.500	12.000	0.0000	0	128.984	0.000
N-PRE	005 YR	6.500	12.000	0.0000	0	193.298	0.000
N-PRE	010 YR	6.500	12.000	0.0000	0	239.647	0.000
N-PRE	025 YR	6.500	12.000	0.0000	0	292.294	0.000
N-PRE	100 YR	6.500	12.000	0.0000	0	410.009	0.000

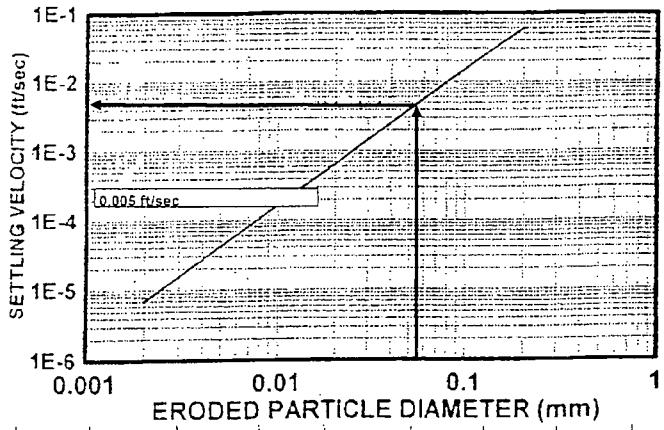
Pond '1' Trapping Efficiency

DATE:	May 5, 2016	LOCATION:	Charleston County, SC	DESIGNED BY:	WYD
PROJECT:	James Island Bus Parking Lot	COUNTY:	Charleston	CHECKED BY:	JKW
PROJECT NO.:	15214				

1. Determine Settling Velocity

Soil Type:	Kiawah	
Eroded Particle Diameter (D15):	0.0445	mm
Peak Pond OutFlow:	22.8	cfs
Pond Surface Area:	0.08	acres
Settling Velocity (from Figue 1):	0.005	ft/sec

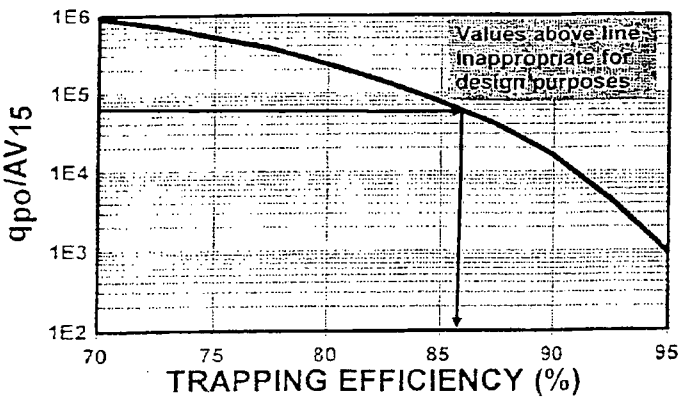
Figure 1



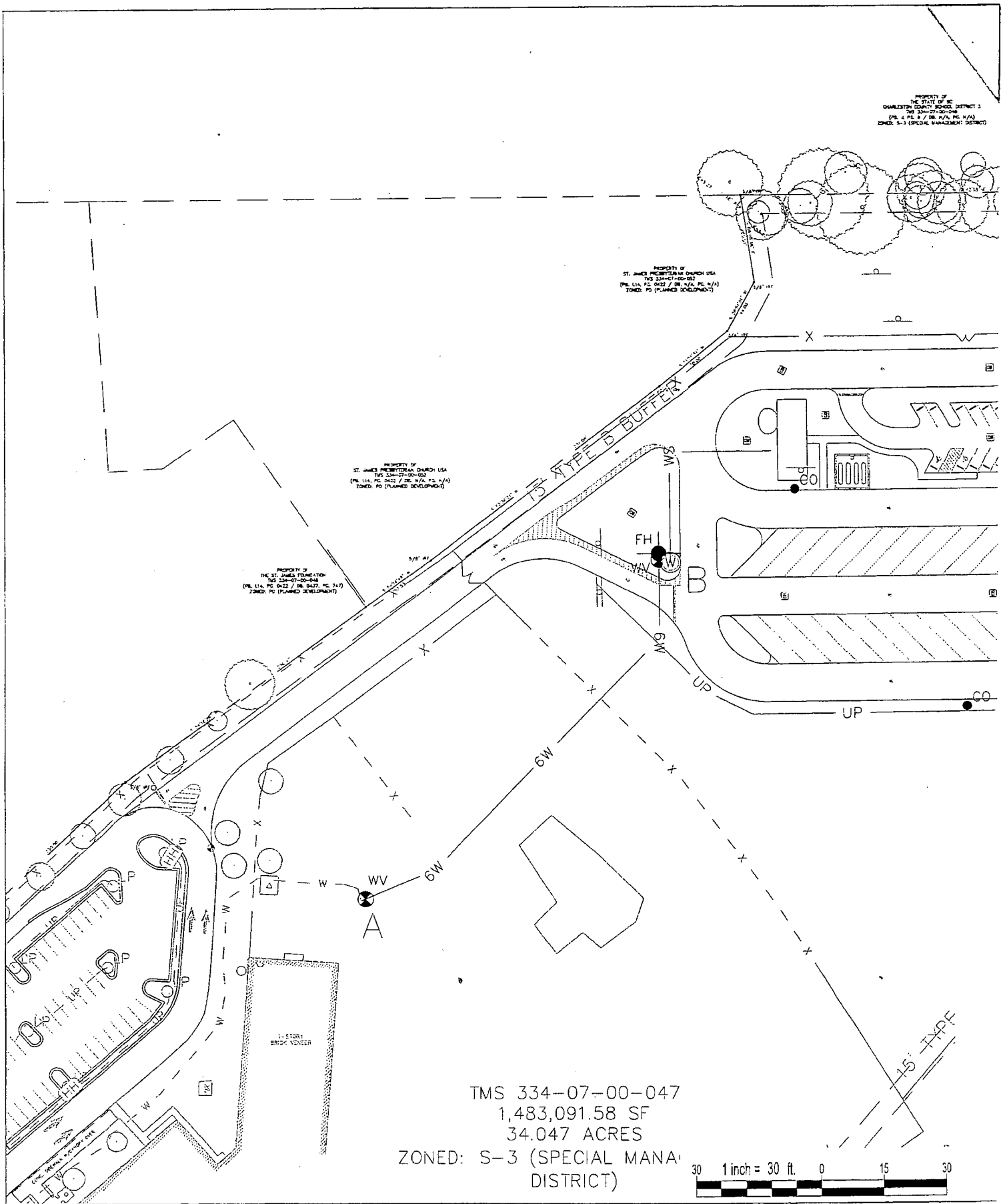
2. Calculate the ratio (Qpo/AV15):

Qpo=	6.E+04	
Trapping Efficiency (from Figure 2):	86%	

Figure 2



Trapping Efficiency for Dry Ponds Not Located in Low-Lying Areas With High Water Tables.



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ENGINEERING SPECIALISTS
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XPD-V

NEW COMPANY INCORPORATED WORLDWIDE HEADQUARTERS

PD-XX

DATE: 01/01/2010 | CHARLESTON, SOUTH CAROLINA | REF: | ADC PROJECT#: 10000.00

JAMES ISLAND BUS PARKING LOT
Charleston County
ADC #15214

Calculate Line Size

(1) Segment Data

	From	To	Segment Description
Segment	B	C	Main from split @ B to 5' Line

	Description
Point B	Split @ water service/hydrant main
Point C	5' Line

(2) Design Flows & Pressures

	Flow		Pressure Req'd @ C		Source
Domestic Flow Requirements:	50	gpm	35	psi	MEP
Fire Sprinkler Demand		gpm		psi	
Fire Hose Stream Demand		gpm		psi	
Design Flow (Qd):	50	gpm	35	psi	Pf = Design Pressure @ End Point

(3) Residual Pressure @ Design Flow

Point Measured =	B	
Design Flow (Qd) =	50	gpm
Residual Pressure (Pr) =	89.9	psi

(4) Allowable Pressure Loss at Design Flow

Starting Point =	B	
Ending Point =	C	
Allowable Loss (Pla = Pd -Pf)	54.9	psi

(5) Elevation Head Losses (PLe)

Starting Point =	B	
Ending Point =	C	
Elevation at Tap =	9.0	ft
Elevation at 5' line =	9.0	ft
Elevation Head	0.0	ft
Elevation Head (Ple)	0.0	psi

(6) Friction Losses Thru Pipe (PLp)

Starting Point =	B	
Ending Point =	C	
Selected Pipe Size =	1.5	inches
Selected Pipe Material =	PVC	
Hazen Williams Coefficient (C) =	150	
Length of pipe =	175	ft.
Friction Loss/ft of pipe =	0.08	psi/ft
Friction Loss (PLp) =	14.4	psi

(7) Friction Losses Thru Fittings (PLf)

Pipe Area =	0.012 sf
Qd =	0.11 cfs
velocity V =	9.1 f/s

Fitting Type	QTY	Loss Coefficient KL	Loss per Fitting	Total
90 elbow		1.5	0.8 psi	0.0 psi
45 elbow		0.4	0.2 psi	0.0 psi
enlargement		0.4	0.2 psi	0.0 psi
reducers	1	1.5	0.8 psi	0.8 psi
gate valves		0.2	0.1 psi	0.0 psi
BFP		2.0	1.1 psi	0.0 psi
meter	1	2.0	1.1 psi	1.1 psi
Tee (line flow)	1	0.9	0.5 psi	0.5 psi
Tee (branch flow)		2.0	1.1 psi	0.0 psi
			PLf =	2.4 psi

(8) Total Pressure Losses at Design Flow (PL = PLp + PLf+Ple)

From	B	to	C	
PL =	16.8	<	54.9	OK

(9) Ending Pressure @ Design Flow (Pt = Pd - PL)

Point Measured =	C			
Pt =	73.1	>	35	OK

(10) Line Size Verification

1.5 inch line OK

James Island Bus Parking Lot

Charleston County, SC
ADC#15214

Estimated Domestic Sewage Flow

Calculate Average Daily Flow (Qa): Type of Establishement	Unit Load GPD	Design Occupancy	Design Loading GPD
Airport			
Per Employee	8		0
Per Passenger	4		0
Apartments, Condominiums, Patio Homes			
3 Bedrooms (per unit)	300		0
2 Bedrooms (per unit)	225		0
1 Bedroom (per unit)	150		0
Assembly Halls: (per seat)	4		0
Barber Shop			
per employee	8		0
per chair	75		0
Bar, Tavern			
per employee	8		0
per seat, excluding restaurant	30		0
Beauty Shop			
per employee	8		0
per chair	94		0
Boarding House, Dorm., (per resident)	38		0
Bowling Alley			
per employee	8		0
per lane (no restaurant, bar or lounge)	94		0
Camps			
Resort, luxury (per person)	75		0
Summer (per person)	38		0
Day, with central bathhouse (per person0	26		0
Travel trailer (per site)	131		0
Car Wash: (per car washed)	56		0
Churches (per seat)	2		0
Clinics, doctor's office			
Per employee	11		0
Per patient	4		0
Country Club, fitness center, spa (per member)	38		0
Dentist Office			
Per Employee	11		0
Per Chair	6		0
Per Suction Unit; Standard Unit	278		0
Per Suction Unit; Recycling Unit	71		0
Per Suction Unit; Air Generated Unit	0		0
Factories			
Per employee	19		0
per employee, w/shower	26		0
per employee, w/kitchen	30		0
per employee, w/kitchen & shower	34		0
Fairgrounds (average attendance, per person)	4		0
Grocery Store (per person, no restaurant or food preparation)	19		0
Hospital			
per resident staff	75		0

James Island Bus Parking Lot

Charleston County, SC

ADC#15214

Calculate Gravity Line Size

1) Selected Design Pipe Size		**6**	inches
2) Select Design Pipe Slope		0.5	%

3) Calculate Design Pipe Capacity Flowing Full at Design Pipe Slope

slope	=	0.005	ft/ft	
flow area	=	0.196	sf	
wetted perimeter	=	1.571	ft	
hydraulic radius	=	0.125		
Design Pipe Capacity "Qf" (flowing full)	=	178	gpm	
Design Pipe Capacity "Qf" (flowing full)	=	0.396	cfs	
Velocity "Vf" (flowing full)	=	2.0	ft/sec	**OK**

4) Compare Design Pipe to Actual Flow

Design Pipe Capacity "Qf" (flowing full)	=	178	gpm	
Peak Instantaneous Flow "Qp"	=	1.65	gpm	
Qf	>	Qp		**OK**

Appendix D – Drainage Analysis

NEED FENCE INSTALL
FENCE TO ANY GRADING

Drainage Analysis

For

JAMES ISLAND ELEMENTARY SCHOOL

S. Grimball Road
James Island, South Carolina

September 4, 2001

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER
STUART D. WHITESIDE

Prepared by:

Seamon, Whiteside & Associates, Inc.
503 Wando Park Blvd., Suite 100
Mt. Pleasant, SC 29464

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Basin	Drains to . . .	Design Storm (cfs) 2 Yr	5 Yr	10 Yr	25 Yr	50 Yr	100 Yr
B-PRE	Pond	14.36	24.80	32.71	42.12	51.89	63.97
B-OFFSITE	Pond	115.47	170.63	209.88	254.06	298.57	352.20
B-PRE+ B-OFFSITE	Pond	129.83	195.43	242.59	296.18	350.46	416.17

4. Post Development Runoff (phase III)

As stated above, the design for the drainage within the school site will incorporate the drainage improvements proposed by Transystems in their drainage report. This includes deepening and widening the drainage canal that runs through the site and serves to drain the entire basin. The construction of the drainage improvements proposed by Transystems will be the responsibility of Charleston County Public Works, not the School District. However, the construction of the improvements that directly effect the drainage of the school site, will take place in conjunction with the development of the school site. Because the existing drainage ditch runs through the middle of the school site in the proposed location of the school building, the improved drainage canal will be re-routed to the eastern side of the property. The existing pond, once used for irrigation when the site was a tomato farm, will be expanded and utilized as a detention pond to detain the post-developed runoff from the school site and release it at pre-developed rates. The improved drainage canal carrying the off-site runoff will discharge into the detention pond, however, the pond will not serve to detain any of the off-site runoff. Discharge from the pond will flow through three(3) proposed 42" RCP culverts in parallel and will travel under Grimball Road via a new box culvert (also one of the drainage improvements proposed in Transystems report). The flow will ultimately discharge into the Stono River. Primary design parameters used for post-development runoff from the school site are as follows: N-POND: Watershed Area = 34.43 acres; SCS Curve # = 79; Time of Concentration = 20 minutes. Additional information is shown in the calculations.

Basin		Design Storm 2 Yr	5 Yr	10 Yr	25 Yr	50 Yr	100 Yr
B-PRE+ B-OFFSITE	Peak Outflow (cfs)	129.83	195.43	242.59	296.18	350.46	416.17
N-POND	Peak Outflow (cfs)	94.59	145.46	175.54	213.64	249.98	290.99
N-POND	Max. Stage (feet)	9.31	10.06	10.64	11.26	11.89	12.65

As shown on the table above, the routed post development runoff rates are well below the pre-developed rates for each of all of the design storms. The ADICPR input and output data as well

WATER QUALITY CALCULATIONS
"Draw-Down Time Method"

Total Area Contributing to Pond from school site only = 34.43 acres

Surface area at normal water surface elevation (7.0 ft.) for Pond = 4.33 acres

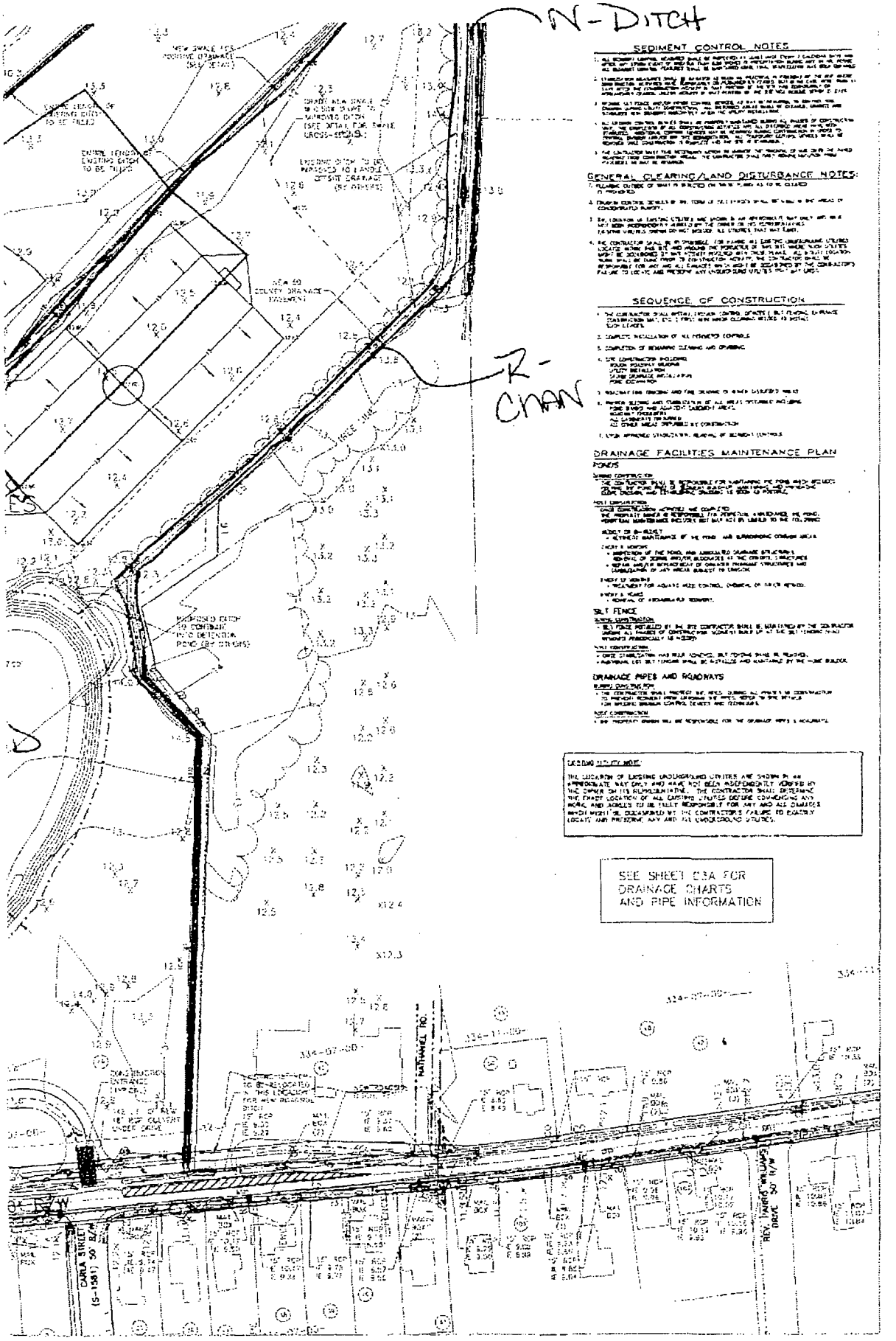
Required Storage Volume for the first 1-inch of runoff
Pond – 34.43 acres x (1-inch/12) = 2.87 acre-feet

Depth of water in pond corresponding to the first 1-inch of runoff = 2.87 acre-ft/4.33 acre
Depth = 0.66 feet
Initial Stage for model = 7.0 ft. + 0.66 ft. = 7.66 ft.

As seen in the attached ICPR "Node Time Series by Node" output, the Pond does not release the required storage volume within the first 24-hour time period.

TRAPPING EFFICIENCY CALCULATIONS

Pond #1
10 Year Storm Event Discharge, q_{po} = 175.54 cfs
D_{15} = 0.0445 and V_{15} = 2E-3(obtained from SCDHEC-OCRM Manual)
Water Surface Area at 10-year storm elevation, A = 4.98 acres
Ratio: $q_{po} / (A \times V_{15})$ = 175.54cfs / (4.98 acres x 2E-3) = 1.76E4
Trapping Efficiency (for Pond #1) = 90% (Obtained from SCDHEC-OCRM Manual)



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LANDSCAPE ARCHITECTS
PLANNERS
563 WANDO PARK BLVD
SUITE 300
MOUNT PLEASANT, SC
29464

The New
James Island
Elementary School
Charleston County School District Ten
Charleston, South Carolina

PROJECT NAME

REVISIONS

DSP SUBMITTAL

SHEET TITLE
GRADING AND EROSION CONTROL PLAN

SHEET NO.
C3

PROJECT NO.
00137

DATE
06/25/01

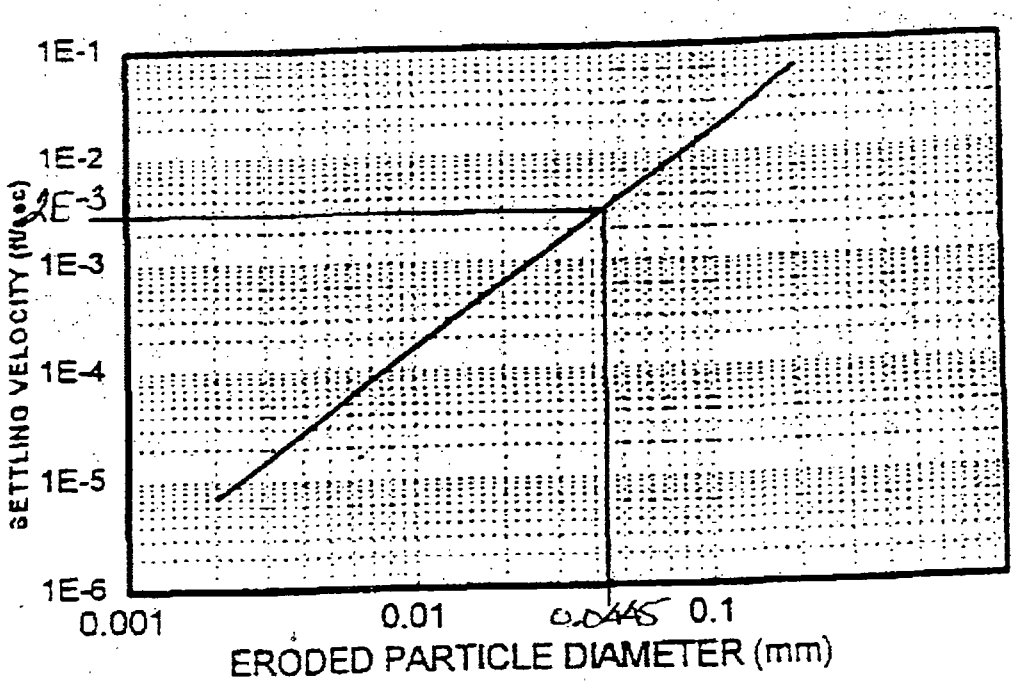


Figure 1. Settling velocity as a function of eroded particle diameter.

12.005	7.17	4.37	0.00	0.00	0.00	0.00	0.00	0.50	0.0000	2.1533

15.840	7.14	4.37	0.00	0.00	0.00	0.00	0.00	0.33	0.0000	2.2827
15.923	7.14	4.37	0.00	0.00	0.00	0.00	0.00	0.33	0.0000	2.2850

23.756	7.11	4.36	0.00	0.00	0.00	0.00	0.00	0.18	0.0000	2.4404
24.006	7.11	4.36	0.00	0.00	0.00	0.00	0.00	0.17	0.0000	2.4440

POND NOT BACK DOWN TO NORMAL H_2O SURFACE ELEVATION = 7.00 ft. AFTER 24 HOURS.

STILL DISCHARGING

Advanced Interconnected Channel & Pond Routing (ICPR Ver 2.11) [1]
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JAMES ISLAND ELEMENTARY SCHOOL ~~PREDEV.~~ POST-DEV.
2 YEAR STORM

********** Basin Results Comparisons **********

Simulation Name	Time Max (hrs)	Flow Max (cfs)	Runoff Volume (in)	Runoff Volume (cf)
*** Basin Name: B-SITE				
3636DEV2	12.31	52.78	2.46	307660
3636DE25	12.31	112.87	5.32	665427
3636DEV5	12.31	76.87	3.59	448931
3636DE10	12.31	93.86	4.40	550364
3636DE50	12.31	131.94	6.26	782316
36360100	12.31	154.83	7.40	924354
*** Basin Name: B-OFFSIT				
3636DEV2	13.00	115.47	2.46	1676091
3636DE25	13.00	254.06	5.32	3625162
3636DEV5	13.00	170.53	3.59	2445718
3636DE10	13.00	209.88	4.40	2998312
3636DE50	13.00	298.57	6.26	4261955
3636D100	13.00	352.20	7.40	5035768

Req'd post-Dev. max. outflow detained:

2 52.78 - 14.36 = 38.42
5 76.87 - 24.80 = 52.07
10 93.86 - 32.71 = 61.15
25 112.87 - 42.12 = 70.75
50 131.94 - 51.89 = 80.05
100 154.83 - 63.97 = 90.86

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JAMES ISLAND ELEMENTARY SCHOOL - PREDEV.
~~2-YEAR STORM~~

********** Basin Results Comparisons **********

Simulation Name	Time Max (hrs)	Flow Max (cfs)	Runoff Volume (in)	Runoff Volume (cf)
*** Basin Name: B-PRE				
3636PRE2	12.80	14.35	1.39	174223
3636PR25	12.67	42.12	3.73	466770
3636PRE5	12.80	24.80	2.28	284936
3636PR10	12.67	32.71	2.95	368691
3636PR50	12.67	51.89	4.55	568961
3636P100	12.67	63.97	5.57	695905
*** Basin Name: B-OFFSIT				
3636PRE2	13.00	115.47	2.46	1676091
3636PR25	13.00	254.06	5.32	3625152
3636PRE5	13.00	170.63	3.59	2445718
3636PR10	13.00	209.88	4.40	2998312
3636PR50	13.00	298.57	6.26	4261955
3636P100	13.00	352.20	7.40	5035758

TOTAL = B-PRE + B-OFFSITE

2	129.83
5	195.43
10	242.59
25	296.18
50	350.46
100	416.17

Advanced Interconnected Channel & Pond Routing (ICPR Ver 2.11) [2]
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JAMES ISLAND ELEM. SCHOOL - POST-DEVELOPED

********** Input Report **********

--------Class: Basin----------

Basin: B-SITE Node: N-POND Status: On Site Type: SCS Unit Hydr
Group: BASE
Unit Hydrograph: UH323 Peak Factor: 323
Rainfall File: SCSIII Storm Duration(hrs): 24
Rainfall Amount(in): 4.6
Area(ac): 34.43 Concentration Time(min): 20
Curve #: 79 Lag Time(hrs): 0
DCIA(%): 0

JAMES ISLAND ELEMENTARY SITE ONLY

--------Class: Pipe----------

Name: R-1 From Node: N-POND Length(ft): 230
Group: BASE To Node: N-OUT Count: 3

	UPSTREAM	DOWNSTREAM		
			Equation:	Average K
Geometry:	Circular	Circular	Flow:	Both
Span(in):	42	42	Entrance Loss Coef:	0.5
Rise(in):	42	42	Exit Loss Coef:	0
Invert(ft):	7	6.5	Bend Loss Coef:	0
Manning's N:	0.013	0.013	Outlet Cntrl Spec:	Use dc or tw
Top Clip(in):	0	0	Inlet Cntrl Spec:	Use dn
Bottom Clip(in):	0	0	Stabilizer Option:	None

Upstream FHWA Inlet Edge Description:
Circular Concrete: Groove end projecting 1 3

Downstream FHWA Inlet Edge Description:
Circular Concrete: Groove end projecting 1 3

```
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JAMES ISLAND ELEM. PRE-DEVELOPED (SITE ONLY)


********** Input Report ************************************************************
--------Class: Basin-----------------------------------------------------------
Basin: B-OFFSIT   Node: N-PRE      Status: Off Site   Type: SCS Unit Hydr
Group: BASE
    Unit Hydrograph: UH323                  Peak Factor: 323
      Rainfall File: SCSIII          Storm Duration(hrs): 24
Rainfall Amount(in): 4.6
           Area(ac): 187.57      Concentration Time(min): 90
         Curve #: 79                    Lag Time(hrs): 0
         DCIA(%): 0

          PRE-DEVELOPED BASIN OFF-SITE RUNOFF

--------Class: Basin-----------------------------------------------------------
Basin: B-PRE      Node: N-PRE      Status: On Site    Type: SCS Unit Hydr
Group: BASE
    Unit Hydrograph: UH323                  Peak Factor: 323
      Rainfall File: SCSIII          Storm Duration(hrs): 24
Rainfall Amount(in): 4.6
           Area(ac): 34.43       Concentration Time(min): 60
         Curve #: 65                    Lag Time(hrs): 0
         DCIA(%): 0

          PREDEVELOPED FLOW FOR SITE ONLY

--------Class: Simulation------------------------------------------------------
R:\3636\COOD\AD1CPR\3636PR25
Execution: Hydrology
   Header: JAMES ISLAND ELEMENTARY SCHOOL - PREDEV.
           25 YEAR STORM

---------HYDRAULICS-----------------------------HYDROLOGY--------------------
       Max Delta Z (ft): 0.05
      Delta Z Factor: 0.01          Override Defaults: Yes
    Time Step Optimizer: 5             Storm Dur(hrs): 24
Drop Structure Optimizer: 5           Rain Amount(in): 7.8
    Sim Start Time(hrs): 0              RainFall File: SCSIII
      Sim End Time(hrs): 30
     Min Calc Time(sec): 0.2
     Max Calc Time(sec): 60
       To Hour:   PInc(min):            To Hour:   PInc(min):
       8          30                    8          30
       10         15                    10         15
       17         5                     17         5
       20         10
       30         15
---------GROUP SELECTIONS-------------------------------------------------------
+ BASE     [ NO RUN ]
```

```
    Advanced Interconnected Channel & Pond Routing (ICPR Ver 2.11) [3]
    Copyright 1995, Streamline Technologies, Inc.

    JAMES ISLAND ELEM. PRE-DEVELOPED (SITE ONLY)


    ********** Input Report **********************************************************
    --------Class: Simulation-------------------------------------------------------
 R:\3636\CDOC\ADICPR\3636PR10
 Execution: Hydrology
    Header: JAMES ISLAND ELEMENTARY SCHOOL - PREDEV.
            10 YEAR STORM

---------HYDRAULICS----------------------------HYDROLOGY-------------------
        Max Delta Z (ft): 0.05
          Delta Z Factor: 0.01          Override Defaults: Yes
     Time Step Optimizer: 5                Storm Dur(hrs): 24
Drop Structure Optimizer: 5               Rain Amount(in): 6.8
     Sim Start Time(hrs): 0                 Rainfall File: SCSIII
       Sim End Time(hrs): 30
      Min Calc Time(sec): 0.2
      Max Calc Time(sec): 60
        To Hour:  PInc(min):                To Hour:  PInc(min):
        8         30                        8         30
        10        15                        10        15
        17        5                         17        5
        20        10
        30        15
---------GROUP SELECTIONS-----------------------------------------------------
+ BASE     [ NO RUN ]
    --------Class: Simulation-------------------------------------------------------
 R:\3636\CDOC\ADICPR\3636PR50
 Execution: Hydrology
    Header: JAMES ISLAND ELEMENTARY SCHOOL - PREDEV.
            50 YEAR STORM

---------HYDRAULICS----------------------------HYDROLOGY-------------------
        Max Delta Z (ft): 0.05
          Delta Z Factor: 0.01          Override Defaults: Yes
     Time Step Optimizer: 5                Storm Dur(hrs): 24
Drop Structure Optimizer: 5               Rain Amount(in): 8.8
     Sim Start Time(hrs): 0                 Rainfall File: SCSIII
       Sim End Time(hrs): 30
      Min Calc Time(sec): 0.2
      Max Calc Time(sec): 60
        To Hour:  PInc(min):                To Hour:  PInc(min):
        8         30                        8         30
        10        15                        10        15
        17        5                         17        5
        20        10
        30        15
---------GROUP SELECTIONS-----------------------------------------------------
+ BASE     [ NO RUN ]
```

Appendix

If the installation of the traffic signal at Folly Road at S. Grimball Road/Grimball Road Ext. is delayed, the buses can use the existing traffic signal at Folly Road at Grimball Road/Fort Johnson Road until installation is complete to assist in turning left to travel northbound on Folly Road.

8.0 Conclusion

The proposed bus storage facility will be located on Nathanial Drive, north of S. Grimball Road, just east of James Island Elementary, on James Island, SC and is proposed to serve 38 buses. Three access concepts were studied for the bus storage facility: Scenario 1 - direct access by the proposed library on S. Grimball Road, Scenario 2 - access through James Island Elementary, Scenario 3 - access through Septima P. Clark Academy.

Traffic analysis shows that, with signalization of the Folly Road at S. Grimball Road/Grimball Road Ext., all study area intersections are expected to operate acceptably in under all three future access scenarios, during both the AM and PM peak hour conditions.

Based on a review of traffic flow, Scenario 1 (direct access by the proposed library) would have the shortest travel path to Grimball Road.

Table 2:
Level of Service and delay (average seconds per vehicle)[1]

Intersection	Traffic Control[2]	Existing Conditions		2016 No Build Conditions		2016 Buildout Conditions Scenario 1		2016 Buildout Conditions Scenario 2		2016 Buildout Conditions Scenario 3	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
S. Grimball Rd./Grimball Rd. Ext. at Folly Rd.	U/S (future, assumed)	F (65.4) EB	F (68.1) EB	C (31.8)	C (22.3)	D (54.4)	D (35.7)	D (35.9)	C (24.7)	C (32.1)	C (22.6)
S Grimball Rd. at James Island Elementary School/Carla Street	U	C (24.7) SB	B (11.1) SB	D (26.7) SB	B (11.4) SB	D (28.0) SB	B (11.6) SB	D (30.6) WB	B (11.8) SB	D (28.6) SB	B (11.6) SB
Grimball Rd. at Septima P. Clark Academy	U	A (9.9) WB	B (11.3) EB	B (10.0) WB	B (11.8) EB	B (10.0) WB	B (11.8) EB	B (10.3) WB	B (12.5) EB	B (11.7) WB	B (13.9) EB
Grimball Rd./Fort Johnson Rd. at Folly Rd.	S	C (33.5)	C (23.6)	C (34.4)	C (25.4)	D (35.1)	C (26.4)	D (38.4)	C (26.1)	D (39.3)	C (26.1)
S. Grimball Rd. at Nathaniel Dr.	U	-	-	-	-	C (16.1) SB	B (12.8) SB	-	-	-	-
Grimball Rd. at Driveway	U	-	-	-	-	-	-	B (11.4) WB	B (10.4) WB	-	-

1. For unsignalized intersections, the level of service of the poorest performing minor approach is reported.
2. S = Signalized, U = Unsignalized
3. N/A = not applicable

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- S. Grimball Road at Nathaniel Dr. (future Scenario 1 only)
- Grimball Road at new Access Road west of James Island Elementary School (future Scenario 2 only)

SCDOT is currently in the right-of-way acquisition phase for the construction of a traffic signal at the intersection of S. Grimball Road/Grimball Road Ext. at Folly Road, For this analysis, it was assumed that this intersection would be signalized by the 2016 buildout conditions

Table 2 summarizes the level of service (LOS) and control delay (average seconds of delay per vehicle) for the study intersections with 2015 existing, 2016 no build, and 2016 buildout (for Scenarios 1 – 3) conditions for the AM and PM peak hours.

Existing conditions analysis shows that study area intersections are currently operating at LOS C or better during AM and PM peak hour conditions with the exception of Folly Road at S. Grimball Road/Grimball Road Ext. which operates at LOS F in both the AM and PM peak hour conditions.

As stated previously, three scenarios were reviewed for access to the bus storage facility, Scenario 1 - direct access by the proposed library at Nathanial Drive on S. Grimball Road, Scenario 2 - access through a new driveway adjacent to James Island Elementary on the west side of campus, Scenario 3 - access through Septima P. Clark Academy. With the signalization of Folly Road at S. Grimball Road/Grimball Road Ext., future condition analysis shows that study area intersections operate acceptably in the no build conditions and all access scenarios of buildout AM and PM peak hour conditions. Therefore the project is expected to have limited impact on the surrounding transportation network.

Capacity analysis reports are included in the **Appendix**.

Each access scenario was also reviewed for traffic flow. Based on the general concepts provided, the travel path for Scenario 1 (direct access by the proposed library) is the shortest to Grimball Road and the new traffic signal. Scenarios 2 and 3 have a longer travel path to access Folly Road resulting in longer travel time. Scenario 1 has the potential to introduce the most traffic conflict with James Island Elementary School traffic due to its proximity to the elementary school entrance however it is expected that a majority of the activity at the bus storage lot would be complete prior to the peak of the elementary school pick-up and drop-off. If this is not expected to be the case then Scenario 2 should be considered.

6.4 2016 Buildout Traffic

The 2016 total traffic volumes include the 2016 background traffic and the proposed development traffic at buildout. The Scenario 1, Scenario 2, and Scenario 3 2016 AM peak hour and PM peak hour total traffic volumes are shown in **Figure 6** through **Figure 11**.

Intersection volume development worksheets are included in the **Appendix**.

7.0 Capacity Analysis

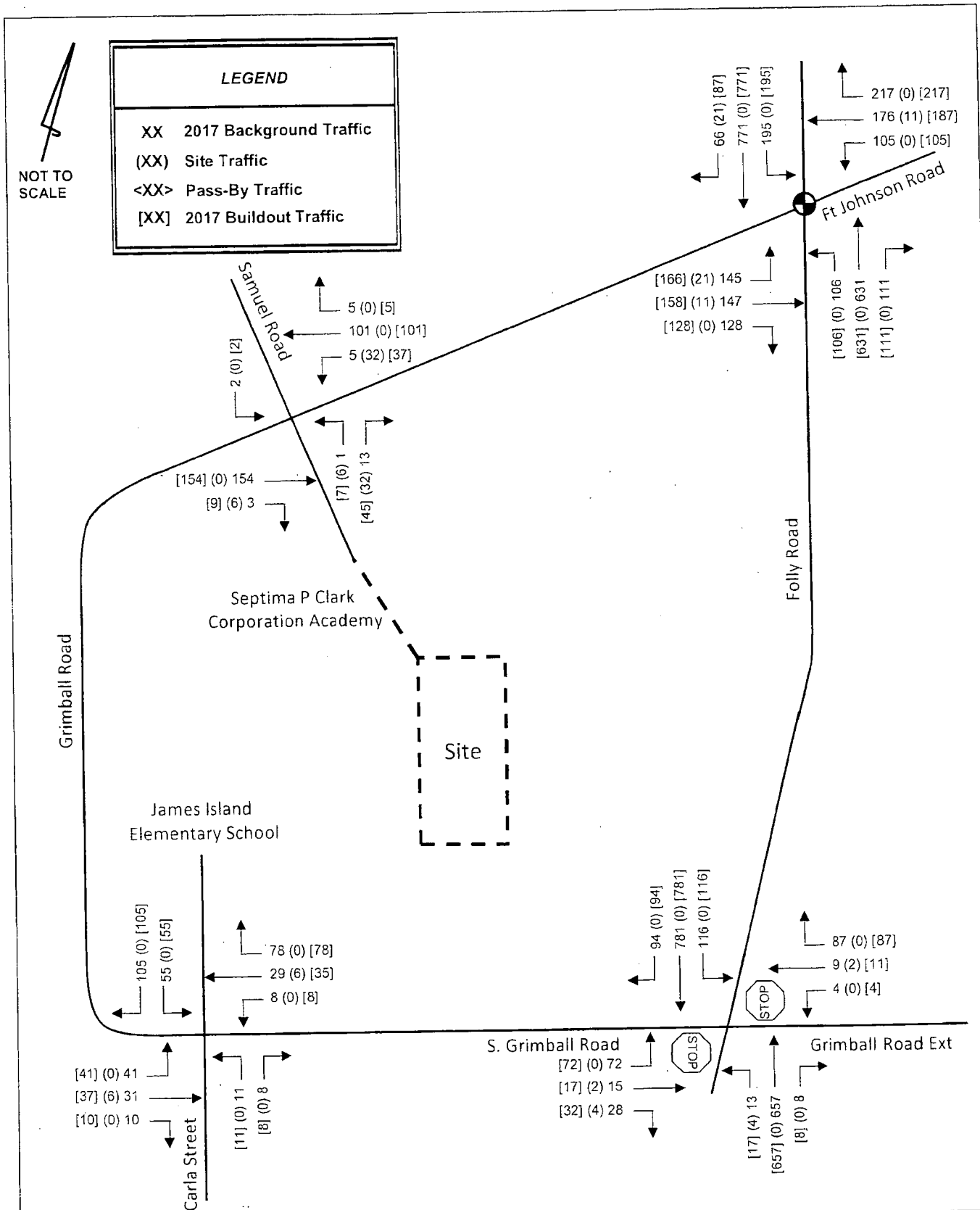
Capacity analyses were performed for the AM and PM peak hours for the 2015 existing, 2016 no build and 2016 buildout (for Scenarios 1 – 3) conditions using the Synchro Version 8 software to determine the operating characteristics of the adjacent roadway network and the impacts of the proposed project. The analyses were conducted with methodologies contained in the *2010 Highway Capacity Manual* (Transportation Research Board, December 2010).

Capacity of an intersection or roadway is the maximum number of vehicles that can pass over a particular road segment or through a particular intersection during a specified time, typically an hour. Capacity is described by Level-of-Service (LOS) for the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. LOS D is the typically accepted standard for signalized intersections in urban and suburban areas.

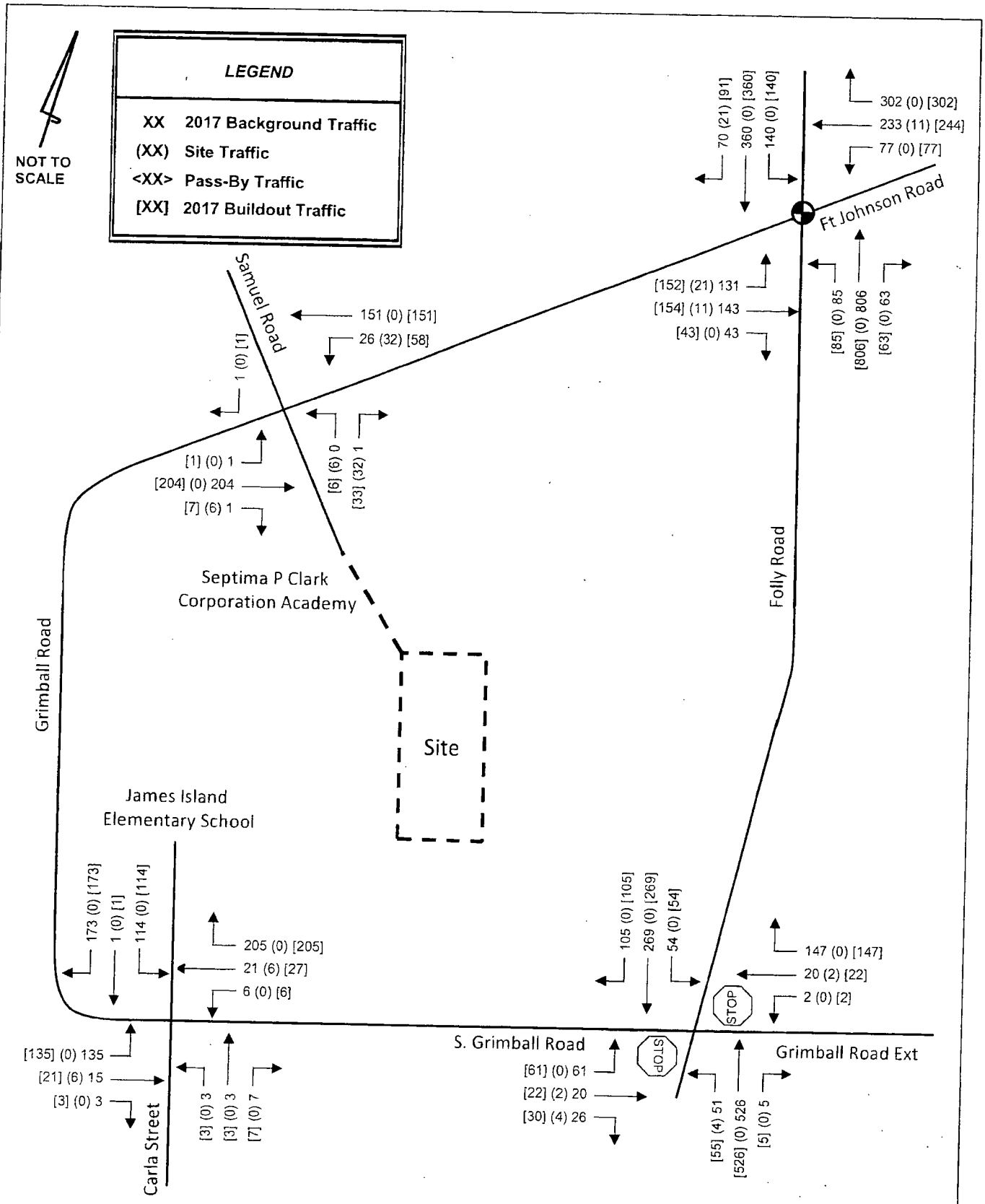
For signalized intersections, LOS is defined for the overall intersection operation. LOS for a two-way stop-controlled (TWSC) intersection is determined by the delay of the poorest performing minor approach, as LOS is not defined for TWSC intersections as a whole. It is typical for stop sign-controlled side streets and driveways on major streets to experience longer delays during peak hours while the majority of the traffic moving through the intersection experiences little or no delay.

Capacity analyses were performed for the 2015 existing, 2016 no build, and 2016 buildout traffic conditions for the following intersections:

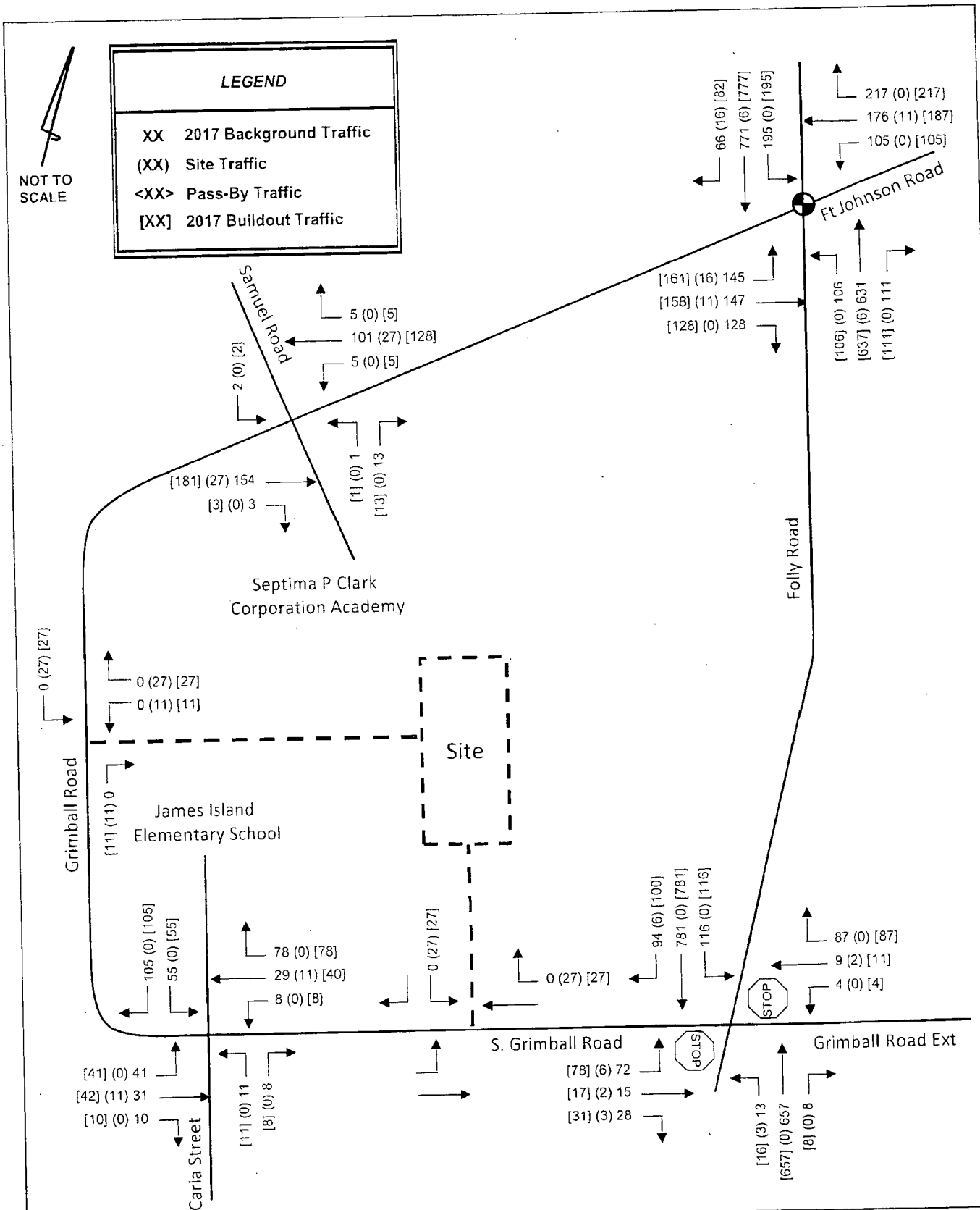
- S. Grimball Road/Grimball Road Ext. at Folly Road
- Grimball Road/Fort Johnson Road at Folly Road
- S. Grimball Road at James Island Elementary School/Carla Street
- Grimball Road at Septima P. Clark Academy



BIHL ENGINEERING	Bus Storage Facility Scenario 3 Traffic Impact Analysis	2016 PM Peak Traffic Volume	Figure 11

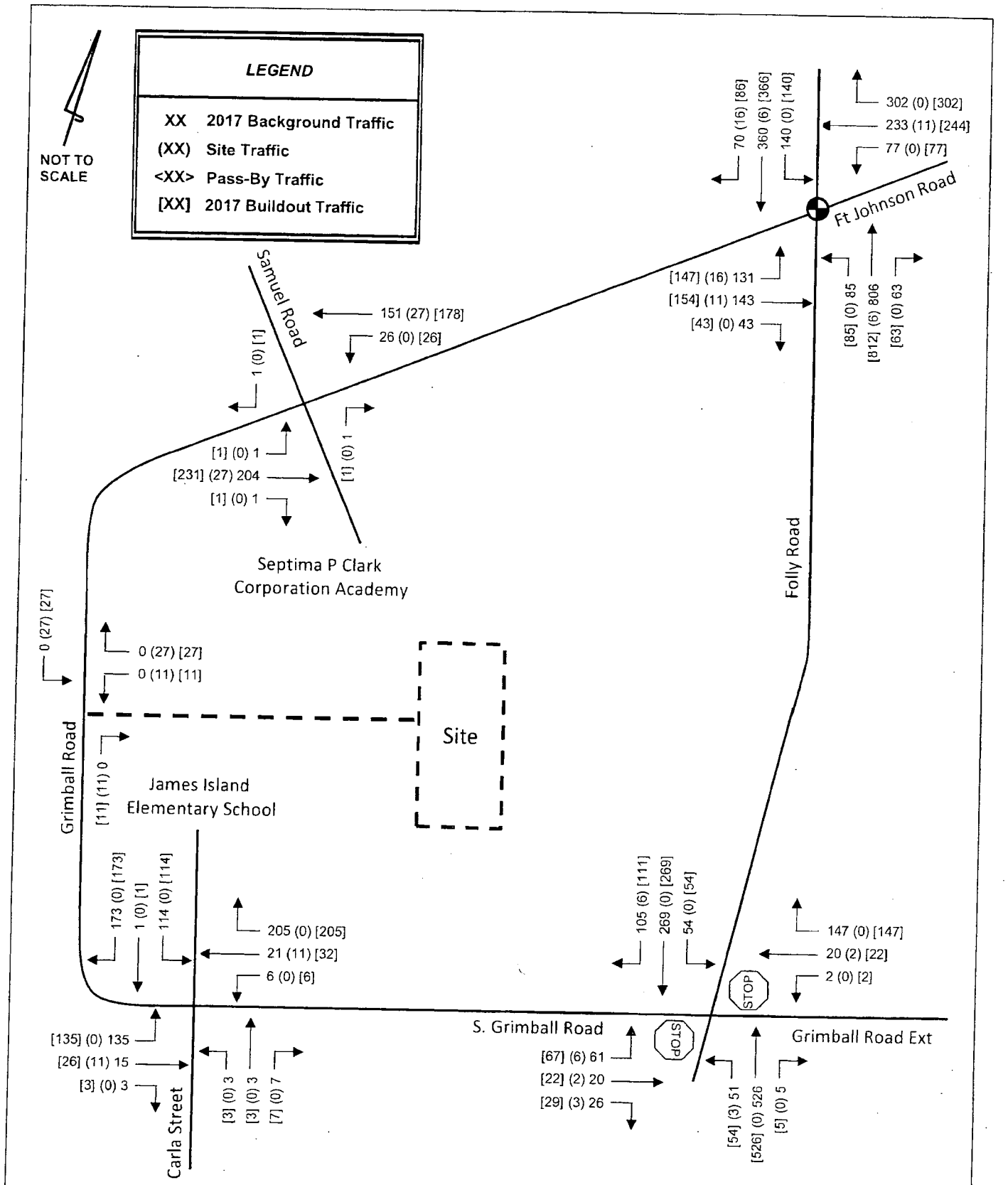


BIHL ENGINEERING	Bus Storage Facility Scenario 3 Traffic Impact Analysis	2016 AM Peak Traffic Volume	Figure 10

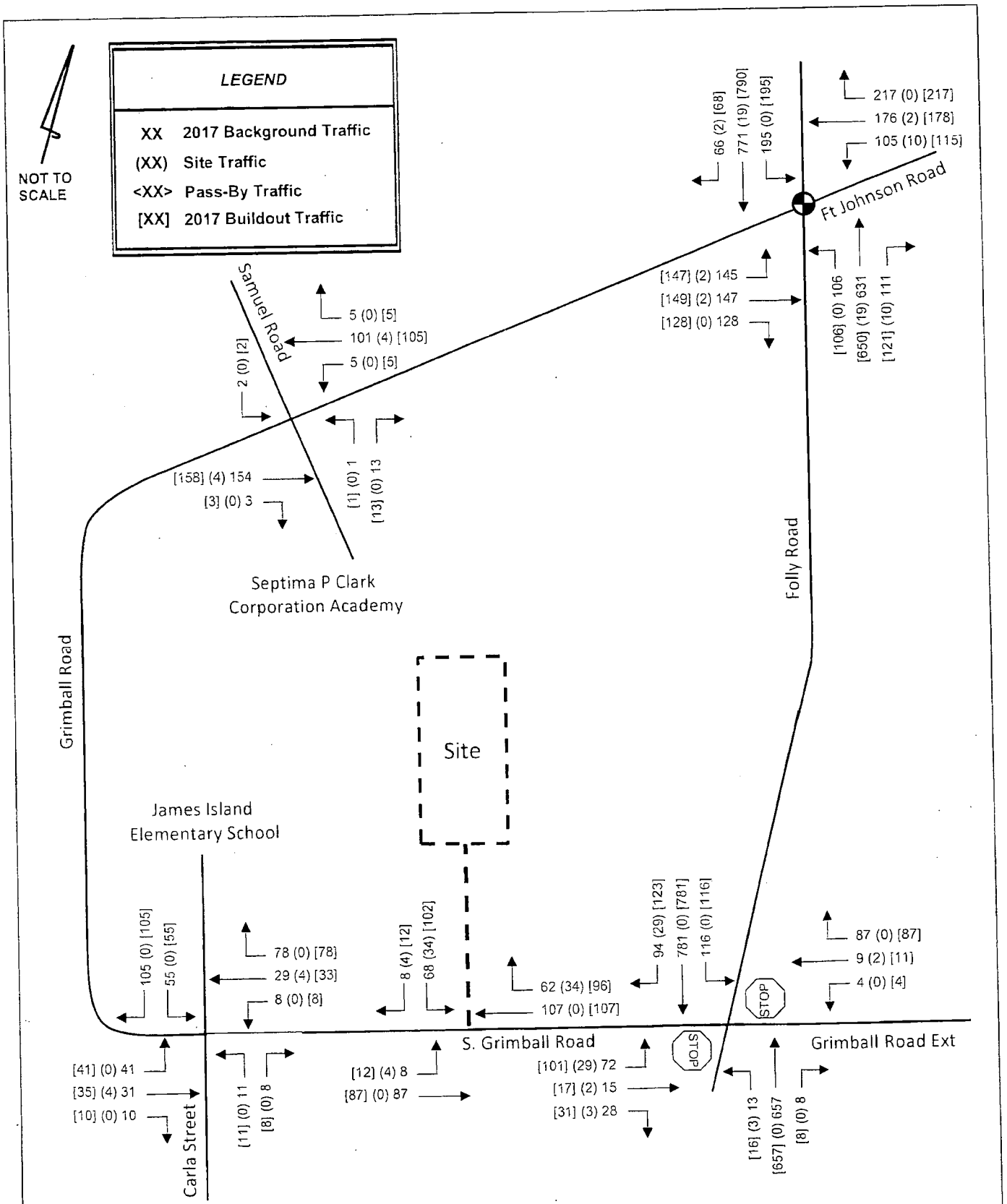


BIHL ENGINEERING

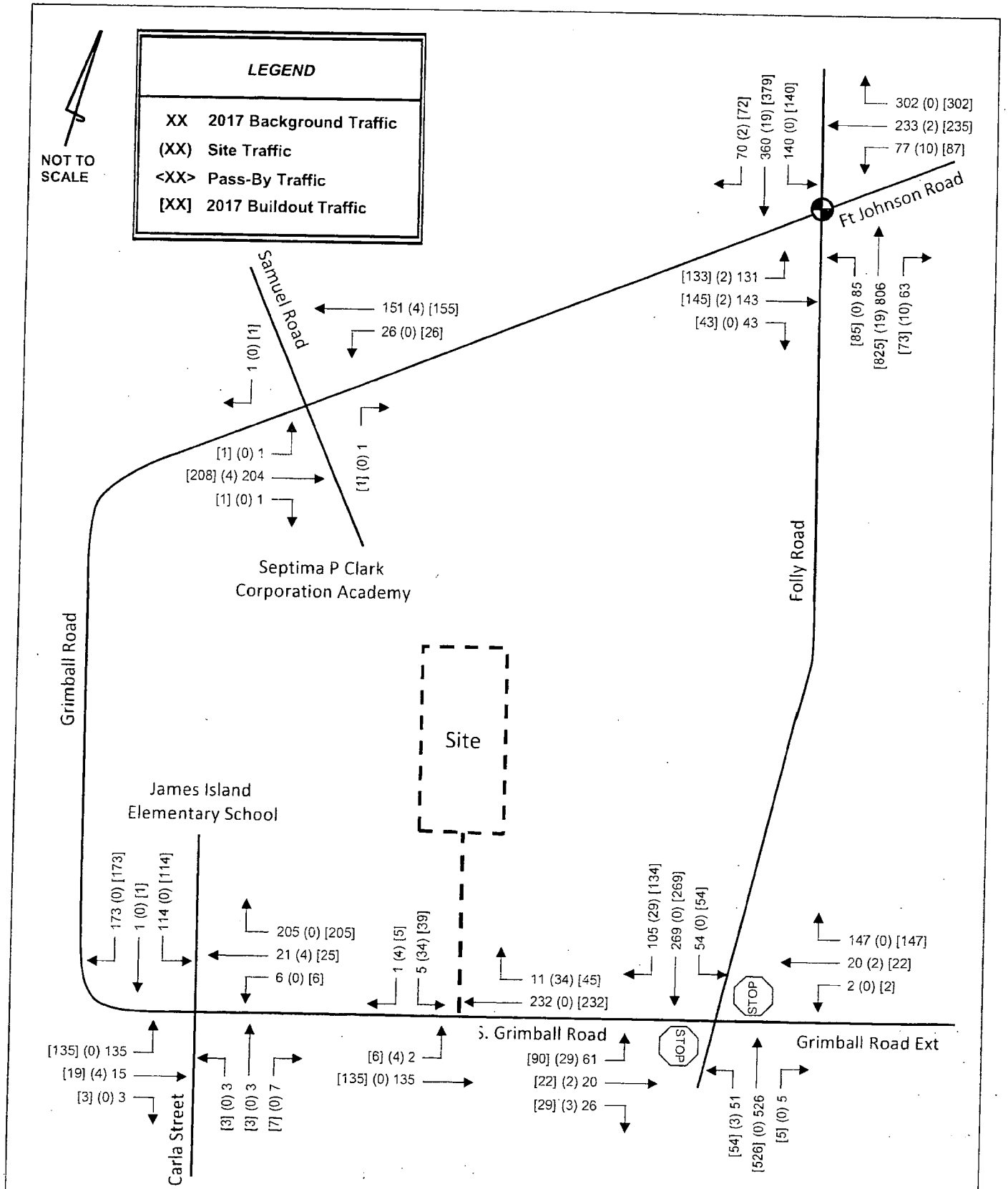
Bus Storage Facility Scenario 2 Traffic Impact Analysis	2016 PM Peak Traffic Volume	Figure 9



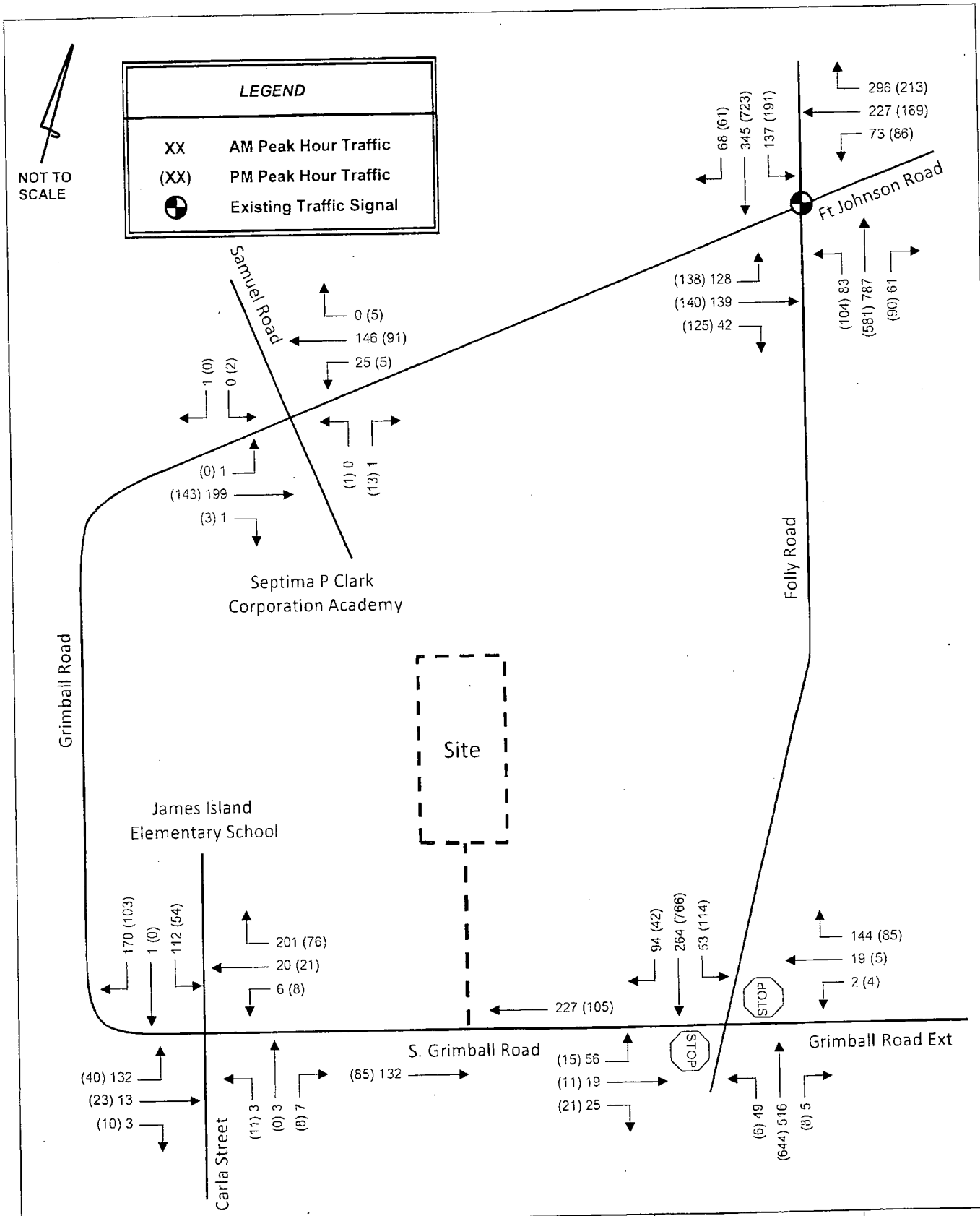
BIHL ENGINEERING	Bus Storage Facility Scenario 2 Traffic Impact Analysis	2016 AM Peak Traffic Volume	Figure 8



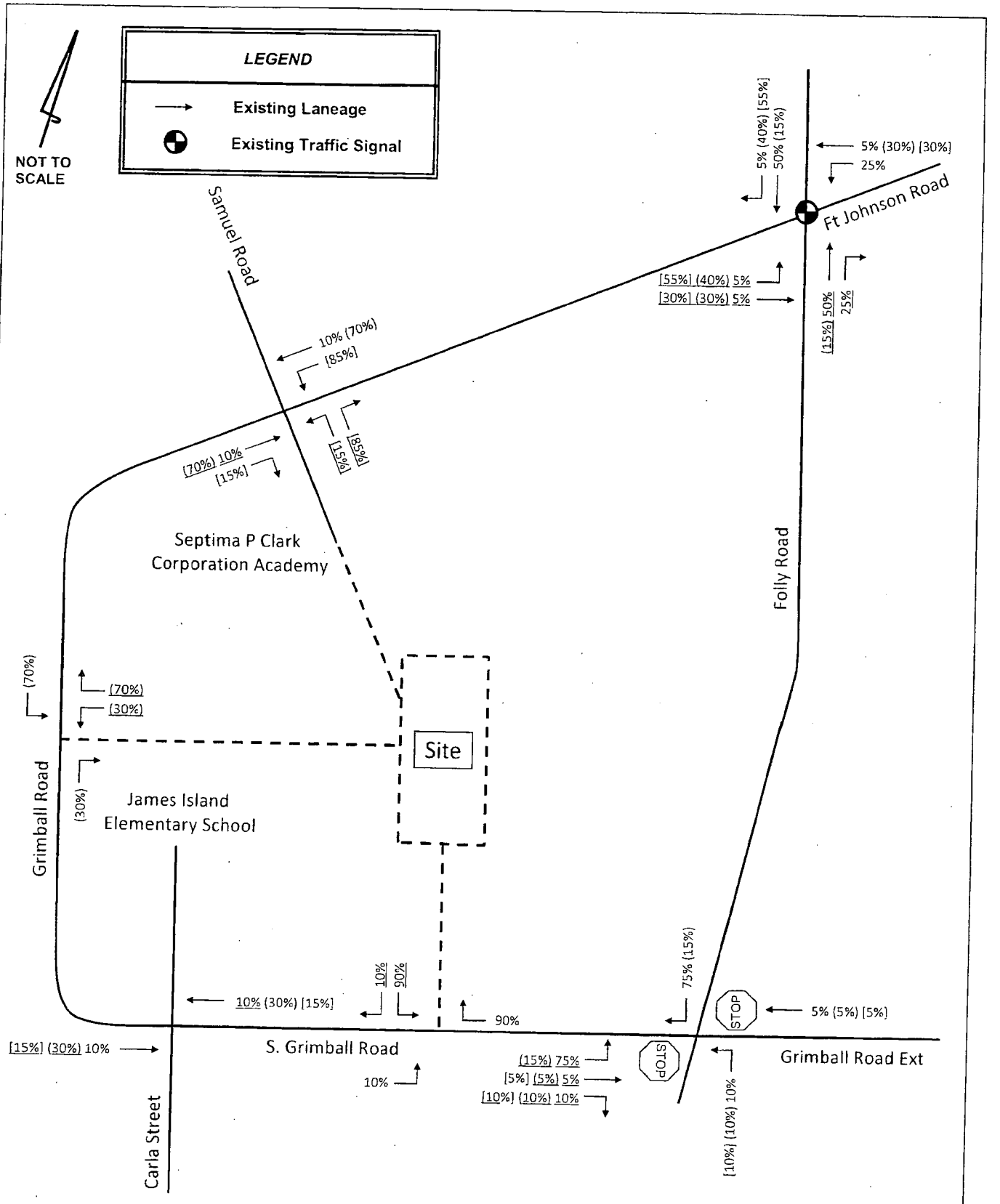
BIHL ENGINEERING	Bus Storage Facility Scenario 1 Traffic Impact Analysis	2016 PM Peak Traffic Volume	Figure 7



BIHL ENGINEERING	Bus Storage Facility Scenario 1 Traffic Impact Analysis	2016 AM Peak Traffic Volume	Figure 6



BIHL ENGINEERING	Bus Storage Facility Traffic Impact Analysis	Existing Traffic Volumes	Figure 5



BIHL ENGINEERING	Bus Storage Facility Traffic Impact Analysis	Trip Distribution	Figure 4

Three access concepts were studied for the bus storage facility, Scenario 1 - direct access by the proposed library on S. Grimball Road, Scenario 2 - access through James Island Elementary, Scenario 3 - access through Septima P. Clark Academy.

In Scenario 1, the buses would primarily use the new traffic signal at Folly Road and S. Grimball Road/Grimball Road Ext. Scenarios 2 and 3 would primarily use the traffic signal at Folly Road and Grimball Road/Fort Johnson Road.

The detailed distributions for study area intersections are shown in **Figure 4** for each scenario.

6.0 Traffic Volumes

6.1 2015 Existing Traffic

Peak hour intersection turning movement counts were performed in April 2015 and September 2015 from 7 AM to 9 AM and from 2:30 PM to 6:00 PM at the following intersections:

- S. Grimball Road/Grimball Road Ext. at Folly Road
- Grimball Road/Fort Johnson Road at Folly Road
- Grimball Road at James Island Elementary School/Carla Street
- Grimball Road at Septima P. Clark Academy

The turning movement count data is included in the **Appendix** and the AM and PM peak hour existing traffic volumes are shown in **Figure 5**.

6.2 2016 Background Traffic

Historic growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area. Historically, based on SCDOT data, traffic has experienced flat or negative growth over the past six years (2009 – 2014) in the project vicinity. To be conservative, a 2% per year growth was used in the analysis in addition to the projected library trips.

The 2016 background traffic volumes include existing traffic grown to the buildout year. **Figure 6 through Figure 11** show the 2016 background AM and PM peak hour traffic volumes.

6.3 Project Traffic

The AM peak hour and PM peak hour projected project trips were assigned based on the trip distribution discussed in **Section 5** as shown in **Figure 4**.

Once the routes are complete, the buses will be housed at the lot; this will typically be complete by 9:30 AM. Similar to the morning procedure, at 1:00 PM the drivers arrive for the afternoon routes with the last driver leaving for the day at 5:30 PM.

Table 1 summarizes the daily and peak hour trips associated with the proposed site.

Table 1:
Trip Generation

Land Use and Intensity	ITE Land Use Code[1]	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Bus Facility	Local Data	304	76	38	38	76	38	38
	New Trips	**304**	**76**	**38**	**38**	**76**	**38**	**38**

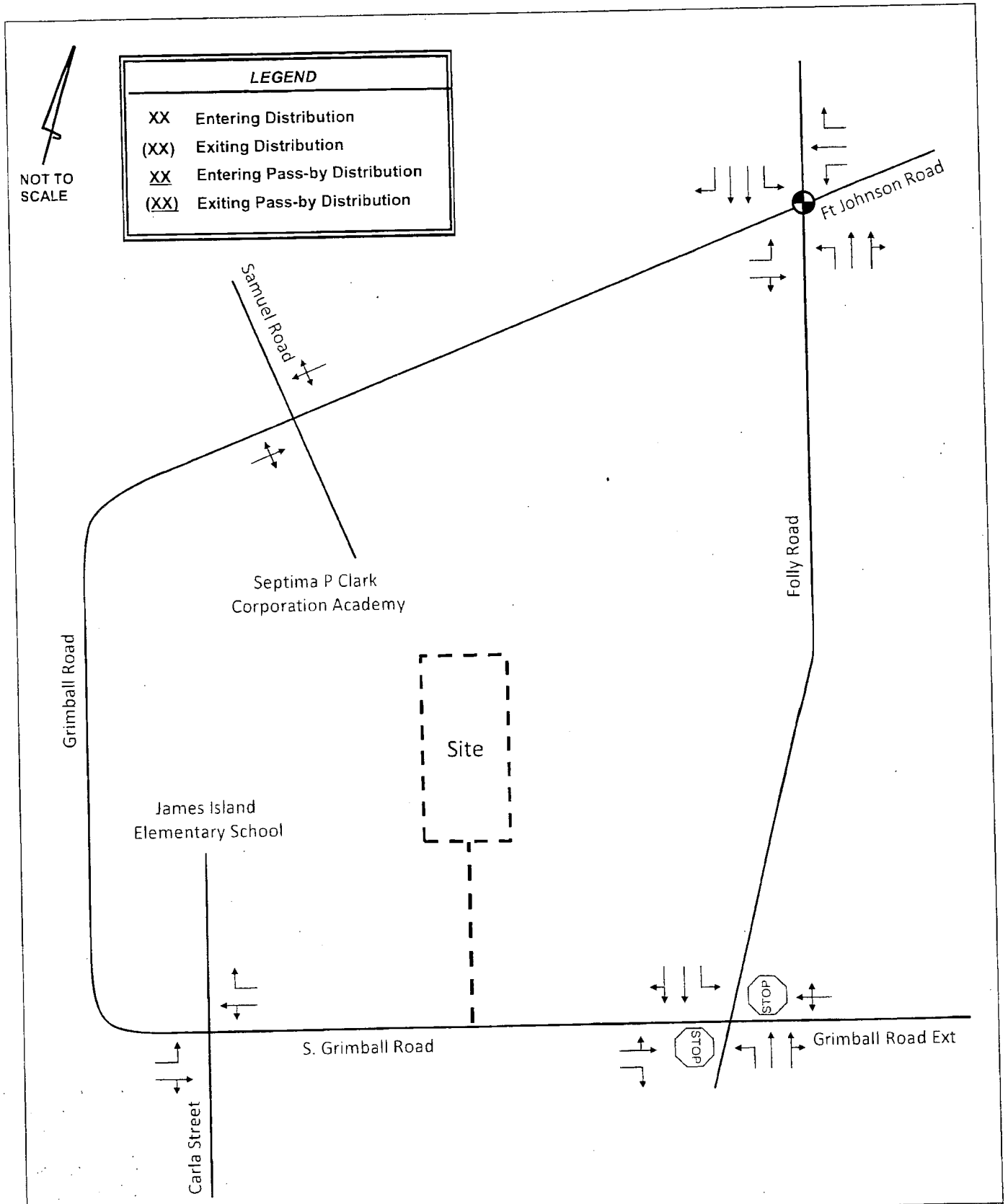
The proposed bus storage facility is projected to generate 76 new trips during the AM peak hour (38 entering and 38 exiting) and 76 new trips during the PM peak hour (38 entering and 38 exiting).

As discussed, included in the access scenarios is traffic associated with the proposed library on Nathaniel Drive. Using trip generation rates published in Institute of Transportation Engineers (ITE) *Trip Generation* handbook (Institute of Transportation Engineers, Ninth Edition), the 20,000 square foot library is expected to generate the following trips: 21 total trips during the morning peak hour (15 entering, 6 exiting) and 146 total trips during the afternoon peak hour (70 entering, 76 exiting). These trips have been added to the background traffic for all scenarios.

5.0 Site Traffic Distribution

The proposed project traffic was assigned to the surrounding roadway network. The directional distribution and assignment were based on knowledge of the area and existing traffic patterns. The following general trip distribution was applied to the project trips:

- 55% to/from Folly Road from the north
- 10% to/from Folly Road from the south
- 30% to/from Fort Johnson Road from the east
- 5% to/from Grimball Road Ext. from the east



BIHL ENGINEERING

Bus Storage Facility Traffic Impact Analysis

Existing Laneage

Figure 3

Placeholder for conceptual plan Figure 2



650



LEGEND
Project Site

BIHL ENGINEERING	Bus Storage Facility Traffic Impact Analysis 651	Site Location	Figure 1

Figure 1 shows the site location and **Figure 2** shows the three potential access points on a conceptual plan.

3.2 Existing Conditions

Roadways in the project vicinity include Folly Road, S. Grimball Road/Grimball Road, Grimball Road Ext., Fort Johnson Road, and Nathaniel Drive. Existing roadway laneage for the study area intersections is shown on **Figure 3**.

Folly Road is a four-lane roadway with bike lanes in the vicinity of the project. Per SCDOT 2014 Annual Average Daily Traffic (AADT) counts, Folly Road just south of S. Grimball Road, has 12,400 vehicles per day (vpd). Folly Road just north of S. Grimball Road, has 12,900 vpd. The posted speed limit is 45 mph in the vicinity of the project.

Grimball Road is a two-lane roadway in the vicinity of the project. Per SCDOT 2014 AADT counts, Grimball Road has 5,300 vpd.

S. Grimball Road, Grimball Road Ext., and Fort Johnson Road are all two-lane roadways with posted speed limits of 35 mph in the vicinity of the project.

Nathaniel Drive is a two-lane roadway in the vicinity of the project. A 20,000 square foot Charleston County Library will be located on Nathaniel Drive and is expected to be completed in the near future. The trips associated with the library have been included in the background traffic of the study.

James Island Elementary School is located on S. Grimball Road across from Carla Street. There is a school speed zone of 25 mph during school pick-up/drop-off hours in the vicinity of the school.

Septima P. Clark Academy is located on Grimball Road east of Folly Road. In the vicinity of the school, the speed limit is reduced during school pick-up/drop-off hours to 25 mph.

4.0 Traffic Generation

The traffic generation potential of the proposed development was determined using information from the Charleston County School District regarding the expected bus storage facility operations. Bus drivers arrive in the morning beginning at 6:00 AM, park their vehicles at the lot, and take the buses on their morning routes.

Each access scenario was also reviewed for traffic flow. Based on the general concepts provided, the travel path for Scenario 1 (direct access by the proposed library) is the shortest to Grimball Road and the new traffic signal. Scenario 1 has the potential to introduce the most traffic conflict with James Island Elementary School traffic due to its proximity to the elementary school entrance however it is expected that a majority of the activity at the bus storage lot would be complete prior to the peak of the elementary school pick-up and drop-off. If this is not expected to be the case then Scenario 2 should be considered. If the installation of the traffic signal at Folly Road at S. Grimball Road/Grimball Road Ext. is delayed, the buses can use the existing traffic signal at Folly Road at Grimball Road/Fort Johnson Road until installation is complete to assist in turning left to travel northbound on Folly Road.

Note that results in this report are based solely on traffic studies and are considered input into final design considerations. The final design will be determined by the project roadway engineer after other design elements (such as, but not limited to, utilities, stormwater, etc.) are taken into consideration.

2.0 Introduction

The proposed Bus Facility will be located on S. Grimball Road, just east of James Island Elementary, on James Island, SC and is proposed to serve 38 buses. Three access concepts were studied for the bus storage facility: Scenario 1 - direct access by the proposed library on S. Grimball Road, Scenario 2 - access through James Island Elementary, Scenario 3 - access through Septima P. Clark Academy.

For the purposes of this Traffic Impact Analysis (TIA), the proposed development is assumed to be completed by 2016.

3.0 Inventory

3.1 Study Area

The study area for the TIA includes the following existing intersections:

- S. Grimball Road/Grimball Road Ext. at Folly Road
- Grimball Road/Fort Johnson Road at Folly Road
- S. Grimball Road at James Island Elementary School/Carla Street
- Grimball Road at Septima P. Clark Academy

1.0 Executive Summary

The proposed bus storage facility will be located on Nathanial Drive, north of S. Grimball Road, just east of James Island Elementary, on James Island, SC and is proposed to serve 38 buses. Bus drivers arrive in the morning beginning at 6:00 AM, park their personal vehicles at the lot, and take the buses on their morning routes. Once the routes are complete, the buses will be housed at the lot; this is typically complete by 9:30 AM. Similar to the morning procedure, at 1:00 PM the drivers arrive for the afternoon routes with the last driver leaving for the day at 5:30 PM.

Three access concepts were studied for the bus storage facility: Scenario 1 - direct access by the proposed library on S. Grimball Road, Scenario 2 - access through James Island Elementary, Scenario 3 - access through Septima P. Clark Academy.

For the purposes of this Traffic Impact Analysis (TIA), the proposed development is assumed to be completed by 2016.

This report presents the trip generation, distribution, traffic analyses, and any recommendations for transportation improvements required to meet anticipated traffic demands along with a review of the three access scenarios.

The South Carolina Department of Transportation (SCDOT) is in the process of installing a traffic signal at Folly Road at S. Grimball Road/Grimball Road Ext. The traffic signal is in the right of way acquisition phase.

Future year traffic analysis shows that, with signalization of the Folly Road at S. Grimball Road/Grimball Road Ext., all study area intersections are expected to operate acceptably in under all three future access scenarios, for both AM and PM peak hour conditions.

As stated previously, three scenarios were reviewed for access to the bus storage facility, Scenario 1 - direct access by the proposed library at Nathanial Drive on S. Grimball Road, Scenario 2 - access through a new driveway adjacent to James Island Elementary on the west side of campus, Scenario 3 - access through Septima P. Clark Academy. With the signalization of Folly Road at S. Grimball Road/Grimball Road Ext., future condition analysis shows that study area intersections operate acceptably in the no build conditions and all access scenarios of buildout AM and PM peak hour conditions. Therefore the project is expected to have limited impact on the surrounding transportation network.

Capacity analysis reports are included in the **Appendix**.

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5.0 SITE TRAFFIC DISTRIBUTION **7**
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7.0 CAPACITY ANALYSIS **17**
8.0 CONCLUSION **20**

Traffic Impact Analysis
Bus Storage Facility on S. Grimball Road
James Island, SC

Prepared for:
ADC Engineering

Prepared by:
Bihl Engineering, LLC
304 Meeting Street, Suite D
Charleston, SC 29401
Mail: PO Box 31318
Charleston, SC 29417
(843) 637-9187

October 2015

BUS PARKING LOT,

SOUTH CAROLINA

RMWATER POLLUTION PREVENTION PLAN (SWPPP). ALL
S SHALL BECOME FAMILIAR WITH AND COMPLY WITH ALL EROSION AND SEDIMENT
SWPPP, DRAWINGS, SPECIFICATIONS AND PERMITS.

ROJECT.

ADC ENGINEERING, INC.

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THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT
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D SERVICE. DAMAGE CAUSED TO EXISTING UTILITIES BY THE CONTRACTOR SHALL
ALL VERIFY THE CONNECTION POINTS OF NEW UTILITIES TO EXISTING UTILITIES

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BEGINNING ANY REMOVAL OPERATION.

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UAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND

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, & SCDHEC. WHERE ANY DISCREPANCIES EXIST BETWEEN THESE DOCUMENTS AND
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NO CONTROL OVER NOR RESPONSIBILITY FOR THE CONTRACTOR'S MEANS,

E WORK IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR, WHO IS ALSO
REGULATORY AGENCY.

WATERING. ALL DEWATERING ACTIVITIES SHALL BE IN ACCORDANCE WITH THE

ACCORDANCE WITH SCDOT'S "ACCESS AND ROADSIDE MANAGEMENT STANDARDS"

T-OF-WAY WILL REQUIRE WRITTEN SCDOT APPROVAL PRIOR TO CHANGES BEING

PROJECT INFORMATION

DEVELOPMENT DATA

PROJECT NAME	CHARLESTON COUNTY SCHOOL DISTRICT 4 BUS PARKING LOT
DEVELOPMENT DESCRIPTION	THE PROJECT INCLUDES: NEW DRIVEWAY NEW ACCESS ROAD & PARKING LOTS NEW STORM DRAINAGE SYSTEM WATER MAIN EXTENSION NEW SANITARY SEWER SERVICE
PROJECT OWNER	CHARLESTON COUNTY SCHOOL DISTRICT
PROJECT ARCHITECT	
PROJECT CIVIL ENGINEER	ADC ENGINEERING, INC. 1226 YEAMANS HALL ROAD HANAHAN, SC 29406 POINT OF CONTACT: JEFF WEBB

PROPERTY INFORMATION

TMS	334-07-00-047
ADDRESS	1972 S GRIMBALL ROAD, CHARLESTON, SC 29412
STREET CLASSIFICATION(S)	
GRIMBALL ROAD (S-94) 35 MPH	SCDOT
SOUTH GRIMBALL ROAD (S-388) 35 MPH	SCDOT
NATHANIEL DRIVE	CHARLESTON COUNTY
FLOOD ZONE STATEMENT	FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP (COMMUNITY NUMBER 45019C PANEL NUMBER 0678, SUFFIX J, DATED 11/17/2004) INDICATES THIS PROPERTY TO BE IN THE FLOOD ZONE 'X' & 'AE (EL. 12)'
SUBDIVISION STATUS	N/A
WETLAND STATUS	WETLANDS FOUND IN ADJACENT DRAINAGE EASEMENT

ZONING INFORMATION

MUNICIPALITY	CHARLESTON COUNTY
EXISTING ZONING	S-3
PROPOSED ZONING	N/A
ADJACENT ZONING	
NORTH	S-3/PD
EAST	S-3
SOUTH	GRIMBALL ROAD
WEST	GRIMBALL ROAD
HEIGHT LIMITATION	35'
HISTORIC DISTRICT	N/A
ZONING CONTACT	LONNIE HAMILTON, (843) 202-7200

SETBACKS/BUFFERS

SETBACKS	REQUIRED	PROVIDED
FRONT	25'	25'
REAR	25'	25'
SIDE (E)	15'	15'
SIDE (W)	15'	15'
BUFFERS	**REQUIRED**	**PROVIDED**
FRONT	15'	15'
REAR	15'	15'
SIDE (E)	15'	15'
SIDE (W)	15'	15'

LOT COVERAGE

TOTAL LOT AREA	1,499,770 SF		34.43 ACRES	
DISTURED AREA	0 SF		0.00 ACRES	
LOT COVERAGE BY USE				
BUILDING	0	SF	0.00 ACRES	0%
PVMT/IMPERV AREA	0	SF	0.00 ACRES	0%
LANDSCAPE AREA	0	SF	0.00 ACRES	0%
RECREATIONAL AREA	0	SF	0.00 ACRES	0%
MISC. AREA (BUFFER)	0	SF	0.00 ACRES	0%
SUBTOTAL	0	SF	0.00 ACRES	0%

UTILITY INFORMATION

CABLE AVAILABILITY	
ELECTRIC AVAILABILITY	SCE&G
GAS AVAILABILITY	SCE&G
SEWER AVAILABILITY	JIPSD
STORM AVAILABILITY	CHARLESTON COUNTY
TELEPHONE AVAILABILITY	
WATER AVAILABILITY	CHARLESTON WATER SYSTEMS

ADDITIONAL INFORMATION

RAWINGS

TITLE	ISSUED	REVISED
IL ABBREVIATIONS & NOTES	5/5/2016	
ERALL SITE PLAN	5/5/2016	
STING SITE & DEMOLITION PLAN AREA 1	5/5/2016	
STING SITE & DEMOLITION PLAN AREA 2	5/5/2016	
STING SITE & DEMOLITION PLAN AREA 3A & 3B	5/5/2016	
E PLAN AREA 1	5/5/2016	
E PLAN AREA 2	5/5/2016	
E PLAN AREA 3A & 3B	5/5/2016	
IMBALL ROAD SIGHT DISTANCE PLAN	5/5/2016	
ADING & STORM DRAINAGE PLAN AREA 1	5/5/2016	
ADING & STORM DRAINAGE PLAN AREA 2	5/5/2016	
ADING & STORM DRAINAGE PLAN AREA 3A & 3B	5/5/2016	
LITY PLAN AREA 1	5/5/2016	
LITY PLAN AREA 2	5/5/2016	
LITY PLAN AREA 3A & 3B	5/5/2016	
IL DETAILS - SITE	5/5/2016	
IL DETAILS - SITE	5/5/2016	
IL DETAILS - STORM DRAINAGE	5/5/2016	
IL DETAILS - WATER	5/5/2016	
IL DETAILS - WATER	5/5/2016	
IL DETAILS - UTILITIES	5/5/2016	
NAL EROSION CONTROL PLAN AREA 1	5/5/2016	
NAL EROSION CONTROL PLAN AREA 2	5/5/2016	
NAL EROSION CONTROL PLAN AREA 3A & 3B	5/5/2016	
ABILIZATION EROSION CONTROL PLAN AREA 1	5/5/2016	
ABILIZATION EROSION CONTROL PLAN AREA 2	5/5/2016	
ABILIZATION EROSION CONTROL PLAN AREA 3A & 3B	5/5/2016	
IL DETAILS - EROSION CONTROL	5/5/2016	
IL DETAILS - EROSION CONTROL	5/5/2016	
PPP/EROSION CONTROL NOTES	5/5/2016	
DSCAPE PLAN OVERALL	5/5/2016	
DSCAPE PLAN AREA 1	5/5/2016	
DSCAPE PLAN AREA 2	5/5/2016	
DSCAPE PLAN AREA 3A & 3B	5/5/2016	
NT SCHEDULE AND DETAILS	5/5/2016	
E CONSTRUCTION DETAILS	5/5/2016	

TRAFFIC CONTROL NOTES

1. CONTRACTOR SHALL PERFORM ALL NECESSARY COORDINATION WITH SCDOT AND THE MUNICIPALITY FOR WORK INSIDE THE RIGHT OF WAY, INCLUDING BUT NOT LIMITED TO PREPARATION OF AND OBTAINING APPROVAL OF ALL NECESSARY TRAFFIC CONTROL PLANS AS WELL AS PLANNING AND EXECUTION OF ALL NECESSARY COORDINATION MEETINGS.
2. CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE APPROVED ENCROACHMENT PERMIT(S).
3. CONTRACTOR SHALL MAINTAIN SCDOT SITE VISIBILITY TRIANGLES AT ALL ACCESS POINTS FOR THE DURATION OF CONSTRUCTION.
4. ALL TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), CURRENT EDITION.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC. No. 00253 CERTIFICATE OF AUTHORIZATION

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-9162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JGW
DRAWN:	WYD
REVISION:	

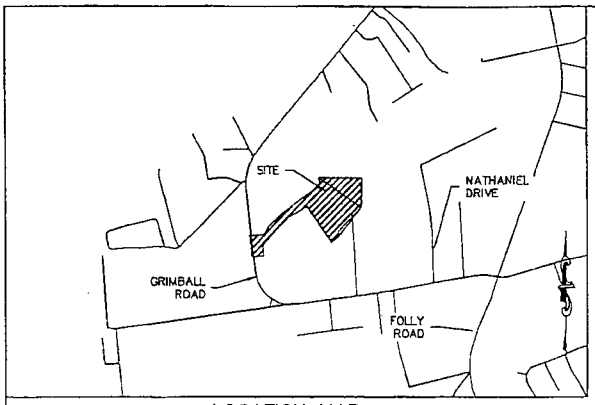
CIVIL NOTES & ABBREVIATIONS

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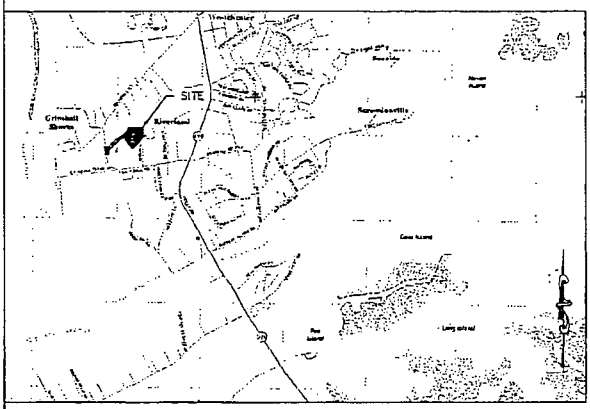
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CHARLESTON COUN



LOCATION MAP

SCALE: 1" = 1000'



QUAD MAP

SCALE: 1" = 2,000'

GENERAL NOTES

1. THE EROSION CONTROL PLANS CONTAINED HERE-IN ARE PART OF A LARGER COMPREI CONTRACTORS/SUBCONTRACTORS/PERSONS THAT WILL BE ENGAGED IN LAND DISTURBI CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROU
2. ALL CONTRACTORS SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTEI
3. TOPOGRAPHIC AND BOUNDARY INFORMATION BY PARKER LAND SURVEYING, LLC, NOT \
4. HORIZONTAL COORDINATES ARE BASED ON SC STATE PLANE COORDINATES NAD '83, \
5. ALL PROJECT STAKEOUT, INCLUDING RELOCATION OF PROJECT BENCHMARKS AS NECES CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SI REFERENCED DETAILS FOR CORRECT STAKEOUT.
6. THE EXISTING UNDERGROUND UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE I LOCATION OF ALL UTILITIES PRIOR TO BEGINNING ANY WORK. IF UTILITIES OTHER THAN IMMEDIATELY AND TAKE APPROPRIATE MEASURES TO PROTECT THE LINE(S) AND ENSU BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. THE CO PRIOR TO BEGINNING CONSTRUCTION.
7. THE CONTRACTOR SHALL INSTALL TREE PROTECTION BARRICADES PRIOR TO BEGINNING
8. OFFSITE BORROW NECESSARY FOR THE CONSTRUCTION OF THIS PROJECT SHALL BE PI
9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF UNSUITABLE MATERIAL IS DISCOVER
10. THE CONTRACTOR SHALL PLACE 4" OF TOPSOIL IN ALL DISTURBED AREAS NOT TO BE ALL AREAS INSIDE OR OUTSIDE THE LIMITS OF CONSTRUCTION THAT ARE DISTURBED E
11. ALL TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE W THE SOUTH CAROLINA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, BOTH CURREI
12. CONTRACTOR SHALL GRADE ALL AREAS TO DRAIN FOR POSITIVE FLOW PRIOR TO FINAI
13. THE DESIGN ADEQUACY AND SAFETY OF ALL BRACING, SHORING AND TEMPORARY SUF
14. THE GENERAL CONTRACTOR SHALL REVIEW AND STAMP APPROVED ANY AND ALL SHOI
15. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THE SERVICES OF A QUAL WORK IS ACCOMPLISHED IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR GEOTECH
16. ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS O CWS, JIPSD, & SCDHEC REQUIREMENTS, THE REQUIREMENTS OF CWS, JIPSD, & SCDHE
17. IN PERFORMING CONSTRUCTION OBSERVATION VISITS TO THE JOB SITE, THE ENGINEER METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES IN PERFORMING THE WORK.
18. THE CONTRACTOR'S MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES IN PI RESPONSIBLE FOR COMPLYING WITH ALL HEALTH AND SAFETY PRECAUTIONS AS REQUI
19. IT IS THE CONTRACTORS RESPONSIBILITY FOR DESIGN, ADEQUACY AND IMPLEMENTATIO REQUIREMENTS OF THE STORMWATER POLLUTION PREVENTION PLAN.
20. CONTRACTOR SHALL MAINTAIN SIGHT DISTANCE VISIBILITY AT ALL EXITS AND/OR INTEI MANUAL DURING AND AFTER CONSTRUCTION.
21. ANY FIELD CHANGES WITHIN SCDOT RIGHT-OF-WAY OR CHANGES THAT WOULD IMPAC IMPLEMENTED IN THE FIELD.

CIVIL ABBREVIATIONS

BTTM	BOTTOM
BM	BENCHMARK
BMP	EROSION CONTROL BEST MANAGEMENT PRACTICES
BW	BOTH WAYS
CB	CATCH BASIN
CI	CAST IRON
CGP	NPDES CONSTRUCTION GENERAL PERMIT SCR 100000
CL	CENTERLINE
CY	CUBIC YARDS
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CWS	CHARLESTON WATER SYSTEMS
DCVA	DOUBLE CHECK VALVE ASSEMBLY
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DS	DOWNSPOUT
EL	ELEVATION
EXST	EXISTING
EW	EACH WAY
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FIN	FINISHED
FM	FORCE MAIN
GI	GRATE INLET
HDPE	HIGH DENSITY POLYETHYLENE
IAW	IN ACCORDANCE WITH
IE	INVERT ELEVATION
JB	JUNCTION BOX
JISPD	JAMES ISLAND PUBLIC SERVICE DISTRICT
LF	LINEAR FEET
LP	LIGHT POLE
MATL	MATERIAL
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
NIC	NOT IN CONTRACT
NOI	NOTICE OF INTENT
NOT	NOTICE OF TERMINATION
NTS	NOT TO SCALE
OC	ON CENTER
ODSA	OPERATOR OF DAY TO DAY SITE ACTIVITIES
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT

CIVIL ABBREVIATIONS

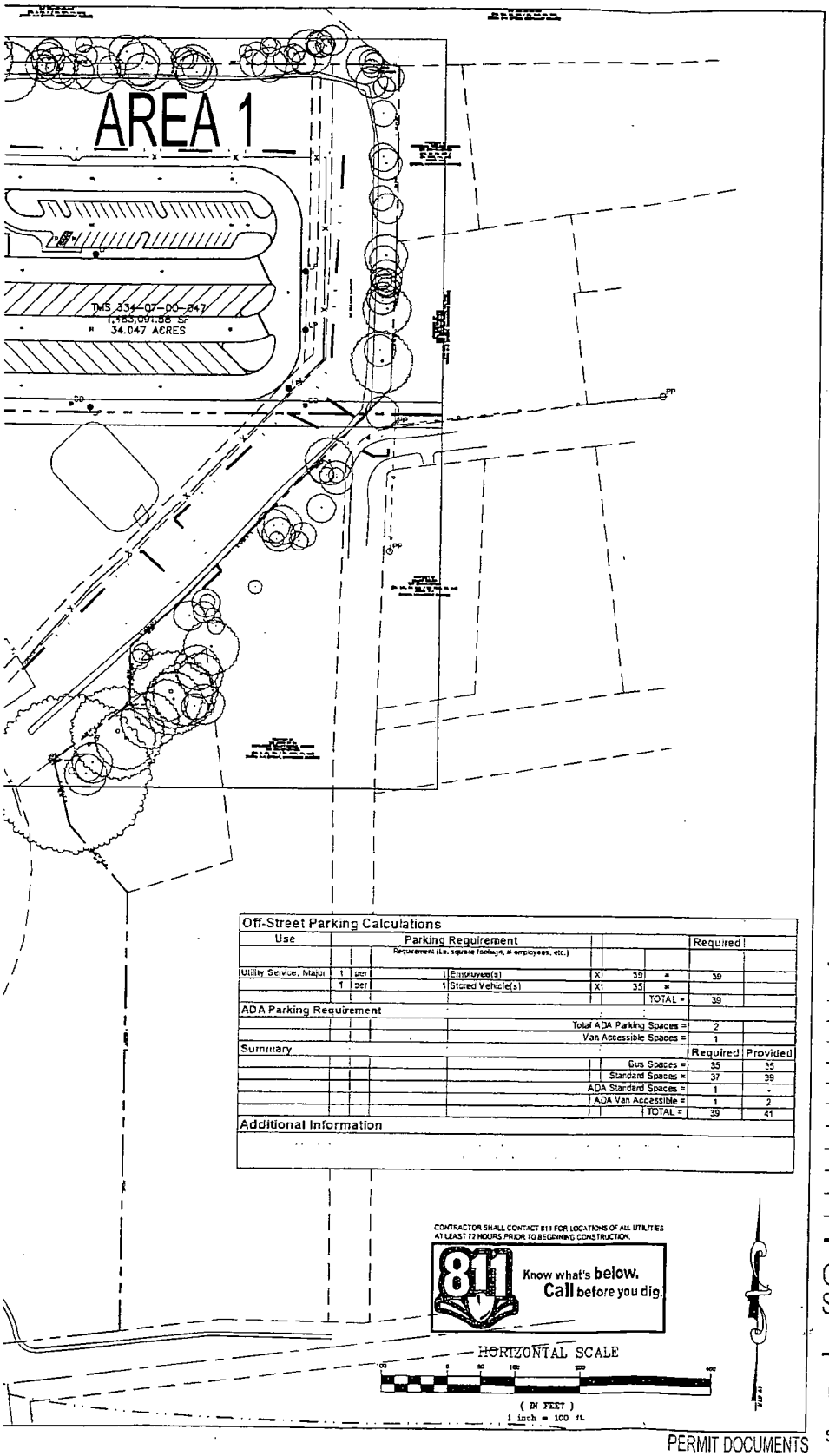
RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REQD	REQUIRED
RPBP	REDUCED PRESSURE BACKFLOW PREVENTER
SABC	STABILIZED AGGREGATE BASE COURSE
SF	SQUARE FEET
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
R/W	RIGHT OF WAY
SB	SILT BARRIER
SCDHEC	SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
SCDOT	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
SD	STORM DRAINAGE
SS	SANITARY SEWER SERVICE
STA	STATION
TBM	TEMPORARY BENCH MARK
TC	TOP OF CURB
TG	TOP OF GUTTER
TP	TOP OF PAVEMENT
TYP	TYPICAL
VC	VITRIFIED CLAY
W	WATER
W/	WITH
WS	WATER SERVICE
WV	WATER VALVE

MUNICIPAL COMMITTEE/BOARD APPROVALS

REVIEW	SUBMITTAL DATE	MEETING DATE	STATUS
CHARLESTON COUNTY	5/5/2016	5/19/2016	SUBMITTED

PERMIT APPROVALS

REVIEW	SUBMITTAL DATE	APPROVAL DATE	STATUS
CHARLESTON COUNTY MS4	5/5/2016		SUBMITTED
SCDHEC-OCRM C2C/NPDES	5/5/2016		SUBMITTED
CWS (WATER DRP REVIEW)	5/5/2016		SUBMITTED
JIPSD (SEWER DRP REVIEW)	5/5/2016		SUBMITTED
SCDHEC (WATER CONSTRUCTION)	5/5/2016		SUBMITTED
SCDHEC (SEWER CONSTRUCTION)	5/5/2016		SUBMITTED
SCDOT ENCROACHMENT PERMIT	5/5/2016		SUBMITTED



Off-Street Parking Calculations

Use	Parking Requirement (Ex. square footage, # employees, etc.)							Required
Utility Service, Major	1	per	1	Employee(s)	X	39	=	39
	1	per	1	Stored Vehicle(s)	X	35	=	
							TOTAL =	39
ADA Parking Requirement								
							Total ADA Parking Spaces =	2
							Van Accessible Spaces =	1

Summary	Required	Provided
Bus Spaces =	35	35
Standard Spaces =	37	39
ADA Standard Spaces =	1	-
ADA Van Accessible =	1	2
TOTAL =	39	41

Additional Information

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

(IN FEET)
1 inch = 100 ft

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC No. 00253 CERTIFICATE OF AUTHORIZATION

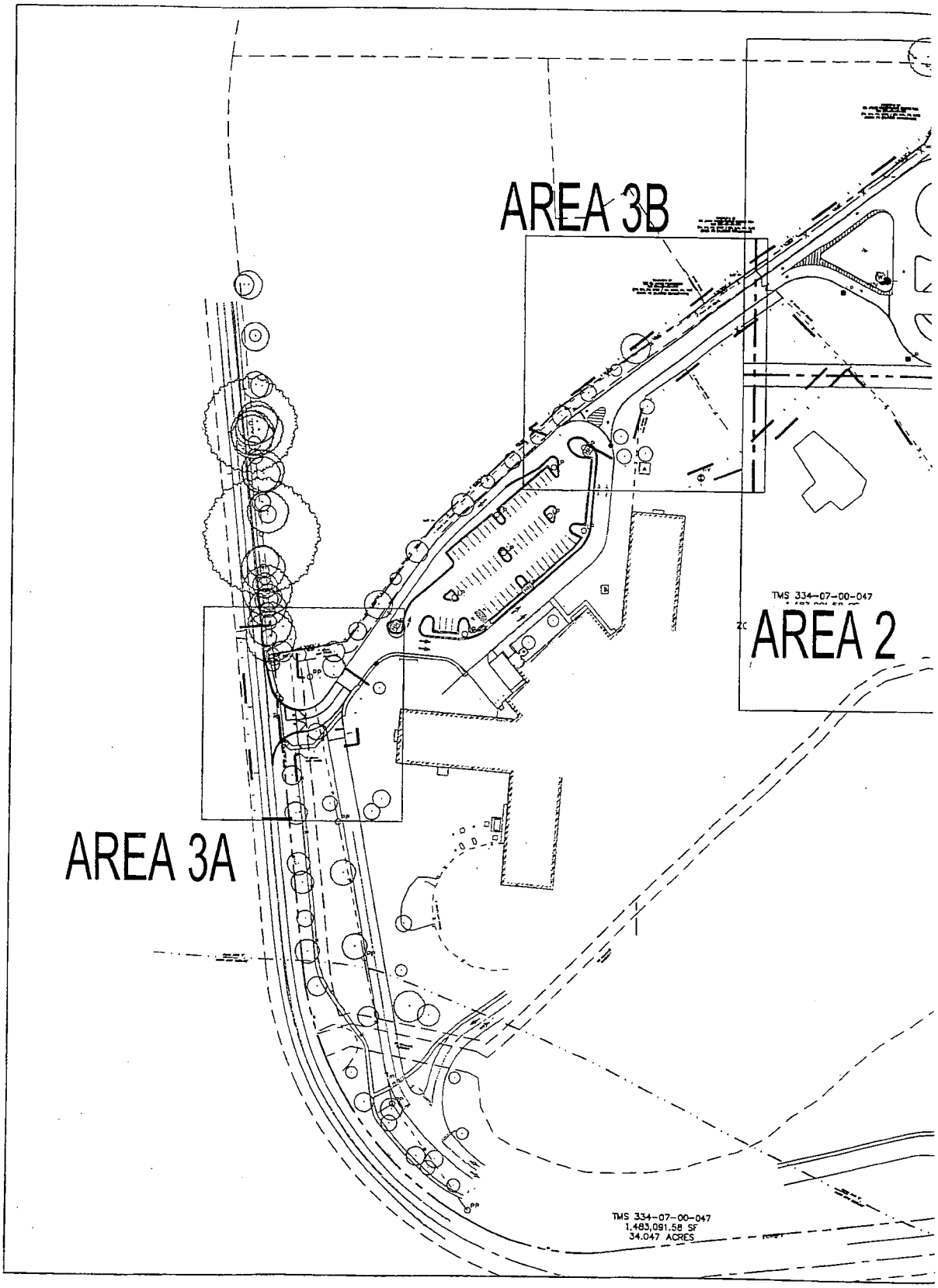
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
7226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

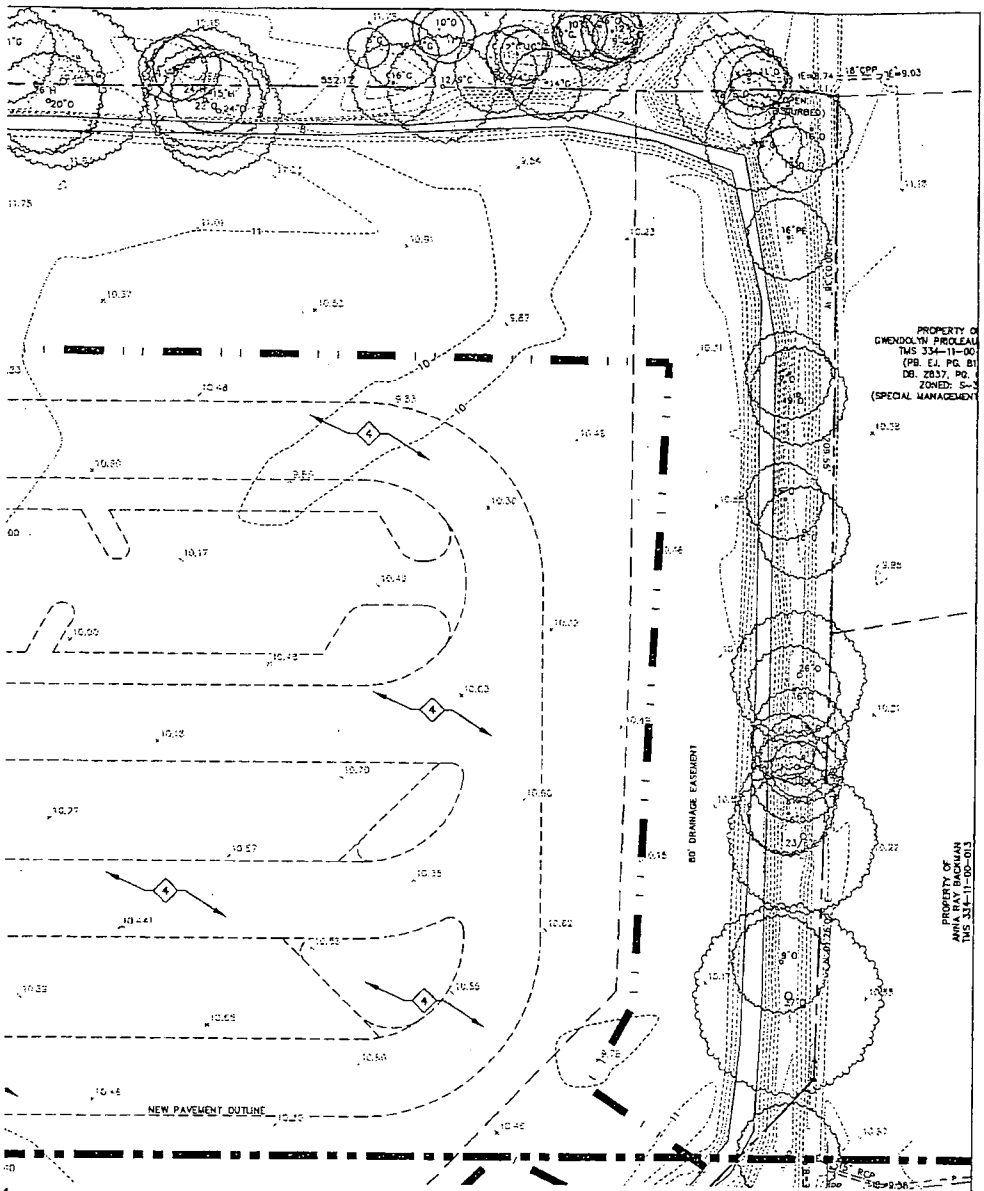
DATE:	05/25/2016
ADC PROJECT #:	1521*
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

OVERALL
SITE PLAN

C002

SHEET ___ OF ___


AREA 3B
TMS 334-07-00-047
AREA 2
AREA 3A
TMS 334-07-00-047
1,483,091.58 SF
34.047 ACRES



Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

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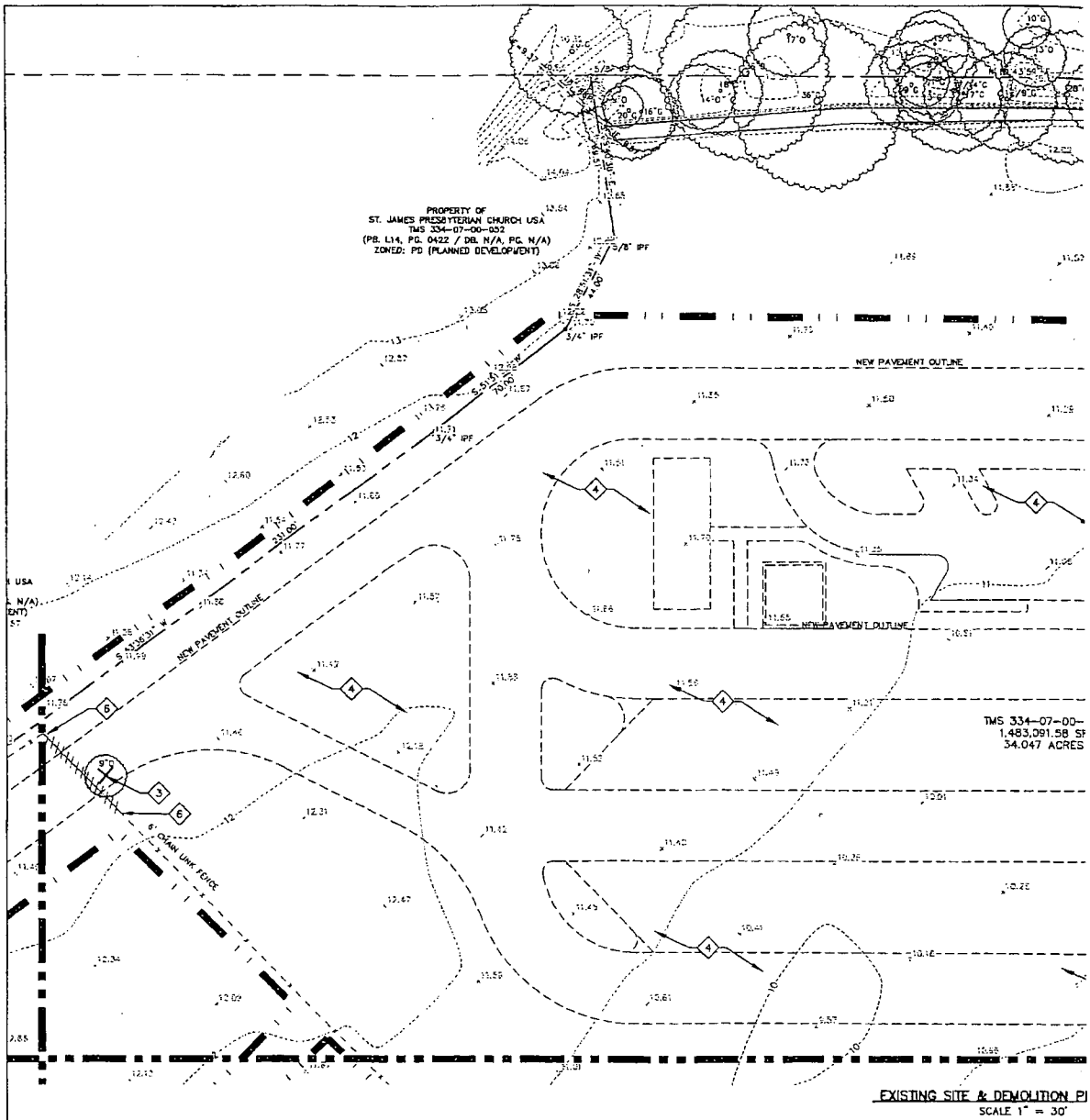
DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	YYD
CHECKED:	JKW
DRAWN:	YYD
REVISION:	

EXISTING SITE &
DEMOLITION PLAN
AREA 1

C101

SHEET ___ OF ___

PERMIT DOCUMENTS



EXISTING SITE & DEMOLITION PL
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL ABBREVIATIONS AND GENERAL NOTES.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
4. ALL PROJECT STAKEOUT SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR TO BE PAID FOR BY THE CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SHOWN IN DRAWINGS. REFER TO THE GIVEN DIMENSIONS, SYMBOL LEGEND, KEYNOTES, AND REFERENCED DETAILS FOR CORRECT STAKEOUT.
5. ALL CONTRACTORS/SUBCONTRACTORS/PERSON THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROUGHOUT THE DRAWINGS, SPECIFICATIONS AND PERMITS.

KEYNOTES: ◇

1. PROTECT EXISTING UTILITIES TO REMAIN FOR THE DURATION OF CONSTRUCTION.
2. PROTECT EXISTING BENCHMARKS. SEE BENCHMARK TABLE PAGE C002 FOR EXISTING TBM DATA.
3. REMOVE EXISTING TREES/SHRUBS. BACKFILL IAW SPECIFICATIONS.
4. CLEAR AND GRUB VEGETATION AND STRIP TOPSOIL IAW SPECIFICATIONS.
5. REMOVE ASPHALT CONCRETE PAVEMENT IN ITS ENTIRETY. PROVIDE FULL DEPTH SAWCUT AT LIMITS OF REMOVAL.
6. REMOVE FENCE IN ITS ENTIRETY, INCLUDING FOUNDATIONS.
7. REMOVE CONCRETE CURB AND GUTTER IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
8. REMOVE CONCRETE PAVEMENT/SIDEWALK IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
9. SALVAGE EXISTING 4' CHAIN LINK FENCE AND REINSTALL. SEE SHEET C203 FOR LOCATION.

EXISTING SITE/DEMOLITION LEGEND

WATER LINE W/ VALVE	— W — WV
SANITARY SEWER PIPE	— S —
SANITARY SEWER SERVICE	— SS —
WATER SERVICE	— WS —
STORM DRAIN	=======
EXISTING TREE	SIZE/TYPE
TREE TO BE DEMOLISHED	SIZE/TYPE
POWER POLE	PP
SANITARY MANHOLE	SSMH
SEWER CLEANOUT	CO

APRON

RIPRAP OUTLET

A

POROUS BAFFLES

E AREA

WATERS OF THE STATE OR USGS
FEDERAL AUTHORITIES).

OF 12-INCH D50 RIPRAP. THE
AST OF A 1-FOOT THICK LAYER OF
EEPNESS OF THE ROCK OUTLET

ON SHALL HAVE AN UNDERLYING
BRIC.

TRAP SHOULD BE 3:1 OR FLATTER.

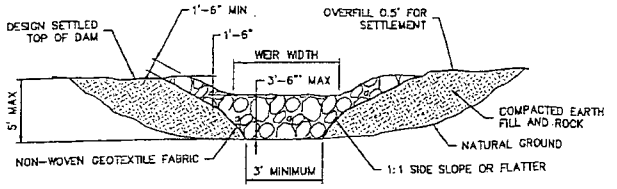
TALLED AND MARKED TO REMOVE
VOLUME.

E INSTALLED WITHIN THE SEDIMENT
FEET BETWEEN EACH BAFFLE AND
THE SEDIMENT TRAP'S

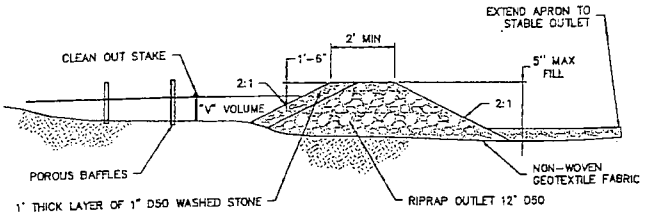
P. THE AREA DISTURBED TO
STABILIZED, INCLUDING ALL SIDE

S SHALL BE MAINTAINED:

LL BE 5-FEET.
HALL BE 3.5-FEET.
RAP OUTLET SHALL BE 3-FEET.
RIPRAP OUTLET SHALL BE 2-FEET.



SECTION A-A



SECTION B-B

INSPECTION AND MAINTENANCE:

1. THE KEY TO A FUNCTIONAL SEDIMENT TRAP IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE AND REGULAR SEDIMENT REMOVAL.
2. ATTENTION TO SEDIMENT ACCUMULATIONS WITHIN THE TRAP IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT DEPOSITION SHOULD BE CONTINUALLY MONITORED IN THE TRAP AND REMOVED WHEN NECESSARY.
3. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 50% OF THE DESIGNED SEDIMENT STORAGE VOLUME AS MARKED BY THE CLEANOUT STAKE.
4. REMOVED SEDIMENT FROM THE TRAP SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS THE DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
5. REGULAR INSPECTIONS OF SEDIMENT TRAPS SHOULD BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES ½-INCH OR MORE OF PRECIPITATION.
6. DISTURBED AREAS RESULTING FROM THE REMOVAL OF THE SEDIMENT TRAP SHOULD BE PERMANENTLY STABILIZED AND ADDITIONAL BMPS, SUCH AS SILT FENCE, SHOULD BE UTILIZED TO HANDLE STORMWATER RUNOFF FROM THIS DISTURBED AREA UNTIL FINAL STABILIZATION IS REACHED.

SECTION A - A DIMENSIONS

TRAP #	RIPRAP OUTLET HEIGHT	RIPRAP BOTTOM WIDTH	RIPRAP TOP WIDTH	SIDE SLOPES	EMBANKMENT HEIGHT
1	X	22	10	3:1	X

SECTION B - B DIMENSIONS

TRAP #	RIPRAP BOTTOM LENGTH	RIPRAP TOP LENGTH	SIDE SLOPES	STONE APRON LENGTH	"V" VOLUME
1	8	2	2:1	X	X

D SCDHEC SEDIMENT TRAP

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC No. 00253 CERTIFICATE OF AUTHORIZATION

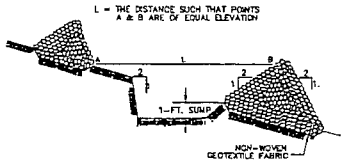
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ADCENGINEERING.COM

DATE: 05/03/2016
ADC PROJECT #: 15214
DESIGNED: WWD
CHECKED: JKW
DRAWN: WWD
REVISION:

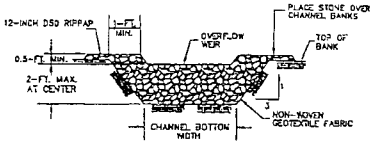
CIVIL DETAILS -
EROSION CONTROL

C721

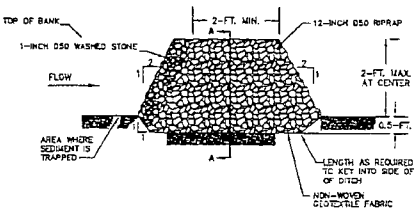
SHEET ___ OF ___



SPACING BETWEEN DITCH CHECK



CROSS SECTION A–A THRU STONE DITCH CHECK

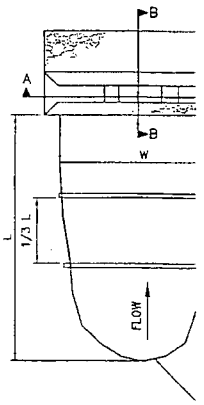


TYPICAL DITCH CHECK SECTION

INSPECTION AND MAINTENANCE

1. THE KEY TO FUNCTIONAL ROCK DITCH CHECK IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF ROCK DITCH CHECKS SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS IN FRONT OF THE ROCK DITCH CHECK IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE ROCK DITCH CHECK.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. INSPECT ROCK DITCH CHECKS' BERMS FOR EROSION AND EVIDENCE OF RUNOFF BYPASSING THE INSTALLED CHECK. IF EVIDENT REPAIR PROMPTLY AS NECESSARY TO PREVENT EROSION AND BYPASSING.
7. IN THE CASE OF GRASS-LINED DITCHES, CHANNELS, AND SWALES, ROCK DITCH CHECKS SHOULD BE REMOVED WHEN THE GRASS HAS MATURED SUFFICIENTLY TO PROTECT THE DITCH OR SWALE UNLESS THE SLOPE OF THE SWALE IS GREATER THAN 4%.
8. AFTER CONSTRUCTION IS COMPLETED AND FINAL STABILIZATION IS REACHED, THE DIVERSITY OF THE ROCK DITCH CHECK SHOULD BE RESEMBLE OF VEGETATION WILL BE USED FOR PERMANENT EROSION CONTROL MEASURES. THE AREA BENEATH THE REMOVED ROCK DITCH CHECK MUST BE ADDRESSED WITH PERMANENT STABILIZATION MEASURES.

(A) SCDHEC ROCK DITCH CHECK
NOT TO SCALE



SEDIMENT TRAP PL

NOTES:

1. THE GC IS REQUIRED TO, AT A MINIMUM, INITIATE SOIL STABILIZATION MEASURES IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT LIKELY RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. DIVERSION CHANNELS/DITCHES SHALL BE STABILIZED WITHIN 7 DAYS OF INSTALLATION.
2. THE GC HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETE SOIL PREPARATION, SEEDING, MULCHING, AND ANY OTHER REQUIRED ACTIVITIES RELATED TO THE PLANTING AND ESTABLISHMENT OF VEGETATION. THE GC ALSO HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETELY INSTALL NON-VEGETATED MEASURES, IF UTILIZED.
3. ALL DISTURBED AREAS MUST BE STABILIZED TEMPORARILY WITH THE USE OF FAST-GERMINATING ANNUAL GRASS/GRAIN VARIETIES APPROPRIATE FOR SITE SOIL AND CLIMATE CONDITIONS. MULCH IS REQUIRED FOR ALL SEEDING APPLICATIONS, AND ALL MULCH APPLICATIONS MUST INCLUDE A SUITABLE FORM OF MULCH ANCHORING TO MINIMIZE MOVEMENT OF MULCH BY WIND OR WATER.

SCDHEC TEMPORARY SEEDING – COASTAL

SPECIES	LBS/AC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SANDY, DROUGHTY SITES													
BROWNTOP MILLET	40												
RYE, GRAIN	90												
RYEGRASS	120												
WELL DRAINED, CLAYEY/LOAMEY SITES													
BROWNTOP MILLET OR JAPANESE MILLET	40												
RYE, GRAIN OR OATS	90 72												
RYEGRASS	120												

SEEDING PREPARATION:
A. TILL AREA TO BE SEEDED TO A DEPTH OF 4".
B. APPLY 10-10-10 FERTILIZER AT A RATE OF 11.5 POUNDS PER 1,000 SQUARE FEET.
C. THE FERTILIZER SHALL BE WORKED INTO THE TOP 4 INCHES OF SOIL PRIOR TO SEEDING.

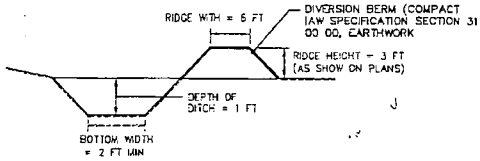
STRAW MULCH:
A. APPLY STRAW MULCH BY HAND OR MACHINE AT A RATE OF 1.5–2.0 TONS PER ACRE (90 POUNDS PER 1,000 SF) THEN TACKED WITH EMULSIFIED ASPHALT.

4. ALTERNATIVE STABILIZATION MEASURES TO SEEDING, SUCH AS ANCHORED MULCH APPLICATION (WITHOUT SEEDING), MAY BE UTILIZED DURING PERIODS WHEN VEGETATIVE GROWTH IS UNLIKELY (E.G. WINTER MONTHS).
5. IT IS NOT ACCEPTABLE TO ALLOW BARE SOIL TO REMAIN EXPOSED AT ANY TIME DURING THE YEAR, REGARDLESS OF WEATHER/TEMPERATURE/SITE CONDITIONS.
6. ALTERNATIVE STABILIZATION MEASURES INCLUDE, BUT ARE NOT LIMITED TO: ANCHORED STRAW/HAY MULCH, WOOD CELLULOSE FIBER MULCH, SPRAY-ON SOIL GLUES/BINDERS, AND ROLLED EROSION CONTROL PRODUCTS.
7. ALL ROLLED EROSION CONTROL PRODUCTS SHALL HAVE CURRENT QQQR(TM) STATUS ISSUED BY THE EROSION CONTROL TECHNOLOGY COUNCIL (ECTC) PLUS ANY STATE OR AGENCY-SPECIFIC REQUIREMENTS. EVIDENCE OF QQQR(TM) APPROVAL SHALL ACCOMPANY THE PRODUCT SHIPPED TO THE JOBSITE FOR READY IDENTIFICATION BY THE CONTRACTOR OR AGENCY INSPECTOR.
8. ROLLED EROSION CONTROL PRODUCTS (MATS, BLANKETS, TURF REINFORCED MATES) AND VEGETATED AREAS NOT MEETING REQUIRED VEGETATIVE DENSITIES FOR FINAL STABILIZATION MUST BE INSPECTED DAILY. RILLING, RUTTING AND OTHER SIGNS OF EROSION INDICATE THE SPECIFIED EROSION CONTROL DEVICE IS NOT FUNCTIONING OR INSTALLED PROPERLY AND/OR ADDITIONAL EROSION CONTROL DEVICES ARE WARRANTED.

(TS) (B) TEMPORARY SEEDING/VEGETATION NOTES
NOT TO SCALE

GENERAL NOTES:

1. SEDIMENT TRAPS SHOULD NOT BE BLUE-LINE STREAMS (UNLESS APP
2. THE ROCK OUTLET STRUCTURE SH/ UPSTREAM FACE OF THIS OUTLET 1-INCH D50 WASHED STONE. THE STRUCTURE SHALL BE 2:1.
3. BOTH THE ROCK OUTLET AND THE LAYER OF NON-WOVEN GEOTEXTILE
4. ALL INTERNAL SIDE SLOPES OF TH
5. A SEDIMENT CLEANOUT STAKE SHO SEDIMENT AT 50% OF THE SEDIME
6. AT LEAST TWO (2) POROUS BAFFL TRAP. THERE SHOULD BE AT LEAS BETWEEN ANY ROW OF BAFFLES A INLETS/OUTLETS.
7. AFTER CONSTRUCTION OF EACH SE CONSTRUCT THE TRAP SHOULD BE SLOPES.
8. THE FOLLOWING SEDIMENT TRAP RE
   - MAXIMUM EMBANKMENT
   - MAXIMUM RIPRAP OUTL
   - MINIMUM WIDTH AT BOT
   - MINIMUM FLOW LENGTH



TDD (C) TEMPORARY DIVERSION DITCH
NOT TO SCALE

REQUIREMENTS

MAINTENANCE FREQUENCY
MONTHLY MONTHLY SEMI-ANNUALLY
SEMI-ANNUALLY SEMI-ANNUALLY SEMI-ANNUALLY
ANNUALLY ANNUALLY, OR WHEN SUMP VOLUME HAS BEEN REDUCED BY 50%
MONTHLY
MONTHLY SEMI-ANNUALLY ANNUALLY
ANNUALLY ANNUALLY, OR AFTER 50% OF FOREBAY CAPACITY IS FILLED EVERY 5 TO 10 YEARS OR AFTER 25% OF THE PERMANENT POOL VOLUME IS FILLED
MONTHLY
ANNUALLY
MONTHLY SEMI-ANNUALLY ANNUALLY
ANNUALLY
EVERY 5 YEARS, OR WHEN WATER IS STANDING FOR MORE THAN 5 DAYS AFTER A STORM EVENT ANNUALLY
ANNUALLY
MONTHLY SEMI-ANNUALLY ANNUALLY
MONTHLY SEMI-ANNUALLY
SEMI-ANNUALLY
SEMI-ANNUALLY ANNUALLY SEMI-ANNUALLY
SEMI-ANNUALLY SEMI-ANNUALLY
MONTHLY EVERY 10 YEARS, OR WHEN WATER IS STANDING FOR MORE THAN 24 HOURS AFTER A STORM EVENT
MONTHLY MONTHLY ANNUALLY ANNUALLY, OR WHEN SWALE VOLUME HAS BEEN REDUCED BY 25%
MONTHLY ANNUALLY, OR SOONER IF RECOMMENDED BY THE MANUFACTURER
MONTHLY
ANNUALLY
MONTHLY MONTHLY ANNUALLY ANNUALLY
MONTHLY ANNUALLY ANNUALLY

INITIAL PHASE LAND DISTURBANCE/SWPPP SEQUENCE OF CONSTRUCTION NOTES:

1. PRIOR TO ANY LAND DISTURBANCE ACTIVITY CONDUCT A SWPPP PRE-CONSTRUCTION CONFERENCE. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT SWPPP PRE-CONSTRUCTION MEETING WITH SWPPP PREPARING ENGINEER, CONTRACTING OFFICER, CHARLESTON COUNTY, SCDHEC, OWNER AND ALL LAND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.
2. STAKE OUT CLEARING LIMITS, WETLAND BUFFER ZONES AND TREE PROTECTION AREAS.
3. CONDUCT LIMITED CLEARING, TIMBERING AND DEMOLITION AS REQUIRED TO INSTALL PERIMETER BEST MANAGEMENT PRACTICES AND CONSTRUCTION ENTRANCE.
4. INSTALL SWPPP SIGN, TREE BARRICADES, SILT FENCE, DITCH CHECKS, INLET PROTECTION AND CONSTRUCTION ENTRANCE AS SHOWN ON THE PLANS.
5. STOP AND GET SITE INSPECTED/CERTIFIED.
6. CONDUCT LIMITED CLEARING, TIMBERING, DEMOLITION AND EARTHWORK AS REQUIRED TO CONSTRUCT DIVERSION DITCHES, ADDITIONAL DITCH CHECKS, TEMPORARY SEDIMENT TRAP, AND CONTRACTOR' TRAILER AND LAYDOWN DOWN AREAS WHERE INDICATED ON THE PLANS.
7. CONSTRUCT DIVERSION DITCHES, ADDITIONAL DITCH CHECKS, TEMPORARY SEDIMENT BASINS, LIMITED PERMANENT STORM DRAINAGE, AND CONTRACTOR AREAS WHERE INDICATED ON THE PLANS.
8. STABILIZE DIVERSION DITCHES AND SEDIMENT BASINS WITH JUTE AND TEMPORARY SEEDING IMMEDIATELY IAW DETAILS.
9. TEMPORARILY SEED OTHER DISTURBED AREAS IAW THE PLANS AND THE CONSTRUCTION GENERAL PERMIT.
10. MAINTAIN BEST MANAGEMENT PRACTICES THROUGHOUT CONSTRUCTION.
11. COMPLETE INSPECTION REPORTS IAW THE CONSTRUCTION GENERAL PERMIT.
12. CONDUCT REMAINING CLEARING, TIMBERING AND DEMOLITION ACTIVITIES AS SHOWN ON THE PLANS.
13. INSTALL STORM SEWER SYSTEM AS SHOWN.
14. CONDUCT MASS GRADING AS SHOWN.
15. TEMPORARILY SEED DISTURBED AREAS IAW THE PLANS, DETAILS AND THE CONSTRUCTION GENERAL PERMIT.
16. MAINTAIN BEST MANAGEMENT PRACTICES THROUGHOUT CONSTRUCTION.
17. COMPLETE INSPECTION REPORTS IAW CONSTRUCTION GENERAL PERMIT.

STABILIZATION PHASE LAND DISTURBANCE/SWPPP SEQUENCE OF CONSTRUCTION NOTES:

1. GRADE SITE TO ELEVATIONS SHOWN ON PLAN. SEE GRADING PLANS FOR SPOT ELEVATIONS.
2. INSTALL INLET PROTECTION AS STRUCTURES ARE COMPLETED.
3. INSTALL/COORDINATE REMAINING UTILITIES.
4. PREPARE SITE FOR PAVING.
5. INSTALL CURBS, SIDEWALKS AND PAVE SITE.
6. INSTALL APPROPRIATE INLET PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES.
7. COMPLETE REMAINING GRADING.
8. PERMANENTLY STABILIZE DISTURBED AREAS IAW LANDSCAPE PLAN AND DETAILS.
9. MAINTAIN BEST MANAGEMENT PRACTICES THROUGHOUT CONSTRUCTION.
15. CLEAN ALL STORM PIPES AND BOXES.
16. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES INCLUDING SKIMMER, WEIR COVER AND FILTER RINGS IN PONDS AFTER APPROVAL OF THE ENGINEER AND THE CONTRACTING OFFICER AND STABILIZE ANY AREAS DISTURBED BY THE REMOVAL OF THE BEST MANAGEMENT PRACTICES.
17. CONTINUE INSPECTION REPORTS IAW CONSTRUCTION GENERAL PERMIT UNTIL THE SITE IS FULLY STABILIZED AND THE PERMIT MAY BE TERMINATED.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
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DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

SWPPP/EROSION CONTROL NOTES

C722

SHEET ___ OF ___

SCDHEC STANDARD NOTES:

1. IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.

2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.
   – WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
   – WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH–DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.

4. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE SEDIMENT BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.

5. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.

6. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.

7. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72–300 ET SEQ. AND SCR100000.

8. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT–LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.

9. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50–FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10–FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.

10. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.

11. A COPY OF THE SWPPP, INSPECTIONS RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS. FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.

12. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND–DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.

13. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

14. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.

15. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPS (SEDIMENT BASIN, FILTER BAG, ETC.).

16. THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:
   – WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
   – WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
   – FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
   – SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.

17. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.

18. IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE THE NEXT STORM EVENT IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPS MUST BE IMPLEMENTED AS SOON AS REASONABLY POSSIBLE.

19. A PRE–CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON–SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON–LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON–SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.

DEWATERING NOTES:

1. THE DESIGN, ADEQUACY AND OPERATION OF ANY AND ALL DEWATERING ACTIVITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL PROTECT ALL ADJACENT PROPERTIES, RIGHTS OF WAYS, NATURAL AREAS AND EXISTING UTILITY SYSTEMS FROM EROSION AND SEDIMENTATION ASSOCIATED WITH DEWATERING ACTIVITIES.

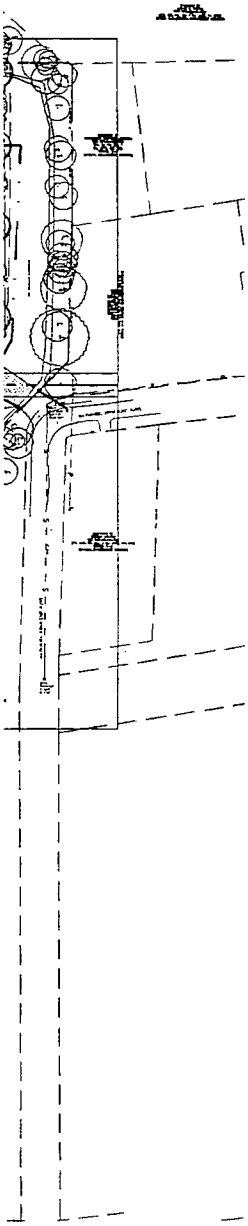
3. DEWATERING OF EXISTING PONDS OR LARGE PONDING AREAS SHALL ALWAYS UTILIZE A FLOATING INTAKE.

4. DEWATERING DISCHARGES SHALL ALWAYS BE DIRECTED THROUGH SUITABLE BEST MANAGEMENT PRACTICE (BMP) SUCH AS A TEMPORARY SEDIMENT POND/TRAP OR SEDIMENT TRAPPING DEWATERING BAG.

5. ALL DEWATERING ACTIVITIES SHOULD BE IN ACCORDANCE WITH THE SCDHEC CGP.

SCDHEC POST–CONSTRUCTION MAINTEN

SYSTEM	MAINTENANCE REQUIREMENTS
A. VEGETATED AREAS	1. MOW GRASS 2. REMOVE ALL LITTER AND DEBRIS 3. REMOVE AND REPLACE DEAD OR DISEASED VEGETATION 4. REPLACE / REPLENISH MULCH 5. REMOVE WEEDS 6. PRUNE VEGETATION TO MAINTAIN APPEARANCE
B. STORM DRAINAGE SYSTEM	1. REMOVE ALL LITTER AND DEBRIS FROM PIPES 2. REMOVE SEDIMENT FROM DRAINAG STRUCTURE SUMPS
C. WET DETENTION PONDS	1. REMOVE ALL LITTER AND DEBRIS POND 2. MOW STEEP SLOPES 3. REMOVE INVASIVE VEGETATION 4. INSPECT POND CONTROL, INLET A OUTLET STRUCTURES 5. REPAIR EMBANKMENT AND SIDE S 6. REMOVE SEDIMENT FROM FOREBA 7. REMOVE SEDIMENT FROM PERANEI
D. DRY DETENTION PONDS	1. REMOVE ALL LITTER AND DEBRIS MAY POLLUTE POND 2. INSPECT POND CONTROL, INLET A OUTLET STRUCTURES 3. MOW SIDE SLOPES AND BOTTOM 4. REMOVE INVASIVE VEGETATION 5. REPAIR EMBANKMENT AND SIDE S
E. UNDERGROUND DETENTION	1. REMOVE LITTER/DEBRIS AND SEDI BUILDUP IN SYSTEM BY PUMPING OUT
F. INFILTRATION BASIN	1. REPLACE TOP FILTER MEDIA (SAN ROCK) 2. REMOVE ALL LITTER AND DEBRIS MAY POLLUTE EXFILTRATION TREN 3. INSPECT BASIN CONTROL, INLET A OUTLET STRUCTURES 4. MOW SIDE SLOPES 5. REMOVE INVASIVE VEGETATION 6. REPAIR EMBANKMENT AND SIDE S
G. EXFILTRATION TRENCHES	1. REMOVE LITTER/DEBRIS FROM SYS 2. CHECK SYSTEM AFTER THREE CONSECUTIVE DAYS OF DRY WEAT AFTER A RAINFALL EVENT TO ENS FULL DEWATERING. PUMP OUT ACCUMULATED DEBRIS AND SEDIM NEEDED, TO ENSURE PROPER DRA
H. BIO–RETENTION AREA	1. PRUNE VEGETATION TO MAINTAIN APPEARANCE 2. REMOVE WEEDS 3. REPLACE/REPLENISH MULCH 4. REMOVE LITTER AND DEBRIS THAT POLLUTE BIO–RETENTION AREA 5. REPAIR ERODED AREAS 6. REMOVE AND REPLACE DEAD OR DISEASED VEGETATION
I. SAND FILTERS	1. REMOVE ALL LITTER AND DEBRIS 2. REPLACE SAND FILTER MEDIA
J. GRASS LINED DITCHES AND SWALES	1. MOW SWALE SLOPES 2. REMOVE ALL LITTER AND DEBRIS 3. REPAIR SIDE SLOPES 4. REMOVE SEDIMENT BUILDUP WITHI BOTTOM OF SWALE
K. PRE–FABRICATED WATER QUALITY DEVICES	1. REMOVE ALL LITTER AND DEBRIS 2. PERFORM MAINTENANCE SPECIFIED THE MANUFACTURER
L. ENERGY DISSIPATERS	1. REMOVE ALL LITTER AND DEBRIS 2. REPAIR EROSION OR DAMAGED DISSIPATERS
M. VEGETATED FILTER STRIPS	1. MOW GRASS 2. REMOVE ALL LITTER AND DEBRIS 3. REPAIR EROSION AND RILLS 4. REPAIR SPARSE VEGETATION
N. PERVIOUS PAVEMENT	1. REMOVE ALL LITTER AND DEBRIS 2. VERIFY PAVEMENT IS DRAINING PR 3. VACUUM AND PERFORM HIGH PRE HOSING TO FREE PORES FROM CL



GENERAL NOTES

1. THE CONTRACTOR IS ADVISED TO VISIT THE SITE AND VERIFY FIELD CONDITIONS.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE BUILDING CODES. THE CONTRACTOR SHALL OBTAIN ALL LICENSES AND PERMITS REQUIRED FOR THE PERFORMANCE OF HIS WORK.
3. PLANT BEDS SHALL BE MULCHED WITH A MINIMUM OF 4" OF DOUBLE-SHREDDED HARDWOOD MULCH (COLOR- BROWN). CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE FROM ALL PLANT BEDS AND NEW CONSTRUCTION.
4. QUANTITIES LISTED ARE AN ESTIMATE FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR MUST VERIFY COUNT FROM PLAN. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. COMPENSATION BY OWNER SHALL NOT BE IN ORDER FOR MISCALCULATIONS. SUBSTITUTIONS WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF LANDSCAPE ARCHITECT AND OWNER.
5. EXISTING ECOLOGY AND AESTHETICS WILL OFTEN CAUSE ADJUSTMENT OF THESE PLANS TO FIT SITE. STAKE OUT BY CONTRACTOR AND FIELD ADJUSTMENT BY LANDSCAPE ARCHITECT ARE ABSOLUTELY NECESSARY.
6. ALL PLANT MATERIAL SHALL BE GUARANTEED BY CONTRACTOR FOR A MINIMUM PERIOD OF ONE YEAR FROM DATE OF COMPLETION AND ACCEPTANCE BY OWNER.
7. THE LOCATION OF ALL ABOVE GROUND AND BELOW GROUND UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGE TO UTILITIES AND PERSONAL INJURY AS A RESULT OF THE FAILURE TO DETERMINE AND/OR RESPECT UTILITY LOCATIONS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. UTILITY LOCATIONS ARE NOT SHOWN ON THESE PLANS.

SOIL PREPARATION NOTES

1. SOIL PREPARATION OF A LANDSCAPE IS A CRITICAL FACTOR IN CREATING A HEALTHY AND LONG-LASTING LANDSCAPE. REMOVE EXISTING TOPSOIL AND STOCKPILE ON SITE. TOPSOIL TO BE INCORPORATED BACK INTO THE SOIL AT A LATER DATE. CONTRACTOR SHALL CONDUCT A SOIL EVALUATION TO DETERMINE THE SOIL'S COMPOSITION, COMPACTION RATE, NUTRIENT QUANTITIES, ORGANIC CONTENT, pH LEVELS, AND WATER HOLDING CAPABILITIES. THE IDEAL PARTICLE SOIL MIX IS APPROXIMATELY 45% SAND, 40% SILT, 10% CLAY, AND 5% ORGANIC MATERIAL WITH A pH LEVEL NEAR SEVEN.
2. PRIOR TO INSTALLATION OF THE LANDSCAPE, CONTRACTOR TO PREPARE SOIL TO ENSURE A PROPER ENVIRONMENT FOR PLANT ROOT DEVELOPMENT.
3. CONTRACTOR SHALL DE-COMPACT SOILS IN PLANT BEDS AND LAWN AREAS BY ROTO-TILLING, DISKING, OR RIPPING TO A DEPTH OF 6-8" MINIMUM AND PREFERABLY TO A DEPTH OF 12-18". DE-COMPACTION OF SMALL PLANTER AREAS, SUCH AS THOSE IN PARKING LOT AREAS, MAY REQUIRE REMOVAL OF THE COMPACTED SOIL TO A DEPTH OF 18" OR MORE AND THEN RE-INSTALLED LOOSELY WITH REQUIRED AMENDMENTS. ALWAYS REMOVE DEBRIS OVER 2" IN SIZE FROM THE SOIL.
4. WHEN PERFORMING SOIL DE-COMPACTION, MULTIPLE PASSES ACROSS THE AREA WILL BE REQUIRED AND, WHEN POSSIBLE, SHOULD BE AT VARYING ANGLES TO ENSURE ADEQUATE COVERAGE. WHEN USING DISC OR RIPPING EQUIPMENT, IT IS REQUIRED THAT THE FINAL PASSES OVER THE AREA BE MADE WITH A ROTO-TILLER TO BREAK UP ANY LARGE CLUMPS TO MAKE FINAL GRADING EASIER.
5. AFTER INITIAL SOIL DE-COMPACTION PROCEDURES ARE PERFORMED, SOIL AMENDMENTS SHOULD BE ADDED. THE ADDITION OF SOIL AMENDMENTS IS DETERMINED FROM SOIL TESTS CONDUCTED PRIOR TO WORK COMMENCING. SOIL AMENDMENT MAY INCLUDE INORGANIC MATERIAL SUCH AS SAND, SILT, OR CLAY, WHICH HELP IMPROVE SOIL TEXTURE. ORGANIC MATERIAL SUCH AS COMPOST, MANURE, AND PEAT MOSS MAY ALSO BE USED AND HELP IMPROVE SOIL STRUCTURE. OTHER AMENDMENTS SUCH AS FERTILIZER IMPROVE NUTRIENT CONTENT AND SULFUR ADJUSTS THE SOIL pH LEVEL. SULFUR SHALL BE INCORPORATED AT THE RATE OF ONE POUND OF SULFUR PER 100 SQUARE FEET.
6. ALL AMENDMENTS SHALL BE MIXED THOROUGHLY WITH EXISTING SOIL AND AN ADDITIONAL SOIL TEST WILL BE TAKEN TO ENSURE PROPER SOIL CONDITIONS PRIOR TO PLANTING.
7. DURING THE REMAINDER OF THE LANDSCAPE INSTALLATION, VARIOUS AREAS OF THE SITE MAY BE RE-COMPACTED DUE TO THE USE OF EQUIPMENT AND VEHICLES. THIS COMPACTION IS TYPICALLY LIMITED TO THE UPPER 4-6" OF SOIL PRIOR TO THE INSTALLATION OF PLANT MATERIAL IN THESE AREAS. THE COMPACTION SHALL BE REDUCED TO 80% OR LESS USING PREVIOUSLY DESCRIBED METHODS.
8. SEE SOIL PREPARATION SPECIFICATIONS FOR ADDITIONAL INFORMATION.

LANDSCAPE PLANT MATERIAL SHALL BE #1 QUALITY, AND MEET OR EXCEED ANLA STANDARDS.
LANDSCAPE ARCHITECT SHALL REVIEW ALL PLANT MATERIAL PRIOR TO INSTALLATION. CONTACT LANDSCAPE ARCHITECT 48 HOURS PRIOR TO DELIVERY TO SCHEDULE PLANT REVIEW ON SITE.
LANDSCAPE ARCHITECT/ OWNER RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL DEEMED UNFIT AND DOES NOT MEET THE HIGHEST STANDARDS.

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION ADC ENGINEERING INC. No. 00253

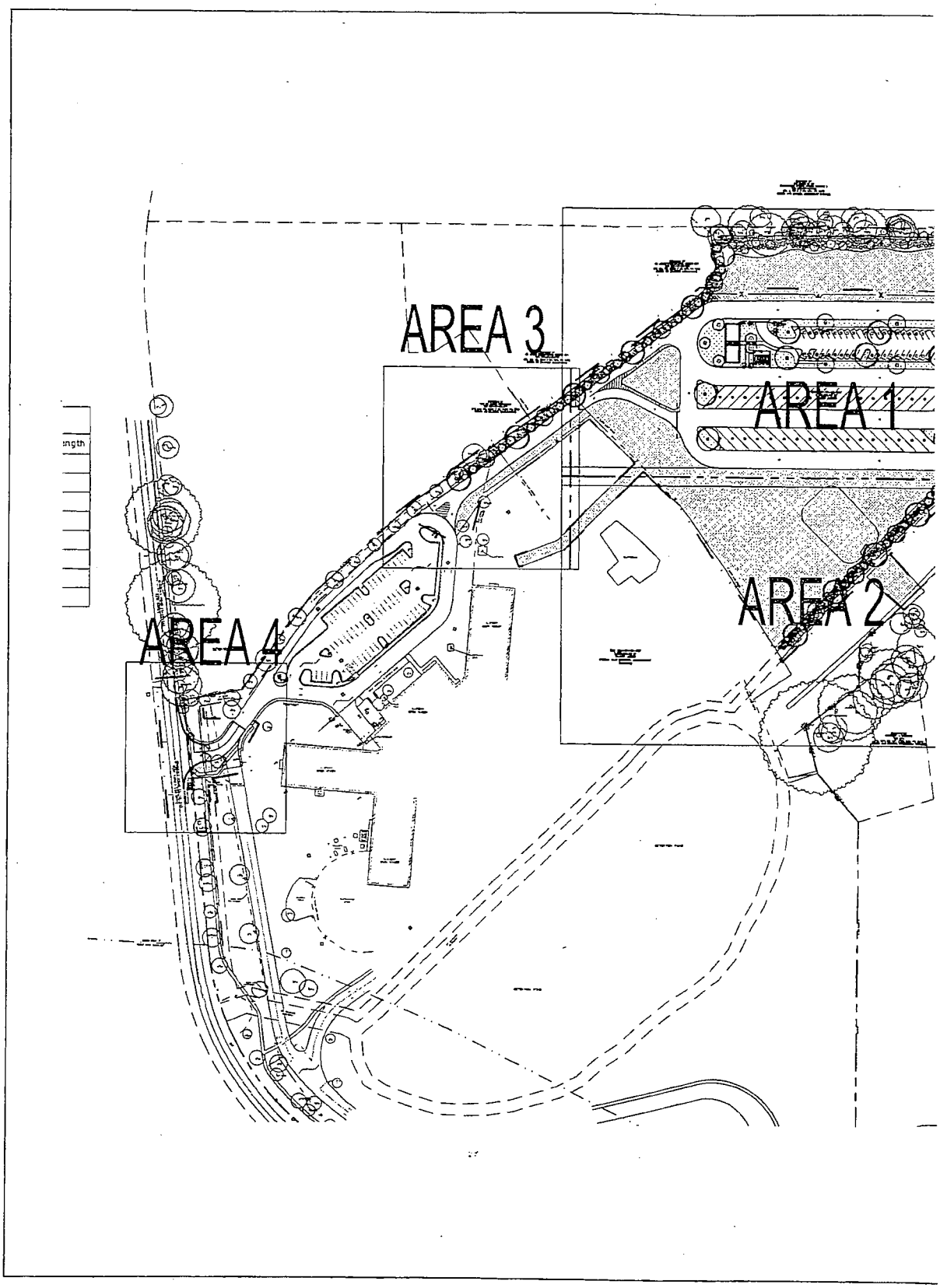
ADC
ENGINEERING SPECIALISTS
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1226 YEAMANS HALL ROAD
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fax 843-566-0162
ADCENGINEERING.COM

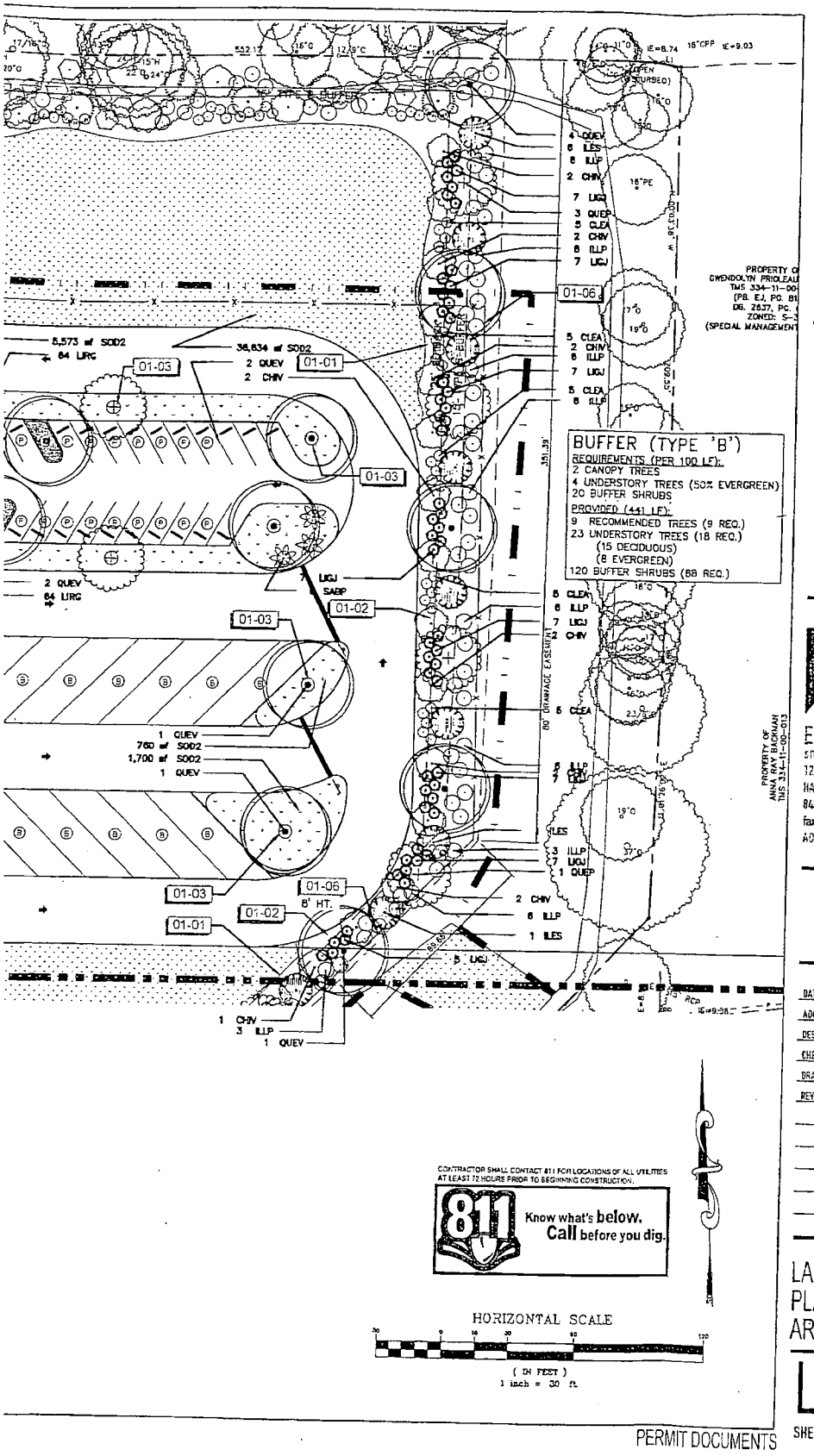
DATE:	05/03/2016
ADC PROJECT #:	1521
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

LANDSCAPE
PLAN
OVERALL

L200

SHEET ___ OF ___


AREA 3
AREA 1
AREA 2
AREA 4



CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's below. Call before you dig.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC. No. 00253 CERTIFICATE OF AUTHORITY

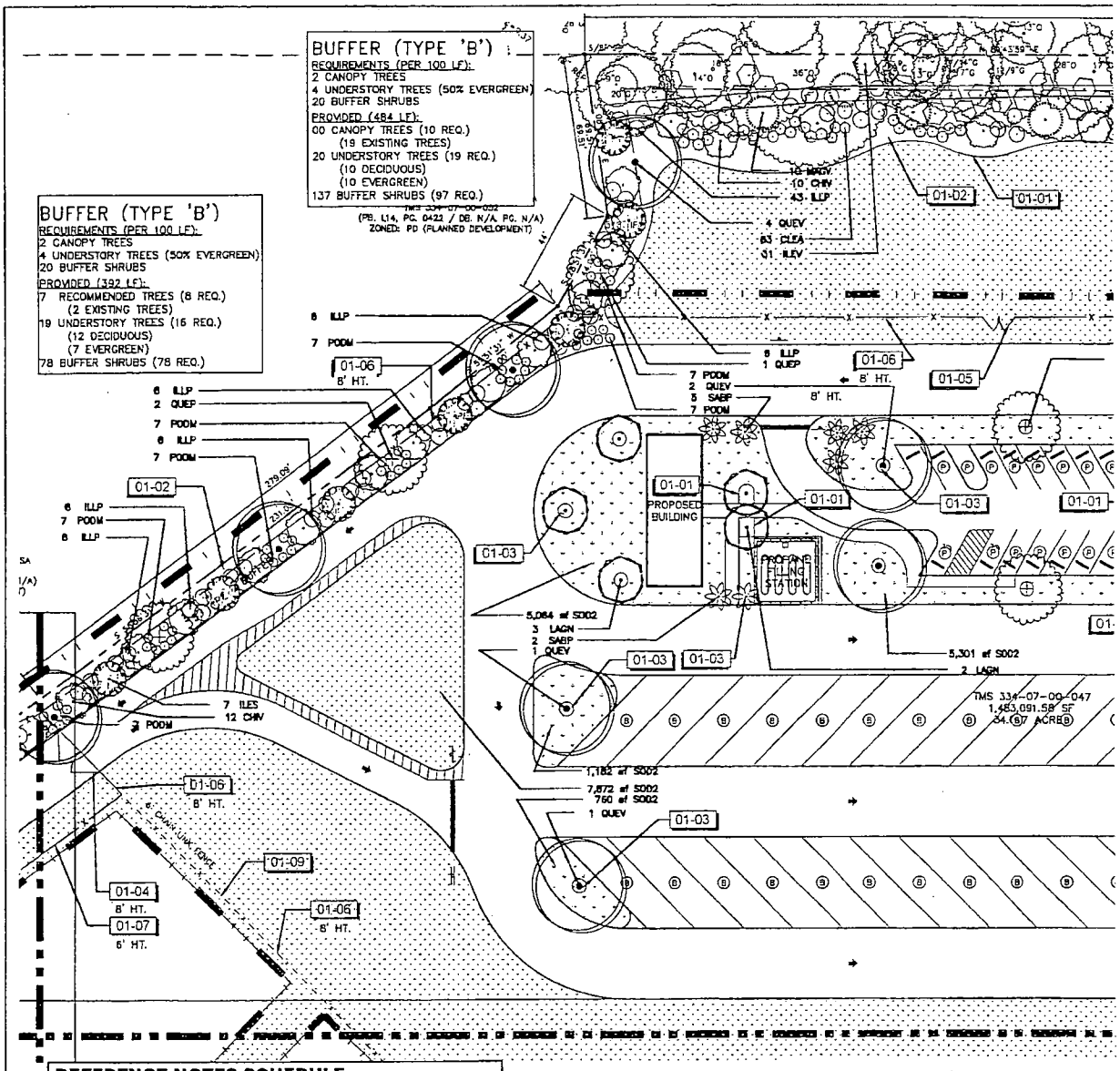
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DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

LANDSCAPE PLAN AREA 1

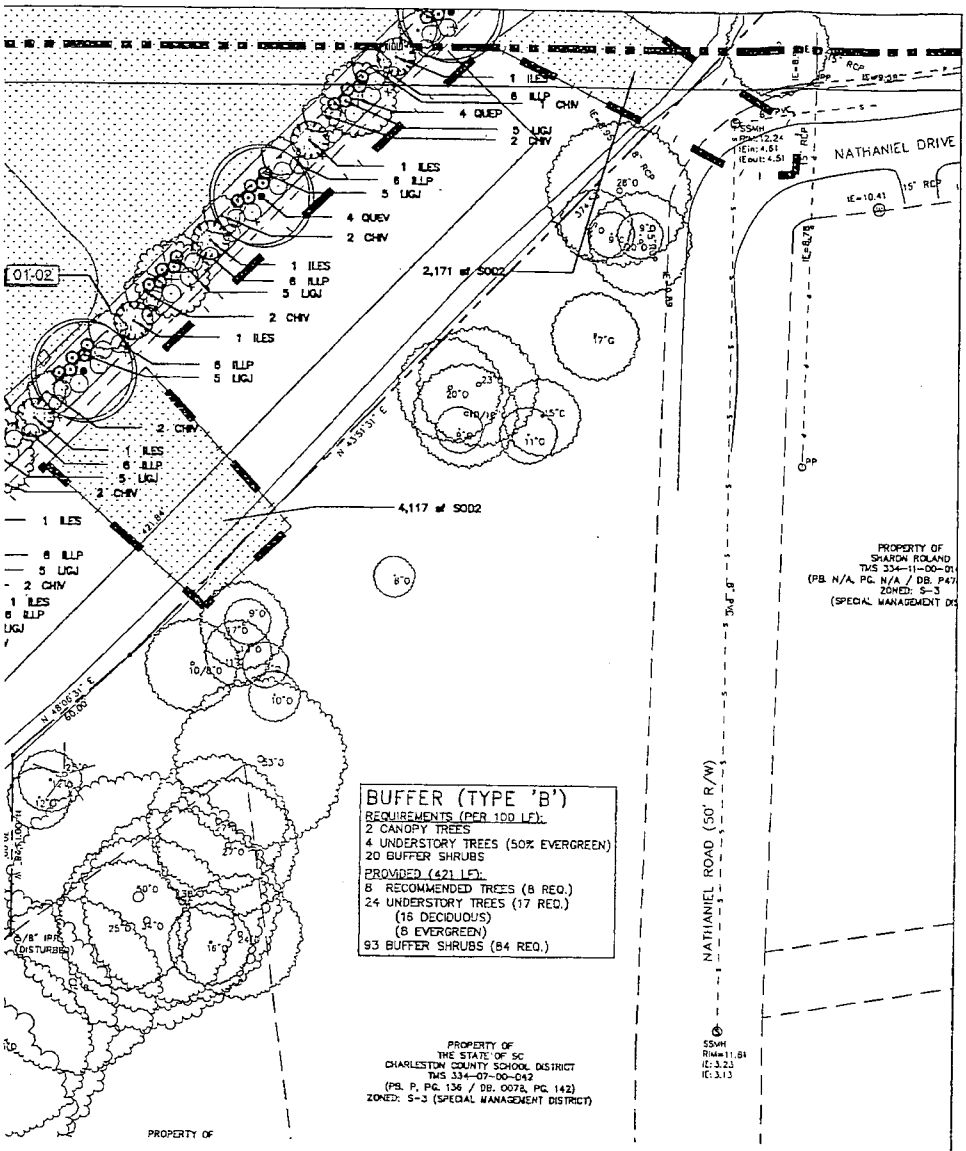
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SHEET ___ OF ___



REFERENCE NOTES SCHEDULE

	01 GENERAL SCHEDULE	
CODE	DESCRIPTION	DETAIL
01-01	INSTALL METAL EDGING BETWEEN PLANT BEDS AND LAWN AREAS (TYP)	
01-02	INSTALL 4-INCHES OF TRIPLE SHREDDED HARDWOOD MULCH IN LANDSCAPE BUFFER PLANTING AREAS (TYP)	
01-03	INSTALL 6' DIAMETER MULCH RING AROUND ALL TREES WITHIN LAWN AREAS (TYP).	
01-04	VEHICULAR GATE (24' W) DETAIL	A/L302
01-05	DOUBLE GATE DETAIL	B/L302
01-06	FENCE DETAIL	C/L302
01-07	NEW FENCE SECTION (6' HT WITHOUT BARBED WIRE), CONNECT BETWEEN EXISTING 6' HT FENCE AND 4' HT FENCE. MATCH EXISTING FENCE CONSTRUCTION AND MATERIALS.	
01-08	UTILIZE EXISTING 4' HT. FENCE, CONNECT BETWEEN EXISTING FENCE 4' HT. FENCES	
01-09	REMOVE EXISTING 6' HT. FENCE AND REPLACE WITH NEW 8' HT. FENCE	
01-10	EXISTING 8' HT. FENCE TO REMAIN, CONNECT TO NEW 8' HT. FENCES	
01-11	VEHICULAR GATE (34' W) DETAIL	A/L302
01-12	PEDESTRIAN GATE DETAIL	B/L303



PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

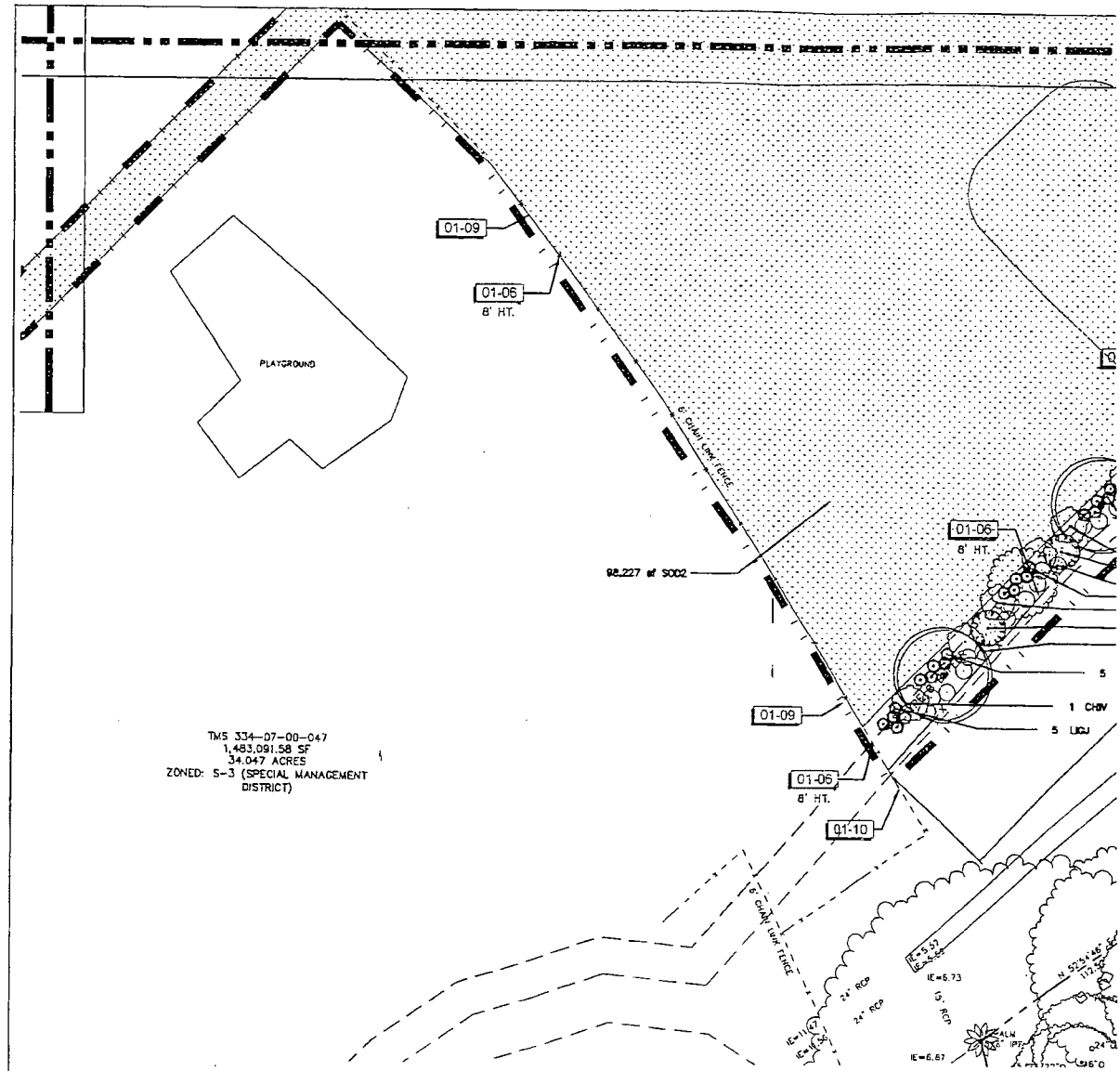
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JATY
DRAWN:	WYD
REVISION:	

LANDSCAPE
PLAN
AREA 2

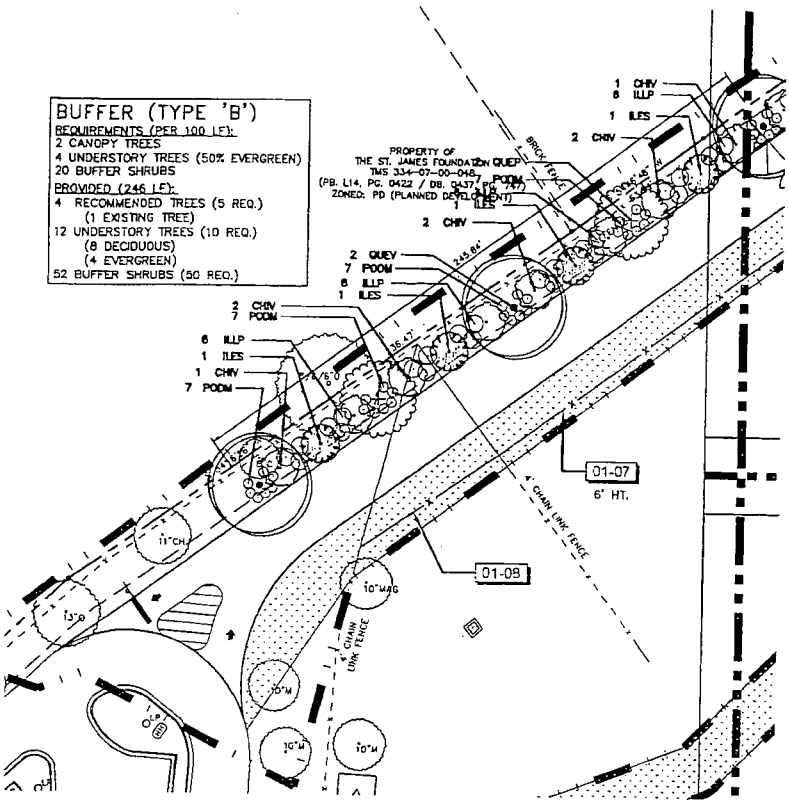
L202

SHEET ___ OF ___



REFERENCE NOTES SCHEDULE

	01 GENERAL SCHEDULE	
CODE	DESCRIPTION	DETAIL
01-01	INSTALL METAL EDGING BETWEEN PLANT BEDS AND LAWN AREAS (TYP)	
01-02	INSTALL 4-INCHES OF TRIPLE SHREDDED HARDWOOD MULCH IN LANDSCAPE BUFFER PLANTING AREAS (TYP)	
01-03	INSTALL 6' DIAMETER MULCH RING AROUND ALL TREES WITHIN LAWN AREAS (TYP).	
01-04	VEHICULAR GATE (24' W) DETAIL	A/L302
01-05	DOUBLE GATE DETAIL	B/L302
01-06	FENCE DETAIL	C/L302
01-07	NEW FENCE SECTION (6' HT WITHOUT BARBED WIRE), CONNECT BETWEEN EXISTING 6' HT FENCE AND 4' HT FENCE. MATCH EXISTING FENCE CONSTRUCTION AND MATERIALS.	
01-08	UTILIZE EXISTING 4' HT. FENCE, CONNECT BETWEEN EXISTING FENCE 4' HT. FENCES	
01-09	REMOVE EXISTING 6' HT. FENCE AND REPLACE WITH NEW 8' HT. FENCE	
01-10	EXISTING 6' HT. FENCE TO REMAIN, CONNECT TO NEW 6' HT. FENCES	
01-11	VEHICULAR GATE (34' W) DETAIL	A/L302
01-12	PEDESTRIAN GATE DETAIL	B/L303



CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's below. Call before you dig.

SC GRID

HORIZONTAL SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

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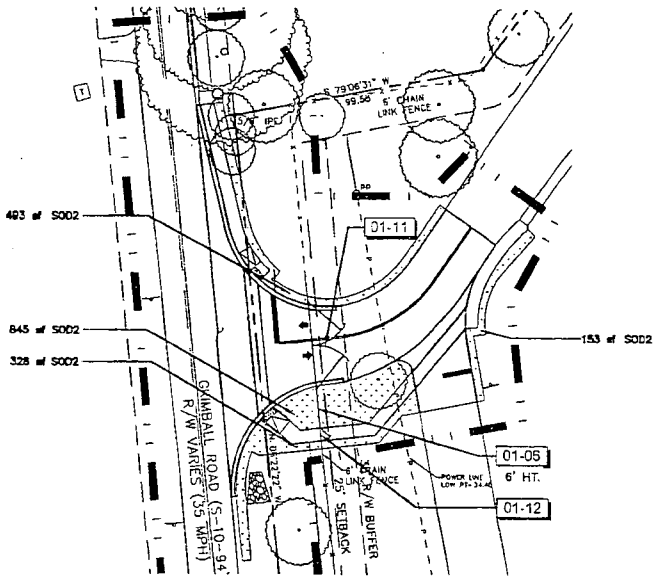
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
7226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

LANDSCAPE
PLAN
AREA 3 & 4

L203

SHEET ___ OF ___



REFERENCE NOTES SCHEDULE		
	01 GENERAL SCHEDULE	
CODE	DESCRIPTION	DETAIL
01-01	INSTALL METAL EDGING BETWEEN PLANT BEDS AND LAWN AREAS (TYP)	
01-02	INSTALL 4-INCHES OF TRIPLE SHREDDED HARDWOOD MULCH IN LANDSCAPE BUFFER PLANTING AREAS (TYP)	
01-03	INSTALL 6' DIAMETER MULCH RING AROUND ALL TREES WITHIN LAWN AREAS (TYP).	
01-04	VEHICULAR GATE (24' W) DETAIL	A/L302
01-05	DOUBLE GATE DETAIL	B/L302
01-06	FENCE DETAIL	C/L302
01-07	NEW FENCE SECTION (6' HT WITHOUT BARBED WIRE), CONNECT BETWEEN EXISTING 8' HT FENCE AND 4' HT FENCE. MATCH EXISTING FENCE CONSTRUCTION AND MATERIALS.	
01-08	UTILIZE EXISTING 4' HT. FENCE, CONNECT BETWEEN EXISTING FENCE 4' HT. FENCES	
01-09	REMOVE EXISTING 6' HT. FENCE AND REPLACE WITH NEW 8' HT. FENCE	
01-10	EXISTING 8' HT. FENCE TO REMAIN, CONNECT TO NEW 8' HT. FENCES	
01-11	VEHICULAR GATE (34' W) DETAIL	A/L302
01-12	PEDESTRIAN GATE DETAIL	B/L303

EDULE

CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
SABP	SABAL PALMETTO / PALMETTO	FIELD GROWN		12–15' HT.		10
CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
QUEP	QUERCUS PHELLOS / WILLOW OAK	CONTAINER GROWN	2.5" CAL MIN.	12' HT. MIN.		17
QUEV	QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	CONTAINER	2.5" CAL MIN.	12' HT. MIN.		25
CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
ILES	ILEX X ATTENUATA 'SAVANNAH' / SAVANNAH HOLLY	CONTAINER		5' HT. MIN.		27
MAGV	MAGNOLIA VIRGINIANA / SWEET BAY	CONTAINER		5' HT. MIN.		10
CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE		QTY
CHIV	CHIONANTHUS VIRGINICUS / WHITE FRINGETREE	CONTAINER		6'–10' HT.		81
LAGN	LAGERSTROEMIA INDICA 'NATCHEZ' / NATCHEZ' CRAPE MYRTLE MULTI–TRUNK	CONTAINER		8'–10' HT.		5
CODE	BOTANICAL NAME / COMMON NAME	SIZE	FIELD2	FIELD3		QTY
CLEA	CLETHRA ALNIFOLIA / SUMMERSWEET PEPPERBUSH	CONTAINER	30–36" HT.			88
ILEV	ILEX VOMITORIA / YAUPON HOLLY	CONTAINER	2–3' HT.			31
ILLP	ILLICIUM PARVIFLORUM / ANISE TREE	CONTAINER	3' HT. MIN			199
LIGJ	LIGUSTRUM JAPONICUM / JAPANESE PRIVET	CONTAINER	24–30" HT.			99
PODM	PODOCARPUS MACROPHYLLUS / YEW PINE	CONTAINER	3–4' HT.			77
CODE	BOTANICAL NAME / COMMON NAME	CONT	FIELD2	FIELD3	SPACING	QTY
SOD2	EREMOCHLOA OPHIUROIDES 'TIF BLAIR' TM / CENTIPEDE GRASS	SOD				168,263 SF
LIRG	LIRIOPE MUSCARI 'EMERALD GOODESS' / LIRIOPE	1 GAL			18" o.c.	128

: PLANT MATERIAL SHALL BE #1 QUALITY, AND MEET OR EXCEED ANLA STANDARDS.
: ARCHITECT SHALL REVIEW ALL PLANT MATERIAL PRIOR TO INSTALLATION, CONTACT
: ARCHITECT 48 HOURS PRIOR TO DELIVERY TO SCHEDULE PLANT REVIEW ON SITE.
: ARCHITECT/ OWNER RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL DEEMED DOES NOT MEET THE HIGHEST STANDARDS.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA — ADC ENGINEERING INC No. 00253 — CERTIFICATE OF AUTHORIZATION

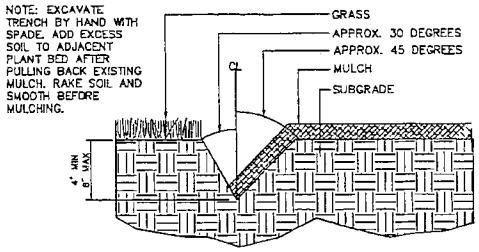
ENGINEERING SPECIALISTS
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7226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE: 05/05/2016
ADC PROJECT #: 15214
DESIGNED: WYD
CHECKED: JKW
DRAWN: WYD
REVISION:

PLANT SCHEDULE
AND
DETAILS

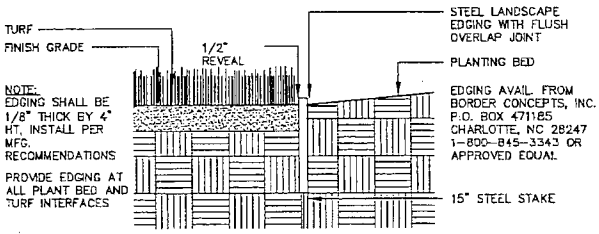
L301

SHEET ___ OF ___



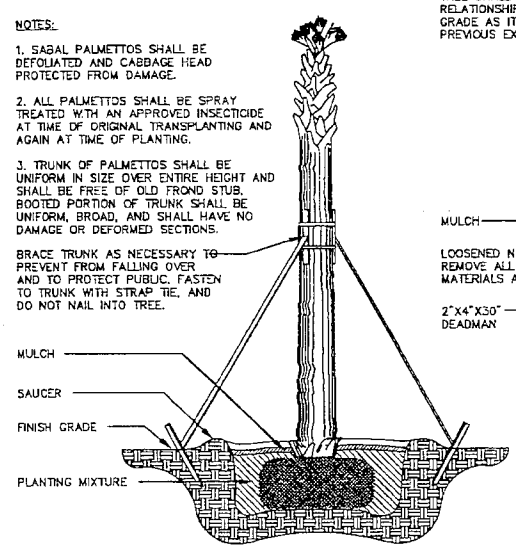
DETAIL – TRENCH EDGING

NO SCALE



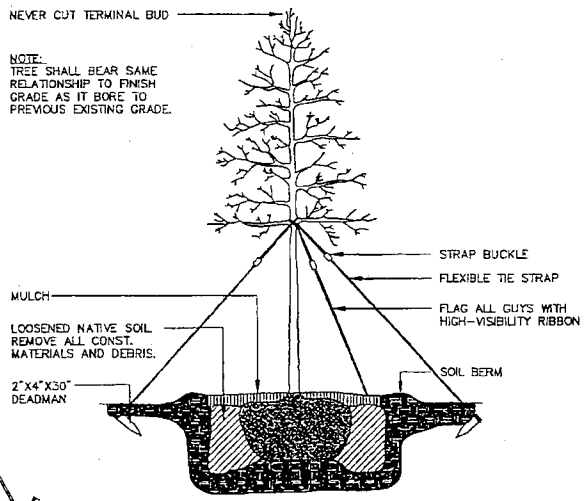
DETAIL – METAL EDGING

NO SCALE



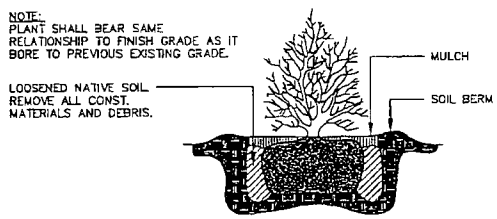
DETAIL – PALMETTO PLANTING

NO SCALE



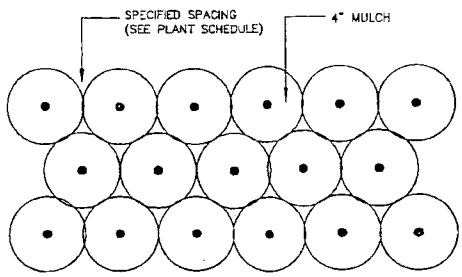
DETAIL – TREE PLANTING

NO SCALE



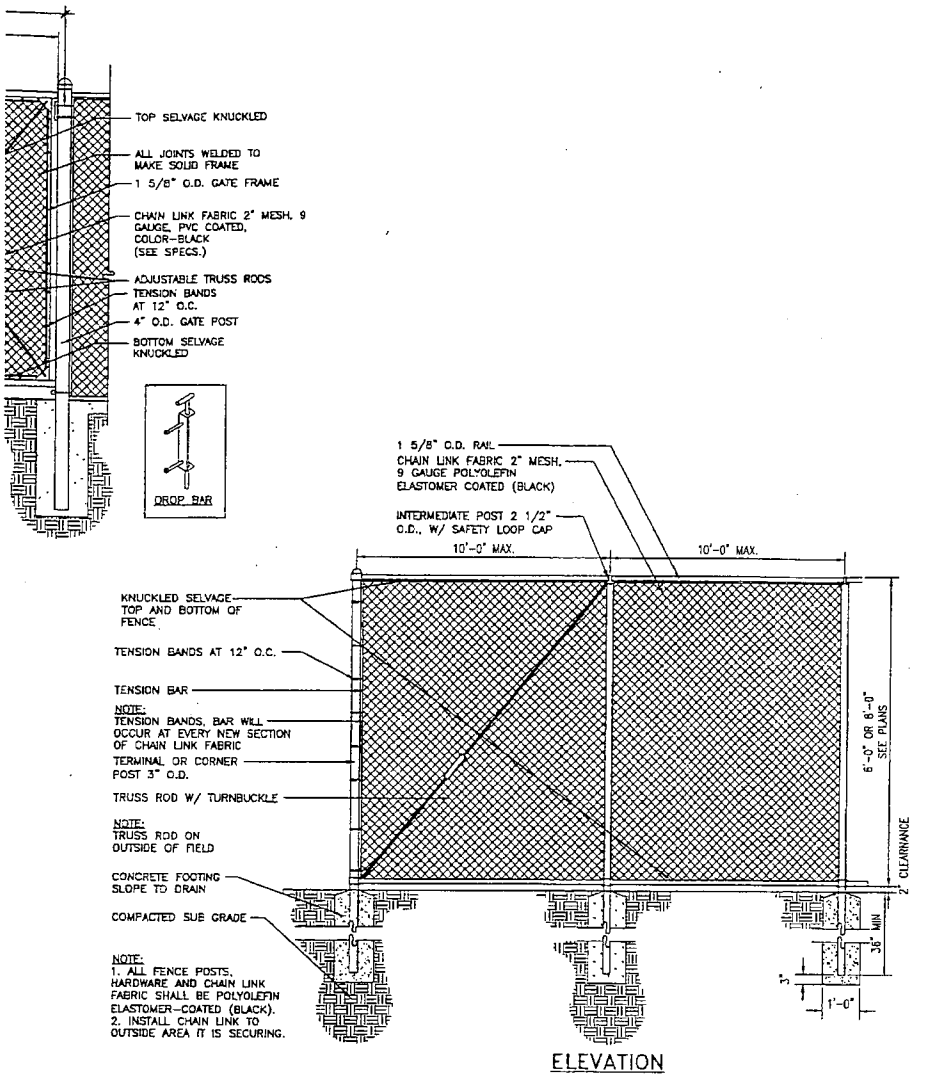
DETAIL – SHRUB PLANTING

NO SCALE



DETAIL – GROUND COVER PLANTING

NO SCALE



C FENCE DETAIL
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
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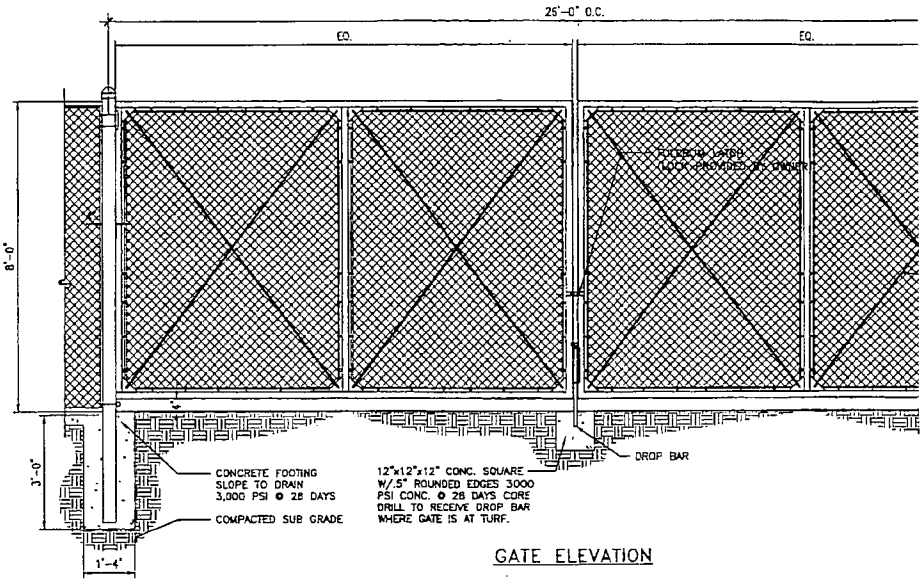
DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

SITE
CONSTRUCTION
DETAILS

L302

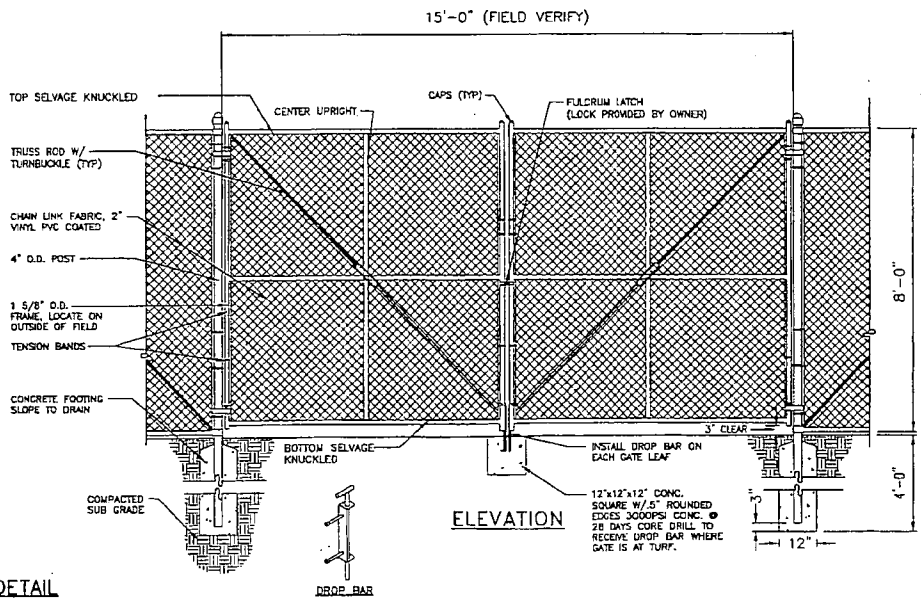
SHEET ___ OF ___

NOTES:
1. ALL FENCE AND GATE POSTS, HARDWARE AND CHAIN LINK FABRIC SHALL BE PVC COATED (COLOR-BLACK).
2. CONTRACTOR WILL VERIFY ALL GATE DIMENSIONS AND FIELD VERIFY GRADES FOR PROPER GATE SWING.
3. SPECIFICATIONS MAY VARY BASED ON ACTUAL APPROVED MANUFACTURER. GRADE AND SLOPE TO DIRECT WATER AWAY FROM POST. SET TOP OF FOOTING
4. FOOTING WIDTH SHALL BE (4)X POST WIDTH. TROWEL FINISH
5. ADJUST GATES PLUMB, LEVEL, AND SECURE FOR FULL OPENING WITHOUT INTERFERENCE.
6. ATTACH HARDWARE BY MEANS WHICH WILL PREVENT UNAUTHORIZED REMOVAL.
7. INSTALL CHAIN LINK TO OUTSIDE OF AREA IT IS SECURING.
8. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO CONSTRUCTION AND INSTALLATION, OF GATE, FOR REVIEW AND APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.

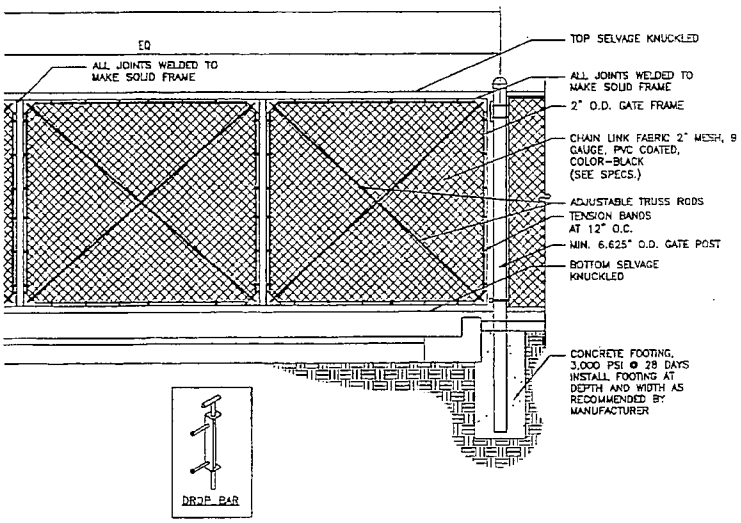


A VEHICULAR GATE DETAIL
NOT TO SCALE

NOTES:
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2. CONTRACTOR WILL VERIFY ALL GATE DIMENSIONS AND FIELD VERIFY GRADES FOR PROPER GATE SWING.
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4. FOOTING WIDTH SHALL BE (4)X POST WIDTH. TROWEL FINISH
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6. ATTACH HARDWARE BY MEANS WHICH WILL PREVENT UNAUTHORIZED REMOVAL.
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B DOUBLE GATE DETAIL
NOT TO SCALE



PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

ADC ENGINEERING INC
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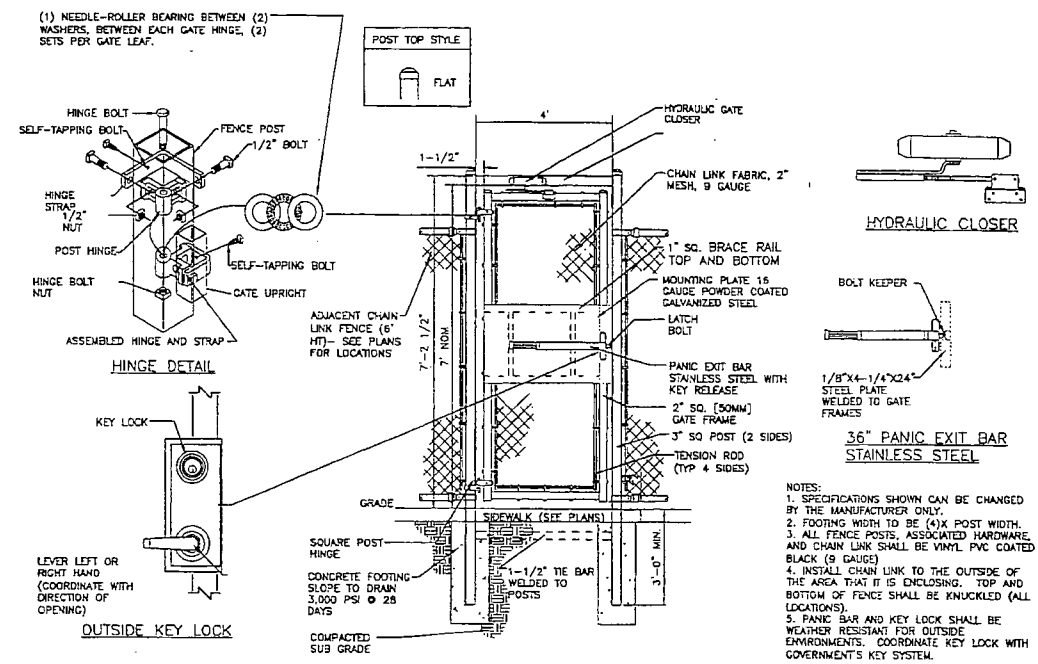
ADC
ENGINEERING SPECIALISTS
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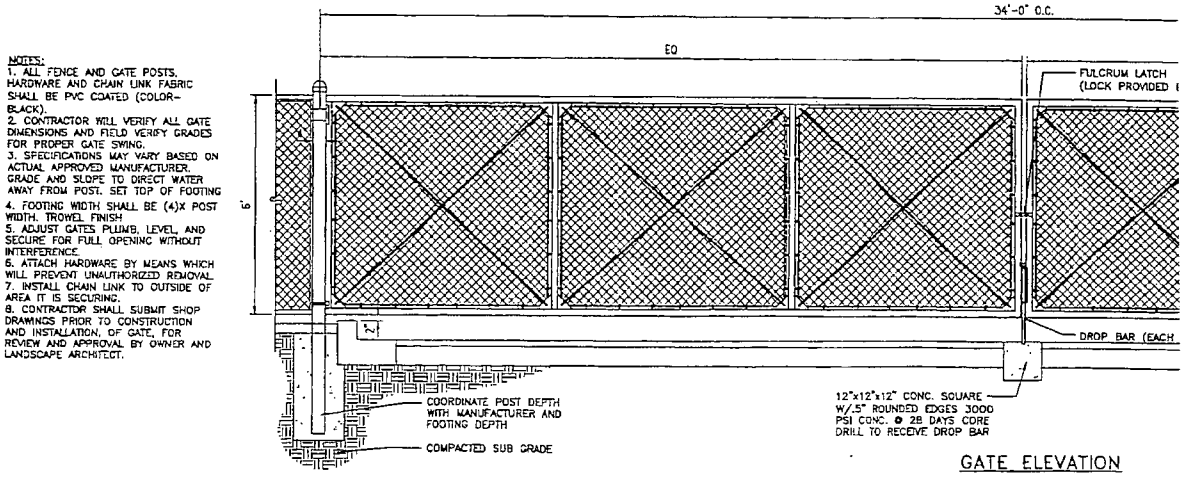
SITE
CONSTRUCTION
DETAILS

L303

SHEET ___ OF ___

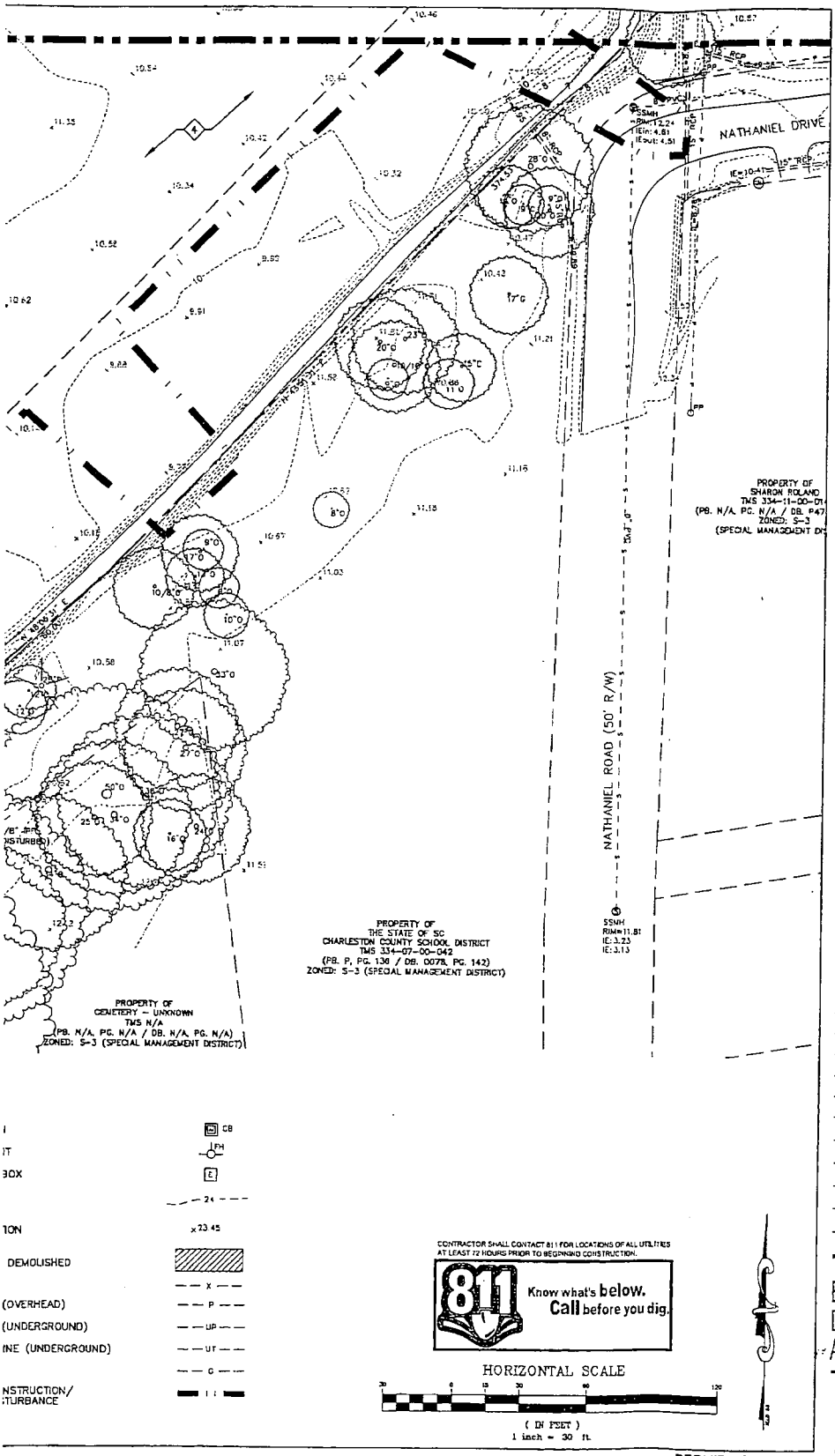


B PEDESTRIAN GATEDETAIL
NOT TO SCALE



GATE ELEVATION

A VEHICULAR GATE (34' WIDTH) DETAIL
NOT TO SCALE



CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

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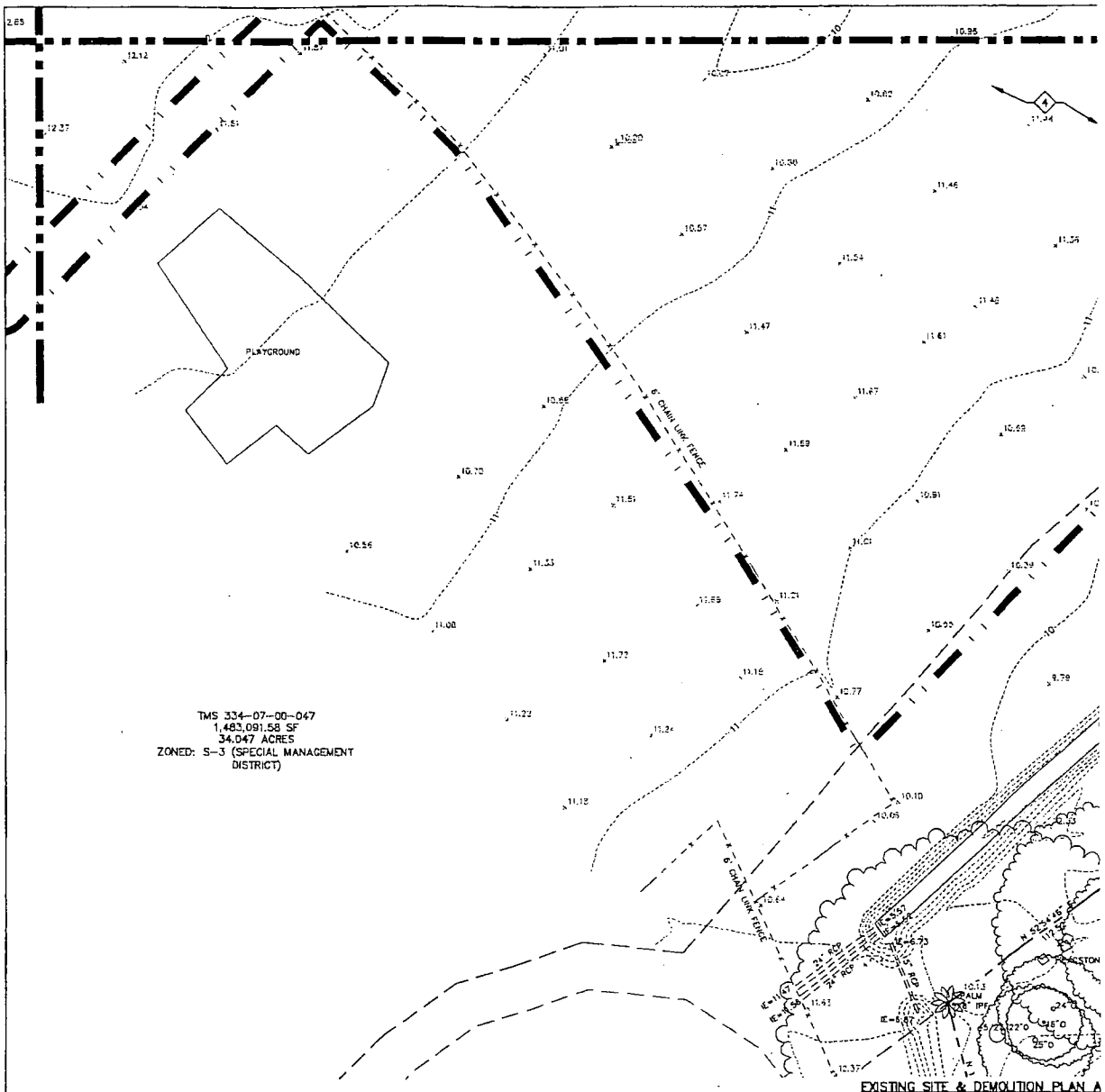
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REVISION:	

EXISTING SITE & DEMOLITION PLAN AREA 2

C102

SHEET ___ OF ___



EXISTING SITE & DEMOLITION PLAN A
SCALE 1" = 30'

GENERAL NOTES:

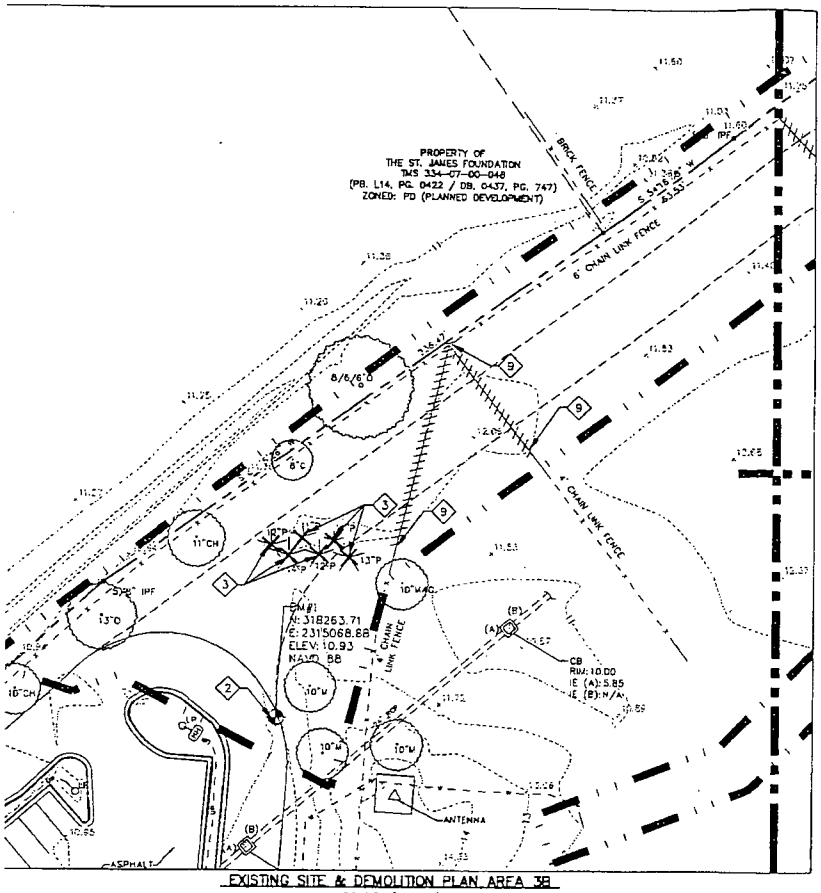
1. SEE SHEET C001 FOR CIVIL ABBREVIATIONS AND GENERAL NOTES.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
4. ALL PROJECT STAKEOUT SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR TO BE PAID FOR BY THE CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SHOWN IN DRAWINGS. REFER TO THE GIVEN DIMENSIONS, SYMBOL LEGEND, KEYNOTES, AND REFERENCED DETAILS FOR CORRECT STAKEOUT.
5. ALL CONTRACTORS/SUBCONTRACTORS/PERSON THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROUGHOUT THE DRAWINGS, SPECIFICATIONS AND PERMITS.

KEYNOTES: ◇

1. PROTECT EXISTING UTILITIES TO REMAIN FOR THE DURATION OF CONSTRUCTION.
2. PROTECT EXISTING BENCHMARKS. SEE BENCHMARK TABLE PAGE C002 FOR EXISTING TBM DATA.
3. REMOVE EXISTING TREES/SHRUBS. BACKFILL IAW SPECIFICATIONS.
4. CLEAR AND GRUB VEGETATION AND STRIP TOPSOIL IAW SPECIFICATIONS.
5. REMOVE ASPHALT CONCRETE PAVEMENT IN ITS ENTIRETY. PROVIDE FULL DEPTH SAWCUT AT LIMITS OF REMOVAL.
6. REMOVE FENCE IN ITS ENTIRETY, INCLUDING FOUNDATIONS.
7. REMOVE CONCRETE CURB AND GUTTER IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
8. REMOVE CONCRETE PAVEMENT/SIDEWALK IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
9. SALVAGE EXISTING 4' CHAIN LINK FENCE AND REINSTALL. SEE SHEET C203 FOR LOCATION.

EXISTING SITE/DEMOLITION LEGEND

WATER LINE W/ VALVE	W WV
SANITARY SEWER PIPE	S
SANITARY SEWER SERVICE	SS
WATER SERVICE	WS
STORM DRAIN	
EXISTING TREE	SIZE/TYPE
TREE TO BE DEMOLISHED	SIZE/TYPE
POWER POLE	PP
SANITARY MANHOLE	SSMH
SEWER CLEANOUT	CO



EXISTING SITE & DEMOLITION PLAN AREA 3B
SCALE 1" = 30'

TREE TABLE ONSITE	
SIGNIFICANT TREES TO REMAIN	76
SIGNIFICANT TREES DEMOLISHED	7
GRAND TREES TO REMAIN	7
GRAND TREES DEMOLISHED	0
REQUIRED INCHES PER ACRE*	40
REMAINING INCHES PER ACRE	39

*REMAINING INCHES PER ACRE REQUIREMENT OF 40"/ACRE USED FOR PREVIOUSLY DEVELOPED SITE. REMAINING MITIGATION INCHES WILL BE PROVIDED BY THE LANDSCAPE PLAN.

BASIN	CB
HYDRANT	FH
RICAL BOX	E
DUR	24
ELEVATION	x23.45
TO BE DEMOLISHED	
	X
LINE (OVERHEAD)	P
LINE (UNDERGROUND)	UP
HONE LINE (UNDERGROUND)	UT
INE	G
OF CONSTRUCTION/ OF DISTURBANCE	

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's below. Call before you dig.

HORIZONTAL SCALE
0 8 15 30 60 120
(IN FEET)
1 inch = 30 ft

PERMIT DOCUMENTS

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North Charleston, South Carolina

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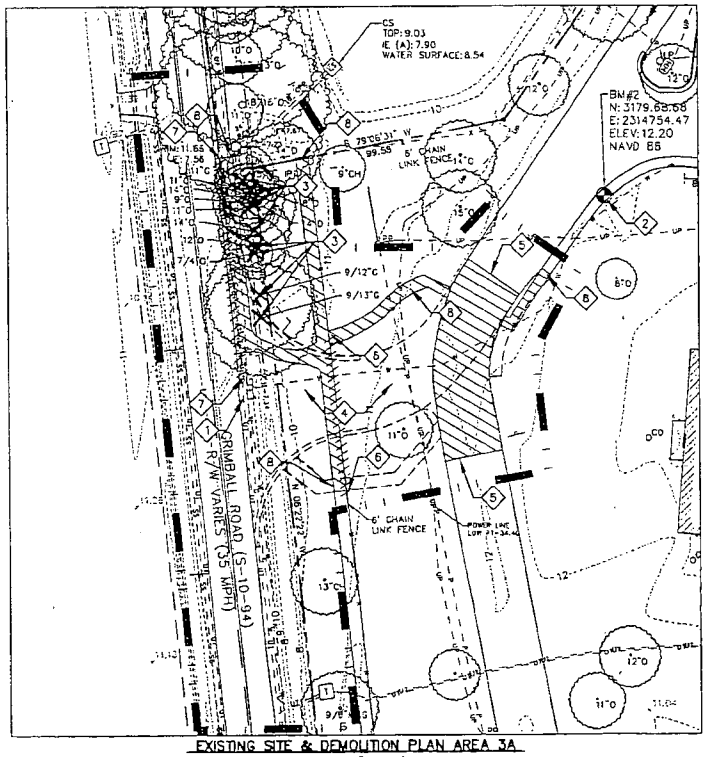
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DRAWN:	WYD
REVISION:	

EXISTING SITE & DEMOLITION PLAN AREA 3A & 3B

C103

SHEET ___ OF ___



EXISTING SITE & DEMOLITION PLAN AREA 3A
SCALE 1" = 30'

TREE TABLE ONSITE	
SIGNIFICANT TREES DEMOLISHED*	11
GRAND TREES DEMOLISHED	0

*TREES BESIDES GRAND TREES ARE EXCEPT FROM CHARLESTON COUNTY TREE PROTECTION ORDINANCE.

GENERAL NOTES:

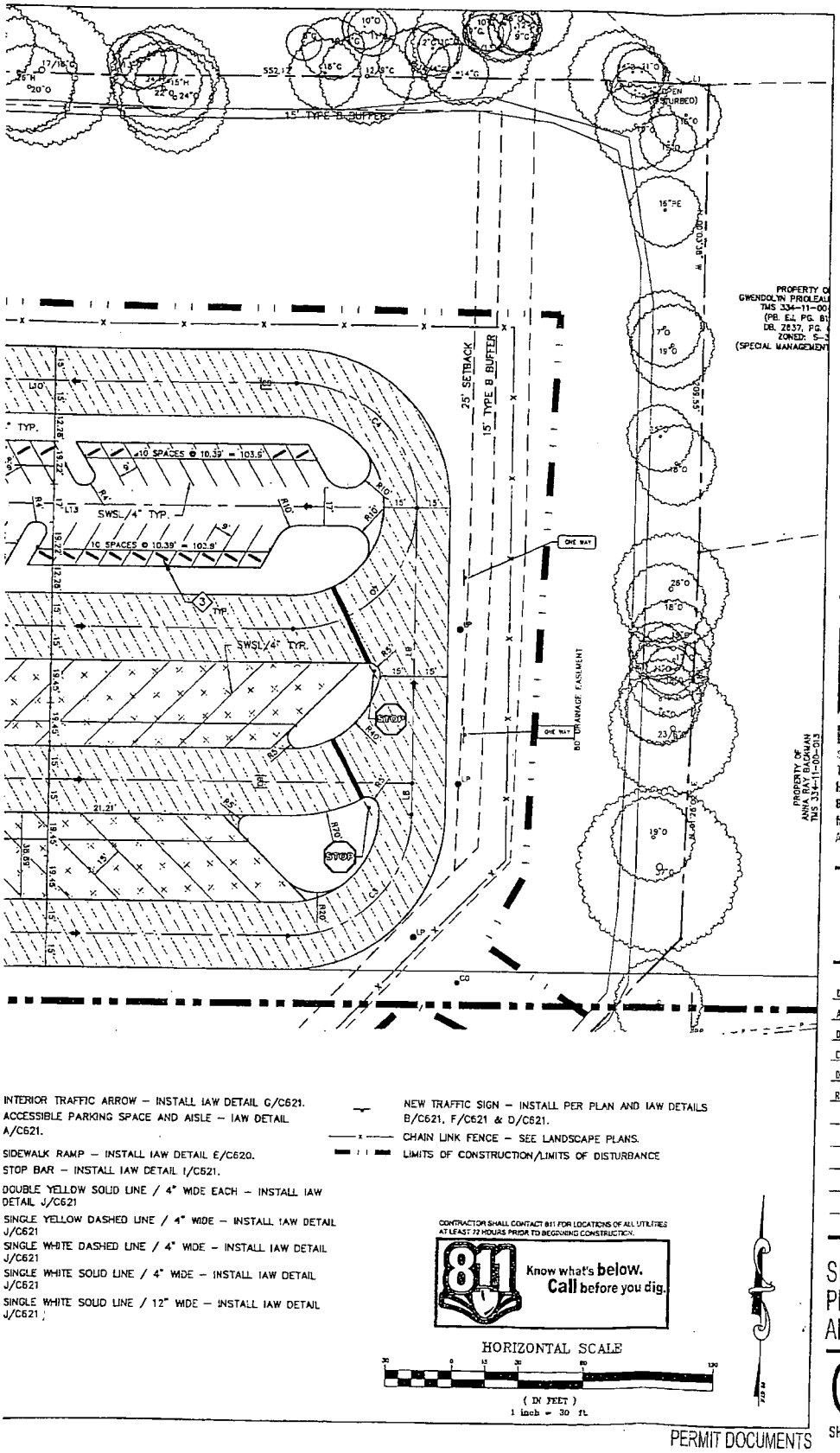
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5. ALL CONTRACTORS/SUBCONTRACTORS/PERSON THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROUGHOUT THE DRAWINGS, SPECIFICATIONS AND PERMITS.

KEYNOTES: ◇

1. PROTECT EXISTING UTILITIES TO REMAIN FOR THE DURATION OF CONSTRUCTION.
2. PROTECT EXISTING BENCHMARKS. SEE BENCHMARK TABLE PAGE C002 FOR EXISTING TBM DATA.
3. REMOVE EXISTING TREES/SHRUBS. BACKFILL IAW SPECIFICATIONS.
4. CLEAR AND GRUB VEGETATION AND STRIP TOPSOIL IAW SPECIFICATIONS.
5. REMOVE ASPHALT CONCRETE PAVEMENT IN ITS ENTIRETY. PROVIDE FULL DEPTH SAWCUT AT LIMITS OF REMOVAL.
6. REMOVE FENCE IN ITS ENTIRETY, INCLUDING FOUNDATIONS.
7. REMOVE CONCRETE CURB AND GUTTER IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
8. REMOVE CONCRETE PAVEMENT/SIDEWALK IN ITS ENTIRETY. PROVIDE FULL DEPTH SAW CUT AT LIMITS OF REMOVAL.
9. SALVAGE EXISTING 4' CHAIN LINK FENCE AND REINSTALL. SEE SHEET C203 FOR LOCATION.

EXISTING SITE/DEMOLITION LEGEND

WATER LINE W/ VALVE	— — W — ⊗ WV
SANITARY SEWER PIPE	— — S — —
SANITARY SEWER SERVICE	— — SS — —
WATER SERVICE	— — WS — —
STORM DRAIN	= = = = = =
EXISTING TREE	⊙ ✳ SIZE/TYPE
TREE TO BE DEMOLISHED	⊗ ✳ SIZE/TYPE
POWER POLE	○ PP
SANITARY MANHOLE	○ SSMH
SEWER CLEANOUT	○ CO



INTERIOR TRAFFIC ARROW – INSTALL IAW DETAIL G/C621.

ACCESSIBLE PARKING SPACE AND AISLE – IAW DETAIL A/C621.

SIDEWALK RAMP – INSTALL IAW DETAIL E/C620.

STOP BAR – INSTALL IAW DETAIL I/C621.

DOUBLE YELLOW SOLID LINE / 4" WIDE EACH – INSTALL IAW DETAIL J/C621

SINGLE YELLOW DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C621

SINGLE WHITE DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C621

SINGLE WHITE SOLID LINE / 4" WIDE – INSTALL IAW DETAIL J/C621

SINGLE WHITE SOLID LINE / 12" WIDE – INSTALL IAW DETAIL J/C621

NEW TRAFFIC SIGN – INSTALL PER PLAN AND IAW DETAILS B/C621, F/C621 & D/C621.

CHAIN LINK FENCE – SEE LANDSCAPE PLANS.

LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

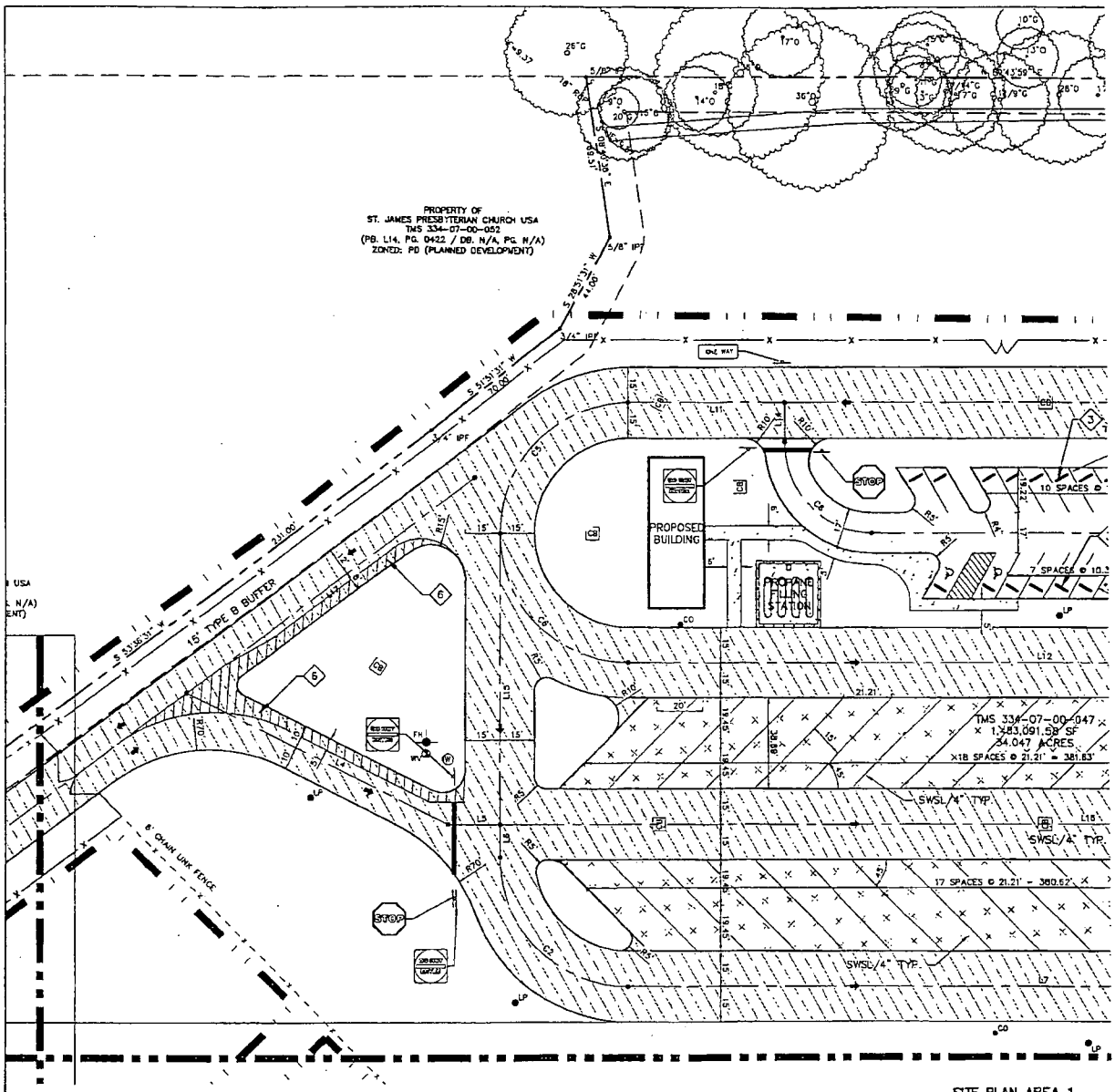
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ABCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYO
CHECKED:	JKW
DRAWN:	WYO
REVISION:	

SITE PLAN AREA 1

C201

SHEET ___ OF ___



SITE PLAN AREA 1
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
4. ALL PROJECT STAKEOUT SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR TO BE PAID FOR BY THE CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SHOWN IN DRAWINGS. REFER TO THE GIVEN DIMENSIONS, SYMBOL LEGEND, KEYNOTES, AND REFERENCED DETAILS FOR CORRECT STAKEOUT.
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KEYNOTES: ◇

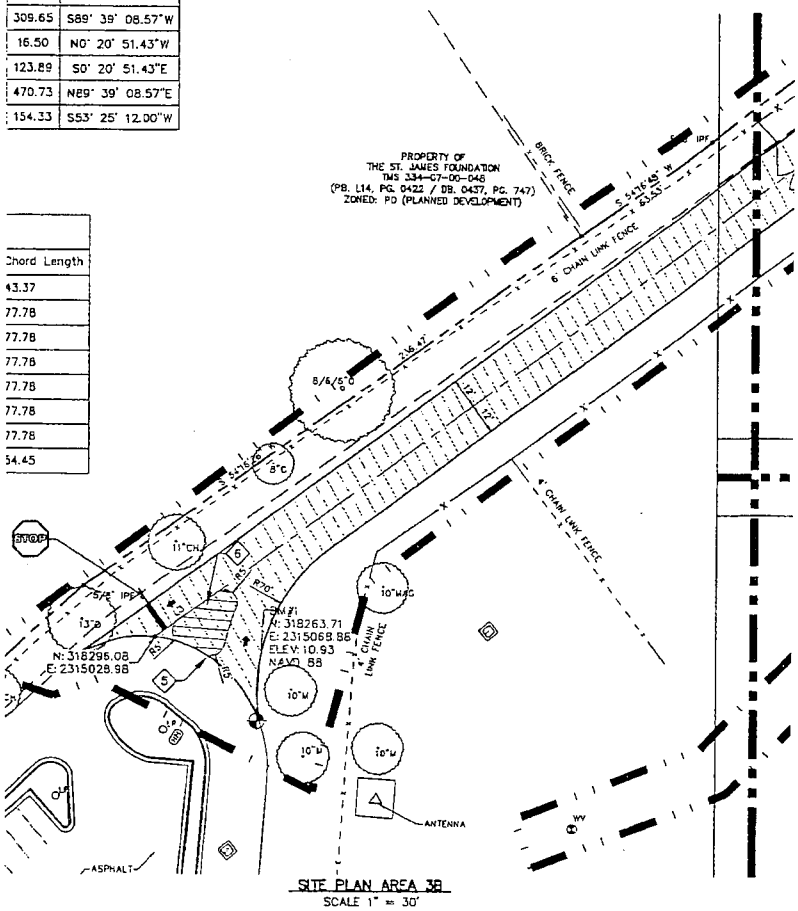
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2. INSTALL 24" CURB AND GUTTER IAW DETAIL F/C620.
3. INSTALL CONCRETE WHEEL STOP IAW DETAIL I/C620.
4. INSTALL BOLLARD IAW DETAIL E/C621.
5. TIE NEW PAVEMENT INTO EXISTING PAVEMENT IAW DETAIL H/C620.
6. INSTALL 4" YELLOW THERMOPLASTIC STRIPING 2' ON CENTER AT 45° ANGLE IAW DETAIL J/C621.

CIVIL LEGEND – SITE

- STANDARD DUTY ASPHALT PAVEMENT – INSTALL IAW DETAIL A/C620.
- HEAVY DUTY ASPHALT PAVEMENT – INSTALL IAW DETAIL B/C620.
- SCDOT RIGHT-OF-WAY ASPHALT PAVEMENT – INSTALL IAW DETAIL C/C620.
- CONCRETE PAVEMENT/SIDEWALK – INSTALL IAW DETAIL G/C620.
- HEAVY DUTY CONCRETE PAVEMENT – INSTALL IAW DETAIL D/C620.

Line Table	
Length	Direction
293.15	S89° 39' 08.57"W
67.58	S89° 39' 08.57"W
360.73	N89° 39' 08.57"E
309.65	S89° 39' 08.57"W
16.50	N0° 20' 51.43"W
123.89	S0° 20' 51.43"E
470.73	N89° 39' 08.57"E
154.33	S53° 25' 12.00"W

	Chord Length
	43.37
	77.78
	77.78
	77.78
	77.78
	77.78
	77.78
	54.45



SITE PLAN AREA 3B
SCALE 1" = 30'

INTERIOR TRAFFIC ARROW – INSTALL IAW DETAIL G/C621.

ACCESSIBLE PARKING SPACE AND AISLE – IAW DETAIL A/C621.

SIDEWALK RAMP – INSTALL IAW DETAIL E/C620.

STOP BAR – INSTALL IAW DETAIL I/C621.

DOUBLE YELLOW SOLID LINE / 4" WIDE EACH – INSTALL IAW DETAIL J/C621

SINGLE YELLOW DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C521

SINGLE WHITE DASHED LINE / 4" WIDE – INSTALL IAW DETAIL J/C521

SINGLE WHITE SOLID LINE / 4" WIDE – INSTALL IAW DETAIL J/C621

SINGLE WHITE SOLID LINE / 12" WIDE – INSTALL IAW DETAIL J/C621

NEW TRAFFIC SIGN – INSTALL PER PLAN AND IAW DETAILS B/C621, F/C621 & D/C621.

CHAIN LINK FENCE – SEE LANDSCAPE PLANS.

LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

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PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC. No. 00253 CERTIFICATE OF AUTHORIZATION

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE: 05/05/2016
ADC PROJECT #: 15214
DESIGNED: WYD
CHECKED: JKW
DRAWN: WYD
REVISION:

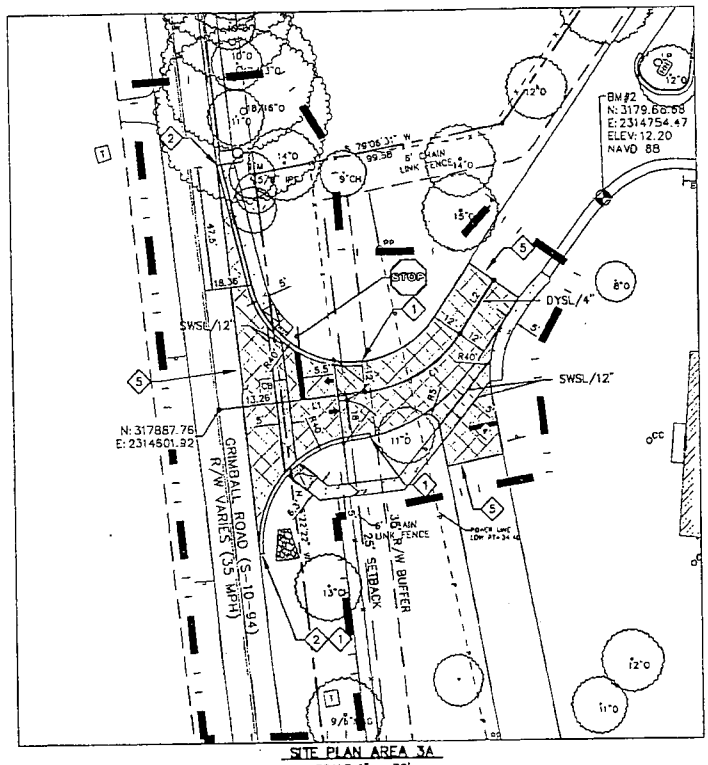
SITE
PLAN
AREA 3A & 3B

C203

SHEET ___ OF ___

Line Table		
Line #	Length	Direction
L1	58.00	S83° 37' 38.30"W
L2	25.00	N34° 20' 01.68"E
L3	369.81	N53° 25' 12.00"E
L4	126.00	S63° 48' 43.52"E
L5	22.65	N89° 39' 08.57"E
L6	13.89	S0° 20' 51.43"E
L7	360.73	N89° 39' 08.57"E
L8	13.89	N0° 20' 51.43"W
L9	123.89	N0° 20' 51.43"W

Curve Tab				
Curve #	Length	Radius	Delta	Cho
C1	44.74	52.00	49.29	S58
C2	86.39	55.00	90.00	S45
C3	86.39	55.00	90.00	N44
C4	86.39	55.00	90.00	N45
C5	86.39	55.00	90.00	S44
C6	86.39	55.00	90.00	S45
C7	86.39	55.00	90.00	N44
C8	60.48	38.50	90.00	S45



GENERAL NOTES:

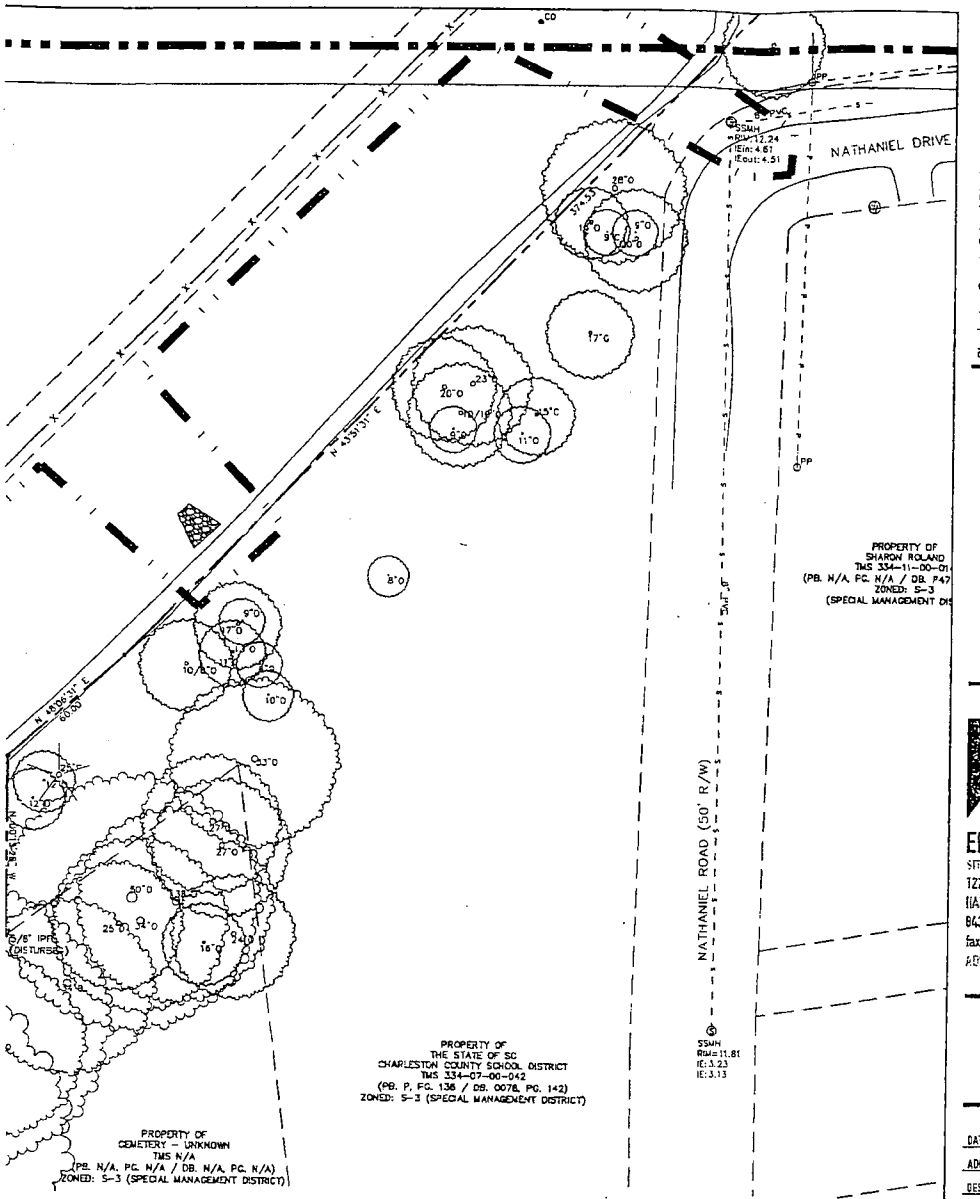
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KEYNOTES: ◇

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3. INSTALL CONCRETE WHEEL STOP IAW DETAIL I/C620.
4. INSTALL BOLLARD IAW DETAIL E/C621.
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LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

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30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
CERTIFICATE OF AUTHORIZATION

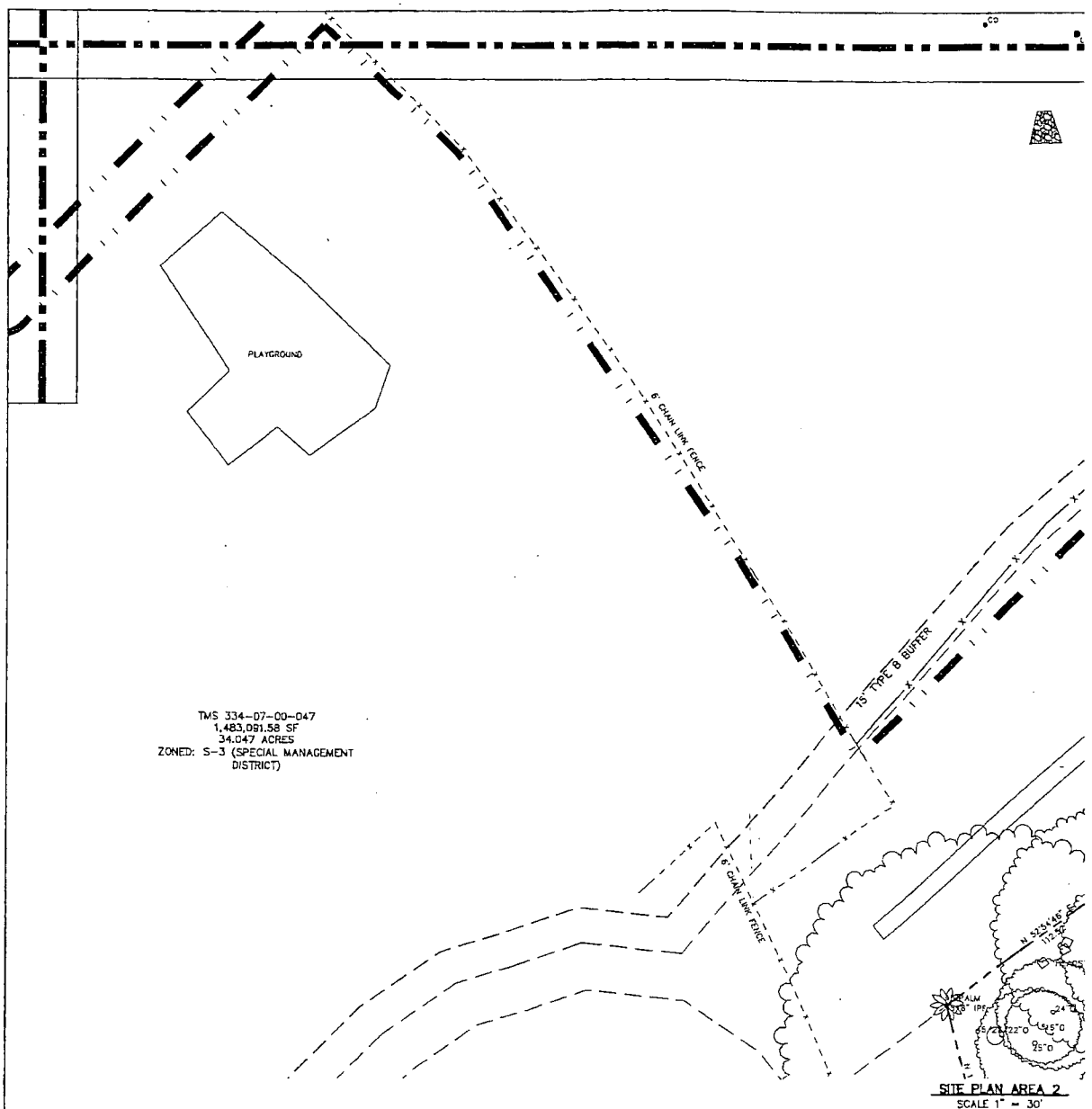
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

SITE PLAN AREA 2

C202

SHEET ___ OF ___



GENERAL NOTES:

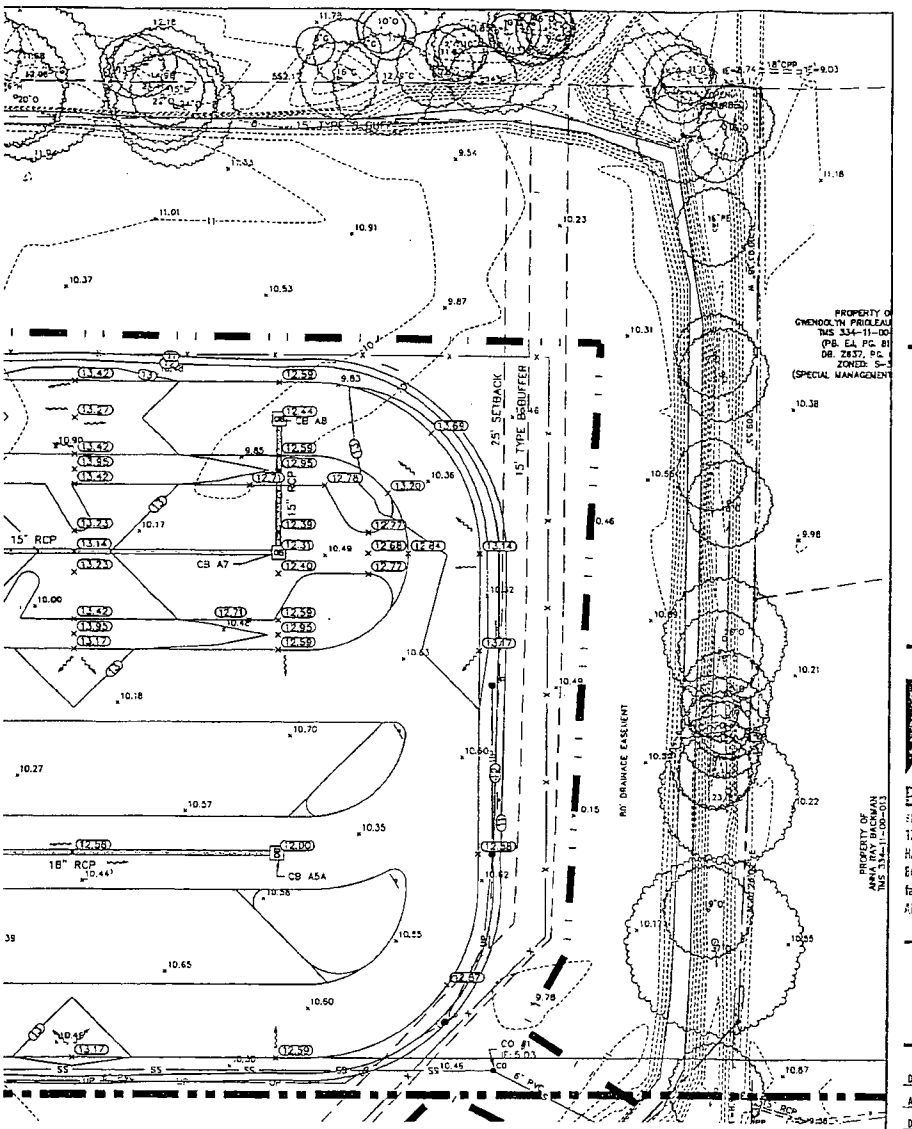
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KEYNOTES: ◇

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3. INSTALL CONCRETE WHEEL STOP IAW DETAIL I/C620.
4. INSTALL BOLLARD IAW DETAIL E/C621.
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CIVIL LEGEND – SITE

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- HEAVY DUTY CONCRETE PAVEMENT – INSTALL IAW DETAIL D/C620.



RIP RAP APRON – INSTALL
C/C630.

ONSTRUCTION/LIMITS OF DISTURBANCE

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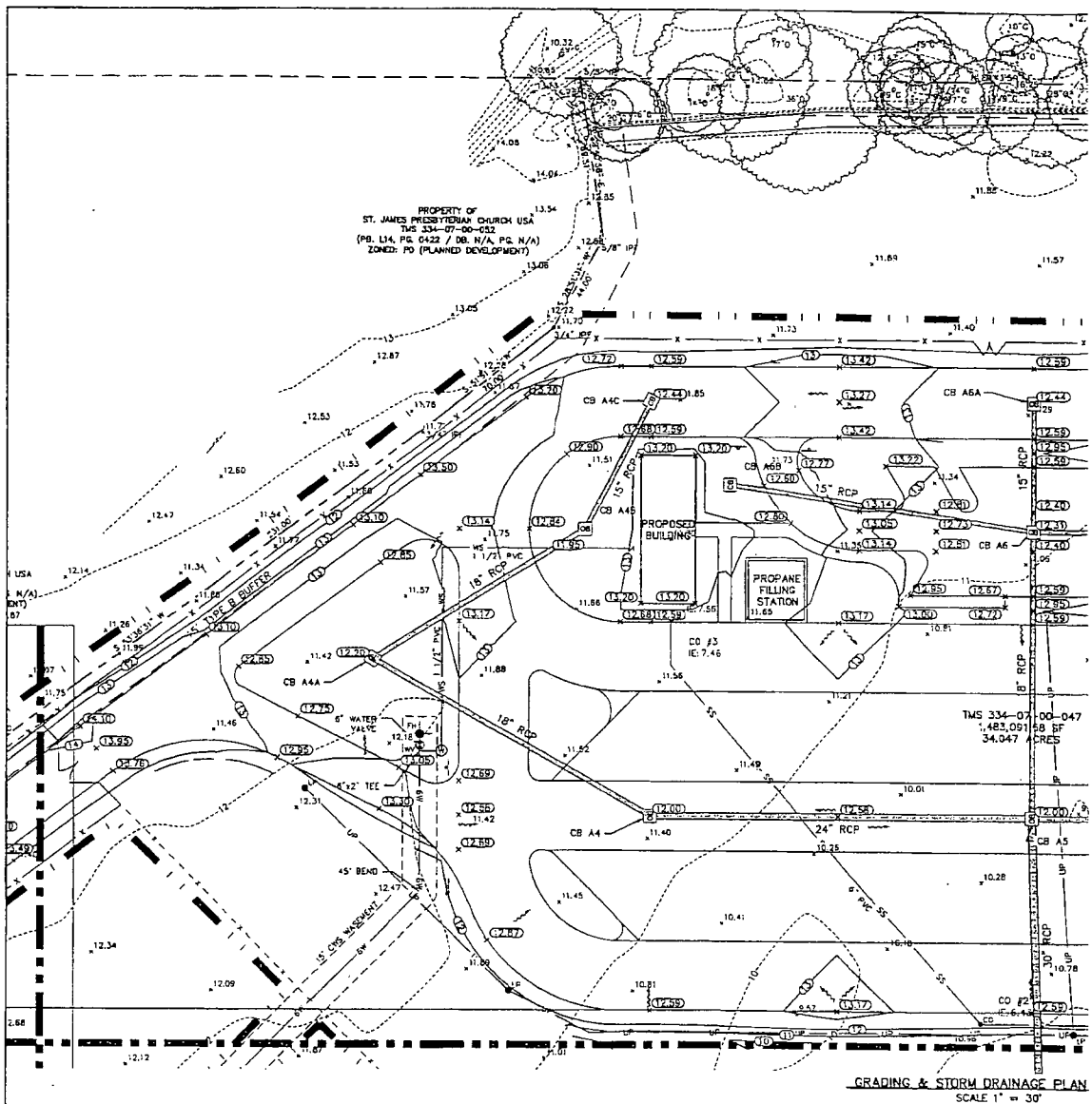
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1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	09/09/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKY
DRAWN:	WYD
REVISION:	

GRADING &
STORM DRAINAGE PLAN
AREA 1

C301

SHEET ___ OF ___



GRADING & STORM DRAINAGE PLAN
SCALE 1" = 30'

GENERAL NOTES:

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GRADING NOTES:

1. ALL SPOTS GIVEN ARE TO BOTTOM OF CURB OR TOP OF ASPHALT.
2. GENERAL CONTRACTOR SHALL COORDINATE ALL SITE UTILITIES AND STORM DRAINAGE INSTALLATION SCHEDULES TO AVOID POTENTIAL UTILITY CONFLICTS.
3. SEE DETAIL D/C630 FOR PIPE AND STRUCTURE TABLES.

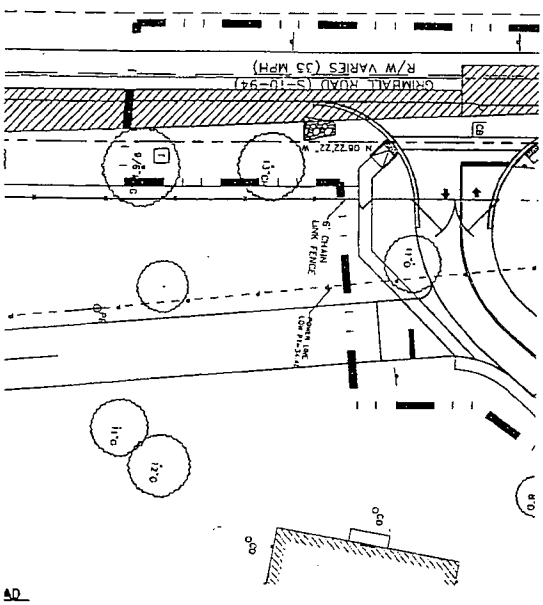
KEYNOTES: ◇

1. MATCH EXISTING GRADE AT PAVEMENT TIE IN.
2. CONNECT NEW CATCH BASIN TO EXISTING RCP. FILL ANNULAR SPACE WITH NON-SHRINK GROUT.

CIVIL LEGEND – GRADING AND DRAINAGE

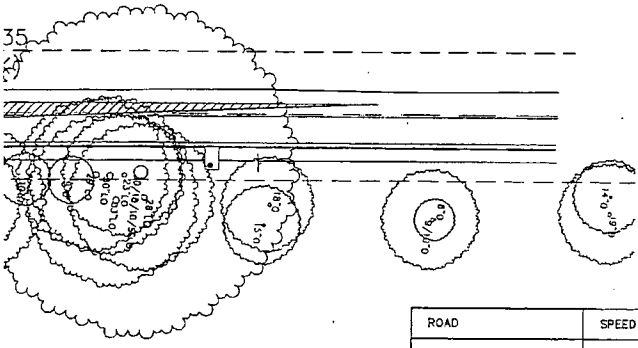
CB	CATCH BASIN – INSTALL IAW DETAIL A/C630.
	STORM DRAINAGE PIPE – INSTALL IAW DETAIL B/C630.
x 00.00	NEW FINISHED GRADE SPOT ELEVATION
—11—	NEW FINISHED CONTOUR
x 14.00	EXISTING GRADE SPOT
—12—	EXISTING GRADE CONTOUR
	DRAINAGE FLOW ARROW
3:1	SLOPE AND SLOPE DIRECTION

AY SPACING
OF SURVEY LIMITS)



AD

.Y SPACING
OF SURVEY LIMITS)



ROAD	SPEED LIMIT	SIGHT DISTANCE
GRIMBALL ROAD (S-94)	35 MPH	490' (SINGLE UNIT TRUCK

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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30 0 15 30 60 120

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D

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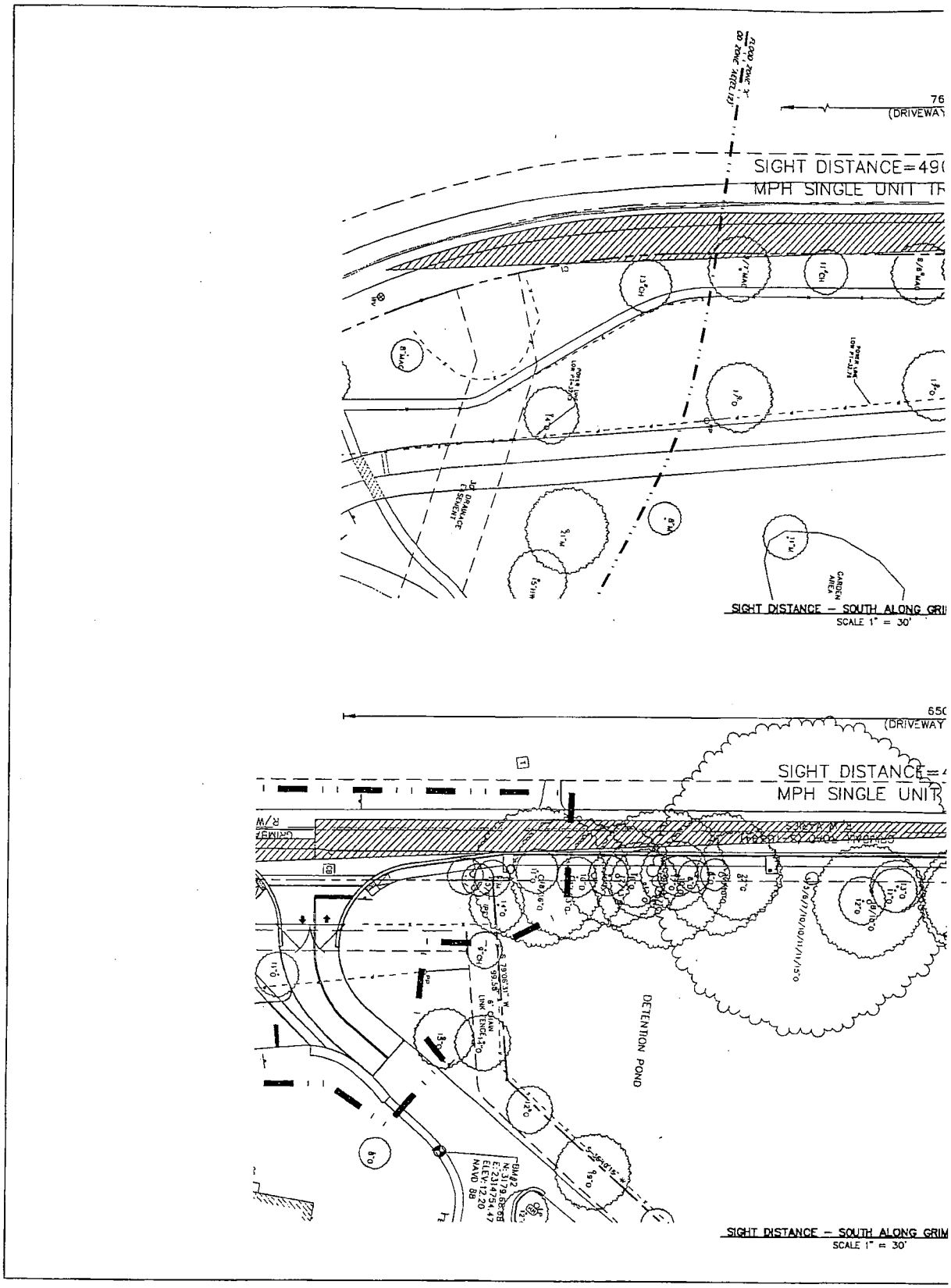
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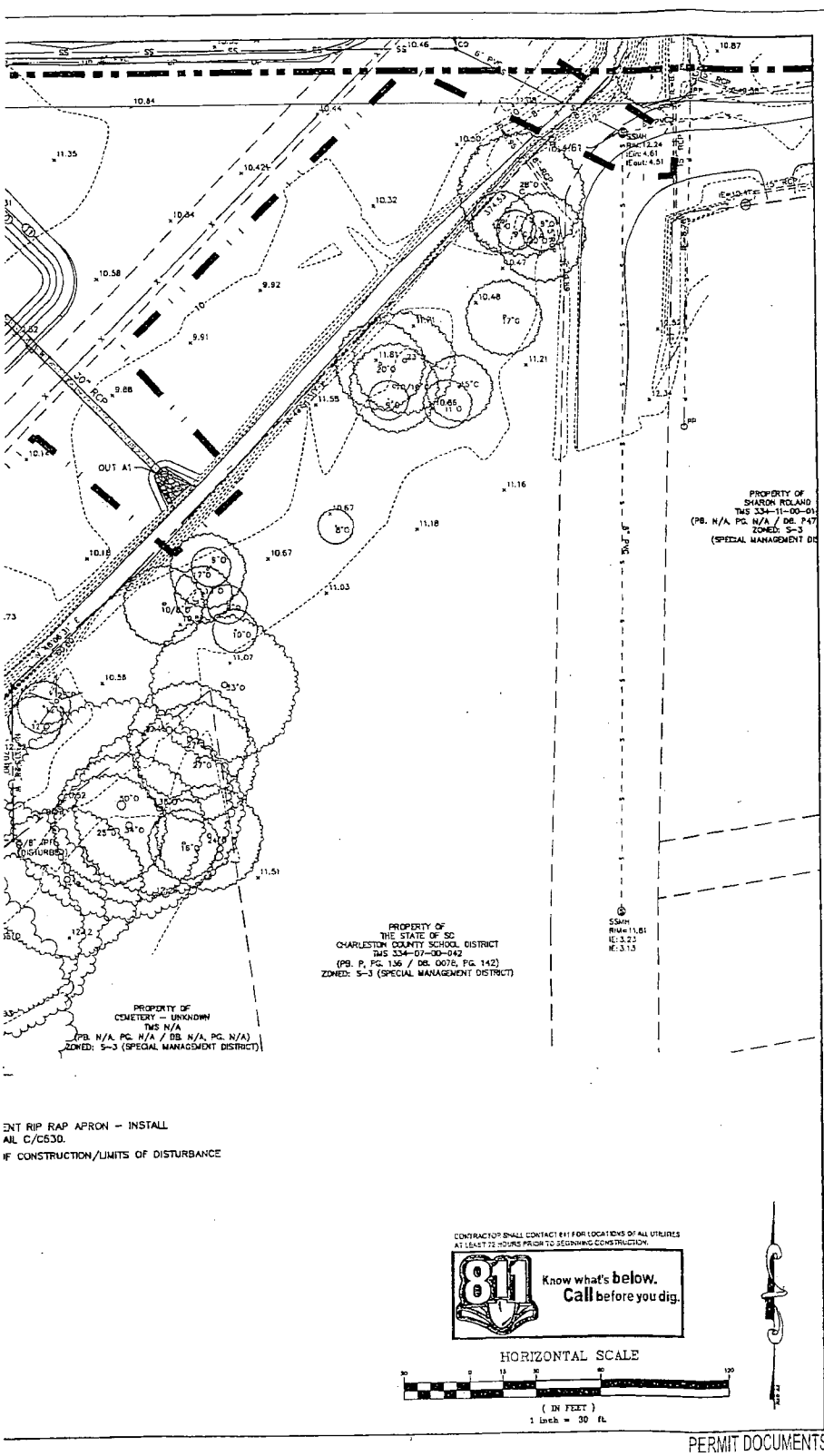
DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	YYD
CHECKED:	JKW
DRAWN:	YYD
REVISION:	

GRIMBALL ROAD
SIGHT DISTANCE
PLAN

C210

SHEET ___ OF ___


SIGHT DISTANCE=49(
MPH SINGLE UNIT TR
(DRIVEWAY
SIGHT DISTANCE – SOUTH ALONG GRI
SCALE 1" = 30'
SIGHT DISTANCE=
MPH SINGLE UNIT
(DRIVEWAY
DETENTION POND
SIGHT DISTANCE – SOUTH ALONG GRIM
SCALE 1" = 30'



ENT RIP RAP APRON - INSTALL
AIL C/C530.
IF CONSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's below. Call before you dig.

HORIZONTAL SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
CERTIFICATE OF AUTHORIZATION

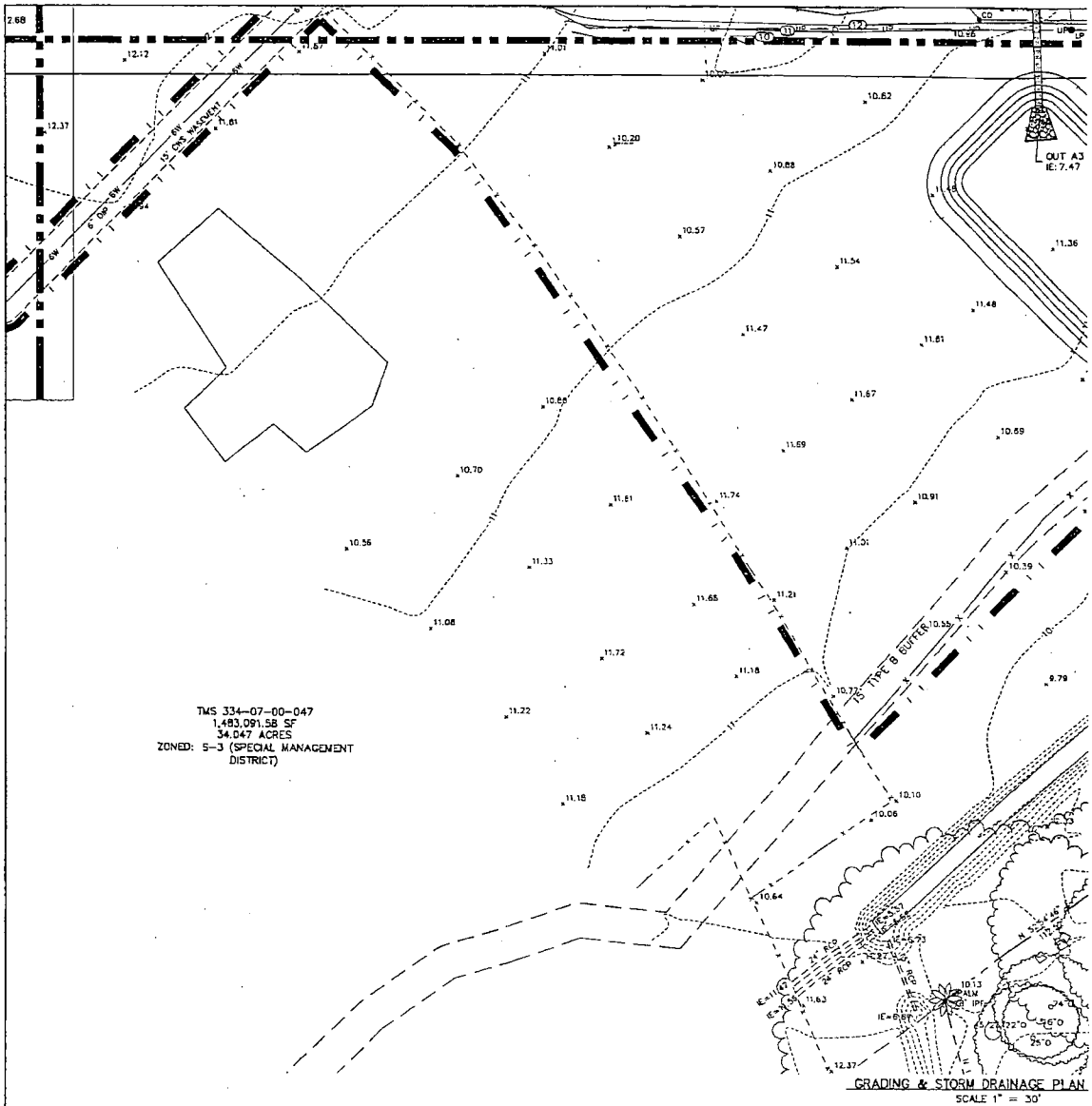
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15216
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

GRADING & STORM DRAINAGE PLAN AREA 2

C302

SHEET ___ OF ___



GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
4. ALL PROJECT STAKEOUT SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR TO BE PAID FOR BY THE CONTRACTOR. FOR STAKEOUT, DO NOT RELY SOLELY ON THE PHYSICAL SCALE AS SHOWN IN DRAWINGS. REFER TO THE GIVEN DIMENSIONS, SYMBOL LEGEND, KEYNOTES, AND REFERENCED DETAILS FOR CORRECT STAKEOUT.
5. ALL CONTRACTORS/SUBCONTRACTORS/PERSON THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROUGHOUT THE DRAWINGS, SPECIFICATIONS AND PERMITS.

GRADING NOTES:

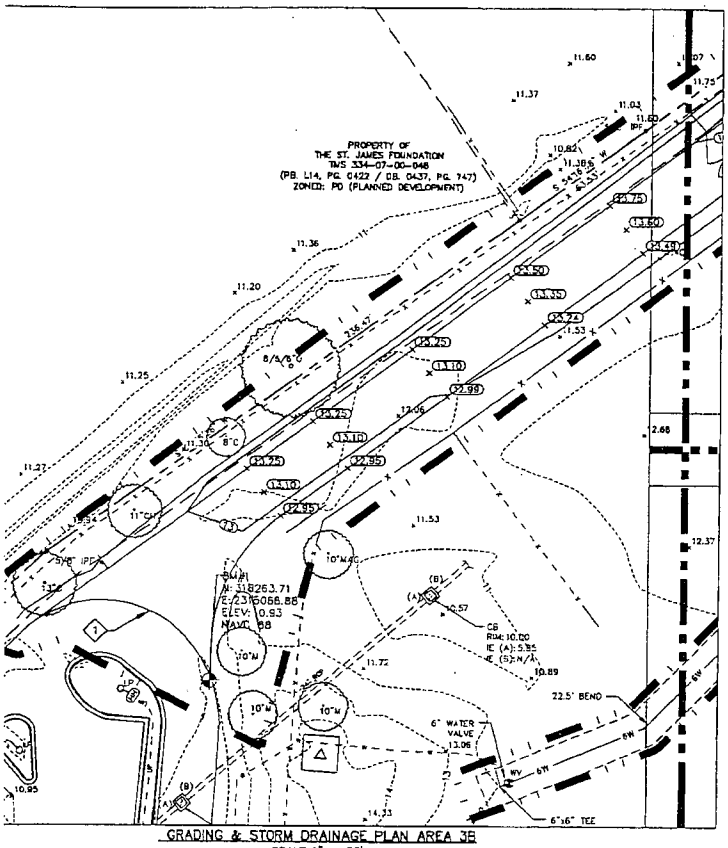
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2. GENERAL CONTRACTOR SHALL COORDINATE ALL SITE UTILITIES AND STORM DRAINAGE INSTALLATION SCHEDULES TO AVOID POTENTIAL UTILITY CONFLICTS.
3. SEE DETAIL D/C630 FOR PIPE AND STRUCTURE TABLES.

KEYNOTES: ◇

1. MATCH EXISTING GRADE AT PAVEMENT TIE IN.
2. CONNECT NEW CATCH BASIN TO EXISTING RCP. FILL ANNULAR SPACE WITH NON-SHRINK GROUT.

CIVIL LEGEND – GRADING AND DRAINAGE

- CB — CATCH BASIN – INSTALL IAW DETAIL A/C630.
- STORM DRAINAGE PIPE – INSTALL IAW DETAIL B/C630.
- (25.00) — NEW FINISHED GRADE SPOT ELEVATION
- (11) — NEW FINISHED CONTOUR
- EXISTING GRADE SPOT
- EXISTING GRADE CONTOUR
- DRAINAGE FLOW ARROW
- 3:1 — SLOPE AND SLOPE DIRECTION



GRADING & STORM DRAINAGE PLAN AREA 3B
SCALE 1" = 30'

IP RAP APRON – INSTALL
/C630.
NSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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HORIZONTAL SCALE

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC. No. 00253 CERTIFICATE OF AUTHORIZATION

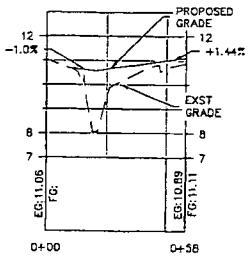
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/5/2016
ADC PROJECT #:	15216
DESIGNED:	WYD
CHECKED:	JGW
DRAWN:	WYD
REVISION:	

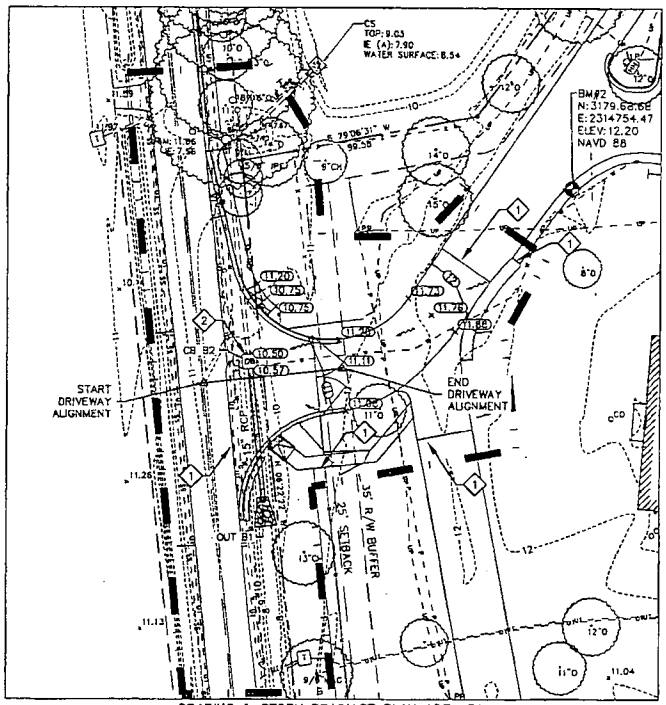
GRADING &
STORM DRAINAGE PLAN
AREA 3A & 3B

C303

SHEET ___ OF ___



DRIVEWAY PROFILE



GRADING & STORM DRAINAGE PLAN AREA 3A
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
3. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTENT OF THE PROJECT.
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GRADING NOTES:

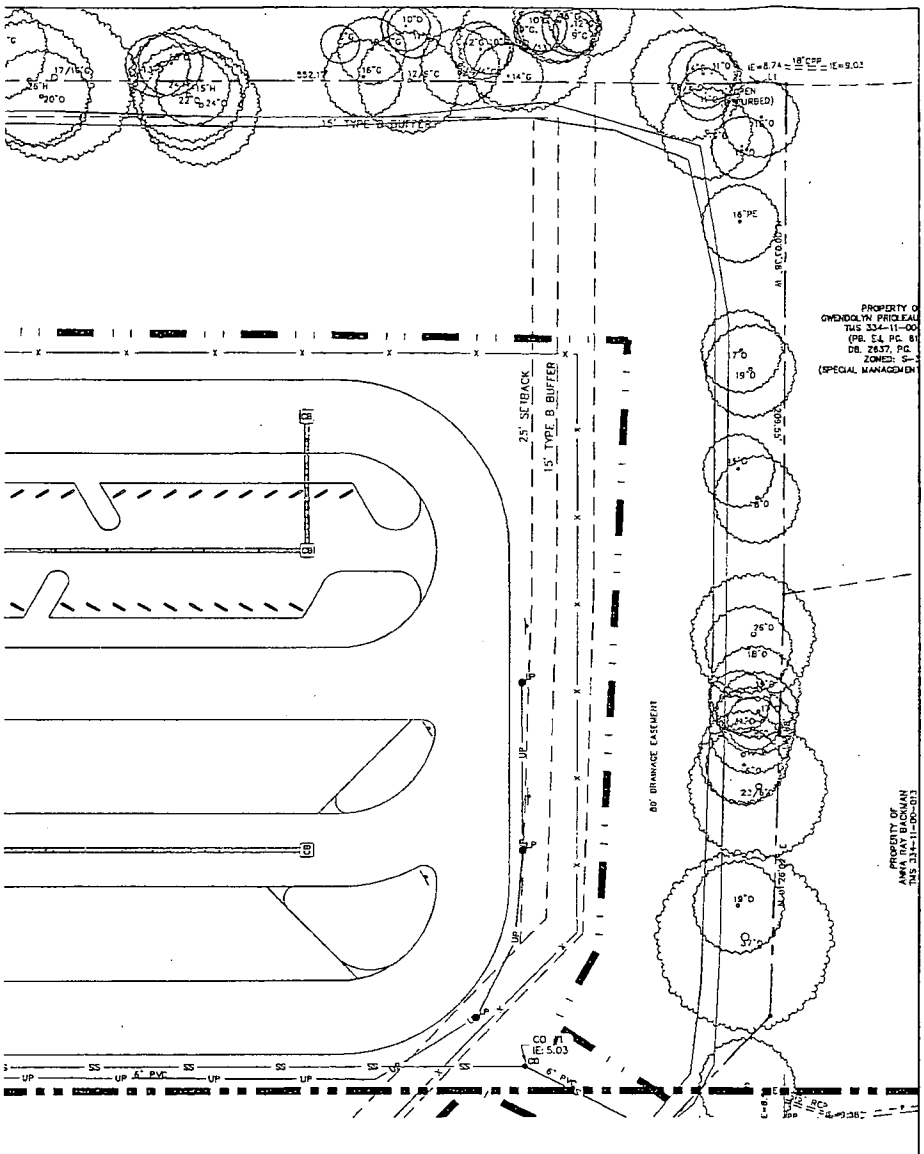
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3. SEE DETAIL D/C630 FOR PIPE AND STRUCTURE TABLES.

KEYNOTES: ◇

1. MATCH EXISTING GRADE AT PAVEMENT TIE IN.
2. CONNECT NEW CATCH BASIN TO EXISTING RCP. FILL ANNULAR SPACE WITH NON-SHRINK GROUT.

CIVIL LEGEND – GRADING AND DRAINAGE

- CB — CATCH BASIN – INSTALL IAW DETAIL A/C630.
- STORM DRAINAGE PIPE – INSTALL IAW DETAIL B/C630.
- NEW FINISHED GRADE SPOT ELEVATION
- NEW FINISHED CONTOUR
- EXISTING GRADE SPOT
- EXISTING GRADE CONTOUR
- DRAINAGE FLOW ARROW
- SLOPE AND SLOPE DIRECTION



) SEWER

IAW DETAIL A/C641.

/C640.

IAW DETAIL B/C641.

DO MIN. SPACING AND IAW

/C640, B/C640, D/C641,

D2775 AND CWS

D 3034. ALL WORK SHALL
UIREMENTS.

TAPPING SLEEVE AND VALVE – INSTALL IAW DETAIL C/C640.

NEW LIGHT POLE

LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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HORIZONTAL SCALE

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
STATE OF AUTHORIZATION

ADC

ENGINEERING SPECIALISTS

SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL

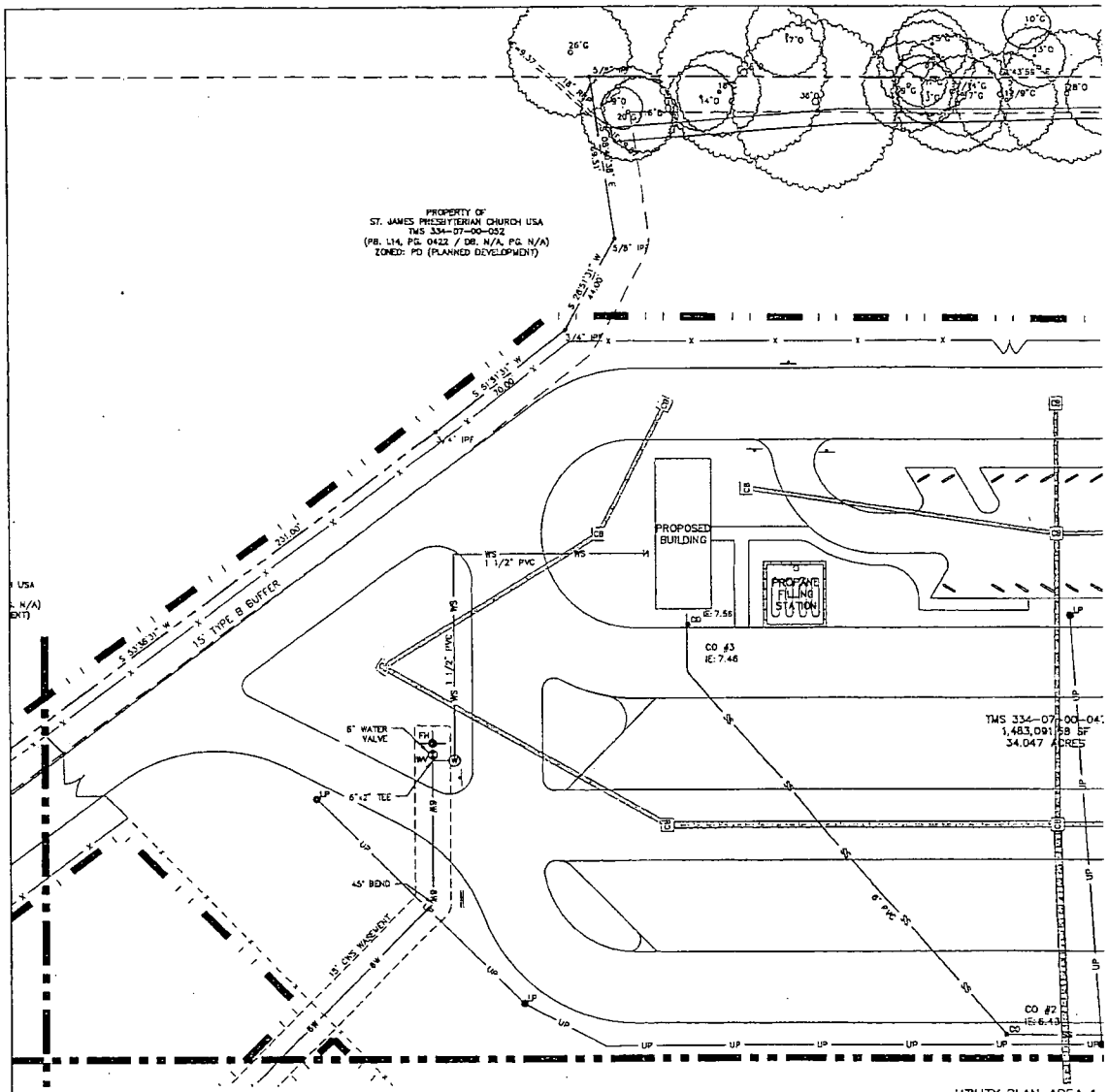
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	03/03/2016
ADC PROJECT #:	16214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

UTILITY
PLAN
AREA 1

C401

SHEET ___ OF ___



UTILITY PLAN AREA 1
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
2. CONTRACTOR IS RESPONSIBLE FOR ALL WORK SHOWN, UNLESS SPECIFICALLY INDICATED OTHERWISE.
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KEYNOTES: ◇

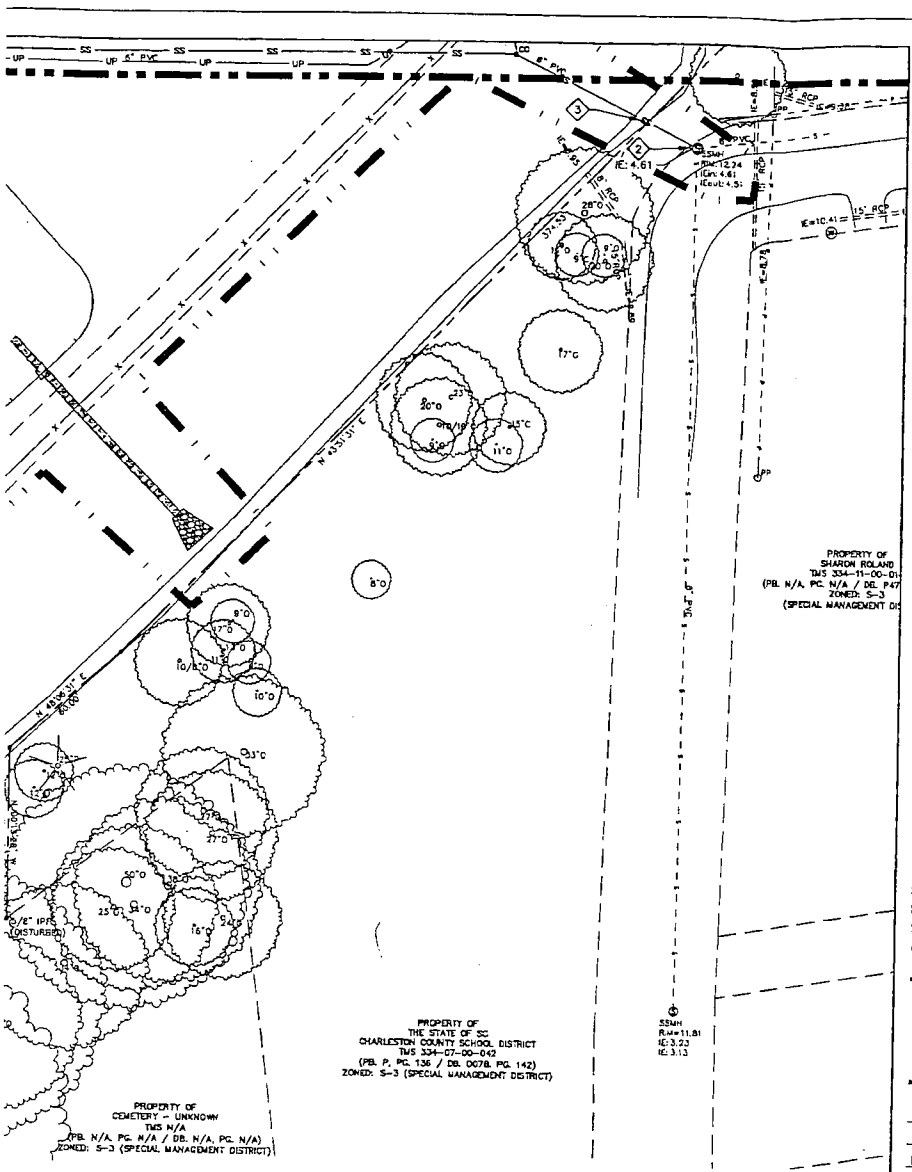
1. COORDINATE WATER MAIN TAP WITH CHARLESTON WATER SYSTEM. INSTALL TAPPING SLEEVE IAW DETAIL C/C640.
2. CORE EXISTING SANITARY SEWER MANHOLE & CONNECT NEW SANITARY SEWER MAIN. CONNECTION SHALL BE WATER TIGHT.
3. BORE SANITARY SEWER SERVICE UNDER EXISTING DITCH.

UTILITY NOTES:

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2. FIRE SERVICE LINE AND ALL ASSOCIATED FIRE SERVICE ITEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NFPA 24 REQUIREMENTS.
3. BACKFLOW PREVENTERS SHALL BE LOCATED INSIDE THE BUILDING.
4. UTILITY CONTRACTOR SHALL PROVIDE WATER AND SEWER RECORD DRAWINGS AND EASEMENT PLATS IN ACCORDANCE WITH UTILITY PROVIDER'S REQUIREMENTS.

CIVIL LEGEND – WATE

- FH — FIRE HYDRANT ASSEMBLY –
- WV — GATE VALVE – INSTALL IAW
- M — METER AND METER VAULT –
- CO — SEWER CLEANOUT – INSTALL DETAIL C/C642.
- W — WATER MAIN – INSTALL IAW & A/C642.
- WS — WATER SERVICE – INSTALL REQUIREMENTS.
- SS — SEWER SERVICE – INSTALL MEET ASTM D 2321 AND SC



EWER

ETAIL A/C641.

D.

DETAIL B/C641.

IN. SPACING AND IAW

D, B/C640, D/C641,

'S AND CWS

34. ALL WORK SHALL
TENTS.

TAPPING SLEEVE AND VALVE – INSTALL IAW DETAIL C/C640.

NEW LIGHT POLE

LIMITS OF CONSTRUCTION/LIMITS OF DISTURBANCE

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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(IN FEET)
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PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
ADC ENGINEERING INC
No. 00253

ADC

ENGINEERING SPECIALISTS

SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL

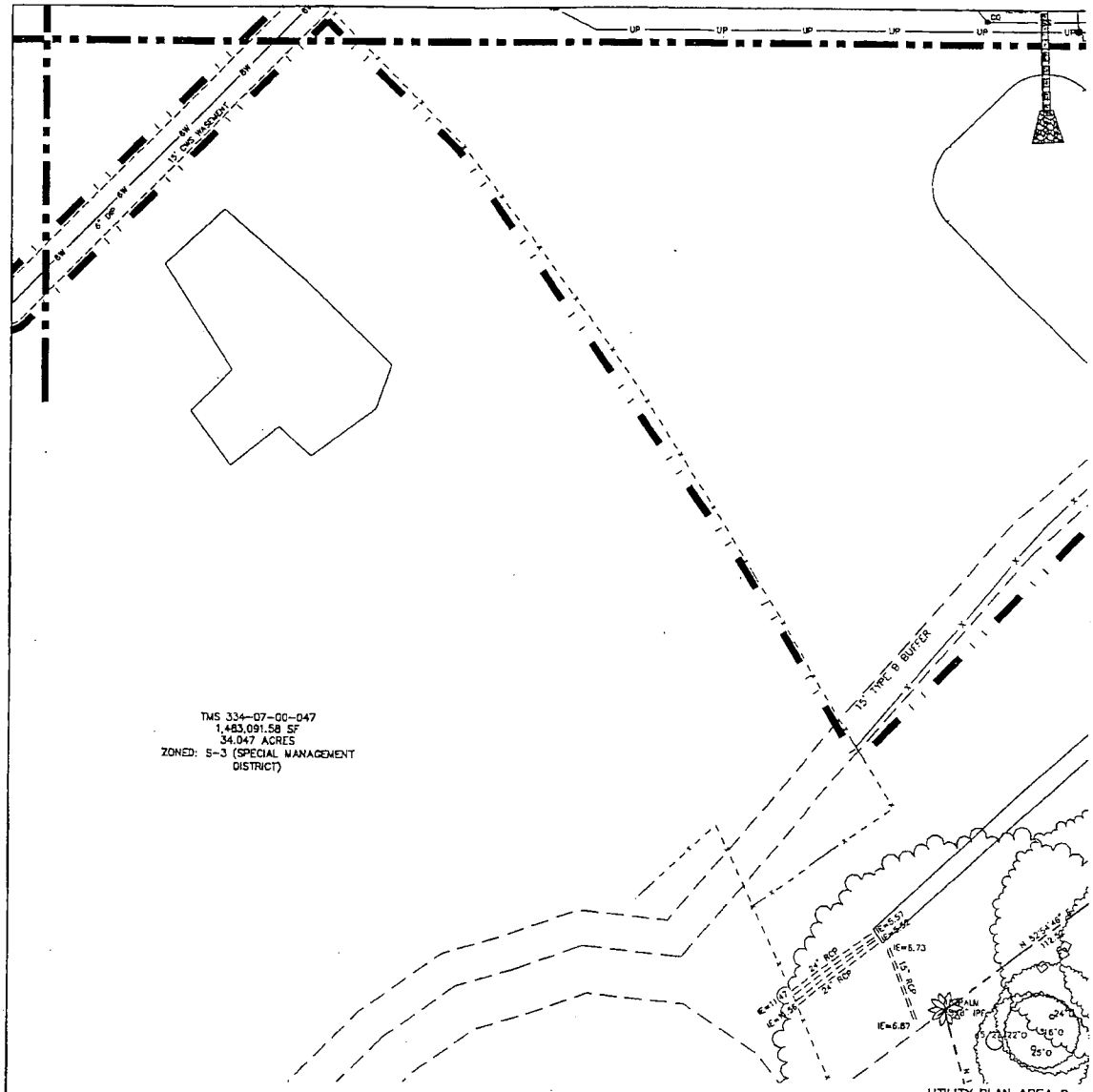
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/02/2016
ADC PROJECT #:	152M
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

UTILITY
PLAN
AREA 2

C402

SHEET ___ OF ___



GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
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KEYNOTES: ◇

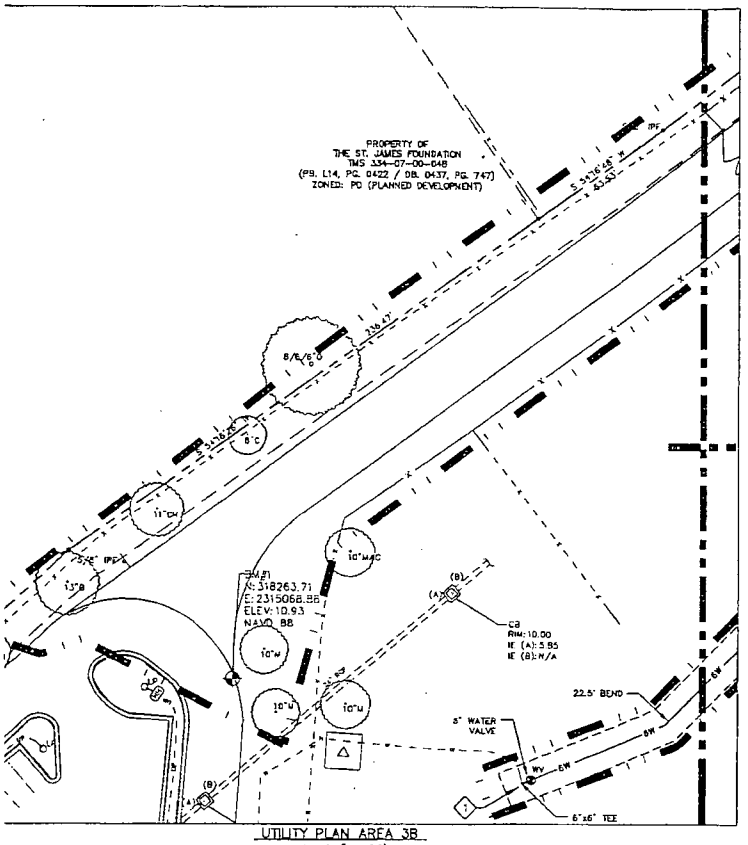
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UTILITY NOTES:

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3. BACKFLOW PREVENTERS SHALL BE LOCATED INSIDE THE BUILDING.
4. UTILITY CONTRACTOR SHALL PROVIDE WATER AND SEWER RECORD DRAWINGS AND EASEMENT PLATS IN ACCORDANCE WITH UTILITY PROVIDER'S REQUIREMENTS.

CIVIL LEGEND – WATER

- FH — FIRE HYDRANT ASSEMBLY – IN
- WV — GATE VALVE – INSTALL IAW DE
- M — METER AND METER VAULT – IN
- CO — SEWER CLEANOUT – INSTALL U DETAIL C/C642.
- W — WATER MAIN – INSTALL IAW DE & A/C642.
- WS — WATER SERVICE – INSTALL IAW REQUIREMENTS.
- SS — SEWER SERVICE – INSTALL IAW MEET ASTM D 2321 AND SCDHI



UTILITY PLAN AREA 3B
SCALE 1" = 30'

SEWER

W DETAIL A/C641.

2640.

W DETAIL B/C641.

) MIN. SPACING AND IAW

2640, B/C640, D/C641,

2775 AND CWS

3034, ALL WORK SHALL REMENTS

TAPPING SLEEVE AND VALVE – INSTALL IAW DETAIL C/C640.

NEW LIGHT POLE

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(IN FEET)
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PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

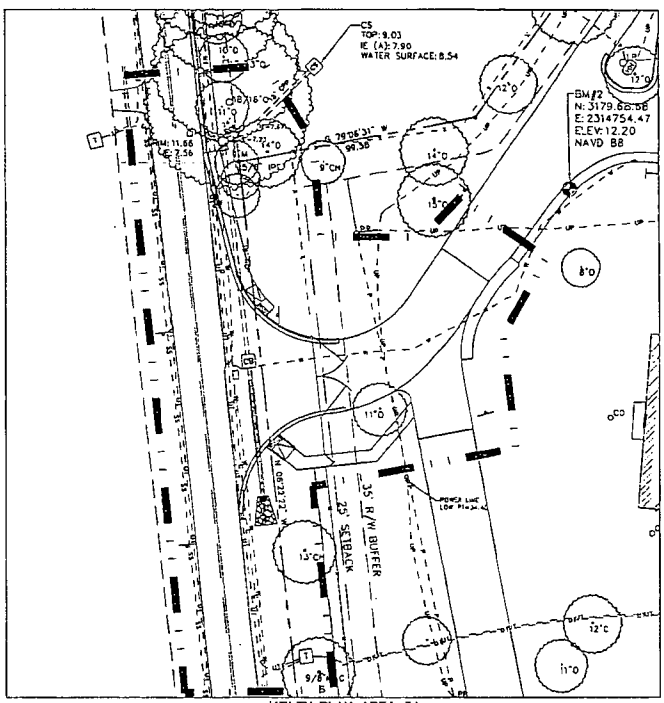
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29419
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

UTILITY
PLAN
AREA 3A & 3B

C403

SHEET ___ OF ___



UTILITY PLAN AREA 3A
SCALE 1" = 30'

GENERAL NOTES:

1. SEE SHEET C001 FOR CIVIL NOTES AND ABBREVIATIONS.
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KEYNOTES: ◇

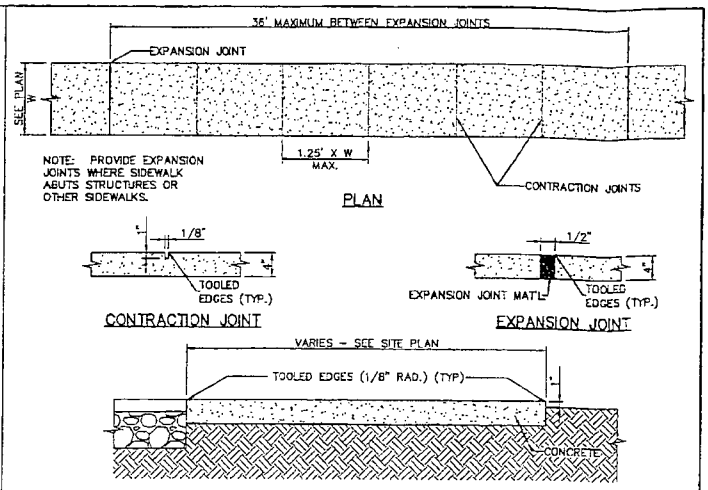
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UTILITY NOTES:

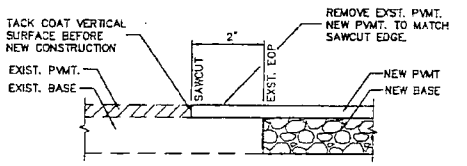
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CIVIL LEGEND – WATE

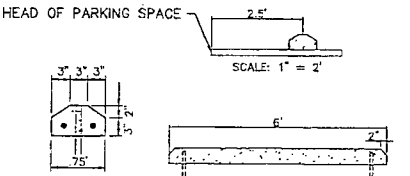
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- GV — GATE VALVE – INSTALL IAW
- M — METER AND METER VAULT –
- CO — SEWER CLEANOUT – INSTAL DETAIL C/C642.
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- WS — WATER SERVICE – INSTALL REQUIREMENTS.
- SS — SEWER SERVICE – INSTALL MEET ASTM D 2321 AND SC



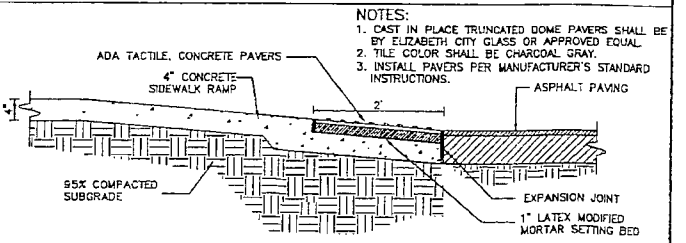
G SIDEWALK DETAIL
NOT TO SCALE



H PAVEMENT TIE-IN TO EXISTING PAVEMENT
NOT TO SCALE



I CONCRETE WHEEL STOP DETAIL
NOT TO SCALE



J TACTILE WARNING PAVER
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

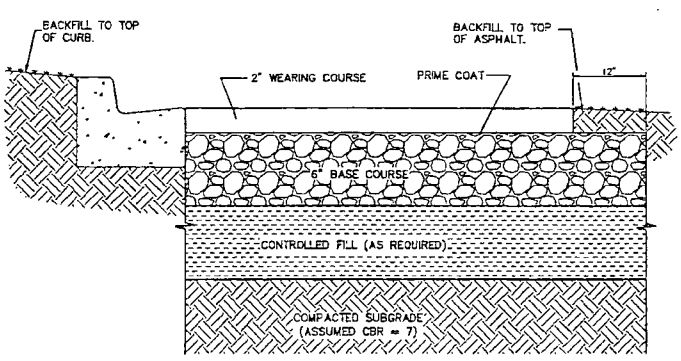
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
7226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	03/05/2018
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

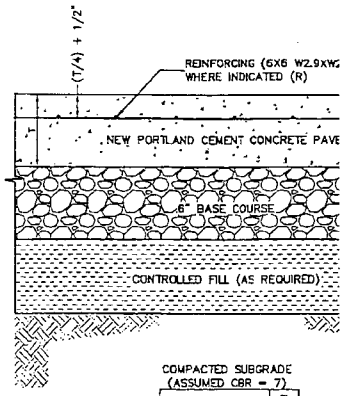
CIVIL DETAILS - SITE

C620

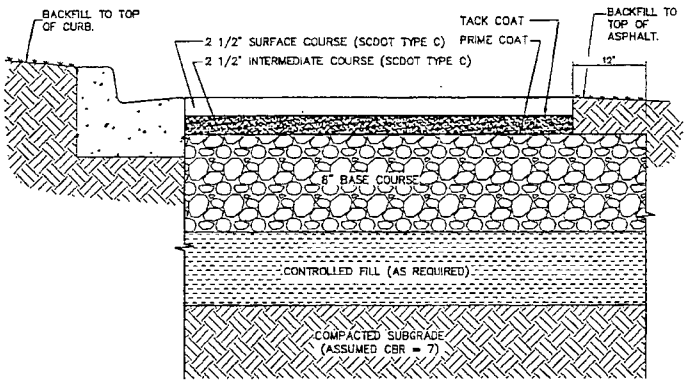
SHEET ___ OF ___



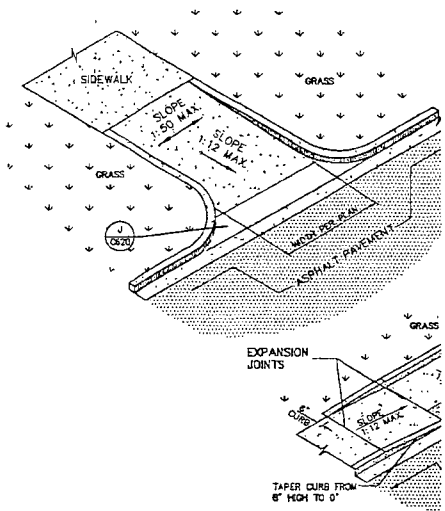
A TYPICAL ASPHALTIC CONCRETE PAVEMENT SECTION
NOT TO SCALE



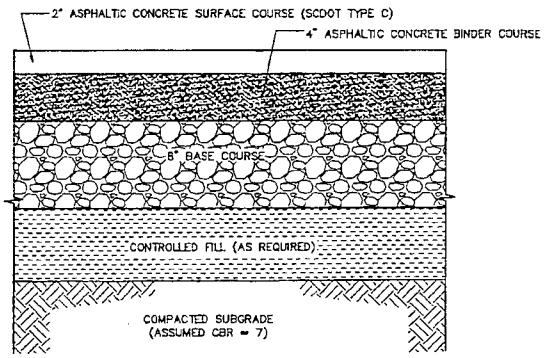
D TYPICAL P.C.C. PAVEMENT S
NOT TO SCALE



B HEAVY DUTY ASPHALTIC CONCRETE PAVEMENT SECTION
NOT TO SCALE

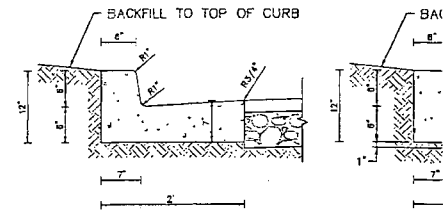


E CURB RAMP DETAI



NOTES:
1. SUBGRADE SHALL BE 24" OF DRAINED, COMPACTED AND COARSE GRAINED SOIL.
2. WHERE NO CURB & GUTTER, ROLL CURB, SIDEWALK, INTEGRAL CURB & WALK, VERTICAL CURB, OR GRANITE CURB, BASE COURSE SHALL EXTEND 12" PAST EDGE OF PAVEMENT.

C SCDOT RIGHT-OF-WAY ASPHALTIC CONCRETE PAVEMENT SECTION
NOT TO SCALE



NOTES:
1. WHERE SLOPE IS AWAY FROM CURB, USE
2. WHERE SLOPE IS TOWARD CURB, USE ST

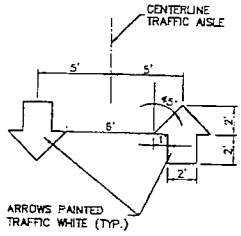
F 24" CURB AND GUTTE
NOT TO SCALE

' APART. THE GROUND SUPPORT
EXTEND HIGHER THAN 4" ABOVE THE
THE SIGN SUPPORT TO THE BACK OF
IRT (STUB) WITH THE APPROPRIATE
D BY THE MANUFACTURER OF THE
I.

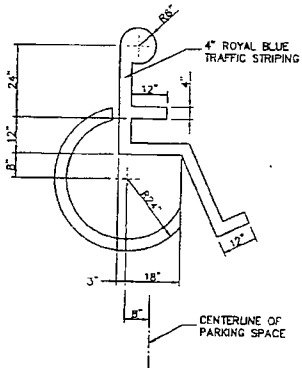
JIL

E

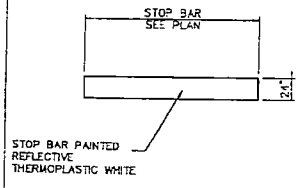
RD



G INTERIOR ARROW DETAIL
NOT TO SCALE



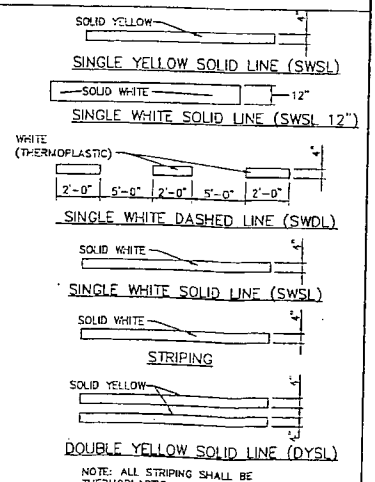
H INTERNATIONAL DISABLED SYMBOL
NOT TO SCALE



NOTE:

1. ALL STOP BAR LOCATIONS SHALL BE LOCATED A MINIMUM 4' IN ADVANCE OF PEDESTRIAN CROSSINGS (MARKED OR UNMARKED).

I STOP BAR DETAIL
NOT TO SCALE



NOTE: ALL STRIPING SHALL BE THERMOPLASTIC

J PAVEMENT MARKING DETAILS
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
CERTIFICATE OF AUTHORIZATION

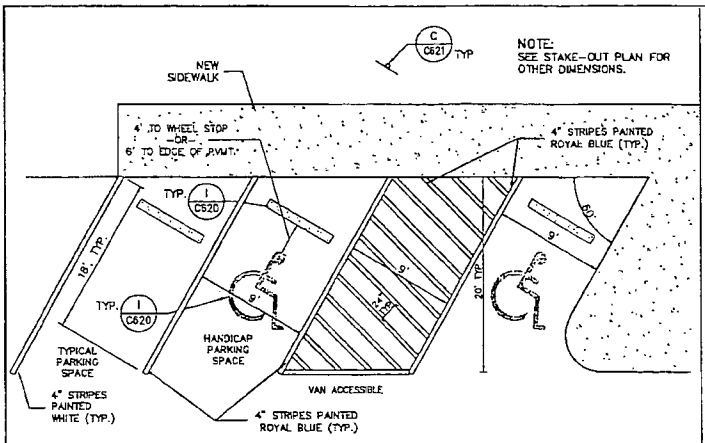
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
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843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	1521C
DESIGNED:	MYD
CHECKED:	JOY
DRAWN:	MYD
REVISION:	

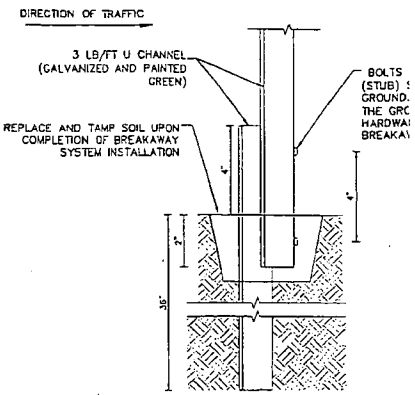
CIVIL DETAILS -
SITE

C621

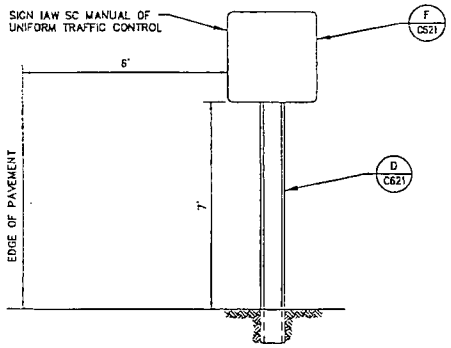
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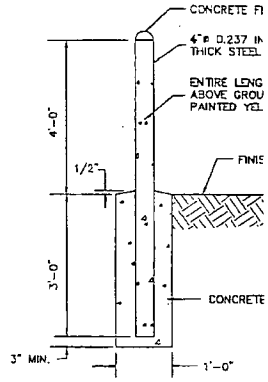
A HANDICAP ACCESSIBLE PARKING SPACE AND AISLE DETAIL



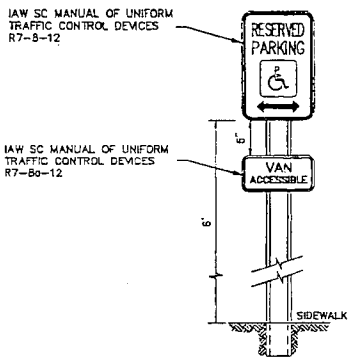
D BREAKAWAY SIGN POS
NOT TO SCALE



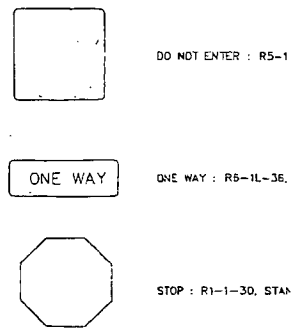
B STANDARD SIGN LOCATION DETAIL
NOT TO SCALE



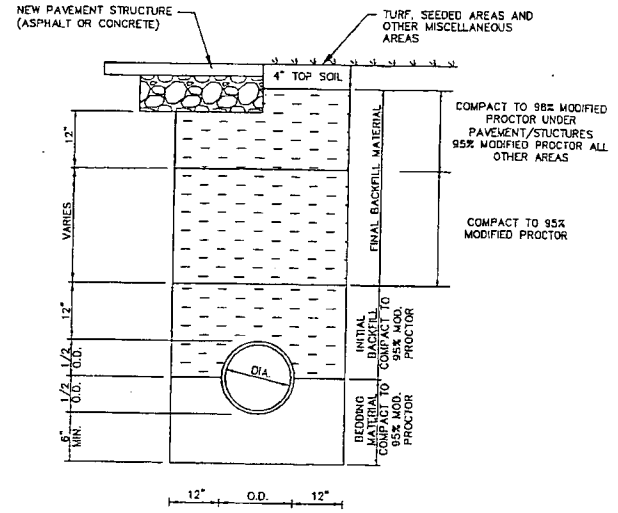
E BOLLARD DETAIL
NOT TO SCALE



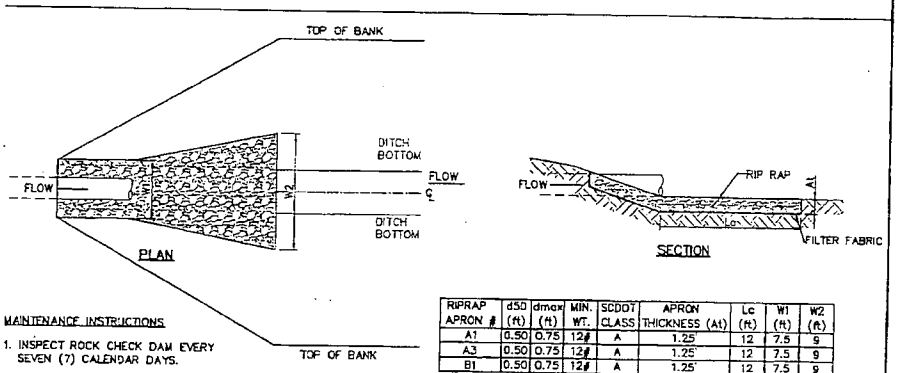
C HANDICAP PARKING SIGN
NOT TO SCALE



F MUTCD STANDARD
NOT TO SCALE



B PIPE TRENCH DETAIL
NOT TO SCALE



MAINTENANCE INSTRUCTIONS

1. INSPECT ROCK CHECK DAM EVERY SEVEN (7) CALENDAR DAYS.
2. REPAIR/REPLACE/SUPPLEMENT RIP RAP THAT HAS BEEN DISPLACED OR COVERED WITH SEDIMENT.

RIPRAP APRON #	d50 (ft)	dmax (ft)	MIN. WT.	SCDOT CLASS	APRON THICKNESS (At)	Lc (ft)	W1 (ft)	W2 (ft)
A1	0.50	0.75	12#	A	1.25'	12	7.5	9
A3	0.50	0.75	12#	A	1.25'	12	7.5	9
B1	0.50	0.75	12#	A	1.25'	12	7.5	9

d50 = AVERAGE STONE SIZE
dmax = MAXIMUM STONE SIZE

C RIP RAP APRON DETAIL
NOT TO SCALE

PIPE TABLE

FROM STRUCTURE	TO STRUCTURE	UPSTREAM ELEVATION	DOWNSTREAM ELEVATION	MATERIAL	LENGTH (FT)*	DIA.	SLOPE (%)
CB A6B	CB A6A	8.89	8.58	RCP	134.00	15"	0.25
CB A6A	CB A6	8.56	8.42	RCP	56.00	15"	0.25
CB A5A	CB A5	8.66	7.99	RCP	167.00	18"	0.40
CB A4C	CB A4B	9.11	8.95	RCP	63.00	15"	0.25
CB A4B	CB A4A	8.95	8.68	RCP	109.00	18"	0.25
CB A4A	CB A4	8.68	8.33	RCP	139.00	18"	0.25
CB A8	CB A7	9.20	9.01	RCP	55.00	15"	0.35
CB A7	CB A6	9.01	8.42	RCP	167.00	15"	0.35
CB A6	CB A5	8.42	7.99	RCP	124.00	18"	0.35
CB A5	OUT A3	7.99	7.47	RCP	167.00	30"	0.31
CB A1	CB A3	8.33	7.99	RCP	137.00	24"	0.25
IN A2	OUT A1	7.04	6.75	RCP	114.00	30"	0.25
CB B2	OUT B1	7.34	7.19	RCP	59.00	15"	0.25

STRUCTURE TABLE

STRUCTURE	TOP OF GRATE/ GUTTER ELEV	BOTTOM ELEV**	DEPTH** (FEET)	REQ. GRATE OPEN AREA (IN²)	GRATE / THROAT TYPE
CB A6B	12.45	8.39	4.06	240	USF 4171-6249
CB A6A	12.44	8.06	4.38	240	USF 4171-6249
CB A5A	12.00	8.16	3.84	715	USF 4156-6241
CB A4C	12.44	8.61	3.83	240	USF 4171-6249
CB A4B	11.95	8.45	3.50	240	USF 4171-6249
CB A4A	12.20	8.18	4.02	240	USF 4171-6249
CB A8	12.44	8.70	3.74	240	USF 4171-6249
CB A7	12.31	8.51	3.80	240	USF 4171-6249
CB A6	12.31	7.92	4.39	240	USF 4171-6249
CB A5	12.00	7.49	4.51	715	USF 4156-6241
CB A4	12.00	7.83	4.17	715	USF 4156-6241
CB B2	10.50	6.84	3.66	240	USF 4171-6249

Storm Drainage Legend:
CB = Catch Basin
DrMH = Storm Drainage Manhole
CS = Control Structure
ELIPT = Elliptical RCP
RCP = Reinforced Concrete Pipe
HDPE = High Density Polyethylene
PVC = Polyvinyl Chloride
USF = US Foundry

- * For lengths are center of structure to center of structure
- ** Bottom elevations and depths indicated in structure table include 6" sump in structure
- *** Pipes / structures indicated are existing

D PIPE AND STRUCTURE TABLES
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA — ADC ENGINEERING INC. No. 00253 — CERTIFICATE OF AUTHORIZATION

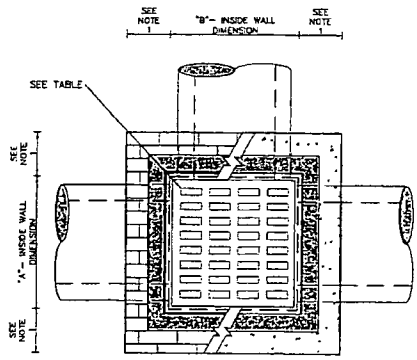
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HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE: 05/05/2016
ADC PROJECT #: 15214
DESIGNED: WYD
CHECKED: JKW
DRAWN: WYD
REVISION:

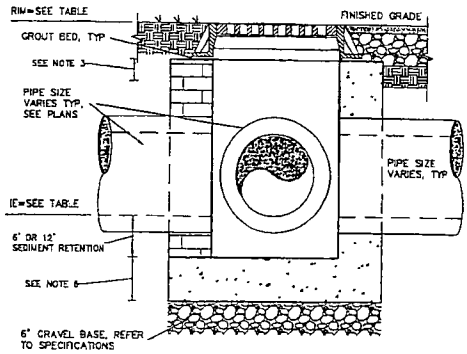
CIVIL DETAILS - STORM DRAINAGE

C630

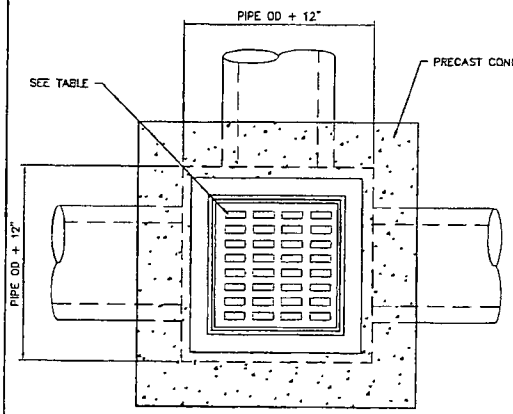
SHEET ___ OF ___



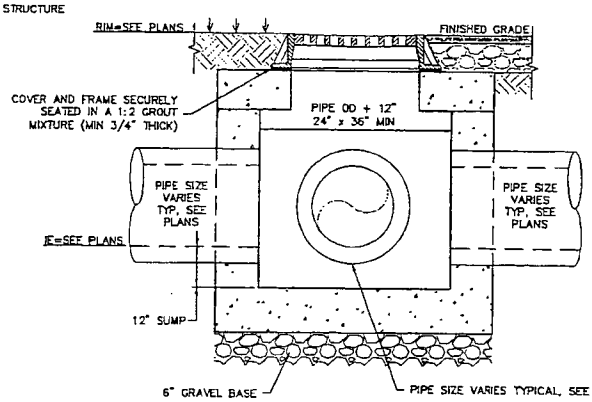
PLAN VIEW – TYPE 1 CATCH BASIN
FINISHED GRADE, PAVING, OR TURF NOT SHOWN THIS VIEW



SECTION VIEW TYPE 1 CATCH BASIN



PLAN VIEW – TYPE 2 CATCH BASIN
FINISHED GRADE, PAVING, OR TURF NOT SHOWN THIS VIEW



SECTION VIEW TYPE 2 CATCH BASIN

NOTES:
1. FOR CONSTRUCTION OF THE CATCH BASIN AND JUNCTION BOX WALLS PRECAST CONCRETE SHALL BE USED. FOR CONCRETE MASONRY THE WALLS SHALL BE MIN 8" THICK. FOR CAST-IN-PLACE CONCRETE THE WALLS SHALL BE MIN 6" THICK WITH REINFORCING STEEL #4's @ 6" O.C.E.W.. FOR PRECAST CONSTRUCTION THE WALLS SHALL BE DESIGNED BY MANUFACTURER FOR SOIL LOADING AND HS 20 TRAFFIC LOADING.

2. IF STRUCTURE DEPTH EXCEEDS 4', METAL STEPS ARE TO BE PLACED ON WALL SPACED 16" O.C.

3. TOP SLAB SHALL BE PRECAST DESIGNED BY MANUFACTURER FOR HS-20 TRAFFIC LOADING.

4. "A" & "B" DIMENSIONS ARE MINIMUM REQUIRED MEASUREMENTS.

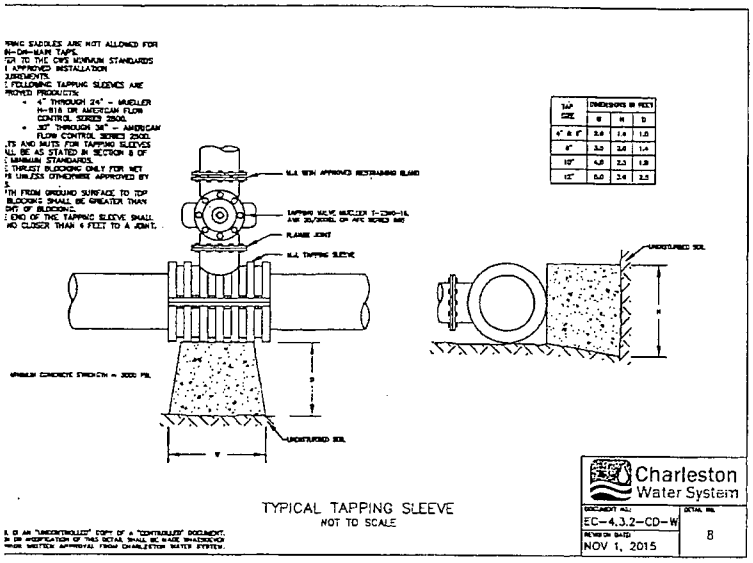
5. WHERE "A" & "B" DIMENSIONS VARY, THE LARGER DIMENSIONS TYPICALLY APPLIES THE WALL OF STRUCTURE WHERE LARGEST PIPE DIAMETER OR SHARPER PIPE ANGLE PENETRATES.

6. PRECAST BOTTOM SHALL BE DESIGNED BY MANUFACTURER HS-20 LOADING.

7. STRUCTURE SIZE TO BE DETERMINED BY CONTRACTOR BASED ON PIPE AND GRATE REQUIREMENTS IAW STRUCTURE TABLE.

8. ALL MANHOLE LIDS AND CATCH BASIN SHALL CONTAIN A LABEL IDENTIFYING THE SYSTEM AS STORMWATER AND MARKED WITH AN APPROPRIATE STORMWATER AWARENESS MESSAGE SUCH AS "NO DUMPING – DRAINS TO WATERWAYS."

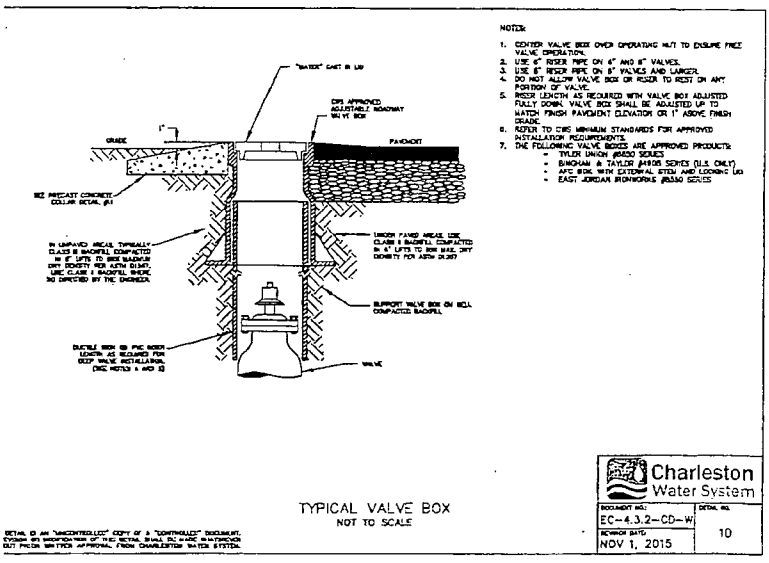
CB (A) CATCH BASIN DETAILS
NOT TO SCALE



TYPICAL TAPPING SLEEVE
NOT TO SCALE

Charleston Water System
EC-4.3.2-CD-W | DETAIL NO. 8
REVISION DATE: NOV 1, 2015

C TAPPING SLEEVE
NOT TO SCALE



TYPICAL VALVE BOX
NOT TO SCALE

Charleston Water System
EC-4.3.2-CD-W | DETAIL NO. 10
REVISION DATE: NOV 1, 2015

D GATE VALVE
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

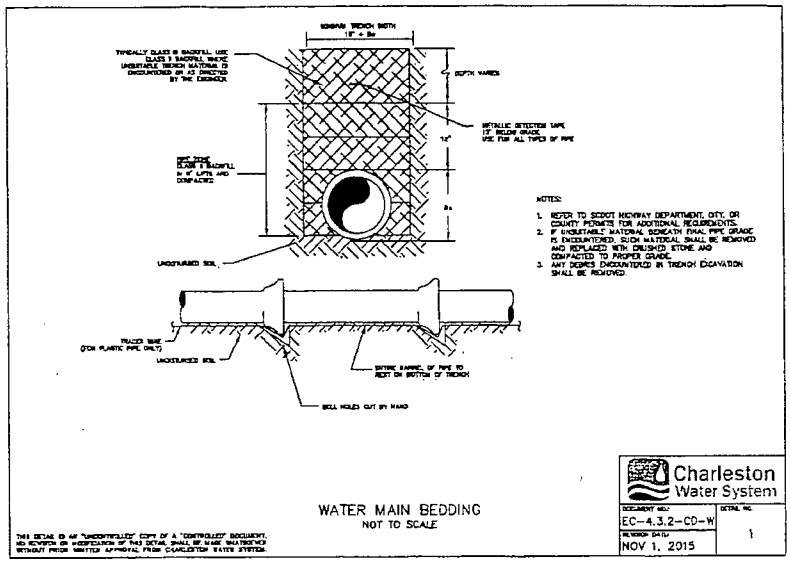
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
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HANAHAN, SC 29410
843-566-0161
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ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	MYD
CHECKED:	JGW
DRAWN:	MYD
REVISION:	

CIVIL DETAILS - WATER

C640

SHEET ___ OF ___



A WATER MAIN BEDDING
NOT TO SCALE

NOTES:

1. THE FOLLOWING CONDITIONS WERE USED TO CALCULATE THE RESTRAINED LENGTHS SHOWN IN THE TABLE:
   - LAYING CONDITION IS TYPE 3
   - SOIL DESIGNATED AS SAND-SILT
   - DEPTH IS 3 FT.
   - DESIGN PRESSURE (TEST) IS 150 P.S.I.
   - SAFETY FACTOR IS 1.5
   - PIPE IS POLYETHYLENE ENCASED

   FOR THE TEE BRANCH AND REDUCER, LENGTHS ARE BASED ON BRANCHING AND REDUCING FROM THE MOST LARGER SIZE IN THE TABLE. TEE BRANCH LENGTH BASED ON RUN LENGTH TO FIRST JOINT OF 10 FT. DEVIATIONS FROM THESE CONDITIONS MUST BE BASED ON THE ABOVE PARAMETERS.
2. REFER TO CWS MINIMUM STANDARDS FOR APPROVED RESTRAINING METHODS.
3. THE FOLLOWING RESTRAINING GLANDS AND GASKETS ARE APPROVED PRODUCTS:

   FOR DUCTILE IRON PIPE
   - AMERICAN CAST IRON PIPE – FAST GRIP, FLEX-RING, FIELD FLEX-RING, OR LOCK-RING
   - US PIPE – TR FLEX OR FIELD LOK 350 GASKETS
   - GRIFFIN PIPE – SNAP-LOK RESTRAINED JOINT, OR TALON RJ GASKET
   - EBAA – MEGALUG RESTRAINT GLAND
   - FORD – SERIES 1400 RESTRAINT GLAND
   - SIGMA – ONE-LOK SERIES SLD RESTRAINT GLAND
   - MCWANE – SUPE STOP 3061 RESTRAINT GASKET
   - CAMP PEAR INDUSTRIES – EZ RESTRAINT GLAND FOR DUCTILE IRON

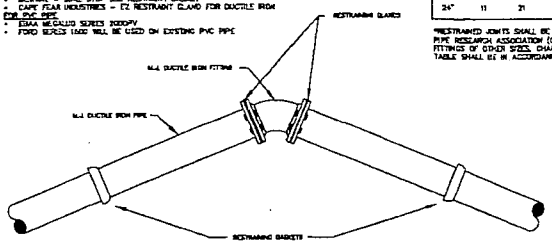
   FOR PVC PIPE
   - EBAA MEGALUG SERIES 2000PV
   - FORD SERIES 1500 WILL BE USED ON EXISTING PVC PIPE

RESTRAINT JOINT TABLE

RESTRAIN ALL JOINTS WITHIN THESE LENGTHS (IN L.F. EACH SIDE OF THE FITTING)

SIZE	11 1/4°	22 1/2°	45°	90°	TEE BRANCH	DEAD END	REDUCER
4"	2	3	10	24	38	81	44
6"	4	7	14	33	84	83	47
8"	5	9	18	44	91	111	45
10"	6	11	22	52	113	132	46
12"	9	12	25	60	133	135	84
16"	8	16	32	78	177	189	84
20"	9	18	36	91	210	238	62
24"	11	21	43	104	225	277	116

*RESTRAINED JOINTS SHALL BE IN ACCORDANCE WITH THE DUCTILE IRON PIPE RESEARCH ASSOCIATION (DIPRA) STANDARDS FOR ALL FITTINGS. FITTINGS OF OTHER SIZES, CHANGES IN CONDITIONS, ETC. NOT ON THIS TABLE SHALL BE IN ACCORDANCE WITH DIPRA STANDARDS.

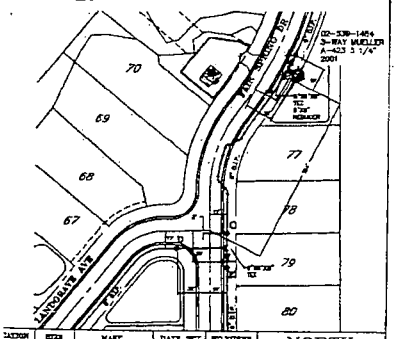


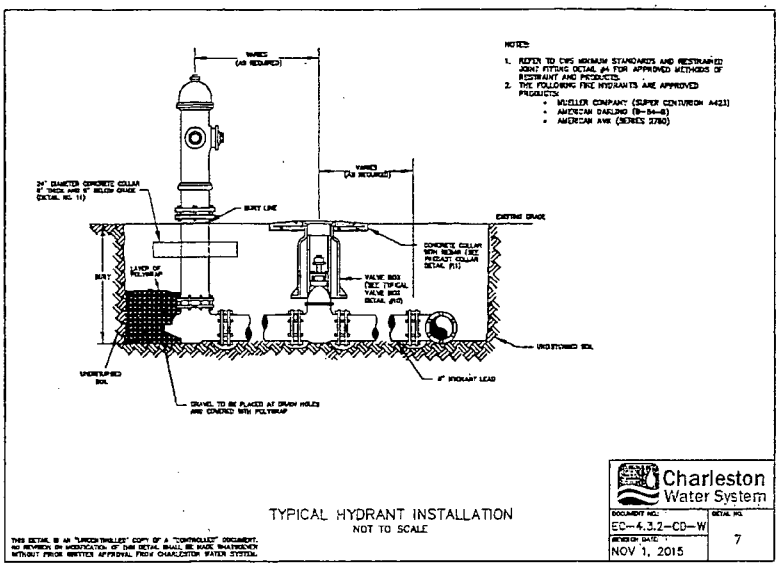
Charleston Water System
RESTRAINED JOINT FITTING (HORIZONTAL PIPE ONLY)
NOT TO SCALE
DOCUMENT NO.: EC-4.3.2-CD-W
DETAIL NO.: 4
REVISION DATE: NOV 1, 2015
THIS DETAIL IS AN "UNCONTROLLED" COPY OF A "CONTROLLED" DOCUMENT. NO REVISION OR MODIFICATION OF THIS DETAIL SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL FROM CHARLESTON WATER SYSTEM.

B RESTRAINED JOINT FITTING
NOT TO SCALE

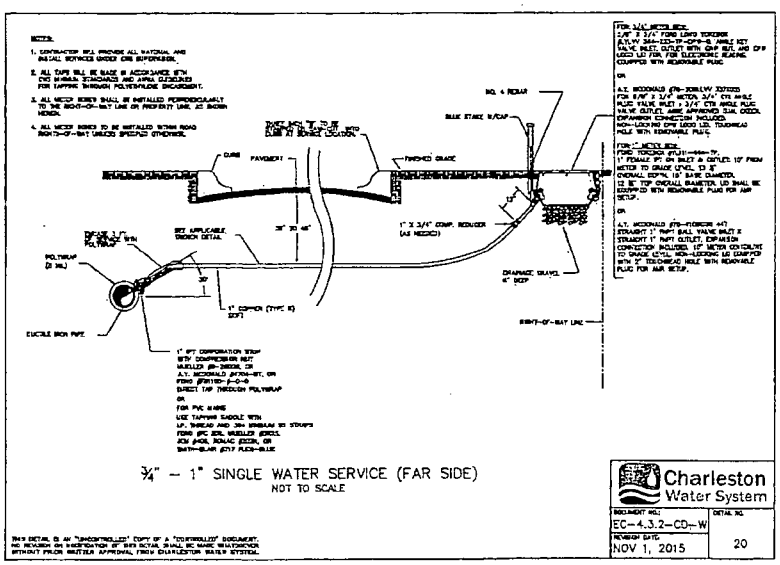
SCHERLING PLANTATION
EXT.1787-888 JOB#00200007
PHASE II

NO. 4131
GRID 539

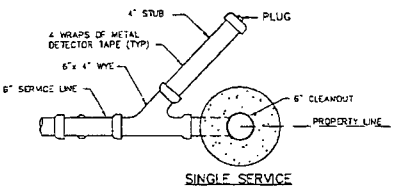

70
69
68
67
77
78
79
80
TOM SHERMAN BLVD
LANDOLPH AVE
8" DIP
6" DIP
8" DIP
6" DIP
8" DIP
6" DIP



A TYPICAL HYDRANT
NOT TO SCALE



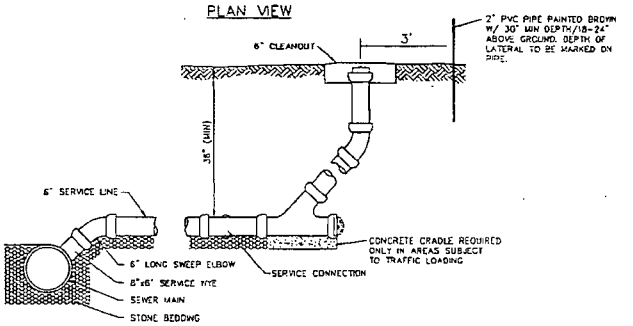
B WATER METER
NOT TO SCALE



SINGLE SERVICE

NOTE: FOR SERVICES TO BUILDING, INSTALL 6"x 6" WYE IN LIEU OF 6"x 6"x 4"x 4" WYE. CONTINUE 6" LINE TO 2" PVC PIPE 2' FROM BUILDING.

PLAN VIEW



(C) SEWER SERVICE DETIAL
NOT TO SCALE

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC. No. 00253 CERTIFICATE OF AUTHORIZATION

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ SUSTAINABILITY
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

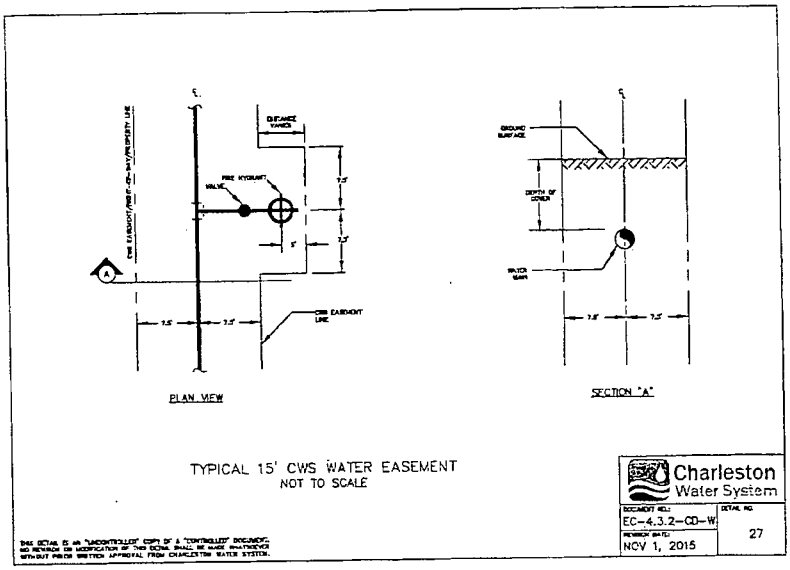
DATE: 05/05/2016
ADC PROJECT #: 15214
DESIGNED: WYD
CHECKED: JCH
DRAWN: WYD
REVISION:

CIVIL DETAILS - UTILITIES

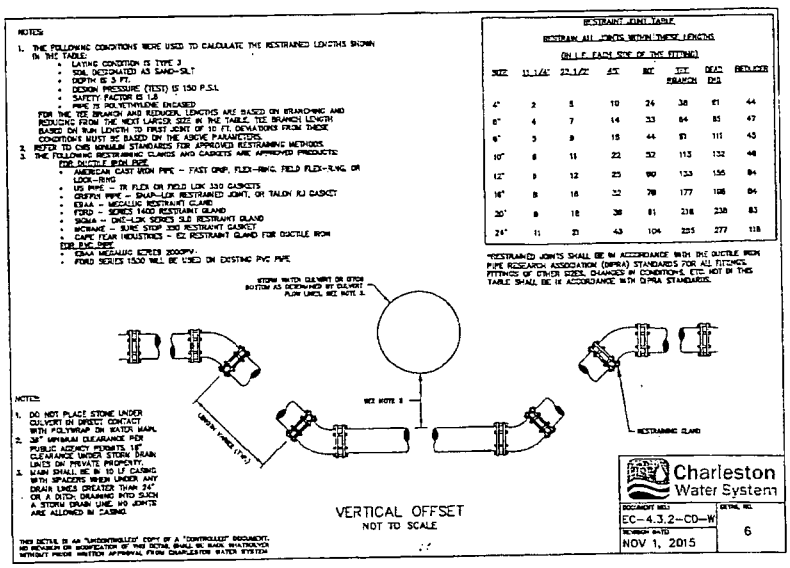
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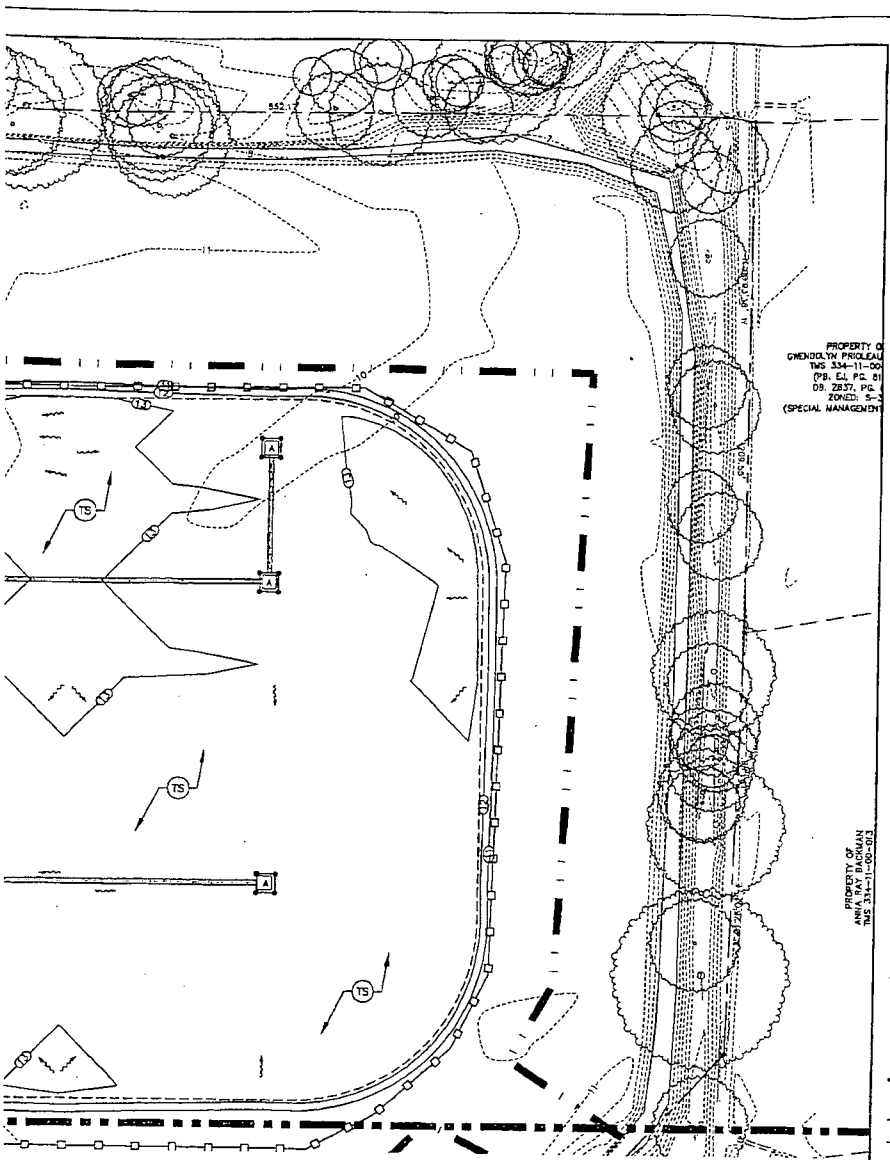
PERMIT DOCUMENTS



(A) TYPICAL 15' EASEMENT
NOT TO SCALE



(B) VERTICAL OFFSET
NOT TO SCALE



B/C720.

1 & C/C720

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ABC ENGINEERING INC No. 00253 CERTIFICATE OF AUTHORIZATION

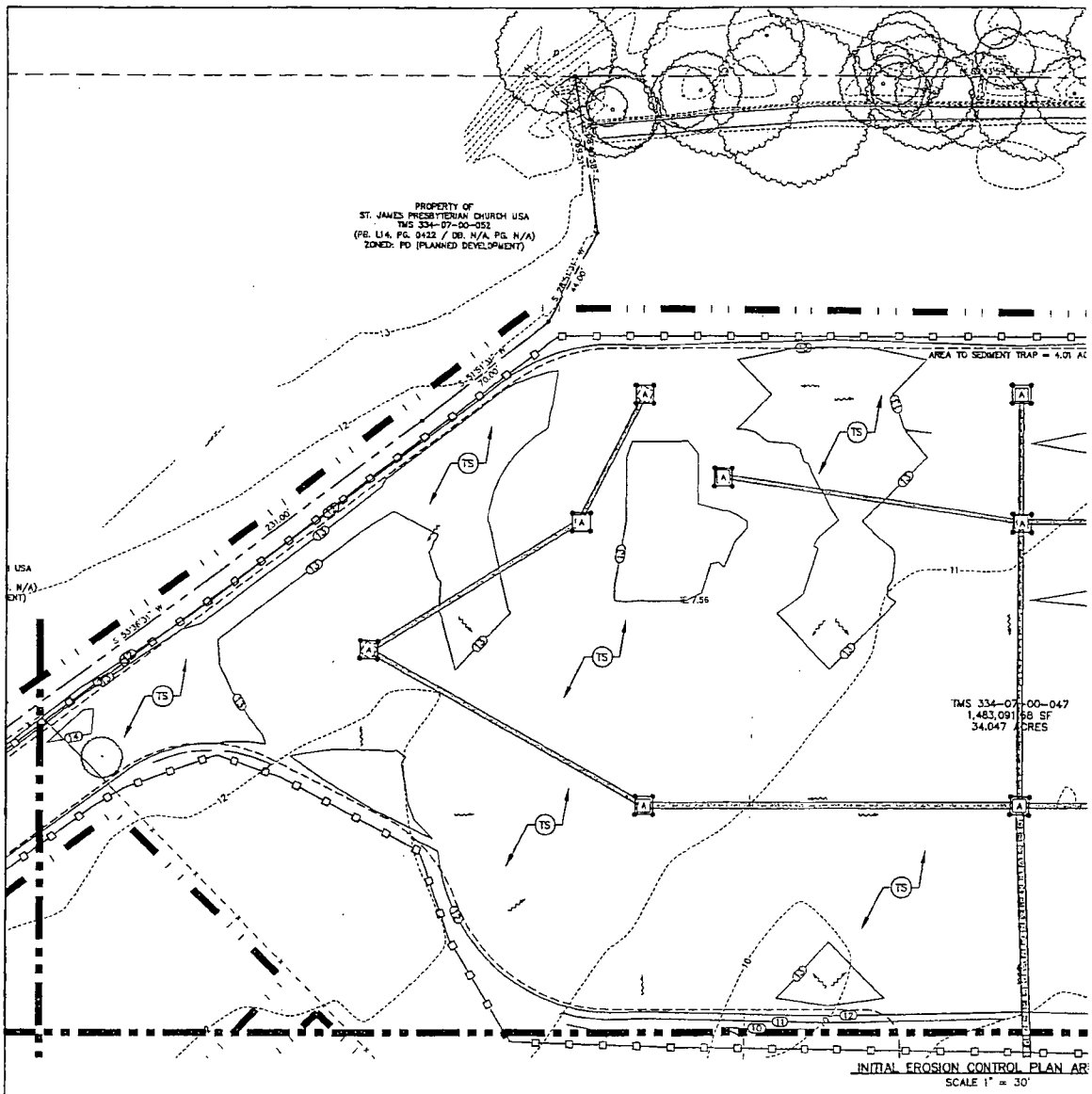
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0152
ABCENGINEERING.COM

DATE:	09/15/2016
ABC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

INITIAL EROSION CONTROL PLAN AREA 1

C701

SHEET ___ OF ___



GENERAL NOTES:

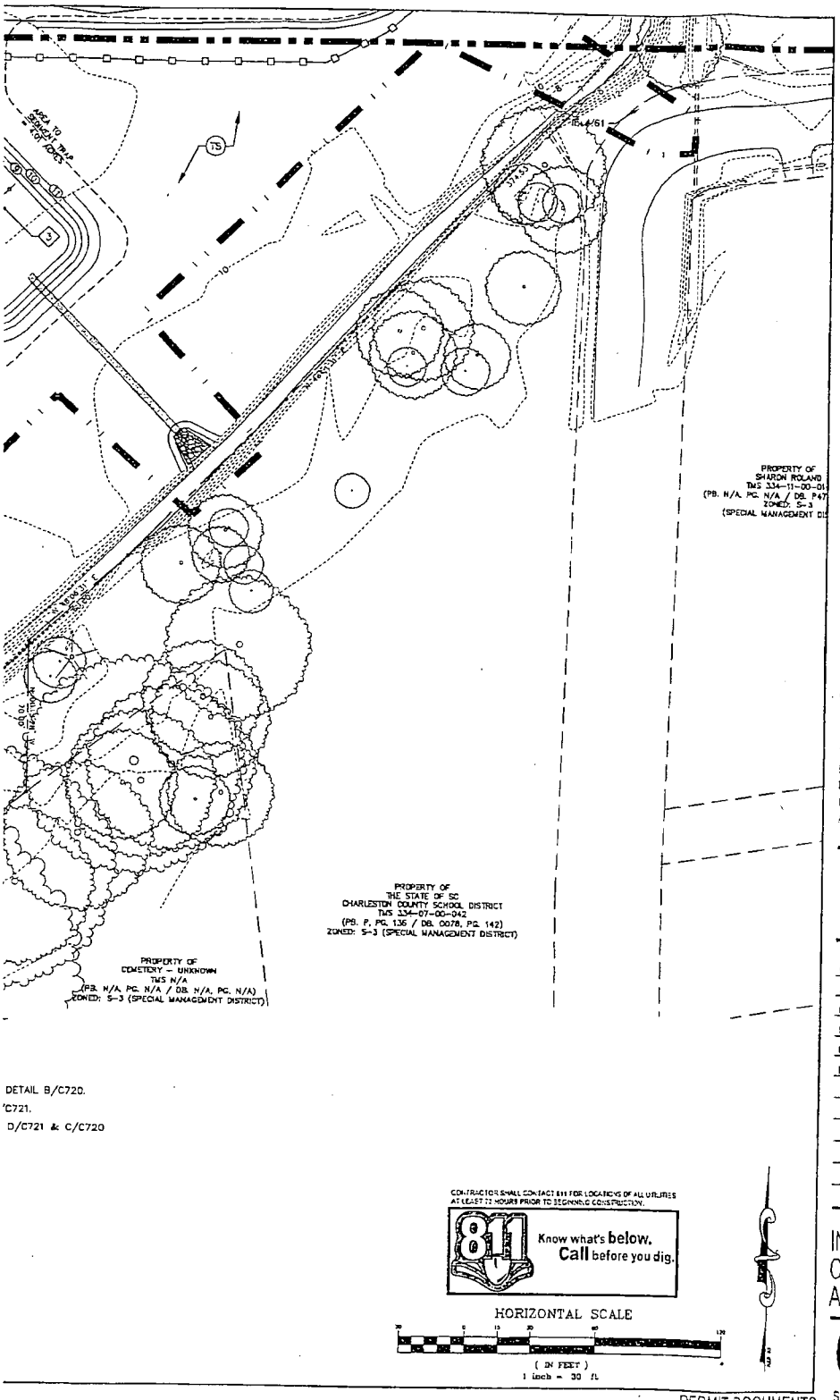
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CIVIL LEGEND – EROSION CONTROL

- (TS) TEMPORARY SEEDING – INSTALL IAW DETAIL B/C721.
- SILT FENCE – INSTALL IAW DETAIL A/C720.
- TB TREE BARRICADE – INSTALL IAW DETAIL E/C720.
- TD TEMPORARY DIVERSION DITCH OR SWALE – INSTALL IAW DETAIL C/721.
- ROCK CHECK DAM – INSTALL EVERY 100' AND IAW DETAIL A/721.
- PERMANENT RIP RAP APRON – INSTALL IAW DETAIL C/630.
- INLET PROTECTION – INSTALL IAW DETAIL D/C720.

KEYNOTES: ◇

1. INSTALL CONSTRUCTION ENTRANC
2. INSTALL SEDIMENT TRAP IAW DET
3. INSTALL POROUS BAFFLES IAW DI



DETAIL B/C720.
'C721.
D/C721 & C/C720

CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

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HORIZONTAL SCALE

(IN FEET)
1 inch = 30 ft

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC.
No. 00253
CERTIFICATE OF AUTHORIZATION

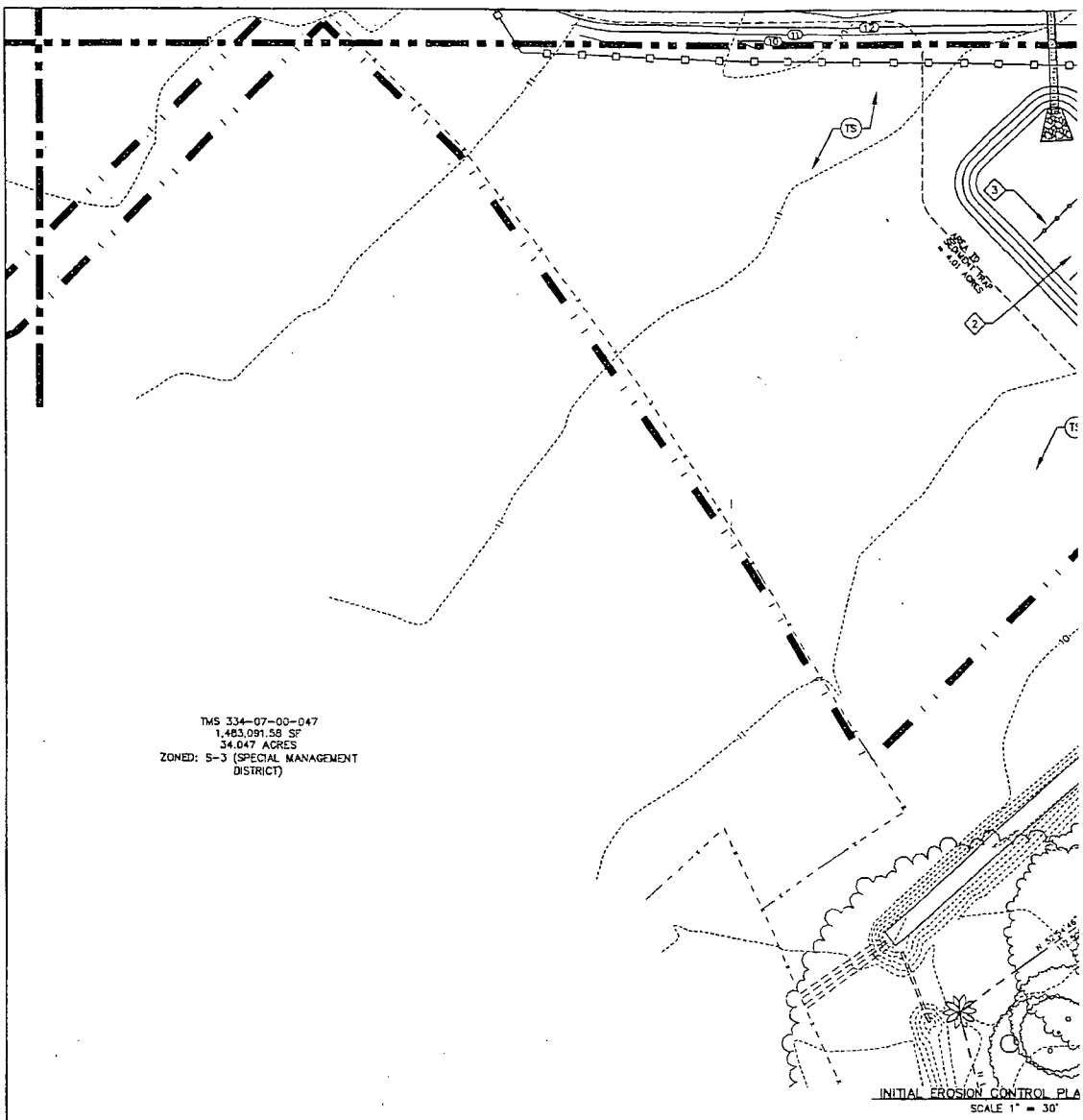
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/03/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

INITIAL EROSION CONTROL PLAN AREA 2

C702

SHEET ___ OF ___



GENERAL NOTES:

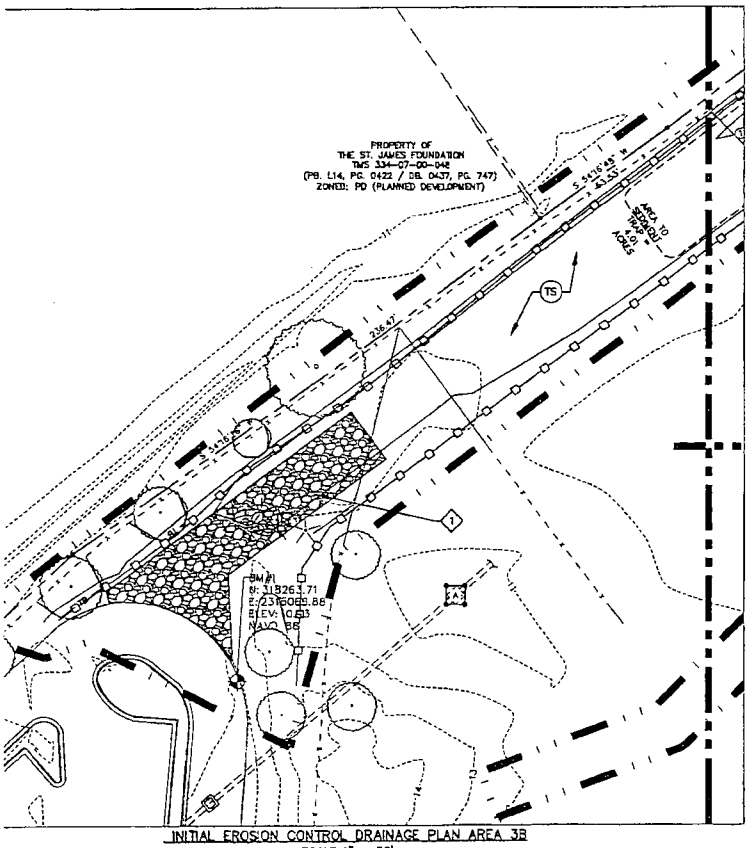
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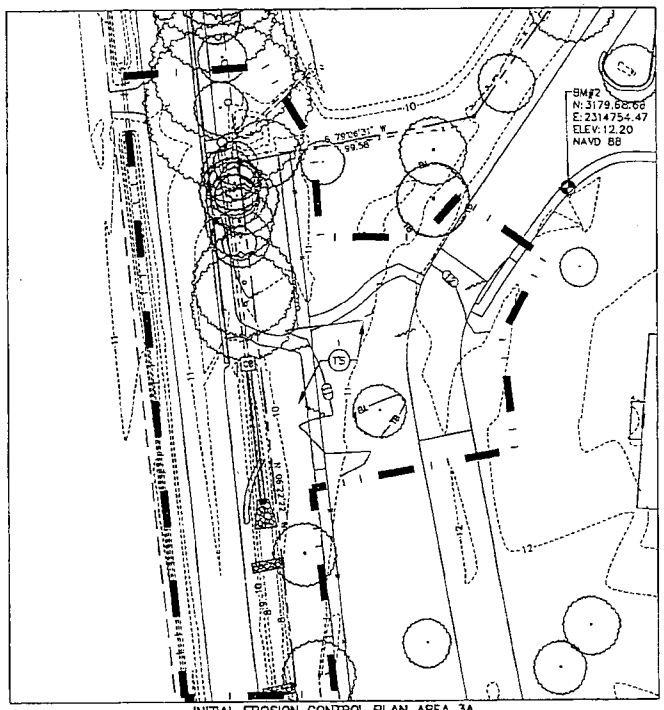
CIVIL LEGEND – EROSION CONTROL

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- PERMANENT RIP RAP APRON – INSTALL IAW DETAIL C/630.
- INLET PROTECTION – INSTALL IAW DETAIL D/C720.

KEYNOTES:

1. INSTALL CONSTRUCTION EN
2. INSTALL SEDIMENT TRAP IA
3. INSTALL POROUS BAFFLES


PROPERTY OF
THE ST. JAMES FOUNDATION
TMS 334-07-00-048
(PB. L14, PG. 0422 / DB. 0437, PG. 747)
ZONED: PD (PLANNED DEVELOPMENT)
S 54°16'43" W
43.53'
AREA TO BE DISTURBED
4,025 SF
TS
236.47'
54°16'43"
BM #1
N: 31826.71
E: 2360895.86'
ELEV: 10.63
NAVD 88
1
2
3
4
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INITIAL EROSION CONTROL PLAN AREA 3A
SCALE 1" = 30'

GENERAL NOTES:

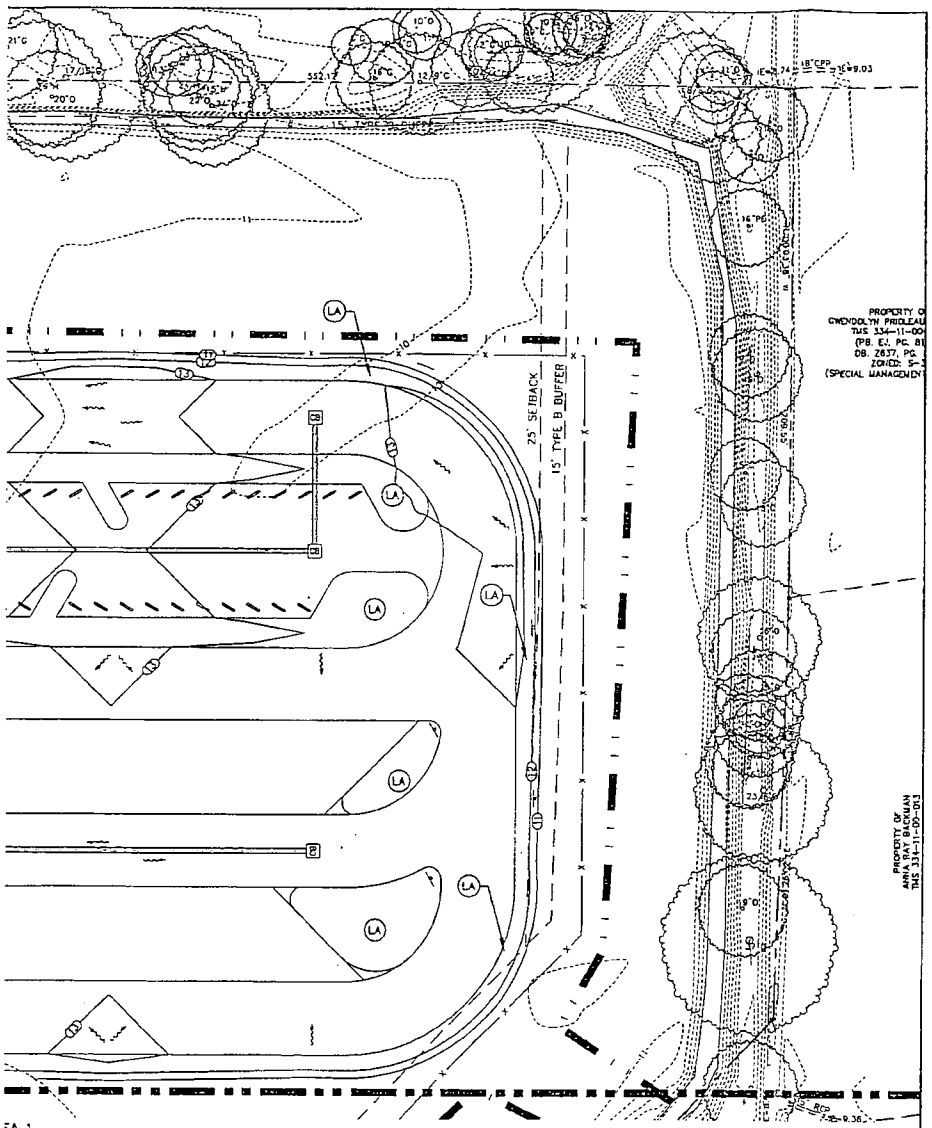
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- INLET PROTECTION – INSTALL IAW DETAIL D/C720.

KEYNOTES: ◇

1. INSTALL CONSTRUCTION ENTRA
2. INSTALL SEDIMENT TRAP IAW I
3. INSTALL POROUS BAFFLES IAW



CONTRACTOR SHALL CONTACT 811 FOR LOCATIONS OF ALL UTILITIES AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

811 Know what's **below.** **Call** before you dig.

HORIZONTAL SCALE

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
CERTIFICATE OF AUTHORIZATION

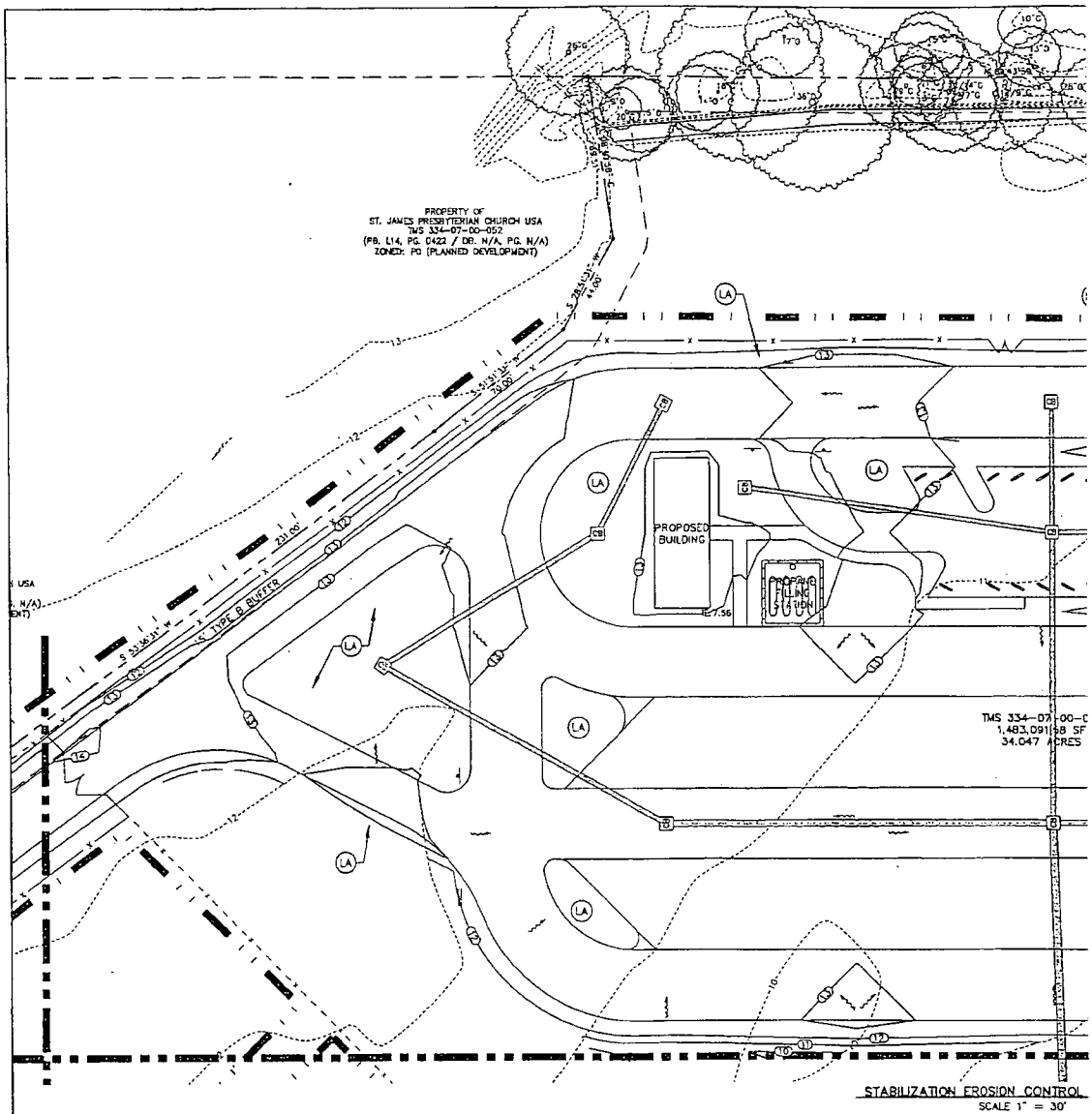
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

STABILIZATION EROSION CONTROL PLAN AREA 1

C711

SHEET ___ OF ___



STABILIZATION EROSION CONTROL
SCALE 1" = 30'

GENERAL NOTES:

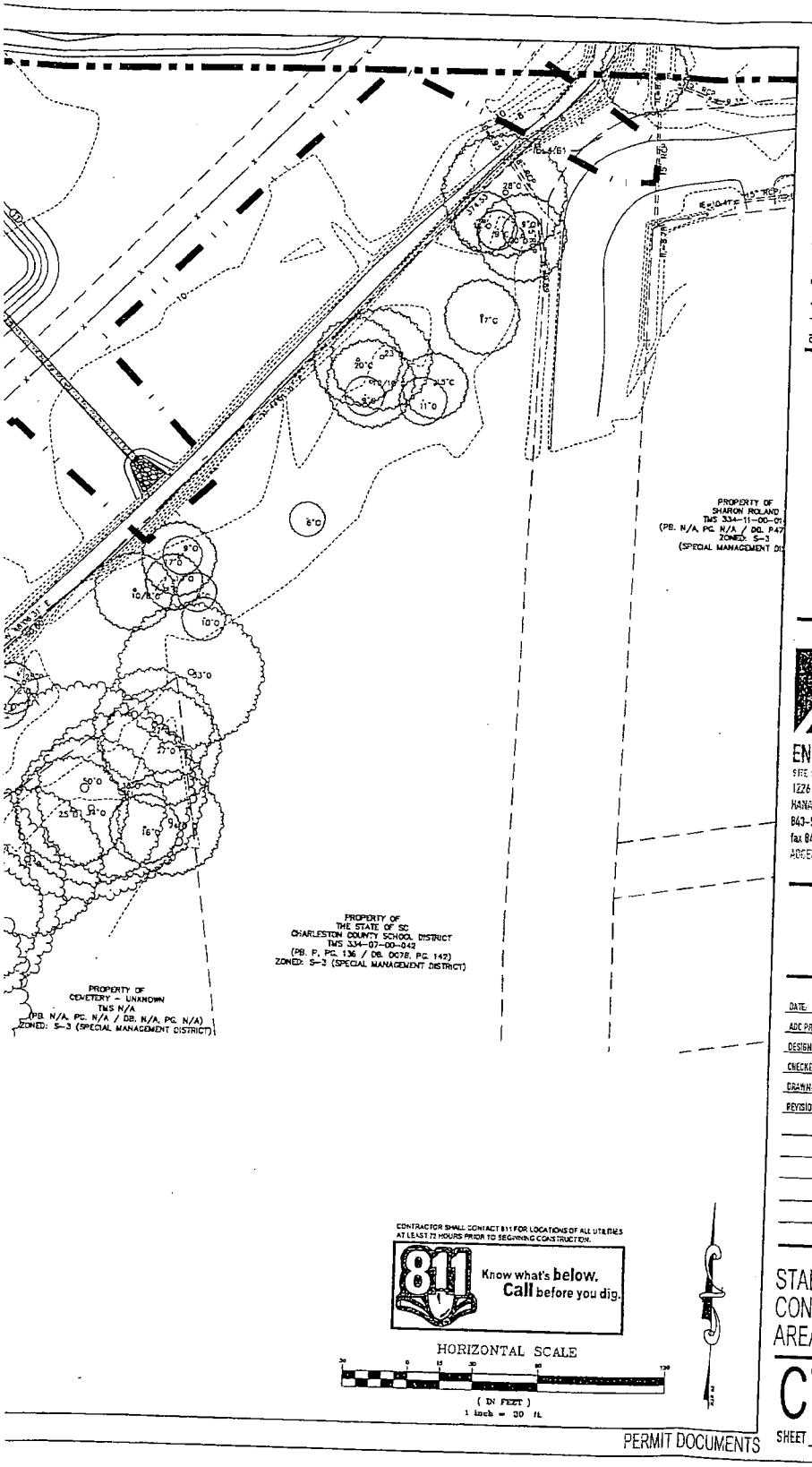
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CIVIL LEGEND – EROSION CONTROL

(LA) LANDSCAPING – INSTALL IAW LANDSCAPING DRAWINGS.

KEYNOTES: ◇

1.



Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA
ADC ENGINEERING INC
No. 00253
CERTIFICATE OF AUTHORITY

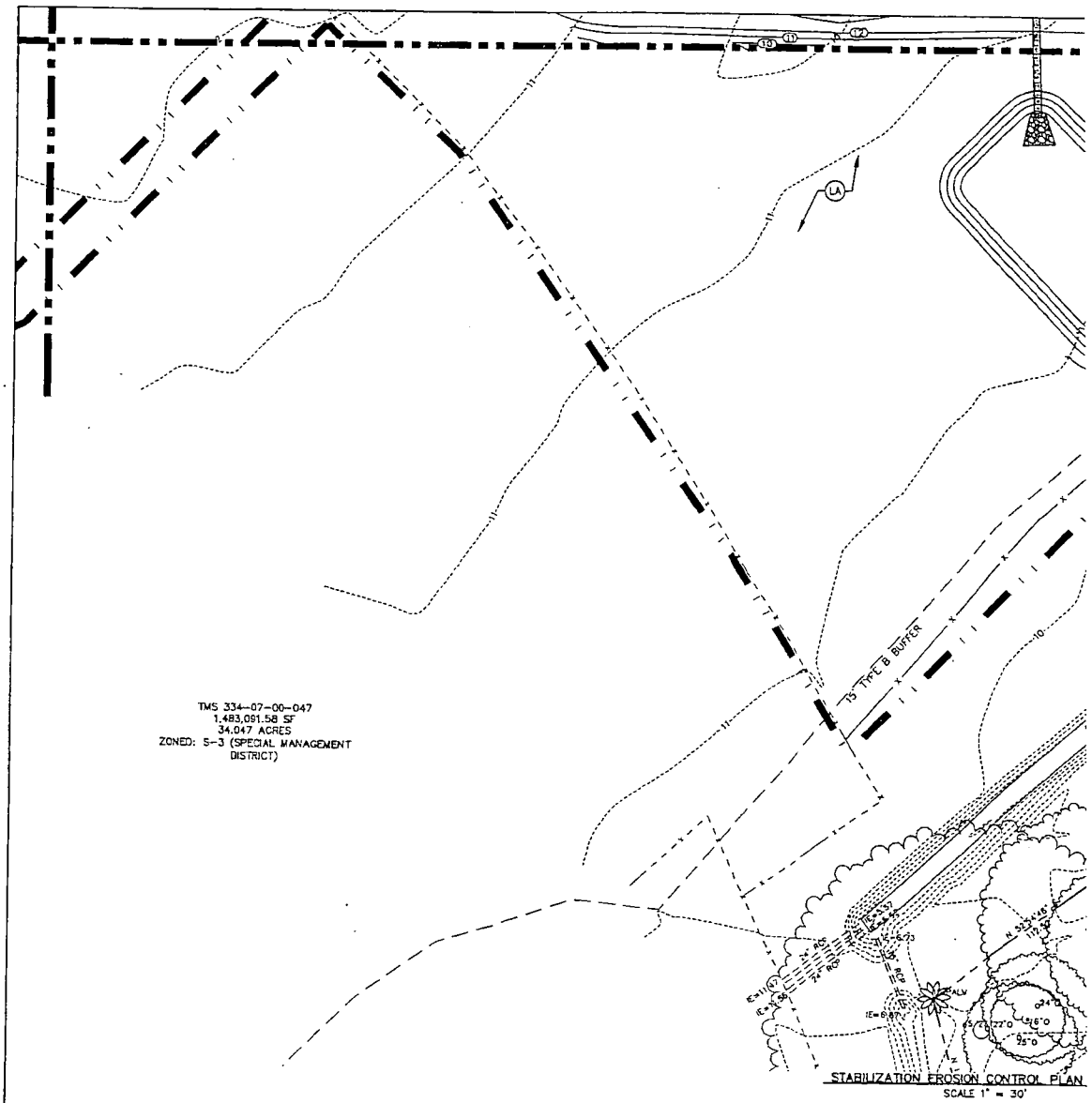
ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/05/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

STABILIZATION EROSION
CONTROL PLAN
AREA 2

C712

SHEET ___ OF ___



GENERAL NOTES:

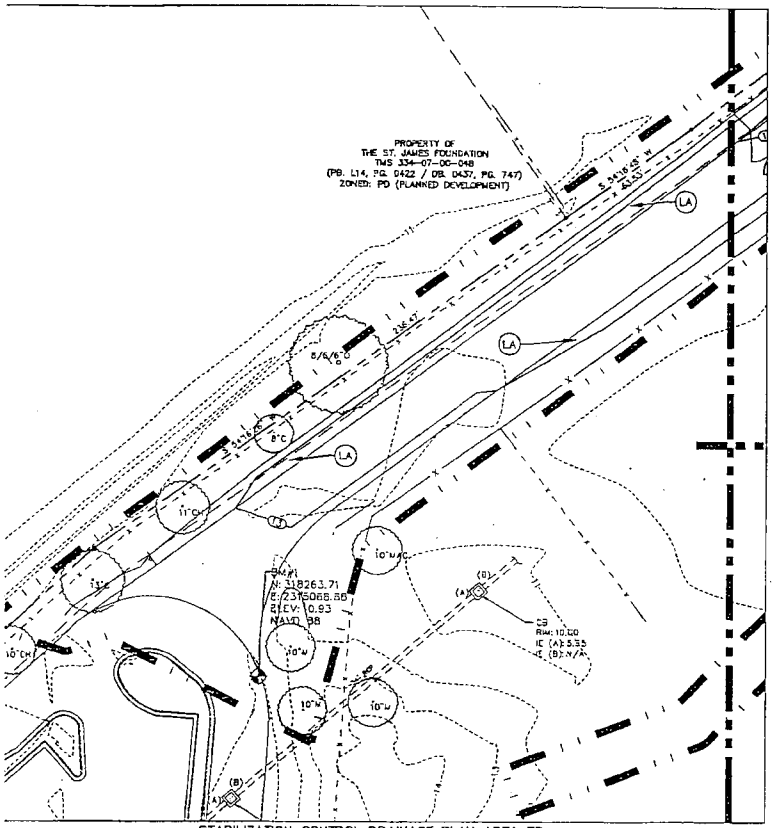
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CIVIL LEGEND – EROSION CONTROL

(LA) LANDSCAPING – INSTALL IAW LANDSCAPING DRAWINGS.

KEYNOTES: ◇

1.



STABILIZATION CONTROL DRAINAGE PLAN AREA 3B
SCALE 1" = 30'

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30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND
BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA ADC ENGINEERING INC No. 00253

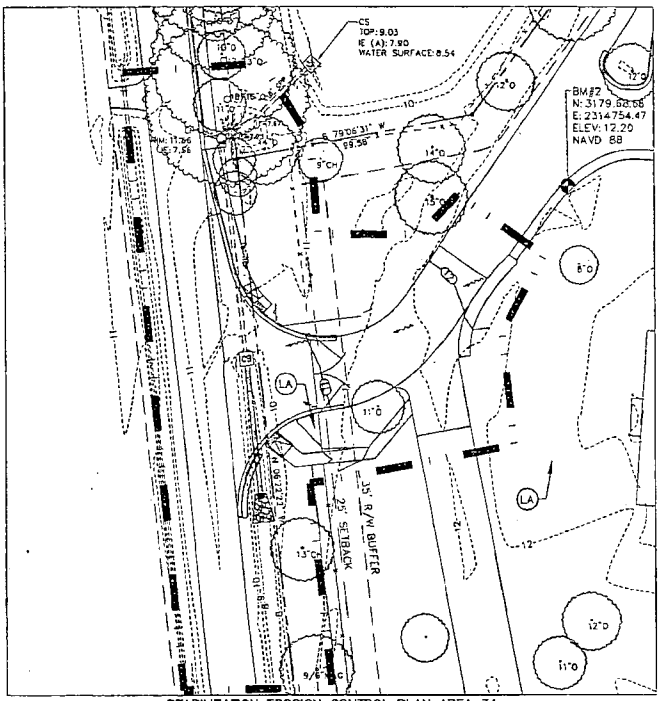
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SITE SERVICES \ FIRE/LIFE ENFORCEMENT \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	05/03/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKW
DRAWN:	WYD
REVISION:	

STABILIZATION EROSION CONTROL PLAN AREA 3A & 3B

C713

SHEET ___ OF ___



STABILIZATION EROSION CONTROL PLAN AREA 3A

SCALE 1" = 30'

GENERAL NOTES:

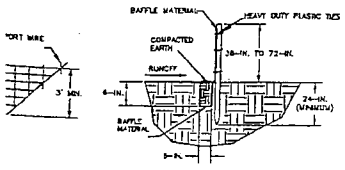
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CIVIL LEGEND – EROSION CONTROL

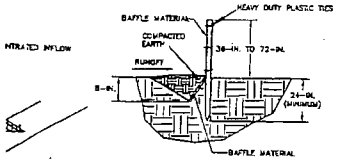
(LA) LANDSCAPING – INSTALL IAW LANDSCAPING DRAWINGS.

KEYNOTES: ◇

1.



FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL

POST REQUIREMENTS

1. POROUS BAFFLE POSTS MUST BE 60-INCH TO 96-INCH LONG STEEL POSTS THAT MEET, AT A MINIMUM, THE FOLLOWING PHYSICAL CHARACTERISTICS.
   - COMPOSED OF A HIGH STRENGTH STEEL WITH A MINIMUM YIELD STRENGTH OF 50,000 PSI.
   - INCLUDE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND A NOMINAL "T" LENGTH OF 1.48-INCHES.
   - WEIGH 1.25 POUNDS PER FOOT (± 8%)
2. POSTS SHALL BE EQUIPPED WITH PROJECTIONS TO AID IN FASTENING OF BAFFLE MATERIAL.
3. INSTALL POSTS TO A MINIMUM OF 24-INCHES. A MINIMUM HEIGHT OF 1- TO 2- INCHES ABOVE THE FABRIC SHALL BE MAINTAINED, AND A MAXIMUM HEIGHT OF 3 FEET SHALL BE MAINTAINED ABOVE THE GROUND.
4. POST SPACING SHALL BE AT A MAXIMUM OF 4-FEET ON CENTER.

MATERIAL REQUIREMENTS

1. BAFFLE MATERIAL MUST BE COMPOSED OF COIR-BASED MATERIALS OR TURF REINFORCEMENT MATTING (TRM) THAT CONSISTS OF THE FOLLOWING REQUIREMENTS:
   - HAVE A LIGHT PENETRATION (% OPENINGS) BETWEEN 10-35%
   - FREE OF LOOSE STRAW MATERIAL;
   - HAVE A MINIMUM TENSILE STRENGTH OF 145 LB/FT; AND,
   - HAVE A MINIMUM WIDTH OF 48-INCHES.
2. 12-INCHES OF THE FABRIC SHOULD BE PLACED WITHIN EXCAVATED TRENCH AND TOED IN WHEN THE TRENCH IS BACKFILLED OR BAFFLE MATERIAL MAY BE STAPLED INTO GROUND BY USING 12-INCH STAPLES WITH A MAXIMUM SPACING OF 12-INCHES.
3. BAFFLE MATERIAL SHALL BE PURCHASED IN CONTINUOUS ROLLS AND CUT TO THE WIDTH OF THE SEDIMENT BASIN OR TRAP TO AVOID JOINTS.

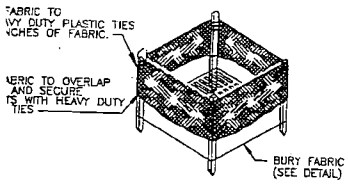
INSPECTION & MAINTENANCE

1. THE KEY TO FUNCTIONAL POROUS BAFFLES IS WEEKLY INSPECTION, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF POROUS BAFFLES SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS ALONG EACH ROW OF BAFFLES IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE BAFFLE ROW OR WHEN IT REACHES THE CLEAN-OUT HEIGHT OF THE SEDIMENT BASIN OR TRAP, WHICHEVER IS REACHED FIRST.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. CHECK FOR AREAS WHERE STORMWATER RUNOFF HAS ERODED A CHANNEL BENEATH EACH ROW OF BAFFLES, OR WHERE THE BAFFLE HAS SAGGED OR COLLAPSED DUE TO RUNOFF OVERTOPPING THE BAFFLE.
7. CHECK FOR TEARS/RIPS WITHIN THE BAFFLES AREAS WHERE THE BAFFLE HAS BEGUN TO DECOMPOSE, AND FOR ANY OTHER CIRCUMSTANCE THAT MAY RENDER THE BAFFLE INEFFECTIVE. REMOVED DAMAGED BAFFLES AND REINSTALL NEW BAFFLES IMMEDIATELY.
8. POROUS BAFFLES SHOULD BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED AND ONCE IT IS REMOVED, THE RESULTING DISTURBED AREA SHALL BE PERMANENTLY STABILIZED.

GENERAL NOTES

1. ATTACH BAFFLE TO THE STEEL POSTS USING HEAVY-DUTY PLASTIC TIES THAT ARE EVENLY SPACED ALONG THE ABOVE GROUND PORTION OF EACH POST.
2. INSTALL THE BAFFLE ROWS PERPENDICULAR TO THE DIRECTION OF THE STORMWATER FLOW AND PLACE EACH BAFFLE THE PROPER DISTANCE FROM INLET AND OUTLETS TO ALLOW ACCESS FOR MAINTENANCE AND CLEAN-OUT.

(C) POROUS BAFFLE
NOT TO SCALE



FILTER FABRIC INSTALLATION DETAIL

CTION & MAINTENANCE

D FUNCTIONAL INLET PROTECTION IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT

NSPECTIONS OF INLET PROTECTION SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.

TO SEDIMENT ACCUMULATIONS ALONG THE FILTER FABRIC IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT : CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.

UMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE FILTER FABRIC. WHEN A SUMP IS INSTALLED F THE FABRIC, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE SUMP.

EDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. VE REMOVED SEDIMENT AFTER IT IS RELOCATED.

AREAS WHERE STORMWATER RUNOFF HAS ERODED A CHANNEL BENEATH THE FILTER FABRIC OR WHERE THE : SAGGED OR COLLAPSED DUE TO RUNOFF OVERTOPPING THE INLET PROTECTION.

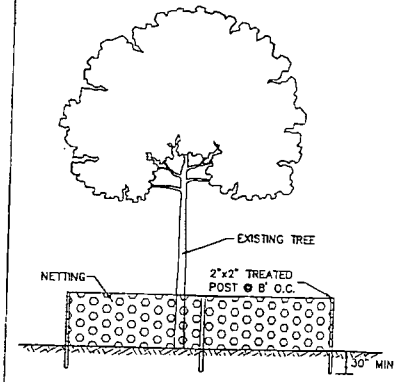
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CTION STRUCTURES SHOULD BE REMOVED AFTER ALL THE DISTURBED AREAS ARE PERMANENTLY STABILIZED. CONSTRUCTION MATERIAL AND DEBRIS, AND REMOVE OF THEM PROPERLY. GRADE THE DISTURBED AREA TO ON OF THE DROP INLET STRUCTURE EXACT. STABILIZE ALL BARE AREAS IMMEDIATELY.

TER FABIC INLET PROTECTION

OT TO SCALE

NETTING
4' HIGH POLYETHYLENE LAMINAR SAFETY NETTING AROUND TREE FENCE TO BE FLUORESCENT ORANGE OR YELLOW. ATTACH NETTING TO POST WITH GALVANIZED STAPLES.



(E) TREE BARRICADE DETAIL
NOT TO SCALE

PERMIT DOCUMENTS

Charleston County School District
North Charleston, South Carolina

JAMES ISLAND BUS PARKING LOT

CHARLESTON COUNTY
SOUTH CAROLINA

SOUTH CAROLINA — ADC ENGINEERING INC. No. 00253 — CERTIFICATE OF AUTHORIZATION

ADC
ENGINEERING SPECIALISTS
SITE SERVICES \ BUILDING ENVELOPE \ STRUCTURAL
1226 YEAMANS HALL ROAD
HANAHAN, SC 29410
843-566-0161
fax 843-566-0162
ADCENGINEERING.COM

DATE:	03/03/2016
ADC PROJECT #:	15214
DESIGNED:	WYD
CHECKED:	JKM
DRAWN:	WYD
REVISION:	

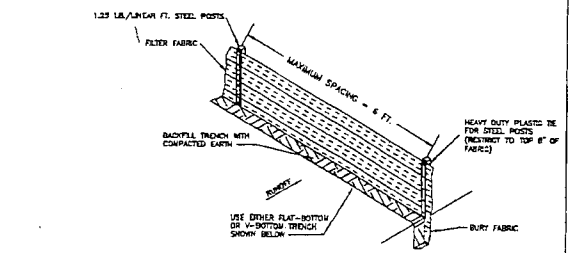
CIVIL DETAILS - EROSION CONTROL

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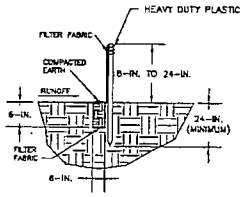
SHEET ___ OF ___

INSPECTION AND MAINTANANCE

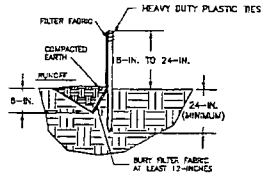
1. THE KEY TO FUNCTIONAL SILT FENCE IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF SILT FENCE SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVEN THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS ALONG THE SILT FENCE IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE SILT FENCE.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. CHECK FOR AREAS WHERE STORMWATER RUNOFF HAS ERODED A CHANNEL BENEATH THE SILT FENCE, OR WHERE THE FENCE HAS SAGGED OR COLLAPSED DUE TO RUNOFF OVERTOPPING THE SALT FENCE. INSTALL CHECKS/TIE-BACKS AND/OR REINSTALL SILT FENCE, AS NECESSARY.
7. CHECK FOR TEARS WITHIN THE SILT FENCE. AREAS WHERE SILT FENCE HAS BEGUN TO DECOMPOSE, AND FOR ANY OTHER CIRCUMSTANCE THAT MAY RENDER THE SILT FENCE INEFFECTIVE. REMOVED DAMAGED SILT FENCE AND REINSTALL NEW SILT FENCE IMMEDIATELY.
8. SILT FENCE SHOULD BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED AND ONCE IT IS REMOVED, THE RESULTING DISTURBED AREA SHALL BE PERMANENTLY STABILIZED.



SILT FENCE INSTALLATION

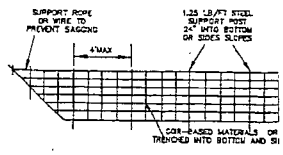


FLAT-BOTTOM TRENCH DETAIL

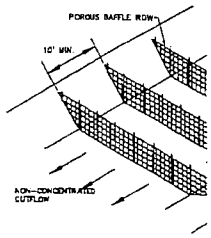


V-SHAPED TRENCH DETAIL

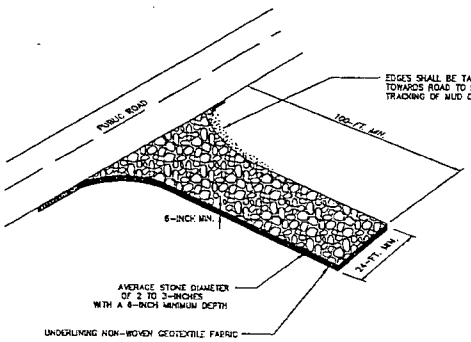
A SCDHEC SILT FENCE DETAIL
NOT TO SCALE



CROSS SECTION



PERSPECTI



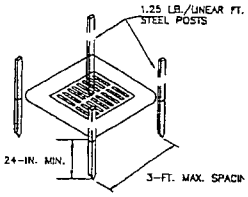
INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE.

DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE STONE PAD TO A SEDIMENT TRAP OR BASIN OR OTHER SEDIMENT TRAPPING STRUCTURE.

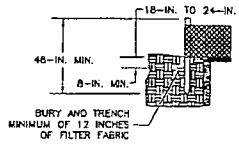
INSPECTION & MAINTENANCE

1. THE KEY TO FUNCTIONAL CONSTRUCTION ENTRANCES IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF CONSTRUCTION ENTRANCES SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVEN THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. DURING REGULAR INSPECTIONS, CHECK FOR MUD AND REMOVE BUILDUP AND PAD INTEGRITY. INSPECTION FREQUENCIES MAY NEED TO BE MORE FREQUENT DURING LONG PERIODS OF WET WEATHER.
4. RESHAPE THE STONE PAD AS NECESSARY FOR DRAINAGE AND RUNOFF CONTROL.
5. WASH OR REPLACE STONES AS NEEDED AND AS DIRECTED BY SITE INSPECTOR. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE THE AMOUNT OF MUD BEING CARRIED OFF-SITE BY VEHICLES. FREQUENT WASHING WILL EXTEND THE USEFUL LIFE OF STONE PAD.
6. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO ADJACENT IMPERVIOUS SURFACES BY SWEEPING OR SHOVELING. FLUSHING SHOULD ONLY BE USED WHEN THE WATER CAN BE DISCHARGED TO A SEDIMENT TRAP OR BASIN.
7. DURING MAINTENANCE ACTIVITIES, ANY BROKEN PAVEMENT SHOULD BE REPAIRED IMMEDIATELY.
8. CONSTRUCTION ENTRANCES SHOULD BE REMOVED AFTER THE SITE HAS REACHED FINAL STABILIZATION. PERMANENT VEGETATION SHOULD REPLACE AREAS FROM WHICH CONSTRUCTION ENTRANCES HAVE BEEN REMOVED. UNLESS AREA WILL BE CONVERTED TO AN IMPERVIOUS SURFACE TO SERVE POST-CONSTRUCTION.

B SCDHEC STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



POST INSTALLATION DETAIL



FILTER FABRIC BURIAL DETAIL

A D SCDHEC T

STATE OF SOUTH CAROLINA	)	COURT OF COMMON PLEAS
	)	NINTH JUDICIAL CIRCUIT
COUNTY OF CHARLESTON	)	
	)	
The Charleston County School District,	)	CASE NO. 2018-CP-10-03307
	)	
APPELLANT,	)	TRANSCRIPT OF RECORD
	)	ORIGINAL
VS.	)	
	)	
Charleston County, South Carolina; et al.	)	
	)	
RESPONDENTS.	)	
	)	

September 27, 2018

Charleston, South Carolina

B E F O R E:

The Honorable Jennifer McCoy

A P P E A R A N C E S:

Ross A. Appel, Esquire
For the Appellant

Bernie E. Ferrara, Jr., Esquire
For the Respondents

Certified Transcript Provided For: Ross Appel

I N D E X

HEARING -- 03

EXHIBITS - None Proffered

CERTIFICATION OF TRANSCRIPT -- 67

If you need an additional copy of this transcript or a sealed transcript or if opposing counsel requires a copy of the transcript, you should contact the court reporter.

Certification will satisfy Rule 80, Stenographic Report of Transcript as Evidence.

THE COURT: All right. I am happy to hear from y'all. If you could just state your names and the parties you represent on behalf of the court reporter.

MR. APPEL: Yes, Your Honor. Ross Appel here on behalf of Charleston County School District, Appellant.

THE COURT: All right.

MR. FERRARA: Good afternoon, Your Honor. My name is Bernie Ferrara. And I represent the respondents; Charleston County Government and the Board of Zoning Appeals, and Joel Evans in his capacity as the planning director for Charleston County Zoning and Planning Department.

THE COURT: Thank you, Mr. Ferrara.

Okay. Happy to hear from y'all.

MR. APPEL: Thank you, Your Honor.

THE COURT: Sure.

MR. APPEL: Before we get started, I brought a copy of my appeal petition along with all of the tabbed exhibits. I am happy to hand it up.

THE COURT: Great. That is probably easier to read than on my computer screen.

MR. APPEL: Yes, Your Honor.

THE COURT: All right.

MR. APPEL: Thank you. And there is a little index here and tabs corresponding to the exhibits that we have ---

THE COURT: Perfect. All right.

MR. APPEL: --- in support of our appeal. Thank you.

THE COURT: Okay.

MR. APPEL: All right. Your Honor, I have always dreamed of getting up in court and saying I am here on behalf of the children. And today it is actually the case. I am here representing the Charleston County School District in a zoning appeal involving of all things a school bus parking lot at James Island Elementary School on James Island off of South Grimball Road.

THE COURT: I know right where it is. I have a child that went there for two years.

MR. APPEL: So Your Honor is ---

THE COURT: Very familiar.

MR. APPEL: --- familiar -- very familiar ---

THE COURT: James Island Elementary.

MR. APPEL: Yes, ma'am. And as a zoning appeal, Your Honor, there are a lot of facts that are in the record from the BZA hearing.

This issue has been fully briefed. And I am conscious of Your Honor's time and the court's time today, so I am going to do my best to sort of hit the high points. But I would refer to our petition and field petition and exhibits in support for the complete story.

Around 2005 the Charleston County School Board, School District Board, voted to authorize a new, regional,

consolidated school bus parking lot at James Island Elementary School.

Previously the school bus fleet serving the entire District 3, which constitutes James Island, was housed at the Old Fort Johnson Middle.

And due to growth and all kinds of other logistical needs the School District identified some vacant land next to the James Island Elementary School for the location of a 35-spot school bus parking lot to serve the entire district, the sub-districts of the James Island schools.

And as we will talk about later there are actually state laws and regulations requiring consolidated, centralized school bus parking for various reasons; safety, efficiency, etc.

So in other words, all the school buses there serve not only James Island Elementary School but the schools in the area as a whole.

After several months of the School District's engineers meeting with the County Planning and Zoning staff ultimately on February 9th, 2017, the County granted final approval to a 35-lot -- spot school bus parking lot. And that is the development approval that is front and center and at issue in this case.

And if you would look at Exhibit A in the binder I just handed up, this is actually the final site plan approval.

You will note it says that it is final on the front page.

And the second page is an actual visual depiction of what the school bus parking lot looks like with each of the delineated spaces for school buses. This was a final approved plan granted by the County on February 9th, 2017.

After the approval was granted the District went off and engaged in a variety of preconstruction planning activities. There is an affidavit in the record that indicates $360,000 approximately was spent, taxpayer money, in order to continue with the development process after the site plan was granted.

In addition to that the District held three public meetings with the community. They commissioned three technical studies to address community concern, even though these studies were not required by any zoning regulation or other ordinance. Studies on noise, pollution, traffic, those materials are in the record for your consideration.

So fast forward approximately a year after the site plan approval was granted. The District's consultant reaches out to the County and says, hey, a year is coming up since the site plan was approved, we are asking for a year extension on the site plan permit.

The County's initial response is, quote: Yes, I will get that updated and sent to you next week.

The next thing you know there is a letter dated

February 28th, 2018. And I am going to refer to this as the site plan revocation letter. That is Exhibit E in the binder.

And the County out of the blue purports to revoke the site plan citing, quote: The applicant has not demonstrated a hardship that would be cause to delay the project or that diligent pursuit has been made to start development as described in the documents submitted for site plan approval -- site plan review.

I am going to talk some more about the specific details of this letter because it dovetails into some of the County's arguments over timeliness of this appeal. But for now I am just going to move on.

Around this time there is a number of -- there is political backlash that is going on behind the scenes here. The community surrounding James Island Elementary School is not happy about the school bus parking lot. And the next thing that ---

THE COURT: Where is it, just for my -- I mean I know where the elementary school is. Is this behind the elementary school?

MR. APPEL: Yes, ma'am. It is essentially connected to where the school is. So if you look at the site plan in Exhibit A -- and I don't know if this is the geographical coordinates, but it is essentially south or to the bottom of

where the layout is depicted on the site plan.

THE COURT: Okay.

MR. APPEL: So the site plan was revoked by the County on the 28th. And then the next thing that appears in the record that is relevant to this appeal is an email from the planning director Joel Evans to county councilwoman Anna Johnson who represents that district.

And what Joel is doing in that email - and this is Exhibit F for your consideration - is Joel has been asked by the councilwoman to opine on the scope of an accessory use in the context of a school bus parking lot on a piece of property where a primary use of a school is located.

And Joel takes this opportunity to interpret accessory use in a way that is inconsistent with the zoning approach taken by the County when the original site plan approval was granted.

So when the original site plan approval was granted the County acknowledged that 35 school bus spots was a valid accessory use. Otherwise the approval would have never been granted. You can't grant site plan approval for something that doesn't comply with zoning. And that is spelled out in the ZLDR excerpts that we have included in the record as well.

So what Joel does in this email to Anna Johnson is he reverses course. He reinterprets accessory use in this

specific context to essentially adopt what we will call the fifty-percent-plus-one rule.

So Joel's fifty-percent-plus-one rule is that the number of school buses permitted on a parking lot are only the school buses that serve that specific school plus you can double it. Or you can double it and minus one.

So in other words originally 35. This new interpretation would have only allowed 15 school buses on the property. Okay. And that would not have met ---

THE COURT: Those eight service the school; is that ---

MR. APPEL: Yes, ma'am, ---

THE COURT: Do I have my math right?

MR. APPEL: -- that is exactly right. You are much better at math than I am. So it is -- that is right. It is eight serve that school ---

THE COURT: Gotcha.

MR. APPEL: And then they would allow another seven.

THE COURT: Okay.

MR. APPEL: So after this happens a meeting is convened between Joel Evans, his superior Walt Smalls who is a deputy administrator with the County, and the chief brass over at the Charleston County School District Jeff Borowy who is the applicant, and some other folks from his office. And this email is presented to them at this March 19th meeting.

This is the first time they ever find out about the

email. They are not parties to the original email communication. They learn about this reinterpretation at that meeting. And I hate to go through these dates in granularity, ---

THE COURT: That is fine.

MR. APPEL: --- but the County is trying to kill this appeal before it gets off the ground on timeliness issues; and I really want to make sure the record is clear on this.

So March 19th the District learns about the site plan revocation. They learn about this zoning reinterpretation. And 30 days later they file a zoning appeal. And this zoning appeal is included in the record. And this is Exhibit G for Your Honor's consideration in the packet.

And this is very important. The appeal concerns two things. So this is an appeal from the County staff to the BZA; we are challenging the County's site plan revocation letter dated February 28th, and we are challenging Joel's reinterpretation of accessory use in this context dated March 13, all of the which -- certainly at that point the County had, the District had, actual notice as of March 19th.

So that appeal was timely. It was filed 30 days after the meeting with -- between the County and the District. And we were scheduled for a June 4th, 2018, BZA hearing.

We had a fun time that night back and forth. We ended

up -- the District ended up not prevailing by a vote of five to three. And the County mailed the BZA's order dated June 15th, 2018.

We filed this notice of appeal and a demand for pre-litigation mediation as we are permitted to do under statute. August 2nd we held a mediation. Unfortunately it was unsuccessful.

And then within 30 days of the impasse we filed the incident appeal petition which we are here to discuss today and which is contained in the binder that I just handed up.

So that is setting the factual overview here. I want to briefly touch on the standard of review before launching into our arguments on appeal.

Similar to the magistrate appeal that Your Honor heard a few minutes ago, as Ms. Ford is sitting in an appellate capacity in this matter, one of the chief things that this court is called upon to do is correct errors of law.

That is not the only authority that this court has. Under the Austin versus Board of Zoning appeals case cited in our brief, quote: A decision of a municipal zoning board can be overturned if it is arbitrary, capacious, and has no reasonable relation to a lawful purpose or if the board has abused its discretion.

We believe that there are numerous errors of law and instances of abuse of discretion, arbitrary and capricious

decision-making, that has negatively impacted the School District in this case.

I am going to hit our grounds on appeal. And I am going to hope to honor my promise to move through this quickly for Your Honor. And if you have any questions please ---

THE COURT: Listen, by all means protect your record. Feel free to do your arguments fully. Don't feel rushed.

MR. APPEL: Thank you. I appreciate -- I appreciate that.

So at the BZA hearing, which is a de novo hearing, when you appeal a decision of the zoning administrator to the BZA the BZA is suppose to look at all the facts and all the law and all the ordinances fresh. They are supposed to step in the shoes of the zoning administrator.

It is unlike the standard of review at this stage where there is deference to the findings by the board. There is a complete redo that is supposed to happen.

So at the hearing the County bent over backwards and threw their entire weight, this theory that the School District's appeal was untimely when it was filed April 18th, okay. And they reiterate many of those same objections on this appeal before this court. And we think that that is absolutely incorrect. And I want to walk Your Honor through that process.

So as I mentioned earlier, there are two specific different decisions that were being appealed from. Let's start with the easiest and then work to the arguably the more new nuance.

Anna Johnson's and Joel Evans' email, the email is dated March 13th. The only evidence in the record is that my clients first received actual notice of that email March 19th.

The appeal was filed April 18th, within 30 days. So the appeal over the reinterpretation of the zoning ordinance is clearly timely and within the 30-day period.

Now the site plan revocation letter, this is the County's argument at the BZA; and this is the County's arguments in their brief and I expect to hear in a moment.

The site plan revocation letter is dated February 28th. The appeal -- the deadline to file an appeal is sometime in March. Certainly by April 18th there had been more than 30 days from the date of the letter.

The BZA made a clear legal error when they found that that appeal was untimely on that basis, based on the date of the letter and the date of the mailing.

And this gets really hair splitting, but this is often what happens when there is -- you know, people are calling time and you have to look at the standard of review here.

So the South Carolina Planning Enabling Act sets the

procedural rules for all actions of the BZA including appeals. Section 6-29-800(B) provides the default time limit for these zoning administrator appeals to the BZA.

It reads in relevant part, quote: If no time limit is provided by local ordinance the appeal must be taken within 30 days from the date the appealing party has received actual notice of the action from which the appeal is taken.

End quote.

So the state law creates a system where the local zoning ordinance can establish different time periods, different time trigger requirements; but if it doesn't do so the default is 30-day actual notice.

Okay. So let's look at the County's zoning ordinance. Section 3.13.3 of their ZLDR - that is the name of their zoning ordinance - provides the mechanism for appealing zoning administrator decisions to the BZA.

It reads, quote: Applications for appeals of administrative decisions on zoning related matters shall be submitted to the planning director on forms available in the Planning Department. Appeals of administrative decisions to grant or deny a zoning permit shall be filed within 30 calendar days from the date of the administrative decision.

The County's mechanism does not apply to all actions taken by the County staff in the Zoning and Planning Department. The County's rule that starts the clock 30 days

applies only to administrative decision - which are a term of art; it is a defined term - on zoning related matters to grant or deny a zoning permit.

This case has nothing to do with a zoning permit. This case involves a site plan. That is a material -- materially distinct difference.

Therefore, it is our position in this case that the state law governing the timeliness of these appeals governs. And that is an actual notice standard versus a date-of-the-decision standard, which is really significant as it relates to the site plan revocation letter. So that is setting the stage on the legal issues here.

Also we take issue with the fact whether the February 28th letter was an administrative decision. If you look at the letter, Exhibit E in your binder, this letter is not signed by anybody. It is certainly not signed by the planning director. It is signed by a woman named Sally Brooks.

THE COURT: What does PLAISA stand for?

MR. APPEL: You know, I want to say that PLA is professional landscape architects. But I will defer to Bernie on that. I am not sure.

But she -- I know Sallie. She works in the Planning Department. She is a great person. She is sort of their expert when it comes to site plans and trees and things of

that nature.

But there is a question in this case whether the zoning administrator Joel Evans has ever taken a position on the revocation of the site plan. He has certainly taken a position on the reinterpretation of the zoning ordinance.

But we are looking at a letter, the site plan revocation letter, that was written by a staff person. It is not signed.

There is no evidence in the record it was ever mailed to anybody much less the applicant. It is addressed to a gentleman named York Dilday who is an engineer with ADC who is my client's representative. But he is not the applicant.

And several of the members of the BZA jumped all over this. And you will see that in the transcript. Board member Tommy Goldstein was extremely troubled by the fact that the County was calling time based on this letter.

And let's be very clear, if the County before the BZA wanted to take the position that we are untimely it is their burden to establish actual notice.

The only thing that they have done -- and Joel was all prepared to do this with his PowerPoint and staff packet that was provided to the board members at the hearing. The analysis was simply the date of the letter is February 28th, the clock runs 30 days from there. Period.

There is no evidence in the record that my client or

the District received actual notice at least until March 19th. March 19th that is certainly when we had notice of the site plan revocation letter as well as the accessory use reinterpretation.

So there's a lot of questions and a lot of issues surrounding this timeliness matter as it relates to the site plan approval revocation. Again ---

THE COURT: How did they receive notice on the 19th? I am sure you told me.

MR. APPEL: Yes, Your Honor. So on the 19th there was a meeting in the County's HQ between Joel Evans, Walt Smalls who is Joel's boss, and Jeff Borowy who is the COO of the Charleston County School District. He is sort of one of the five chiefs immediately under the superintendent.

THE COURT: So it was at this meeting on the 19th that you are saying that is when they receive actual notice?

MR. APPEL: That is certainly when actual notice of the zoning reinterpretation was obtained. Because again that email was only dated March 13th. Certainly that is the case.

And I want to thread another needle in here. Because it is relevant to this timeliness of the appeal issue. It is very hard -- and I do a lot of this zoning work. I sit on the City of Charleston's Board of Zoning Appeals. We are faced with these issues time and time.

It is very difficult to sometimes pinpoint when decisions are actually make by the zoning administrator for the purposes of perfecting an appeal and when those decisions actually ripen to the point where a property owner's interest are adversely affected.

If all that happened in this case were that the site plan was revoked if that is all that happened there probably would have never been an appeal. Because if the site plan is revoked all you have got to do is reapply. And assuming the County hasn't changed the rules - which they did in this case - it is just a matter of paperwork. Lawyers don't even have to get involved. There's no problem.

What made the site plan revocation letter so damming to the District was the March 13th zoning reinterpretation. Because what that did was say, hey, can't -- hey, District, if you go and reapply right now for 35 school buses you are going to get denied because the zoning rules have changed.

Again, in February of 2017 the County and the School District were best buds in this case. We all agreed 35 school buses were allowed on the property. That is why it was approved by Joel and his staff back in 2017.

So putting aside the matter of the date of the site plan revocation letter, when it was emailed, who it was emailed to, really this whole matter crystallized and came to a head on the 19th when the two issues were put together,

the site plan revocation letter and the accessory use reinterpretation were brought front and center to the District's attention.

And the implications of that no -- and in fact there is testimony in the record by Joel that -- and folks from the District that at that meeting the County actually told the District you have to file an appeal right now, 30 days from now.

And the staff, the District calendared it. And this was before I got involved, they got the appeal filed at the 30th day on April 18th and we were on the books for the June BZA hearing.

That is an overview of this timeliness issue. We believe that the appeal was timely on both matters, the zoning reinterpretation as well as the site plan revocation letter.

The two cannot be so clearly parsed between the two. They have to be sort of understood together. There's major deficiencies with the site plan revocation letter. The County has not met their burden. The evidence in the record is extremely weak if not nonexistent as to the issue of actual notice as it relates to that matter, other than March 19th.

Okay. So let's assume we are in the building, all right; we are timely; we get to have an appeal. So what did

the County actually do wrong here?

The first thing is they placed impermissible, unauthorized conditions on the site plan approval to begin with. This whole notion that site plan approvals are only good for one year has no support or authority in the zoning ordinance.

If you turn to Tab 1 I have provided the court with Chapter 3 of the ZLDR which is entitled development review procedures. Now this goes through everything from zoning amendments to site plans to zoning permits to variances. Everything under the sun.

Now what is interesting about this chapter you will see that Section 3.6.9 of the ZLDR provides that special exception approvals are good for one year. Section 3.8.6 ZLDR, zoning permits are good for six months. Section 3.10.10 ZLDR, variances are good for one year. The ZLDR is absolutely silent on how long site plan approvals are good for.

If you look at Article 3.7 entitled site plan review you will see conspicuously absent are any mention of a permit shelf life. There is no one-year term. There is no six-month term. There is no term.

Not only that, there is no language in there requiring construction commence within a year. There is no language in there requiring that a hardship be proven.

These are all things that were in that site plan revocation letter; you didn't start within a year, you didn't commence construction.

Why didn't they commence construction? They were too busy performing technical studies and having public meetings with the community. Instead of rushing to build this the District was doing the right thing by reaching out to the community and doing what they needed to do.

And there is certainly no hardship requirement. So all the criteria, all of the things that the County was trying to ding the District on in this site plan revocation letter, none of it is authorized by the ZLDR.

And it is very important because the zoning administrator, Joel, everyone that he works for, they are not entitled to free wielding. They have to apply the zoning code as written.

We have cited some pretty good language from a Court of Appeals decision from 2015 called Helicopter Solution versus Hinde. And it states, quote: It is a well-founded principle of law that statutes or ordinances in derogation of natural rights of persons over their property are to be strictly construed as they are in derogation of the common law right to use private property so as to realize its highest utility and should not be impliedly extended to cases not clearly within their scope and purpose. It

follows that the terms limiting the use of property must be liberally construed to the benefit of the property owner.

So it is not enough to say, well, there is a year for variances so there is a year for site plans. The site plan chapter of the zoning ordinance is absolutely silent as to the shelf life, the construction requirement, and the hardship requirement; therefore, all of these grounds cited in that letter are invalid as a matter of law. As a matter of law. And this court is surely vested with the authority to correct errors of law in these zoning appeals.

So that is Argument Number 1. That is an easy way to dispense with this whole thing. We can order the site plan approval granted back in February 2017 is still good, there is no basis under the zoning ordinance to revoke it, therefore it is valid and please continue.

But that is not all I have got. The second substantive legal argument has to do with vested rights. Okay. Now the purpose of vested rights is to protect developers who invested heavily and obtained development approvals and made financial commitments in reliance thereon from subsequent zoning amendments, reinterpretations, or changes.

In other words vested rights merge out of the common law to protect developers that once they got underway through a development review process prior to final permitting once developers reached a certain point in the

approval process having picked up several entitlements it prevents the local government from sort of changing the rules midway through the process so as to thwart the development which was prior -- which was approved prior.

Now for a long time -- for years the cases were all over the place. Because if it was a common law developed issue, judge created rules. But in twenty -- 2005, I'm sorry, the General Assembly passed the South Carolina State Vested Rights Act. And what that legislation did was put a much finer point on how vested rights are supposed to work in local land use permitting decisions in South Carolina.

And the Vested Rights Act is part of the Planning Enabling Act, which I mentioned earlier. And it defines vested right as follows, quote: The right to undertake and complete the development of property arising under the terms and conditions of a site specific development plan.

And it goes on to say that. So site specific development plan is the terms of art. That is the vesting criteria. Once the local government has approved a site specific development plan, boom, you are vested. And what is great about vesting is the vesting period extends for two years initially.

Now if you look at the State definition of a site specific development plan it includes among other things a preliminary or general development plan.

It is our position that a site plan approval is a preliminary or general development plan. But the County's vested rights ordinance, which is included in the packet as Exhibit 11, makes it even more clear that a site plan is sufficient for vesting.

Under Section 3(H)(7) of the vested rights ordinance it clearly states, quote: For the purposes of this section the following are significant affirmative governmental actions allowing development of a specific project.

And it goes on to Subsection 7, quote: The planning director has approved a final subdivision plat site plan or planned a phased development for the landowner's property consistent with the provisions contained in the Charleston County Zoning and Land Development regulation as amended.

So it is our position that in February of 27 when the final site plan was approved the District acquired vested rights in the specific development that was encapsulated in that plan, which includes the vesting of the accessory use interpretation to allow 35 school buses on the property.

And, again, those vested rights are good for two years. So under that theory the District's rights to proceed with 35 lots doesn't expire until February of next year. So we are still good.

And, oh, by the way, the state law allows five annual successive one-year extensions which must be granted by the local government body. So this thing is locked in for a foreseeable future.

Now turning back to the decisions that are at issue in this case, the site plan revocation letter and the zoning reinterpretation, taken together that is what violates the vested rights. It is that reinterpretation that brings this all to a head and prevents the vested rights from being honored.

And that is why it is so important for the District who appealed the zoning administrator's reinterpretation because it would not allow the 35-spot plan to proceed in light of the site plan revocation. Which was unauthorized, as we have talked about to begin with.

There has been some mention and some discussion both at the BZA level and in the briefing that we were asking the BZA to grant us vested rights. There is some language in the County's ordinance that says BZA can't grant vested rights. We have never asked the BZA to grant vested right. We are asking the BZA to recognize our vested rights.

Vested rights are granted by the government approving a site specific development plan for a piece of property. That took place way before the BZA got involved, way before I got involved. And that is what the vesting act was in

this case.

So pulling it all together, the site plan revocation and the accessory use reinterpretation as applied to my client and my client's development, violated their vested rights.

So that's -- so in other words, by taking those two actions the zoning administrator erred. And that was the relief we were seeking from the BZA and now before Your Honor.

So the next argument on appeal that we have is we are actually taking issue with the analysis contained in that March 13th zoning reinterpretation by Joel.

If you look at ZLDR the test for an accessory use is, quote: A use that is customarily incidental and subordinate to the principal use of a zoning lot or obstruction.

So there's two main problems here. There is customarily incidental and subordinate. On the customarily incidental piece we packed the record at the hearing with evidence as to why consolidated school bus parking lots are customarily incidental.

In the record you will see affidavits from School District employees counting off other schools in the county that have consolidated school bus parking lots.

I believe St. Johns High School on Johns Island has one. The City of Charleston -- in fact in Joel's letter --

Joel's email to Anna Johnson, Joel recognizes the City of Charleston allows consolidated school buses -- lots as an accessory use.

And then in addition, state law mandates school bus parking lots be centrally parked. South Carolina Code Section 59-67-300, state owned school buses must be parked overnight and during the school day in a location that is central to the area in which the school buses are operating.

There is a policy document called the South Carolina Department of Education school bus centralized parking policy. There is another document called planning for school bus safety on school sites in school bus parking lots. There is the state bus requirements affidavit that was submitted to the BZA that is included in the record. There is the site selection affidavit by the District where the District doesn't just decide one morning out of the blue to put a school bus centralized parking lot on James Island Elementary; these decisions are made after extensive deliberation both at the staff level and at the School Board level.

They are having to not only just worry about complying with the county zoning ordinances, which we freely acknowledge we have to comply with, but they are also having to make sure that the plans meet all of the state school bus parking requirements and other technical inciting

regulations. Because a lot of the buses in their fleet are owned by the state. And that is how the state gets their control over the process.

So all that was offered into evidence at the BZA hearing to say this is not some crazy thing that the District is proposing for James Island Elementary School. This is customarily incidental. State law requires it. There's examples of this all over the county and I am sure all over the state.

THE COURT: And where were these buses -- where are they now, for example?

MR. APPEL: So my understanding is that they are at various temporary locations around James Island. I believe some of the buses are located at the old Ford Johnson Middle where I believe Camp Road Elementary is going to be built in the future.

THE COURT: Camp Road Middle. Okay.

MR. APPEL: Now one of the other issues in this case is that as long as the buses are being stored temporarily at the to-be constructed site of Camp Road Elementary Camp Road Elementary can't be built.

And this just provides a window into some of the challenges that the District is trying to navigate here. The District is not trying to destroy anybody's neighborhood or environment or be bad people. They are trying to get

kids to school.

They need to put the school buses that serve District 3 in a centralized location on James Island to fulfill their mission to get kids to school safely, on time, and in an efficient way.

And the failure it will have to be able to do this. I mean they relied on the site plan approval that -- from a year and a half ago. Has caused a ripple effect that is now interfering with other School District operations on the entire James Island area.

So those are issues that we believe supported the customarily incidental piece. And frankly there is no evidence in the record to the contrary that Joel's fifty-percent-minus-one rule is customarily incidental. Joel just said it was. He just created it.

So in that scenario we are looking at abuse of discretion, no evidence in the record, and an arbitrary and capricious decision making by the BZA.

Because if you stack up the evidence it is all on the side of the District. There is very little in support of the County's position.

And, again, the burden is on them to come forward and establish a record before their own BZA. Not just simply rely on talk that just comes from the planning director.

And before I get off of the customarily incidental

piece -- and, again, I really appreciate everybody's time on this. There are preemption issues here.

Ordinarily local government, state governments, and other governmental agencies have to comply with local zoning ordinances.

However, when state law is saying to do one thing and local law is saying to do another thing you get into some conflict preemption and implied conflict preemption issues.

In other words if the District was to say, Joel, you know what, we have thought about it some more and we think you are right, we think the forty-percent-minus-one rule works and we can do that; if they were to do that they are in violation of state law.

So it puts the District in this difficult position what do you do. They have to comply not only with local law but state law. But when there is a conflict state law preempts. And so that is another legal argument that we have got woven into this zoning field.

THE COURT: But the state law doesn't specify how many -- how to divide up the school buses centrally; is that right; I mean it just says they need to be in a centralized location?

MR. APPEL: That is right, Your Honor. It is a centralized requirement. If you look more closely into the parking manuals and policy documents that I have included in

the record there are all kinds of spacing requirements for determining what constitutes centralized and what doesn't. You get into all kinds of geographical issues with the way that the Lowcountry is set up with all of the barrier islands and bridges and things like that.

But, you know, it is our position that state law requires centralized school bus parking. So that is the customarily incidental piece. And, again, the County agreed with us when they originally approved this, you met the customarily incidental requirement.

We also believe that the school bus parking lot is a subordinate use to the principal use on the property which is the elementary school.

In support of that we have got a traffic study. We have got a noise study. We have got a pollution study. We have got all of this technical evidence in the record that demonstrates that the passive parking of 35 school buses is a much less intense use than hundreds of elementary school students, all of the vehicles for staff, all of the stuff that goes into a school.

This is a school bus parking lot. This is not a, you know, a maintenance yard where there are smokestacks and people welding and things just -- this is not an industrial use. This is a parking lot.

There are some very minor, again, state required

fueling facilities. And there is a maintenance shed. But the maintenance is for like if a school bus needs new windshield wipers or they need to inflate a tire. They're not dropping out engines or doing anything crazy out there.

So there is no evidence that the County has put into the record at the BZA hearing that even addresses the subordinate issue.

We came forward with the technical studies. We came forward with the experts from the District that testified about subordinate use. And there is no evidence on the other side to refute the subordinate piece.

And there are a long line of Supreme Court and Court of Appeals zoning cases that talk about in BZA hearings when matters requiring technical expertise are discussed, that testimony has to be supported by competent evidence.

It is not the Daubert test. It is not, you know, the rules of evidence. But you can't just talk. You can't just be somebody off of the street saying -- talking about pollution or talking about traffic or talking about these technical issues.

So it is very legally significant that we are the only party in this zoning appeal that has engineering firms putting forth these levels of technical studies.

It is simply not enough for members of the public to get up and opined during a meeting that this school bus is

going to cause people cancer, which we heard at the meeting; or that the school bus parking lot is going to destroy the area.

That kind of stuff doesn't even get to count in the evidence column when it comes to the BZA's decision in addition to this court's decision.

And that is very important when you start getting into the factual analysis that underlies the decision in these cases. So we believe that the zoning administrator ---

THE COURT: Were these people that were talking that you said it doesn't count were they people that live in that area?

MR. APPEL: So here is the irony of all ironies in this case. I counted well over 100 members from the community who were bused to the meeting. They went by a bus. So they don't hate all buses.

And, yes, it was a -- it was a long line of public comments that were against the substance and merits of this approval.

And respectfully we believe that a lot of the action taken by the County in this case was politically driven. Okay, you have got a valid site plan approval that has been stamped. And then out of the blue you get site plan revocation letters with no basis in the ZLDR.

You have got a zoning administrator responding to a

councilwoman with a zoning ordinance-free interpretation. Politics certainly swayed the hearing of the BZA. And there is just no question about it.

So when you talk about vested rights and when you talk about ---

THE COURT: You keep saying politics like it is a dirty word. And I am just trying to find out all of these people whose opinions you say don't matter and they don't really count because they are not these expert opinions; they are not from Terracon or some of these other places, they just live there and they were bused in.

MR. APPEL: Right.

THE COURT: Why don't they count?

MR. APPEL: So they count in like -- they do count in the -- in the general sense. Everybody's opinion counts. Everybody can say anything they want to say. But when you are talking about -- this wasn't in other words a ---

THE COURT: It is not competent -- I mean you said it is not competent evidence, but ....

MR. APPEL: Well, it is definitely not competent on the technical matters. But also we have to remember the framework under which this matter was even before the BZA.

This wasn't like whether to approve a school bus parking lot. In that case members from the public are invited to talk and voice their opinions on the substantive

merits if they like it, do they not.

This site plan approval was approved as a matter of right back in February of 2017. There was no need for a public hearing. There was no need for any kind of quasi judicial administrative board deciding on the merits of the school bus parking lot.

In other words, the opinions just didn't -- they don't count when you're talking about were someone's vested rights violated. They don't count as to whether the issue of did the zoning administrator err in issuing the site plan revocation letter. In other words, the issues before the BZA that night were very very specific.

Now I sit on the BZA. I have been in hearings where the next hotel is trying to be developed in the City of Charleston and people come from out of the woodwork.

And as the lawyer on the board I am looking at the criteria and the tests and standards. But I am not so naïve as to think that, you know, public opinion don't sway things. But again that was not what we were there for that night.

It was a zoning administrator appeal. It was a very narrow focus analysis. But, you know -- and, again, and that is all that we want this case to be adjudicated on, the facts and the law. And it will be that as it may.

And listen, on the politics side there -- nobody is

ever happy when there is development that comes to their neighborhood.

However, there are a whole bunch of other people on James Island that need these school buses to be operating so that the District can function.

All the people that want their kids one day to go to Camp Road Elementary that is being held up from construction by temporary school bus storage. All of the people that are having to have their kids wait in excess traffic and all of the problems that are caused.

So in other words, yes, if you zoom in on the microcosm of just the area surrounding this development that is one thing. But if you take a wider sample size the politics are far from being as one-sided on this.

So ultimately we believe the zoning administrator erred in his reinterpretation of accessory use in this context. And we will just refer to our arguments and evidence in the record as to the customarily incidental and subordinate requirements. We think we have met all of those. And we think there is no evidence in the record that supports the zoning administrator's decision.

And the interpretation of an accessory use is actually a legal question. I mean accessory use is defined in the ordinance. These are ordinance terms. And we believe the court has the ability to look at these fresh, de novo. It

is not something that under the standard of review deference required to be given to the BZA and the zoning administrator in this case.

THE COURT: Okay.

MR. APPEL: The final -- well, we are getting close. And, again, I really appreciate everybody's attention. Prior to the hearing 11 days -- I remember when I did this. I was in Costa Rica. I forwarded to Joel and his staff, who I have dealt with a lot in the past and I have got a lot of respect for, this was 11 days before the hearing I emailed a copy of the memorandum in addition to all of the exhibits in support that are in the binder right now.

The County's rules and procedures governing their BZA allows material either in support or in opposition of an application be submitted at the latest five days before a hearing to be included in the record that goes to the BZA members in advance of the meeting. It is posted online. It is included in the BZA's binders, when they show up to the meeting.

Long story short, I have included communications with the County staff on this issue. We were told multiple different things at multiple different times about when material would be accepted and when it wouldn't.

We proffered all of the material, emailed it, Drop Boxed all of these materials eleven days - so forget about

five days - eleven days before the hearing.

The County took the position that none of that material was in the record. I showed up at the hearing on -- now I am forgetting the date of the hearing. But at the hearing with nine of these binders. I was going to proffer it at the hearing. I -- and I did -- I introduced it into the record at the hearing. And the County still takes the position that these materials are not in the record, they weren't in the record before the BZA.

The BZA members were extremely frustrated. The BZA members viewed the District in a negative light due to the fact the material was not provided to them in advance.

And we think that our due process rights were violated in this case. And, you know, zoning administrator appeals are not like special exceptions and variances where the County staff is sort of a neutral arbiter, you know, we've got sides, we have got people on both sides. The County was our adversary in this case. The same person whose decision I was appealing was getting to control what information the BZA got to hear.

And I can tell you I have appeared before the BZA numerous times in the past. We always submit material in advance of the hearing at least five days. It is always included in the binder.

So this was a major departure from the County's

practices. And we've got copies of the County's BZA's rules of procedure in the record. Under Paragraph 12 this rule, this five-day rule, is provided.

And I think the way that the County supports their position here is that the appeal has to be filed within 30 days.

Well, the appeal was filed within 30 days. This was material in support. This was the material in support of the appeal.

And again BZA's hearing on a zoning appeal is de novo. They are supposed to get new evidence and make a fresh decision based on the facts.

So we think the failure to provide these materials in advance of the meeting and the failure to recognize these materials after being proffered -- I mean I physically handed out nine binders to the people sitting behind the desk. They all got it.

And when the County filed their record on appeal with this court guess what was left out? They left out all my stuff. And I think that materially prejudiced us.

I think this is a case where the County doesn't want to get to the substance. They don't want to talk about the vested right. They don't want to talk about what the zoning ordinance says about site plan time limits. They want to just bounce the District. They want to call time on it.

And this was another issue in that process.

Finally -- and, again, I really appreciate everybody's time. The County has an odd rule on these zoning administrator appeals. For me to have won at the BZA hearing I had to get a two-thirds vote of the board. But for the County to win they only needed 50 percent.

That is their rule. That is not the City of Charleston's rule. And that rule is not authorized by the state law Planning Enabling Act.

And it violates the requirement that these zoning administrator appeals be heard de novo. De novo means we are doing this again, we are doing this fresh.

And the de novo standard is contained in 6-29-800(E) of the Planning Act. And it is further supported by the Clear Channel versus City of Myrtle Beach decision in the Court of Appeals 2004 where the court says, quote: Few restrictions encumber the scope of the board's authority.

Two-thirds is not authorized by statute. It only takes 50 percent to affirm and 50 percent to deny. But by presenting to the board that night and by having the County employees and County attorneys state that this two-third rule was the prevailing rule - and I objected to it at the hearing - that materially changes the dynamics of the board members' decision-making, the on-the-fly, you know, analysis ---

THE COURT: How many people sit on the -- is it eight people on the BZA?

MR. APPEL: So the vote was five to ---

THE COURT: Three, right?

MR. APPEL: The vote was five to three. So there were eight there that night. I want to say there's nine that are fully ---

THE COURT: When they all attend it is nine but ---

MR. APPEL: When they all attend it is nine. Because it wouldn't make sense for them to have eight and there be ties. But I will certainly defer to what Bernie says about that.

But again this two-thirds rule -- I mean again this just goes back to sort out these due process issues, in addition to our materials not being accepted and put into the record. It is a different standard for appellants versus the County.

I mean we are in a situation where the adversary is creating the rules to the appellant's detriment. And it is not authorized by state law, and it is not countenance by due process.

So those are our arguments. I again really appreciate everybody's patience and attention. I know that zoning is not the most exciting thing to listen to on a Thursday afternoon.

But I will conclude with this. This is the relief that we are requesting:

Number one we are asking for an order reversing and vacating the BZA order denying the District zoning appeal.

We are seeking an order from the court declaring that the site plan approved in February of 2017 is vested and valid and remains valid given the lack of any sort of time prescriptions placed on those site plan approvals by the zoning ordinance.

We are also asking that a declaration of 35 spots for this particular property is vested.

Joel is fine to change his interpretation for new schools that come down the pike. But we believe he is estopped due to our vested rights from applying his new interpretation to this school bus parking lot on this property. And we are seeking an order to that effect.

And we are also ordering -- requesting an order from the court directing the County to process and approve the 35-spot parking lot through final permitting.

In other words, -- because at this point it is just a matter of final construction documents. It is very routine stuff. All of the heavy lifting has been done. The bus parking lot is ready to be put out to bid. We have done all of the homework. To get to the site plan approval takes a considerable amount of time, energy.

And if the court's on the fence at the final analysis after you have heard from Bernie and you have read the briefs and you have listened to me - and, again, I appreciate all of your patience - and you think that you are not sure how you want to decide it, one of your powers under the state law is you can order the matter remanded to the BZA for a rehearing.

And I always ask for that as a form of alternative relief in these zoning appeals. I would much rather you grant first part of the request for relief. But I do want to bring that to the court's attention that there is that method as well out there.

And, again, I really appreciate the time. And if you have any questions I would be happy to address them. Thank you.

THE COURT: Thank you. You have certainly been able to answer all the questions I have had throughout your presentation which was thorough and clear.

So, Mr. Ferrara, I am happy to hear from you. If anybody needs a break I mean obviously just let me know. I am happy to. I'm okay. But if y'all need one.

MR. APPEL: How long did I go for?

THE COURT: About 45 minutes.

MR. FERRARA: Fifty-nine minutes.

THE COURT: Okay. Not that you are counting. Go

ahead.

(WHEREUPON, court confirms no one needs a break.)

MR. FERRARA: Before we get started, Your Honor, may I approach?

THE COURT: Of course.

MR. FERRARA: I submitted a memorandum via email to you ---

THE COURT: Correct. I have that.

MR. FERRARA: --- Monday.

THE COURT: That is why you see me look at my screen.

MR. FERRARA: And I filed a memorandum this morning -- or this afternoon.

THE COURT: Okay.

MR. FERRARA: Because the one that I emailed to you contains a Scribner's error.

THE COURT: Okay.

MR. FERRARA: And part of one of the arguments was -- I am not sure how it was under one header and got placed under another header.

I will be happy to go over -- substantively it is no different than what you saw except for some argument that has been put under the right argument and some Scribner's errors, misspellings, and some quotes and that sort of thing.

I would be happy to review those with you if Your Honor

would like me to. Other than that I will be happy to start my argument.

THE COURT: No, I think you can -- yes, you can jump right into your argument. And I will follow along and ask questions as needed.

MR. FERRARA: And I am not going to take 59 minutes. And I will address each -- what I heard were five arguments that the School District has placed before Your Honor.

And three of those -- before I get started, what you heard from the School District's counsel was a lot of disagreement with the findings of fact that the Board Of Zoning Appeals made and a lot of sweeping conclusions of law unsubstantiated with references to case law, statutes, and that sort of thing.

This whole notion that -- and I think you raised the issue is these people that came out and spoke offered evidence, that is not good evidence.

The standard before Your Honor is -- and it is from the same case that the School District's counsel mentioned was is the Austin case which says, Your Honor, two things. What is before you as an appellate circuit court sitting in an appellate position looking at an appeal of a Board Of Zoning Appeals decision as the findings of fact that were presented to the Board Of Zoning Appeals will not be disturbed unless, unless, there is no evidence in the record to support it.

It doesn't say competent evidence. It doesn't say circumstantial evidence. It doesn't say by the weight of the evidence.

And as Mr. -- the counsel for the School District said, yes, we were there for four hours. And there's a lot of evidence in that transcript. And it supports both sides.

The other standard of review for this court is the findings of fact will not be disturbed. So you can't come in here and say I disagree with a finding of fact, I disagree with the planning director's definition of accessory use.

Your Honor, the board made a finding and ruled on the finding. What you are going to -- what is before this board is whether or not the Board of Zoning Appeals erred as a matter of law.

So I am going to go ahead and address these arguments that we heard in the last hour. The School District failed to timely file and perfect their appeal to the board. They failed to timely appeal the planning director's decision which was to deny a one-year extension of the site plan approval.

On February 9th, 2017, the planning director gave approval to a site plan for the review project status report submitted by the agent of the School District, ADC Engineering; not submitted by the School District.

And we have issues with them disclosing that they are the agent but claiming the site plan is something that they can rely on. We will get to all of that. I hope I can do this quickly.

So issued February 9, 2017. It was good for a year. It expired, terminated, February 9, 2018.

On February 6, 2018, ADC Engineering, the agent for the School District, requested a one-year extension on the site plan approval.

During that period of the year from November 17 and November 18 didn't hear a word from the School District except ADC filing the appropriate documents to make the application complete.

February 28th the zoning planning director denied the extension. March 30th, 2018, was the deadline to appeal it to the board. April 18th the School District files its appeal. Nineteen days later, almost three weeks later, they untimely failed to file their appeal on time. And that, Your Honor, is a finding by the board in its final order and decision.

And I don't know if you have it before you. I will be happy -- may I approach, Your Honor?

THE COURT: Please.

MR. FERRARA: It is one of the three. So one of the findings of the board is that the School District failed to

timely file and perfect their appeal to the board. Thank you.

And I am going to leave that argument there. And if you want to go beyond that argument and talk about some analysis of it I will be happy to. But for purposes of time I would like to go ahead and continue addressing the other arguments.

THE COURT: The only thing I would ask you on that is the actual notice requirement that he brought up.

MR. FERRARA: All right. And, Your Honor, before that let's talk about regarding the applicability of the site plan review.

THE COURT: Okay.

MR. FERRARA: All right. And that is spelled out in the zoning ordinance, Section 3.7.8. And that says -- and this is about the site plan review, Your Honor, and appeals of site plan review matters.

And that says essentially that appeals shall be processed in accordance with another section of the ordinance, with 3.13 of this chapter.

So then we drop down and we look at what does the zoning ordinance 3.13.3 say. And, Your Honor, this is all spelled out in my memorandum. And if you would like to follow me it is on Page 5 and 6.

THE COURT: Got it.

MR. FERRARA: And what that says essentially is that appeals of administrative decisions to grant or deny the zoning permit shall be applied within 30 calendar days from the date of the administrative decision.

Well, all of the -- a lot of the other sections of the ordinance, written interpretations, site plan review, appeals of all of those default back to this provision here.

So you can read 3.13.3 to say appeals of site plan review matters, appeals of written interpretations, appeals of - in this case denying the zoning permit - must be filed within 30 calendar days of the decision.

That is what the ordinance says. And it is on top of Page 6, Your Honor.

THE COURT: I see that.

MR. FERRARA: So that locks in this February 28th date, the date of the planning director's decision to deny the one-year extension on the request to extend the site plan approval.

So not withstanding the fact that the zoning ordinance requirement that appeals be filed within 30 calendar days of the administrative decision, the zoning district still claims that the County cannot rely on that letter. This is leading to what your question is, Your Honor.

And they say it is because the District was entitled to get actual notice and that the notice was mailed to York

Dilday of ADC Engineering, not the Charleston County School District or its chief operating officer Mr. Borowy. Well, Your Honor, you can't argue one thing and then disclaim it later on. In my brief I spend a page or so talking about the doctrine of apparent authority. That is on Page 7.

Clearly ADC Engineering was the agent for the School District. And on the following page it's on Page 8 -- I'm sorry on Page 8, 9, and 10 it all talks about how ADC is the agent for the School District.

ADC made the application for the site plan review. ADC completed the application by submitting all of the documents. The site plan approval was issued to ADC. On the site plan approval if you take a look at that it shows that the contact person is in fact ADC.

So to disclaim that the Charleston County School District didn't get notice, the letter, yes, it was from the planning director on February 28th sent to ADC.

We look at state law. South Carolina code annotated 6-29 at 800(B) which provides that if there is no time limit provided in the ordinance then the appeal must be taken within 30 days from the date the appealing party has received actual notice of the action from which the appeal is taken.

That doesn't help them. Because the ordinance contains the provision on written interpretations, on denials of

zoning permits, on site plan review matters, that the appeal must be taken within 30 days of the decision of the planning director. That is state law, Your Honor. That is what the law says.

So with that said, the School District's argument lacks merit. Because really what it is is based on disagreement with the board's findings.

The board found that - and you have it in front of you, Your Honor - that the Charleston County School District missed the deadline to file an appeal which is not the fault of the County or the BZA.

So I am going to reiterate what the standard of review is. Because this is prevalent through the entire argument which was -- is not consistent with the argument of the School District.

Findings of fact will not be disturbed unless the record shows there's no evidence to support the findings. And the court cannot substitute its judgment for that of the board even when the court disagrees with the board's findings. That is the standard for Your Honor.

With that said, the School District failed to timely file to perfect their appeal. That is what the board found. It is a finding by the board. It is correct as a matter of law. Therefore the appeal is time barred.

His next argument was -- unfortunate it is Argument

Number 2 and we are into it for almost 20 minutes. I hope I can do it in half of the time that the School District did it. I know we are all getting a little antsy.

The board did not err on not ruling on the vested rights issue. The School District claims that the site plan revocation letter or the February 28th letter of the planning director violates his vested rights.

However the problem with this whole argument, Your Honor, is both parties agree that the board did not rule on that issue area. And therefore the School District cannot challenge that issue before this court.

The School District concedes in its memorandum that the BZA cannot grant vested rights. They deeply say we didn't ask the board to grant us vested rights or find that we have a vested right in this site approval planned document.

So because the board did not rule on this issue there is no ruling for this court to decide. And, again, the law is clear in South Carolina that in reviewing questions presented by the appeal of a board to this court the circuit court shall determine whether the decision of the board is correct as a matter of law. Therefore this whole notion of vested rights before Your Honor should not even be the subject of discussion today.

And that is why I filed the Rule 12(b)-- 12(b)(1) and 12(d)(8) motion because if I anticipated the School District

coming in here and asking Your Honor to determine whether or not there is a vested right in this document, this approval document, for the School District, and in this -- may I approach, Your Honor?

THE COURT: Yes.

MR. FERRARA: I anticipated what's going on. And what I have before you is a motion to dismiss the complaint in the School District's appeal of the zoning petition for the appeal of the board's decision that included a complaint.

The complaint asks for the same relief regarding vested rights as the School District is asking this board. And what I ask -- what I am saying in my motion to dismiss the complaint pursuant to rule 12(b)(1) is this court doesn't have jurisdiction to look at the issue of vested rights because you are sitting in this court as an appellate court with a different mode of trial than sitting as the trier of fact in an action filed for declaratory judgment via a summons and complaint.

MR. APPEL: Your Honor, just I hate to do this; but just a point of order. The County's motion to dismiss our complaint is not scheduled for today. It is routine that zoning appeals are coupled with other statutory and common law claims. We are here specifically today on the zoning appeal portion of this matter.

THE COURT: Okay.

MR. FERRARA: Well, so my motion, Your Honor, was simply to draw the court's attention that this court can't decide the vested rights issue because the District concedes that it never asked the Board of Zoning Appeals to decide that matter. So there has been no ruling on it. So there's nothing for this court to determine regarding that issue. And we will some day in the future talk about dismissing that complaint.

But my point being is a complaint and appeal of a Board of Zoning Appeals decision, have different modes of trial, have different standards of review, have evidentiary standards that the court can and cannot look at.

And so I just wanted -- I wasn't going to interrupt the School District's counsel when he was making that argument; but I want to make the argument to you, Your Honor, that, again, the board didn't make a ruling on that issue.

But turning to the bus parking facility as a principal use, not accessory use, again, what you hear from the School District is we just disagree with the findings of fact and we disagree with the findings of the board that had agreed with the planning director's decision that the 76-space parking lot, office building, service building, fuel maintenance area, propane storage tank area, parking -- fleet parking lot facility is not an accessory use to the already existing principal use, the James Island Elementary

School.

So simply disagreeing with the findings of fact of the board, again, I go back to state law; findings of fact will not be disturbed unless there is no evidence in the record to support the finding.

And, Your Honor, without getting into the record there is evidence in the record if you start at Page 87 and go through Page 129 it all talks about the planning director's interpretation of accessory use and how it is -- how that massive parking lot facility is not an accessory use to the elementary school that currently exists on the property.

So, again, the board found the planning director did not err in his ruling that the bus parking facility constitutes a principal use, not an accessory use.

And, Your Honor, you have got the order before you. And that is the first one. That says the board found that the planning director did not err in his ruling.

Can't talk about the findings of fact unless there is no evidence in the record. There is plenty of evidence in the record where the planning director demonstrated to the Board of Zoning Appeals that it was in fact a principal use and how you cannot have two principal uses on a property. It is in violation of the zoning ordinance. And I invite you to read those pages that I cited. I will be happy to go through it in detail. I tried to in my brief. And that is

on Pages ---

THE COURT: Eleven and twelve.

MR. FERRARA: Thank you, Your Honor. Eleven and twelve. Thank you.

And I will be happy to answer any questions if you want to go further into the analysis of this. But I am happy to move on to the next issue.

What I hear the next issue is, Your Honor, he did talk about preemption in this part of his argument. And I want to talk about the preemption.

There is a South Carolina code section. And maybe I should just -- I should have done this earlier. Do you want me to hand up the actual statutes, unless -- if you want to talk about them. Would you like me to hand them up?

THE COURT: If you have them and you want to talk about them, yeah, I am happy to read along.

MR. FERRARA: May I approach?

THE COURT: Uh-huh.

MR. FERRARA: Here is 770. Here is 800. We have talked about a couple of them already. Here is 820.

(WHEREUPON, documents were provided to the court.)

And just for purposes of -- we discussed earlier -- here is part of the Vested Rights Act. While I didn't have a chance to cite and go through those statutes with you those two statutes clearly state that a site plan approval

document that he is arguing vests, doesn't vest, Your Honor.

Whenever there is governmental discretion to do something and a procedure controls the determination of what the outcome will be with a development plan there is no vesting with property interest.

And there are some sections in the back. I hate to go back and turn to this vesting of rights issue. But I invite you to take a look at the -- what approval is in 6-29-1520, the definition of approval.

And it says exhaustion of all administrative remedies that results -- the -- I'm sorry, it means a final action by the local government body or an exhaustion of all administrative remedies that results in the authorization of a site-specific development plan.

And then under 50-629-1540 if you concentrate on five and six. And then six is probably the most popular. A site specific development plan - and he says this site plan approval is a site specific development plan - for which a -- we are not looking for a variance. We are not looking for a specialty. For which a regulation is necessary it does not confer a vested right until the regulation is obtained.

The regulation in this case are the zoning permits for that completion of the construction of that property. So because in the middle they have got to secure a zoning

permit that is a regulation.

And it is not zoning permit is plural, because there is landscaping, there's buffers and setbacks, there's the permit for the actual construction.

Before you can commence construction you have got to secure zoning permit. And you read that section. It says with the regulation before all of that there is no vesting of a right.

So we will go back to this bus parking facility. It is really a principal use, not accessory use.

The -- there is no preemption, Your Honor. This -- I think I handed you up South Carolina Code Section 6-29-770. It provides that agencies, departments, subdivisions of this state that use real property as the owner or as the tenant in any county or municipality in this state are subject to the zoning ordinance.

There are no exemptions to that state law. There are no -- there is no preemption language in that state law. There is no preemption language in the state law that Mr. -- that the School District's counsel mentioned to Your Honor.

So this whole notion that this complying with the ordinance is preempted by these policies of the state that you have to have centralized parking or even the statute that talks about centralized party is a misnomer. It is a red herring. There is no preemption.

And he cites this South Carolina State Ports Authority versus Jasper County. And not only is the School District's reliance on the case flawed but the School District in this cites a portion of the opinion. And the mis-cite of the opinion is to bolster this whole notion that somehow the state's policy on centralized parking somehow trumps South Carolina Code Section 6-29-770.

So not only is the rights on the case flawed -- and I will be happy to go through what the case says. But and it doesn't stand for the proposition that it is offered. The School District incorrectly cites a portion, like I said. Therefore the planning director and the board did not err in complying with Section 6-29-800(b).

And 6-29-800(b) talks about the appeal being taken. If no time limit is provided the appeal must be taken within 30 days from the date the appealing parties receive actual notice of the action from which the appeal is taken.

So there is no correct-as-a-matter-of-law issue regarding that because the zoning ordinance contains a provision that says you have got to file your appeal within 30 days of the date of decision of the planning director.

So the next issue, Your Honor, is this notion that talks about not allowing the memorandum and the exhibits into the record.

And what I have before, Your Honor, is what the record

is before the board -- was before the board. And I am not sure what -- may I approach, Your Honor?

THE COURT: Uh-huh.

MR. FERRARA: I am not sure what the School District counsel offered you. But here is the transcript and here is the record of the documents before the board.

(WHEREUPON, document provided to the court.)

This is the record that was certified to the board. And then it was certified to this court as the record before the board pursuant to Rule 75 and the South Carolina Rules of Civil Procedure. That's what the board had before them.

So let's talk about the exhibits and the memorandum of the School District. The School District claims that the County wrongfully failed to include its memorandum of law in support of its appeal along with the exhibits attached to it and that somehow this is violation of the zoning ordinance, the rules of procedure of the board, and the board's due process rights.

The board didn't rule on this issue. So we have this whole issue of the not ruling on the issue again. The board did not rule on this issue.

They did not accept those materials presented at the hearing because the board correctly chose not to accept them into the record based on the state law. So there is no error of law for this court to review regarding the

exhibits.

Let me talk about that in a little bit more detail. I draw your attention again to 6-29-800(b). We just talked about that. I'm sorry, the wrong site, Your Honor. I'm sorry, no, that is the right site, 6-8 -- 29-800(b).

And it essentially says that the officer from whom the appeal is taken must immediately transmit to the board all of the papers constituting the record upon which the action appeal from was taken.

On February 28th, 2018, the planning director sent his letter denying extension of the request for the one-year extension of the site plan approval.

On April 18th, 2018, the School District filed its appeal of the denial to the board. On April 23rd, 2018, five days later, the planning director transmits to the board all of the papers constituting the record as of the appeal date of April 18th, 2018, the date of the appeal.

And then on July 11th, 2018, as I just said to Your Honor, that the planning director or the secretary of the board transmitted those documents to the clerk of court as the certified record before the board, as the certified record to this court pursuant to Rule 75 of the South Carolina Rules of Civil Procedure.

So just to reiterate, because the board correctly chose not to accept the materials in accordance with state law

there is no error for this court to determine.

So we end up with this last issue of the two-thirds majority vote. Here the School District claims that the board erred by requiring a two-thirds majority vote to reverse the planning director's decision instead of a simple majority vote because they claim the decision is to de novo.

Well, I want to talk to you first about this whole notion that the decision is de novo. The County disagrees that the Board of Zoning Appeals decision was de novo. As well as I think there was a statement saying this hearing before you was de novo. But nevertheless and they cite -- the School District sites Section 6-29-800(b) as authority.

And the County contends that the review of the board is not de novo because the board's review is restricted to the record that is before it.

And there are -- and so if we take a look at 6-29-800(e) the board -- our General Assembly has placed limitations on the power of a board. The board regarding an administrative decision, an appeal of an administrative decision, can affirm the decision, can reverse the decision, can modify the decision in full and in part. So to the extent that those -- there are limitations of powers of the board they are restricted to the record before it. So it is not a true de novo hearing.

So moving beyond that the board -- the Board Of Zoning

Appeals is made up of nine members. Eight members were present at the hearing therefore there is a quorum of the board.

The board voted five, three, to affirm the planning director's decision and deny the School District appeal. The supermajority vote yielded five votes affirming the decision of the planning director and three votes against affirming the decision.

Because the School District only garnered three votes to reverse the decision, a majority vote of five, three, would also yield and does yield the same number of votes to reverse the decision which is three votes. Therefore the School District's argument on that topic is really a distinction without a difference.

So what I said to you, Your Honor, is there is no error of law of the board in issuing its final order. You cannot challenge the findings of fact which support the Board of Zoning Appeals' order.

Again, the findings of fact will not be disturbed unless there is no evidence in the record to support it. There's evidence in the record to support the decisions of the board, the Board of Zoning Appeals.

I will be happy to sit down. I will be happy to answer any questions you might have, Your Honor. I know I think I did it in 25 minutes.

MR. APPEL: Let's give the official count for the record.

MR. FERRARA: Any questions, Your Honor?

THE COURT: I don't think I have any questions at this point that you haven't already answered.

MR. FERRARA: Thank you, Your Honor.

THE COURT: All right. If you want to -- if you are just chomping at the bit to respond I will give you about three minutes.

MR. APPEL: Yes, ma'am.

THE COURT: But you don't have to.

MR. APPEL: I actually want to see if I can speak for three minutes and then sit down.

THE COURT: Okay. All right.

MR. APPEL: All right. Your Honor, I am just going to touch on a couple of things sort of in reverse order. We have heard Mr. Ferrara talk about how the record before the BZA and the zoning administrator appeal is fixed upon the 30-day filing.

Well, then why did the County allow dozens and dozens of people to speak at the hearing? Okay. They allowed the County planning director to get up and speak at the hearing and talk and give testimony.

So this whole idea that the record is fixed, the record is fixed when it goes to Your Honor; it is not fixed at the

BZA level.

Accepting Mr. Ferrara's argument is true then the whole process before the BZA was polluted by procedural problems and at minimum a remand and a rehearing should be ordered.

Because in other words you can't say the whole record underlying Mr. Evans' decision is fixed and then open the door to the public in this whole four-hour ordeal that we had on June 4th.

I don't know what this makes me. It probably makes me a zoning law nerd. But there's a case called the Veno (ph) versus the Town of Mount Pleasant. That case -- I am 99 percent sure this is the case. There is a case that talks about this. There are no issue preservation rules in zoning appeals. There is no Rule 59(e) for me to make sure and force the BZA's hand to rule on certain arguments.

The arguments that were presented to the board, the BZA, are contained in my memorandum and were contained in my oral argument. We talked about vested rights. We talked about the site plan limitations in the ZLDR, etc. There are no issue preservation issues in this case.

And -- gosh, that probably -- that probably is enough for now. I am going to sit down. Thank you.

THE COURT: That's okay.

MR. APPEL: I did it.

THE COURT: All right. Obviously something that is

going to require some time for me to look into to do it any justice and to soak in and look into these cases that you have cited and really give this the attention it deserves. It is important and I certainly want to do that.

So I will take it under advisement at this point in time. If I do have any additional questions or need anything else from you certainly we will reach out and let you do that.

MR. FERRARA: Certainly, Your Honor.

MR. APPEL: Thank you, Your Honor.

THE COURT: Okay. Thank y'all very much.

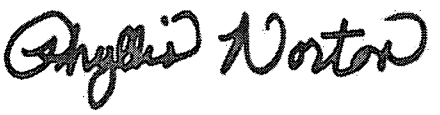
(WHEREUPON, the hearing concluded.)

(NOTE: Please contact the court reporter for additional copies or certified transcripts.*)*

CERTIFICATE

I, the undersigned Phyllis Norton, Official Court Reporter for the Ninth Judicial Circuit of the State of South Carolina, do hereby certify that the foregoing is a true, accurate, and complete transcript of record of all proceedings had and evidence introduced in the captioned case, relative to appeal, in the court for South Carolina, on September 27, 2018.

I do further certify that I am neither of kin, counsel, nor interest to any party hereto.



PHYLLIS NORTON, CVR

Date: December 5, 2018

Certified Transcript Provided For: Ross Appel
Certification Reference #2018-1205 Original