APPLICATION FOR FUNDING

Boating Infrastructure Grant (BIGP) Program

Megadock Expansion, [redacted], Charleston, SC

Prepared on Behalf of:

[redacted]

Prepared By:

[redacted]

15th April 2013

PROJECT STATEMENT

Introduction

[redacted] respectfully submits this application for funding through the Boating Infrastructure Grant (BIG) Program on behalf of the [redacted] is pursuing Tier 2 funding assistance under the second (2nd) opportunity for FY 2013 funds.

The project consists primarily of the relocation and extension of the [redacted] "Megadock" along with the installation of a park-like "Welcome/Recreation Center Dock". The existing Megadock was originally funded in part through the BIG Program and since its completion in 2003 has proven to be an immensely successful example of a BIG funded facility. It is the type of transient boating infrastructure and activity that the BIG Program is intended to encourage.

Due to the success of the Megadock, [redacted] has undertaken extensive efforts over the past several years to obtain regulatory approvals for its expansion. Both State and Federal permits were obtained within the past year and [redacted] now finds itself in a position to expand this benchmark transient boating facility.

Project Background and Need

Charleston, SC has regularly been regarded as one of the premier tourist destinations not only in the southeastern U.S., but throughout the world. In fact, Charleston was recently named the "Top U.S. City" and "Top Destination in the World" by *Condé Nast Traveler* 2012 Readers' Choice Awards. This is the second year in a row that the City has received the No. 1 U.S. City ranking. The City's waterfront played a large part in its historical past, and continues to play a huge role in its current draw for local and international visitors alike.

[redacted] is located along the western waterfront of the Charleston peninsula, at the mouth of the Ashley River and adjacent to the Atlantic Intracoastal Waterway (Exhibit 1). [redacted] is the primary public marina located within the historic district of the City.

The facility, constructed in 1960, is owned by the [redacted] and was developed to accommodate waterborne tourism and to address the need for transient vessel berthing in Charleston. A private partner, [redacted] has operated this public facility for the last nineteen years. [redacted] has undertaken numerous construction efforts over the years to significantly rehabilitate the facility and ensure its long-term success. This dedication to constant improvement has transformed [redacted] from a flailing, hurricane damaged facility into a world-class destination [redacted].

In fact, thanks to the active improvements over the years, [redacted] has won numerous awards, including the [redacted] for outstanding [redacted] design.

Thanks to [redacted] proactive efforts, the [redacted] has come to be considered one of the benchmark [redacted] in the eastern U.S. and more specifically, one of the busiest transient boating destinations on the eastern seaboard of the United States. The need for transient berthing proximate to [redacted] was so apparent that the [redacted] undertook the innovative construction of the Megadock; a 20' wide, 1,500 ft long floating dock dedicated to transient boaters. Located directly on the Atlantic Intracoastal Waterway (AIWW), the Megadock has become a premier destination for transient vessels transiting the eastern United States.

Prior to the onset of the economic recession in late 2008, the Megadock was generating upwards of [redacted] per in direct transient revenue per year. Although the facility witnessed a reduction in overall transient activity due to the recession, recent trends indicate that the volume of transient traffic is steadily increasing and is expected to exceed 2008 levels in the coming years. Even at the reduced operational levels, [redacted] **is regularly forced to turn transient vessels away due to lack of available space during peak operational times**, further emphasizing the need for expanded transient dockage at the facility.

Recognizing the long-term demand for transient berthing facilities in Charleston, [redacted], in conjunction with [redacted], prepared preliminary plans for the expansion of the facility which were formalized and submitted to regulatory agencies for review and approval in 2009. After an extensive permitting process, approvals for the proposed expansion were obtained within the last year from both State and Federal authorities (reference Exhibits C & D). With the recently issued permits in hand, [redacted] recognized the announcement of the second round of funding through the BIG Program for FY2013 as a unique opportunity to realize this project as quickly as possible.

Project Objectives and Timeframe

The proposed project aims to address the following specific objectives:

Objective 1 - Increase Available Transient Berthing

As described above, there is an ever-increasing demand for transient boating at the facility. [redacted] is the primary public boating facility on peninsular Charleston and is further recognized as the premier transient facility in the City of Charleston and the State of South Carolina. There is an inherent need to increase the amount of available transient dockage at the facility to meet current and future demands, noting again that transient vessels are often turned away during the peak season due to lack of available transient slips.

Objective 2 - Provide Dedicated Transient Berths for Larger Transient Vessels

Currently, the largest dedicated slips at [redacted] are 60 ft in length. While the majority of the larger vessels may be accommodated readily via side-tie dockage along the Megadock, many captains/owners prefer to be placed in a dedicated transient slip for added vessel protection and ease of access.

Objective 3 - Provide On-water Welcoming Center/Experience

In addition to increasing the available dockage at the facility, [redacted] also wishes to incorporate a unique on-water welcoming experience for incoming visitors to the marina. Currently, there is little in the way of a designated area where incoming visitors can be welcomed and introduced to marina staff, attend to necessary paperwork, and explore the various services and informational sources extended to the marina's visitors. Through this project, [redacted] wishes to provide a dedicated space for incoming visitors that is in close proximity to the Megadock itself.

While there is a small service office located on the docks, the actual marina office is currently located on the upland and is over 3,000 feet from the furthest end of the Megadock. As such, the need for a larger on-water office/welcome center is apparent.

Objective 4 - Provide On-water Recreation/Relaxation Opportunities

Similar to Objective 3 above, [redacted] wishes to capture the unique energy and activity generated by the high volume of transient visitors by providing marina guests with a unique on-water area where patrons and staff may mingle, host social events, and relax on the water. With this in mind, the project seeks to provide designated and appropriately designed areas to encourage such activities.

Objective 5 – Provide Convenient High-speed In-slip Fueling to Extended Megadock

The existing Megadock is able to provide in-slip high-speed fueling to any vessels berthed along the dock. This is accomplished via built-in piping and connections that allow portable dispensers to tap into, and distribute fuel, at any point along the length of the dock. This feature has proven to be extremely convenient and highly appreciated by visiting captains and crews as it eliminates the long waits of a single fuel dock and vessels only have to go through docking maneuvers once. As such, it is envisioned that this system would be expanded and provided on the extended Megadock section as well.

Timeframe

It is the intent of [redacted] to undertake the proposed improvements as expeditiously as practicable. As mentioned previously, State and Federal approvals are in place. Should the project be approved for funding, [redacted] is prepared to move forward with final design, bidding, and construction as expeditiously as possible. Please reference Exhibit B for details regarding the proposed project schedule.

Project Results and Benefits

The following describe how the project will address/meet each of the stated objectives discussed above:

Objective 1 - Increase Available Transient Berthing

The project includes the addition of 746 feet of 20'wide Megadock dockage and twelve (12) 80' slips. This represents a more than 50% increase in the capacity of the Megadock facility.

Objective 2 - Provide Dedicated Transient Berths for Larger Transient Vessels

As mentioned above, the expansion includes twelve (12) dedicated 80' slips which would represent the largest dedicated slips at the entire facility.

Objective 3 - Provide On-water Welcoming Center/Experience

The proposed expansion includes a 40' X 200' floating deck area directly adjacent to the Megadock. A portion of this area would be designated as the visitor's Welcome Center. The space will allow staff and incoming boaters to meet/mingle, address paperwork, get local information, order concierge, chandlery, repair, or other services, etc.

Objective 4 - Provide On-water Recreation/Relaxation Opportunities

In addition to providing a dedicated welcome center, the 40' X 200' floating deck would be developed as a park-like setting to provide recreation and relaxation opportunities to visiting patrons.

It is envisioned that the deck will include integrated planters where local fauna and trees will be grown. It is also envisioned that educational placards will be strategically located throughout the park-like setting and will highlight the various fauna in the planters. Bench seating will be integrated throughout the area in strategic locations to take advantage of the ambience of greenery on the dock. Finally, an open area will be designated as a stage and/or to host social events for [redacted] visitors.

Objective 5 – Provide Convenient High-speed In-slip Fueling to Extended Megadock

The project will include all necessary piping, connections, etc. to provide high-speed in-slip fueling services along the entire length of the Megadock, including the proposed new extension.

Project Approach & Activity Description

The project consists of the following primary components:

- **Existing Megadock Relocation** - 1,510 lf of existing shore-parallel, 20' wide floating concrete docks (the Megadock) will be moved approximately 200' further waterward in order to connect to the new Megadock section and floating welcome/recreation area. The existing dock was manufactured by Bellingham Marine™ and is anchored by steel pipe piles. The steel piles will be re-used to reduce overall project costs.
- **Megadock Extension** - 746 lf of new shore-parallel, 20' wide floating docks will be installed at the terminus of the proposed new Welcome Center and Recreation dock. Docks are envisioned to be Bellingham (or similar) concrete floating wave attenuator docks similar to the existing Megadock.
- **Welcome/Recreation Center Dock** - A 40' wide by 200' long section of floating concrete dock will be installed as part of the project. This area will be designated as a welcoming and recreation center as described previously and shall include park-like features such as planters, trees, bench seating, etc. Note that a designated Welcome Center will be provided on a section of this dock as well.
- **Dedicated 80' Transient Slips** – Four (4) 8' wide by 80' long floating concrete finger piers will be installed along the new Welcome/Recreation Center Dock.
- **Marine Utilities** – Appropriate marine utilities shall be provided along the entire length of the Megadock and at the proposed dedicated 80' transient slips. Utilities would include both 100A single phase and 480V three phase power, potable water, and communications. Marine utilities would be provided via utility pedestals spaced at approximately 100 ft intervals along each side of the entire length of the Megadock.
- **In-slip Fueling** – all necessary piping, connections, etc. will be included in the design to provide high-speed in-slip fueling along the entire length of the Megadock as well as to the dedicated 80' transient slips.

Project Location

[redacted] is situated on the western side of [redacted] directly on the [redacted] (mile marker [redacted]). The marina's physical address is [redacted] and is located at [redacted]. Please referenced the attached Figure 1 for details.

Estimated Costs

The total project is estimated to cost [redacted]. Of this, an estimated [redacted] is considered to be eligible for funding through the BIG Program. The Pro-rating assumptions for each line item are discussed below:

- **Mobilization** – The mobilization costs for the project are applicable to both eligible and non-eligible portions of the project. As such, this line item has been pro-rated at **85%**, which is the percentage of the total costs eligible for BIG funding to overall project costs ($[redacted] / $[redacted] = 0.85 = 85%).
- **Relocate Existing Megadock Section** – The Megadock is a dedicated transient facility and therefore 100% of the costs associated with this line item are considered to be eligible for BIG funding.
- **Install New Megadock Section** – Similarly, the new section of the megadock will be dedicated to transient use and as such 100% of the costs associated with this line item are considered to be eligible.
- **Install Welcome/Recreation Center Dock** – Unlike the Megadock, it is envisioned that this area would be utilized both by transient and non-transient patrons at the marina. Although it is anticipated that this area will be used primarily by transient boaters, a pro-rating factor of 50% has been applied to this item in order to remain conservative.
- **Install New Finger Piers** – These slips are to be dedicated transient slips and as such 100% of the costs are considered to be eligible for BIG funding.
- **Construct Welcome Center Building** – Similar to the Welcome/Recreation Center Dock, it is envisioned that the Welcome Center will be utilized primarily by transient boaters, but the area is envisioned to be open to other boaters as well. As such, a conservative pro-rating factor of 50% has been applied to this item.
- **Install Planters, Landscaping, etc**. - These park-like features will be installed on the Welcome/Recreation Center Dock and as such the same pro-rating factor (50%) applied to the docks are applied to this line item.
- **Install In-slip Fueling Connections** – Historically, the vast majority of fuel sales on the docks are generated by transient boaters. While this is likely on the order of 90% to 95%, in actuality, we have assigned a conservative pro-rating factor of 80% on this line item.
- **Soft Costs** – Given that the soft costs for the project apply to both eligible and ineligible portions of the project, this line item has been pro-rated at **85%**, which is the percentage of the total costs eligible for BIG funding to overall project costs ($[redacted] / [redacted] = 0.85 = 85%).

Please reference the attached Estimated Costs and Funding Summary spreadsheet (Exhibit A) for details.

Contacts

The following contact information is provided for the primary stakeholders for the project:

[redacted]

RANKING CRITERIA DISCUSSION

Criteria #1 – Partnerships

This project includes three (3) local partners:

1. [redacted]y
2. [redacted]
3. [redacted]

Criteria #2 – Innovativeness

The project includes many innovative features in an effort to bolster the marina's reputation as one of the leading edge marinas in the eastern United States. Several such innovations are outlined below for your consideration:

1. **Over-Water Welcoming Center** – The on-water welcoming center will provide visiting boaters with a unique opportunity to meet with marina staff, mingle with fellow boaters, and explore the myriad cultural, historical, and recreational opportunities that the [redacted] has to offer. This specific aspect will be further enhanced through the provision of a [redacted] kiosk which is a *"…free-information device offer[ing] everything found in a kiosk of brochures or a visitor's guide with an added amenity: visitors can buy their tickets to an attraction and print them out with directions on the spot."* ([redacted], updated March 23, 2012)
2. **Park-like Welcome/Recreation Center Dock** – As mentioned previously, the 40' X 200' Welcome/Recreational Center Dock will create an opportunity for visiting boaters to rest, relax, and enjoy social functions in a unique, over-water park-like setting. This is a feature that would be unique in [redacted], and further help to set a precedent for incorporation of such features at other transient facilities throughout the southeast.
3. **In-slip Fueling & Joint Use of Fuel System** – The high-speed, in-slip fueling system at the existing fueling dock has been one of the features most praised by visiting boaters since it was put into operation 10 years ago. The convenience of use for staff as well as the convenience to boaters of not having to move to a dedicated fueling dock has proven to be a huge success. [redacted] wishes to build upon this innovative feature by including it along the new sections of the proposed Megadock in addition to those sections where it is already in place. It should also be noted that the fuel farm is jointly shared between the marina and an upland gas station/convenience store. This joint use avoids both the expensive and environmental risks of hosting more than one tank farm on the property and further justifies the use of larger tanks that have to be filled less often, further reducing the environmental impacts associated with the fueling system.

Criteria #3 - Non-Federal Match

Total non-federal matching funds of **$**[redacted] or **67.5%** of the total project cost are committed to the project. Please see the attached commitment letters from the three (3) local project partners.

Criteria #4 - Cost Efficiency

As mentioned previously, the [redacted] has been in operation since [redacted] and has been operated by the [redacted] since [redacted]. The proposed improvements herein are a direct result, and expansion of, the existing transient Megadock facility. The existing Megadock is being relocated, and the anchor piles that are currently in place will be removed and re-used to further enhance project efficiencies.

The proposed project would provide for an additional 19 side-tie slips (assuming an average 40' visiting vessel size). Additionally, twelve (12) dedicated 80' transient slips would be developed as well which creates a total of 31 new, transient slips at the facility. Given a total federal match of [redacted] as indicated in the attached Exhibit A, the total federal cost per slip is [redacted].

Criteria #5 – Way Point Link to Prominent Destinations and Safe Harbor

As mentioned previously, [redacted] is located directly on the [redacted] and is commonly known as one of the key strategic stopping points for boaters traversing up or down the east coast of the US. Specifically, this is a key waypoint in between Hilton Head Island/Beaufort to the South and Georgetown/Myrtle Beach to the north. It is also halfway between Miami and New York for vessels travelling offshore and Charleston harbor is known as an easy and convenience Port of Entry.

Because of the width and mass of the Megadock, it has excellent wave attenuating properties. [redacted] marina was one of the few to survive hurricane Hugo in 1980 and is a highly sought destination when storms are approaching.

Criteria #6 - Access to Recreational, Historic, Cultural, Natural, and Scenic Opportunities

The myriad of recreational, historical, cultural and natural resources that [redacted] has to offer are truly amazing, which has played no small part in establishing the City as "Top U.S. City" and "Top Destination in the World" by *Condé Nast Traveler* 2012 Readers' Choice Awards. From the national monument of Fort Sumter where the first shots of the Civil War were fired to the world-renowned local shopping and dining opportunities, there is truly a little bit of something for everyone in the [redacted]. While the list of attractions and historical/cultural resources is simply too extensive to include in this application, please see below for several examples in each the National, Regional, and Local categories:

It should be noted that the [redacted] operates a shuttle service that picks up and drops off marina patrons to key locations throughout the City where these various attractions can be easily accessed.

National

- **Fort Sumter National Monument** – where the first shots of the Civil War were fired
- **National Historic Landmarks (NHLs)** - Almost half of the 76 current National Historic Landmarks in the State of SC are located in Charleston. These include landmarks such as historic houses, museums, churches, etc.
- **Charleston Historic District** - In addition to the many standalone landmarks, an entire area of the city has been designated a National Historic Landmark in and of itself. The Charleston Historic District includes 81 contributing properties in the heart of downtown Charleston.

Regional

- **Historic Charleston City Market** – Visitors to Charleston often indulge in the unique shopping experience available at the Historic Charleston City Market. The market is open 365 days a year and offers a wide assortment of vendors selling high quality products from paintings and artwork to Charleston's famous sweet-grass baskets. There are multitudes of dining option along and/or close to the market which include both casual and fine dining opportunities.
- **H.L. Hunley Submarine** – This was the first combat submarine to sink an enemy warship in history. Thought to be lost to history, the submarine was located and recovered in recent years and public tours showing the submarine and highlighting its then cutting-edge design and history are available to the public.
- **Historic Plantations** – while downtown Charleston is famous for its colonial style architecture and cobble-stoned streets, there are numerous historic plantations surrounding Charleston that provide a unique glimpse into another aspect of the City's history. These include, but are not limited to: Boone Hall Plantation, Magnolia Plantation, Middleton Place, etc. and these properties offer some of the most beautiful landscaping and quintessential Lowcountry scenery to be found anywhere.

Local

- **SC Aquarium** – The SC Aquarium is located directly on the historic Charleston Harbor and is home to more than ten thousand plants and animals. It features a central "Great Ocean Tank" which is three floors high and contains more than 300 marine animals. There is also a Touch Tank, where patrons may learn about, see up close, and even touch marina animals such as horseshoe crabs and Atlantic stingrays, among others.
- **Children's Museum of the Lowcountry** – This museum offers interesting, educational, and above all, fun exhibits for kids of all ages.

- **Patriots Point Naval & Maritime Museum** – This museum hosts multiple decommissioned naval vessels, including the USS Yorktown, which was an Essex-class aircraft carrier built during World War Two. The museum offers interesting tours throughout the vessels themselves as well as information regarding their various histories.
- **West Point Rice Mill** - Visitors to the [redacted] don't have to travel far to get a taste of the history that Charleston has to offer. The historic Rice Mill Building was built in 1861 and named to the National Register of Historic Places in 1995. The building is located on the marina property and is now used as one of the premier event venues in the City.

Criteria #7 - Economic Impact

The existing Megadock currently generates in excess of $[redacted] annually in direct moorage revenue from transient visitors to the marina, not including revenue generated from ancillary sources such as fuel, retail sales, etc. As discussed previously, this amount fell slightly due to the economic recession, but is quickly returning and expected to exceed pre-recession levels in the coming years. Even with the decrease in activity over the past several years, the [redacted] still regularly has to turn away vessels during peak times due to insufficient amount of available transient dockage.

Using common economic impact models, these direct expenditures can be multiplied seven (7) to ten (10) times to estimate the actual economic impact on the local economy. With this in mind, the current economic impact from the transient moorage at the facility alone is estimated to be on the order of $[redacted] to $[redacted].

It is anticipated that the expanded facilities would allow [redacted] to generate an additional $[redacted] in direct economic input per year. This indicates that the proposed expansion would contribute an additional $[redacted] M to $[redacted] M in ultimate economic impacts to the local economy.

As clearly illustrated by the broad estimates discussed above, the secondary and tertiary benefits to the economy are significant. Visitors to [redacted] do not stay at [redacted]na the entire time they are berthed. They take advantage of the City's many attractions. Such secondary economic impacts may include visitations to local restaurants, participation in historic walking or bus tours, provisioning their vessels, getting service done on their vessel, etc. There are also over 30 other small businesses employing over 200 people that are reliant upon the transient visitation at the marina for their welfare. Further, it is anticipated that the proposed expansion of the Megadock would result in the immediate need for 6 to 8 new full-time dock hands at the facility.

Ultimately, all of these various inputs (and more) comprise a significant component of our local and regional economy. Increasing the amount of transient dockage available at [redacted], and in turn adding to the unique experience that visiting boaters have, will inherently encourage not only return visits from those boaters, but visits from new boaters as they recognize all the Charleston, and in particular, [redacted], have to offer visiting boaters.

Criteria #8 - Multi-State Coordination

Based upon input from [redacted] (SCDNR), who is the administrator of the BIG Program here in SC, we understand that the requirements for Multi-state Coordination are met under the Southeast Region Cooperative Agreement which seeks to support the increase and maintenance of recreational boating facilities within the southern region of the US. Please reference Exhibit E for details.

DRAWINGS/MAPS/PHOTOGRAPHS

- Figure 1 – Location Map
- Figure 2 – Existing Conditions
- Figure 3 – Proposed Improvements
- Appendix A - Photographs

LOCATION: C:\DOCUMENTS AND SETTINGS\JDAVIS\DESKTOP\BIG APPLICATION 2013\CITY MARINA BIGP 14-APR-2013

FIGURE 1 - PROJECT LOCATION

[redacted]

April, 2013

Second Round Tier 2 FY 2013 Boating Infrastructure Grant Funding Application

[redacted]

LOCATION: C:\DOCUMENTS AND SETTINGS\JDAVIS\DESKTOP\BIG APPLICATION 2013\CITY MARINA BIGP 14-APR-2013

FIGURE 2 - EXISTING CONDITIONS

[redacted]

April, 2013

Second Round Tier 2 FY 2013 Boating Infrastructure Grant Funding Application

[redacted]

LOCATION: C:\DOCUMENTS AND SETTINGS\JDAVIS\DESKTOP\BIG APPLICATION 2013\CITY MARINA BIGP 14-APR-2013

FIGURE 3 - PROPOSED IMPROVEMENTS

[redacted]

April, 2013

Second Round Tier 2 FY 2013 Boating Infrastructure Grant Funding Application

[redacted]

ILLUSTRATIVE PHOTOGRAPHS

Existing Megadock

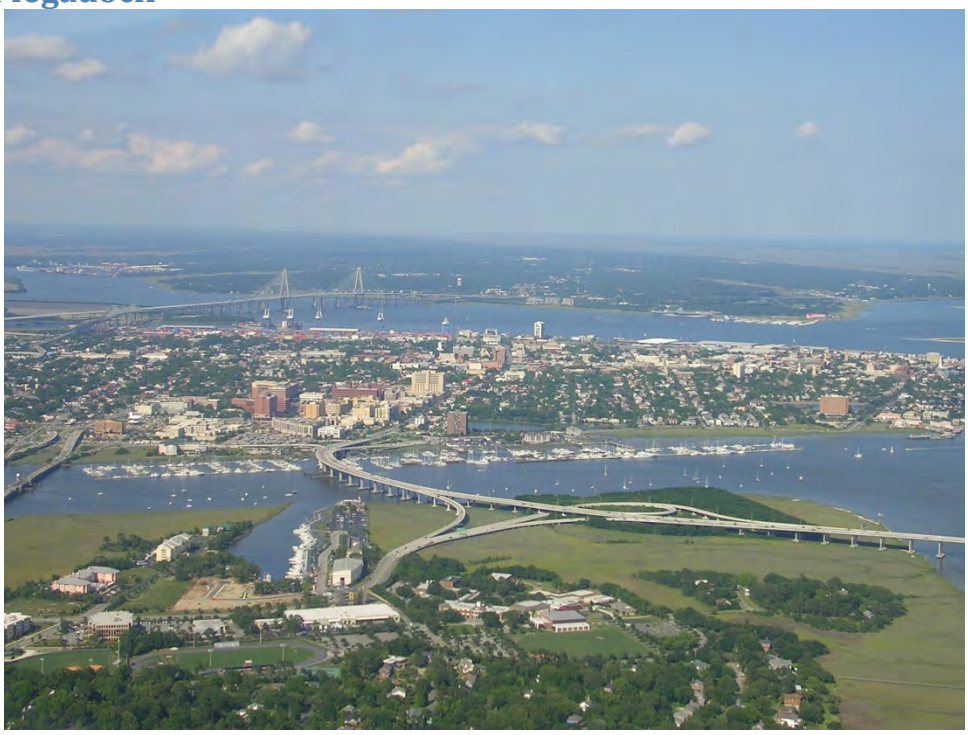


Photo 1 - Aerial Image of Existing Marina

Photo 2 - View of Megadock from Water

Photo 3 - Megayachts Berthed along the Megadock (note the world's largest single-masted sailing sloop, the Mirabella V)

Photo 4 - Activity on Megadock during Fishing Tournament

Photo 5 - Concrete Floating Megadock

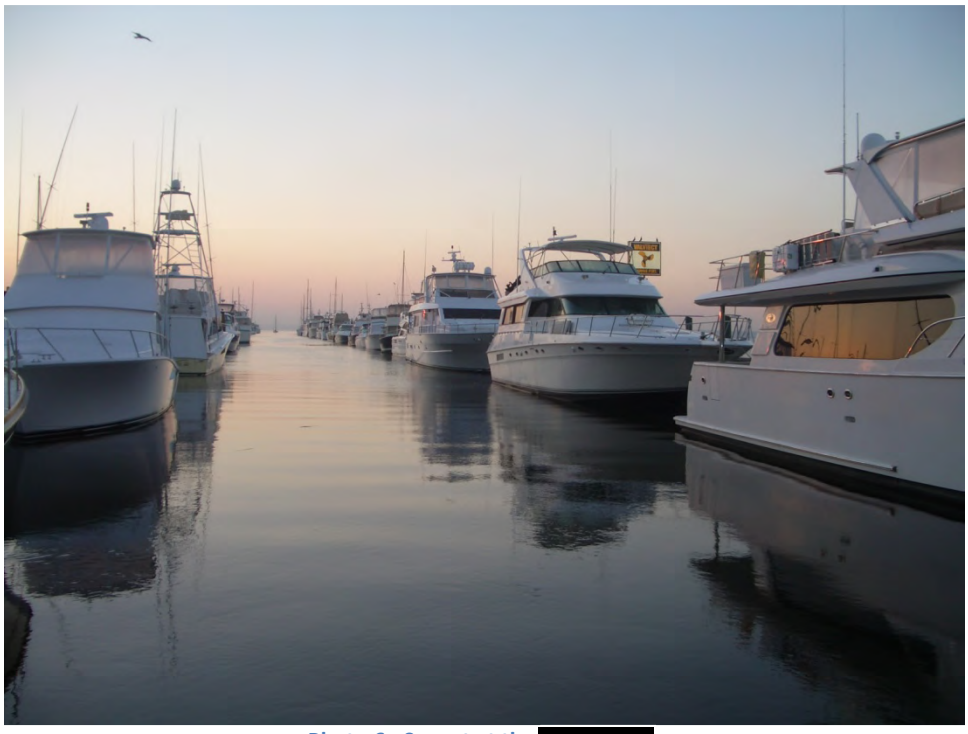


Photo 6 - Sunset at the [redacted]

Photo 7 - Example of In-deck Planter

Photo 8 - Example of In-deck Planter with Seating/Shade

Nearby Attractions

Photo 9 - Fort Sumter National Monument (photo courtesy www.foxnews.com)

Photo 10 - Rainbow Row, Historic Charleston District (photo courtesy www.sciway.net)

Photo 11 - Charleston City Market (photo courtesy www.hiddencharleston.com)

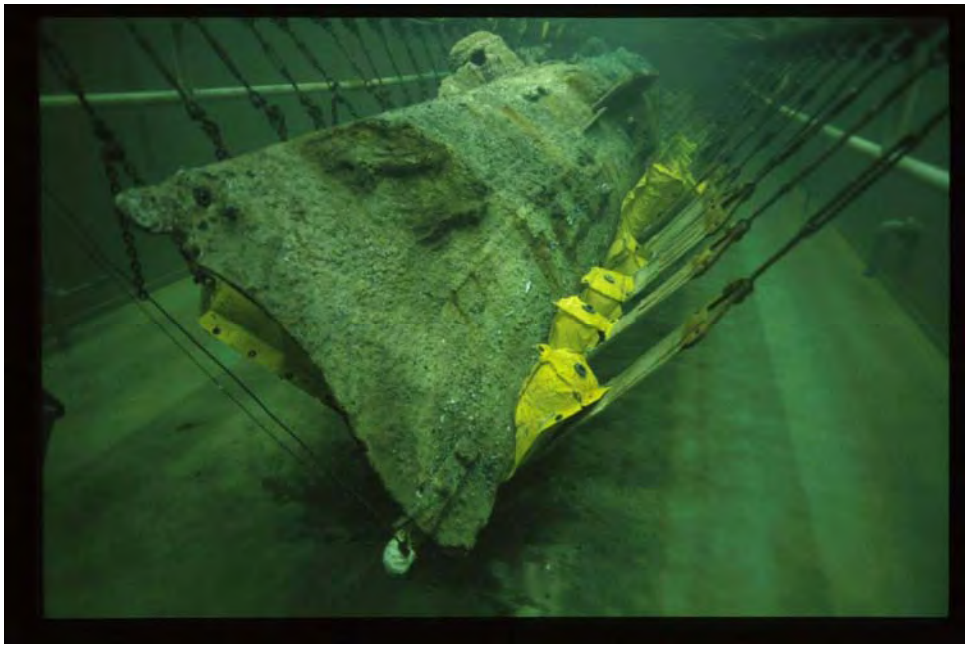


Photo 12 - H.L. Hunley Submarine (photo courtesy www.navalhistory.org)

Photo 13 - Boone Hall Plantation (photo courtesy www.boonehallplantation.com)

Photo 14 - SC Aquarium (photo courtesy www.discoversouthcarolina.com)

Photo 15 - USS Yorktown (photo courtesy www.patriotspoint.org)

Photo 16 - Historic Rice Mill Building at the [redacted] **(photo courtesy www.charlestoncvb.com)**

[redacted]

[redacted]

- Maritime Events
- Charleston Area Visitors and Convention Bureau

[redacted]

CHARLESTON, SOUTH CAROLINA

April 11, 2013

South Carolina Department of
Natural Resources
H. Scott Meister
Program Coordinator
Boating Infrastructure Grant Program
PO Box 12559
Charleston, SC 29422-2559

RE: Boating Infrastructure Grant Program Matching Funds

Dear Mr. Meister,

I am writing to confirm that [redacted] will provide $[redacted] in matching funds to build the facilities in this application.

Our company was fortunate to obtain Big P funding ten years ago to build the original Megadock. This facility has been a huge success and has greatly increased visitation to Charleston by transient vessels. We have been planning to expand the Megadock for many years and the time has come to move forward.

We are grateful for this opportunity and hopeful that you will look favorably on our project.

Sincerely,

[redacted]

[redacted]

[redacted] • CHARLESTON, SC 29402 • [redacted] • FAX [redacted]
[redacted] OFFICE: [redacted] • CHARLESTON, SC 29401 • [redacted] • FAX [redacted]
WWW[redacted].com

[redacted]

[redacted] Charleston, SC 29402 [redacted], Charleston, SC 29401

[redacted]

Scott Meister
SCDNR
217 Ft. Johnson Road
Charleston, SC 29412

April 11, 2013

RE: [redacted] – BIG Partner

Dear Scott,

Please accept this letter as [redacted] Commitment of Sponsorship for the 2013 BIG P Grant Application. [redacted] has agreed and committed to put [redacted] in capital towards [redacted] project.

[redacted]

To provide some scale, the Megadock tournament is a three day event held each July. Tournament boats averaging 50' in length come from all over South Carolina & the East Coast to participate. The Event employs up to 75 people when considering management, staffing, catering, bars, dock assistance, and support staff. Additionally, the direct expenses for the tournament typically exceed $[redacted] during the event, creating an annual economic impact in excess of $[redacted] annually for the Charleston region.

While the economic impact is great for Charleston, more importantly is the fact that much of the proceeds are donated to local water related Charities. These groups include: [redacted], the [redacted] and [redacted] Since inception [redacted] has donated in excess of $[redacted] to over 35 different groups.

The completion of this project will provide [redacted] an opportunity to grow the Tournament, provide additional (Local) economic impacts, and continue with our mission of supporting local charities. Therefore, we are extremely supportive of the project and believe it is a wise use of our capital. We are hopeful you will recognize this opportunity to put funding resources to excellent use.

Regards,

[redacted]
Executive Director

[redacted]

[redacted]

April 15, 2013

Mr. H. Scott Meister
Program Coordinator
Boating Infrastructure Grant Program
SC Department of Natural Resources
Marine Resources Division
PO Box 12559
Charleston, SC 29422-2559

Dear Mr. Meister:

The mission of the [redacted] is to unify and lead the local travel industry in marketing the Charleston area as an individual, meeting, incentive and group destination to both the domestic and international markets. [redacted] Megadock is a critical part of our tourism infrastructure. The visitors that arrive in Charleston by boat are some of the most affluent to visit our community, and the many water related special events that draw visitors to Charleston are supported by this critical infrastructure. It is most important that we keep this facility vibrant and growing.

The [redacted] is excited to partner with the [redacted] to promote the growth of tourism by boat in our wonderful port City. Some of the ways that we accomplish this are as follows:

- [redacted] participates in cooperative tourism advertising through its membership in our [redacted] The mission of [redacted] is to raise promotional dollars to match public sector funding, ensuring that the local hospitality industry continues to thrive. A sample of advertising from 2012 is attached. [redacted] has been a member of the [redacted] for over 15 years. The [redacted] publishes an annual visitor guide which is provided free of charge to all arriving transient boaters.

- The [redacted] partners with the County of Charleston and the State of South Carolina to obtain funding to promote the Charleston area as a visitor destination. The bureau allocates approximately two-thirds of their annual $[redacted] budget to marketing efforts. The [redacted] extensive web site [redacted] is directly linked with [redacted] web site [redacted]

- The [redacted] will provide a "[redacted] interactive terminal at [redacted] dock office to give visitors online access to local events and immediate reservations and ticketing to Charleston's many offerings. While this system is used extensively in local hotels, this will be the first implementation specifically designed for visitors arriving by boat.

I urge you to give the Boating Infrastructure Grant Application by [redacted] favorable consideration.

Sincerely,

[redacted]

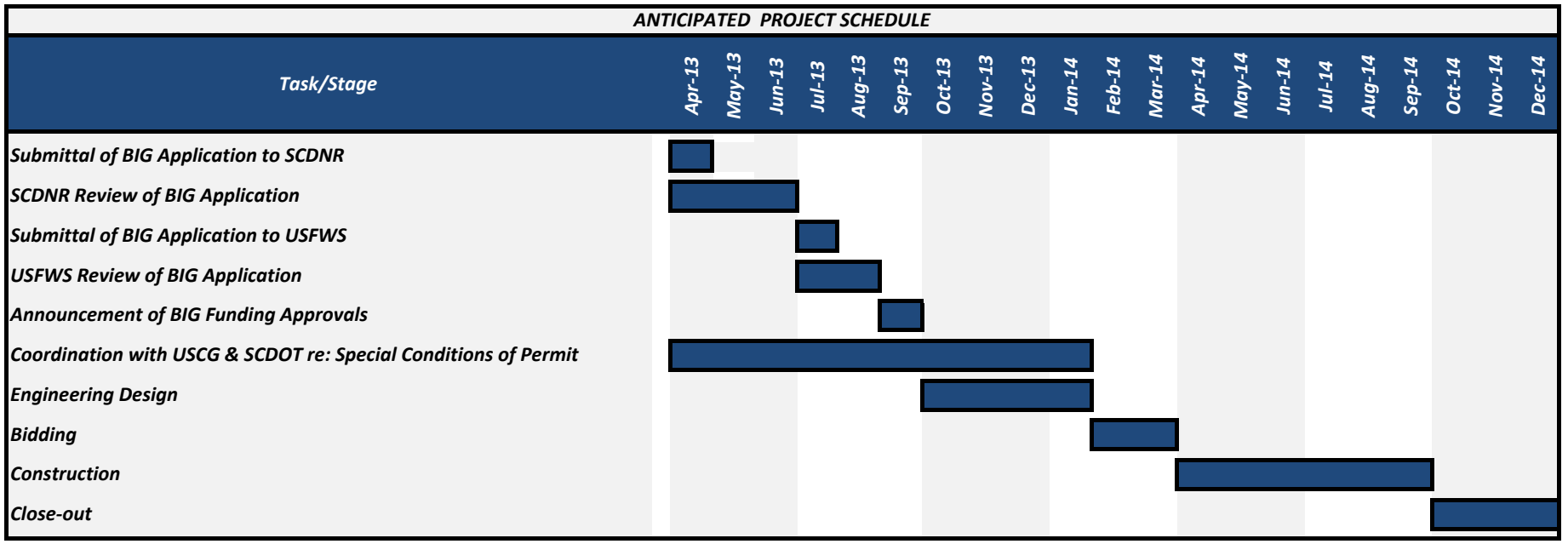
SUPPORTING DOCUMENTS

- Exhibit A – Estimated Costs and Funding Summary
- Exhibit B – Anticipated Project Schedule
- Exhibit C – USACE Permit
- Exhibit D – SCDHEC-OCRM Permit
- Exhibit E – Southeast Region Cooperative Agreement

ESTIMATED COSTS AND FUNDING SUMMARY

Description	Unit	Qty	Unit Price	Total Price	Pro Rating Factor	Amount Eligible for Funding
Construction Costs						
Mobilization	LS	1	[redacted]	$[redacted]	85%	[redacted]
Relocate Existing Section of 20' X 1,507' Wide Floating Megadock	LS	1	[redacted]	$[redacted]	100%	[redacted]
Install New Section of 20' X 746' Floating Megadock	SF	14,920	[redacted]	[redacted]	100%	[redacted]
Install New Section of 40' X 200' Welcome/Recreation Center Dock	SF	8,000	[redacted]	$[redacted]	50%	[redacted]
Install Four (4) New 80' X 8' Floating Dock Fingers	SF	2,560	[redacted]	[redacted]	100%	[redacted]
Construct Welcome Center Building	SF	1,200	[redacted]	[redacted]	50%	[redacted]
Install Planters, Landscaping, Benches, Educational Placards, etc.	LS	1	[redacted]	[redacted]	50%	[redacted]
Install Marine Utilities (Marine Power, Water, Communications)	Slips	20	[redacted]	[redacted]	100%	[redacted]
In-slip Fueling Connections on New Dock Sections	LS	1	[redacted]	[redacted]	80%	[redacted]
Sub-total	**-**	**-**	**-**	[redacted]	-	[redacted]
Soft Costs (Permitting, Design, Construction Admin, Marketing)	Percent	6%	-	[redacted]	85%	[redacted]
Total	**-**	**-**	**-**	[redacted]	-	[redacted]
Local Funding						
[redacted] Provided Capital Funding	Percent	60.7%	-	-		([redacted]
[redacted] Capital Funding	-	5.7%	-	-		([redacted])
[redacted] In-Kind Funding	-	1.1%	-	-	-	[redacted]
Total Local Funding	**-**	**67.5%**	**-**	**-**		([redacted]
Remaining Required Federal Matching Funds	**-**	**-**	**-**	**-**	**-**	[redacted]

[redacted]



Above schedule is preliminary in nature and subject to change.

[redacted]

Exhibit C - USACE Permit

COPY

DEPARTMENT OF THE ARMY
[redacted], CORPS OF ENGINEERS
69A Hagood Avenue
[redacted], SOUTH CAROLINA 29403-5107

REPLY TO
ATTENTION OF

July 18, 2012

Regulatory Division

[redacted]
[redacted]
Attn: [redacted]
[redacted]
[redacted] South Carolina 29401

Dear Mr. [redacted]

PLEASE READ THIS LETTER CAREFULLY AND COMPLY WITH ITS PROVISIONS

This is in response to your application dated November 9, 2009, requesting a Department of the Army permit.

This is to inform you that the public interest review has been completed and it has been determined that the proposed activity is not contrary to the public interest. As such, a permit can be issued under the provisions of the Federal laws for the protection and preservation of the navigable waters of the United States.

Enclosed are two copies of Permit [redacted] which have been prepared for the District Engineer's signature. Please review all of the conditions to which this permit is subject and, if acceptable to you, sign each copy and return all copies with your check or money order (NO CASH PLEASE) made payable to the [redacted] Finance and Accounting Officer for $100.00 to this office in the enclosed self-addressed envelope. Upon receipt of these properly signed permits and requisite processing fee, the District Engineer or his designee will sign each copy and return one copy to you. As you review the permit documents, be especially mindful that

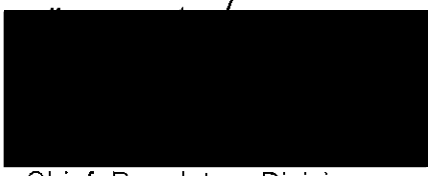
IT SHALL NOT BE LAWFUL TO DEVIATE FROM THE PLANS EITHER BEFORE OR AFTER COMPLETION OF THE WORK,

unless a plan reflecting the modification has previously been submitted to and approved by the Department of Army.

In addition, please note that the permit not only authorizes the work but also its intended use. No use other than that specified in this document can be made of permitted work or structures.

Compliance with all conditions of the permit is essential. Failure to do so will tend to invalidate the permit and may result in its revocation.

Respectfully,



Chief, Regulatory Division

Date: June 13, 2012

File No.: [redacted]

NOTIFICATION OF APPLICANT OPTIONS (NAO)
FOR PARTIES ISSUED A DEPARTMENT OF THE ARMY INDIVIDUAL PERMIT

You are hereby advised that the following options are available to you in your evaluation of the enclosed permit:

1) You may sign the permit, and return it to the district engineer for final authorization. Your signature on the permit means that you accept the permit in its entirety, and waive all rights to appeal the permit, or its terms and conditions.

2) You may decline to sign the permit because you object to certain terms and conditions therein, and you may request that the permit be modified accordingly. You must outline your objections to the terms and conditions of the permit in a letter to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this NAO, or you will forfeit your right to request changes to the terms and conditions of the permit. Upon receipt of your letter, the district engineer will evaluate your objections, and may: (a) modify the permit to address all of your concerns, or (b) modify the permit to address some of your objections, or (c) not modify the permit, having determined that the permit should be issued as previously written. In any of these three cases, the district engineer will send you a final permit for your reconsideration, as well as a notification of appeal (NAP) form and a request for appeal (RFA) form. Should you decline the final proffered permit, you can appeal the declined permit under the Corps of Engineers Administrative Appeal Process by submitting the completed RFA form to the division engineer. The RFA must be received by the division engineer within 60 days of the date of the NAP that was transmitted with the second proffered permit.

COPY

DEPARTMENT OF THE ARMY PERMIT

Permittee: [redacted] P. O. BOX 759 [redacted] SC 29402

Permit No: [redacted]

Issuing Office: [redacted]

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:
The authorized project description includes the re-location and expansion of the existing [redacted] located in the [redacted] to meet operational demands in accordance with the attached drawings entitled: [redacted] Sheets 1 thru 15 of 15 dated [redacted]

Project Location:
The project site is located at the [redacted], on the eastern edge of the [redacted] River approximately 0.1 mile southeast of [redacted] bridge, [redacted] County, South Carolina.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on [redacted] If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

SEE PAGES 4, 5, & 6.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

☒ Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

☐ Section 404 of the Clean Water Act (33 U.S.C. 1344).

☐ Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

_____ _____

(PERMITTEE) (DATE)

[redacted]

_____

PRINT NAME

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

_____ _____

(DISTRICT ENGINEER) (DATE)

[redacted]

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

_____ _____

(TRANSFEREE) (DATE)

SPECIAL CONDITIONS FOR PERMIT #: [redacted]

Special Conditions:

a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.

b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:

1. A copy of this permit;
2. A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;
3. A statement that any required mitigation was completed in accordance with the permit conditions;
4. The signature of the permittee certifying the completion of the work and mitigation.

c. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

d. It is recognized that this structure is to be constructed on/or adjacent to an area subject to a prism and/or disposal easement held by the United States in perpetuity in conjunction with a Congressionally authorized project for the maintenance and improvement of a Federal Channel. This permit does not convey any property rights either in real estate or material or any exclusive use privileges; nor does it relinquish any right the United States has for the use of its easement or the maintenance and future widening or deepening of the Federal Channel pursuant to its easement rights.

e. It is understood and agreed that if the District Engineer determines this structure shall in any way in the future conflict with the improvement, operation, maintenance and widening or deepening of the Federal Channel, the owners themselves, their heirs, successors and assigns will remove said structure within 45 days from the date that written notice is given by the District Engineer, and there shall be no entitlement to compensation from the United States for damage or injury.

f. Conveyance of this permit applies only to the structure authorized and does not authorize the construction of any permanent structure or any structure suitable for habitation or any utility leading either to permanent structures suitable for habitation or to permanent structures within the bounds of areas on which the Corps of Engineers enjoys easement rights.

g. That permittee agrees that no permanent structures, beyond those authorized by this document, will be placed on the prism easement or on any adjacent disposal easement without written approval of the District Engineer.

h. That the Secretary of the Army, representing the United States of America, hereby consents to the herein authorized facilities or structures to be located on or across easement lands vested in the United States of America for the construction and operation of the Federal Channel. The permittee shall not engage in any act which may interfere with or abridge the easement interests of the United States, except those specifically authorized herein.

i. That any Corps of Engineers Waterway Control Monument can not be disturbed without first notifying this office 30 days in advance. After coordination with this office, a decision will be made as to the proper steps to be taken with regard to removing and relocating the monuments(s).

j. That the permittee agrees to provide, as a part of the completion notification, as-built drawings of the authorized structures. The as-built drawings shall also indicate all dimensions and state plane (NAD 83) coordinates of all structures that encroach into the Federal Channel as well as the location of the Federal Channel, and the distance from the edge of the functional channel to the waterward edge of the authorized structure(s).

k. That the permittee agrees to conduct the work authorized herein in a manner that will not prevent or interfere with full and free use of the adjacent or nearby navigable waters of the United States by the boating public.

l. The permittee agrees to install sand blankets and use sediment curtains at each new piling installation location in order to contain sediments within the project area.

m. The permittee agrees to provide a total suspended solids (TSS) monitoring plan to the Corps for approval prior to commencement of any construction activity. TSS will be monitored adjacent to the site before construction activities start to establish a baseline TSS for the site, for the duration of the project, and for a time afterwards until TSS levels are restored to their pre –construction state.

n. Approval of this permit will give Federal authorization for construction of the proposed structures for 5 years.

o. That the permittee understands and agrees that bridge fenders must be relocated to correspond with the movement of the functional channel. Further, the size, shape and design of the fender system must be approved by the U.S. Coast Guard and the S.C. Department of Transportation.

p. That the permittee understands and agrees that Anchorage Area #1 must be reconfigured with an approved configuration by the U.S. Coast Guard. Documentation of said approval must be submitted to the Corps of Engineers prior to relocation of the functional channel.

q. In order to insure protection of West Indian Manatees that may enter the project area during dredging activities performed outside the winter months (November 1 thru February 15), the permittee will comply with the following:

    1. The permittee shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with them. All construction personnel must monitor water-related activities for the presence of manatee(s) during May 15 – October 15. All in-water work must be conducted only during the hours from one-half hour after sunrise to one-half hour before sunset.

    2. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mamma Protection Act of 1972, the Endangered Species Act of 1973.

3. Any siltation barriers used during the project will be made of material in which manatees cannot become entangled, and must be properly secured, and regularly monitored to avoid manatee entrapment.

4. All vessels associated with the project will operate at "no wake/idle" speeds at all times while in water where the draft of the vessel provides less than four feet clearance from the bottom. All vessels will follow routes of deep water whenever possible.

5. If manatee(s) are seen within 100 yards of the active dredging area, all appropriate precautions shall be implemented to ensure protection of the manatees. These precautions shall include the operation of all equipment no closer than 50 feet of any manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of the equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition.

6. Permanent manatee awareness signs shall be posted at locations prominently visible to persons engaged in water-related activities within and around the marina, at ingress/egress points, and at mooring areas. The signs should include the contact information listed below for reporting manatee collisions and/or injury, as well as any sightings.

7. Any collision with any/or injury to a manatee will be reported immediately to Nicole Adimey of the U.S. Fish and Wildlife Service, North Florida Field Office, at (904) 731-3079 and Barry Beasley of the SCDNR Heritage Trust Program.

8. The contractor (during construction) and the marina operations manager (following construction) will maintain a log detailing sightings, collisions, or injuries to manatees should they occur during the contract period. Following project completion, a report summarizing incidents and sightings will be submitted to:

[redacted]
Heritage Trust Program Manager
S.C. Department of Natural Resource
1000 Assembly Street, Columbia, SC 29201-3117
P. O. Box 167, Columbia, SC 29202-0167

and

[redacted]
U.S. Fish and Wildlife Service
North Florida Field Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

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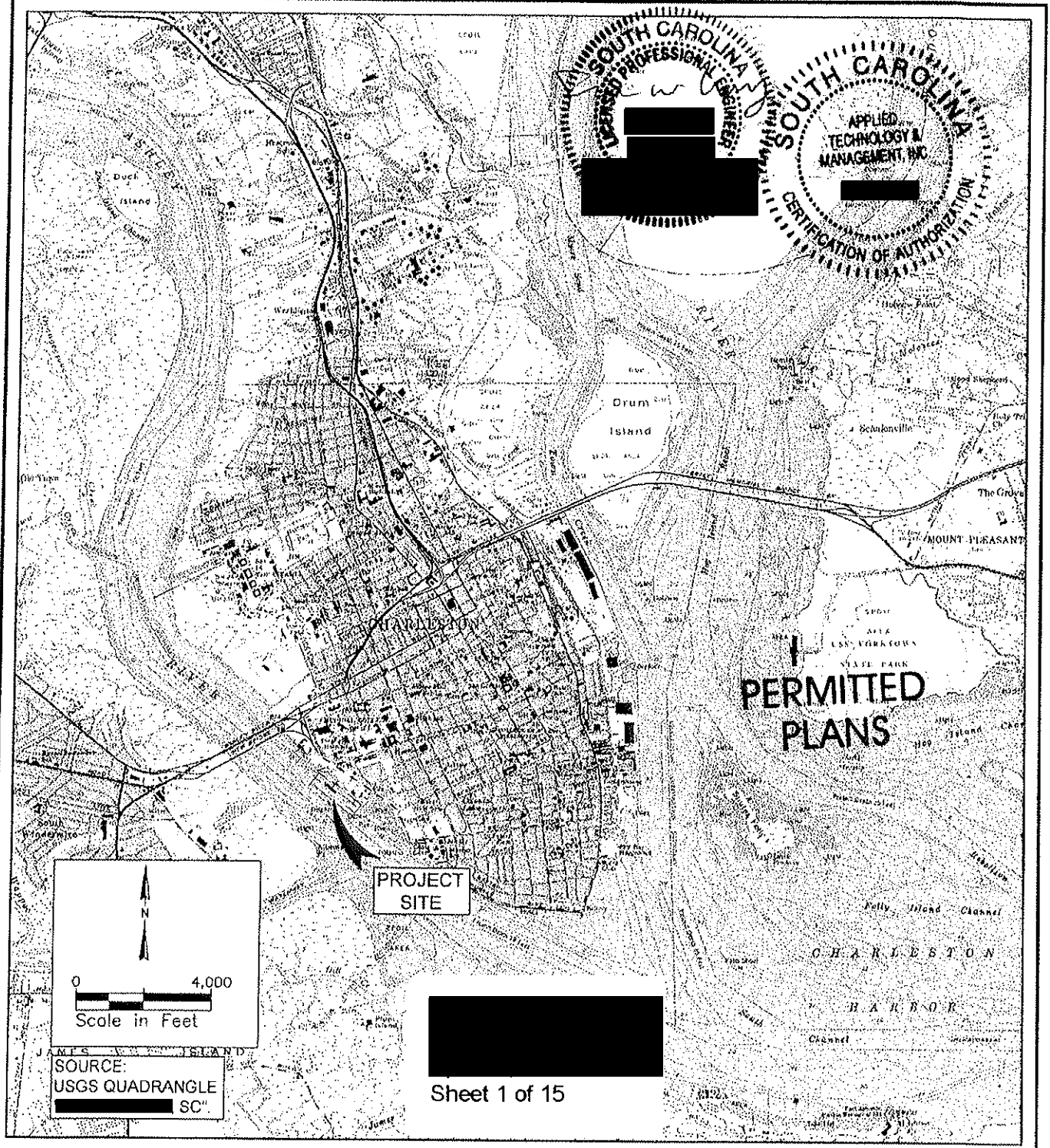

083006-B01.DWG 08/30/05

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: [redacted]	LOCATION MAP [redacted]	PROPOSED: MARINA RECONFIGURATION IN: AT: [redacted] COUNTY OF: [redacted] STATE: SOUTH CAROLINA SHEET 1

FOR PERMITTING PURPOSES ONLY
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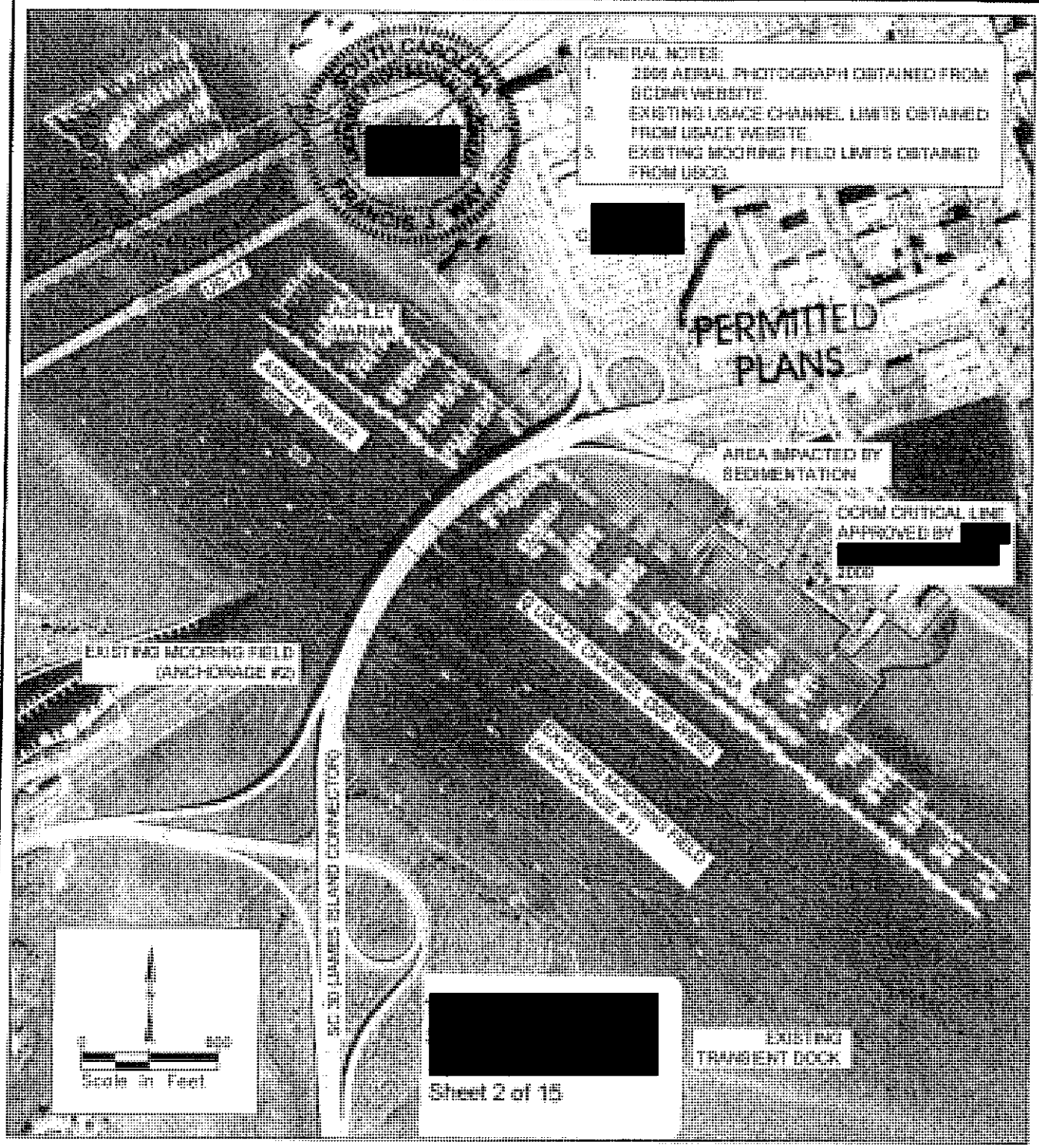

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

EXISTING CONDITIONS OVERVIEW

[redacted]

PROPOSED: MARINA CONFIGURATION
IN: [redacted]
AT: [redacted]
COUNTY OF: [redacted]
STATE: SOUTH CAROLINA

SHEET 2

05/30/06
05306-B01.DWG

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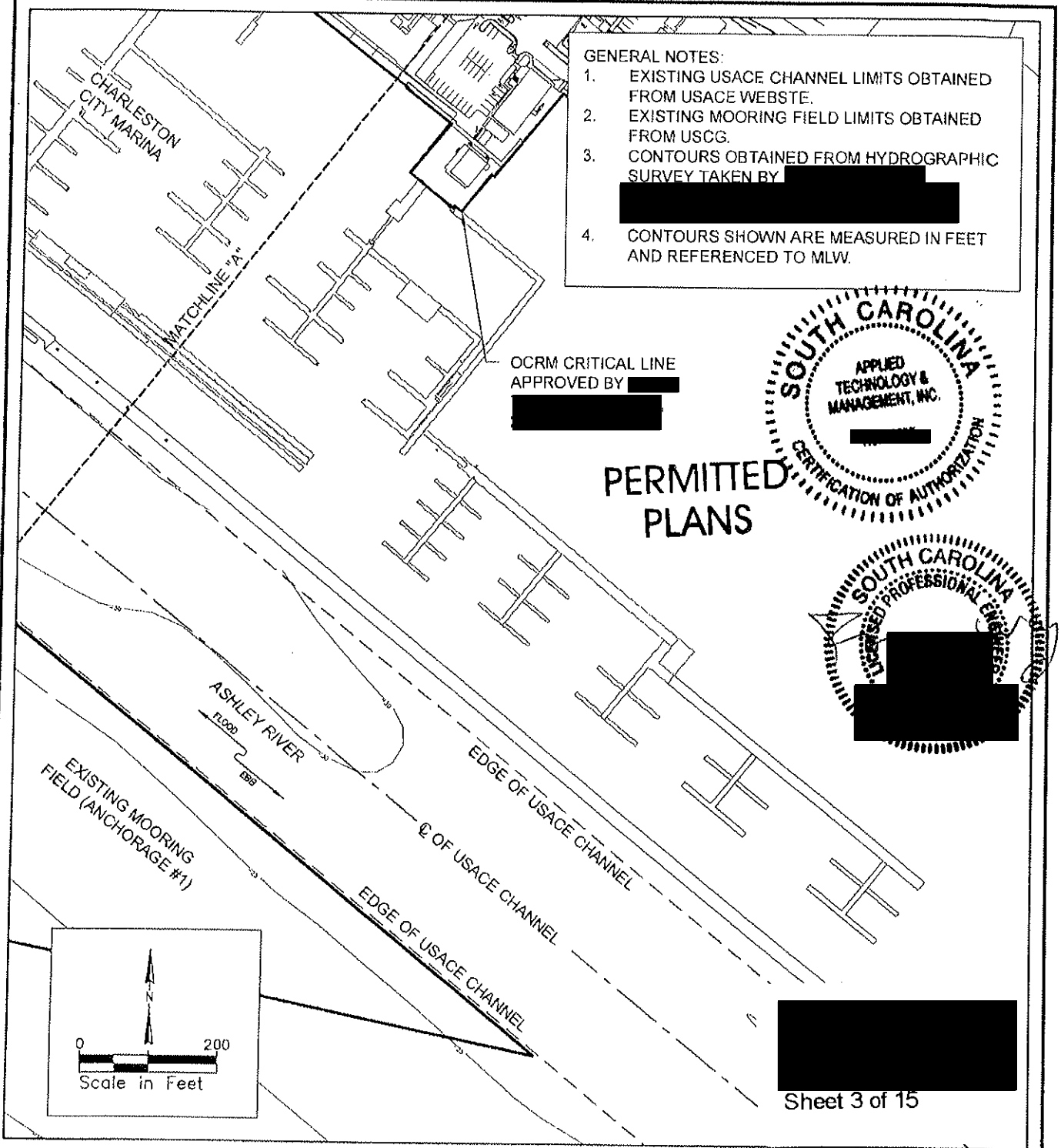


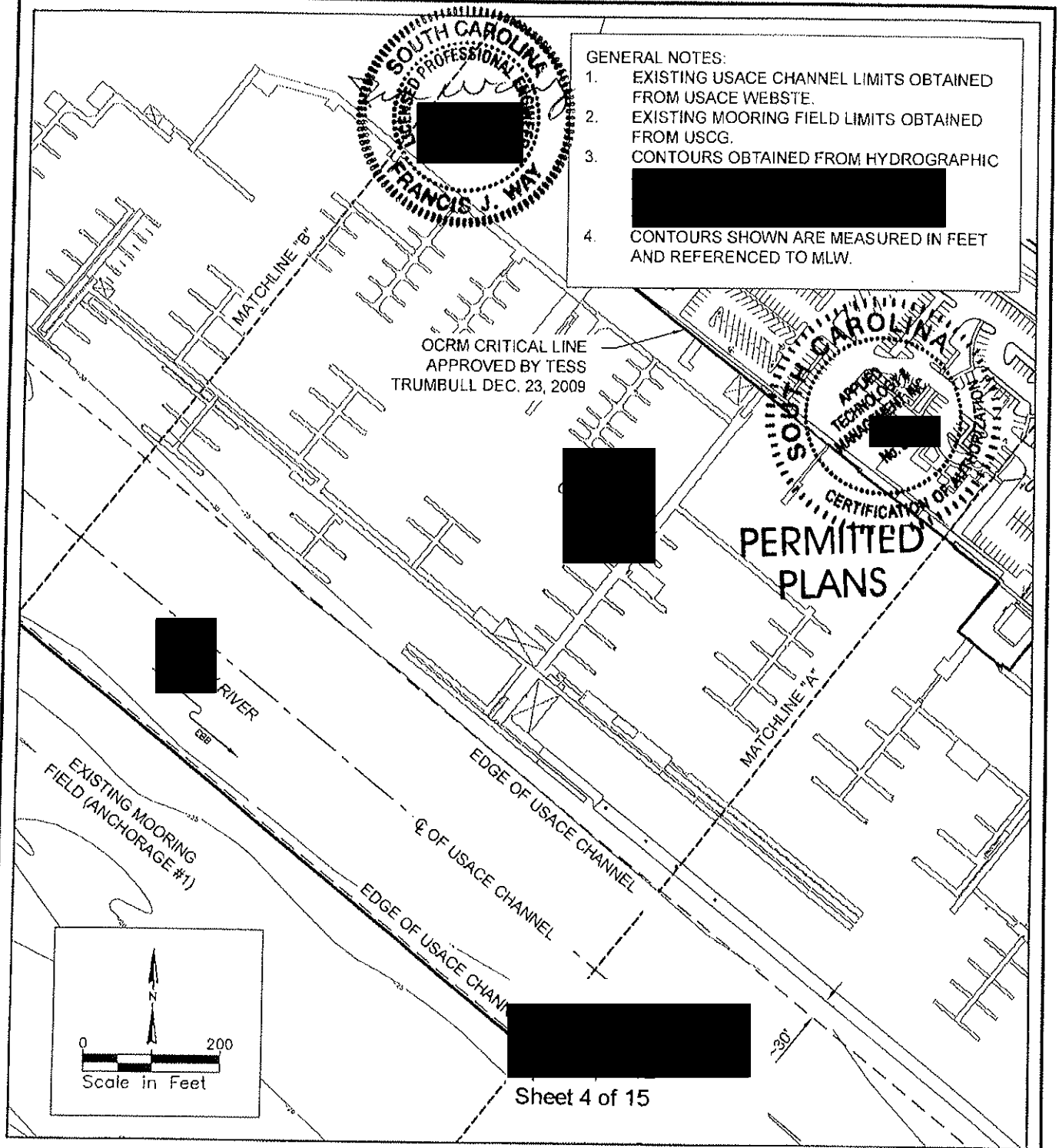
Sheet 3 of 15

08/30/06

06.1006-B01.DWG

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: [redacted]	EXISTING CONDITIONS EAST [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: [redacted] COUNTY OF: [redacted] STATE: SOUTH CAROLINA SHEET 3

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: 09/01/2010	EXISTING CONDITIONS CENTER [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: [redacted] E COUNTY OF: [redacted] STATE: SOUTH CAROLINA SHEET 4

08/30/06
083005-BD1.DWG

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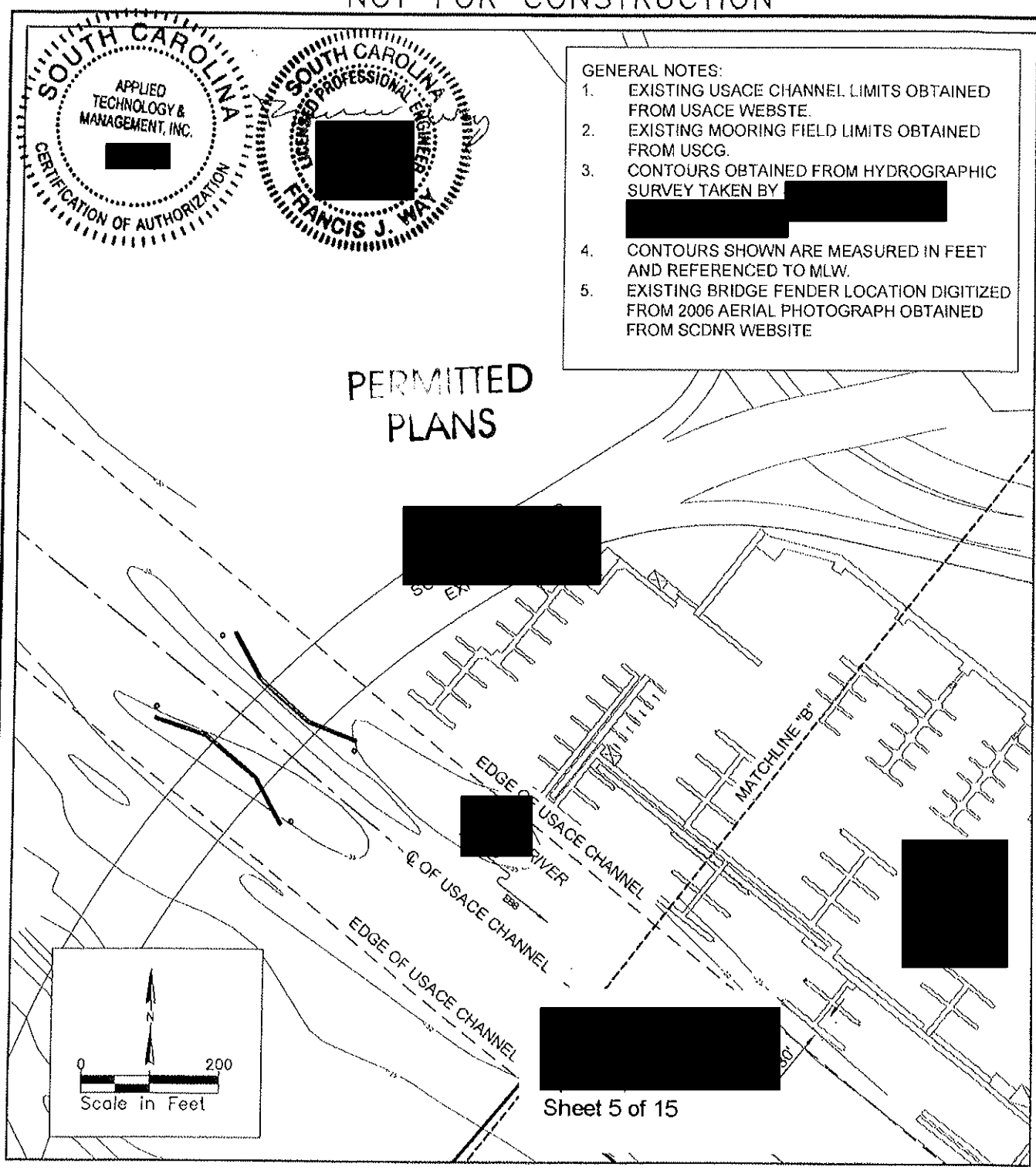
SOUTH CAROLINA
APPLIED TECHNOLOGY & MANAGEMENT, INC.
[redacted]
CERTIFICATION OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
[redacted]
FRANCIS J. WAY

GENERAL NOTES:
1. EXISTING USACE CHANNEL LIMITS OBTAINED FROM USACE WEBSTE.
2. EXISTING MOORING FIELD LIMITS OBTAINED FROM USCG.
3. CONTOURS OBTAINED FROM HYDROGRAPHIC SURVEY TAKEN BY [redacted]
4. CONTOURS SHOWN ARE MEASURED IN FEET AND REFERENCED TO MLW.
5. EXISTING BRIDGE FENDER LOCATION DIGITIZED FROM 2006 AERIAL PHOTOGRAPH OBTAINED FROM SCDNR WEBSITE

PERMITTED PLANS



Sheet 5 of 15

08/30/06
083006-BG1.DWG

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: 09/01/2010

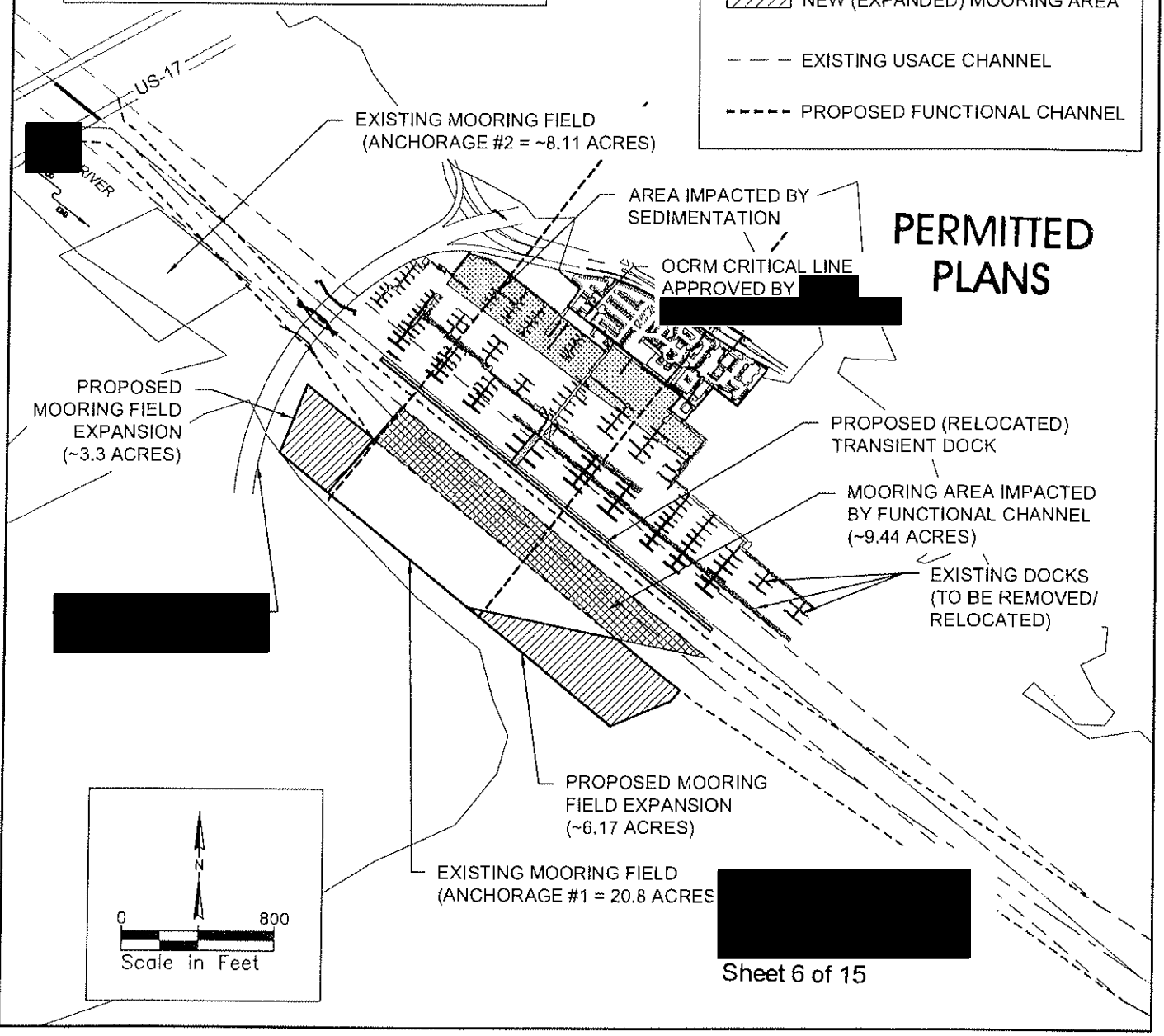
EXISTING CONDITIONS
WEST
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
COU
STAT
SHEET 5

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"

GENERAL NOTES:
1. 2006 AERIAL PHOTOGRAPH OBTAINED FROM SCDNR WEBSITE.
2. EXISTING USACE CHANNEL LIMITS OBTAINED FROM USACE WEBSTE.
3. EXISTING MOORING FIELD LIMITS OBTAINED FROM USCG.
4. EXISTING BRIDGE FENDER LOCATION DIGITIZED FROM 2006 AERIAL PHOTOGRAPH OBTAINED FROM SCDNR WEBSITE.

LEGEND
- PROPOSED NEW / RELOCATED DOCKS
- EXISTING MOORING FIELD
- IMPACTED MOORING AREA
- NEW (EXPANDED) MOORING AREA
- EXISTING USACE CHANNEL
- PROPOSED FUNCTIONAL CHANNEL

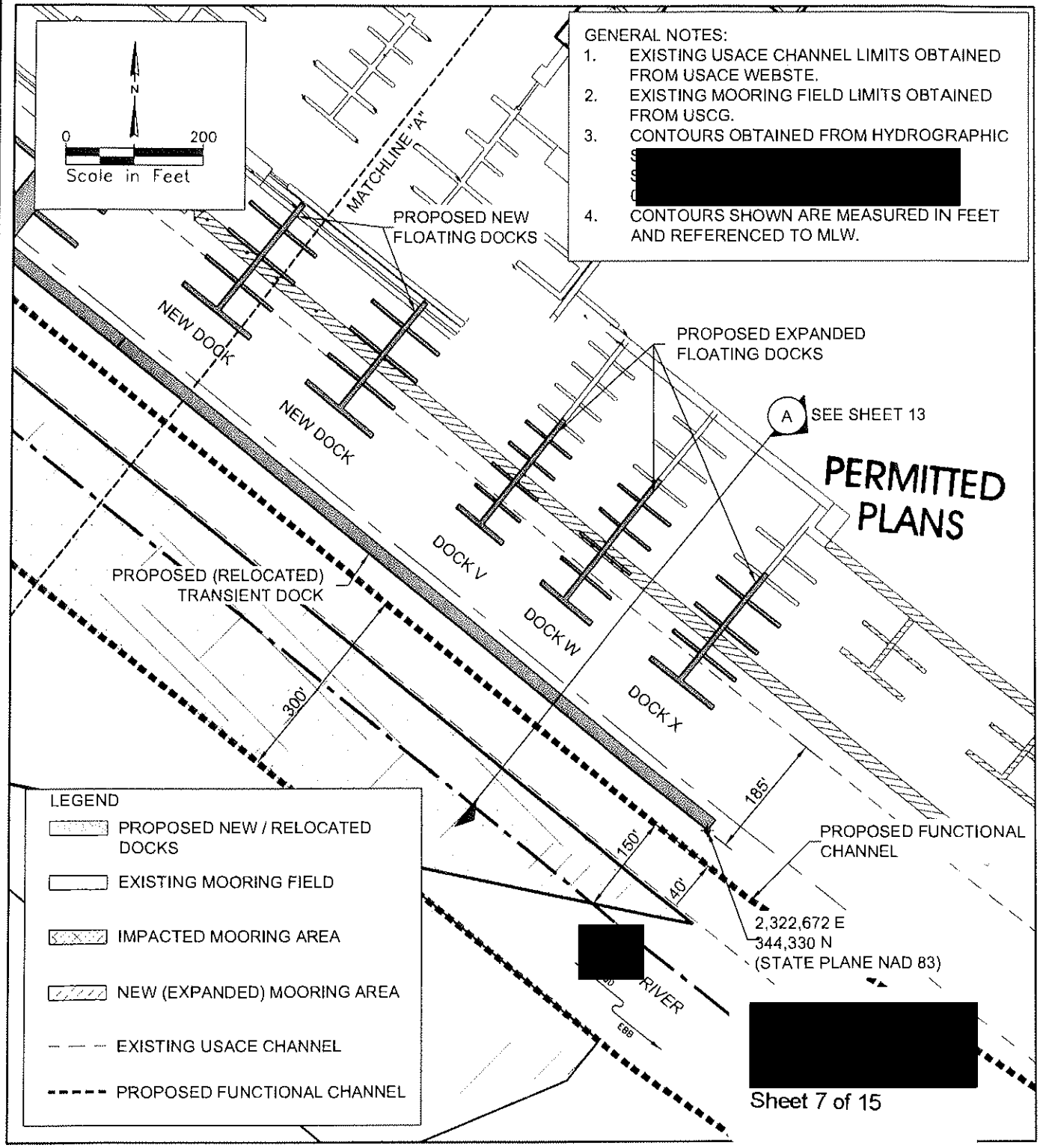


Sheet 6 of 15

083006-B01.DWG 05/30/06

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: 09/01/2010 REVISED: 04-06-2012	PROPOSED IMPROVEMENTS OVERVIEW [redacted]	PROPOSED: MARINA CONFIGURATION IN: [redacted] AT: COU STA SHEET 6

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



Sheet 7 of 15

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY:

ADJACENT PROPERTY OWNERS: SEE EXHIBIT B

DATE: 09/01/2010
REVISED: 04-06-2012

PROPOSED IMPROVEMENTS EAST

PROPOSED: MARINA RECONFIGURATION

IN:
AT:
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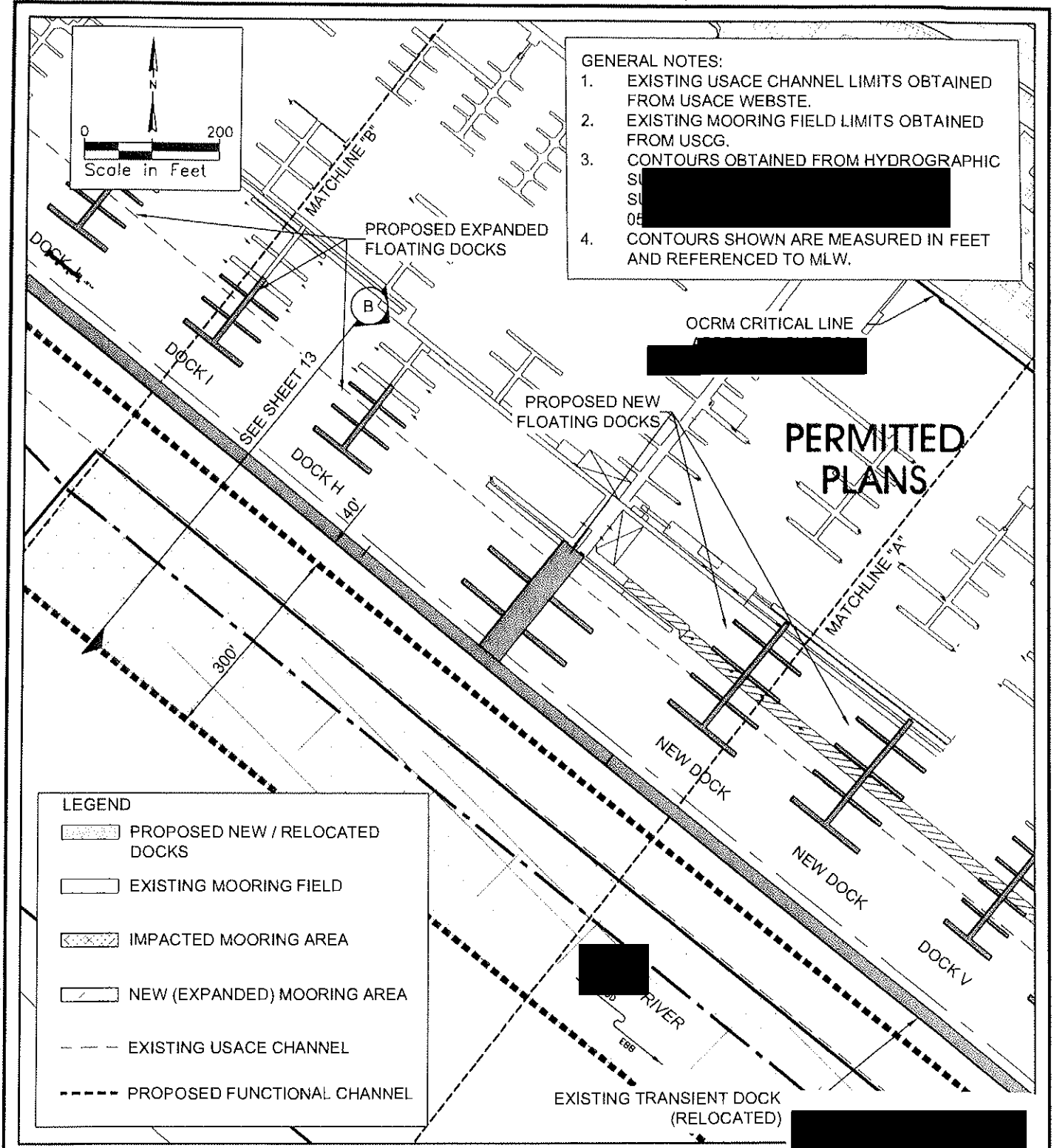
SHEET 7

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



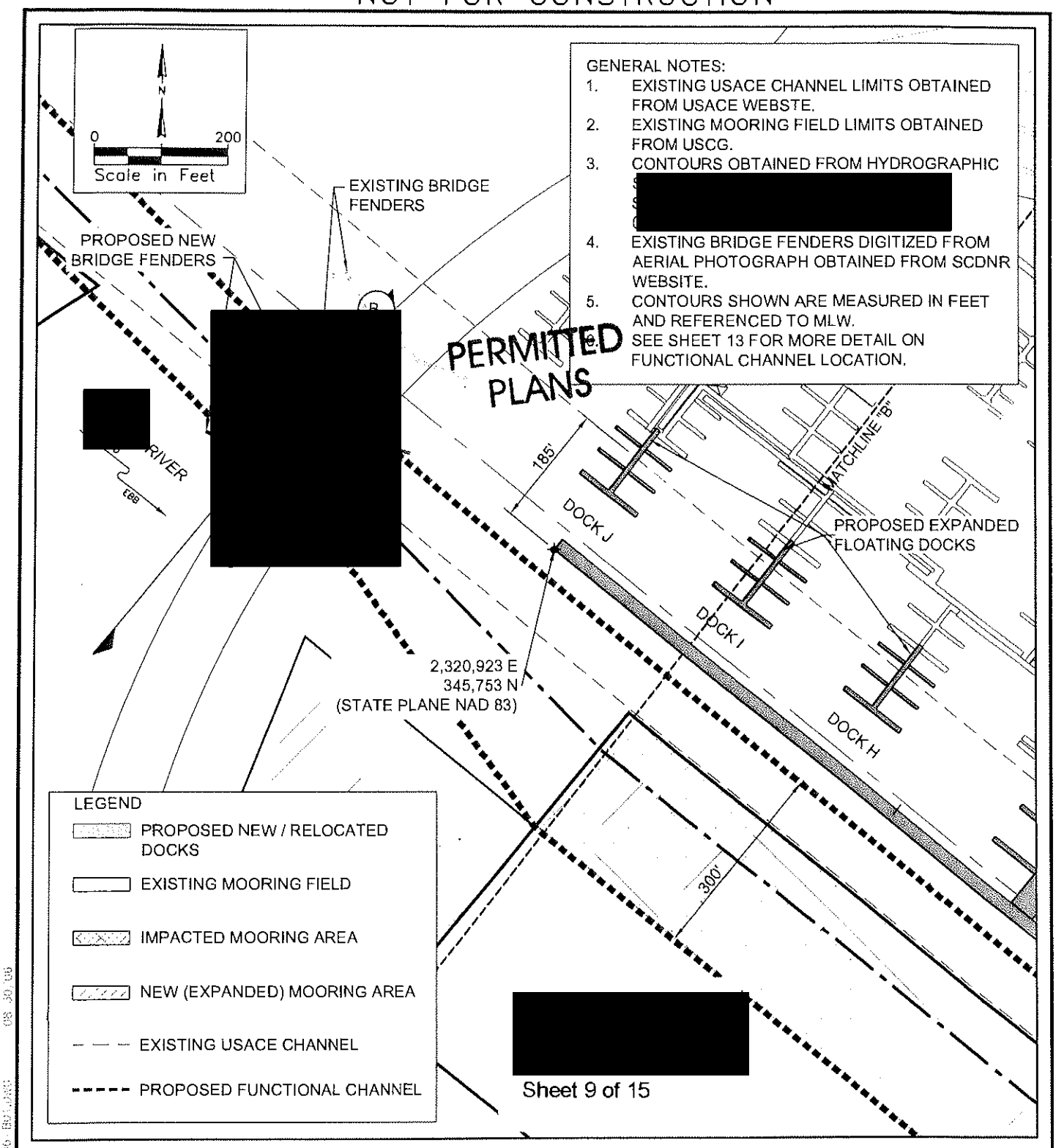
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: 09/01/2010
REVISED: 04-06-2012

PROPOSED IMPROVEMENTS
CENTER [redacted]

PROPOSI [redacted]
IN:
AT: [redacted]
COUNTY OF:
STATE: SOU [redacted]

SHEET 8

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



GENERAL NOTES:

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2. EXISTING MOORING FIELD LIMITS OBTAINED FROM USCG.
3. CONTOURS OBTAINED FROM HYDROGRAPHIC [redacted]
4. EXISTING BRIDGE FENDERS DIGITIZED FROM AERIAL PHOTOGRAPH OBTAINED FROM SCDNR WEBSITE.
5. CONTOURS SHOWN ARE MEASURED IN FEET AND REFERENCED TO MLW.
   SEE SHEET 13 FOR MORE DETAIL ON FUNCTIONAL CHANNEL LOCATION.

Sheet 9 of 15

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]

ADJACENT PROPERTY OWNERS: SEE EXHIBIT B

DATE: 09/01/2010
REVISED: 04-06-2012

PROPOSED IMPROVEMENTS
WEST

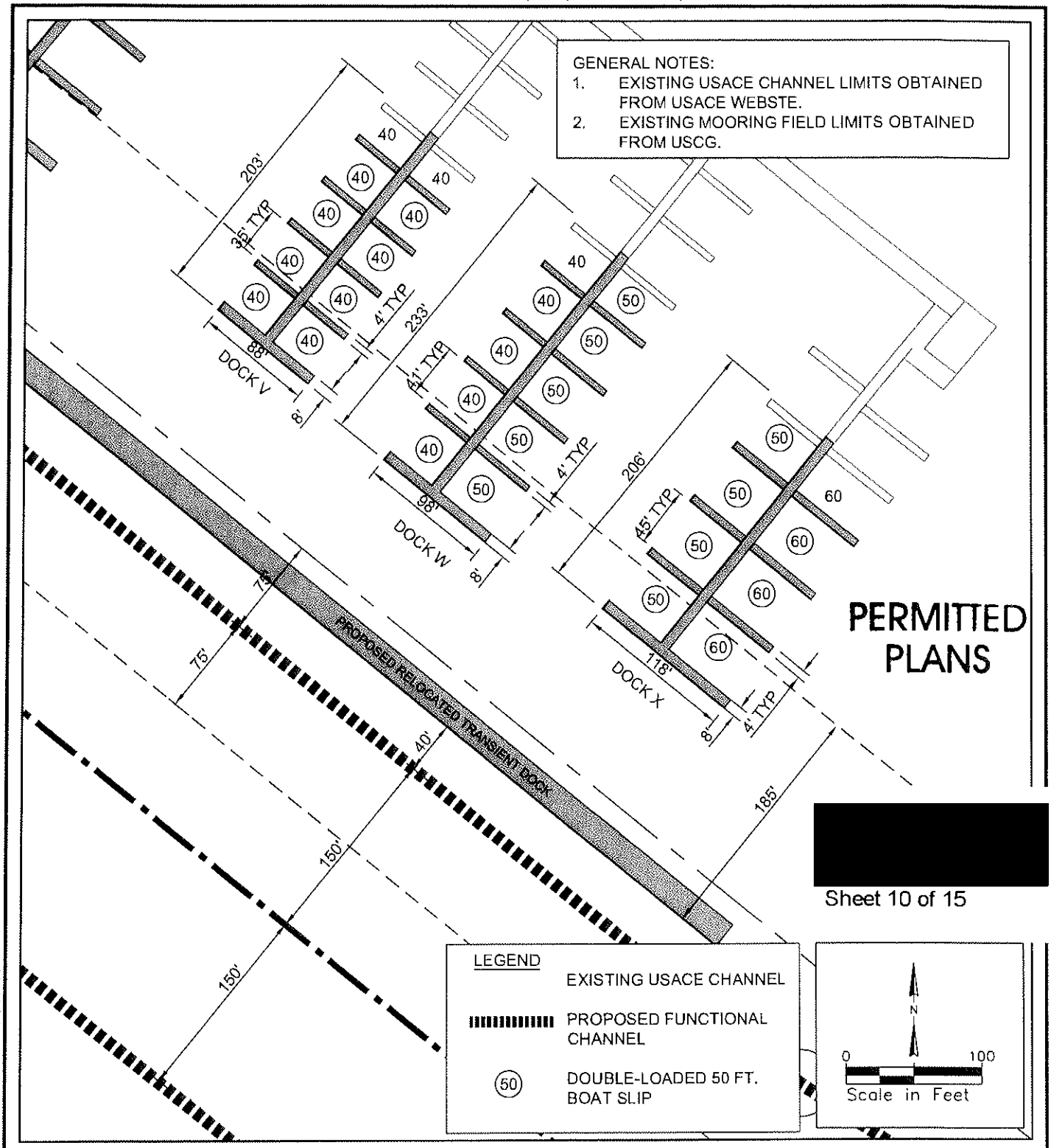
[redacted]

PROPOSED: MARINA RECONFIGURATION

IN: [redacted]
AT:
COU
STA

SHEET 9

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: 09/01/2010
REVISED: 04-06-2012

PROPOSED IMPROVEMENTS
EAST (DOCKS W, X, Y)

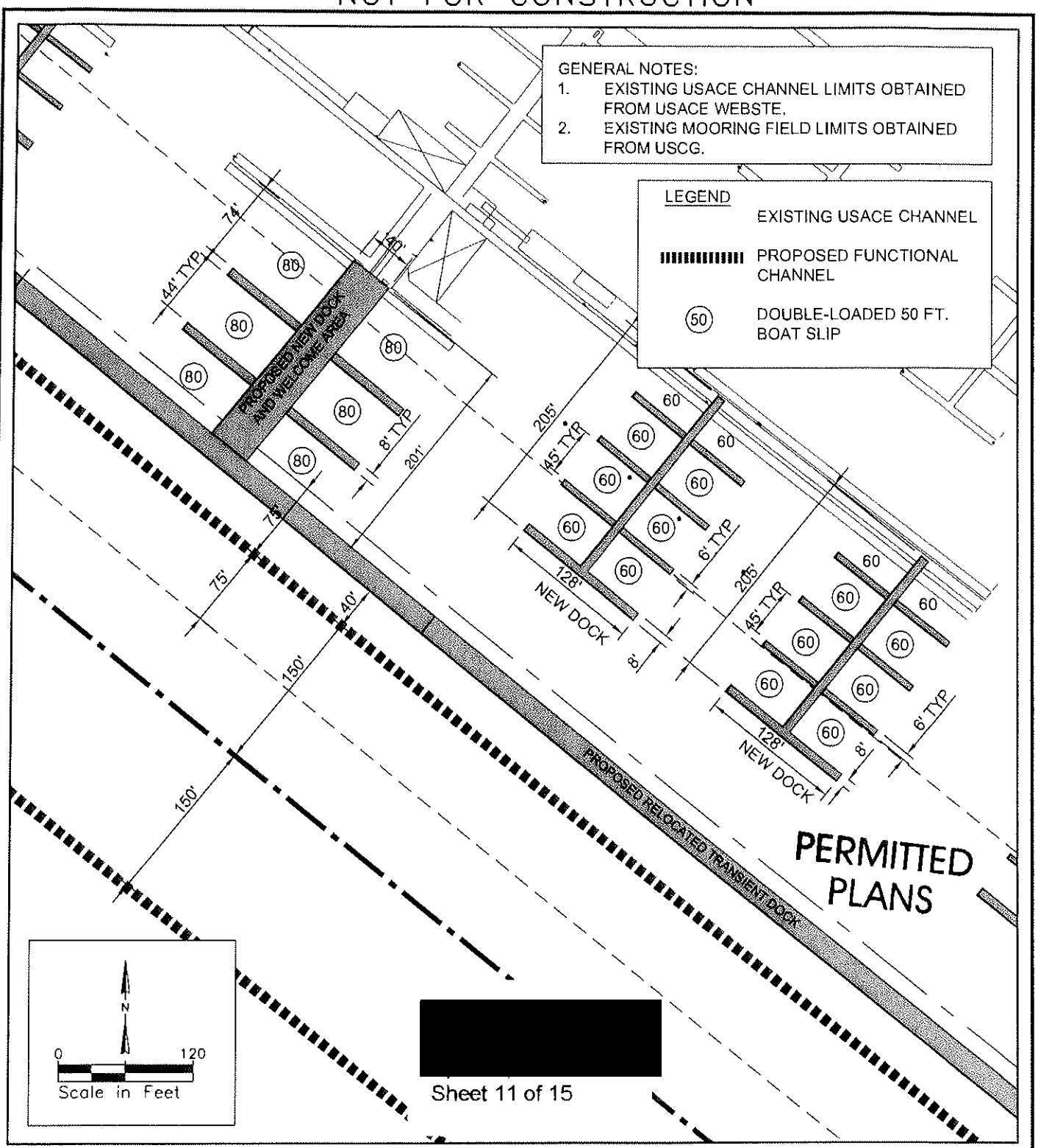
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
COU
STAT

SHEET 10

FOR PERMITTING PURPOSES ONLY

"NOT FOR CONSTRUCTION"

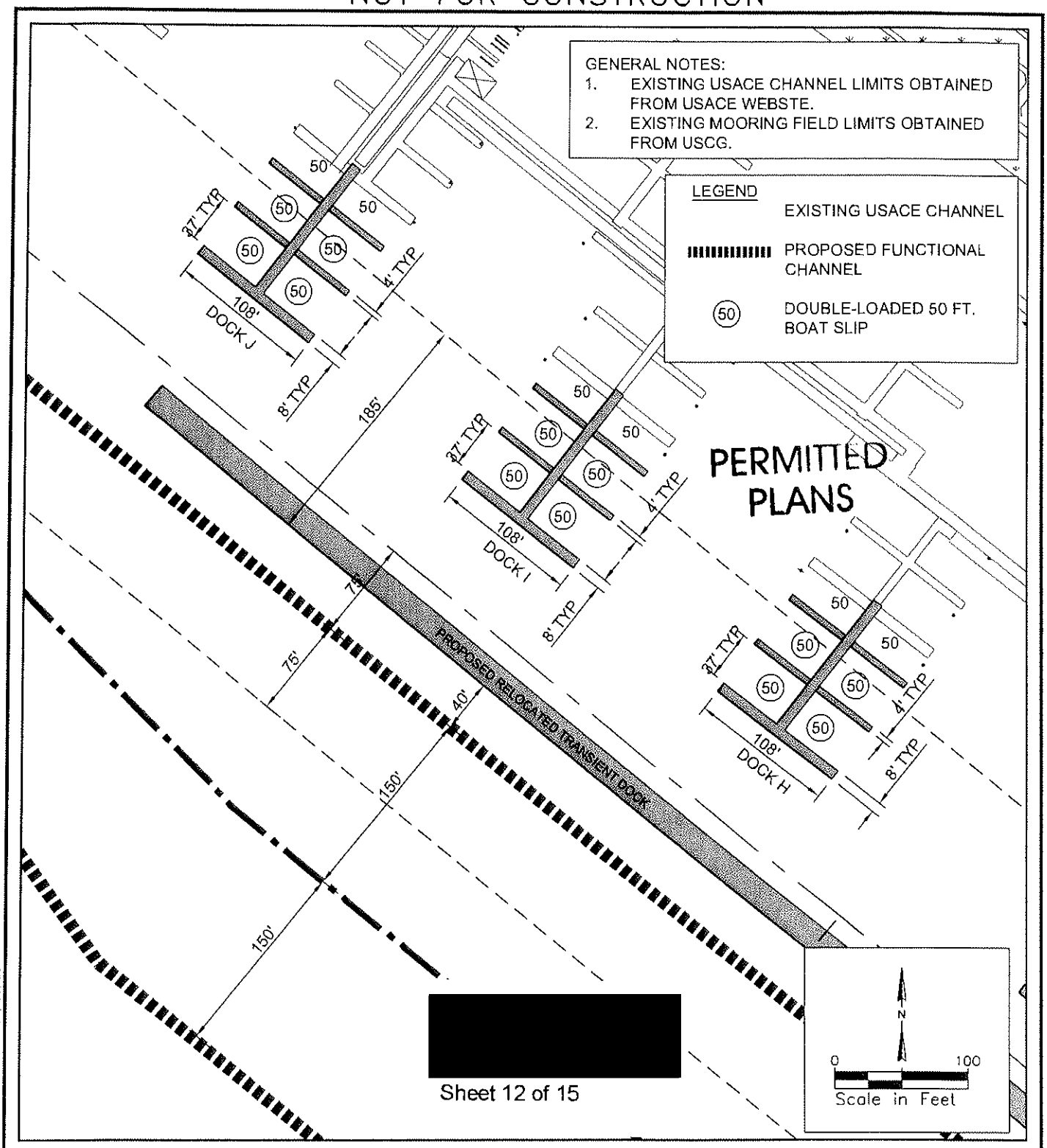


[redacted]

Sheet 11 of 15

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: 09/01/2010 REVISED: 04-06-2012	PROPOSED IMPROVEMENTS (NEW DOCKS) [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: COU STA SHEET 11

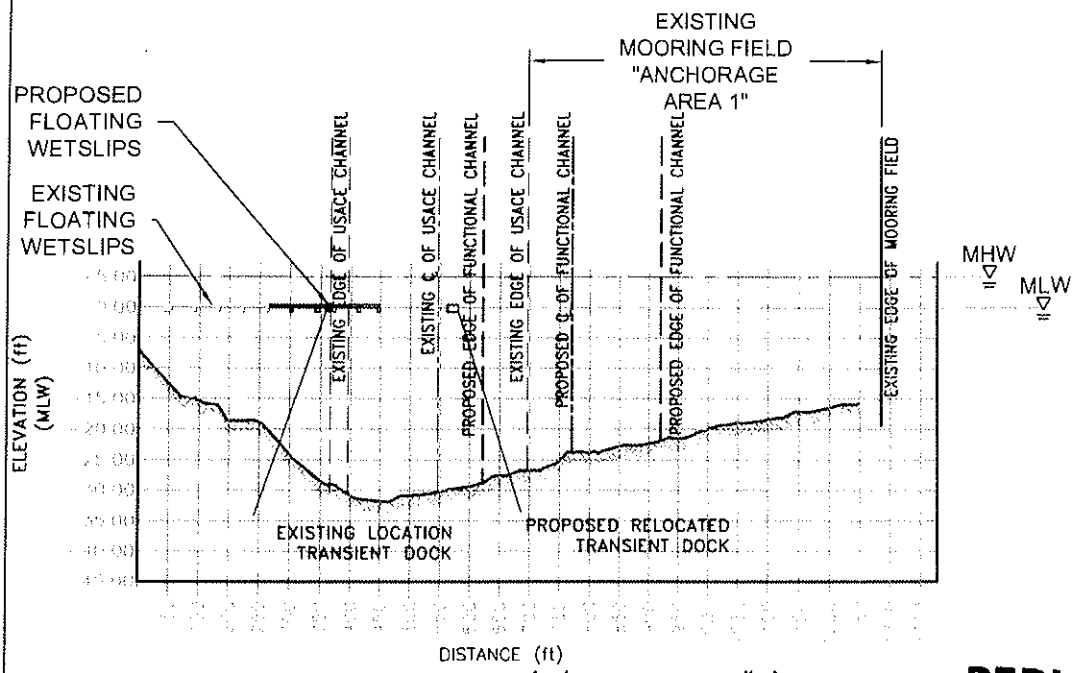
FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



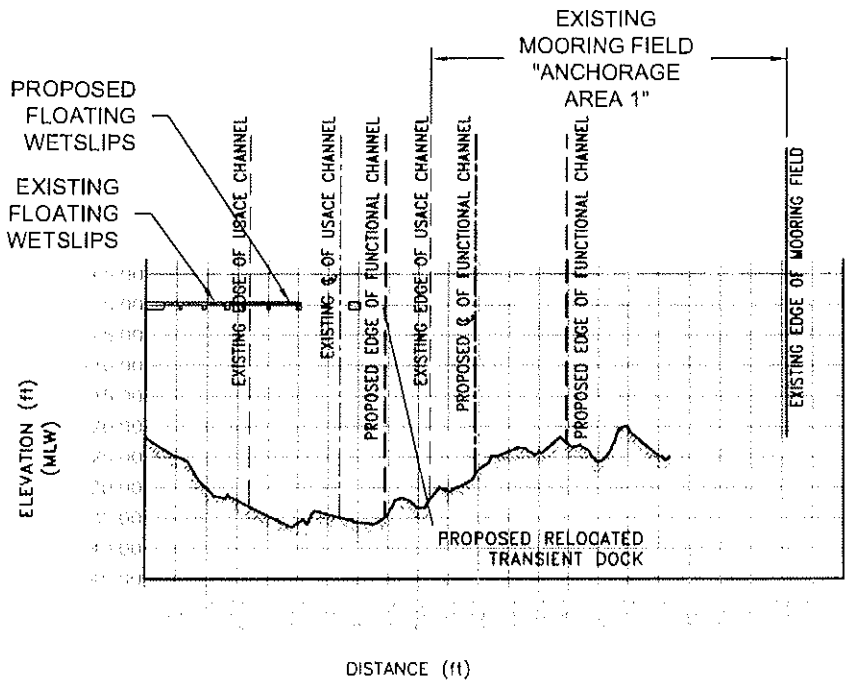
Sheet 12 of 15

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: 09/01/2010 REVISED: 04-06-2012	PROPOSED IMPROVEMENTS WEST (DOCKS H, I, J) [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: COU STA SHEET 12

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



TYPICAL SECTION A–A' (SEE SHEET #7)
SCALE: NOT TO SCALE



TYPICAL SECTION B–B' (SEE SHEET #8)
SCALE: NOT TO SCALE

PERMITTED PLANS

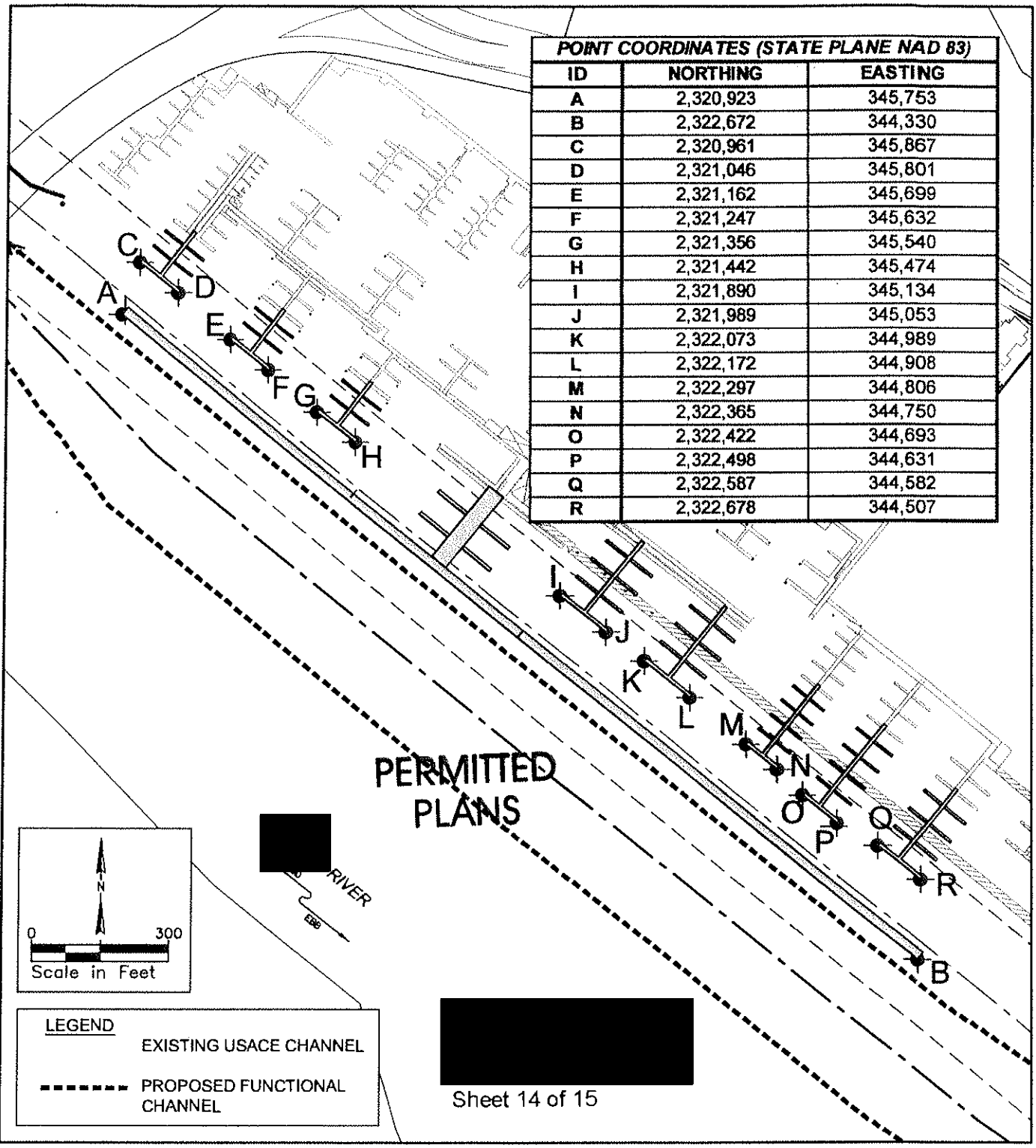
[redacted]

Sheet 13 of 15

GENERAL NOTES:
1. HYDROGRAPHIC SURVEY TAKEN BY [redacted]
2. SURVEY MEASURED IN FEET AND REFERENCED TO MLW.

PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: 09/01/2010 REVISED: 04-06-2012	PROPOSED IMPROVEMENTS TYPICAL CROSS SECTIONS [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: COU STA SHEET 13

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



POINT COORDINATES (STATE PLANE NAD 83)		
ID	NORTHING	EASTING
A	2,320,923	345,753
B	2,322,672	344,330
C	2,320,961	345,867
D	2,321,046	345,801
E	2,321,162	345,699
F	2,321,247	345,632
G	2,321,356	345,540
H	2,321,442	345,474
I	2,321,890	345,134
J	2,321,989	345,053
K	2,322,073	344,989
L	2,322,172	344,908
M	2,322,297	344,806
N	2,322,365	344,750
O	2,322,422	344,693
P	2,322,498	344,631
Q	2,322,587	344,582
R	2,322,678	344,507

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: 09/01/2010
REVISED: 04-06-2012

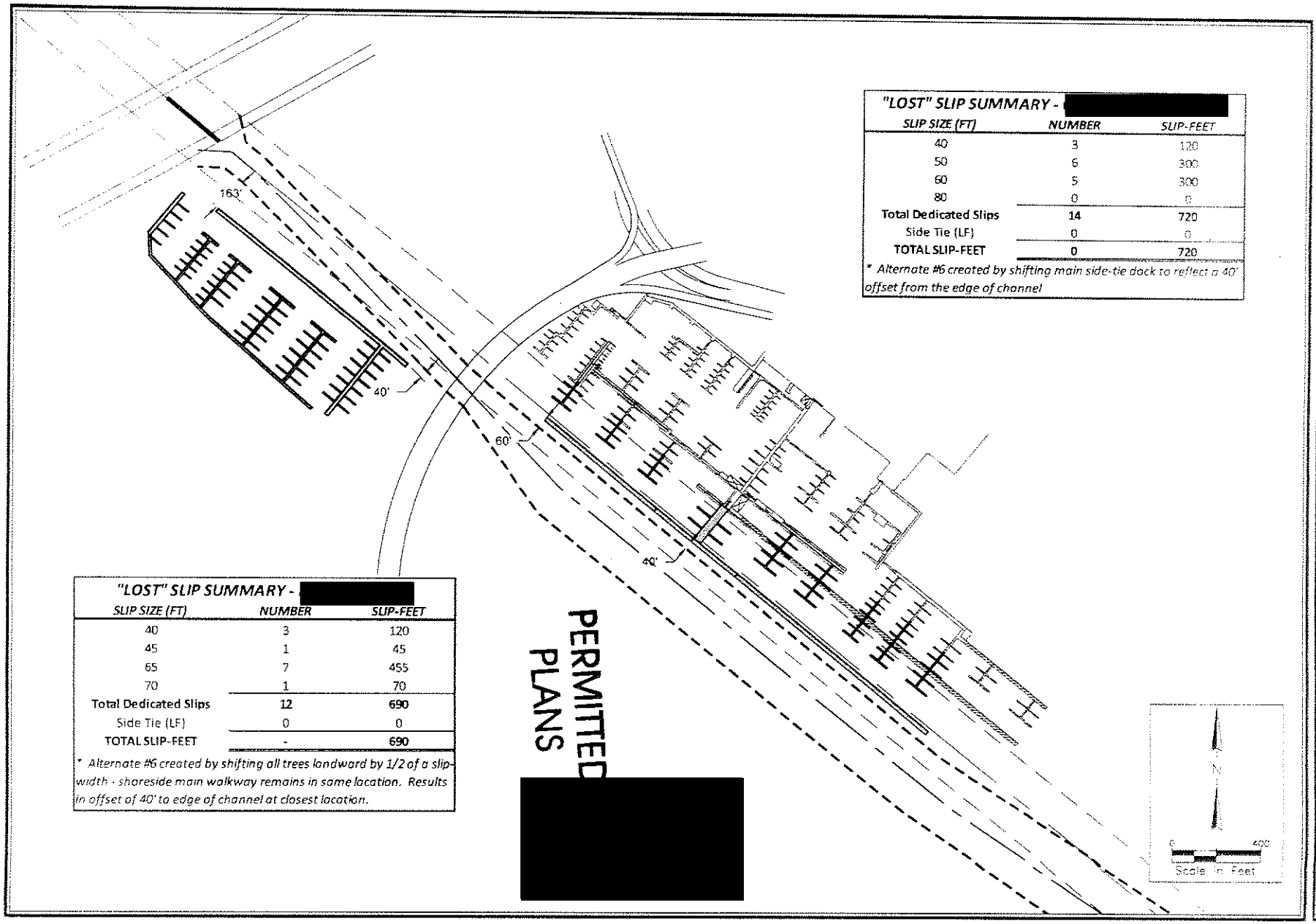
PROPOSED IMPROVEMENTS
STRUCTURE COORDINATES

[redacted]

PROPOSED: MARINA RECONFIGURATION
IN:
AT:
COU
STA
[redacted]

SHEET 14

083026-B01.DWG 08/30/06



"LOST" SLIP SUMMARY - [redacted]		
SLIP SIZE (FT)	NUMBER	SLIP-FEET
40	3	120
50	6	300
60	5	300
80	0	0
Total Dedicated Slips	**14**	**720**
Side Tie (LF)	0	0
TOTAL SLIP-FEET	**0**	**720**

* Alternate #6 created by shifting main side-tie dock to reflect a 40' offset from the edge of channel

"LOST" SLIP SUMMARY - [redacted]		
SLIP SIZE (FT)	NUMBER	SLIP-FEET
40	3	120
45	1	45
65	7	455
70	1	70
Total Dedicated Slips	**12**	**690**
Side Tie (LF)	0	0
TOTAL SLIP-FEET	**-**	**690**

* Alternate #6 created by shifting all trees landward by 1/2 of a slip-width - shoreside main walkway remains in same location. Results in offset of 40' to edge of channel at closest location.

Exhibit D - SCDHEC-OCRM Permit

D H E C

PROMOTE PROTECT PROSPER

[redacted]

Promoting and protecting the health of the public and the environment.

[redacted]

SEE SPECIAL CONDITION(S)

[redacted]

Re: [redacted]

Dear [redacted]

The SCDHEC Office of Ocean and Coastal Resource Management has reviewed your application to relocate and modify an existing marina, realign the centerline of the functioning navigation channel, reconfigure an existing mooring field, and add new bridge fenders on the [redacted] on and adjacent to the [redacted] River at [redacted] [redacted] [redacted] [redacted] County, South Carolina, and has issued a permit for this work. You should carefully read the description of the authorized project and any special conditions that have been placed on the permit, as these conditions may modify the permitted activity. In addition, there are a series of general conditions that should be reviewed. The original and one photocopy of the permit, as issued, are enclosed. After carefully reading the permit, if you wish to accept the permit as issued, sign and date in the signature block entitled "PERMITTEE" on the original version of the permit and return it to this Department. Keep the photocopy for your records.

PLEASE READ CAREFULLY: You are required to sign and return the original version of your permit to this Department. If this permit is not signed and returned within thirty (30) days of issuance, *OR* appealed within 15 days as described on the enclosed "Notice of Appeal Procedure", the Department reserves the right to cancel this permit. Please carefully review the enclosed "Notice of Appeal Procedure" for information and deadlines for appealing this permit.

We have also enclosed a "request for a construction placard" card. You must send in this card before the time you wish to start construction. At that time a construction placard will be sent to you to post at the construction site.

PLEASE NOTE: You are not authorized to commence work under the permit until we have received the original version of the entire permit signed and accepted by you, and a construction placard has been issued and posted at the construction site. The receipt of this permit does not relieve you of the responsibility of acquiring any other federal or local permits that may be required.

Sincerely,

[redacted]

CC: [redacted] US Army Corps of Engineers
[redacted] Inc.

Enclosure

D H E C

PROMOTE PROTECT PROSPER

C. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment

Notice of Appeal Procedure
Pursuant to S.C. Code Section 44-1-60

1. This decision of the S.C. Department of Health and Environmental Control (Department) becomes the final agency decision 15 calendar days after notice of the decision has been mailed to the applicant or respondent, unless a written request for final review accompanied by a filing fee in the amount of $100 is filed with the Department by the applicant, permittee, licensee, or affected person.

2. An applicant, permittee, licensee, or affected person who wishes to appeal this decision must file a timely written request for final review with the Clerk of the Board at the following address or by facsimile at 803-898-3393. A filing fee in the amount of $100 made payable to SC DHEC must also be received by the Clerk within the time allowed for filing a request for final review. However, if a request for final review is filed by facsimile, the filing fee may be mailed to the Clerk of the Board if the envelope is postmarked within the time allowed for filing a request for final review.

SEE SPECIAL CONDITION(S)

Clerk of the Board
SC DHEC
2600 Bull Street
Columbia, SC 29201

3. In order to be timely, a request for final review must be received by the Clerk of the Board within 15 calendar days after notice of the decision has been mailed to the applicant or respondent. If the 15th day occurs on a weekend or State holiday, the request is due to be received by the Clerk of the Board on the next working day. The request for final review must be received by the Clerk of the Board by 5:00 p.m. on the date it is due. A request for final review will be returned to the requestor if the filing fee is not received on time as described above.

4. The request for final review should include the following:
   a. the grounds on which the Department's decision is challenged and the specific changes sought in the decision
   b. a statement of any significant issues or factors the Board should consider in deciding whether to conduct a final review conference
   c. a copy of the Department's decision for which review is requested

5. If a timely request for final review is filed with the Clerk of the Board, the Clerk will provide additional information regarding procedures. If the Board declines in writing to schedule a final review conference, the Department's decision becomes the final agency decision and an applicant, permittee, licensee, or affected person may request a contested case hearing before the Administrative Law Court within 30 calendar days after notice is mailed that the Board declined to hold a final review conference.

The above information is provided as a courtesy; parties are responsible for complying with all applicable legal requirements.

[redacted]

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT

CRITICAL AREA PERMIT / COASTAL ZONE CONSISTENCY CERTIFICATION / WATER QUALITY CERTIFICATION

Permittee(s): [redacted]

Permit Number(s): [redacted]

Date of Issuance: [redacted]

Expiration Date: [redacted]

Location: [redacted]

This permit/certification is issued under the provisions of 25A S.C. Code Ann. Regs. 61-101 (Supp. 2005), *et seq.*, and 23A S.C. Code Ann. Regs. 30-1 through 30-18 (Supp. 2005). Additionally, as required by R.61-101, Department staff have reviewed plans for this project and determined there is a reasonable assurance the project will be conducted in a manner consistent with Certification requirements of Section 401 of the Clean Water Act. We also certify that this project, subject to the indicated conditions, is consistent with applicable provisions of Section 303 of the Clean Water Act, as amended, that there are no applicable effluent limitations under Sections 301(b) and 302, and that there are no applicable standards under Sections 306 and 307.

This permit contains required certification pursuant to Section 401 of the Clean Water Act. Work may not commence under this permit until thirty (30) days after final signature by an OCRM official. PLEASE CAREFULLY READ THE ENCLOSED "NOTICE OF APPEAL PROCEDURE."

Please carefully read the project description and any special conditions, which may appear on this permit/certification, as they will affect the work that is allowed. If there are no special conditions, then the work is authorized as described in the project description and as modified by general conditions. The general conditions are also a part of this permit/certification and should be read in their entirety. The S. C. Contractor's Licensing Act of 1999, enacted as Section 40-11-5 through 430, requires that all construction with a total cost of $5,000 or more be performed by a licensed contractor with a valid contractor's license for marine class construction, except for construction performed by a private landowner for strictly private purposes. Your signature on and acceptance of this permit denotes your understanding of the stated law regarding use of licensed contractors. **All listed special and general conditions will remain in effect for the life of the project if work commences during the life of the permit. This applies to permittee, future property owners, or permit assignees.**

SEE SPECIAL
CONDITION(S

1/24

DESCRIPTION OF THE PROJECT

The proposed work consists of the following:

- Relocate the existing [redacted] Dock floating structure approximately 150 feet to the northwest. All utilities will be re-located.
- Add an additional 630 feet to the north end of the re-located Transient Dock.
- Add new bridge fenders on the [redacted] Bridge. New fenders will be required to accommodate boat traffic through the appropriate bents. Navigation lights and markers will be relocated to route boat traffic along the new alignment underneath the bridge.
- Remove existing Docks Y and Z (including approximately 480 linear feet of main walkway/dockage).
- Expand docks H, I, J. V, W, and X to provide ninety-two (92) new dedicated floating slips ranging in size from 40 feet to 80 feet in length, as outlined below:

SEE SPECIAL CONDITION(S)

Dock H: Twelve 50' slips
Dock I: Twelve 50' slips
Dock J: Twelve 50' slips
Dock V: Twenty 40' slips
Dock W: Ten 40' slips and ten 50' slips
Dock X: Eight 50' slips and eight 60' slips

- Add 44 new dedicated floating slips ranging in size from 60' to 80' in length. Two new floating dock trees will be added to the interior of the marina basin which will include sixteen 60' slips on each tree (total of 32 new dedicated slips). In addition, twelve 80' slips will be added along the proposed main walkway at the center of the marina. The result of the removal and addition of docks will be a net gain of approximately 40 dedicated slips ranging in size from 40' to 80'.
- The proposed functional channel in front of [redacted] will be widened from 150 feet to 300 feet which matches the width of the existing channel currently in use. However, the functional channel will remain 150 feet wide between the [redacted] and the [redacted] bridges as this stretch of the channel is effectively constricted by the -100 foot clearance between bridge fenders at both ends. In addition, the Anchorage #1 mooring field located across from [redacted] is proposed to be reconfigured by extending the northwest and southeast ends of the mooring field. These extensions are intended to offset the increased impact to the existing mooring field by the establishment of the relocated functional channel. This proposal will result in a loss of -9.44 acres of the existing mooring field, with a total gain of -9.47 acres at both ends of the existing field, which results in a net increase of -0.03 acres. Lastly, sheet 13 has been revised to show the proper location of the western edge of the existing mooring field. All other descriptive information issued in the original public notice remains unchanged. The purpose of this project, according to the applicant, is to utilize naturally deeper water depths for safe navigation and berthing within the marina during all tidal cycles.

CRITICAL AREA PERMIT SPECIAL CONDITIONS

1. Provided the operations of the marina shall be reviewed by the Department as deemed appropriate, but at least every five years. Based on this review, the Department may require, among other things, changes or additions to the Operations and Maintenance Manual (manual) to address any water quality or other environmental problems, and a reduction in the size of, or a change in the configuration of the marina. Such action may be taken at any time the Department determines that significant state water quality compliance or other problems exist, at the time the Department enlarges the closure area, or at the time of a review. The manual submitted for this facility is made a part of this permit and must be followed in the operation of this facility unless otherwise amended in writing by OCRM. The manual must be reviewed and revised to keep it up-to-date with existing facilities and operations. The manual must be in accordance with R. 30-12(E)(6) or the Rules and Regulations for Permitting in the Critical Areas of the Coastal Zone and with OCRM's Marina/Commercial Dock Operations And Maintenance Manual Requirement.

2. Provided that if the Department and/or the U.S Army Corps of Engineers determine that the encroachment of the structure into the navigational channel is an impediment to navigation or conflicts with the interests of the federal government, then the structure must be removed at the owner's expense.

3. Provided the proposed channelward extension of the proposed marina modifications is reduced by 10' as outlined in "Attachment A" dated [redacted] (Agreement between [redacted] and [redacted]).

4. Provided the Operations and Maintenance Manual (O&M) is revised to reflect the changes as outlined in the attached agreement between [redacted] and [redacted]

5. Provided impacts to the Anchorage #1 mooring field is properly mitigated for, in accordance with sheet # 15 of the permit drawings. The permittee must submit to the Department documentation showing a final approval of the newly established Anchorage #1 mooring field.

6. Provided that no work can commence until the proposed relocated functional channel is approved by the Army Corps of Engineers and the Coast Guard. Proof that NOAA navigational charts and Coast Guard navigational aids have been modified to reflect the Army Corps of Engineers approved new functional channel must be submitted to the Department before a construction placard can be issued.

7. Provided the size, shape, and design of the relocated bridge fender system is approved by the U. S. Coast Guard and the S.C. Department of Transportation.

8. Provided all new navigational aids, including the lights, colors, size, and flashing frequency, are approved by the U. S. Coast Guard.

9. Provided the permittee install sand blankets and use sediment curtains at each of the new piling installation sites to contain sediments within the construction area.

10. Provided the monitoring plan is submitted to and approved by the Department that includes monitoring of Total Suspended Solids (TSS) before construction activities start to establish a baseline TSS for the site, for the duration of the project, and for a time afterwards until TSS levels are restored to their pre-construction levels. The monitoring plan must be approved by the Department before a construction placard can be issued.

SEE SPECIAL CONDITION(S)

3/24

11. Provided that the permittee performs sedimentation rate analysis at pre-construction, during construction and post construction intervals at 1)the concrete wall near the harbor masters office, 2)the furthest channelward point of the existing structure and 3)the furthest channelward point of the new structure. The testing should occur once every year from the date of issuance and continue until the Department releases the permittee from the requirement. If accumulation is evident, the Department may require removal of the newly constructed structure or other remedial measures as approved by the Department. See Attachment B.

12. Provided the work is conducted during periods of decreased biological activity between November 1st and March 30th, whenever possible.

13. Provided a functional wastewater pumpout system must be provided at the marina and must be adequate to handle all wastewater generated at the marina. The design and installation of the pumpout and disposal system must be approved by SCDHEC's Division of Domestic Wastewater, Construction Management Section. No dock may be occupied until the pumpout and disposal system has been built and given a final permit to operate by SCDHEC.

14. Provided that wastewater pumpout services are provided to permanent tenants and transients or other users of the marina.

15. Provided the discharge of any kind of waste into state waters, including, but not limited to, garbage, refuse, trash or debris, will be prohibited at the marina. Any lease agreement used to rent dock space shall include a statement prohibiting the discharge of these items or general garbage or other deleterious substances into the waters of the marina. It will also stress the need to maintain good water quality within the marina.

16. Provided the storage or disposal of new or used batteries, oil or lubrication containers, fuel containers, solvents, toxic cleaners, paint cans, etc., on the marina docks is prohibited.

17. Provided that if power washing of boats is to be conducted at the marina, then it must be conducted on a designated upland area and is not allowed over the water. Wastewater from this operation must be properly treated and cannot be directly discharged into the adjacent waters.

18. Provided that plans for any potable water supplied to the marina docks must be approved in writing by SCDHEC

19. Provided the marina must have adequate booms available to isolate any oil or fuel spill around the fuel dock, a leaking boat, or a sunken boat. These booms must be stored in a location where they are quickly and easily accessible.

20. Provided the marina must have absorbent pads available for boat use and for removing incidental spills during fueling operations.

21. Provided an experienced operator shall be in charge of the marina and be responsible for compliance with the Operations and Maintenance Manual and with all conditions of the permit.

22. Provided the marina lease agreement with boat owners must include a provision requiring that boat owners comply with all applicable State and federal regulations. The marina shall ensure that violations are reported promptly to the proper authorities.

23. Provided the marina shall prominently display and distribute material pertaining to the maintenance of water quality standards at the marina and report violations of such standards to the proper authorities.

24. Provided a complete copy of the marina permit, including the Operations and Maintenance Manual and all conditions or requirements placed on the permit, shall be readily available at the marina.

SEE SPECIAL CONDITION(S)

4/24

25. Provided all parts of the docking structure are used for water dependent purposes only. No food or beverage service, vending machines, T-shirt sales, concessions, etc. are allowed on or across these dock facilities.

26. Provided that if dock boxes are allowed at the marina then they should be of a type that is leak- proof so that any material that spills or leaks inside the box will not leak out onto the marina docks and into the waters of the marina.

27. Provided that construction activities must avoid to the greatest extent possible, encroachment into any wetland areas not designated as impact areas.

28. Provided that nonwater dependent structures, including buildings, houses, or offices that float, shall be prohibited at the marina unless specifically authorized by OCRM. OCRM shall at its discretion determine on a case-by-case basis whether or not a floating structure is a boat and thus exempt from the Act or in fact is a nonwater dependent structure. This shall be based upon the primary function of the floating structure. The mere fact that a structure is registered as a vessel or capable of being propelled does not mean it is exempt from the Department regulations.

29. Provided that an as-built survey of the entire marina and the new modified functional channel must be submitted to the Department within 90 days of the expiration date of the final construction placard. The survey must be performed by a registered land surveyor, must show all components of the entire marina and the new modified channel in the SC State Plane Coordinate System, which can be obtained by survey-grade Global Positioning System equipment.

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

WATER QUALITY SPECIAL CONDITIONS

1. The applicant must implement Best Management Practices on the upland portion of the project during construction to minimize erosion and migration of sediments off site, as proposed. These practices may include use of mulches, hay bales, silt fences, or other devices capable of preventing erosion and migration of sediments and bank failure. All disturbed land surfaces and sloped areas affected by the project must be stabilized.

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

3. All necessary measures must be taken to prevent oil, tar, trash, debris and other pollutants from entering the adjacent waters or wetlands.

4. The fixed and floating docks must be located and constructed to minimize disturbance to shellfish beds and direct encroachment on shellfish beds should be avoided.

5. The floating docks must be constructed with encased or encapsulated floatation devices.

6. Any painting, major engine repair, or other maintenance, which may result in a discharge to the water, must be performed in a designated upland site.

SEE SPECIA
CONDITION(S

5/24

7. The applicant must install sand blanket sand use sediment curtains to contain sediments within the project area.

8. All construction personnel must monitor water-related activities for the presence of manatees during May 15th – October 15th. All in-water work must be conducted only during hours from on-half hour after sunrise to on-half hour before sunset.

9. Permanent manatee signs shall be posted at locations prominently visible to persons engaged in water related activities within and around the marina. The signs should include contact information for reporting manatee collisions and/or injury, as well as any sightings to Nicole Adimey of the U.S. Fish and Wildlife Service, North Florida Field Office, at (904) 731-3079.

10. If manatee(s) are seen within 100 yards of the active construction area, all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operations of all moving equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment.

PERMITTEE'S ATTENTION IS DIRECTED TO GENERAL CONDITIONS NUMBERS FOUR (4) AND FIVE (5). BY ACCEPTANCE OF THIS PERMIT, PERMITTEE IS PLACED ON NOTICE THAT THE STATE OF SOUTH CAROLINA, BY ISSUING THIS PERMIT, DOES NOT WAIVE ITS RIGHTS TO REQUIRE PAYMENT OF A REASONABLE FEE FOR USE OF STATE LANDS AT A FUTURE DATE IF SO DIRECTED BY STATUTE.

THE PERMITTEE, BY ACCEPTANCE OF THIS PERMIT AGREES TO ABIDE BY THE TERMS AND CONDITIONS CONTAINED HEREIN AND TO PERFORM THE WORK IN STRICT ACCORDANCE WITH THE PLANS AND SPECIFICATIONS ATTACHED HERETO AND MADE A PART HEREOF. ANY DEVIATION FROM THESE CONDITIONS, TERMS, PLANS AND SPECIFICATIONS SHALL BE GROUNDS FOR REVOCATION, SUSPENSION OR MODIFICATION OF THIS PERMIT AND THE INSTITUTION OF SUCH LEGAL PROCEEDINGS AS THE DEPARTMENT MAY CONSIDER APPROPRIATE.

Permit Number: [redacted]

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

(PERMITTEE(S) [redacted] (DATE)

This permit becomes effective when the State official, designated to act for the Office of Ocean and Coastal Resource Management, has signed below.

[redacted] [redacted]

(PROJECT COORDINATOR, WETLAND SECTION) (DATE)

[redacted]

or Other Authorized State Official

SEE SPECIAL CONDITION(S

6/24

GENERAL CONDITIONS:

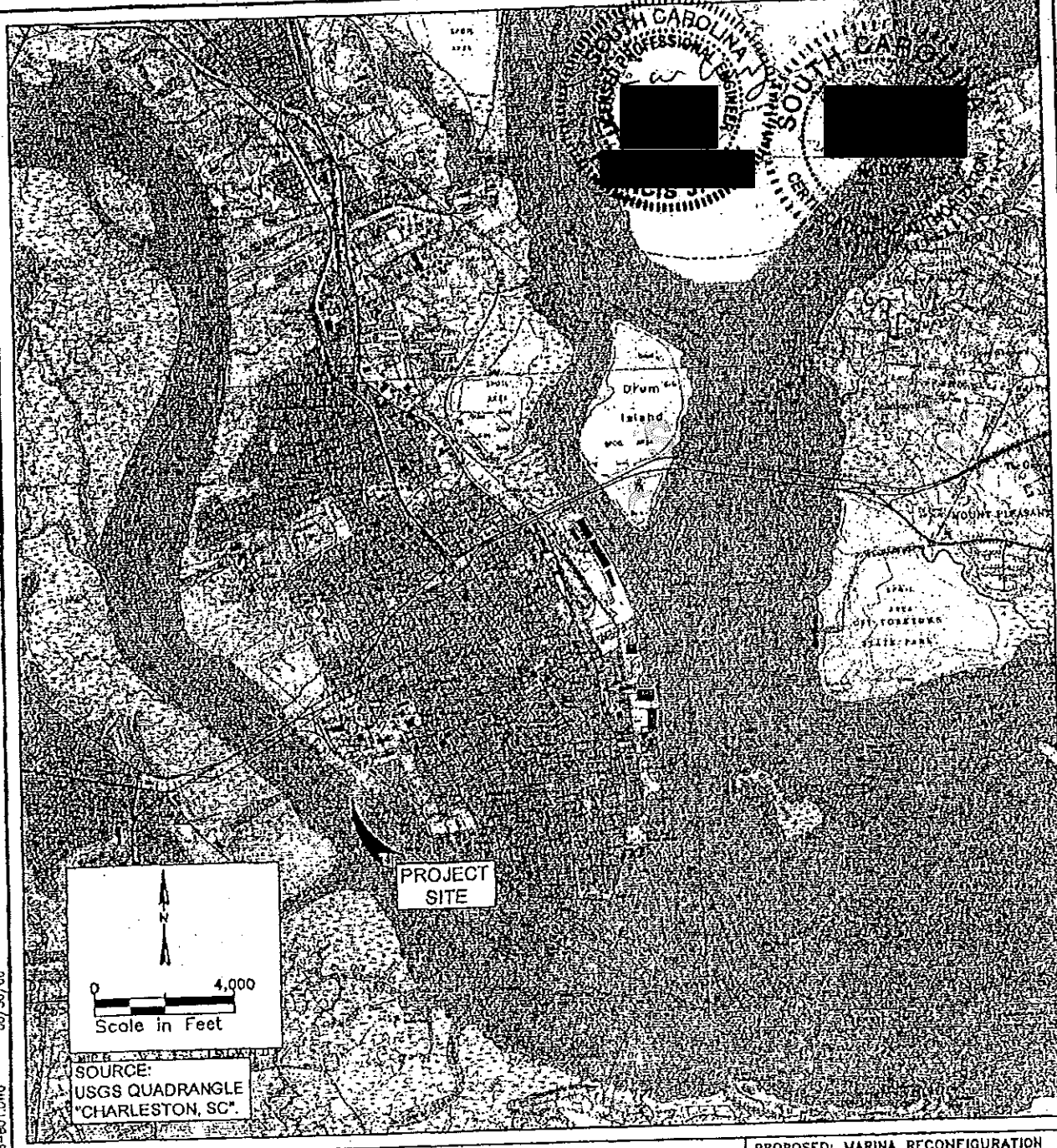
This construction and use permit is expressly contingent upon the following conditions which are binding on the permittee:

1. That the permittee, in accepting this permit, covenants and agrees to comply with and abide by the provisions and conditions herein and assumes all responsibility and liability and agrees to save OCRM and the State of South Carolina, its employees or representatives, harmless from all claims of damage arising out of operations conducted pursuant to this permit.
2. That if the activity authorized herein is not constructed or completed within five years of the date of issuance, this permit shall automatically expire. A request, in writing, for an extension of time shall be made not less than sixty days prior to the expiration date.
3. That all authorized work shall be conducted in a manner that minimizes any adverse impact on fish, wildlife and water quality.
4. That this permit does not relieve the permittee from the requirements of obtaining a permit from the U. S. Army Corps of Engineers or any other applicable federal agency, nor from the necessity of complying with all applicable local laws, ordinances, and zoning regulations. This permit is granted subject to the rights of the State of South Carolina in the navigable waters and shall be subject, further, to all rights held by the State of South Carolina under the public trust doctrine as well as any other right the State may have in the waters and submerged lands of the coast.
5. That this permit does not convey, expressly or impliedly, any property rights in real estate or material nor any exclusive privileges; nor does it authorize the permittee to alienate, diminish, infringe upon or otherwise restrict the property rights of any other person or the public; nor shall this permit be interpreted as appropriating public properties for private use.
6. That the permittee shall permit OCRM or its authorized agents or representatives to make periodic inspections at any time deemed necessary in order to ensure that the activity being performed is in accordance with the terms and conditions of this permit.
7. That any abandonment of the permitted activity will require restoration of the area to a satisfactory condition as determined by OCRM.
8. That this permit may not be transferred to a third party without prior written notice to OCRM, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit and thereby agreeing to comply.
9. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and special signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.
10. That the permit construction placard or a copy of the placard shall be posted in a conspicuous place at the project site during the entire period of work.
11. That the structure or work authorized herein shall be in accordance with the plans and drawing attached hereto, and shall be maintained in good condition. Failure to build in accordance with the plans and drawings attached hereto, or failure to maintain the structure in good condition, shall result in the revocation of this permit.
12. That the authorization for activities or structures herein constitutes a revocable license. OCRM may require the permittee to modify activities or remove structures authorized herein if it is determined by OCRM that such activity or structures violates the public's health, safety, or welfare, or if any activity is inconsistent with the public trust doctrine. Modification or removal under this condition shall be ordered only after reasonable notice stating the reasons therefore and provision to the permittee of the opportunity to respond in writing. When the Permittee is notified that OCRM intends to revoke the permit, Permittee agrees to immediately stop work pending resolution of the revocation.
13. That OCRM shall have the right to revoke, suspend, or modify this permit in the event it is determined the permitted structure (1) significantly impacts the public health, safety and welfare, and/or is violation of Section 48-39-150, (2) adversely impacts public rights, (3) that the information and data which the permittee or any other agencies have provided in connection with the permit application is either false, incomplete or inaccurate, or (4) that the activity is not in compliance with the drawings submitted by the applicant. That the permittee, upon receipt of OCRM's written intent to revoke, suspend, or modify the permit has the right to a hearing. Prior to revocation, suspension, or modification of this permit, OCRM shall provide written notification of intent to revoke to the permittee, and permittee can respond with a written explanation to OCRM. (South Carolina Code Section 1-023-370 shall govern the procedure for revocation, suspension or modification herein described).
14. That any modification, suspension or revocation of this permit shall not be the basis of any claim for damages against OCRM or the State of South Carolina or any employee, agent, or representative of OCRM or the State of South Carolina.
15. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with all applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to applicable federal, state and local laws.
16. That extreme care shall be exercised to prevent any adverse or undesirable effects from this work on the property of others. This permit authorizes no invasion of adjacent private property, and OCRM assumes no responsibility or liability from any claims of damage arising out of any operations conducted by the permittee pursuant to this permit.

SEE SPECIAL CONDITION(S)

7/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



08/30/06

08J0006-B01.DWG

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]

ADJACENT PROPERTY OWNERS: SEE EXHIBIT B

DATE: 09/01/2010

LOCATION MAP

[redacted]

[redacted]

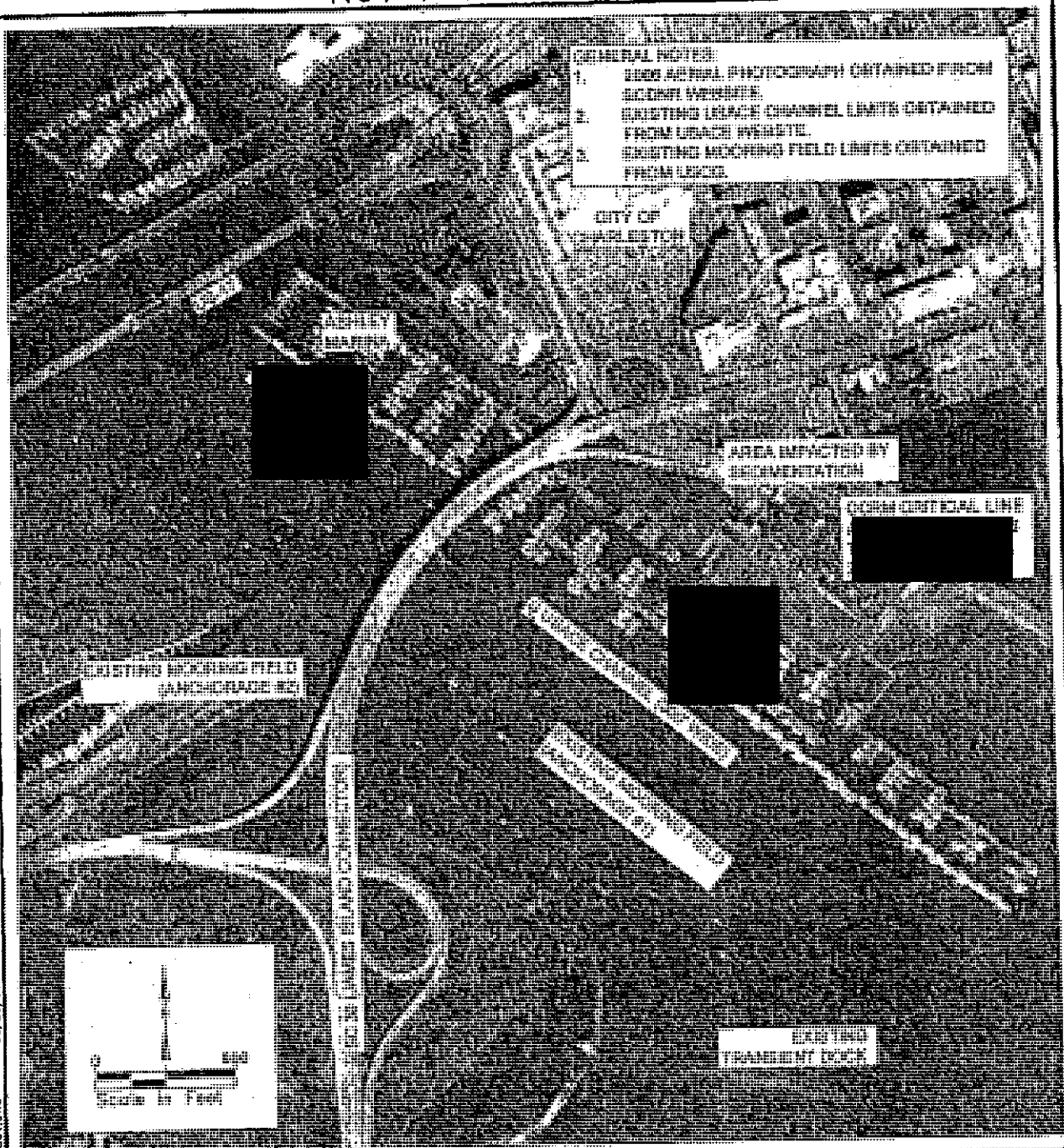
PROPOSED: MARINA RECONFIGURATION

IN:
AT:
COU
STA [redacted]

SHEET 1

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"

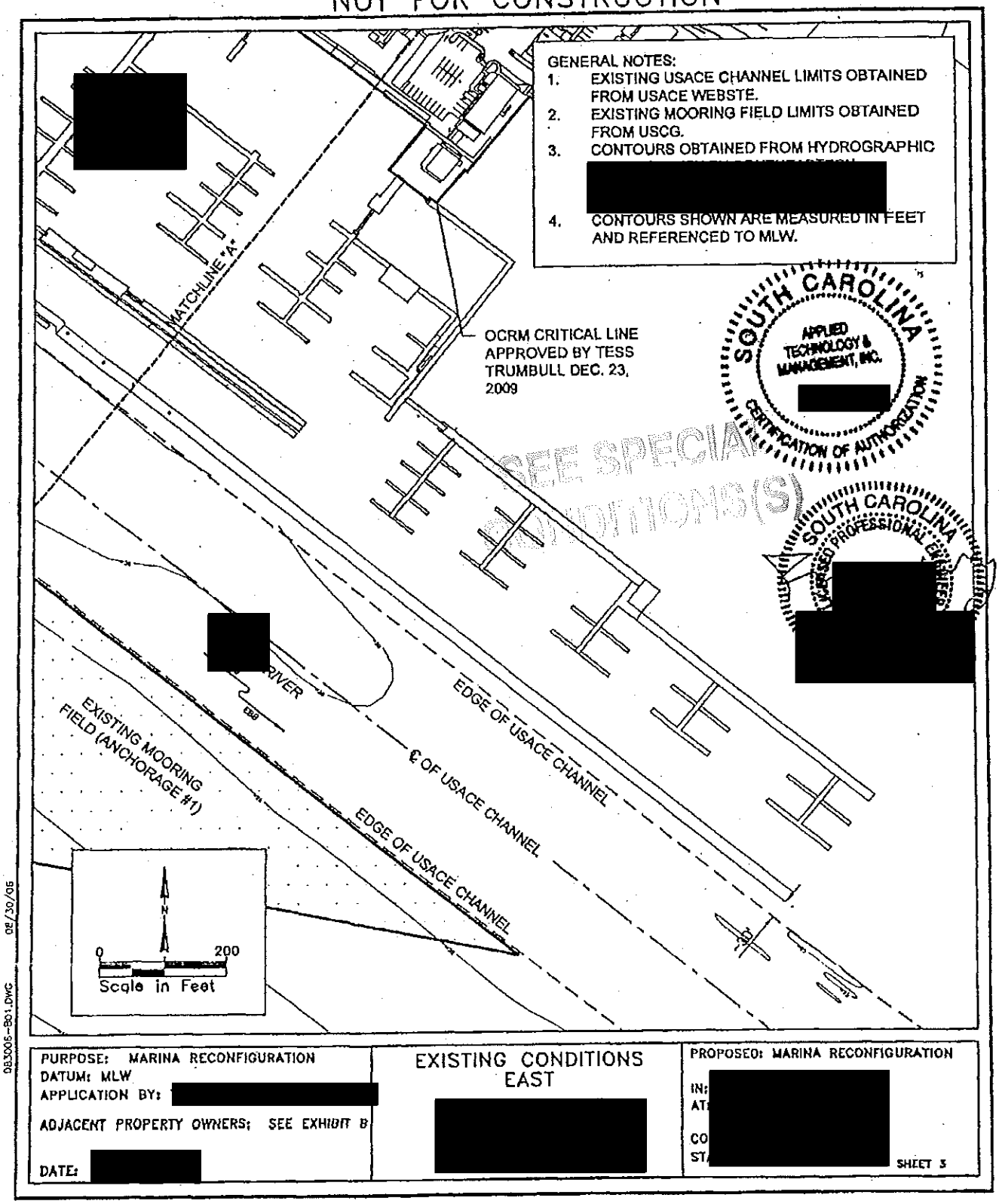


PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: [redacted]	EXISTING CONDITIONS OVERVIEW [redacted]	PROPOSED: MARINA CONFIGURATION IN: [redacted] AT: [redacted] CO [redacted] STA [redacted] SHEET 2

083006-BO1.DWG 08/30/06

9/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



083005-B01.DWG 08/30/05

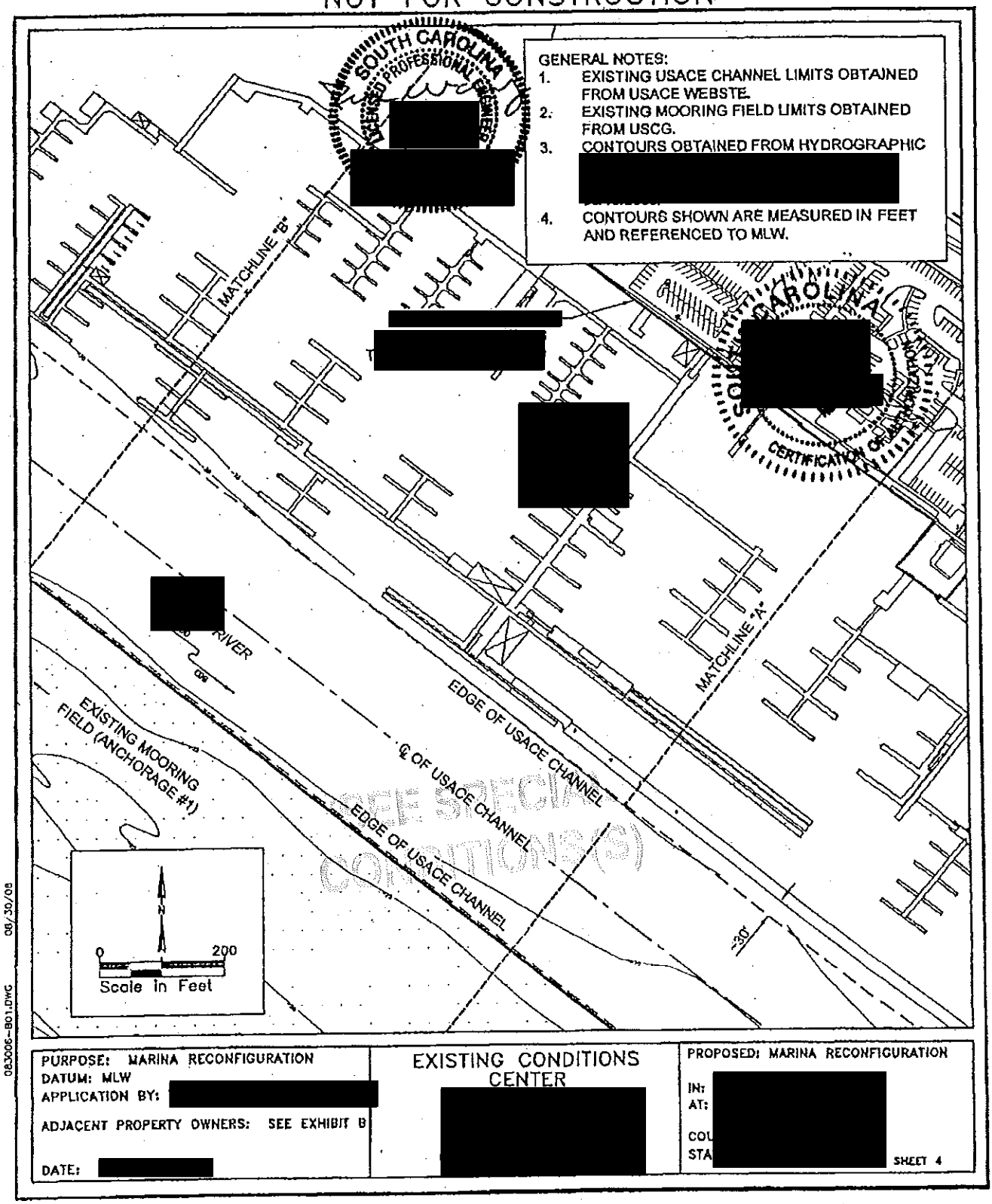
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

EXISTING CONDITIONS
EAST
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT
CO
ST
SHEET 3

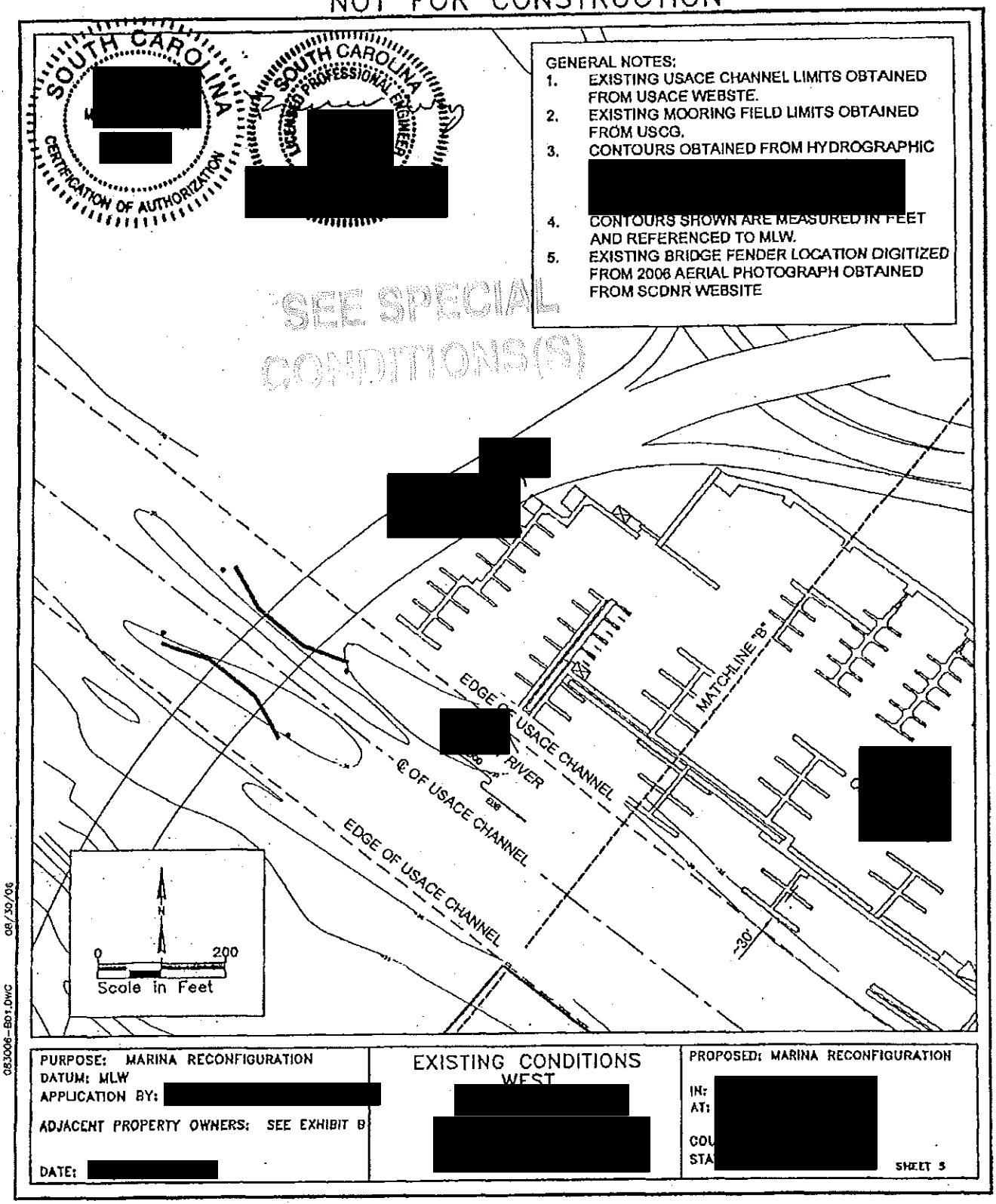
10/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



SEE SPECIAL CONDITION(S)

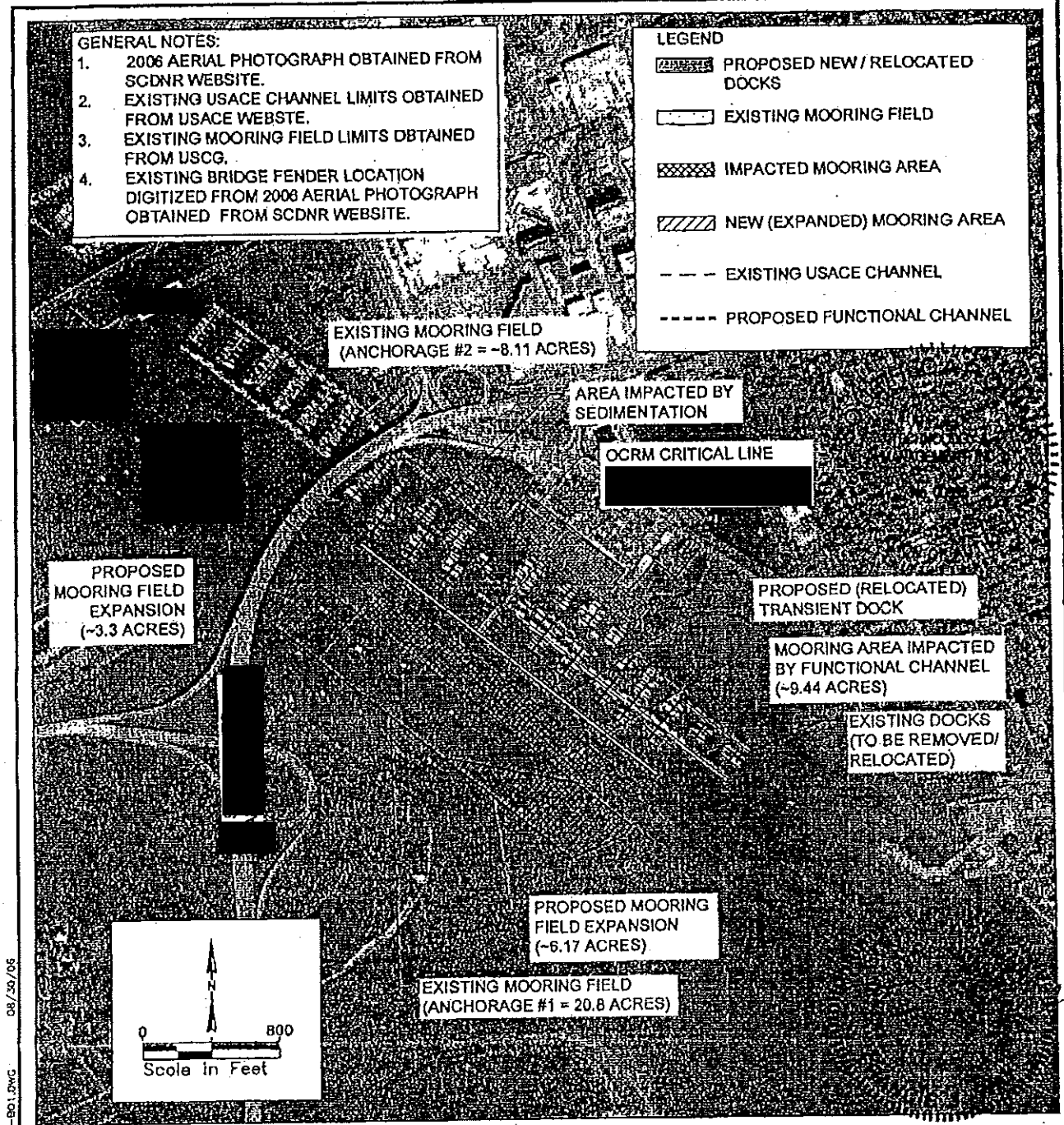
FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



12/24

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



083006-B01.DWG 08/30/06

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

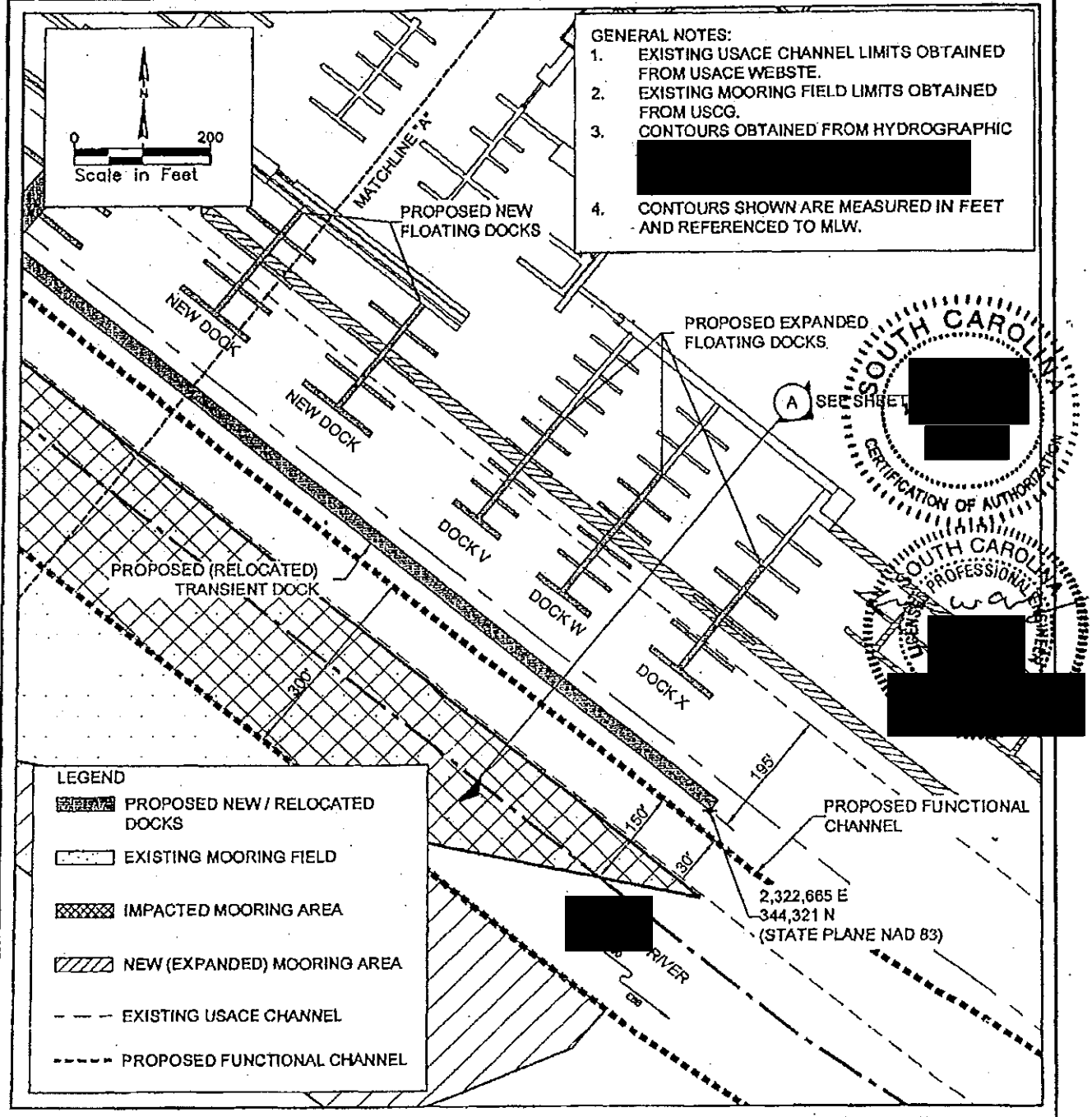
PROPOSED IMPROVEMENTS OVERVIEW

PROPOSED: MARINA CONFIGURATION
IN: [redacted]
AT:
COU
STA
SHEET 6

13/24

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



03/30/06

083006-B01.DWG

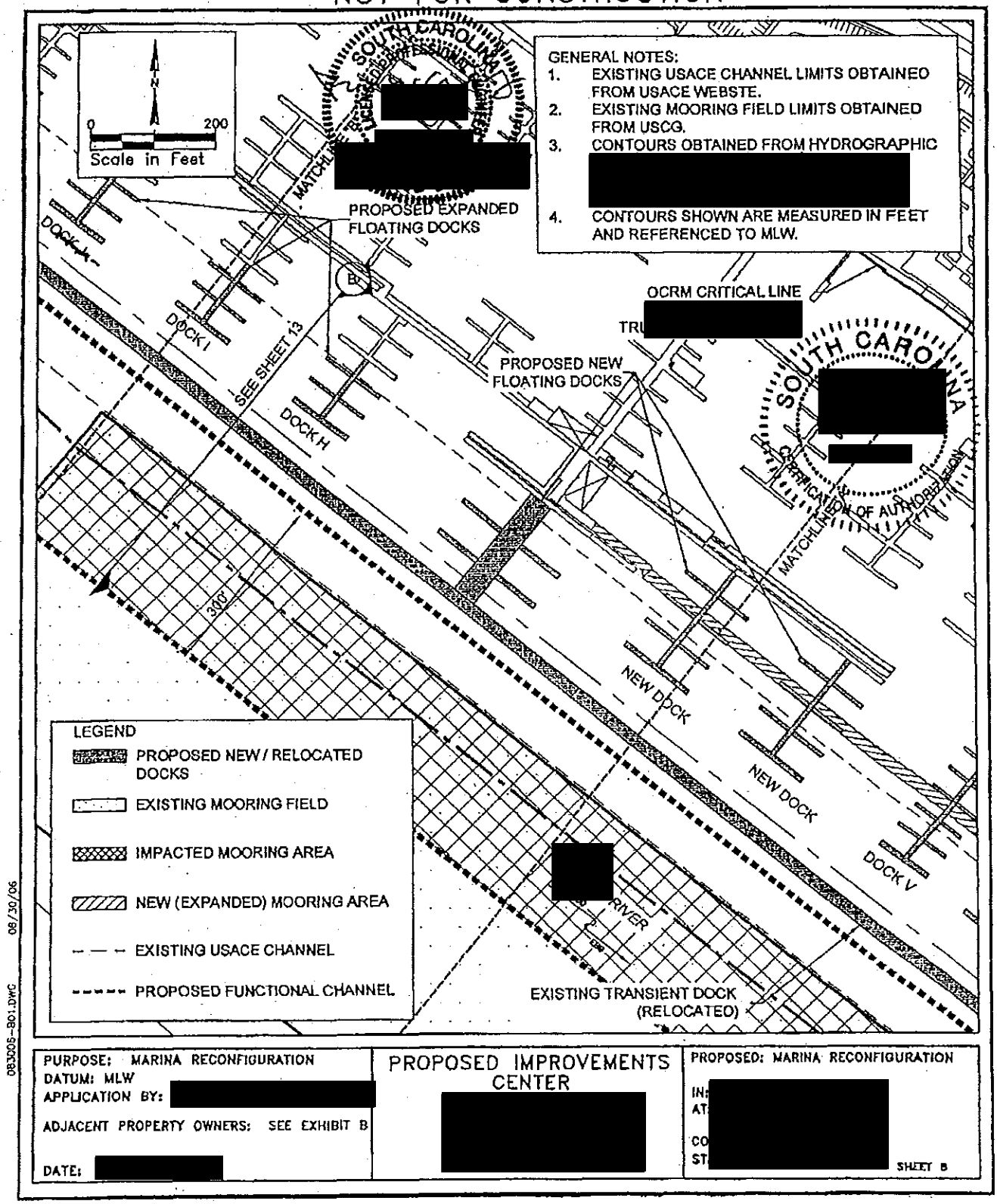
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS EAST
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN [redacted]
AT
CO
ST
SHEET 7

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



08/30/06

0833005-B01.DWG

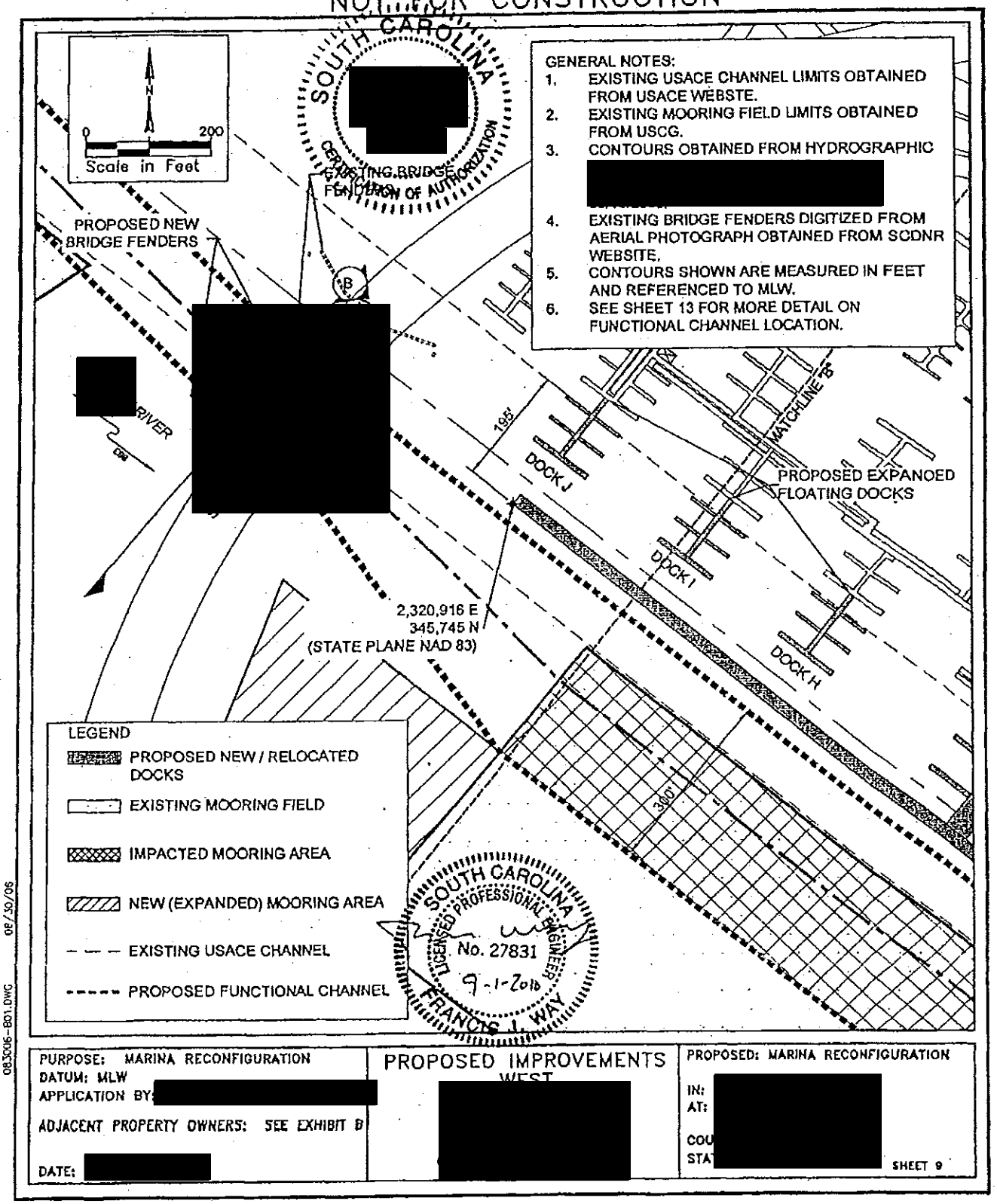
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS
CENTER
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT
CO
ST
SHEET B

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



08/30/06

083C06-B01.DWG

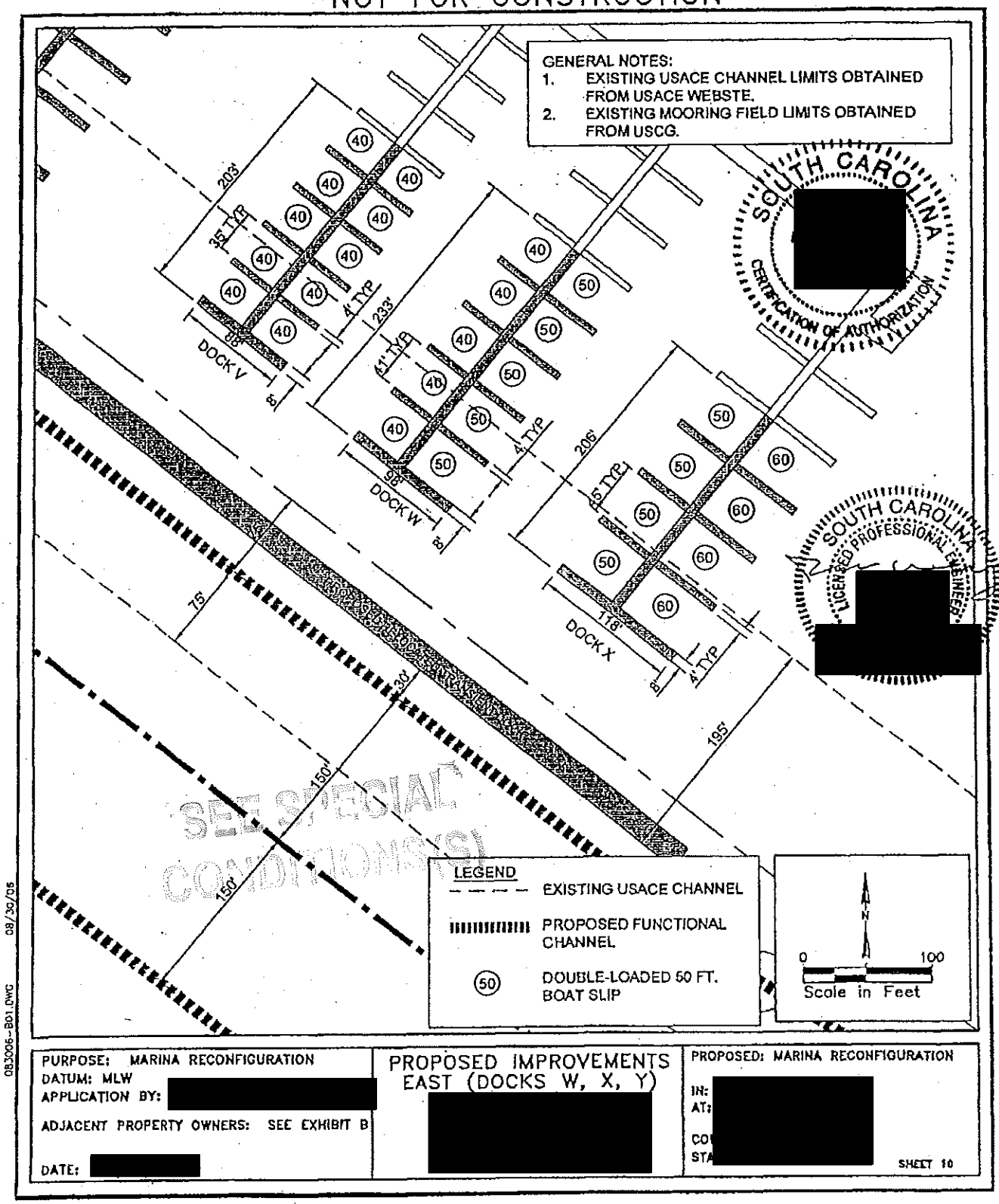
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS
WEST [redacted]

PROPOSED: MARINA RECONFIGURATION
IN:
AT: [redacted]
COU
STA
SHEET 9

16/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

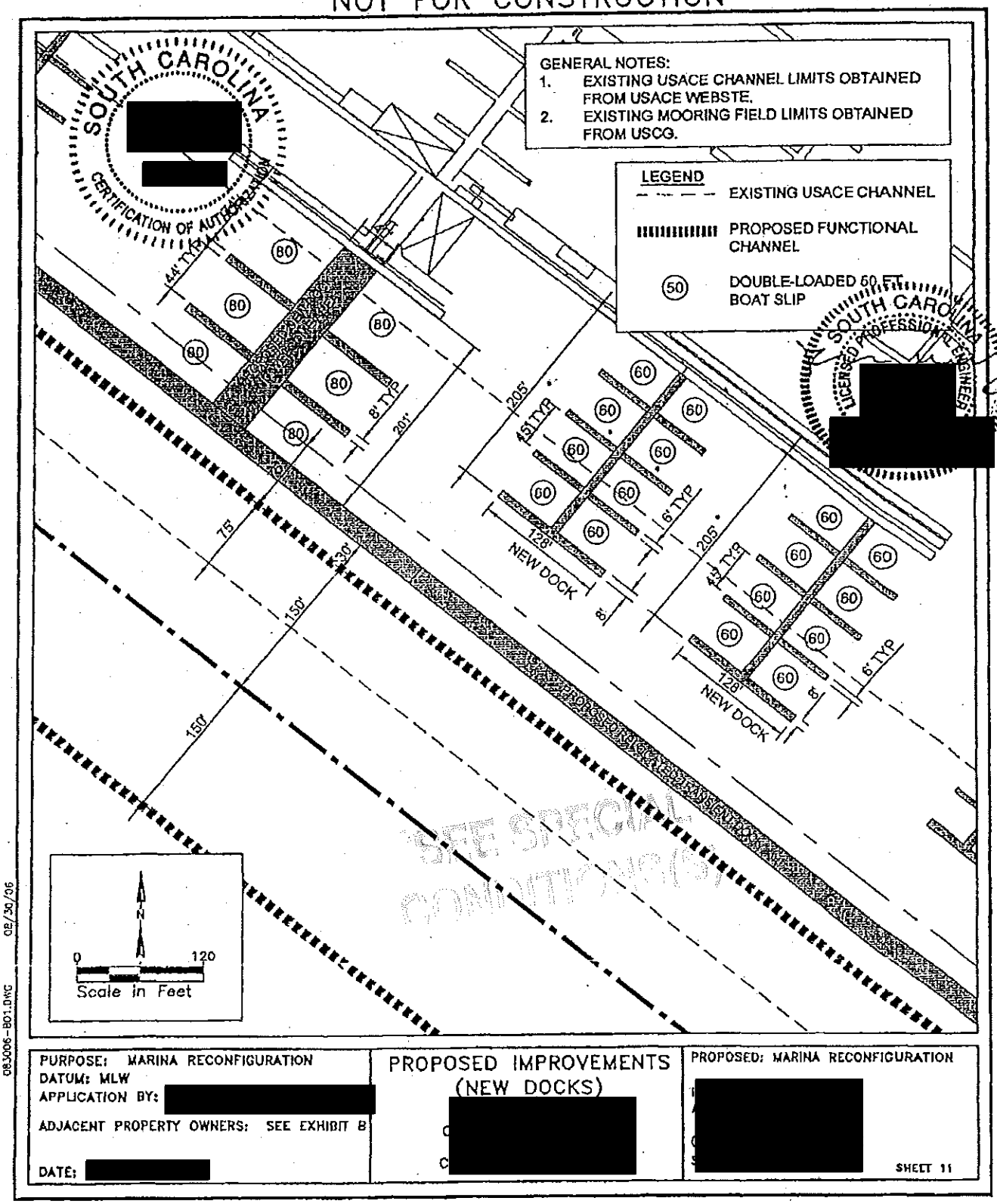
PROPOSED IMPROVEMENTS
EAST (DOCKS W, X, Y)
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
CO
STA
SHEET 10

083006-B01.DWG 08/30/05

17/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"

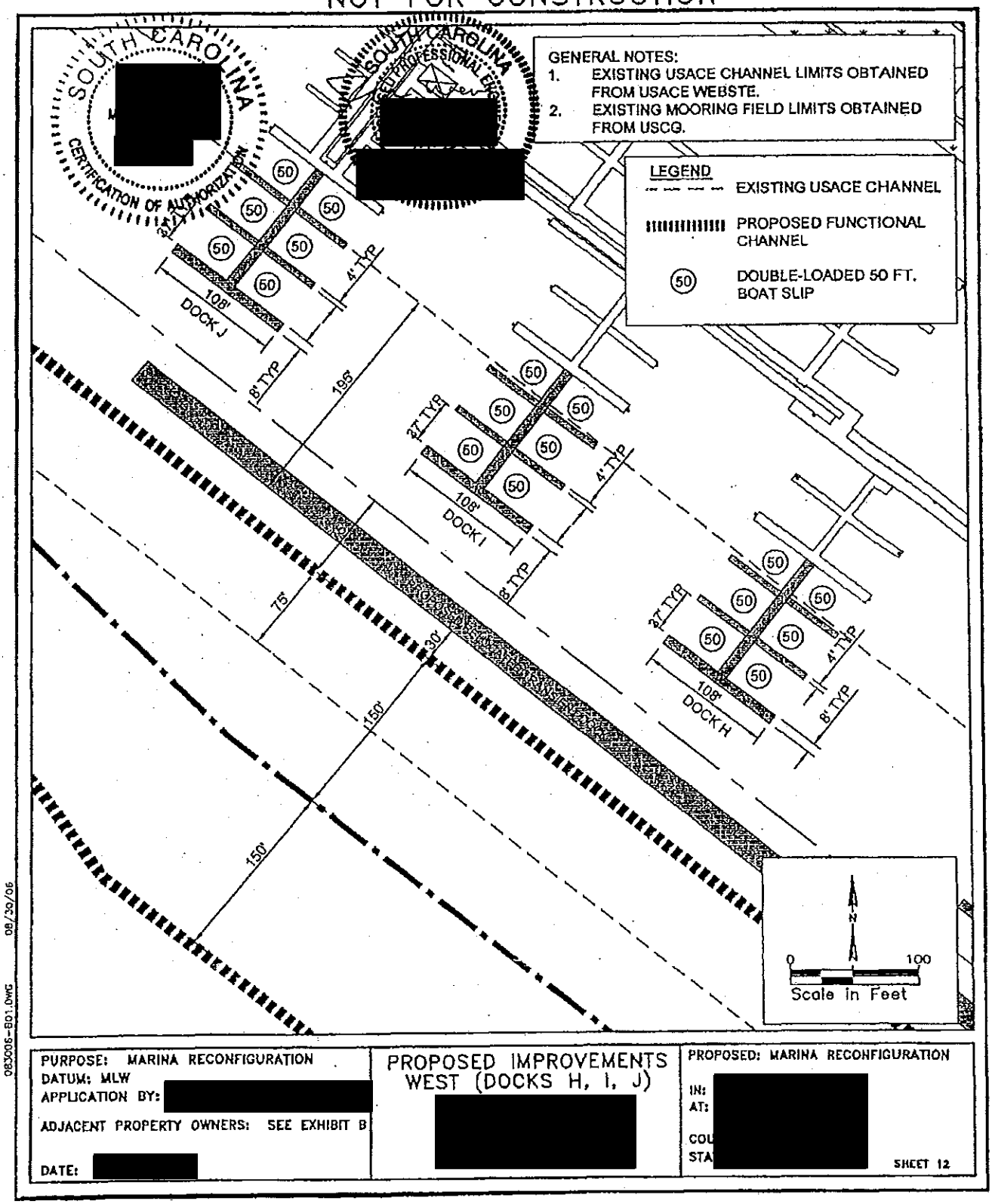


PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: [redacted]	PROPOSED IMPROVEMENTS (NEW DOCKS) [redacted]	PROPOSED: MARINA RECONFIGURATION [redacted] SHEET 11

08/30/06
083006-BD1.DWG

SEE SPECIAL CONDITIONS(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



08/30/06

083006-B01.DWG

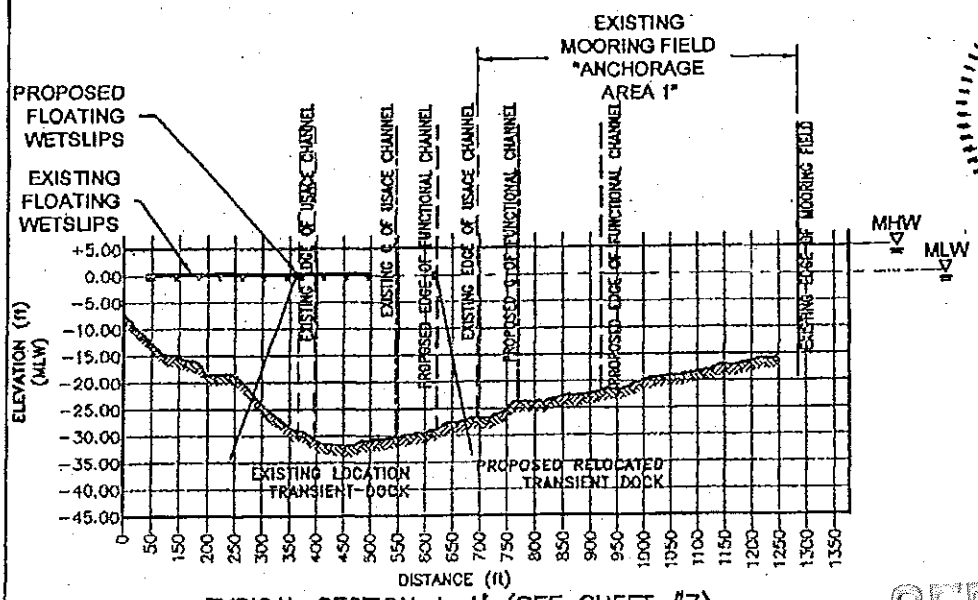
PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS
WEST (DOCKS H, I, J)
[redacted]

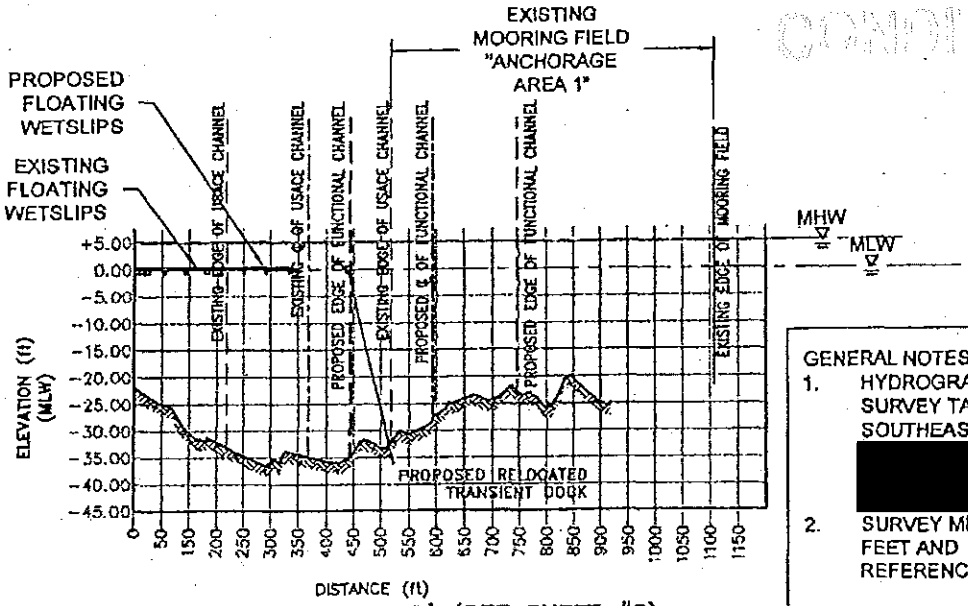
PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
COU
STA
SHEET 12

19|24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



TYPICAL SECTION A–A' (SEE SHEET #7)
SCALE: NOT TO SCALE



TYPICAL SECTION B–B' (SEE SHEET #8)
SCALE: NOT TO SCALE

GENERAL NOTES:
1. HYDROGRAPHIC SURVEY TAKEN BY SOUTHEASTERN [redacted]
2. SURVEY MEASURED IN FEET AND REFERENCED TO MLW.

SOUTH CAROLINA [redacted] CERTIFICATION OR AUTHORIZATION

SOUTH CAROLINA PROFESSIONAL ENGINEER [redacted]

SEE SPECIAL CONDITION(S)

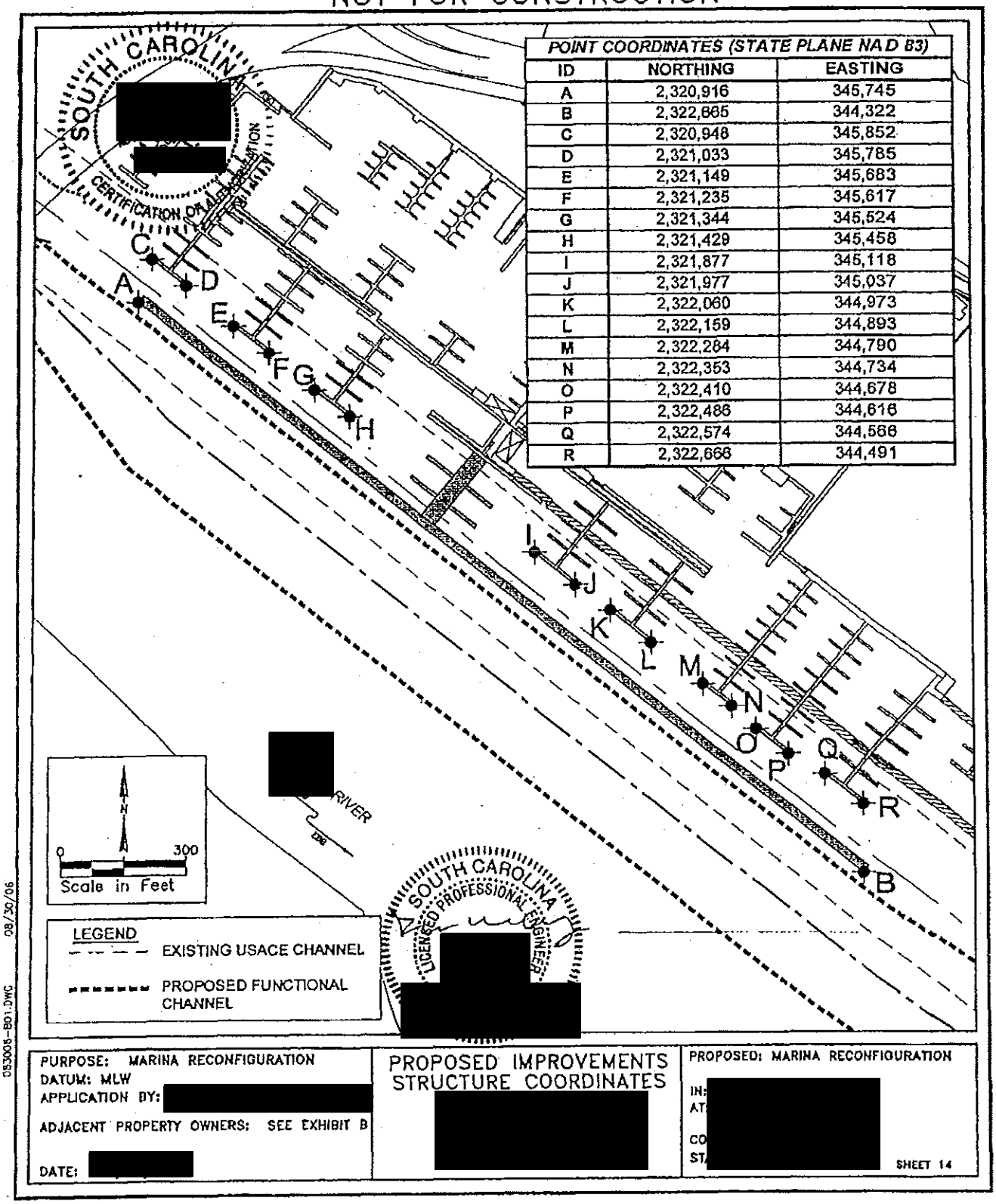
PURPOSE: MARINA RECONFIGURATION DATUM: MLW APPLICATION BY: [redacted] ADJACENT PROPERTY OWNERS: SEE EXHIBIT B DATE: [redacted]	PROPOSED IMPROVEMENTS TYPICAL CROSS SECTIONS [redacted]	PROPOSED: MARINA RECONFIGURATION IN: [redacted] AT: COU STA SHEET 13

083006-B01.DWG 08/30/06

20/24

SEE SPECIAL CONDITION(S)

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



POINT COORDINATES (STATE PLANE NAD 83)		
ID	NORTHING	EASTING
A	2,320,916	345,745
B	2,322,865	344,322
C	2,320,948	345,852
D	2,321,033	345,785
E	2,321,149	345,683
F	2,321,235	345,617
G	2,321,344	345,524
H	2,321,429	345,458
I	2,321,877	345,118
J	2,321,977	345,037
K	2,322,060	344,973
L	2,322,159	344,893
M	2,322,284	344,790
N	2,322,353	344,734
O	2,322,410	344,678
P	2,322,486	344,616
Q	2,322,574	344,566
R	2,322,666	344,491

08/30/06
053005-B01.DWG

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS STRUCTURE COORDINATES
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
CO
ST
SHEET 14

21/24

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"

SOUTH CAROLINA
[redacted]
CERTIFICATION OF AUTHORIZATION

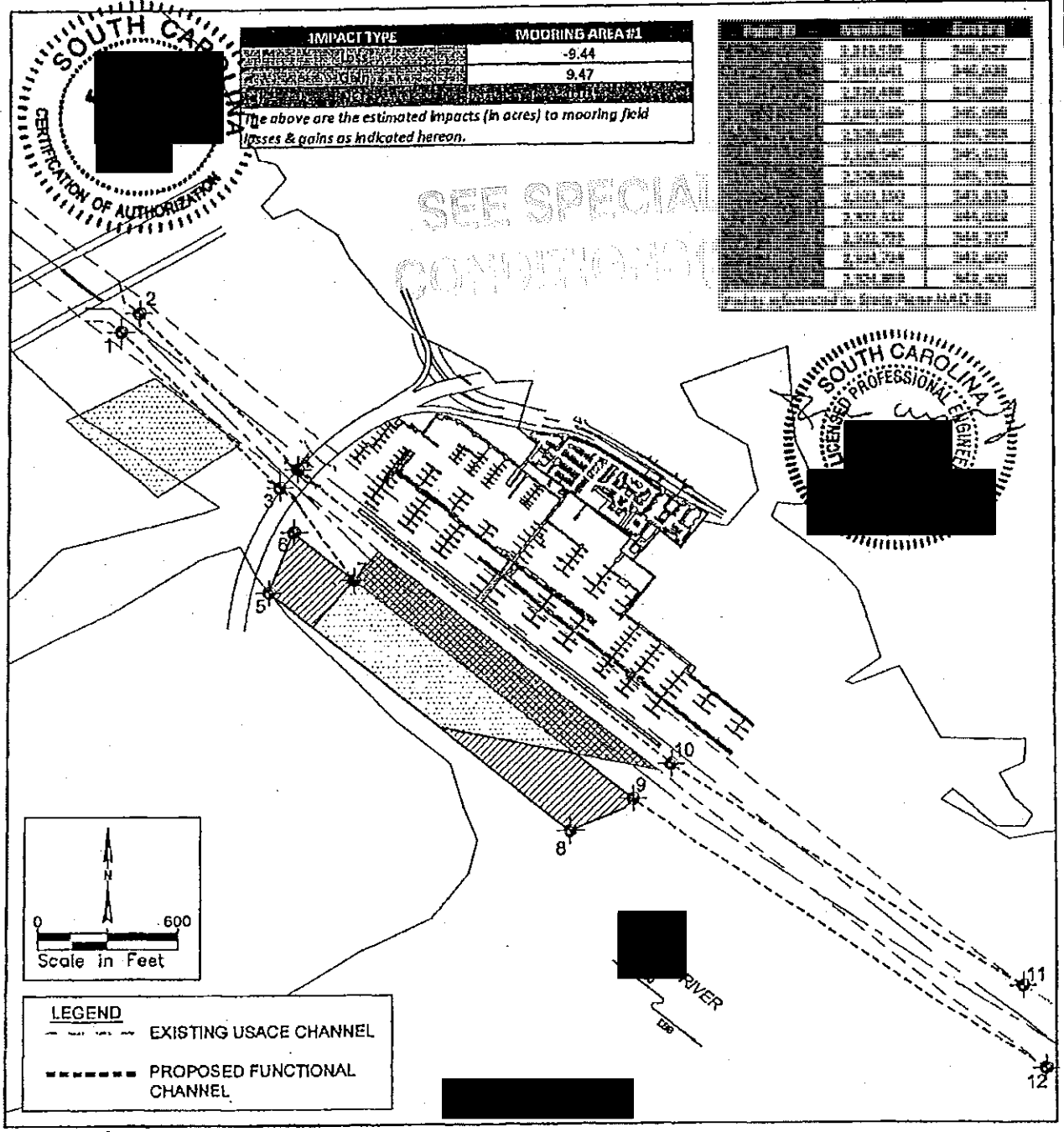
IMPACT TYPE	MOORING AREA #1
[redacted]	-9.44
[redacted]	9.47
[redacted]	[redacted]

The above are the estimated impacts (in acres) to mooring field losses & gains as indicated hereon.

[redacted]		
[redacted]		

SEE SPECIAL CONDITIONS

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
[redacted]



08/30/05
083006-B01.DWG

PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS
MOORING FIELD AND
FUNCTIONAL CHANNEL COORDINATES
[redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
COU
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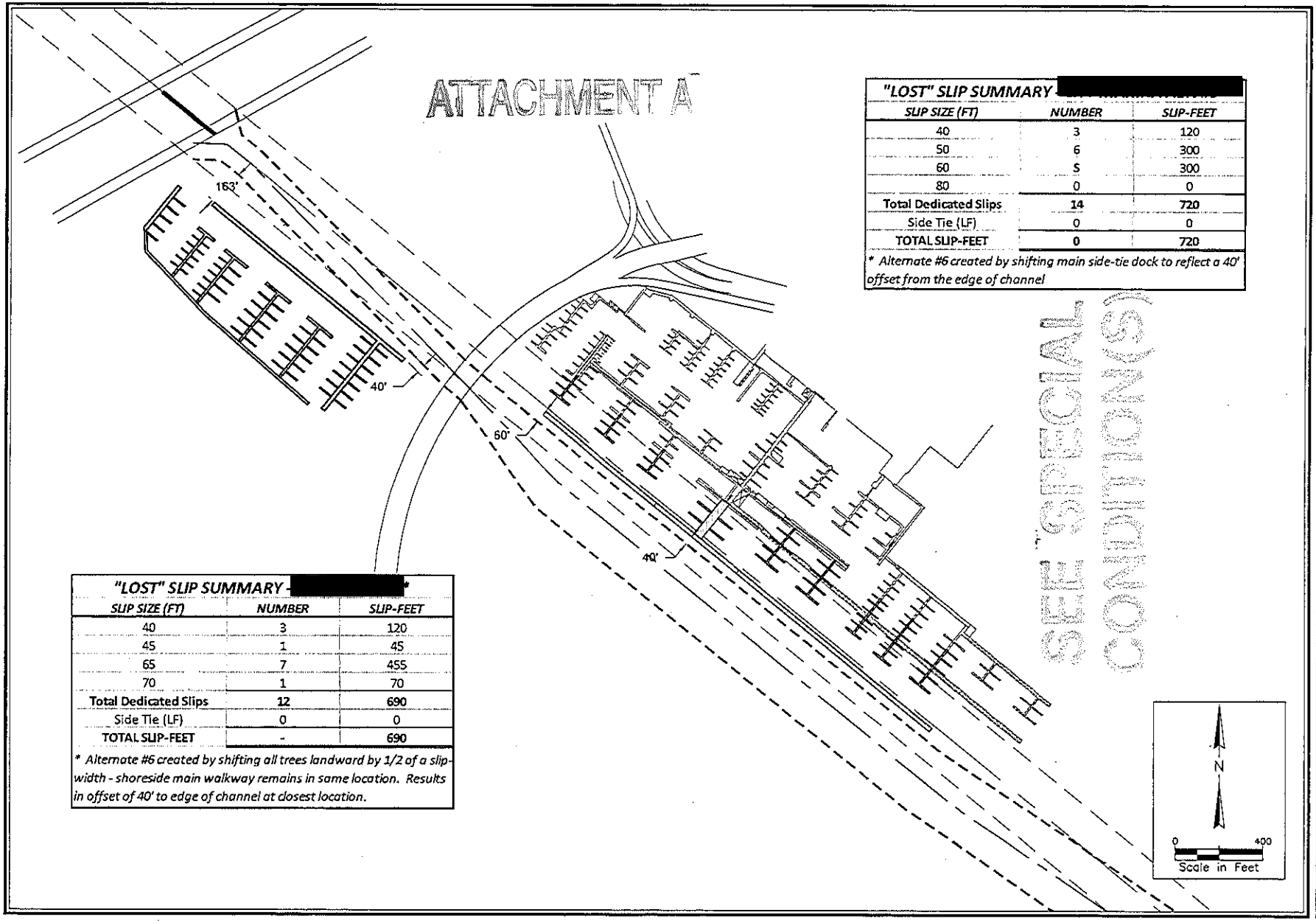
SHEET 1B

AGREEMENT

23/24



"LOST" SLIP SUMMARY - [redacted]		
SLIP SIZE (FT)	NUMBER	SLIP-FEET
40	3	120
50	6	300
60	5	300
80	0	0
Total Dedicated Slips	**14**	**720**
Side Tie (LF)	0	0
TOTAL SLIP-FEET	**0**	**720**

** Alternate #6 created by shifting main side-tie dock to reflect a 40' offset from the edge of channel*

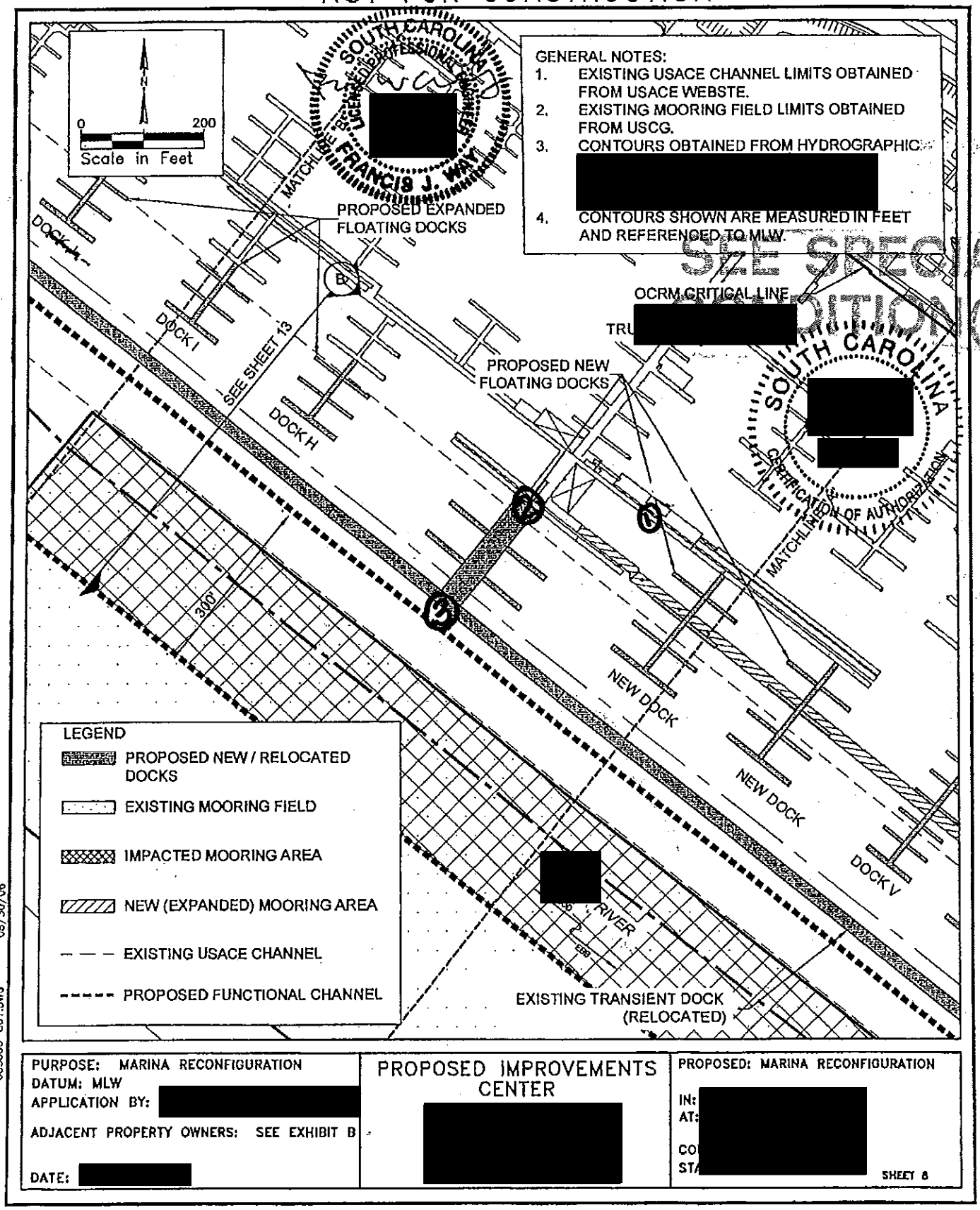
"LOST" SLIP SUMMARY - [redacted]*		
SLIP SIZE (FT)	NUMBER	SLIP-FEET
40	3	120
45	1	45
65	7	455
70	1	70
Total Dedicated Slips	**12**	**690**
Side Tie (LF)	0	0
TOTAL SLIP-FEET	-	**690**

** Alternate #6 created by shifting all trees landward by 1/2 of a slip-width - shoreside main walkway remains in same location. Results in offset of 40' to edge of channel at closest location.*

CHECKED BY: [redacted]
DRAWN BY: JDD
SHEET NO: 6
SCALE: 1" = 400'
REVISIONS
[redacted]

ATTACHMENT B

FOR PERMITTING PURPOSES ONLY
"NOT FOR CONSTRUCTION"



PURPOSE: MARINA RECONFIGURATION
DATUM: MLW
APPLICATION BY: [redacted]
ADJACENT PROPERTY OWNERS: SEE EXHIBIT B
DATE: [redacted]

PROPOSED IMPROVEMENTS CENTER [redacted]

PROPOSED: MARINA RECONFIGURATION
IN: [redacted]
AT:
CO
ST
SHEET 8

083005-B01.DWG 05/30/06

SEE SPECIAL CONDITION(S)

24/24

Exhibit E - Southeast Region Cooperative Agreement

FWC Agreement No. [redacted]

BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

WHEREAS, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

WHEREAS, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

WHEREAS, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

WHEREAS, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator's Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

WHEREAS, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties' transient boating facilities, waterways, living resources, and history; and

WHEREAS, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.

- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.

- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.

- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.

- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.

- Develop BIG Program implementation goals and strategies for the Southeast Region.

- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.

- Work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama State of Florida State of Georgia Commonwealth of Kentucky

State of Mississippi State of North Carolina State of Tennessee United States Virgin Island

FWC Agreement No. [redacted]

ADDENDUM to
BOATING INFRASTRUCTURE GRANT PROGRAM
SOUTHEAST REGION COOPERATIVE AGREEMENT
U.S. Fish and Wildlife Service Region 4

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREMENT, and

WHEREAS, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

WHEREAS, at the time the ORIGNAL AGREEMENT was executed the State of South Carolina did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, this ADDENDUM is being duly executed to add the State of South Carolina as a Party to the Agreement. The State of South Carolina agrees to the terms of the ORIGINAL AGREEMENT.

FOR THE STATE OF SOUTH CAROLINA

[redacted]

Signature

[redacted]

Date

[redacted]

Print Name

Director

Title

SC Department of Natural Resources

Agency – Department