

LAUREL ISLAND

PLANNED UNIT DEVELOPMENT Charleston, South Carolina

Applicants:

Reveer Group, LLC
2971 W. Montague Ave., Ste. 101
North Charleston, SC 29418

CC&T
1501 Greenleaf Rd., Unit 1
Charleston, SC 29405

Owners:

LRA Promenade, LLC
LRA Promenade North, LLC
171 17th Street, Ste. 1575
Atlanta, GA 30363

Charleston County
995 Morrison Drive
Charleston, SC 29403

February 24, 2020

Application#: PUD2019-000010

Prepared by: Hellman Yates & Tisdale and Reveer Group

Laurel Island
Planned Unit Development
Charleston, South Carolina

1. Relationship to Zoning Ordinance
2. Introduction and Background Information
 - 2.1. Background and Ownership
 - 2.2. Current Zoning
 - 2.3. Development Goals
 - 2.4. Workforce Housing
3. Land Use
 - 3.1. Area Breakdown
 - 3.2. Net Density and Calculations
 - 3.3. Adequate Public Facilities
4. Zoning Criteria
 - 4.1. Development Standards
 - 4.2. Permitted Uses; Hours
 - 4.3. Parking Standards
5. Outdoor Space
 - 5.1. Outdoor Space Requirements
 - 5.2. Outdoor Space Types
6. Buffers
7. Tree Summary
8. Right-Of-Way
9. Drainage Basin Analysis
 - 9.1. Flood Zone
 - 9.2. Existing Topography and Drainage
 - 9.3. Wetlands Verification
 - 9.4. Preliminary Stormwater Techniques
10. Traffic Study
11. Cultural Resources Study
12. Letters of Coordination
13. Additional Information
 - 13.1. Design Review and Modifications
 - 13.2. Laurel Island Conceptual Master Plan

Appendix

A. Figures

1. Conceptual Land Use Plan
2. Conceptual Height District Plan
3. Conceptual Open Space Plan
4. Roadway Descriptions and Sections

B. Traffic Models

1. Land Intensity Conversion Matrix
2. Traffic Study

C. Cultural Resources Study

D. Letters of Coordination

E. Survey

F. Additional Drawings

Exhibit 1: Location Map

Exhibit 2: Aerial

Exhibit 3: Project Parcels

Exhibit 4: Existing Conditions

Exhibit 5: Wetland and Critical Lines

Exhibit 6: Existing Drainage

Exhibit 7: FEMA Flood Maps

Section 1: Relationship to Zoning Ordinance

The Development Guidelines and Land Use Plan for the Laurel Island Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

- a. Consistency with the City's Century V Plan, as the underlying property is designated Peninsula;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property than the current zoning, as the PUD tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan as modeled herein;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing primarily Heavy Industrial zoning resulting in more green space and more compatible uses with neighboring properties;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by adjusting the height from the maximum currently allowed and considering the height of the Ravenel Bridge and other nearby uses, heights, and densities;
- f. Creating connectivity with the existing network of public streets in adjacent neighborhoods and areas by including provisions for public and private connections;
- g. Providing for adequate parking for residents and users;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new public facilities, including open space and recreational amenities as well as locations for other governmental services;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Laurel Island PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Laurel Island PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Laurel Island PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Laurel Island PUD Master Plan was approved by Charleston City Council on _____, Ordinance Number _____.

Section 2: Introduction and Background Information

2.1 Background and Ownership

Laurel Island’s PUD includes six (6) parcels totaling 196.1 acres and composed of 165.3 acres of highland (84%) and 30.8 acres of wetlands and marsh. Three of the parcels are contiguous (I, II, and VI), hereinafter, the Laurel Island Site, and described collectively. The remaining three parcels (III, IV, and V) are described individually, as further set forth in the table below.

The Laurel Island Site has a robust history, notably serving as the Rumney Distillery in the 1790’s, leading to its main access point of “Rumney Street”. It later served as the Armory for the State of South Carolina, containing gun powder magazines during the Civil War, before ultimately becoming the Romney and Holston Landfills in the 1970’s.

The landfills ceased operating in the 1980’s and were purchased by Lubert Adler in 2003. Lubert Adler began working to create a full-service resort on the site, but was ultimately unsuccessful due to several factors, including the Great Recession of 2008 and the site’s environmental conditions. In 2013, the Port of South Carolina began looking to use the site as a new port facility but has since decided to not build a new terminal facility.

Given the significant increase in the cost of housing across Charleston, we believe the best use of this site will be a mixed-use community, comprised with a heavy component of workforce housing. The current Heavy Industrial zoning on the majority of the site does not allow for this use, and as such, the property is proposed to be re-zoned as a Planned Unit Development.

Current ownership of the property is as follows:

Laurel Island PUD Project Parcels			
Parcel ID	TMS#	Owner	Acreage
I	4640000006	LRA Promenade North LLC	69.04
II	4640000002	LRA Promenade LLC	114.22
III	4590200013	LRA Promenade North LLC	1.42
IV	4640000038	LRA Promenade North LLC	0.40
V	4611393924	Charleston County (995 Morrison)	8.01
VI	4640000023	Charleston County (Recycling Center)	3.01
Total Acreage			196.1

2.2 Current Zoning



The current Zoning for the parcels is set forth below, and allows a broad range of residential, commercial, and industrial uses and activities.

Parcel ID	TMS Number	Current Zoning	Height Limits
I	4640000006	Heavy Industrial	W Height District
II	4640000002	Heavy Industrial	W Height District
III	4590200013	Upper Peninsula	4-12 Story Height District
IV	4640000038	Diverse Residential 3	50' / 3 stories
V	4611303024	General Business	85' (Tech Corridor Overlay)
VI	4640000023	Heavy Industrial	W Height District

The Laurel Island Site is bounded by roadways and railways on three sides of the site, with the fourth side being bounded by Town Creek and the Cooper River.

2.3 Development Goals

The Laurel Island Site and adjoining properties form a development site that can accommodate a mix of uses and is designed to create a walkable, pedestrian-oriented neighborhood enabling the creation of a vibrant public realm including water related public uses such as a fishing pier and a transient dock. With unparalleled access to the Cooper River and Charleston Harbor, enhancing public access to the riverfront and marsh area is the focal point of this plan.

The Laurel Island PUD is based on the following development principles:

- Providing workforce housing (approximately 10% of all housing on Laurel Island)
- Providing active public access to Town Creek and the Cooper River waterfront
- Creating flexible development blocks subject to change over time
- Encouraging sustainable design and development strategy
- Enhancing pedestrian and bicycle connectivity
- Enabling creation of vibrant public realm
- Accommodating a diverse range of use
- Respecting the neighboring historic parcels and structures in the design of the Laurel Island Community.

2.4 Workforce Housing

Upon completion of the development, at least 10% of all housing on Laurel Island shall be Workforce Housing in perpetuity. During the development of Laurel Island, the percentage of Workforce Housing may be less or more than 10% during the development of Laurel Island, but Workforce Housing shall mean housing for families and individuals earning, at the time of occupying such housing, no more than 80% of the AMI for the City of Charleston. Nothing herein shall prevent or prohibit the relocation, replacement, or reduction (of the overall percentage) of Workforce Housing within Laurel Island from time to time, provided the overall percentage of Workforce Housing shall not, upon completion of the development of Laurel Island, be less than 10%.

Section 3: Land Use

3.1 Area Breakdown

Below is a breakdown of the Laurel Island PUD's total project acreage, open space and rights-of-way. The development of the Total Developed Area, Total Open Space Area, and Total Usable Open Space Area may occur over the course of many years and in many phases and in differing proportions than the final developed proportions set forth in the Area Breakdown below, but never falling below the minimum requirements set forth in the Zoning Ordinance in effect as of the date hereof.

Total Project Area	196.1 ac.	
Total Developed Area (Blocks, Parks, & R/W)	165.3 ac.	84.3% of Total Area
Total Marsh/Wetland/Open Water Area	30.8 ac.	15.7% of Total Area
	Sum = 196.1 ac.	100% of Total Area
Total Open Space Area (Parks, Marsh, River, Creeks, etc.)	39.2 ac	20% of Total Area
Total Usable Open Space Area (Parks, Paths, and Trails, Including all Walking and Cycling Trails, Public Piers and Docks)	9.8 ac	25% of Total Open Space

NOTE: Any change in the area breakdown in the future shall be a Minor PUD Amendment pursuant to the Ordinance, although never below minimums.

3.2 Net Density and Calculations

The Laurel Island PUD is a mixed-use property incorporating flexibility to accommodate appropriate development over time. The Laurel Island PUD is based on the Mixed-Use Zoning defined in Section 4.2. The table below summarizes the overall net density for the Laurel Island PUD*:

Zoning	Land Use	Area	Units
Mixed Use	Retail	276,500 sf	-
Mixed Use	Office	2,200,000 sf	-
Mixed Use	Park	9.8 acres	
Mixed Use	Hotel	-	400 rooms
Mixed Use	Residential	-	4,260 dwelling units
Mixed Use	Movie Theatre		8 screens

*These densities/intensities represent the anticipated square footages or unit counts anticipated in the Laurel Island PUD. Should it be desired for one or more land use densities or intensities to increase, a corresponding reduction in densities or intensities for other uses shall be required pursuant to the Land Intensity Conversion Matrix provided in Appendix B, or, at the Laurel Island Internal Architectural Review Board's (LIBAR) option and upon approval of the City, an updated traffic study addressing so much of Laurel Island deemed relevant by the traffic engineer to determine. An updated traffic study shall be based on factors deemed relevant by such engineer to determine the amount permissible for such land use densities or intensities increase and corresponding decrease, if any. In addition, to enable flexibility over the duration of development, the net densities or intensities of a specific Land Use may be converted to a

different specific Land Use utilizing the Institute of Traffic Engineer’s Handbook, 10th edition (the “ITE”) equivalence.

As an example of the flexibility of using the ITE equivalence, suppose a use change is proposed from 10,000 sf of retail to a residential use. Based on the ITE equivalence, 87 residential dwelling units (DU) could be added in place of the 10,000 sf of retail space. The calculations based on the ITE Conversion Matrix are shown below:

$$10,000 \text{ sf} / 1,000 \text{ sf} = 10 \quad 10 * 8.659 = 87 \text{ residential DU substitution for 10,000 sf of retail space}$$

As parcels are platted, the City shall be notified by the LIBAR of the specific land use density/intensity assigned under each conveyance and whether such density/intensity may be converted using the ITE Conversion Matrix by a licensed engineer.

To reach the development density identified above, three access points are required. In addition to an existing access point from Romney Street, construction of a bridge from Cool Blow Street as well as an access from Brigade Street will occur. The following table summarizes the development threshold required for each access point.

Development Threshold by Access Point Provided Schedule*	
Access Point	Percentage of development before subsequent access point is required (%)^{3,4}
1. Romney Street ¹	0-30%
2. Cool Blow Street ²	30-60%
3. Brigade Street	60+%

¹ Analysis of development threshold for Romney Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the Morrison Drive & Romney Street intersection (with proposed improvements, per the traffic study).

² Analysis of development threshold for Cool Blow Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the intersection of Meeting Street & Cool Blow Street (with proposed improvements, per the traffic study).

³ Percentage of development corresponds to the percentage of development required to produce said percentage of PM peak hour trips, assuming a 1:1 ratio of development percentage to PM peak hour trip generation percentage. In other words, 40% of development is assumed to produce 40% of the total projected PM peak hour generated trips given the full buildout condition. PM peak hour trips were used in this analysis as the generation of trips is higher in the PM peak hour than the AM peak hour, generally causing worse delay throughout the study area.

⁴ Percentage of development indicates the percentage at which the access point (and any previous access points) are acceptable. So, Romney Street as the sole access to the site is acceptable (according to the methodology described in footnotes 1 and 3 above) for up to 40% of the planned development on the site. Beyond 40% development, the intersection of Morrison Drive & Romney Street becomes over capacity, requiring the subsequent access point along Cool Blow Street to be available to patrons of the site. The Romney Street and Cool Blow Street access points to the site provide acceptable levels of delay at the entrance intersections until 70% development is reached, beyond which the third access point, along Brigade Street, is needed to mitigate delay at the other access point intersections.

* This table assumes that other improvements throughout the study area, as indicated in the traffic study, are completed as needed and warranted throughout the development of the site.

Special event uses such as athletic and performance venues shall not be deemed to create and shall be excluded from any calculations of new, external trips and shall instead be subject to a traffic management plan.

3.3 Adequate Public Facilities

No infrastructure is currently present on the Laurel Island Site. Coordination with public facility providers is provided in Appendix D. New infrastructure shall be constructed in a timeframe such that adequate public facilities are provided for new development.

Section 4. Zoning Criteria

The development of the property must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Conceptual Land Use Plan.

4.1 Development Standards

Below is a breakdown of development standards in the Laurel Island PUD. All amenity areas, facilities and public streets shall be subject to ADA requirements, as applicable. More details will be provided in the Design Principles as approved by the process outlined in Section 13:

Development Standards Summary	
Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in private design principles
Loading Docks	NA: addressed in private design principles
Minimum Setbacks*	
Setbacks and Frontage	Street Side: 0 feet Side Yard: 0 feet Rear Yard: 0 feet
Maximum Height**	
Building Height District	Height District 2.5-3.5 (See Sec. 54-306.C.) Height District 5 (See Sec. 54-306.F.) Height District 8 (See Sec. 54-306.H.)

See Appendix A for the Conceptual Height District Plan. Height district locations may be adjusted to abut future rights-of-way, whether inward or outward.. Such district adjustments and any references in the height district text of the Zoning Ordinance to the BAR shall be approved by the LIBAR.

* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. Design Principles shall address front setbacks.

** Parcels in the Laurel Island PUD are outside the Old City Height District

- Non habitable structures are not subject to height limits
- Usable ground floor to second floor height shall be in excess of 12 feet for non-residential structures
- Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc) are excluded. Design Principles shall address individual story height based on use.
- All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

4.2 Permitted Uses; Hours

Permitted uses in the Laurel Island PUD (hereinafter, “Mixed-Use Zoning”), shall be any and all permitted, conditional, and special exception uses provided for in the General Business and Upper Peninsula zoning classifications and any overlay districts thereon, set forth in the City of Charleston Zoning Ordinance Article 2, Part 3 as amended through approval date of _____ with the exception of the excluded uses listed below. Hours of Operation shall not be restricted by zoning and uses, but shall be determined by the Laurel Island Property Association (“LIPA”). Any outdoor concert venue on Laurel Island shall be permitted to play amplified music until 11:30 pm.

Excluded Uses:

- Dairy farms
- Mobile home dealers
- Motor vehicle dealers
- Automotive repair shops
- Fish hatcheries and preserves
- Recreational and utility trailer dealers
- Cemeteries
- Stables
- Sewage treatment systems
- Crematories
- Tattooing services
- Mining/Quarrying of nonmetallic minerals, except fuels
- Gas Production and Distribution
- Petroleum and petroleum products wholesalers
- Gasoline service stations
- Shipping container storage
- Indoor shooting range
- Firearm sales
- Adult Uses, as defined in the City of Charleston Zoning ordinance
- Casinos, as defined in the City of Charleston Zoning ordinance

4.3 Parking Standards

There will be no minimum or maximum parking standards for the properties included in the Laurel Island PUD. Parking standards shall be addressed in the Design Principles (see Section 13).

Section 5. Outdoor Space and Buffers

5.1 Outdoor Space Requirements

The Laurel Island PUD envisions a minimum 9.8 acres of public open space throughout the site. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh around the development.

Total Open Space Area:	39.2 ac. (Minimum 20% gross area)
Total Usable Open Space Area:	9.8 ac. (Minimum 25% gross open space area)

Ownership and Maintenance: Open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, may be owned by the City of Charleston (as approved by the City). Open spaces not dedicated to the City of Charleston will be owned and/or maintained by LIPA.

5.2 Outdoor Space Types

Open space types at Laurel Island may be designed using the following City definitions as stipulated in Section 54-284 of the City of Charleston Zoning Ordinance:

Neighborhood Greens—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions.

Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces; and
- Be centrally located within the gathering place.

Plazas/Squares—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block;
- Be mostly enclosed by building frontages;

Neighborhood Parks—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the

gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes; and
- Be directly connected to any bicycle and pedestrian network

See Appendix A for the Conceptual Open Space Plan.

Section 6. Buffers

Buffers are not required internal to the Laurel Island PUD between land uses. There shall be a 40' buffer from the critical line and 10' additional building setback. Section 54-347 of the City of Charleston Zoning ordinance shall govern the landscape buffer adjacent to the OCRM critical line. Pedestrian amenities may be located within buffers and setbacks. Refer to Appendix F, Exhibit 5.

Section 7. Tree Summary

There is minimal tree cover on the Laurel Island Site – refer to Appendix F, Exhibit 2: Aerial. Existing trees are primarily located in the critical line buffer zone. Tree protection shall be in compliance with the City of Charleston Zoning Ordinance. Due to the nature of Laurel Island previously being a landfill, the planting of trees on Laurel Island shall be determined by the LIBAR and shall not follow or be bound by the requirements of the Ordinance. Within City owned and maintained property, plantings shall be approval by the City of Charleston Parks Department. Parcels not on the Laurel Island Site (Parcels III, IV, and V) shall be subject to City tree planting requirements.

Section 8. Right-Of-Way

Within the Laurel Island Site there are plans to establish a new roadway network with typical street types (see Appendix A). Roadways constructed to City standards shall be dedicated public streets unless it is in the best interest of the developer to privately maintain. Any roadways not dedicated as a public street shall be permitted to utilize gravel, dirt and boardwalk surfaces. East-west streets shall have view corridors extending to Town Creek.

As stated in Section 4.1, ADA compliance shall be provided, by providing, at a minimum, accessible routes between right-of-way, parking, public transportation, amenities, and entrances. Vehicles, public transportation, bicycles, and pedestrians will be accommodated by the new roadway infrastructure. Public facilities such as new sidewalks on Romney Street (5-foot wide on the north and 10-foot wide on the south side) are proposed as a part of the project. Transit infrastructure will be required and shall be approved as part of site plan review based on requirements set forth in the Zoning Code. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

Section 9. Drainage Basin Analysis

9.1 Flood Zone

A copy of the 2004 FEMA flood maps as well as the 2016 Preliminary Maps can be found in Appendix F. The 2004 FIRM (Flood Insurance Rate Map) identifies the Laurel Island Site within Flood Zones X, AE-13, and AE-14 (NGVD-29). The existing elevation of the Laurel Island Site ranges from 12 to 22 NAVD 88 (see Appendix F, Exhibit 4). While the outer edges of the Laurel Island Site within or near the critical line will be subjected to the base flood elevation, the developable highland of the site is above the surrounding base flood elevation. Parcels III, IV, and V are in Zone AE-13. All construction will comply with the current City of Charleston Building Code.

9.2 Existing Topography and Drainage

The Laurel Island Site currently is a pervious landform with existing drainage conveyed by overland flow and swales to its release to adjacent marshland of Town and Newmarket Creeks as illustrated on Appendix F, Exhibit 6. Parcel V (995 Morrison / County parcel) is primarily impervious with existing ground at approximately elevation 6 with runoff collected by existing stormwater infrastructure maintained by the City or the SCDOT. Parcel III (railroad parcel) is primarily impervious with ground elevations of approximately 7 and drained by overland flow by an adjacent drainage ditch contributory to Newmarket Creek. The Brigade Street access parcel (parcel IV) is currently a compacted gravel roadway. Runoff is currently drained by a swale that runs through the property.

9.3 Wetlands Verification

The existing wetlands, critical line, and required buffers are identified on Appendix F, Exhibit 5. The Ocean Coastal Resource Management (ORCM) critical line and wetlands have been delineated by a professional natural resources consultant and identified on a plat by a licensed surveyor (see Appendix E). The delineations shall be submitted to regulatory agencies for review and approval.

9.4 Preliminary Stormwater Techniques

The proposed stormwater management system on the Laurel Island Site will be developed in consultation with the City of Charleston MS4. Drainage infrastructure on parcels I, II, and VI, as identified above, will include new conveyance piping, quality treatment practices, and outfalls to Town Creek/Cooper River. For stormwater quantity peak rates and volumes, proposed development will retain natural drainage features where possible and deploy lower-impact techniques to control and promote reductions to a practical extent; however, stormwater detention ponds will not be part of the management plan. Should rates and or volumes exceed pre-development conditions, variance to this requirement within the City Design Manual will be proposed on the grounds that 1) excavation for detention ponds into the landfill cap and underlying municipal solid waste or within any part of the perimeter containment dike is not authorized by DHEC's Bureau of Land and Waste Management and 2) the downstream receiving

waterbody is Town Creek and Charleston Harbor which does not present a flooding risk or create adverse conditions to adjacent properties.

Coordination with the City shall be required to determine design requirements in relation to the City of Charleston's Stormwater Design Standards Manual. Primary water quality treatment will be accomplished with engineered devices that do not rely on infiltration and will minimize leaching into the existing underlying municipal solid waste layer. Proposed road rights-of-way will include trees and streetscape planted within filtration enclosures that are connected to the main conveyance system. Additionally, to maintain compliance with the City's Flooding & Sea Level Rise Strategy, which suggests designing for sea level rise of 2 to 3 feet in the next 50 years, outfalls shall be located at an elevation such that they are not tidally influenced and allow for energy dissipation and additional quality treatment through vegetation prior to release from the Site.

Stormwater management on the other three properties included in this PUD (Parcels, III, IV, and V) shall be subject to the stormwater requirements of the City that are current at the time of project submission, absent a separate agreement between the Property Owner and City specifying the required improvements for development of the Property.

Storm drainage during construction shall be designed to meet or exceed local, state and federal regulations involving stormwater flows, siltation, erosion control and water quality which are prevailing at the time. Appropriate best management practices (BMPs) shall be installed and maintained to preserve water quality of adjacent water bodies as a part of the Stormwater Pollution Prevention Plan.

Section 10. Traffic Study

A traffic impact analysis was conducted for the Laurel Island project in accordance with SCDOT and The City of Charleston guidelines. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street (upon completion of a proposed bridge over the existing parallel rail tracks), and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island project. Therefore, improvements were evaluated. Recommended improvements can be found in Appendix B.

Section 11. Cultural Resources Study

A cultural resources reconnaissance survey of Laurel Island has been conducted. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. The analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. Please refer to Appendix C for the full report.

Section 12. Letters of Coordination

North Charleston Sewer District
Charleston Water System
Dominion - Gas
AT&T
Dominion-Electric
Charleston County School District

Section 13. Additional Information

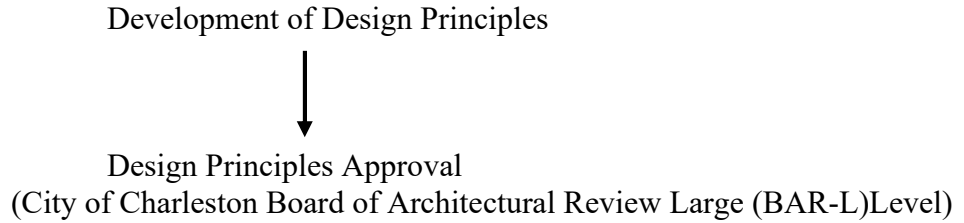
13.1 Design Review and Modifications

Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board (the “LIBAR”), which shall be established prior to the first conveyance of property. Design Principles shall be approved by the City of Charleston Board of Architectural Review (BAR-L) and these guidelines shall be used for evaluation of individual projects and signage by the LIBAR and City staff. City staff shall review and approve all projects for design principle compliance prior to a project receiving final TRC (Technical Review Committee) approval. Any appeal by an individual property owner of any decision of the LIBAR shall be appealed to the BAR-L or BAR-S, as determined by Section 54-233, for approval. Any further appeal from the BAR-L or BAR-S shall be as provided by the Ordinance and the South Carolina Code. Design Principles shall cover the following elements in Laurel Island:

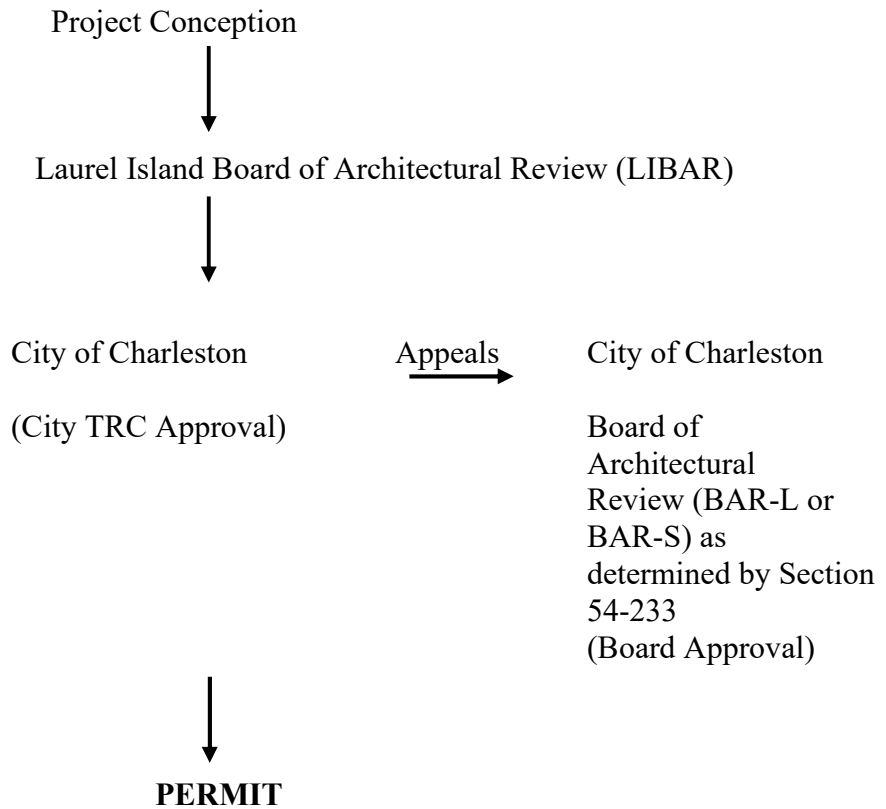
- Building Placement
- Architectural Design
- Site and Exterior Building Lighting
- Exterior Signage
- Landscape Design
- Parking Standards

Laurel Island Design Review Process

1. Design Principles/Architectural Guidelines Approval Process



2. Project Approval Process



13.2 Laurel Island Conceptual Master Plan

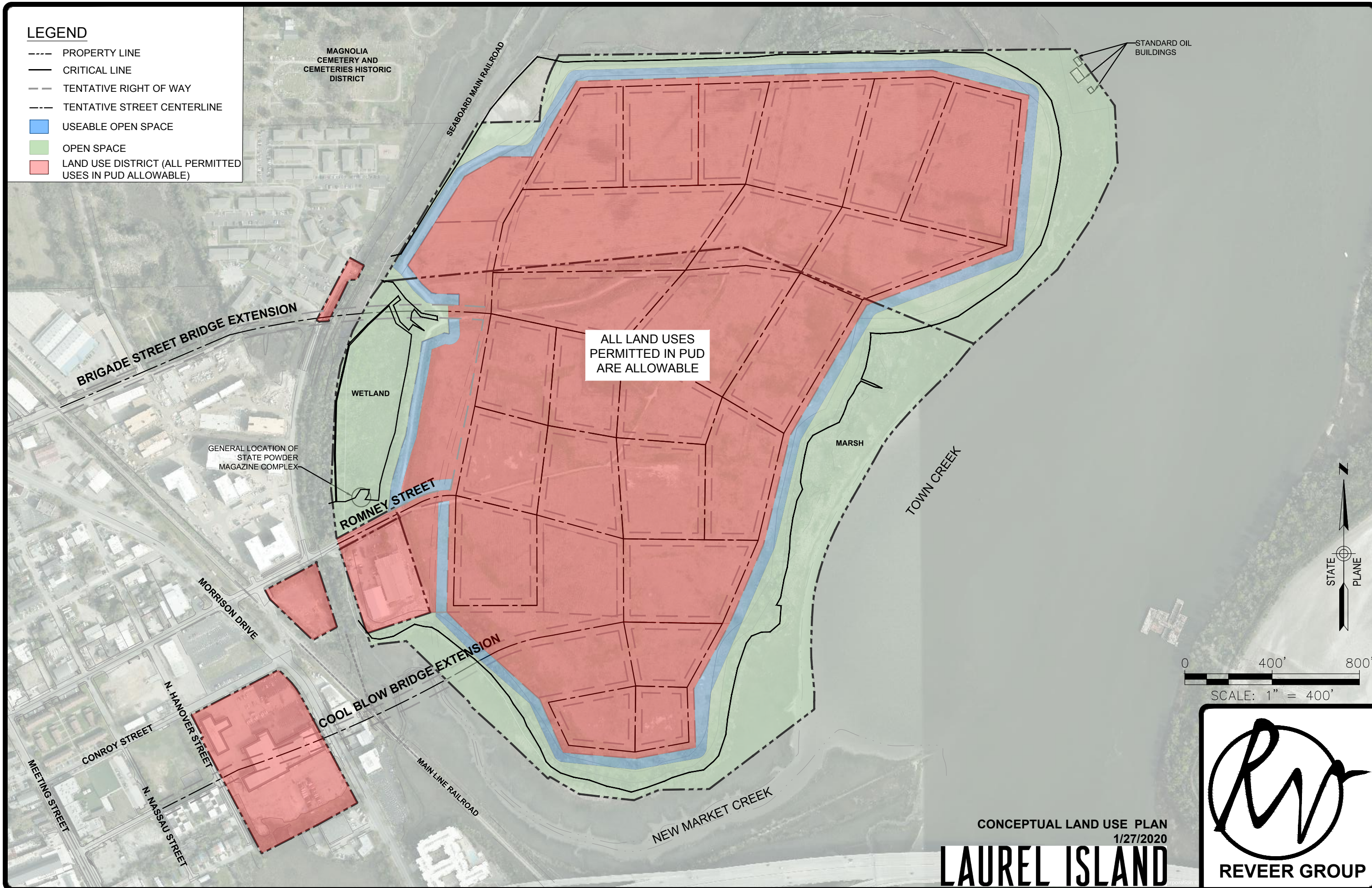
See Appendix A for Laurel Island Conceptual Land Use Plan.

APPENDIX A

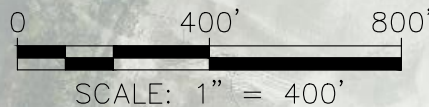
Figures

LEGEND

- PROPERTY LINE
- CRITICAL LINE
- - - TENTATIVE RIGHT OF WAY
- - - TENTATIVE STREET CENTERLINE
- USEABLE OPEN SPACE
- OPEN SPACE
- LAND USE DISTRICT (ALL PERMITTED USES IN PUD ALLOWABLE)



ALL LAND USES
PERMITTED IN PUD
ARE ALLOWABLE



CONCEPTUAL LAND USE PLAN
1/27/2020
LAUREL ISLAND



LEGEND

- PROPERTY LINE
- CRITICAL LINE
- - - TENTATIVE RIGHT OF WAY
- - - TENTATIVE STREET CENTERLINE
- 2.5-3.5 STORY HEIGHT DISTRICT
- 5 STORY HEIGHT DISTRICT
- 8 STORY HEIGHT DISTRICT
- USEABLE OPEN SPACE
- OPEN SPACE



CONCEPTUAL HEIGHT DISTRICT PLAN
2/19/2020

LAUREL ISLAND



REVEER GROUP

LEGEND

- PROPERTY LINE
- CRITICAL LINE
- - - TENTATIVE RIGHT OF WAY
- - - TENTATIVE STREET CENTERLINE
- USEABLE OPEN SPACE
- OPEN SPACE
- ↔ MULTI-USE PATH
- EXISTING/FUTURE BICYCLE ROUTE

MAGNOLIA
CEMETERY AND
CEMETERIES HISTORIC
DISTRICT

CSX SEABOARD MAIN RAILROAD

BRIGADE STREET BRIDGE EXTENSION

WETLAND

ROMNEY STREET

MARSH

TOWN CREEK

MULTIPLE CONNECTIONS
TO EXISTING AND
PROPOSED BICYCLE
INFRASTRUCTURE (SEE THE
CITY OF CHARLESTON
PEOPLE PEDAL PLAN)

MORRISON DRIVE

COOL BLOW BRIDGE EXTENSION

NEW MARKET CREEK

CONROY STREET

N. HANOVER STREET

N. NASSAU STREET

LOWLINE

METING STREET

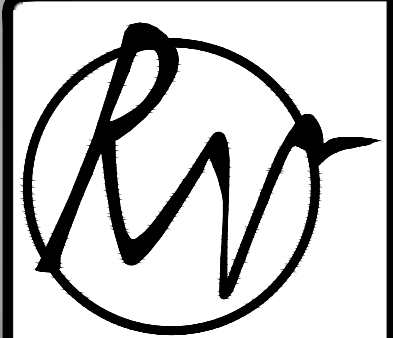


SCALE: 1" = 400'



CONCEPTUAL OPEN SPACE PLAN
1/27/2020

LAUREL ISLAND



REVEER GROUP

© 2020 Microso

019) D

street type a-1:



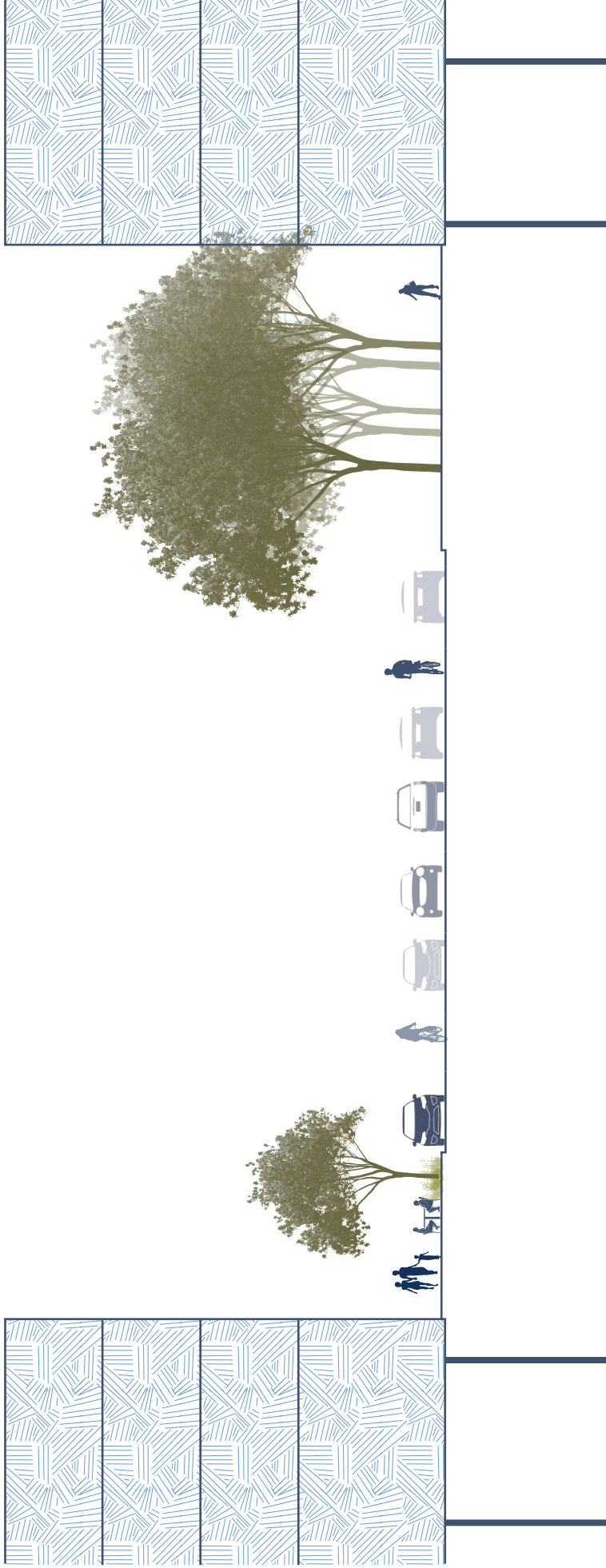
varies, min. 10' clear zone	varies	6'-0" min.	varies	8'-0"	varies, min. 6'-0"	8'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	8'-0"	6'-0" min.	varies	6'-0" min.			
sidewalk zone	planting zone*	curb / gutter	on-street parking	drive lane →	drive lane →	drive lane ←	drive lane ←	drive lane	on-street parking	curb / gutter	planting zone*	on-street parking	drive lane	drive lane	drive lane	two-way bike lane	sidewalk	planting zone*	sidewalk	sidewalk

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type a-2:



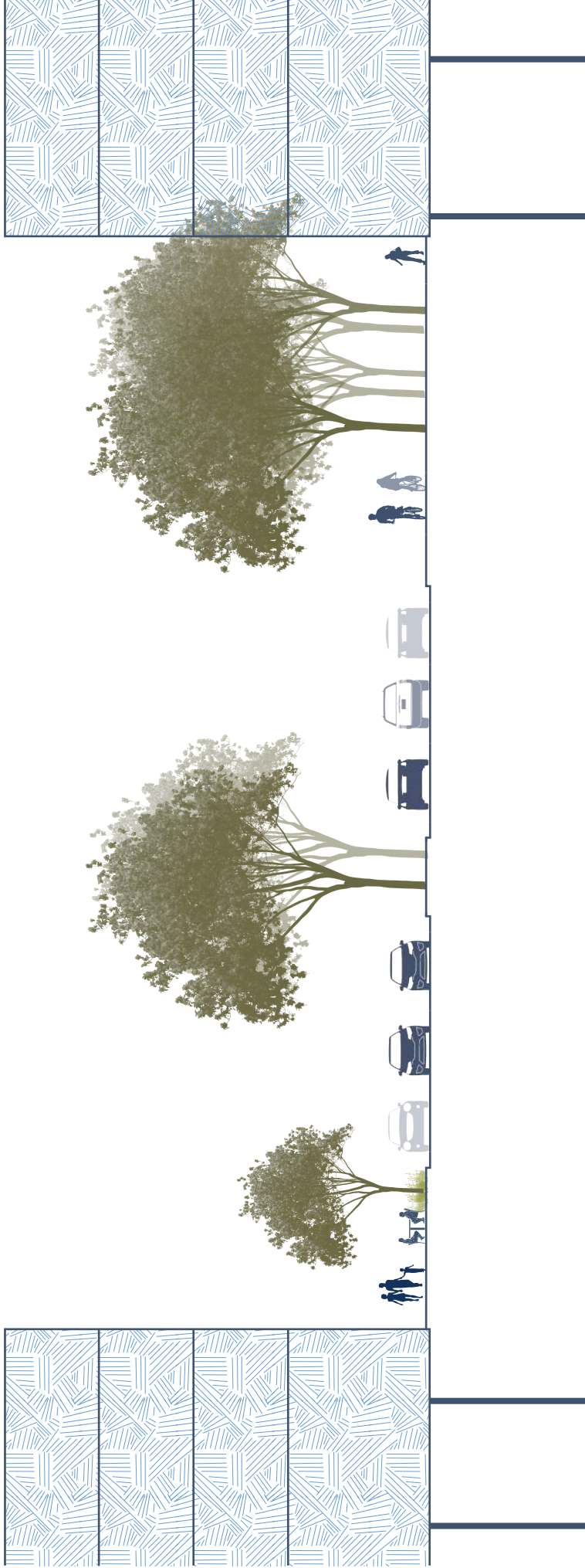
sidewalk zone	varies, min. 10'	planting zone*	varies, min. 6'-0"	curb / gutter	1'-6"	on-street parking	8'-0"	bike lane buffer	2'-0"	bike lane	5'-0"	drive lane	10'-0"	drive lane	10'-0"	drive lane	10'-0"	drive lane	10'-0"	bike lane buffer	2'-0"	bike lane	5'-0"	on-street parking	8'-0"	curb / gutter	1'-6"	planting zone*	varies, min. 6'-0"	sidewalk	varies, min. 6'-0"
---------------	------------------	----------------	--------------------	---------------	-------	-------------------	-------	------------------	-------	-----------	-------	------------	--------	------------	--------	------------	--------	------------	--------	------------------	-------	-----------	-------	-------------------	-------	---------------	-------	----------------	--------------------	----------	--------------------

scale: 1"=20'-0"



*can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type a-3:



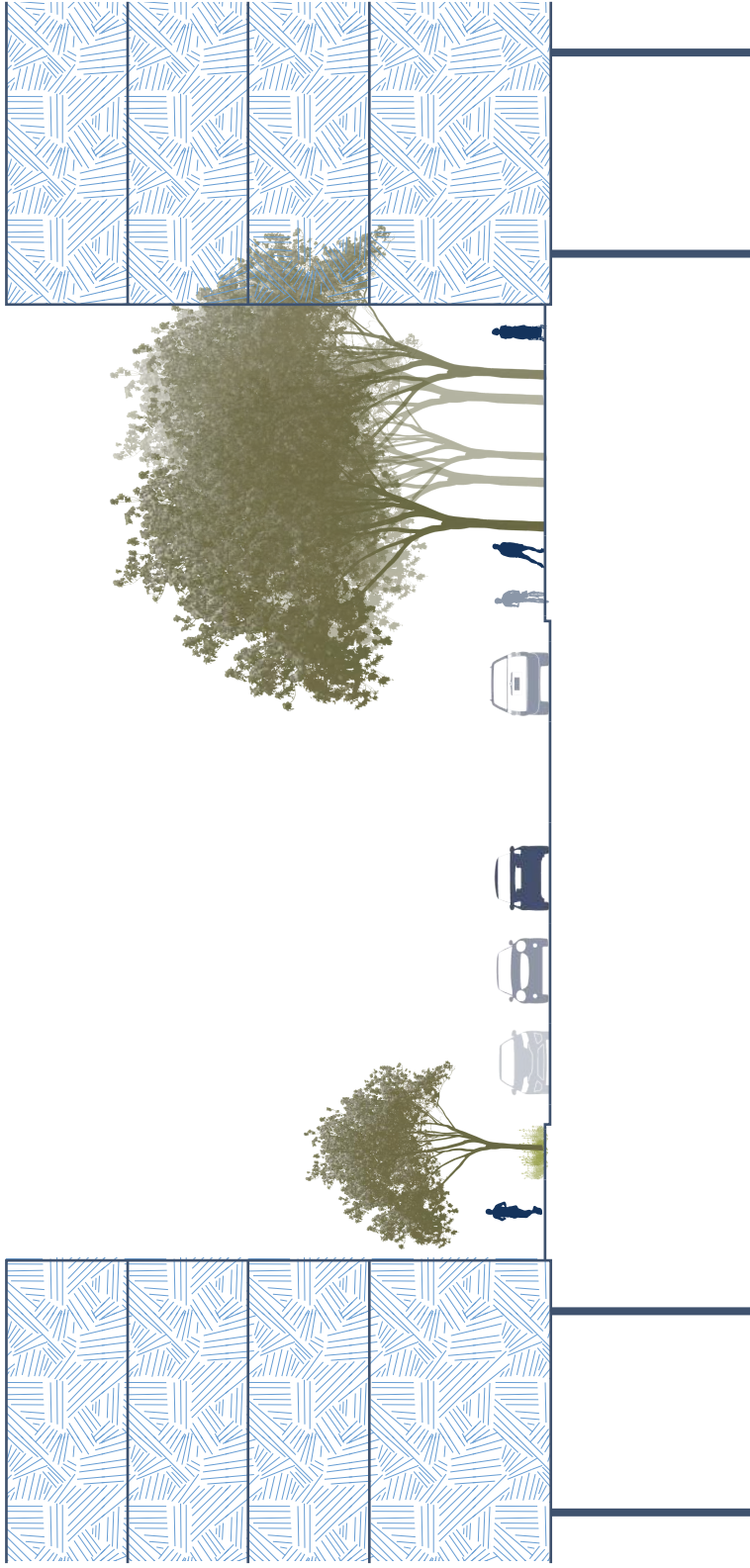
sidewalk zone	varies, min. 10' clear zone	planting zone*	varies	curb / gutter	1'-6"	on-street parking	8'-0"	drive lane	10'-0"	drive lane	10'-0"	median	varies	drive lane	10'-0"	drive lane	10'-0"	on-street parking	8'-0"	curb / gutter	1'-6"	sidewalk	min. 6'-0"	two-way bike lane	8'-0"	planting zone*	varies	sidewalk	min. 6'-0"
---------------	-----------------------------	----------------	--------	---------------	-------	-------------------	-------	------------	--------	------------	--------	--------	--------	------------	--------	------------	--------	-------------------	-------	---------------	-------	----------	------------	-------------------	-------	----------------	--------	----------	------------

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type b-1:



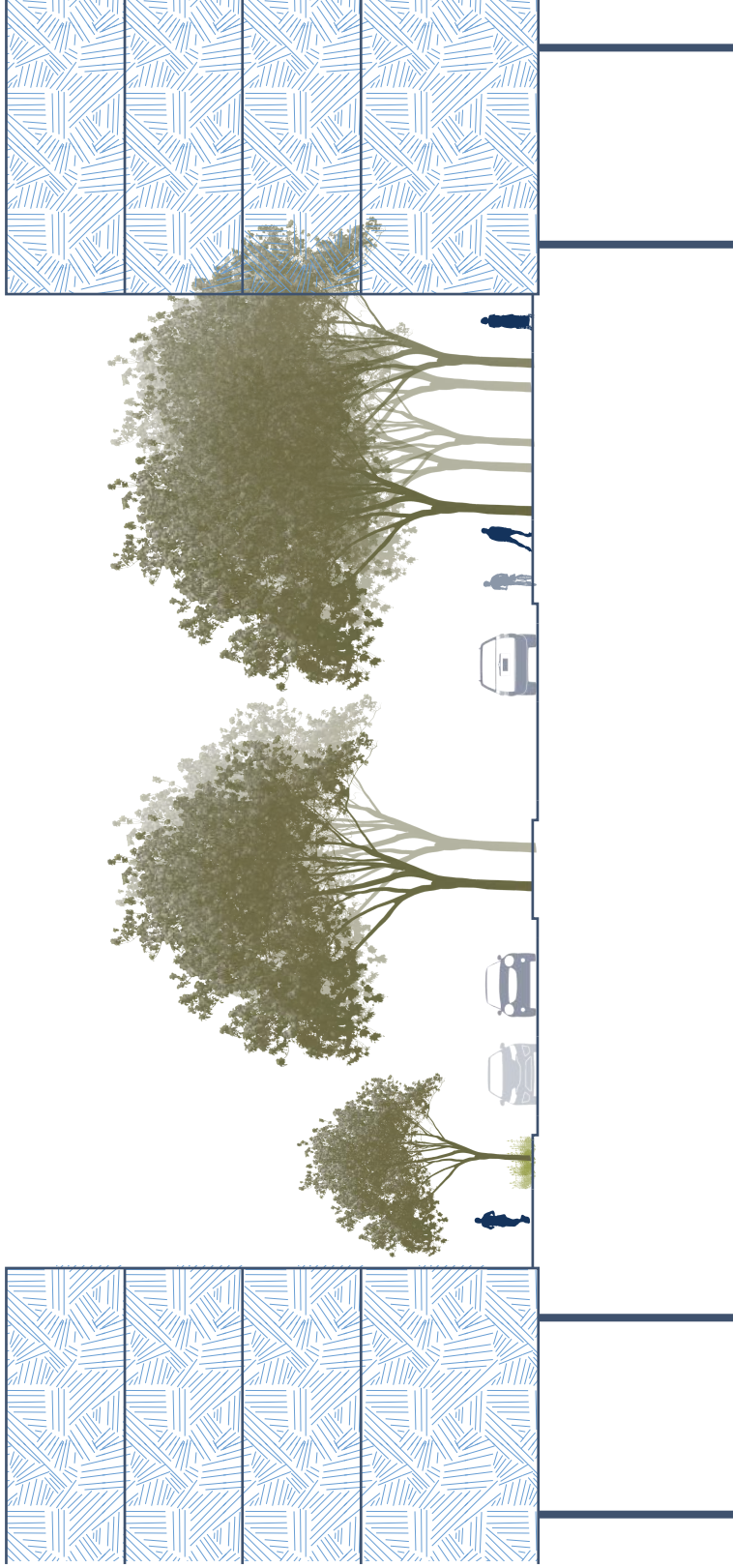
varies 6'-0" min.	sidewalk
varies, min. 10' clear zone	planting zone*
8'-0"	on-street parking
1'-6"	curb / gutter
10'-0"	drive lane →
10'-0"	turn lane ↻
10'-0"	drive lane ←
8'-0"	on-street parking
1'-6"	curb / gutter
varies min.	planting zone*
8'-0"	on-street parking
1'-6"	curb / gutter
8'-0"	two-way bike lane
varies, min. 10' clear zone	planting zone*
6'-0" min.	sidewalk

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type b-2:



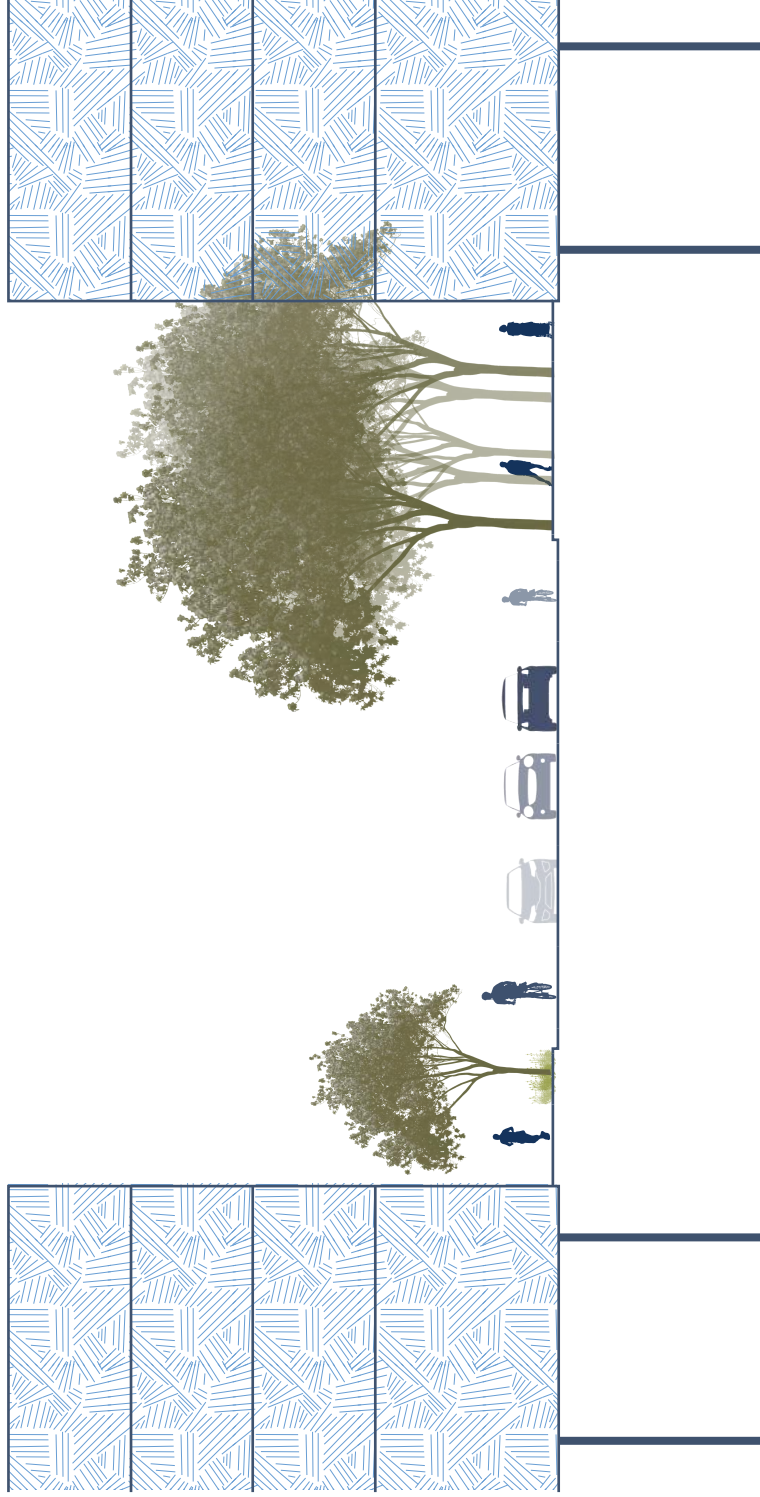
varies 6'-0" min.	sidewalk	varies 6'-0" min.	sidewalk
varies min. 10' clear zone*	planting zone*	varies min. 10' clear zone*	planting zone*
1'-6"	curb / gutter	1'-6"	curb / gutter
8'-0"	on-street parking	8'-0"	on-street parking
10'-0"	drive lane ←	10'-0"	drive lane ←
varies	median	varies	median
10'-0"	drive lane →	10'-0"	drive lane →
8'-0"	on-street parking	8'-0"	on-street parking
1'-6"	curb / gutter	1'-6"	curb / gutter
varies	planting zone*	varies	planting zone*
6'-0" min.	sidewalk	varies 6'-0" min.	sidewalk

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type b-3:



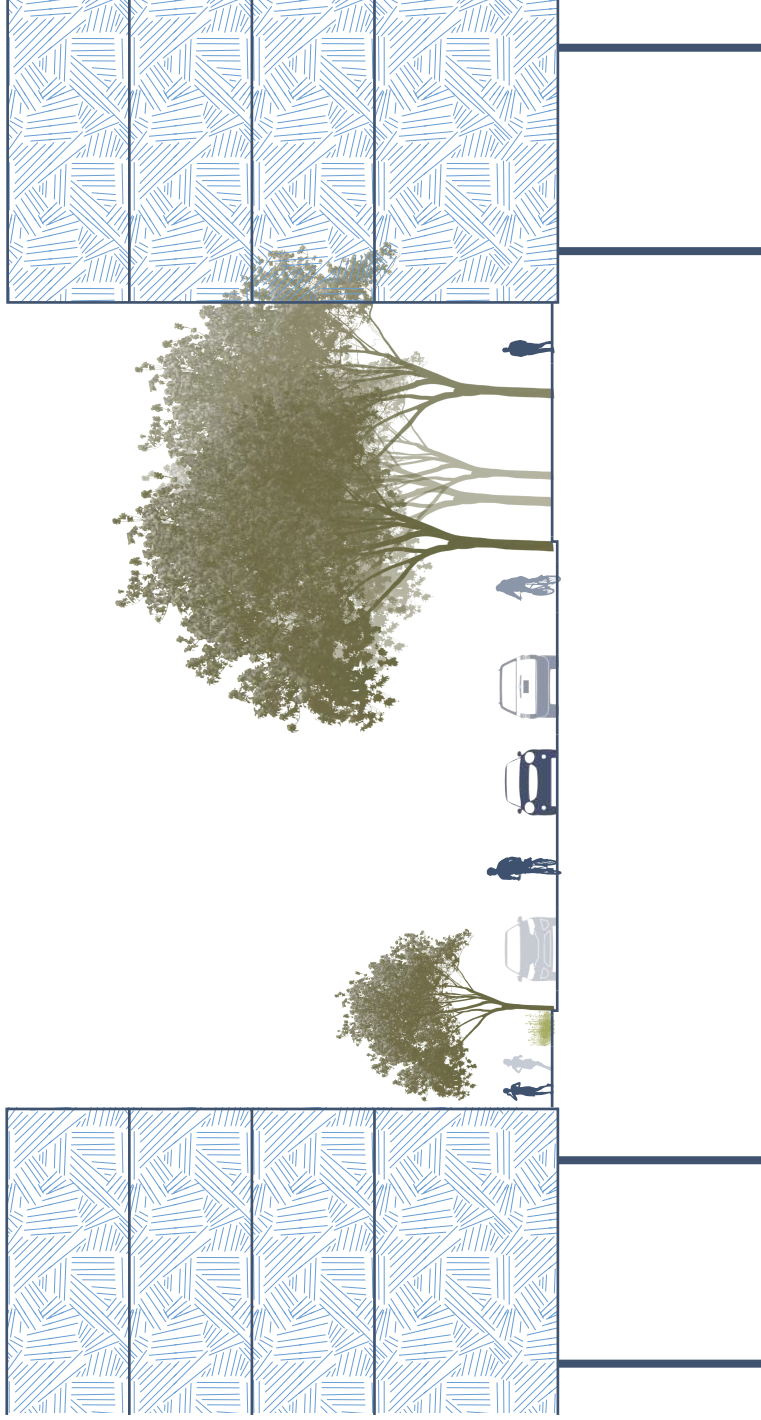
varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	varies 6'-0" min.	
sidewalk	planting zone*	curb / gutter	bike lane	bike lane buffer	drive lane	turn lane	drive lane	bike lane buffer	bike lane	curb / gutter	planting zone*	sidewalk

scale: 1"=20'-0"



*can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type c-1:



sidewalk zone	varies	sidewalk zone	varies	sidewalk zone	varies
6'-0" min.	6'-0" min.	6'-0" min.	6'-0" min.	6'-0" min.	6'-0" min.
planting zone*	planting zone*	planting zone*	planting zone*	planting zone*	planting zone*
varies	varies	varies	varies	varies	varies
1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"
on-street parking	on-street parking	on-street parking	on-street parking	on-street parking	on-street parking
8'-0"	8'-0"	8'-0"	8'-0"	8'-0"	8'-0"
bike lane	bike lane	bike lane	bike lane	bike lane	bike lane
5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer
2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
drive lane	drive lane	drive lane	drive lane	drive lane	drive lane
10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
drive lane	drive lane	drive lane	drive lane	drive lane	drive lane
10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer
2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
bike lane	bike lane	bike lane	bike lane	bike lane	bike lane
5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer	bike lane buffer
2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"
curb / gutter	curb / gutter	curb / gutter	curb / gutter	curb / gutter	curb / gutter
1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type c-2:



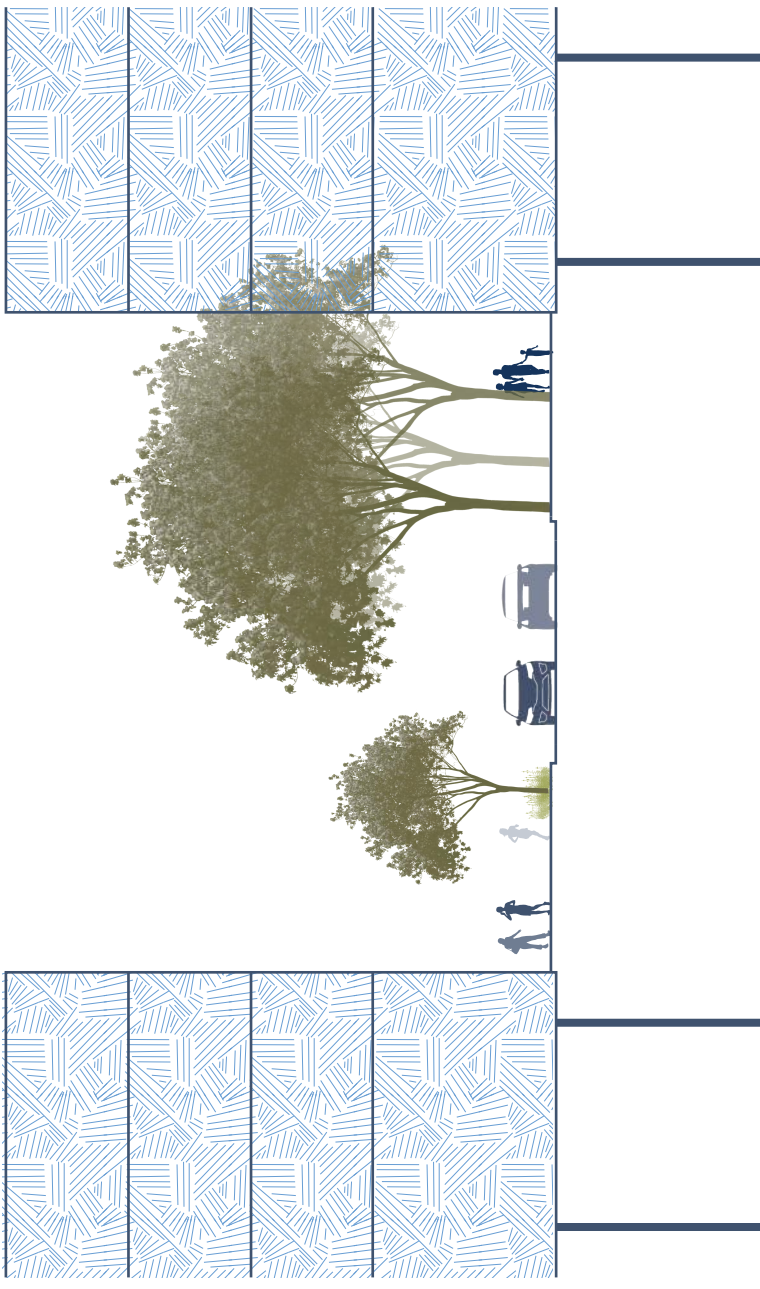
sidewalk zone	varies	sidewalk zone	varies	sidewalk	varies
planting zone*	varies	planting zone*	varies	curb / gutter	6'-0" min.
curb / gutter	1'-6"	curb / gutter	1'-6"	on-street parking	
on-street parking	8'-0"	on-street parking	8'-0"	bike lane	
bike lane	5'-0"	bike lane	5'-0"	bike lane buffer	2'-0"
bike lane buffer	2'-0"	bike lane buffer	2'-0"	drive lane	10'-0"
drive lane	10'-0"	drive lane	10'-0"	drive lane	10'-0"
drive lane	10'-0"	drive lane	10'-0"	bike lane buffer	2'-0"
bike lane buffer	2'-0"	bike lane buffer	2'-0"	bike lane	5'-0"
bike lane	5'-0"	bike lane	5'-0"	on-street parking	8'-0"
on-street parking	8'-0"	on-street parking	8'-0"	curb / gutter	1'-6"
curb / gutter	1'-6"	curb / gutter	1'-6"	planting zone*	varies
planting zone*	varies	planting zone*	varies	sidewalk zone	varies
sidewalk zone	6'-0" min.	sidewalk zone	6'-0" min.		

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type e-1:



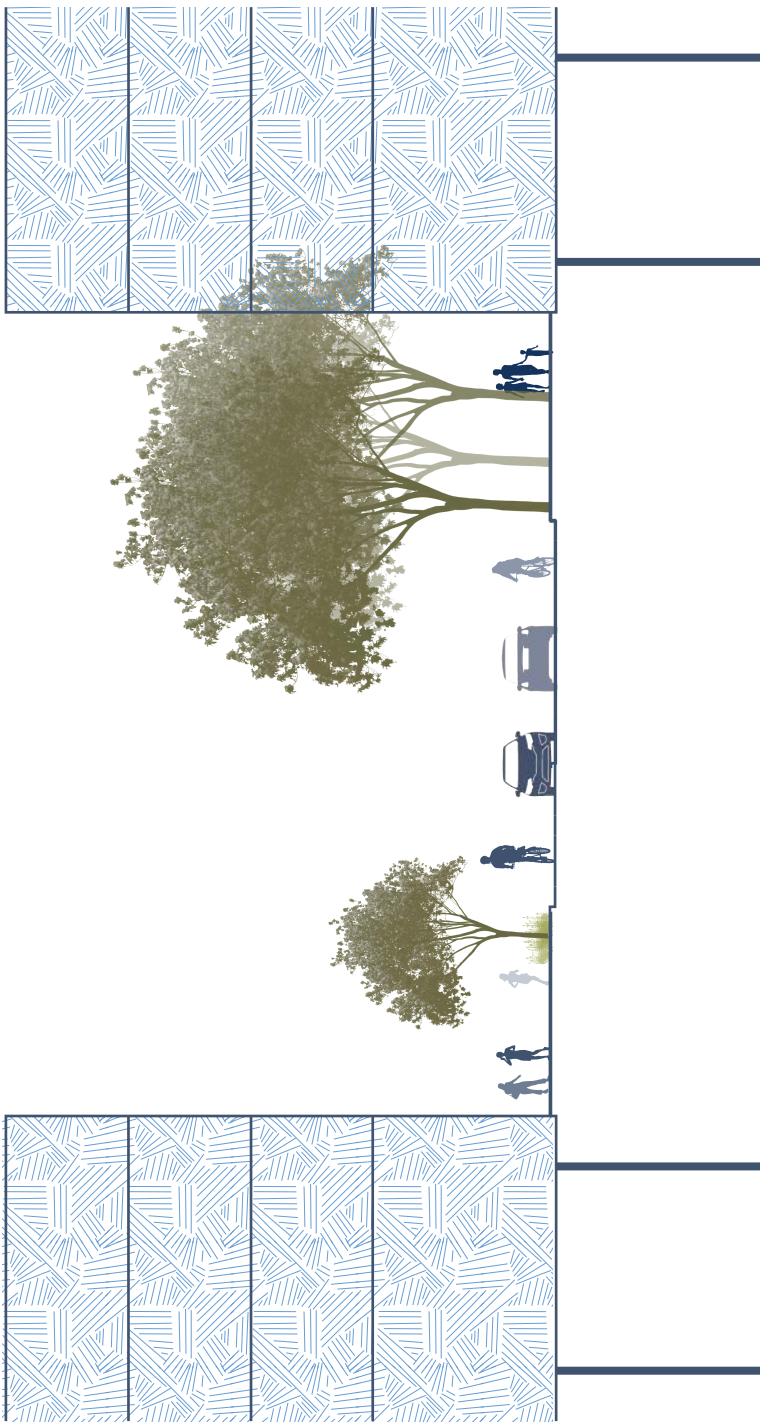
varies 6'-0" min.	sidewalk
varies	planting zone*
1'-6"	curb / gutter
10'-0"	drive lane ←
10'-0"	drive lane →
1'-6"	curb / gutter
varies	planting zone*
varies 6'-0" min.	sidewalk

scale: 1"=20'-0"



*can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

street type e-2:



varies	sidewalk	varies	planting zone*	varies	planting zone*	varies	sidewalk
6'-0"		1'-6"		1'-6"		6'-0"	
min.		1'-6"		1'-6"		min.	
		5'-0"		5'-0"			
		2'-0"		2'-0"			
		10'-0"		10'-0"			
		drive lane		drive lane			
		10'-0"		10'-0"			
		2'-0"		2'-0"			
		5'-0"		5'-0"			
		1'-6"		1'-6"			
		1'-6"		1'-6"			
		varies		varies			

scale: 1"=20'-0"



* can be hardscape w/tree grates where appropriate
 ** street lights shall be provided on both sides of the street

APPENDIX B

Traffic Models

EXECUTIVE SUMMARY

A traffic impact analysis was conducted for the Laurel Island Development in accordance with SCDOT and The City of Charleston guidelines. The analysis also includes the 995 Morrison Drive Development located east of N Hanover Street and West of Morrison Drive, south of Conroy Street.

The proposed Laurel Island Development is located north of US 17 and east of Morrison Drive in Charleston, South Carolina. The Laurel Island Development will consist of 3,955 mid-rise multifamily housing units, a 400-room hotel, 10 acres of public park, an 8-screen movie theater, 1,950,000 square feet of office, and 250,000 square feet of retail. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street, and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The 995 Morrison Drive Development will consist of 305 mid-rise multifamily housing units, 250,000 square feet of office, and 26,500 square feet of retail. Access to the development is provided through two proposed full access driveways along an extension of Cedar Street (south of the development), two proposed full access driveways along Conroy Street (north of the development), and one full access driveway along N. Hanover Street.

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island and 995 Morrison Developments. Therefore, improvements were evaluated. The following is a list of improvements recommended with consideration of the Laurel Island and 995 Morrison Developments:

- 1) At the intersection of **Meeting Street & Brigade Street**, install a traffic signal when warranted. Along Meeting Street, install a 350-foot northbound left-turn lane and a 150-foot southbound left-turn lane. Along Brigade Street at the westbound approach, restripe to consist of shared through/right-turn lane and one left-turn only lane.
- 2) At the intersection of **Morrison Drive & Romney Street**, install a traffic signal when warranted. Along Morrison Drive, install a 150-foot northbound left-turn lane and a 150-foot southbound left-turn lane. Along Romney Street, install a 150-foot eastbound left-turn lane, and provide exclusive westbound 150-foot right-turn and 150-foot left-turn lanes.
- 3) At the intersection of **Meeting Street & Cool Blow Street**, install a traffic signal when warranted. Along Meeting Street, install a 150-foot northbound right-turn lane (maintaining service as the existing bus-pull out), and alter the southbound approach to consist of one through lane and one left-turn only lane. Along Cool Blow Street, install a 250-foot westbound left-turn lane, maintaining an additional lane at the approach as a shared left/right-turn lane.
- 4) At the intersection of **Meeting Street & US 17 NB**, install a traffic signal when warranted.
- 5) At the intersection of Morrison Drive & Huger Street, install a traffic signal when warranted. Along Morrison Drive, install a 100-foot southbound right-turn lane.
- 6) At the intersection of the **I-26 EB Off-Ramp & Mt. Pleasant Street**, install a traffic signal when warranted.

- 7) At the intersection of **Meeting Street & Cunnington Street**, install a 150-foot southbound left-turn lane along Meeting Street, maintaining enough median width south of the intersection to allow for vehicle storage for two-stage westbound left-turns from Cunnington Street. Along Cunnington Street, install a 150-foot westbound right-turn lane.
- 8) At the intersection of **Morrison Drive & Brigade Street**, install a 150-foot southbound left-turn lane and a 150-foot northbound left-turn lane along Morrison Drive. Along Brigade Street, install a 150-foot eastbound left-turn lane, and restripe the westbound approach to consist of a shared through/right-turn lane and a left-turn only lane.
- 9) At the intersection of **Meeting Street & Romney Street**, install a 150-foot southbound left-turn lane and a 150-foot northbound left-turn lane along Meeting Street.
- 10) At the intersection of **N Hanover Street & Cool Blow Street**, install a traffic signal when warranted.
- 11) At the intersection of **Meeting Street & US 17 SB**, install a 200-foot westbound right-turn lane along the US 17 SB ramp, with channelized, yield-control at the intersection.
- 12) At the intersection of **Meeting Street & US 17 NB**, install a 100-foot northbound right-turn lane along Meeting Street, with channelized, free-control at the intersection. Install 700' of additional pavement to the US 17 NB ramp from the intersection to the beginning of the ramp structure, to provide for two eastbound receiving lanes, which merge down to one lane prior to the structure.
- 13) At the intersection of **Meeting Street & Huger Street**, add a protected phase to the eastbound left-turn (providing permitted + protected phasing) and remove the protected phase from the southbound left-turn. Along Huger Street, install a 200-foot westbound right-turn lane, with channelized, yield-control at the intersection, and add a 150-foot westbound left-turn lane.
- 14) At the intersection of **Brigade Street & Huguenin Avenue**, install a 350-foot westbound right-turn lane along Brigade Street. Along Brigade Street, install median width east of the intersection to allow for two-stage southbound left-turns from Huguenin Avenue.

APPENDIX C

Cultural Resources Study



Cultural Resources Impact Analysis
Laurel Island
Charleston, South Carolina
S&ME Project No. 4213-19-011

PREPARED FOR:

Laurel Island Development, LLC
3340 Peachtree Road, Suite 1660
Atlanta, Georgia 30326

PREPARED BY:

S&ME, Inc.
620 Wando Park Boulevard
Mount Pleasant, SC 29464

November 15, 2019



November 15, 2019

Laurel Island Development, LLC
3340 Peachtree Road, Suite 1660
Atlanta, Georgia 30326

Attention: Jennilee Covucci, P.E. - Senior Civil Engineer

Reference: **Cultural Resources Impact Analysis**
Laurel Island
Charleston, South Carolina
S&ME Project No. 4213-19-011

Dear Ms. Covucci:

S&ME, Inc. (S&ME), on behalf of Laurel Island Development, LLC, has conducted a Historic Resources Impact Assessment and Archaeological survey for the Laurel Island property in Charleston, Charleston County, South Carolina. The enclosed report presents our research design and methods, the results of our investigation, an analysis of effects the proposed development may have on historic properties, and recommendations.

Sincerely,

S&ME, Inc.

A handwritten signature in black ink, appearing to read 'Aaron Brummitt'.

Aaron Brummitt, RPA
Senior Archaeologist

A handwritten signature in black ink, appearing to read 'Heather L. Carpini'.

Heather L. Carpini
Senior Architectural Historian



Executive Summary

S&ME, Inc. (S&ME), on behalf of Laurel Island Development, LLC, has conducted a Historic Resources Impact Assessment for an approximately 200-acre Project Area, located in Charleston, Charleston County, South Carolina, and an Intensive Archaeological Survey of an approximately two-acre portion of the tract. Laurel Island Development, LLC, is planning a mixed-use development that will include residential and commercial spaces.

The development plan includes two 16-story buildings, as well as other areas to be used for residential, and commercial developments, parking spaces, recreation, and green space. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. This analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. The historic viewshed from the William Enston Home has been compromised by Interstate 26 and the on-ramp to the Arthur Ravenel Bridge. The view from the Charleston City Railway Car House is obstructed by existing office buildings, trees, and overhead powerlines. The proposed development will have no effect on these resources. The high-rise structures will be visible from portions of Magnolia Cemetery, where there are no other visible intrusions, and the Immigration Center; it is also likely that the non-high-rise residential and commercial structures may be visible from these locations, depending on their placement on the tract. Therefore, it is S&ME's opinion that the proposed development will have an adverse effect on these resources.

The archaeological survey efforts examined an approximately two-acre portion of the former Holston Landfill Tract. The remainder of the Project Area consisted of the former landfill, was covered with hardscaped surfaces, or otherwise would not have been conducive to archaeological survey efforts. This survey identified one archaeological site (38CH2141). Site 38CH2141 consists of the ruins of three powder magazines from the State Powder Magazine complex designed by Robert Mills. The paucity of subsurface architectural debris, combined with the shallow soils, confirms the demolition and subsequent clearing of the site, which involved pushing the brick rubble to the edges of the site to form an approximately one-meter tall berm. The State Powder Magazine complex no longer possesses the integrity of design, setting, materials, or workmanship that the Historic American Building Survey (HABS) documented in 1934. It is our opinion that the near total destruction of these structures makes them ineligible for inclusion on the National Register of Historic Places (NRHP). Furthermore, archaeological investigation at this property would be unable to contribute important information or add to the in-depth description of this complex that was developed during the last century. Since the site received such thorough documentation by HABS in the 1930s, when the buildings were still standing, we do not recommend additional investigation.

Also identified during the intensive survey were the Standard Oil Buildings, located along the western bank of the Cooper River, at the eastern edge of the Project Area. Individually, these structures are not eligible for inclusion on the NRHP. However, it is our opinion that collectively they are significant and eligible for inclusion under Criterion A. The proposed development of the Project Area leaves these structures in place, with a newly constructed boardwalk walking area designed around them. As these designs are preliminary, we are unable to offer an opinion on the nature of potential effects at this time. We recommend that consideration of potential effects be included in more mature development planning.

Cultural Resources Impact Analysis

Laurel Island

Charleston, South Carolina

S&ME Project No. 4213-19-011



Based on the field investigations for the proposed project, it is S&ME's opinion that the development, as currently designed, will have an adverse effect on multiple NRHP listed and eligible resources within the project's viewshed. The potential for effects to the viewshed of four resources were documented during this study. If the project will need federal permits or funding, S&ME recommends consultation with the State Historic Preservation Office (SHPO) and other interested consulting parties to develop a mitigation plan that addresses these adverse effects and identifies measures that will be taken to minimize or mitigate them. Methods to minimize adverse effects may include, but are not limited to, redesigning the site plans to minimize building heights; utilizing design guidelines and architectural details that reflect the historic character of the area; and using vegetative screening. Potential mitigation measures for adverse effects may include, but are not limited to, developing educational and interpretive materials about the history of the development tract, the affected resources, or related historic contexts; sponsoring survey efforts for underrepresented types of resources within the City of Charleston; or creating digital archives for documents associated with resources that will be adversely affected by the proposed project.

APPENDIX D

Letters of Coordination



Safeguarding today, preserving tomorrow
7225 Stall Road /P.O. Box 63009 North Charleston, SC 29419 843.764.3072

September 18, 2019

Reveer Group
2971 West Montague Avenue
Suite 101
North Charleston, SC 29418

Attn: Mr. Rhett Reidenbach

Re: Sanitary Sewer Service for Proposed Laurel Island P.U.D.

Dear Mr. Reidenbach,

Please be advised that North Charleston Sewer District has the means and will to accept sanitary sewer flow from the proposed Laurel Island P.U.D. NCSW has the capacity to accept the overall project proposed flow of 1,378,170 GPD for the development. However, it is noted that projected Phase 1 flows will have to connect at our existing sanitary sewer infrastructure located near the intersection of King Street Extension and Monrovia Street. Future flows beyond those of Phase 1 will need to be routed directly to our Felix C. Davis Wastewater Treatment Plant located at 1000 Herbert Street. The property owner is responsible for any sewer line modifications including but not limited to pump station upgrade/relocation, gravity extension, force main installation, etc. to serve the proposed P.U.D.

If you have any questions, please let me know.

Sincerely,

Phillip T. Sexton

Phillip T. Sexton, PE
Capital Projects Director

Cc: Jarred R. Jones
file



September 10, 2019

Reever Group/Jennilee Covucci
2971 W Montague Ave, Ste 101
North Charleston, SC
(843) 297-4103

Jennilee,

This letter is in response to your request for information on the availability of service at the proposed development of Laurel Island (TM# 4640000006, 4640000002, 4590200013, 4640000038, 4611303024, 4640000023, 4640000007,) in Charleston, SC by AT&T.

This letter acknowledges that the above referenced address is located in an area served by AT&T. Any service arrangements for the new building will be subject to later discussions and agreements between the developer and AT&T. Please be advised that this letter is not a commitment by AT&T to provide service, but an acknowledgement that we have service in this area.

Please contact me at 843-745-4440 with any questions.

Thank you for contacting AT&T.

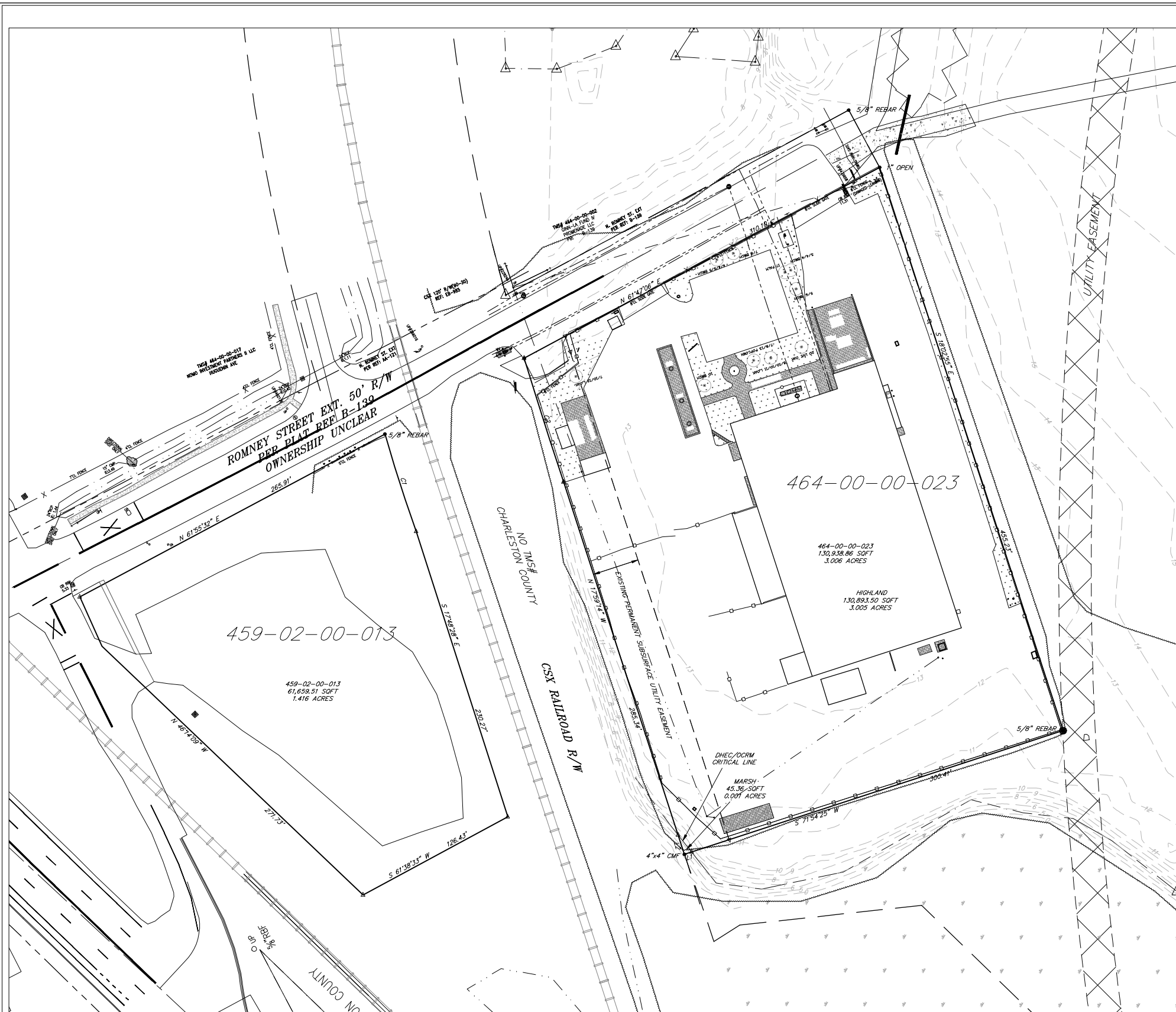
Sincerely,

A handwritten signature in cursive script that reads "Henry Domingo".

Henry Domingo
OSP Design Engineer
AT&T Southeast

APPENDIX E

Survey

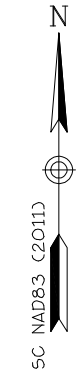


- REFERENCES:
1. PLAT SHOWING THE RELEASE OF PORTIONS OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 16, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 198.
 2. PLAT SHOWING TMS NO. 464-00-00-002 CONTAINING 116.653 ACRES, CSXPROPERTY ID NO. 45019-0037, OWNED BY HOLSTON LAND COMPANY, INC., LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED NOVEMBER 20, 2002 BY RICHARD D. LACEY SCPLS NO. 16120. RECORDED IN PLAT BOOK EG, PAGE 619.
 3. PLAT OF A 25' PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF GINN-LA IV PROMENADE, LLC, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGES 177-179.
 4. PLAT OF 70.19 ACRES ABOUT TO BE CONVEYED TO THE BEACH CO, IN THE CITY OF CHARLESTON, AND NORTH CHARLESTON CONSOLIDATED PUBLIC SERV. DIST., CHARLESTON, SOUTH CAROLINA, DATED AUGUST 1976 BY H. EKO HILTON SCPLS NO. 2552, RECORDED IN PLAT BOOK S, PAGE 69.
 5. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 17, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 195.
 6. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EJ, PAGE 941.
 7. PLAT OF ROMNEY STREET EXTENSION CONTAINING 0.350 AC. (15231 SQ.FT.), OWNED BY CHARLESTON COUNTY TO BE DEDICATED TO THE PUBLIC, LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED FEBRUARY 1, 1991 LAST REVISED JUNE 25, 1997 BY JOHN S. LESTER SCPLS NO. 8746, RECORDED IN PLAT BOOK EB, PAGE 985.

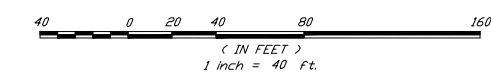
- NOTES:
1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT ARE FOR DESCRIPTIVE PURPOSES ONLY.
 2. AREA DETERMINED BY COORDINATE METHOD.
 3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
 4. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON NAVD 88 DATUM AND WAS PROVIDED BY OTHERS.

CURVE TABLE					
CURVE	LENGTH	RADIUS	TANGENT	DELTA	DIRECTION
C1	78.63'	1462.69'	39.32'	304°48"	S 17°47'40" E
C2	99.75'	3171.52'	49.88'	148°08"	S 17°40'22" E

LINE TABLE		
LINE	BEARING	LENGTH
L1	N 71°54'25" E	5.80'
L2	N 17°59'14" W	15.66'



- LEGEND
- PROPERTY LINE WITH PROPERTY CORNER FOUND (AS DESCRIBED)
 - PROPERTY LINE WITH PROPERTY CORNER SET
 - CALCULATED POINT, NO CORNER SET
 - RIGHT OF WAY LINE
 - CENTER LINE
 - ADJACENT PROPERTY LINE
 - MARSH
 - FRESH WATER WETLAND



THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF DEPARTMENT PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF THE DEPARTMENT, THE OFFICE IN NO WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREIN OR NOT.

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

SIGNATURE:
 ANDREW C. GILLETTE, P.L.S. 5933-B

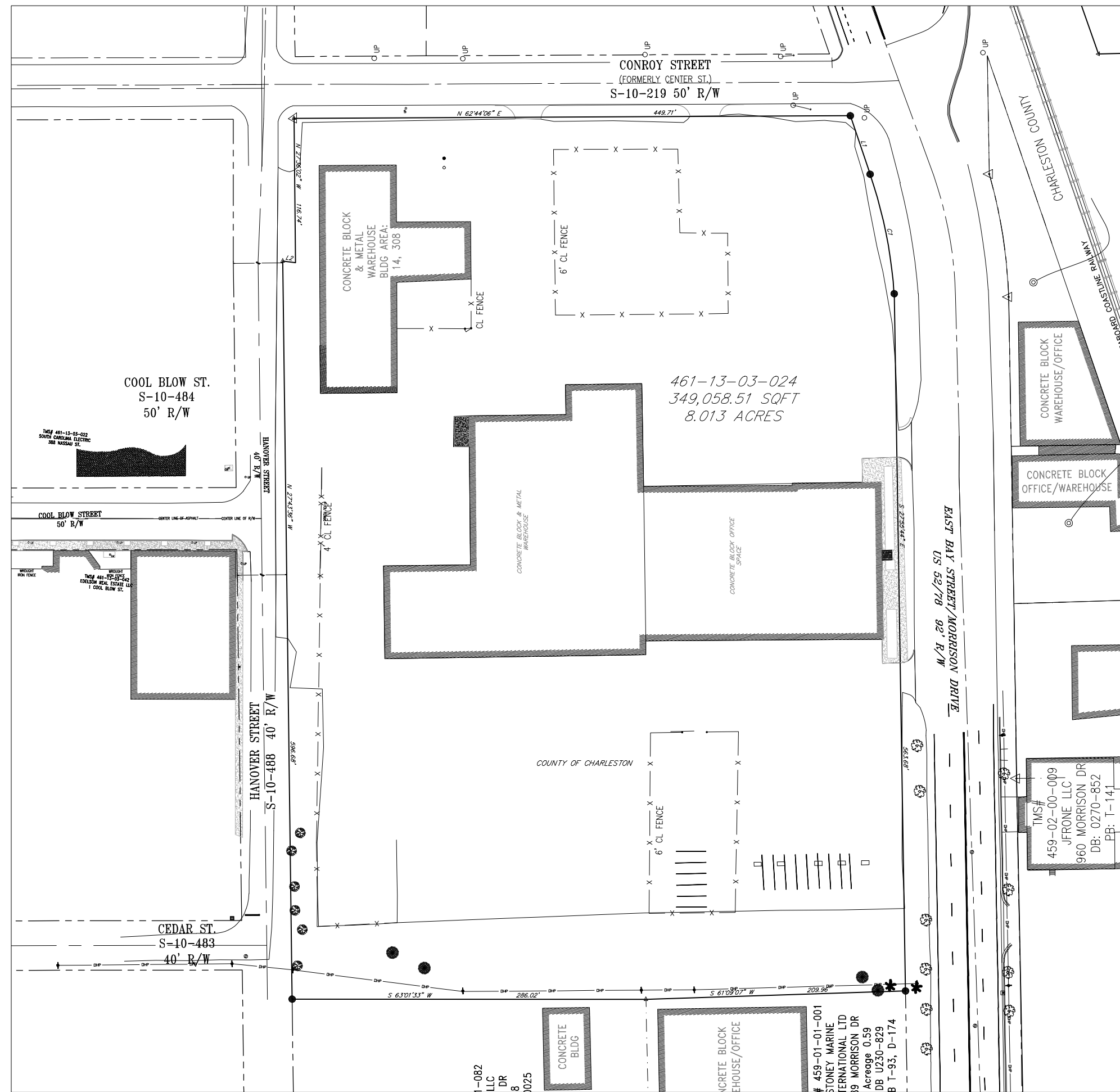
SIGNATURE: _____ DATE: _____
 The critical line shown on this plat is valid for five years from the date of this signature, subject to the cautionary language above.

DESIGNED: CAC	NO.:	DATE:	REVISIONS:
DRAWN: CAC			
CHECKED: ACC			
APPROVED: ACC			
SCALE: 1" = 40'			
DATE: 4/1/2019			
PROJECT NO.: 19-021			
SHEET 7 OF 7			

TITLE: AN EXHIBIT SHOWING TMS 464-00-00-023 PROPERTY OF CHARLESTON COUNTY & TMS 459-02-00-013 PROPERTY OF GINN-LA IV PROMENADE NORTH LLC LOCATED IN THE CITY OF CHARLESTON CHARLESTON COUNTY, SOUTH CAROLINA

STATE OF SOUTH CAROLINA
 COUNTY OF CHARLESTON
 REGISTERED PROFESSIONAL LAND SURVEYOR
 ANDREW C. GILLETTE, P.L.S. 5933-B

Parker Land Surveying, LLC
 5910 Clifton Street
 Hanahan, SC 29410
 Home: (843) 554-7777
 Fax: (843) 554-7779

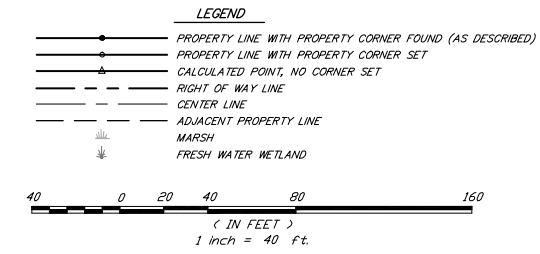
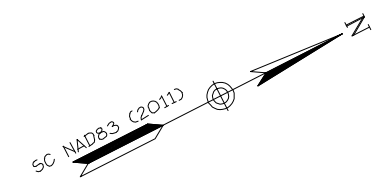


- REFERENCES:
1. PLAT SHOWING THE RELEASE OF PORTIONS OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 16, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 198.
 2. PLAT SHOWING TMS NO. 464-00-00-002 CONTAINING 116.653 ACRES, CSXPROPERTY ID NO. 45019-0037, OWNED BY HOLSTON LAND COMPANY, INC., LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED NOVEMBER 20, 2002 BY RICHARD D. LACEY SCPLS NO. 16120. RECORDED IN PLAT BOOK EG, PAGE 619.
 3. PLAT OF A 25' PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF GINW-LA IV PROMENADE, LLC, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGES 177-179.
 4. PLAT OF 70.19 ACRES ABOUT TO BE CONVEYED TO THE BEACH CO. IN THE CITY OF CHARLESTON, AND NORTH CHARLESTON CONSOLIDATED PUBLIC SERV. DIST., CHARLESTON, SOUTH CAROLINA, DATED AUGUST 1976 BY H. EKO HILTON SCPLS NO. 2552, RECORDED IN PLAT BOOK S, PAGE 69.
 5. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 17, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 195.
 6. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF CHARLESTON COUNTY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EJ, PAGE 941.
 7. PLAT OF ROMNEY STREET EXTENSION CONTAINING 0.350 AC. (15231 SQ.FT.), OWNED BY CHARLESTON COUNTY TO BE DEDICATED TO THE PUBLIC, LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED FEBRUARY 1, 1991 LAST REVISED JUNE 25, 1997 BY JOHN S. LESTER SCPLS NO. 8746, RECORDED IN PLAT BOOK EB, PAGE 985.
 8. PLAT OF TWO TRACTS OF LAND ON MORRISON DRIVE, CHARLESTON, SOUTH CAROLINA OWNED BY ATLANTIC COAST LINE RAILROAD COMPANY, SURVEYED BY CUMMINGS & MCCORDY, INC. DATED MARCH 1964. RECORDED IN PLAT BOOK I, PAGE 93.

- NOTES:
1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT ARE FOR DESCRIPTIVE PURPOSES ONLY.
 2. AREA DETERMINED BY COORDINATE METHOD.
 3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
 4. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON NAVD 88 DATUM AND WAS PROVIDED BY OTHERS.

CURVE TABLE					
CURVE	LENGTH	RADIUS	TANGENT	DELTA	DIRECTION
C1	78.63'	1462.69'	39.32'	370°48"	S 17°47'40" E 78.62'
C2	99.75'	3171.52'	49.88'	148°08"	S 17°40'22" E 99.75'

LINE TABLE		
LINE	BEARING	LENGTH
L1	N 71°54'25" E	5.80'
L2	N 17°59'14" W	15.66'



I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

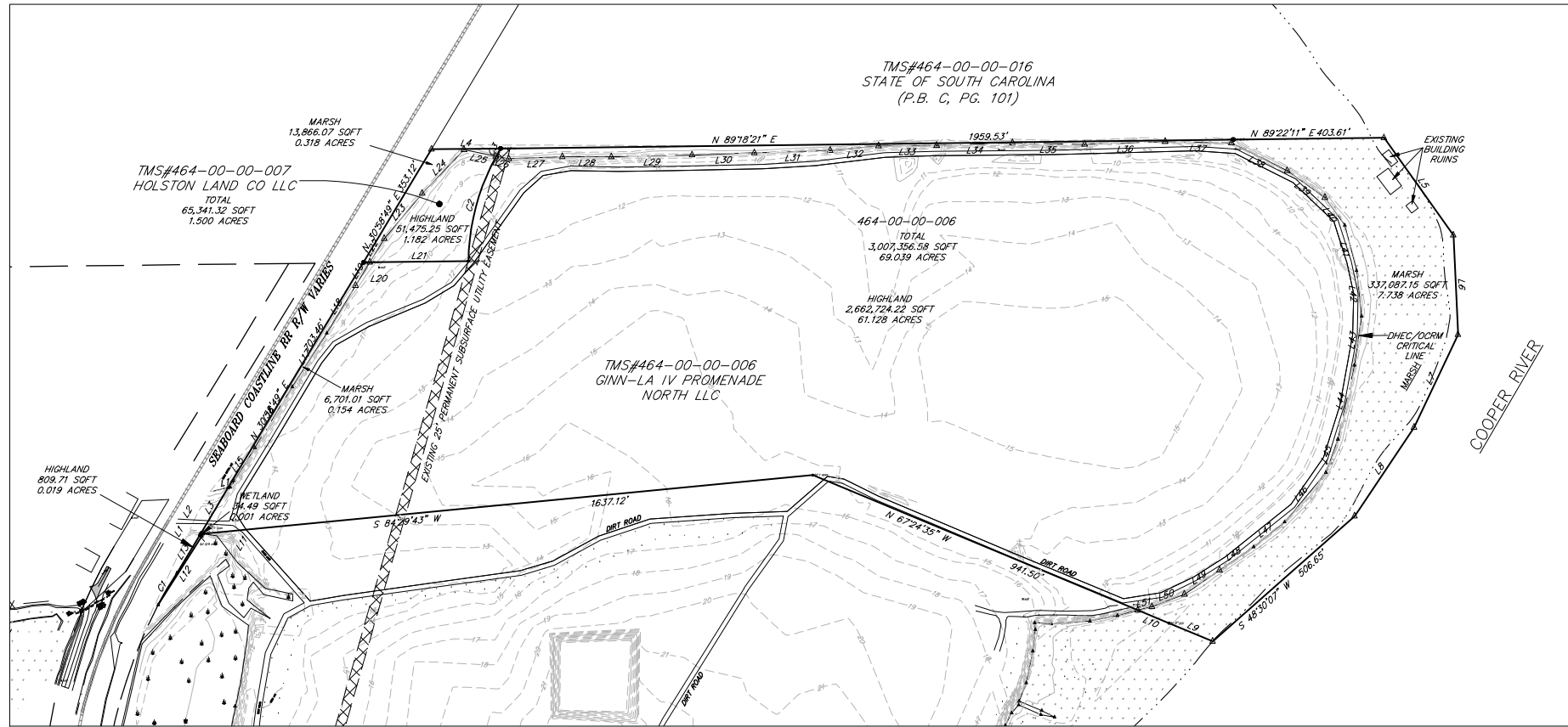
ANDREW C. GILLETTE
 TIER B
 P.L.S. 5933-B

NO.	DATE	REVISIONS

TITLE
 AN EXHIBIT SHOWING
 TMS 461-13-03-024
 PROPERTY OF COUNTY OF CHARLESTON
 LOCATED IN THE CITY OF CHARLESTON
 CHARLESTON COUNTY, SOUTH CAROLINA

Parker Land Surveying, LLC
 5910 Clifton Street
 Hanahan, SC 29410
 Phone: (843) 554-7777
 Fax: (843) 554-7779

DESIGNED : CAC
 DRAWN : CAC
 CHECKED : ACC
 APPROVED : ACC
 SCALE : 1" = 40'
 DATE : 4/1/2019
 PROJECT NO. : 19-021
 SHEET 7 OF 7

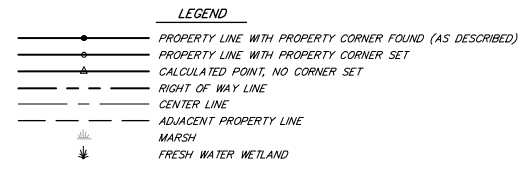


- REFERENCES:
1. PLAT SHOWING THE RELEASE OF PORTIONS OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 16, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 198.
 2. PLAT SHOWING TMS NO. 464-00-00-002 CONTAINING 116.653 ACRES, CSXPROPERTY ID NO. 45019-0037, OWNED BY HOLSTON LAND COMPANY, INC., LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED NOVEMBER 20, 2002 BY RICHARD D. LACEY SCPLS NO. 16120. RECORDED IN PLAT BOOK EG, PAGE 619.
 3. PLAT OF A 25' PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF GINN-LA IV PROMENADE, LLC, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGES 177-179.
 4. PLAT OF 70.19 ACRES ABOUT TO BE CONVEYED TO THE BEACH CO., IN THE CITY OF CHARLESTON, AND NORTH CHARLESTON CONSOLIDATED PUBLIC SERV. DIST., CHARLESTON, SOUTH CAROLINA, DATED AUGUST 1976 BY H. EKO HILTON SCPLS NO. 2552, RECORDED IN PLAT BOOK S, PAGE 69.
 5. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 17, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 195.
 6. PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK E.L, PAGE 941.
 7. PLAT OF ROMNEY STREET EXTENSION CONTAINING 0.350 AC. (15231 SQ.FT.), OWNED BY CHARLESTON COUNTY TO BE DEDICATED TO THE PUBLIC, LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED FEBRUARY 1, 1991 LAST REVISED JUNE 25, 1997 BY JOHN S. LESTER SCPLS NO. 8746. RECORDED IN PLAT BOOK EB, PAGE 985.

- NOTES:
1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT ARE FOR DESCRIPTIVE PURPOSES ONLY.
 2. AREA DETERMINED BY COORDINATE METHOD.
 3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
 4. TOPOGRAPHIC INFORMATION SHOWN BASED ON NAVD 88 DATUM AND WAS PROVIDED BY OTHERS.

LINE	BEARING	LENGTH
L1	N 30°58'49" E	3.87'
L2	N 30°58'49" E	3.09'
L3	N 30°58'49" E	142.51'
L4	N 89°19'01" E	184.09'
L5	S 32°32'16" W	319.28'
L6	S 02°39'51" E	266.53'
L7	S 25°22'11" W	274.81'
L8	S 33°49'52" W	285.13'
L9	N 67°24'35" W	127.26'
L10	N 67°24'35" W	89.72'
L11	S 32°32'16" W	7.35'
L12	S 32°32'16" W	212.89'
L13	N 30°58'49" E	112.36'
L14	S 77°09'12" W	5.89'
L15	S 31°55'06" W	125.12'
L16	S 31°34'38" W	191.02'
L17	S 32°50'53" W	170.92'
L18	S 31°03'35" W	148.34'
L19	S 31°18'54" W	73.19'
L20	N 89°19'01" E	16.52'
L21	N 89°19'01" E	263.31'
L22	S 31°18'54" W	74.20'
L23	S 40°01'15" W	158.11'
L24	S 43°39'16" W	161.96'
L25	N 78°21'52" W	97.12'
L26	N 78°21'52" W	35.34'
L27	S 87°51'45" W	143.25'
L28	N 89°54'48" W	130.95'
L29	S 88°42'18" W	216.34'
L30	S 87°53'52" W	166.52'
L31	S 88°18'31" W	206.41'
L32	S 84°24'41" W	130.11'
L33	S 89°45'39" W	155.42'
L34	S 87°56'53" W	202.63'
L35	N 88°43'10" W	193.37'
L36	S 88°00'31" W	215.54'
L37	N 88°54'59" W	172.69'
L38	N 63°55'30" W	165.91'
L39	N 54°27'51" W	123.96'
L40	N 35°34'06" W	91.25'
L41	N 147°50'02" W	125.33'
L42	N 06°26'23" W	122.67'
L43	N 08°19'00" E	132.98'
L44	N 12°31'11" E	202.83'
L45	N 19°51'22" E	94.67'
L46	N 39°39'44" E	172.36'
L47	N 51°09'30" E	106.52'
L48	N 55°37'52" E	109.97'
L49	N 55°34'06" E	114.04'
L50	N 69°17'38" E	92.92'
L51	N 75°26'26" E	39.22'

CURVE	LENGTH	RADIUS	TANGENT	DELTA	DIRECTION	CHORD
C1	98.13'	1335.37'	49.09'	412°17"	S 30°37'51" W	98.10'
C2	283.42'	600.00'	149.73'	281°26"	S 14°46'50" W	290.55'
C3	23.85'	600.00'	11.93'	276°40"	S 29°55'53" W	23.85'



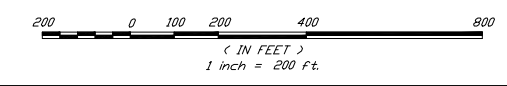
THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF DEPARTMENT PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF THE DEPARTMENT, THE OFFICE IN NO WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREIN OR NOT.

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS



ANDREW C. GILLETTE P.L.S. 5933-B

SIGNATURE _____ DATE _____
The critical line shown on this plat is valid for five years from the date of this signature, subject to the cautionary language above.

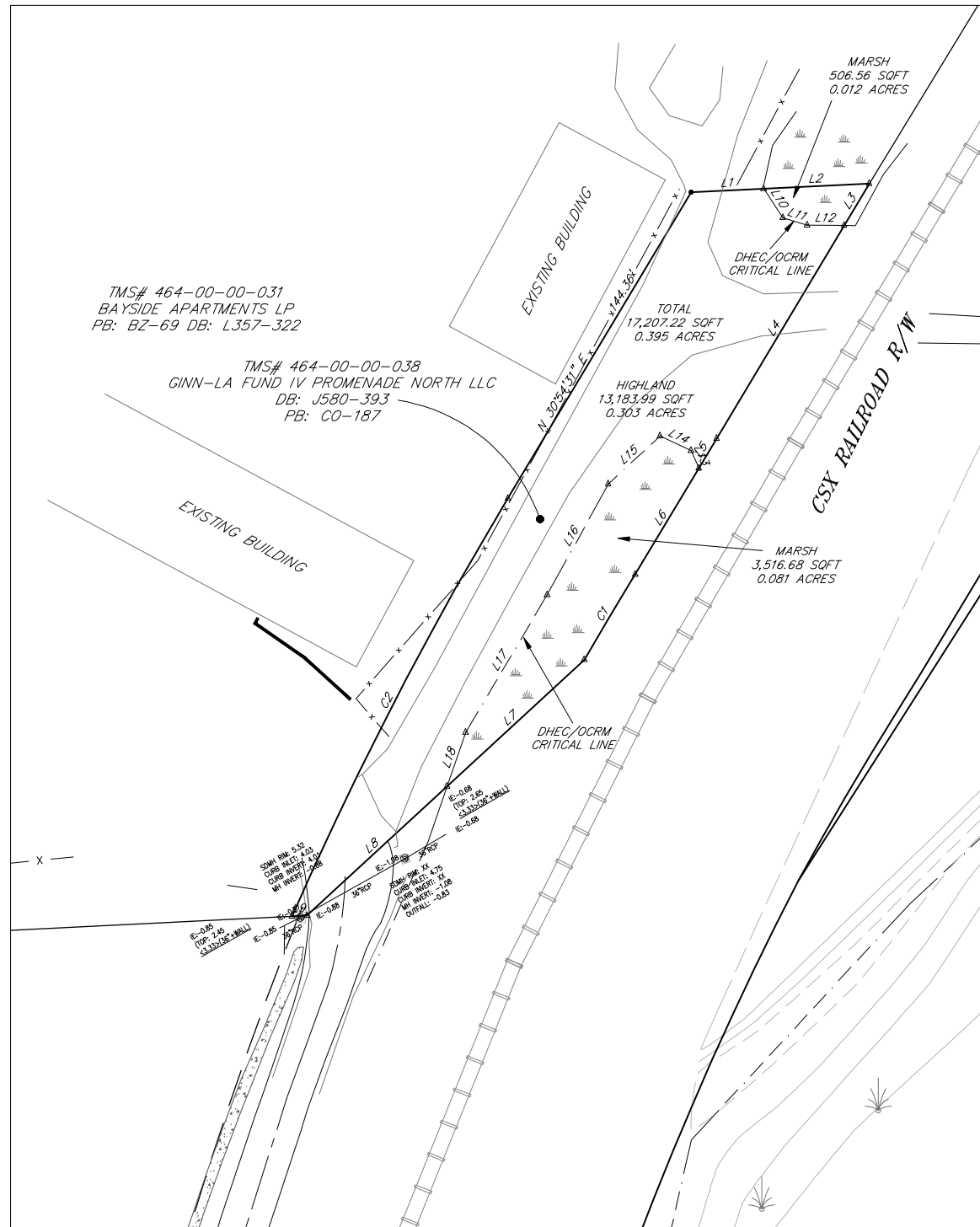


DESIGNED BY : CAC	NO.	DATE	REVISIONS
DRAWN : CAC			
CHECKED : ACC			
APPROVED : ACC			
SCALE : 1" = 200'			
DATE : 3/30/2019			
PROJECT NO. : 19-021			
SHEET 7 OF 7			

TITLE
AN EXHIBIT SHOWING
TMS 464-00-00-007
PROPERTY OF HOLSTON LAND CO INC &
TMS 464-00-00-006
PROPERTY OF GINN-LA IV PROMENADE NORTH LLC
LOCATED IN THE CITY OF CHARLESTON
CHARLESTON COUNTY, SOUTH CAROLINA

Carolina Professional Land Surveyors Association
CERTIFICATE OF REGISTRATION
No. 1111
Exp. 12/31/2021

Parker Land Surveying, LLC
5910 Clifton Street
Hannahan, SC 29410
Phone: (843) 554-7777
Fax: (843) 554-7779

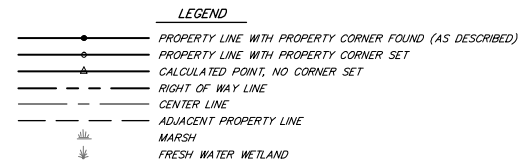


LINE	BEARING	LENGTH
L1	S 87°15'42" W	29.46'
L2	S 87°15'42" W	42.66'
L3	S 30°54'31" W	19.76'
L4	S 30°54'31" W	100.36'
L5	S 30°54'31" W	14.03'
L6	S 30°54'31" W	50.14'
L7	N 47°18'24" E	75.51'
L8	N 47°18'24" E	77.07'
L9	N 87°09'46" E	6.09'
L10	S 33°06'14" E	14.02'
L11	S 22°48'15" E	10.31'
L12	S 89°31'06" E	14.95'
L13	N 23°51'26" W	7.29'
L14	N 64°43'46" W	13.84'
L15	S 47°15'22" W	28.60'
L16	S 28°48'46" W	51.15'
L17	S 30°41'02" W	64.71'
L18	S 18°56'44" W	23.09'

- REFERENCES:
- PLAT SHOWING THE RELEASE OF PORTIONS OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 16, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 198.
 - PLAT SHOWING TMS NO. 464-00-00-002 CONTAINING 116.653 ACRES, CSX PROPERTY ID NO. 45019-0037, OWNED BY HOLSTON LAND COMPANY, INC., LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED NOVEMBER 20, 2002 BY RICHARD D. LACEY SCPLS NO. 16120. RECORDED IN PLAT BOOK EG, PAGE 619.
 - PLAT OF A 25' PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF GINN-LA IV PROMENADE, LLC, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGES 177-179.
 - PLAT OF 70.19 ACRES ABOUT TO BE CONVEYED TO THE BEACH CO. IN THE CITY OF CHARLESTON, AND NORTH CHARLESTON CONSOLIDATED PUBLIC SERV. DIST., CHARLESTON, SOUTH CAROLINA, DATED AUGUST 1976 BY H. EXO HILTON SCPLS NO. 2552, RECORDED IN PLAT BOOK S, PAGE 69.
 - PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF S.C. STATES PORTS AUTHORITY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED OCTOBER 17, 2006 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EK, PAGE 195.
 - PLAT OF A PERMANENT SUBSURFACE UTILITY EASEMENT PREPARED FOR THE COMMISSIONERS OF PUBLIC WORKS THROUGH THE PROPERTY OF CHARLESTON COUNTY, CHARLESTON COUNTY, CITY OF CHARLESTON, SOUTH CAROLINA, DATED NOVEMBER 30, 2005 BY JODDIE R. PORTH SCPLS NO 16820. RECORDED IN PLAT BOOK EJ, PAGE 941.
 - PLAT OF ROMNEY STREET EXTENSION CONTAINING 0.350 AC. (15231 SQ.FT.), OWNED BY CHARLESTON COUNTY TO BE DEDICATED TO THE PUBLIC, LOCATED IN THE CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED FEBRUARY 1, 1991 LAST REVISED JUNE 25, 1997 BY JOHN S. LESTER SCPLS NO. 8746, RECORDED IN PLAT BOOK EB, PAGE 985.
 - PLAT OF 0.407 ACRES (AREA A,B,C,D,E,F & G) PROPERTY OF BAYSIDE GARDENS (A PARTNERSHIP) ABOUT TO BE RELEASED FROM MORTGAGE HELD BY FEDERAL NATIONAL MORTGAGE ASSOCIATION, CITY OF CHARLESTON, CHARLESTON COUNTY, SOUTH CAROLINA, DATED AUGUST 20, 1991 BY H EXO HILTON SCPLS NO. 2552. RECORDED IN PLAT BOOK CO PAGE 187.

- NOTES:
- ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT ARE FOR DESCRIPTIVE PURPOSES ONLY.
 - AREA DETERMINED BY COORDINATE METHOD.
 - THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
 - TOPOGRAPHIC INFORMATION SHOWN IS BASED ON NAVD 88 DATUM AND WAS PROVIDED BY OTHERS.

CURVE	LENGTH	RADIUS	TANGENT	DELTA	DIRECTION	CHORD
C1	40.15'	1455.37'	20.08'	1°34'51"	S 30°50'40" W	40.15'
C2	190.38'	1515.37'	85.31'	7°11'53"	S 27°18'34" W	190.25'



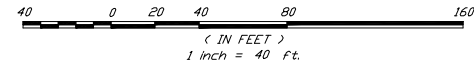
THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF DEPARTMENT PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF THE DEPARTMENT, THE OFFICE IN NO WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME, IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREIN OR NOT.

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.



ANDREW C. GILLETTE P.L.S. 5933-B

SIGNATURE _____ DATE _____
The critical line shown on this plat is valid for five years from the date of this signature, subject to the cautionary language above.



DESIGNED : CAC	NO. _____	DATE _____	REVISIONS _____
DRAWN : CAC	DATE _____	NO. _____	DATE _____
CHECKED : ACC	DATE _____	NO. _____	DATE _____
APPROVED : ACC	DATE _____	NO. _____	DATE _____
SCALE : 1" = 40'	PROJECT NO. : 19-021	NO. _____	DATE _____
DATE : 4/1/2019	PROJECT NO. : 19-021	NO. _____	DATE _____
SHEET 7	OF 7	NO. _____	DATE _____

TITLE
AN EXHIBIT SHOWING
TMS 464-00-00-038
PROPERTY OF GINN-LA FUND IV PROMENADE NORTH LLC
LOCATED IN THE CITY OF CHARLESTON
CHARLESTON COUNTY, SOUTH CAROLINA

Parker Land Surveying, LLC
5910 Clifton Street
Hannahan, SC 29410
Phone: (843) 554-7777
Fax: (843) 554-7779

APPENDIX F

Additional Drawings



**LAUREL
ISLAND**

Exhibit 1: Location Map

Owner/Developer: Laurel Island Development, LLC
 Prepared by: Reveer Group, LLC
 September 10, 2019

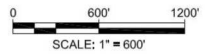
**not to
scale**



**LAUREL
ISLAND**

Exhibit 2: Aerial

Owner/Developer: Laurel Island Development, LLC
Prepared by: Reveer Group, LLC
January 15, 2020

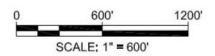


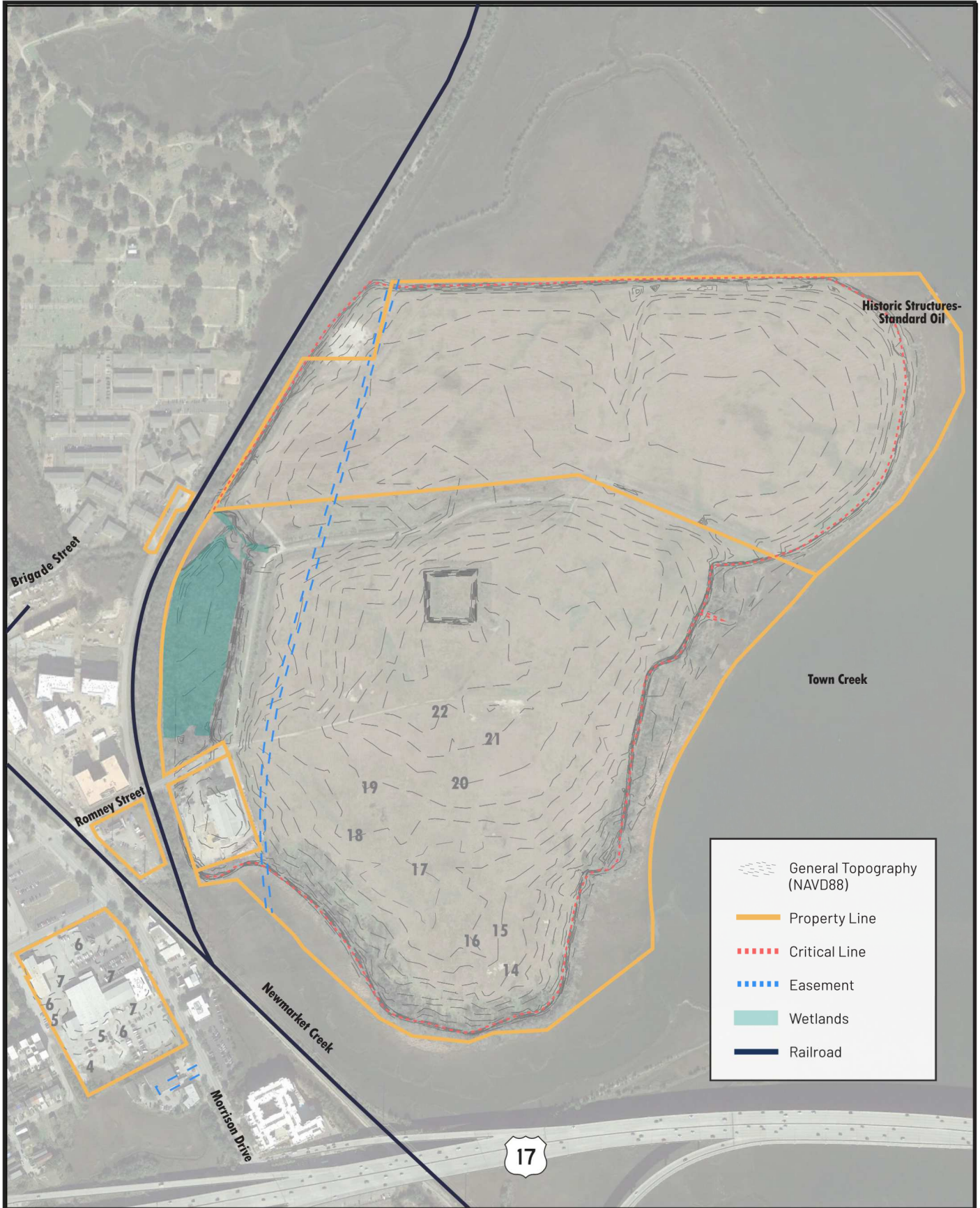


**LAUREL
ISLAND**

Exhibit 3: Project Parcels

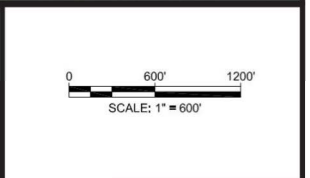
Owner/Developer: Laurel Island Development, LLC
 Prepared by: Reveer Group, LLC
 January 15, 2020

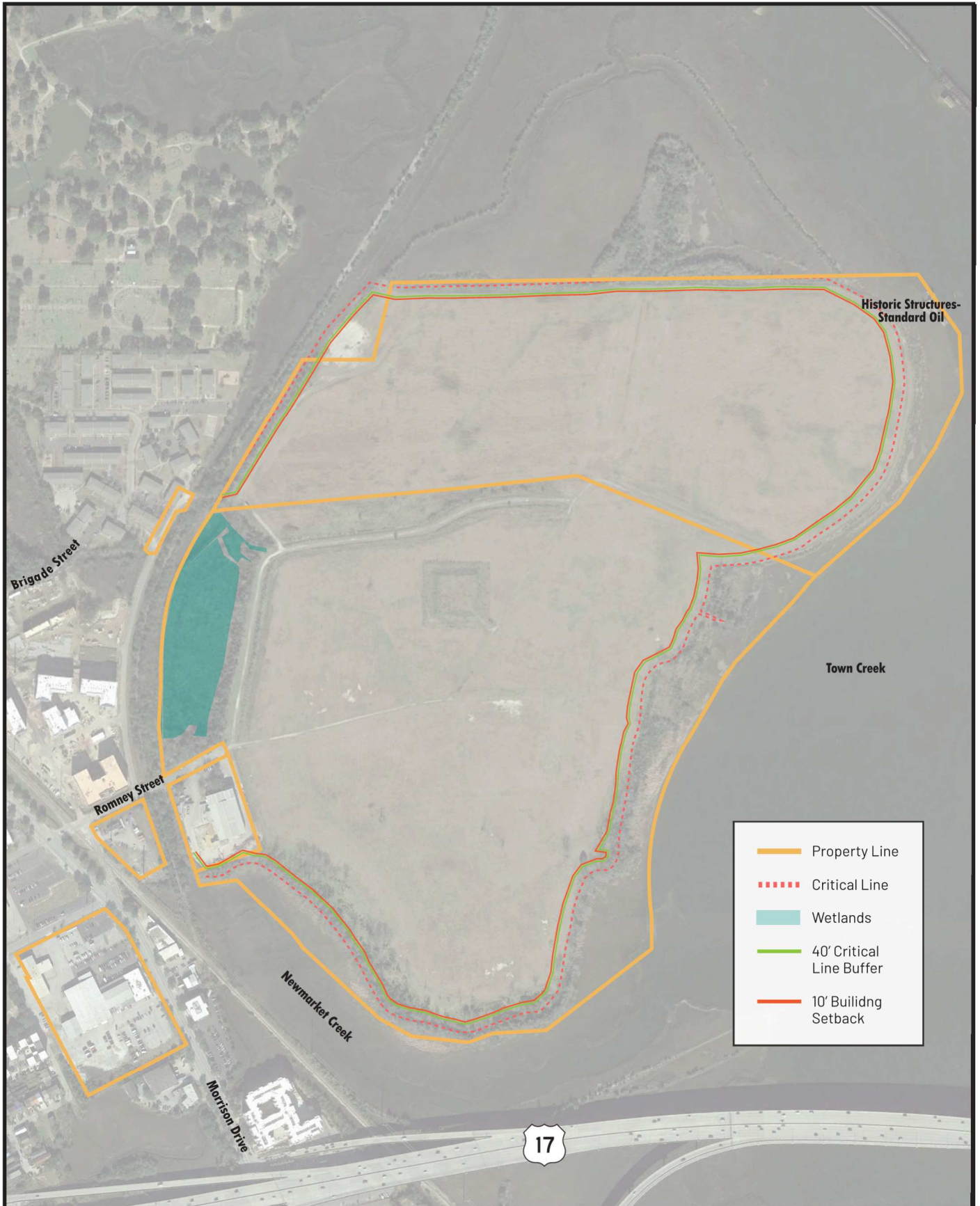




LAUREL ISLAND

Exhibit 4: Existing Conditions
 Owner/Developer: Laurel Island Development, LLC
 Prepared by: Reveer Group, LLC
 January 23, 2020

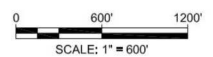


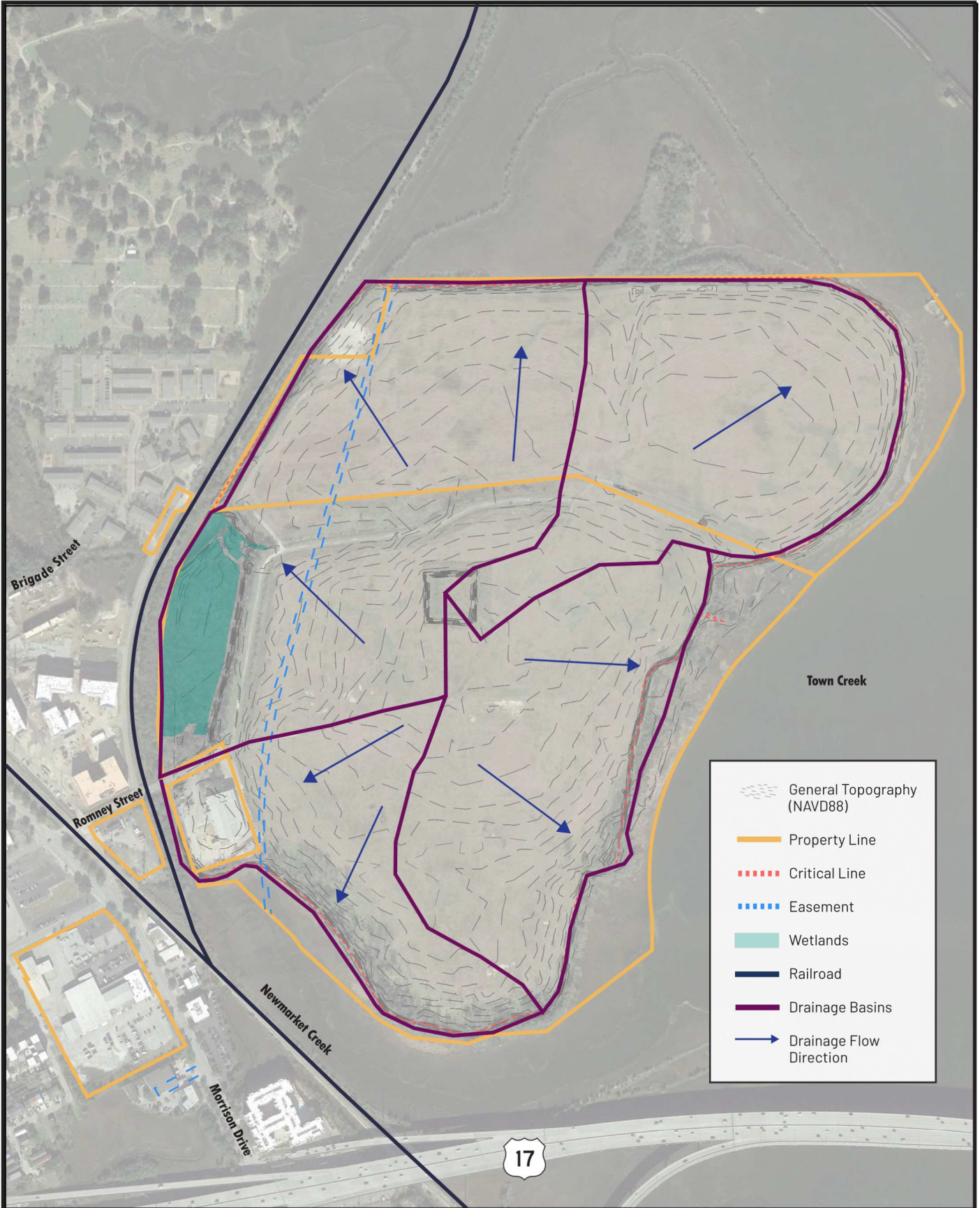


**LAUREL
ISLAND**

Exhibit 5: Wetlands and Critical Lines

Owner/Developer: Laurel Island Development, LLC
 Prepared by: Reveer Group, LLC
 January 15, 2020





LAUREL ISLAND

Exhibit 6: Drainage

Owner/Developer: Laurel Island Development, LLC
 Prepared by: Reveer Group, LLC
 January 15, 2020

APPROXIMATE SCALE
 MAP SCALE 1" = 500'
 0 500 1000
 FEET METERS

NATIONAL FLOOD INSURANCE PROGRAM

FIRM FLOOD INSURANCE RATE MAP
 CHARLESTON COUNTY,
 SOUTH CAROLINA
 AND INCORPORATED AREAS

PANEL 504 OF 855
 (SEE MAP INDEX FOR PANELS NOT PRINTED)

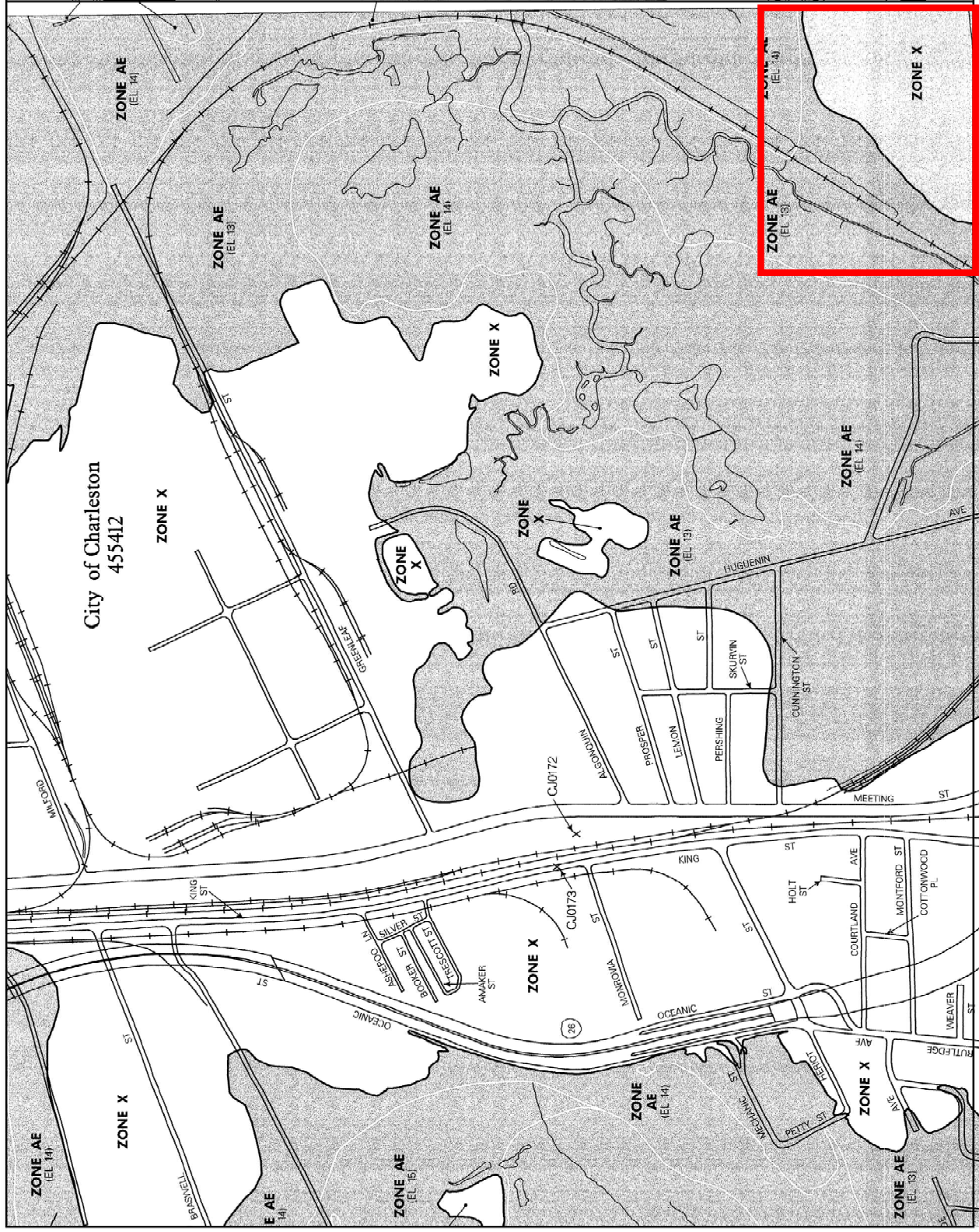
CONTAINS:	NUMBER	PANEL	SUFFIX
COMMUNITY	45542	0504	J
CHARLESTON CITY OF	45542	0504	J
CHARLESTON COUNTY	45543	0504	J
NORTH CHARLESTON CITY OF	45542	0504	J

MAP NUMBER
450190504J

EFFECTIVE DATE:
NOVEMBER 17, 2004

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was created using FIRM Online. This map does not reflect changes made to the map since the last time it was printed. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.fema.gov



APPROXIMATE SCALE
 MAP SCALE 1" = 500'
 0 500 1000 FEET
 0 150 300 MET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 CHARLESTON COUNTY,
 SOUTH CAROLINA
 AND INCORPORATED AREAS

PANEL 508 OF 855

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
CHARLESTON, CITY OF	45412	0608	2
CHARLESTON COUNTY	45413	0608	2
MOUNT PLEASANT, TOWN OF	45417	0608	2
NORTH CHARLESTON, CITY OF	45002	0608	2

Notes to User: The MAP NUMBER shown above should be used in all correspondence with the Community and the County. This map does not represent an insurance policy. It is a planning map and should be used only as a guide for insurance applications for the subject community.

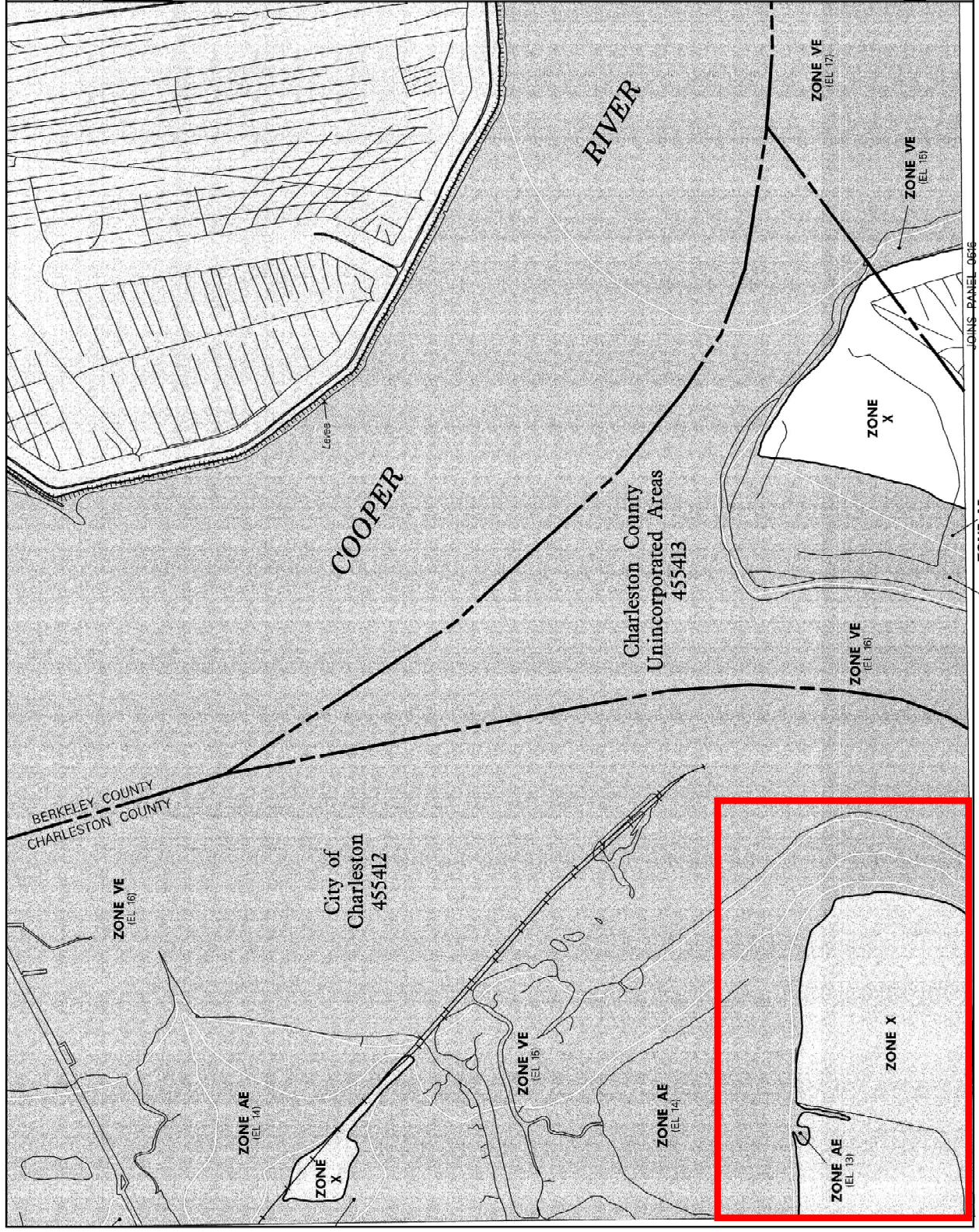
MAP NUMBER
45019C0508J

EFFECTIVE DATE:
NOVEMBER 17, 2004



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was created using FIRM Online. This map does not represent an insurance policy. For the latest product information about National Flood Insurance Program flood maps, check the FEMA Flood Map Store at www.nfip.fema.gov



JOINS PANEL 0605

APPROXIMATE SCALE

MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 CHARLESTON COUNTY,
 SOUTH CAROLINA
 AND INCORPORATED AREAS

PANEL 516 OF 855

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CHARLESTON CITY OF	45542	0516	3
CHARLESTON COUNTY	45543	0516	3
MOUNT PLEASANT TOWN OF	45547	0516	3

Notes to Users: The MAP NUMBER, MAP INDEX, and PANEL NUMBER are used above to identify the map. The MAP NUMBER, MAP INDEX, and PANEL NUMBER should be used on insurance applications for the subject community.

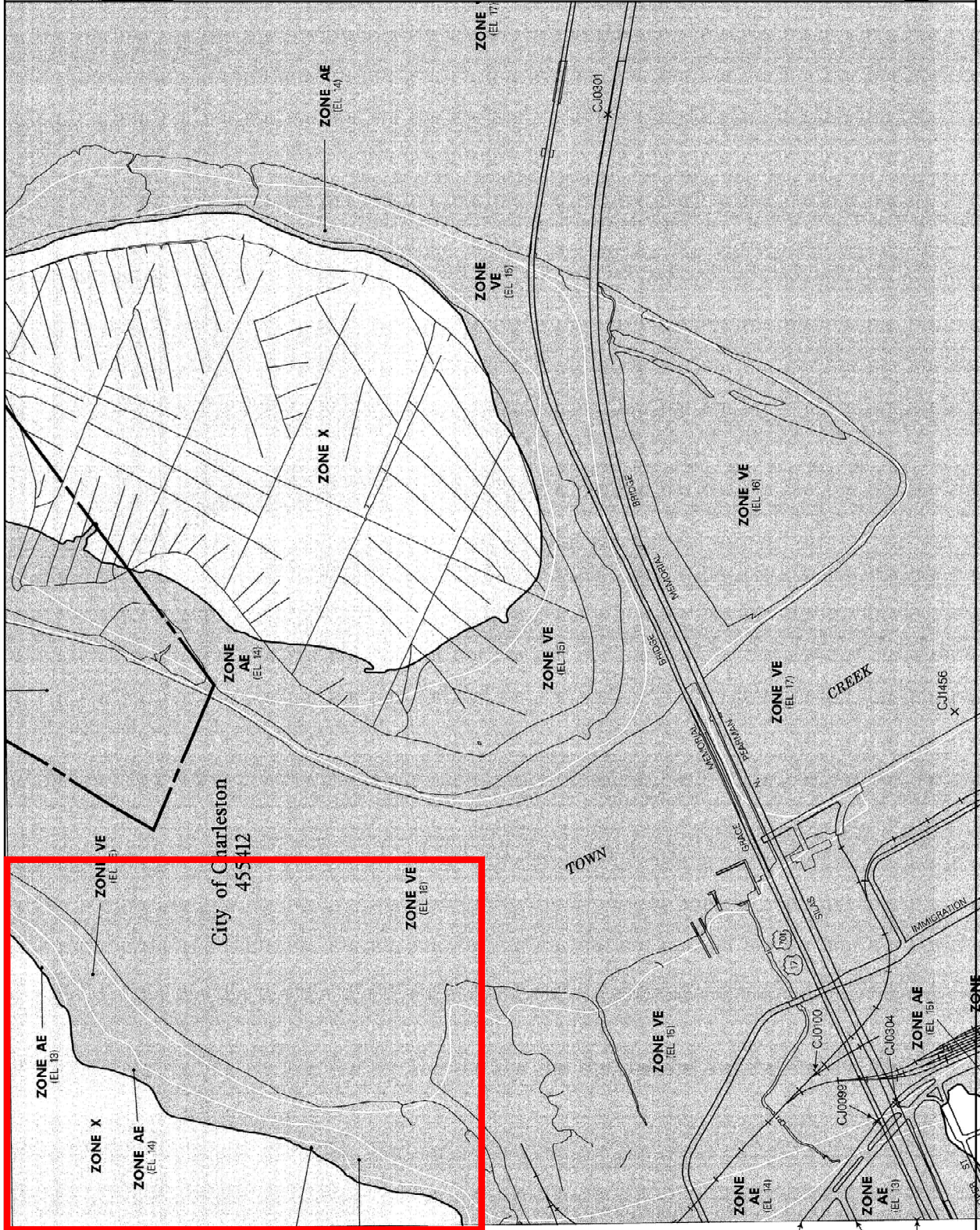
MAP NUMBER
45019C0516J

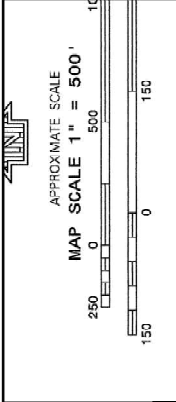
EFFECTIVE DATE:
NOVEMBER 17, 2004



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was corrected using FEMA's Flood Insurance Rate Map (FIRM) data. This map does not reflect changes in the flood hazard data since the date of the original map. For the latest product information about National Flood Insurance Program flood maps, check the FEMA Flood Map Store at www.fema.gov





NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
 CHARLESTON COUNTY,
 SOUTH CAROLINA
 AND INCORPORATED AREAS

PANEL 512 OF 885
 (SEE MAP INDEX FOR PANELS NOT PRINTED)

EXPIRES: _____
 SOURCE: FIRMAL SURVEY
 COMPLETION DATE: _____

MAP NUMBER: 450900512
 EFFECTIVE DATE: NOVEMBER 17, 2004

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was created using FIRM Online. This map does not reflect changes in the flood insurance rate schedule. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.firmstore.gov

