

**MEETING NOTES**

**SOUTH CAROLINA ELECTRIC & GAS COMPANY  
SALUDA HYDRO PROJECT RELICENSING  
LAKE AND LAND MANAGEMENT TWC**

**SCE&G Training Center  
October 10, 2006**

Final acg 11-3-06

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**ATTENDEES:**

Alison Guth, Kleinschmidt Associates	Bill Argentieri, SCE&G
Alan Stuart, Kleinschmidt Associates	Randy Mahan, SCANA Services, Inc.
Tommy Boozer, SCE&G	Ron Ahle, SCDNR
Dick Christie, SCDNR	Tom Eppink, SCANA Services, Inc.
Roy Parker, LMA	Kenneth Fox, LMA
Steve Bell, Lake Watch	John Frick, landowner
Van Hoffman, SCANA	Mike Murrell, LMA
Tony Bebbber, SCPRT	David Hancock, SCE&G

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**HOMEWORK:**

- Van H. - Fringeland presentation
- David H and Tommy B. - Future development strawman
- David H and Tommy B. – Marina siting maps
- Ron A.– verify DNR’s proposal for rebalancing .
- Van H. – Map depicting width of fringelands
- Tommy B. & David H. – provide group with current aerial photography
- Develop introduction section to criteria – Dick Christie, SCE&G
- Revise the term “greenspace” – TWC Members

**DATE OF NEXT MEETING:**      **October 31, 2006 at 9:30 a.m.**  
**Located at Carolina Research Park**

**MEETING NOTES:**

*These notes serve to be a summary of the major points presented during the meeting and are not intended to be a transcript or analysis of the meeting.*

***Discussion about Meeting Topic:***

The group began discussions and Alan S. noted that based on the last meeting, they would finalize the draft of the criteria for multi-slip docks on easement property. Steve B. asked for an clarification of the issues regarding private multi-slip docks. David H. replied that it was his understanding that multi-slip docks were considered a benefit in that it prevented individual docks from occupying every 100 ft of shoreline. Steve B. agreed and added that the main benefit as he

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understood it is the reduction in size of the public marinas and their impacts on public waters. Tommy B. also noted that private multi-slip developments provide off-water access with a community dock and ramp.

***Residential Multi-Slip Docks on Easement Property Criteria Review:***

As the group began to interactively review the criteria, Tommy explained that the criteria was designed with incentives for multi-slip facilities. It was explained that if a certain amount of land was counted toward a multi-slip facility's slip count, then a developer would not be allowed to also add individual docks on that property. Ron A. pointed out that a developer should not be allowed slip credit for areas with environmentally sensitive areas. He continued to explain that this would encourage the developer to place individual docks on all the areas that were possible and count the ESA's toward a multi-slip dock. After much discussion on this topic the group decided that the developer could only count ESA's toward his slip credit if he is to implement a buffer area. It was also encouraged that the buffer area be deeded to the homeowners association of that development.

The group then discussed the need for an introduction section to the criteria explaining the objective. This was assigned as a homework item. The group also had discussions regarding the length of shoreline for slip credit. The group considered rounding odd and half numbers of slip credits up to even numbers (ex, 37.5 would be rounded up to 38). The group decided that for properties without the implemented buffer, the numbers would be rounded down, but the number would be rounded up for those that did implement a buffer area.

The Lake Murray Association expressed concern that there are tracts of land that could be sold that are large enough to qualify for very large multi-slip facilities. David H. reminded the TWC that the criteria still had a 200 slip limitation in place. Steve B. noted that he believed a slip limitation was important to have in place.

The group also discussed how far a multi-slip facility needs to be placed from an adjacent property owner and from what point with that length be measured. It was explained that the facility must be located 150 ft from the adjacent property owner measured from the point where the dock crosses the 360°. Ron A. expressed that the measurement should be taken from the corner of the first slip, in the event the facility was running parallel with the shoreline. Tommy B. noted that a multi-slip facility running flat up against the shoreline was not something that they typically would permit. Tommy B. continued to explain that if they had to go with an orientation like that they would try to place it out perpendicular with the shoreline, or center it up along the shoreline. Tommy B. further noted that they would not place a facility over the projected property line. Steve B. noted that if the multi-slip dock does not extend past the projected property line then he was satisfied. The group agreed that the final placement of the facility will be up to the discretion of SCE&G. Ron A. agreed that he was content with the decision and noted that his main concerns were regarding the sprawling of facilities.

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The group discussed that the definition of the buffer zone that SCE&G manages needs to be distinguished from the voluntary buffer zone that the group was proposing. The group temporarily renamed the voluntary buffer zone "greenspace". The group noted that the definition of greenspace would be included in the objective section of the criteria. There was some disagreement among the group that greenspace was the best definition for the area, subsequently, a homework item for the group was to come up with alternative definitions.

The TWC expressed concern about homeowners pulling their pontoon boats onto the shoreline and leaving them there for long periods of time. Tommy B. noted that it is currently not a problem along Lake Murray Shoreline, however it is possible that it could become a problem in the future. Tommy B. added that he believed that lake levels would have a lot of control over this issue. Randy M. suggested placing a statement in the Lake Murray Handbook that included items on how to be a good neighbor, such as not parking your boat on the shoreline, not leaving trash around, etc. The group agreed to put this issue in the parking lot for further discussion.

After lunch the group reviewed and agreed to the criteria developed for Residential Multi-slips on Easement Property. The TWC concluded that it provided good incentives for the homeowner to implement a multi-slip facility as opposed to individual docks. The group also briefly discussed changing the General Permit. Tommy B. noted that they may hold off on any revisions to the General Permit until the final SMP comes out. It was also noted that the size of boats would be limited to 30 ft at new residential multi-slip facilities.

Alan S. noted that the next item for discussion was the Private Marinas (yacht clubs). The group agreed that Private Marinas would fall under the same criteria as developed for Residential Multi-slip marinas.

The group then began to review homework items and prepare an agenda for the next meeting.

*Homework items were listed as follows:*

- Van H. - Fringeland presentation
- David H and Tommy B. - Future development strawman
- David H and Tommy B. – Marina siting maps
- Ron A.– verify DNR's proposal for rebalancing .
- Van H. – Map depicting width of fringelands
- Tommy B. & David H. – provide group with current aerial photography

*Agenda items for the next meeting:*

- Presentation on Fringelands – Van Hoffman

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- Review of Fringeland Width Maps – Developed by Van Hoffman
  - Presentation of DNR's Proposal for Rebalancing – Ron Ahle

*Agenda items for an upcoming meeting:*

- Land rebalancing and reclassification – need recreation study results
- Aquatic plant management presentation – Steve DeKozlowski

Ron A. also noted that DNR would like to see a map showing the locations of docks on fringelands that have not been sold. Ron continued to note that it would be also helpful to see a map depicting the width of fringelands, especially those that are less than 75'. Van H and David H. noted that there were difficulties when developing this map but that they would work on developing an adequate map for the next meeting. Group decided to schedule the next meeting for October 31<sup>st</sup> at Carolina Research Park.

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DRAFT  
STRAW MAN

RESIDENTIAL MULTI-SLIP DOCKS AND PRIVATE MARINAS

EASEMENT PROPERTY

1. In lieu of individual docks, multi-slip docks may be permitted based on shoreline footage.
2. No individual dock will be permitted within a multi-slip dock development.
3. To participate in the multi-slip dock program the development must have a minimum of 500 feet of shoreline. Property with less than 500 feet will be evaluated for individual or shared docks.
4. An ESA is not to be included in the total shoreline distance when evaluating multi-slip docks unless a minimum 50-foot Greenspace is established on the entire shoreline. One slip will be allowed for each 100 feet of shoreline with an ESA with a minimum 50-foot Greenspace on the entire shoreline. And two slips per 100 feet of shoreline of non-ESA shoreline.
5. Up to 1.5 slips per 100 feet of shoreline will be allowed with no Greenspaces or no ESA shoreline. With a minimum 50-foot Greenspace on the entire shoreline, two slips per 100 feet will be approved.
6. Fractions of slips for properties without a Greenspace will be rounded down to an even number of slips. (e.g., between 14 ½ and 15 ½ slips will be rounded down to 14 slips.)
7. Multi-slip docks must be a minimum of 150 feet from the adjoining property from each outside edge of the dock walkway at the 360-foot contour line to the nearest common property line between the proposed development property and the adjacent property owner, or meet minimum County zoning requirements; which ever provides for greater distance..
8. Final placement of the multi-slip facility will be subject to the SCE&G Lake Management approval.
9. A minimum distance of 500 feet across cove measured from the 360-foot contour elevation to 360-foot contour elevation.

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10. The minimum 50-foot Greenspace Landscape Plan that must be consistent with the established Buffer Zone Management Plan Guidelines shall be submitted and approved by SCE&G Lake Management.

11. Access to multi-slip docks must be provided by the developer.

12. An access path will be allowed in the Greenspace and must be identified in the Greenspace Landscape Plan.

13. SCE&G requires the developer to establish a homeowner's association to administer the neighborhood multi-slip dock program. The Greenspace should be deeded to the homeowner's association. SCE&G encourages the homeowner's association to create an environmental stewardship committee within the homeowner's association to help monitor the Greenspace.

14. Multi-slip dock facilities which accommodate watercraft with marine sanitation facilities will be required to install, operate, and maintain sewer pump-out disposal systems.

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