

MEETING NOTES

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

**SCE&G Training Center
September 5, 2006**

Final acg 10-5-06

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
Rhett Bickley, Lexington County	Dick Christie, SCDNR
Joy Downs, LMA	Roy Parker, LMA
Steve Bell, Lake Watch	John Frick, landowner
Kim Westbury, Saluda County	Van Hoffman, SCANA
Tony Bebbler, SCPRT	

HOMEWORK:

- Tommy and David to review proposed changes to Commercial Marina Criteria on radius map.

DATE OF NEXT MEETING: **September 19, 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.

Alan welcomed the group and noted that discussions will be regarding Commercial Marinas. Alan explained that, with the guidance of Tommy Boozer, the group would progress through the current criteria for Commercial Marinas. Tommy noted that while reviewing the criteria, that the group should keep in mind that Commercial Marinas are areas where public access should be promoted.

Before the group directly made changes to the criteria, Tommy reviewed background data with the group. He noted that if a permit is approved for a public marina, than it was important that it stay a public marina under that permit. Tommy also briefly reviewed the general requirements. There was some discussion on incentives that may be provided to the Commercial Marinas in particular. Examples that were discussed included the allowance of more slips at facilities that are open to the public.

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During discussions on the permitting process, Tommy proposed an alternative process for permitting Commercial Marinas that has been considered by SCE&G. He explained that this process would require the marina or proposed marina to meet basic criteria before progressing through an in-depth committee review process with SCE&G, agencies, and possibly a few NGO individuals. He noted that during the committee review the potential marina owners could provide the committee with a presentation on what was planned for the marina. The group agreed with this concept.

Joy Downs noted that it may be beneficial to encourage dry storage rather than wet slips at marinas and asked the group what incentives could be provided to marinas to put dry storage in place. Steve Bell agreed, and noted that he believed that the boat "parking lots" on the lake needed to be kept as small as possible. However, he added that the business owners still needed to be considered in the equation, and he thought it a good idea to talk with the marina owners. In the discussion on dry storage options, Van Hoffman pointed out that dry storage was not without its drawbacks due to the large buildings that effect aesthetics and the need to excavate an area. Group discussed that there were drawbacks to both wet slips as well as dry.

There was some discussion on information gathering from marina operators, and Steve Bell suggested that a survey be given to marina operators. Steve Bell added that it may help to answer questions on if size limitations on facilities are going to prevent the facilities from continuing business or new facilities from coming in. There was agreement among some individuals in the group that a survey was needed. Roy Parker also suggested looking at a few marinas that serve as desirable examples aesthetics wise, water quality wise, etc. Dick Christie added that another information need may be what percentage of the boating public actually use commercial marinas.

After some brainstorming the group began to list what criteria was needed from a prospective marina owner if a new marina was proposed. Interactively the group developed the following list of criteria:

New Commercial Marina Information Needs

- Size (minimum and/or maximum number of slips)
- Location
- Environmental issues (aesthetics, WQ, dredging, traffic, parking lot runoff, dry storage, PetroSoil material for oil absorption)
- Local authorities (traffic to facility, road issues)
- Layout, scope of facilities (fuel, parking, waste pump-out facility)
- Economics – profitability of new and existing marinas
- What % of lake users are accommodated by commercial marinas

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- Provide incentives for privately owned commercial marinas vs. SCE&G managed or existing facilities
- Minimum criteria that an applicant will need to request a permit for a new commercial marina

Roy asked if Tommy would give his view on a desirable marina, as well as the issues regarding the public marinas. Tommy briefly discussed a few of the items that he frequently deals with regarding public marinas and highlighted that most of them frequently ask for more slips as well note that they cannot compete with State and SCE&G sites such as Billy Dreher Island. Speaking to the question of which marina may be a desirable example, Tommy explained that many provide the same access and amenities, however, some are more recently renovated, citing Lighthouse Marina as an example. Tommy did not note, however, that being recently renovated made Lighthouse Marina any better of an example than some of the older facilities that provided the same access.

After the group concluded the general discussion and suggestions, the group moved to talk about the initial criteria that would be required of a new marina in order to make a proposal for a permit. Alan recapped that there would be general criteria that the prospective marina would have to meet before providing information, answering the above listed information needs, to a panel for review. Draft changes from the interactive review of the current criteria is attached below.

The group generally agreed that the criteria for the commercial marinas should be less stringent than private marinas. Such as a higher number of slips may be allowed per area for a commercial marina than a private marina. Tommy noted that he would review all proposed changes on the radius map and the group would revisit items if needed.

While reviewing the criteria Ron suggested that buffer zones be established horizontally between ESA's and commercial marinas where the dock crosses the 360. The group came to the agreement on a 100-foot distance along the 360-foot contour from an ESA.

The group took some time to review and discuss the definition of a narrow cove. After some discussion the group decided that depending on the number of slips, there would need to be at least 350' to 750' extending from the 360 foot to the 360 foot contour across the cove or waterway where the dock is located.

Steve Bell noted that he was concerned that if the number of slips is not limited, a landowner may be able to expand greatly into the waterway. Tommy acknowledged his concern but also noted that he would like to retain the flexibility to allow for 250 slips or so at a site that has been set aside and there is minimum impact to adjoining property owners. Tommy cited Dreher Island as an example. Dick Christie suggested leaving a maximum at 200 and increasing it during a subsequent review

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period if necessary. Steve also asked if this issue could be placed in the parking lot for review at a later date.

The group concluded the discussion on the criteria for Commercial Marinas and noted that they would be discussing Private Marinas on September 19th, 2006. Before adjourning there was a brief review of items that the group would still give thought to:

- The review process for commercial marinas
- Criteria for the commercial marina review process
- Incentives for dry storage
- Size of commercial marinas (# of slips)
- Expiration of permit if there is a change of use
- Protection of aesthetics
- Buffer zones for dry storage areas
- Survey of marina users
- Economics
- Percent of boaters using public marinas.

LAKE MURRAY MULTI-USE DOCKS PROJECTS

Definition

Multi-use docks are docks that will accommodate four (4) or more watercraft simultaneously and for which a user fee or maintenance fee is charged for the use or upkeep of the facility - ~~Commercial, Private~~, Private Residential.

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TYPES OF MULTI-USE DOCK MARINAS

Commercial Marina:

Facility opens to the General Public.
Boat Launching, Boat Storage – Wet and Dry
Food, Gas, Boat Repairs, etc.

Example: Jake's Landing,
Dreher Island State Park
Lake Murray Marina
Light House Marina
South Shore Marina
Siesta Cove

Private Marina

Multi-use Docks and Boat Ramp
Sail Clubs, Yacht Club, Private Clubs
Pay a membership fee to participate

Example: Windward Point Yacht Club
Columbia Sail Club
Pine Island

Private Residential Marinas

Multi-slip Docks and Boat Ramp, Residential Development Both on Water and Off Water
Lots, Condominiums, Multi-family Development, Subdivisions
Not open to the General Public

Example: Spence Point
Land's End
Night Harbor
Harbor Watch
Timberlake

Common Access Areas – Residential / 360 and Setback Access

Boat Ramp and Courtesy Dock
On and Off Water Lots

Example: Clear Water
Forty Love
Harbor View
Indian Fork

REGULATORY REQUIREMENTS

1. Initial consultation with SCE&G Lake Management Department
2. County Zoning Requirements
3. U. S. Army Corps of Engineers – Approval Permit
4. S. C. Department of Health and Environmental Control – Approval Permit
5. S. C. Department of Natural Resources
6. U. S. Fish and wildlife Service
7. State Historic Preservation Office
S. C. Department of Archives and History
8. Federal Energy Regulatory Commission
9. South Carolina Electric & Gas Company – Approved Permit

EXISTING PERMITTING CONDITIONS

GENERAL REQUIREMENTS – Commercial Marinas

1. No Commercial Marina facility accommodating ten (10) watercraft or fewer at a time will be permitted any closer than ¼ mile radius to an existing Multi-use Facility.
2. No Commercial Marina facility accommodating between eleven (11) and one hundred (100) watercraft at a time will be permitted any closer than ½ mile radius to an existing Multi-use Facility.
3. No Commercial Marina facility accommodating more than one hundred (100) watercraft at a time will be permitted any closer than 1 mile radius to an existing Multi-use Facility.
4. Any proposed Commercial Marina facility located within the ½ mile radius of an existing facility but separated by a peninsula will be located on the opposite side of the peninsula and will be required to have a minimum linear shoreline distance along the 360 contour of three (3) miles between the existing and proposed Multi-use Facility.
5. Commercial Marina facilities accommodating ten (10) watercraft or fewer at a time must be located a minimum of 150' from each outside edge of the dock walkway 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.

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6. Commercial Marina facilities accommodating between eleven (11) and one hundred (100) watercraft at a time must be located a minimum of 250' from each outside edge of the dock walkway 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.

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7. Commercial Marina facilities accommodating more than one hundred (100) watercraft at a time must be located a minimum of 300' from each outside edge of the dock walkway 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. The proposed Commercial Marina should be located within the confines of the imaginary projected property lines as they extend lakeward.

9. Commercial Marina facilities must be located a minimum of 100 feet from an Environmentally Sensitive Area.

10. Commercial Marina facilities accommodating ten (10) watercraft or fewer at a time shall be located within a minimum distance of 350 feet extending from the 360 foot to the 360 foot contour across the cove or waterway.

11. Commercial Marina facilities accommodating between eleven (11) and one hundred (100) watercraft at a time shall be located within a minimum distance of 500 feet extending from the 360 foot to the 360 foot contour across the cove or waterway.

12. Commercial Marina facilities accommodating more than one hundred (100) watercraft at a time shall be located within a minimum distance of 750 feet extending from the 360 foot to the 360 foot contour across the cove or waterway.

13. No Commercial Marina facility may encroach or extend more than one-third the distance across any cove area or waterway.

14. A maximum development limit of 200 on-water slips to accommodate watercraft will be permitted. The buildout period must conform to the U. S. Army Corps of Engineers and S.C. Department of Health and Environmental Control permit time frame.

15.

16. No Commercial Marina facilities will be permitted to have covers over the requested slips.

17. Excavations for Commercial Marina facilities to improve public access may be considered on a case-by-case basis with consultation with appropriate State and federal resource agencies and regulatory authorities.

18. The construction or use of Commercial Marina facilities must in no way be detrimental to the existing water quality.

19. Applicant will be required to conduct a 5-year Baseline Environmental Water Quality Monitoring Plan – see attached sheet.

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~~20. Commercial Marina facilities with greater than ten (10) watercraft or which accommodate watercraft with marine sanitation facilities will be required to install, operate, and maintain sewer pump-out disposal systems.~~

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21. Commercial Marina facilities must provide public restrooms.

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22. Commercial Marina facilities are encouraged to provide public fishing access areas.

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23. Commercial Marina facilities must comply with all local, county, state and federal regulations.

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24. Applicant must sign and complete the Commercial Marina Application Agreement before SCE&G will process a permit request.

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Discussion

NEW CRITERIA FOR MULTI-USE DOCKS

Commercial Marina

- Size (minimum and/or maximum number of slips)
- Location
- Environmental issues (aesthetics, WQ, dredging, traffic, parking lot runoff, dry storage, PetroSoil material for oil absorption)
- Local authorities (traffic to facility, road issues)
- Layout, scope of facilities (fuel, parking, waste pump-out facility)
- Economics – profitability of new and existing marinas
- What % of lake users are accommodated by commercial marinas
- Provide incentives for privately owned commercial marinas vs SCE&G managed or existing facilities
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Private Marina

Private Residential Marina/Slips

Common Access Areas

Expanding of Existing Marina Facilities

Public and Private

Criteria for Multi-slip vs. Private Individual Docks

Number of slips per shoreline footage

Example: Two (2) slips per 100 feet of shoreline

Maximum number

Minimum number

Incentives

Shoreline Protection/Buffer

Multi-slip Dock

Easement Property vs. Setback Property

Footage of shoreline of ESA to be included in total shoreline footage

Definition of Cove

100' to 400' width

Aerial Photographs

Tapp Property

McMeekin Property

Rawls Property

R. B. Baker Tract

located in an area where water depths are adequate for the development of the project without requiring any excavation.