



# SANCTUARY COURT

A MIXED-USE PLANNED UNIT DEVELOPMENT

124 SPRING STREET, CHARLESTON SC

CITY PROJECT ID 160405-SpringSt-1

APPLICANT: 124 SPRING STREET LLC  
CONSULTANTS: AJ ARCHITECTS, GLENN ZUBER PE

5.23.2016 SUBMITTAL TO TRC

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# Sanctuary

*noun* sanc·tu·ary \ 'sɑŋ(k)-chə-,wer-ē\

## Simple Definition of SANCTUARY

- : a place where someone or something is protected or given shelter
- : the protection that is provided by a safe place
- : the room inside a church, synagogue, etc., where religious services are held

In the earliest time after the founding of Elliottborough, the land known today as 124 Spring Street was safely nestled in the midst of dual fortresses providing security, safety and comfort to the early settlers of Elliottborough.

In its most recent life, this land was home to the congregants of the Plymouth Congregational Church for the past 57 years, providing a sacred place of worship, peace and fellowship for many individuals and families.

...A Sanctuary in every sense of the word...

The future vision for 124 Spring Street will continue this tradition by providing comfort, security and a sense of community to the residents of Sanctuary Court.

# RELATIONSHIP TO THE CITY OF CHARLESTON ZONING ORDINANCE

The Development Guidelines and Land Use Plan for the Sanctuary Court Planned Unit Development (PUD), attached hereto and made part hereof, are part of the PUD conditional use 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.

No person shall erect or alter any building, structures or sign on any tract of land or use any tract of land within the Sanctuary Court PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Sanctuary Court 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 Sanctuary Court PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Sanctuary Court PUD Master Plan was approved by the Charleston City Council on \_\_\_\_\_, Ordinance Number \_\_\_\_\_.

# EXECUTIVE SUMMARY

Sanctuary Court is a Mixed-Use Planned Unit Development located on Spring Street between Rutledge and Ashley Avenues on the City of Charleston's Peninsula. It is located within the Cannonborough/Elliottborough Community. The project is a redevelopment parcel totaling 26,022 SF (0.60 acres). The street address for the parcel is 124 Spring Street Charleston, SC 29403. The Charleston County TMS # is 460-11-02-027.

## SITE HISTORY:

The site was originally two parcels, each containing an apartment building. The parcels were combined in 1958 when the Plymouth Congregational Church purchased the lots and subsequently built a church. In 2014, the congregation voted to sell the church property and relocate as a part of its vision to continue to grow its ministry and outreach by expansion of activities, facilities and programs. 124 Spring, LLC acquired the property in September of 2015 and obtained approval from the Board of Architectural Review to demolish the structure, as this was consistent with the wishes of the congregation (see Exhibit 1: Letter from Ramon Washington, Pastor). The demolition of the church was completed in January of 2016, with the stained glass windows being donated to the Plymouth Congregational Church for use in their new facility.

## CURRENT ZONING:

The current zoning of the parcel is divided: LB (Limited Business) and DR-2F (Diverse Residential), which allows 14 residential units, and commercial units on the LB portion of the lot. It is located within a Zoning Overlay of maximum 50' height and 3 ½ stories. There are required Zoning buffers between the commercial and residential units.

## NATURAL SITE FEATURES:

There are no wetlands on site. The vast majority of the site is asphalt pavement and the concrete slab remaining from the demolition. There is one tree of significance, a 24" Water Oak that will be inspected by an arborist. If the tree is in good condition it will be preserved, protected and incorporated into the bike path/storage area. If the tree is not in good condition it will be requested that the applicant be allowed to remove the tree for the safety of the property and future buildings.

## DEVELOPMENT CONCEPT

The development concept of the community is the incorporation of residential and mixed-use spaces, resulting in an appropriately scaled neighborhood court. The building uses will be consistent with current zoning, allowing commercial office/restaurant use within the limited business portion of the lot along the Spring Street frontage and residential rental units throughout the remainder of the site.

The commercial office/restaurant/short term rental space will be limited to the structures located within the commercially zoned portion of the site. The applicant is desirous of securing commercial leases from businesses that would serve the

Cannonborough-Elliottborough community, such as a café, coffee shop or other similar low traffic uses. This would diminish the residential occupant's reliance upon automobiles by having such facilities on-site.

The residential units will be located throughout the site, including above the commercial spaces. This residential community will consist of (28) two or one bedroom units, in "residential scale" structures, consistent in size with neighboring structures. They will be leased units, but will be designed to accommodate the potential sale to individuals in the future at the election of the applicant.

An internal court, a living street, will serve as the central element of the community and will create a shared open space. Each building in the development will relate directly to the court; it will serve as a common gathering space.

To further reinforce the sense of community and to diminish the need for residents to own personal automobiles, Sanctuary Court will dedicate one parking space to a "car-share" service on the premises. The car sharing service will be available to the residents of Sanctuary Court and the Cannonborough/Elliottborough community.

In an effort to design Sanctuary Court in a manner which meets the desires of the Cannonborough-Elliottborough Neighborhood Association (see letter of support exhibited) and to achieve the stated goals of the Century V Plan, the applicant is requesting to increase the number of units permitted under current zoning regulations.

The units will be designed as one and two bedroom apartments, instead of the four bedroom units which are currently permitted at this location. The applicant (as well as the CENA) is seeking to have Sanctuary Court appeal to working professionals, small families and retirees, instead of having as many as four unrelated individuals residing in the larger apartments currently allowed.

A new community designed to appeal to this market segment will reduce the impact upon neighborhood and community resources while providing housing for the working citizens of Charleston at a centrally located site.

# Neighborhood Position Statement

*Address: 124 Spring Street.*

*Request: PUD Zoning.*

February 17, 2016

Dear Mr. Overcash,

On February 16<sup>th</sup>, the Cannonborough-Elliotborough Neighborhood reviewed the proposed development plan for 124 Spring Street. Colin Colbert and Ashley Jennings described the process and reasoning by which they decided to pursue PUD zoning, and presented renderings showing their proposed buildings on the site. A discussion ensued and many questions were asked by residents.

In particular, the neighbors expressed strong support for the idea to reduce the total number of bedrooms and especially to reduce the number of bedrooms per unit. The neighborhood has for many years felt that 4-bedroom units are the most problematic, and that zoning density ought to be accounted per bedroom rather than per unit. Also, there was strong support for the reduced massing and dispersed parking shown in the drawings.

A motion was made to support the PUD rezoning according to the conceptual plan that was presented, with the exclusion of the expansion of the Accommodations Overlay Zone.

21 voted in favor of this motion and 4 against.

In summary, this means that the Neighborhood Association officially endorses the developer and the city to work towards finalizing the proposed PUD concept, and requests that the city support this process. However, at this time, we do not endorse expansion of the Accommodations Overlay Zone as part of the PUD rezoning.

The Neighborhood Association will review the final PUD documents when ready, and intends to hold another vote at that time, regarding official support before the Planning Commission.

Sincerely,

Andrew Gould



Chair, Cannonborough-Elliotborough Design and Economic Development Committee

# Neighborhood Position Statement

*Address: 124 Spring Street*

*Re: Proposed PUD*

March 8, 2016

Dear Mr. Overcash,

As you know, the development team for 124 Spring Street has met with the Cannonborough-Elliottborough Neighborhood Association regularly over the past several months as they refine their plans for the property.

My letter to you dated February 16<sup>th</sup> referenced the neighborhood's general vote of support for this PUD concept, and the reasons that we feel PUD zoning, with smaller unit sizes, will better serve neighborhood livability in this case.

The team met with us again on May 17<sup>th</sup>, and walked us through their final PUD document. We agreed that the document is in accordance with the PUD concept that the Neighborhood Association has supported all along, and that it has our support before the Planning Commission. We held a vote at committee level, with unanimous approval from those present.

Sincerely,

Andrew Gould



Chair, Cannonborough-Elliottborough Design and Economic Development Committee

# COMPREHENSIVE PLAN ALIGNMENT

The Sanctuary Court Planned Unit Development is aligned with the City of Charleston's vision for future land use utilizing redevelopment and infill opportunities. As stated in the City of Charleston's PUD Zoning Ordinance, the intent is as follows:

"A planned unit development (PUD) is intended to provide flexibility in the design of developments; to encourage comprehensive planning of developments; to permit innovation in neighborhood design that includes incorporation of open space, preservation of natural features and other amenities; to provide opportunity for a mixture of uses within a development and to insure compatibility of developments with surrounding areas"

Per the Century V Plan Update:

"Redevelopment and Infill Opportunities... These underused or abandoned sites are one of Charleston's greatest physical assets because their development or redevelopment can help repair or complete existing neighborhoods. These sites can reduce the need to travel further to shop or work, preserve lands further out, and save taxpayers infrastructure costs."

The proposed PUD site is a large-midblock lot: L-shaped and deep. Access to the rear of the lot requires creative implementation of infrastructure, better defined through PUD language. Dividing the lot with a central court establishes an overall plan that mirrors the rhythm of Spring Street and the bordering properties on Ashley and Rutledge Avenues.

In relating this development to the Century V plan, it is important to note that the "Primary Land Use Designations" outlined in the comprehensive plan are listed as follows:

Urban Land Use: mixed use with primarily residential units, 8-12 units per acre  
Neighborhood Centers: medium density gathering places, 8-20 units per acre

Urban Centers: mixed use office/retail/residential, 8-26 dwelling units per acre

Cannonborough/Elliottborough is listed as an Urban district on the Century V map. A majority of the buildings along Spring Street are mixed use, and density of the immediate area is approximately 13-17 units per acre. While the apartment unit density of this proposed development exceeds the recommended density of the Century V Plan, it certainly mirrors the density of more recent PUD developments in this area, relating to the need for diversity in development for urban Charleston neighborhoods. **Furthermore, Sanctuary Court has been designed to have predominantly two-bedroom and one-bedroom units, as opposed to the more typical four bedroom units. Thus, Sanctuary Court will provide housing for the same number of occupants, as permitted under the current zoning ordinance.**

Sanctuary Court will comply with the City of Charleston's Comprehensive Plan Goals as follows...

"Ensure a high quality of life throughout the City by maintaining existing and building new quality neighborhoods, encouraging infill and redevelopment and providing new gathering places throughout the City."

The Sanctuary Court Planned Unit Development has been designed to increase the number of units allowed by current zoning, **but reduce the number of bedrooms per unit, thus remaining consistent with the number of occupants.** This plan responds to neighborhood desires for high-quality, well integrated housing within walking or biking distance of the central business district and MUSC.

Other goals of the City of Charleston Comprehensive Plan that are embodied within the design of Sanctuary Court are:

"Ensure all citizens of Charleston have a choice of transportation options moving within neighborhoods, between neighborhoods and across the City and region."

"Accommodate future population growth through land-use policies that encourage vibrant, safe, and diverse neighborhoods in areas that allow efficient use of space and transportation."

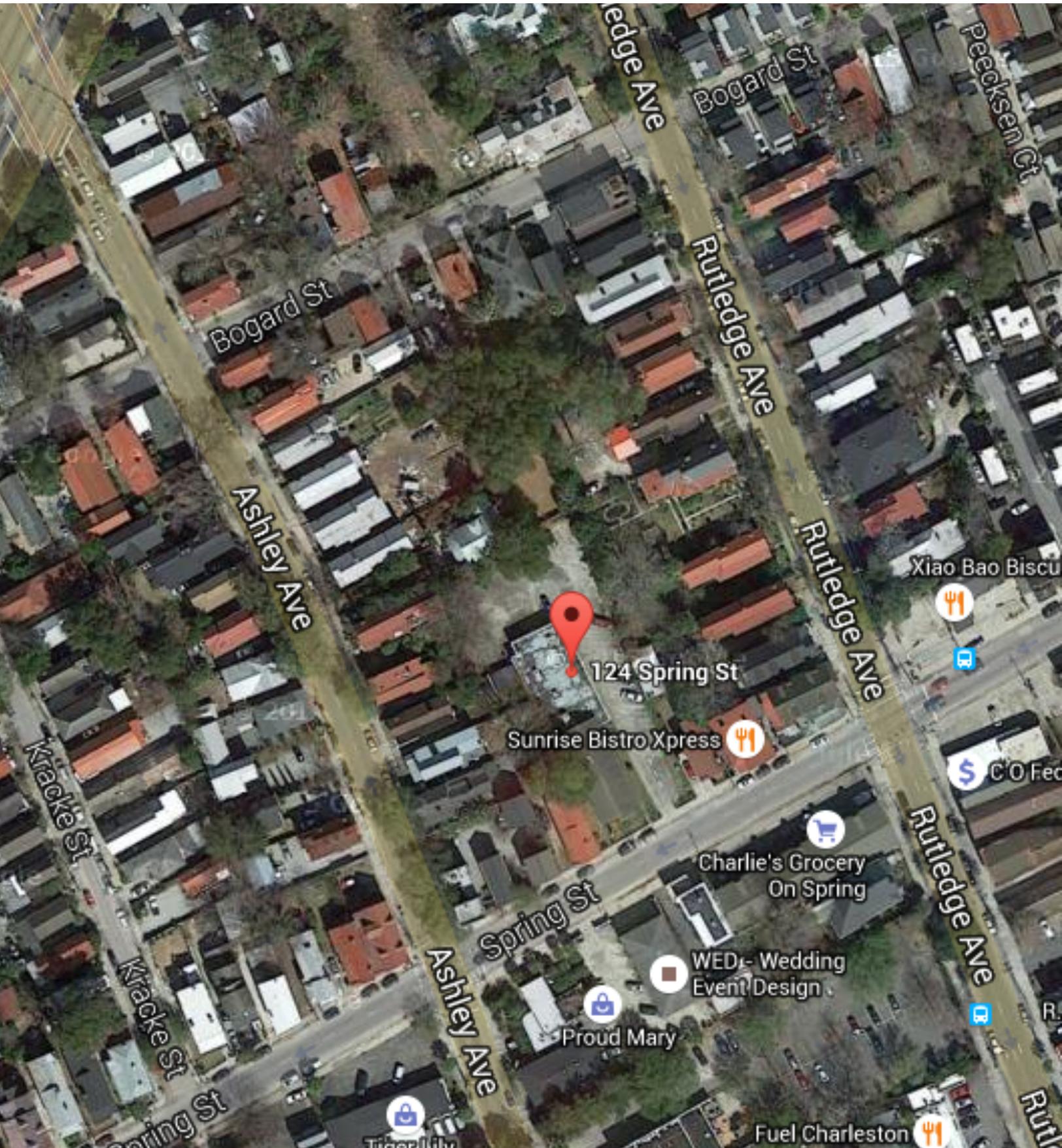
The central location of Sanctuary Court Planned Unit Development enables walking and cycling access to shopping and worksites. To encourage less reliance on the automobile, the development will offer ample, well-lit, secure bike storage. The opportunity to have commercial uses such as a neighborhood café within the development will also foster this sort of urban lifestyle.

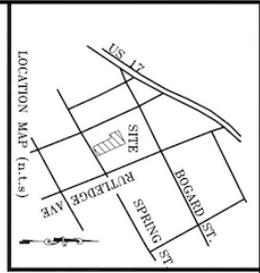
Significantly, Sanctuary Court will dedicate one parking space to an on-site "car-share" service, making it possible for the residents of Sanctuary Court (and possibly the Cannonborough/Elliottborough community) to forego personal automobile ownership.

In summary, the Sanctuary Court PUD responds to the Century V Plan by:

- The redevelopment of an abandoned site, providing quality housing, a mixture of uses and new gathering spaces benefiting the Cannonborough-Elliottborough community.
- Providing quality housing in a central location on the Charleston Peninsula, reducing the need to travel further to work or shop, resulting in reduced infrastructure costs to taxpayers.
- Accommodating future population growth through land use policies that encourage vibrant, safe and diverse neighborhoods in areas that allow efficient use of space and transportation.

- Providing flexibility in design that is better defined through a PUD, resulting in a design that is compatible with the surrounding area.
- Providing a choice of transportation options including an on-site parking space dedicated to a “car-share” vehicle, potentially eliminating the need for personal vehicle ownership.
- Not imposing any increased demand upon municipal resources or parking than would be permitted under current zoning regulations, by increasing the number of units permitted, but at the same time DECREASING the occupancy of the units from 4 bedrooms to 2 bedrooms per unit.
- Facilitating a design which results in housing units that are sized to accommodate working individuals and small families, as opposed to multiple bedrooms in each unit housing as many as 4 unrelated individuals in each unit.





**LEGEND:**

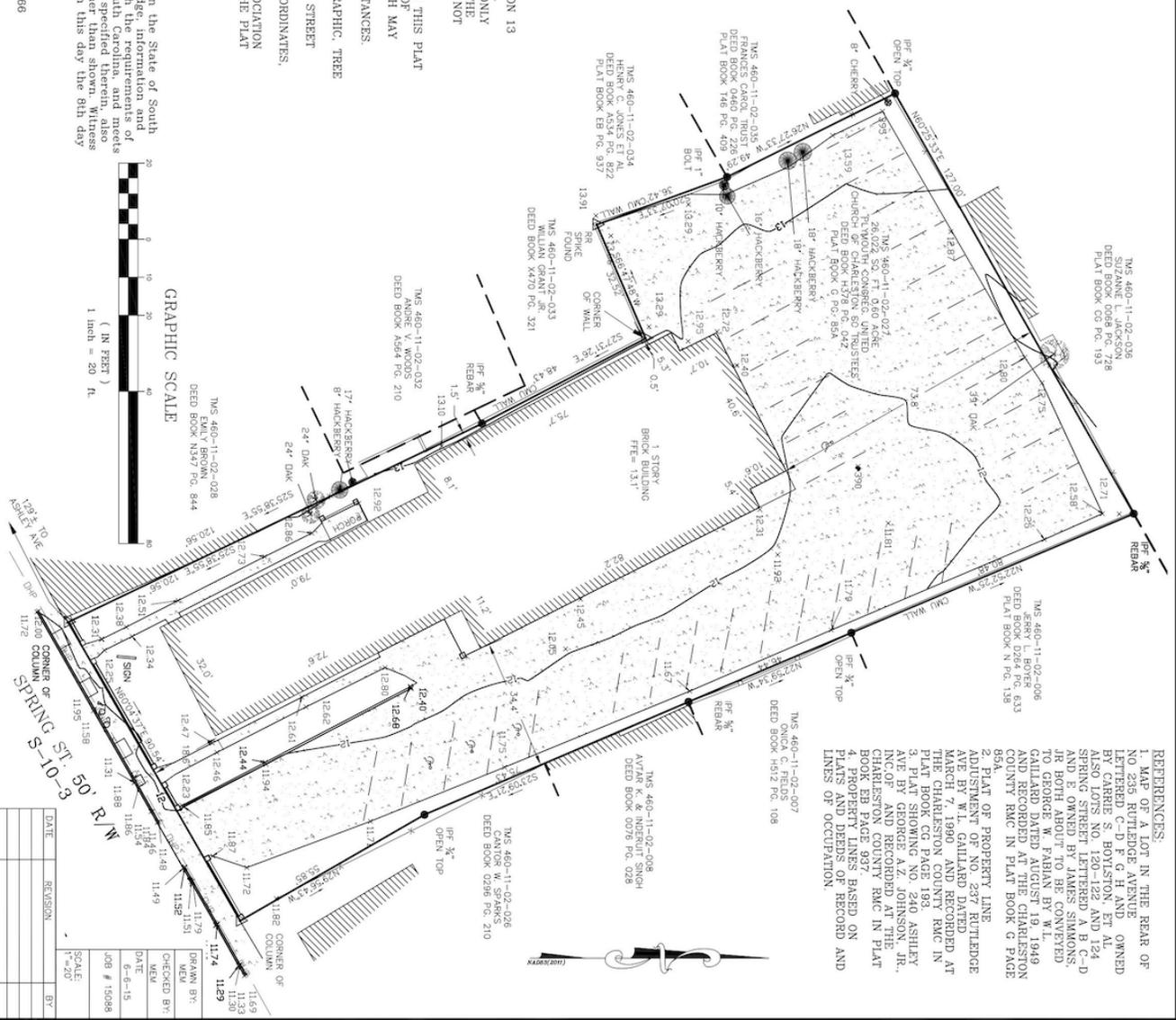
- IRP = IRON SET (6" REBAR UNLESS OTHERWISE NOTED)
- IRP = IRON FOUND (6" REBAR UNLESS OTHERWISE NOTED)
- CRP = CONCRETE MONUMENT FOUND
- SIGN
- LIGHT POLE
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- WATER WELL
- SANITARY MANHOLE
- POWER POLE
- TELEPHONE TERRESTIAL
- STORM MANHOLE
- WATER LINE
- ADJACENT PROPERTY LINE

**NOTES:**

1. AREA DETERMINED BY COORDINATES.
2. THIS PROPERTY LIES IN FLOOD ZONE 'X' & 'AE' ELEVATION 13 AS SHOWN ON FEMA MAP 49019605123 DATED 11-17-04.
3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY FOR THE PURPOSES OF THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
4. NO SUBSURFACE OR ENVIRONMENTAL INVESTIGATION OR SURVEYS WERE PERFORMED FOR THIS PLAT. THEREFORE THIS PLAT DOES NOT REFLECT THE EXISTENCE OR NONEXISTENCE OF WETLANDS, CONTAMINATION, OR OTHER CONDITIONS WHICH MAY AFFECT THIS PROPERTY.
5. DISTANCE SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES.
6. DATE OF FIELD SURVEY JUNE 4, 2015.
7. THE PURPOSE OF THIS SURVEY IS A BOUNDARY, TOPOGRAPHIC, TREE SURVEY OF 124 SPRING STREET.
8. ALL TREES 8" DBH AND ABOVE LOCATED AT 124 SPRING STREET.
9. AS SHOWN, PARTIAL PATUM IS NAD83(2011) SC STATE PLANE COORDINATES.
10. VERTICAL DATUM IS NGVD 29.
11. THERE IS NO HOMEOWNERS OR PROPERTY OWNERS ASSOCIATION IN PLACE OR RULES THAT WILL PREVENT OR VIOLATE THE PLAT PUT FORTH.

I, Matthew E. McBeath, a Professional Land Surveyor in the State of South Carolina, do hereby certify that the foregoing plat was prepared in accordance with the requirements of the Standards of Practice Manual for a Class A Survey as specified therein, and meets or exceeds the requirements for a Class A Survey as specified therein, also there are no visible encroachments or projections other than shown. Witness my original signature and license number and seal on this day the 8th day of June 2015.

*Matthew E. McBeath*  
 Matthew E. McBeath  
 1500 Huxley Drive Mount Pleasant, South Carolina 29466  
 Telephone (843) 856-1277



**REFERENCES:**  
 1. MAP OF A LOT IN THE REAR OF NO 235 RUTLEDGE AVENUE LETTERED C-D F G H AND OWNED BY CARRE S. BOYSTON, ET AL ALSO LOTS NO. 120-122 AND 124 SPRING STREET LETTERED A B C-D AND OWNED BY CARRE S. BOYSTON, TO GEORGE W. FABIAN BY W.L. GALLIARD DATED AUGUST 19, 1949 AND RECORDED AT THE CHARLESTON COUNTY RMC IN PLAT BOOK G PAGE 954.  
 2. PLAT OF PROPERTY LINE ADJUSTMENT OF NO. 237 RUTLEDGE AVE BY W.L. GALLIARD DATED MARCH 7, 1960 AND RECORDED AT THE CHARLESTON COUNTY RMC IN PLAT BOOK CG PAGE 193.  
 3. PLAT SHOWING NO. 400 ASHLEY AVE BY HERBERT W. GONSALES, INC. OF AND RECORDED AT THE CHARLESTON COUNTY RMC IN PLAT BOOK EB PAGE 937.  
 4. PROPERTY LINES BASED ON PLATS AND DEEDS OF RECORD AND LINES OF OCCUPATION.

DATE	REVISION	BY

PREPARED FOR:  
**CKC PROPERTIES, LLC**

CITY OF CHARLESTON  
 CHARLESTON COUNTY  
 SOUTH CAROLINA

**124 SPRING STREET**  
 TMS 460-11-02-027

**BOUNDARY, TOPOGRAPHIC, TREE SURVEY**

**EAST COOPER LAND SURVEYING, LLC**  
 PROFESSIONAL LAND SURVEYORS  
 1500 HUXLEY DRIVE MOUNT PLEASANT, SOUTH CAROLINA 29466  
 OFFICE (843) 856-1277 E-MAIL ecsls@BELLSOUTH.NET

# DEVELOPMENT PLAN

Property Address: 124 Spring Street, Charleston, South Carolina

TMS# 460-11-02-027

Site Area: 26,022 SF, 0.60 acres

Existing Zoning: LB and DR-2F

Existing Conditions: Paved parking area

Proposed Use: Mixed use court

Proposed Density: A maximum of 28 residential units, 4,000 square feet of commercial space

### Site Development:

Maximum Commercial Space: 4000 square feet

Maximum Residential Units: 28 2-BR or 1-BR units

### Building Setbacks Minimums

Front: 0 feet

Side: 1 foot

Rear: 3 feet

Minimum Lot Size: N/A

Maximum Lot Occupancy: Total Project - 50%

Max. Structure Height: Structure heights are permitted to a maximum fifty feet (50') measured from the average adjacent curb elevation to the top of the roof and three and one half (3 1/2) stories. Newly constructed homes will range from two and one half (2 1/2) to three and one half (3 1/2) stories. Heights will be distributed appropriately according to contextually appropriate massing.

Open Space: The existing parcel proposed for development is less than 10 acres, and will be exempt from the Section 54-256(h) requirement to dedicate a minimum of 20% open space. The Sanctuary Court open space plan allocates 32% of the parcel as active open space, and 18% of the parcel as a living street. All public right of ways and all amenities will be ADA and FHA compliant.

Bicycle Court Spaces: The proposed common bike area can accommodate 17 bicycles, and there are other open areas in which additional bicycle parking can be provided.

Accessory Building: No accessory buildings are planed at this time. Any accessory building added will meet accessory building standards for DR-2F zoning regulations. Use of accessory buildings will be limited to storage.

## COURT: A LIVING STREET

A court in Charleston's historic district is distinct from a lane or alleyway; it is a dead end road that terminates mid-block. Examples of courts in the city include:

### LOWER PENINSULA

Ford Court  
Longitude Lane  
Weims Court  
ZigZag Alley

### MIDDLE PENINSULA

Montague Court  
Humphrey Court  
Porters Court  
Brewster Court  
Payne Court  
Ipswich Court  
Tully Alley  
Murphy Court  
Menotti Street

### UPPER PENINSULA

Grants Court  
Woodall Court  
Hampstead Court

In general, Charleston's Courts seem to have several common traits:

- The order of the city grid is suspended within the court
- Court structures are diverse in scale and use
- Buildings relate intimately to the court

The common central spine of a court fosters community. The small scale of the development will enable a familiarity among neighbors that can serve as a means of security and connection.

## CASE STUDY RESULTS: PUD DESIGN

**“Alleyways are an important part of Cannonborough-Elliottborough’s character.”**

*Chapter 6: Cannonborough/Elliottborough Area Character Appraisal*

### *URBAN DESIGN PRINCIPLES FOR THE PUD*

*The design and development of the PUD will follow basic urban design principles:*

Design: the overall design of the court will relate to other court precedents within Cannonborough/Elliottborough and other peninsula neighborhoods such as:

Weims Court: architectural scale, relationship of building to court

Menotti Street: architectural scale, court detailing

Tully Alley: diversity in design

Brewster Court: mixed use component

Height: The height limit in the development will be limited to 3 1/2 stories and 50'-0", in keeping with Zoning Ordinance and surrounding properties

Scale: The scale of the buildings will relate to the scale of the immediate neighborhood

Architectural Rhythm: The architectural rhythm of the development will be set to relate to the adjacent properties on Rutledge and Ashley Avenues. The entry of the site will re-establish the building rhythm on Spring Street.

Siting: Each structure in the PUD will be sited to relate to the central court, while being mindful of neighboring properties

Materials: Materials in the development will be selected to complement the neighboring properties, and to have longevity.

### *RELATING TO THE CONTEXT OF THE NEIGHBORHOOD*

The Cannonborough/Elliottborough Area Character Appraisal lists several important landscape characteristics that we plan to adopt in the design of the PUD:

- “Brick stamped concrete patterns are present throughout the neighborhood. These mark the historic location of driveways.”
  - Brick-scaled pavers will be used for the drive and definition of parking areas
- “Most buildings have little or no setback with vegetation located to the rear or adjacent to the buildings.”
  - Buildings will directly front the court
- “The construction of walls, fences, and enclosures has been a vernacular tradition in the neighborhood. There are over 80 different variations of walls, fences, and enclosures in Cannonborough-Elliottborough.”
  - The perimeter fencing for the development will reflect neighborhood styles. There may be opportunities for smaller gated areas that relate specifically to individual structures.



*relationship of buildings to court*



*relationship of buildings to court*

SANCTUARY COURT  
PLANNED UNIT DEVELOPMENT

CASE STUDY: WEIMS COURT



emergency vehicle lane is "zoned" with materials



parking is integrated with common space/landscape



parking is integrated with common space/landscape

SANCTUARY COURT  
 PLANNED UNIT DEVELOPMENT

CASE STUDY: MINOTTI STREET



*diversity in architectural styles on the court*

SANCTUARY COURT  
PLANNED UNIT DEVELOPMENT

CASE STUDY: TULLY ALLEY

# Parking Philosophy

Sanctuary Court is located centrally within the Charleston peninsula, a comfortable walking or bicycling distance to all major employment centers on the peninsula. The subject property is located 1/2 mile from MUSC; 1/2 mile from the King Street/central business district corridor and .9 miles from the College of Charleston. Furthermore, the burgeoning technology district in the Upper Peninsula is convenient to the subject site with businesses such as Boomtown located .7 miles to the north.

Due to the convenient and centralized location of Sanctuary Court, pedestrian and bicycle commuting will be encouraged by the applicant through the implementation of safe, secure and convenient bicycle storage facilities on site.

In addition, there will be 1 parking space on site for each long-term rental unit in the residentially zoned portion of the site for use by the residents.

On street parking permits will be limited by the city to one parking permit per residential unit, to a maximum of 28 on street parking permits. This amount relates to the original zoning maximum of 14 units, each with 2 on street parking permits available per unit.

In effort to reduce the resident's reliance on personal automobiles, the applicant will dedicate one parking space for a car-share vehicle and attempt to enter into a strategic alliance with Zipcar of Charleston, a national car sharing service. The applicant's intention is to utilize one parking space at Sanctuary Court for the purpose of parking a car-sharing vehicle for use by not only the residents of Sanctuary Court, but also for use by others within the Cannonborough - Elliottborough neighborhood (pending usage needs within the development). Furthermore, if the City adopts a car-share service in the future, this parking space at Sanctuary Court will be made available to the City to be utilized by this program.

Car sharing services have proven on a national level to diminish the need for individuals to own and maintain personal vehicles as it provides the means to run errands, which has driven the necessity of personal vehicle ownership.

## **National League of Cities – Sustainable Cities Institute**

The National League of Cities – Sustainable Cities Institute has summarized the benefits of car sharing as follows:

***“Carsharing is a membership-based service, often run by private companies or non-profit organizations, whereby individuals are able to access shared vehicles, parked throughout communities, for short-term use. Members typically pay an annual fee as well as an hourly rate per usage. Carshare companies in turn typically cover costs of insurance, regular maintenance, and even gas. Primarily designed for shorter trips, carsharing provides a viable alternative to traditional car ownership and can serve as an extension of a city's transportation network. These programs, which local governments can support (see below), positively contribute to and expand sustainable***

*transportation options within and around urban areas.*

### **Rationale**

*Carsharing increases mobility for community members to reach destinations otherwise inaccessible by public transit, walking or biking. This type of service is particularly valuable for individuals without access to personal vehicles and provides the added benefit of avoiding the financial costs associated with car ownership such as insurance and maintenance. Additionally, carsharing encourages and supports multi-modal communities by providing an additional transportation option and demonstrating that "mobility" in a city does not require personal vehicle ownership. While drop-off and pickup specifications vary based on the program, carsharing vehicles are typically located in areas to help increase connectivity and accessibility to a variety of transportation modes. Finally, vehicles used in carshare programs are typically fuel efficient, thus reducing gasoline consumption and keeping CO2 emissions to a minimum.*

### **Benefits**

*Carsharing is most successful in dense areas; when it is offered as a complement to other forms of transit; and/or when it is located in areas that may not be strongly connected to existing transportation options. In such an environment, carsharing programs offer the following benefits:*

- 1. · Increased mobility and accessibility for residents.*
- 2. · Increased transit ridership as a consequence of less car owners.*
- 3. · Avoided financial burdens of car ownership for members. According to research, approximately 25%-71% of carshare members have indicated that this option has allowed them to avoid the purchase of a personal vehicle (Shaheen et al, 2009).*
- 4. · Lower demand for on-street parking, particularly at peak traffic levels.*
- 5. · Lower traffic congestion and air pollution. Studies have estimated that carsharing removes between 4.6 and 20 cars per vehicle-shared from the road (Shaheen et al, 2009)."*

In summary, by implementing car share service at Sanctuary Court, the on-site parking demand will be reduced and more space may be utilized for bicycle storage and gathering spaces. An additional benefit of having a car share service positioned at Sanctuary Court will be the potential expansion of this service to the entire Cannonborough/Elliottborough community.



RESIDENTIAL ZONING

COMMERCIAL ZONING

92' FROM RIGHT OF WAY

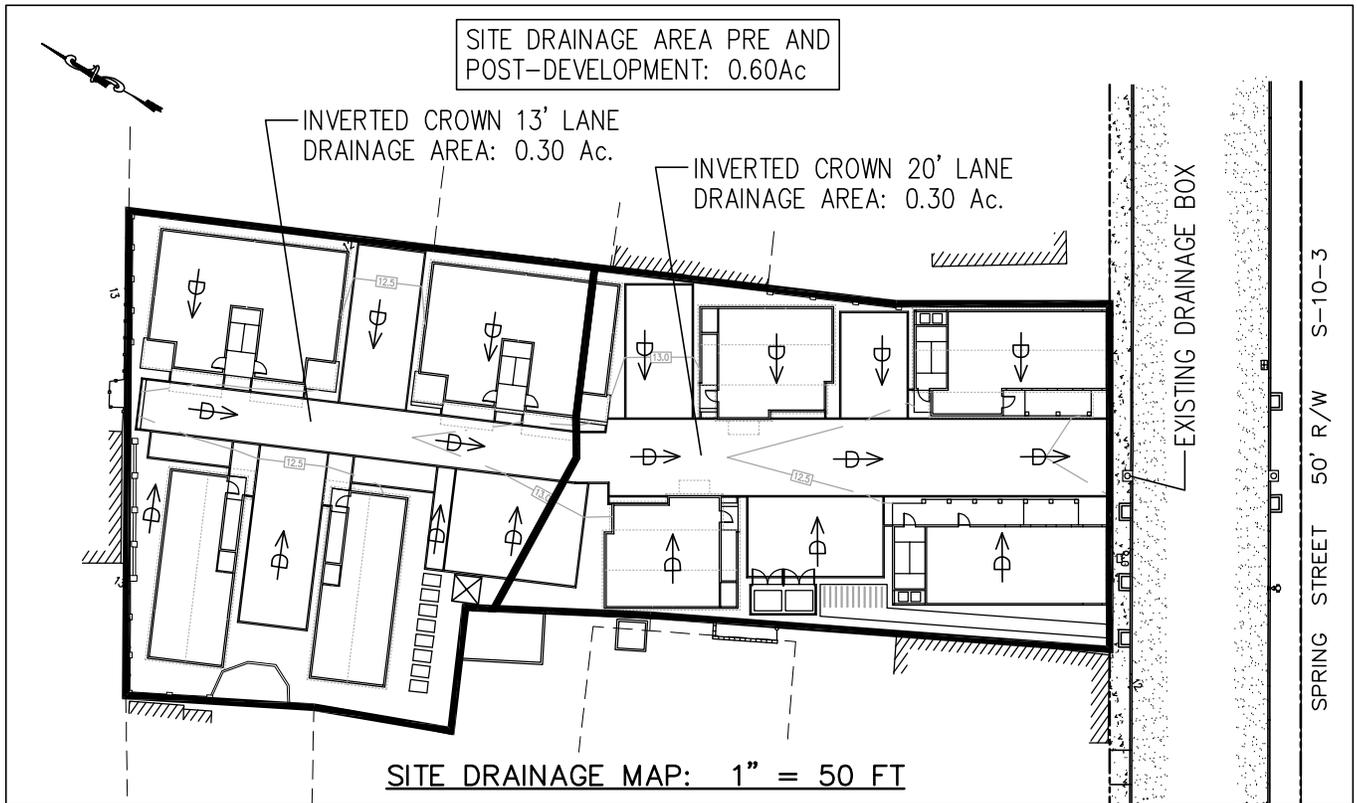
**SANCUTARY COURT  
PLANNED UNIT DEVELOPMENT**

	COMMERCIAL ZONING	9,730SF
	RESIDENTIAL ZONING	16,292F

PROPOSED LAND USE PLAN







**SITE SURFACE AREA IMPERVIOUS COMPARISON:**

TOTAL SITE AREA:	26,023 SF;	100.0%
PRE-DEVELOPMENT SITE IMPERVIOUS:	21,597 SF;	83.0%
POST-DEVELOPMENT SITE IMPERVIOUS:	15,464 SF;	59.4%

**RUNOFF CURVE NUMBER COMPARISON:**

PRE-DEVELOPMENT SITE IMPERVIOUS @ 98:	83.0%
PRE-DEVELOPMENT SITE OPEN CONDITION @ 80:	17.0%
PRE-DEVELOPMENT AVERAGE CN:	96.9

POST-DEVELOPMENT SITE IMPERVIOUS @ 98:	59.4%
POST-DEVELOPMENT SITE GRAVEL PARKING @ 80:	6.9%
POST-DEVELOPMENT SITE OPEN @ 77:	33.7%
POST-DEVELOPMENT AVERAGE CN:	89.6

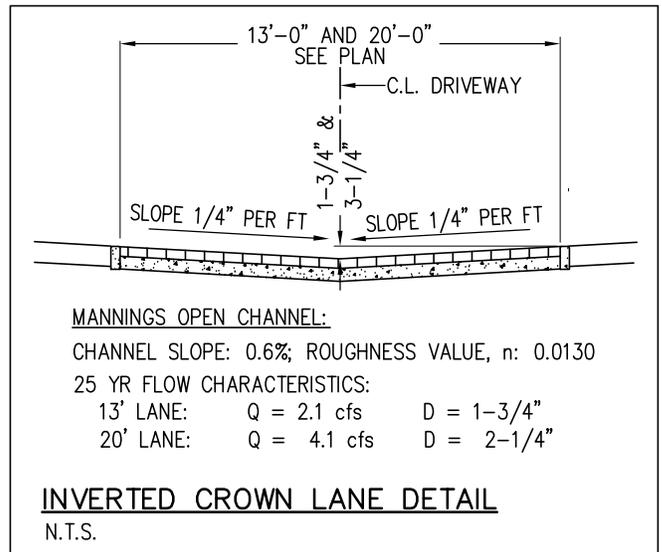
**STORMWATER NOTES:**

1. ANTICIPATED DISTURBANCE IS 0.6 Ac AND DRAINAGE TRAVEL PATH TO RECEIVING WATERBODY IS GREATER THAN 1/2 MILE.
2. DUE TO AN ANTICIPATED REDUCTION OF SURFACE IMPERVIOUS FROM REDEVELOPMENT, NO STORMWATER DETENTION IS PROPOSED FOR PURPOSE OF REDUCING PEAK FLOW RATES FROM THE SITE.
3. OUTFALL FROM THIS SITE IS AN EXISTING INLET SYSTEM ALONG SPRING STREET FOR BOTH PRE- AND POST-DEVELOPMENT CONDITIONS.

**FLOW RATE COMARISON: (TR55)**

STORM FREQUENCY: PRE-DEVELOPMENT: POST-DEVELOPMENT:

2 YEAR	2.3 CFS	1.9 CFS
10 YEAR	3.6 CFS	3.2 CFS
25 YEAR	4.4 CFS	4.0 CFS



PUD Stormwater Exhibit

124 Spring Street – TMS 460-11-02-027  
City of Charleston, Charleston Peninsula

# GENERAL GUIDELINES

## A. PARKING:

One parking space will be provided for each one or two bedroom apartment located within the Residentially Zoned portion of the site. Parking will not be provided for commercial or residential units located within the Commercially Zoned portion of the site.

- Parking will be provided as follows:
- 0 spaces for commercial units
- 0 spaces for the short-term rental/loft office units in Commercially Zoned portion
- 1 Space per unit in the Residentially Zoned portion
- 1 Space for the car share service vehicle

Standard parking spaces will be 9'x18'-6".

## B. RESIDENTIAL UNITS:

Single family attached residential units will exist throughout the development.

Residential units will have frontage along Sanctuary Court and Spring Street. All units within the residentially zoned portion of the property will be offered as long-term rental units. Units within the commercially zoned portion of the property may be offered as short-term rental units per the current Zoning Ordinance. See the Land Use Plan exhibit for areas designated as Residential or Commercial Zones.

## C. COMMERCIAL UNITS:

Commercial units will exist within the commercially zoned portion of the property. All uses currently allowed within the City of Charleston's LB zoning designation will be allowed in the commercial spaces. Units will be offered as rentals.

## D. BUILDING HEIGHTS & MASSING:

Building height and massing will vary throughout the development but overall building height will be limited to 3 1/2 stories or 50'-0" measured from the average adjacent ROW/front property line back-of-curb elevation to the top of the roof. This project is within the City of Charleston Board of Architectural Review jurisdiction, and, therefore, all buildings, site elements, and signage will be within the board's purview.

## E. FLOOD ZONE:

This property is in an AE-13 flood zone. All new construction must meet current FEMA requirements. City of Charleston requires a 1'-0" first floor increase over base flood elevation.

## F. PROPERTY OWNERS ASSOCIATION:

The applicant's intention is to retain ownership of the entire parcel and be responsible for the ongoing maintenance and repairs. Thus, no POA will be formed at this time.

G. UTILITIES:

Water service will be provided by Charleston Water System. Power and natural gas will be provided by SCE&G. Garbage collection will be provided privately by Republic Services, Inc. or other commercial rubbish services, as contracted by applicant.

H. SIGNAGE:

Signage will be limited to that necessary for parking/traffic, and what can be allocated for the commercial units per city of Charleston Zoning Ordinance, Section 54-410 and shall be reviewed by Charleston's Board of Architectural Review. Also, street and unit address signage will be provided.

I. LANDSCAPE:

Landscaping will be provided throughout the development. Supporting irrigation may be provided as well

J. LIGHTING:

The applicant will prepare a lighting plan for pedestrian and street lighting. All decorative lighting for buildings will be provided during the build out of the project. As a general rule, all exterior lighting will be "cut-off" or "shielded" style fixtures as recommended by the Dark Sky Society to limit "light trespass" onto neighboring properties.

K. STREETS, SIDEWALKS:

The applicant will construct Sanctuary Court, as a two-way 14-20' court. The first 125'-0" of the drive will be 20'-0" wide to accommodate an emergency vehicle and will be designed to accommodate the load of that vehicle. Materials will be stamped concrete and heavy traffic rated pavers. The remaining 123'-0" will be 14'-0" wide with similar materials. Connection of the Sanctuary Court with Spring Street will be coordinated with SCDOT. Streets and sidewalks will be private and will not be managed by SCDOT or the City of Charleston. Maintenance of all streets and sidewalks will be handled by the applicant and maintained privately.

L. TREES:

The existing 24" water oak will be protected per the City of Charleston Tree Protection Requirements unless it is deemed a hazard in which case the applicant will request approval to remove.

M. WORK FORCE HOUSING:

This project will have 4 units that will be offered as Work Force Housing for income levels ranging from 80%-120% AMI for a 10-year period.

Prior to issuance of certificate of occupancy for the building in which the workforce housing is located, the applicant shall execute covenants identifying the rental workforce housing units and restricting such units to occupancy (and if applicable ownership), by qualified households for a period of ten years, and submit a copy of the recorded covenants to the City of Charleston Department of Housing and Community Development, or its successor.

The covenants shall require the applicant to provide proof to the City of Charleston Department of Housing and Community Development, or its successor, on an annual basis, that no more than fair market rent is being charged for the unit and that a qualified household occupies the unit. Fair market rent is equal to no more than 33% of annual income for a couple that have an income levels ranging between 80%-120% AMI.

The covenants shall accord the City of Charleston, or its assignee, rights to enforcement by any legal and/or equitable means, including the revocation of a Certificate of Occupancy, and in all events be subject to approval by corporation counsel.

N. PUBLIC BENEFITS:

Currently a large concrete and asphalt parking lot that interrupts the rhythm in the streetscape of Cannonborough/Elliottborough's mixed-use corridor, the site will become a development that re-establishes that rhythm with a vibrant court housing residential and commercial uses as well as gathering spaces.

Sanctuary Court will have smaller residential units geared towards housing professionals and working families, as well as commercial uses that will cater the neighborhood needs.

Sanctuary Court will help reduce on street parking demand and the need for car ownership by providing one parking space to an on site car-share service that will be offered to the residents of the development as well as the neighborhood.

Sanctuary Court will provide housing opportunities to Charleston's working citizens, within walking or biking distance of all major employers on the Charleston Peninsula reducing cross-town traffic impacts.



June 23<sup>rd</sup>, 2015

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Board of Architectural Review

City of Charleston  
2 George Street  
Charleston, SC 29401

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**Re: Demolition Application: 124 Spring Street Plymouth Church**

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Dear Chair and Board Members:

We understand that an application for demolition of 124 Spring Street has been submitted to the Board of Architectural Review ("BAR"). We, the undersigned Trustees of Plymouth Church are submitting this letter in support of the applicant's application for demolition.

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Plymouth intends to sell this location and relocate as a part of its vision to continue to grow its ministry and outreach. The sale of this property will allow for the continued expansion of activities, facilities, programs, and ministry of the church. This is consistent with our rich history that can be traced back to 1860s.

In the early days, meetings were held in several different places. On March 10, 1872 the church purchased and built a building on a corner lot on Pitt and Bull Streets. In 1884 the Church voted to remove that building and in 1886 built a three-story building. In 1905 that location was remodeled. Early in 1950, it was decided that the Church would move uptown to its current location in order to increase membership. In 1958, the current edifice was erected and the former site was sold to the Association for the Blind. In 1982 an addition to the original structure was completed. In 2014, the Congregation voted again to move, to sell the current location and relocate as a part of it vision of increasing ministry to the community.

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As described above, we have worshiped in a number of locations and our move is both consistent with our vision for increased ministry and we believe is beneficial to the community fabric. Over the years there have been significant modifications and additions to the original structure. This includes an expansion of the sanctuary, relocating the main entrance, creation of the lobby, and construction of the fellowship hall in the rear.

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In addition to the physical structure, the interior layout of the sanctuary has been modified over time, and, therefore, the items such as crown molding and paneling that may seem to be interesting elements in the sanctuary are not original, but were part of the alterations.

Lastly, the church has been used for singular purpose of worship. We don't feel like it should be used for any other use and therefore should be demolished rather than converted into an office or residential use, especially since there are no particular architectural elements of any significance.



May 5, 2016

Colin Colbert  
124 Spring, LLC  
PO Box #451  
Charleston, SC 29402

Re: Cultural Resources Assessment of 124 Spring Street, Charleston, South Carolina.

Dear Mr. Colbert:

Please find attached a pdf copy of our report entitled “Cultural Resources Assessment of 124 Spring Street, Charleston, South Carolina.” Do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Gwendolyn Moore". The signature is fluid and cursive, written over a light gray rectangular background.

Gwendolyn (Inna) Moore  
Senior Archaeologist

# **Cultural Resources Assessment of 124 Spring Street Charleston, South Carolina**

**Inna Moore and Charlie Philips  
Brockington and Associates, Inc.  
May 2016**

## **1.0 Introduction**

Brockington and Associates, Inc. completed a cultural resources assessment of 124 Spring Street (TMS: 4601102027) in Charleston, South Carolina in May 2016. The assessment was conducted for 124 Spring, LLC to assess the potential for development activity related to a proposed Planned Unit Development (PUD) to impact significant historic resources. The location of the project parcel and previously recorded sites is shown in Figure 1.

The assessment consisted of background research and field reconnaissance. 124 Spring Street is within an area designated as an Historic Area (see Figure 1). This area of the peninsula has been determined eligible for the National Register of Historic Places (NRHP) as part of a proposed expansion to the Charleston Old and Historic District; however, due to owner objection, the district expansion never officially took place. This area of the peninsula is still considered eligible for the NRHP and should be managed as if it were listed.

There are no standing structures located on the property. Portions of the foundation and pieces of the floor of Plymouth Congregational Church are still visible at the ground surface; however these features do not retain any integrity and warrant no further investigation. Since the project tract is located in the Charleston Old and Historic District Expansion, the PUD should work closely with the City of Charleston's Planning, Preservation & Sustainability Department to ensure that the new development does not intrude on any individual historic properties or elements of the Historic Area. Additional work at the site with regard to cultural resources is not warranted.

## **2.0 Background Research**

### **2.1 Previously Recorded Sites**

The author (Inna Moore) consulted ArchSite, the state's online GIS database for previously recorded historic properties, and visited the state archaeological site files office at the South Carolina Institute of Archaeology and Anthropology (SCIAA) in Columbia. She also reviewed correspondence between Ralph Baily, of Brockington and Associates, and Brad Sauls at the South Carolina Department of Archives and History (SCDAH) regarding the proposed expansion to the Charleston Old and Historic District (Bailey and Kitchens 2015).

There is one recorded historic architectural resource within 500 feet of 124 Spring Street. The resource is located at 210 Rutledge Avenue (see Figure 1). It is a c. 1920s commercial building that contributes to the Charleston Old and Historic District Expansion. The resource is located well to the south of the proposed project and will not be impacted. As mentioned above, the parcel located at 124 Spring Street is within an area that was recommended as an expansion to the existing Charleston Old and Historic District following a study completed in 1985 (Bailey and Kitchens 2015). Owners of the properties that are within the proposed expansion objected to having their property listed on the NRHP,

and the expansion never took place; however, the area still considered eligible for the NRHP and should be managed as if it were listed.

## **2.2 A Brief History of 124 Spring Street**

The project Historian (Charlie Philips) conducted archival research using historic maps, deeds, and plats of the project area at the Charleston County RMC office and the South Carolina Room of the Charleston County Library.

A review of historic maps and plats of the immediate area indicates that the project tract is part of the Elliottborough Neighborhood, developed by Barnard Elliott in the early nineteenth century. In March 1817, John Marsh sold the land located at the northwestern corner of Pinckney and Elliott Streets (today Rutledge and Spring Streets, respectively) to John Frazier (CCDB S8:83). In 1839 the land was sold by John Frazier's son, Frederick, to Andrew Gray (CCDB S8:83; CCDB D11:377). Between its purchase and Gray's death in 1857 a large house and multiple other buildings were built on the property. Figure 2 shows the 1857 plat of Gray's land and the project tract. The plat shows a residence and multiple outbuildings located in the southeastern portion of the project tract (Lot No. 7).

In 1867 Isabella Gray, who inherited the land from her husband, sold Lot No. 50, formerly known as Lot No. 7, to William Ferguson (CCDB T13:162). In 1883, Ferguson's executor conveyed Lot 50 to Benjamin F. Simmons (CCDB Q22:11). At this time, Simmons acquired the majority of the remaining Gray lands. Simmons divided the property to create two parcels Lots 120 and 122 Spring Street. He subdivided the northern interior portion of these lots and joined it to Lot 235 Rutledge Avenue.

Benjamin F. Simmons also purchased the lot west of his Lot 50 on May 5, 1887 from the Master in Equity (CCDB W18:275). This tract had been owned by Martin Nelson and his family prior to the Civil War and acquired by Robin Perry, though no deed is recorded. Perry passed the lot to Charlotte Perry and her children, who lost it in foreclosure in 1887. Simmons subdivided the northern interior portion lot 124 Spring Street and joined it to Lot 235 Rutledge Avenue. In 1887, Simmons also joined the rear portion of Lot 126 Spring Street to Lot 235 Rutledge Avenue (CCDB W18:275). Structures were built on Lots 124, 122, and 120 shortly after. Figure 3 shows subdivided lots, project area, and multiple buildings on a portion of the 1902 and 1944 Sanborn map.

The heirs of Benjamin F. Simmons conveyed 235 Rutledge Avenue along with the vacant rear lot to Walter P. Boylston in 1905 (CCDB F24:627). Boylston married Carrie Simmons, a daughter of Benjamin F. Simmons and when the property was foreclosed on during the Great Depression of the 1930s, Carrie Simmons repurchased it (CCDB Y36:367). In 1949 she sold the Plymouth Congregational Church the vacant lot behind her house at 235 Rutledge Avenue.

In 1894, James S. Simmons, a son of Benjamin F. Simmons purchased lots 120 and 122 Spring Street from his father (CCDB Q22:11). In 1898, he purchased Lot 124 Spring Street from his brothers and sisters, consolidating all three lots. In 1948, James S. Simmons' heirs transferred the three lots to their brother, James S. Simmons, Jr. as his share of their father's estate (CCDB M49:73). The heirs commissioned a plat drawn of the lands (see Figure 4). In 1949, Simmons sold the three lots to George W. Fabian who conveyed them to the Plymouth Congregational Church in 1956 (CCDB K62:178).

The Church kept the property for many years and consolidated the four lots into one piece, which constitutes the current project tract. Sometime between 1957 and 1973, the Church built two large structures on the western portion of the property. The records show no indication that the Church established a cemetery on the property. In 2015, 124 Spring, LLC bought the tract from the Trustees of the Plymouth Congregational Church (CCDB H378 and CCDB 0505:726). In December of 2015, they

were granted a permit to demolish the building which they did shortly after (Erin Lanier, personal communication May 3, 2016). At the present time, there are no standing structures on the property.

### **3.0 Field Reconnaissance**

Archaeologists visited the site on May 4, 2016 and noted that the property is currently being used as a parking lot. The surface area of the parking lot consists of asphalt, concrete, and gravel. Figure 5 presents views of the project tract. After investigating the ground surface, it appears that the church and associated buildings were razed leaving the foundation and floors partially intact. Gravel was added to create a gradual rise from the original parking lot to the buildings floor to create a continuous surface for parking. Figure 6 presents views of the floor and foundation. No evidence of earlier buildings was seen on the property.

### **4.0 Project Summary**

To summarize, development of the project tract began in the mid-1800s and continued into the mid-1900s. The earliest buildings were razed and new buildings were built in their footprints. There are no standing structures located on the property. Portions of the foundation and pieces of the floor of the Plymouth Congregational Church are still visible at the ground surface; however, these features do not retain any integrity and warrant no further investigation. Since the project tract is located in the Charleston Old and Historic District Expansion, the PUD should work closely with the City of Charleston's Planning, Preservation & Sustainability Department to ensure that the new development does not intrude on any individual historic properties or elements of the Historic Area. Additional work at the site with regard to cultural resources is not warranted.

### **5.0 References**

Bailey, Ralph and Scott Kitchens

2015 *Cultural Resources Assessment of 133 and 134 Cannon Street, Charleston, South Carolina*.  
Prepared for Melton Design Group.

Charleston County Deed Books

1719 to present Originals in the Charleston County RMC Office, Charleston.

Charleston County Plat Books

1783 to present Originals in the Charleston County RMC Office, Charleston.

Sanborn Fire Insurance Maps of Charleston, South Carolina

1901 An Original copy is in the South Carolina Room of the Charleston County Public Library.  
Also online at the Charleston County Website.

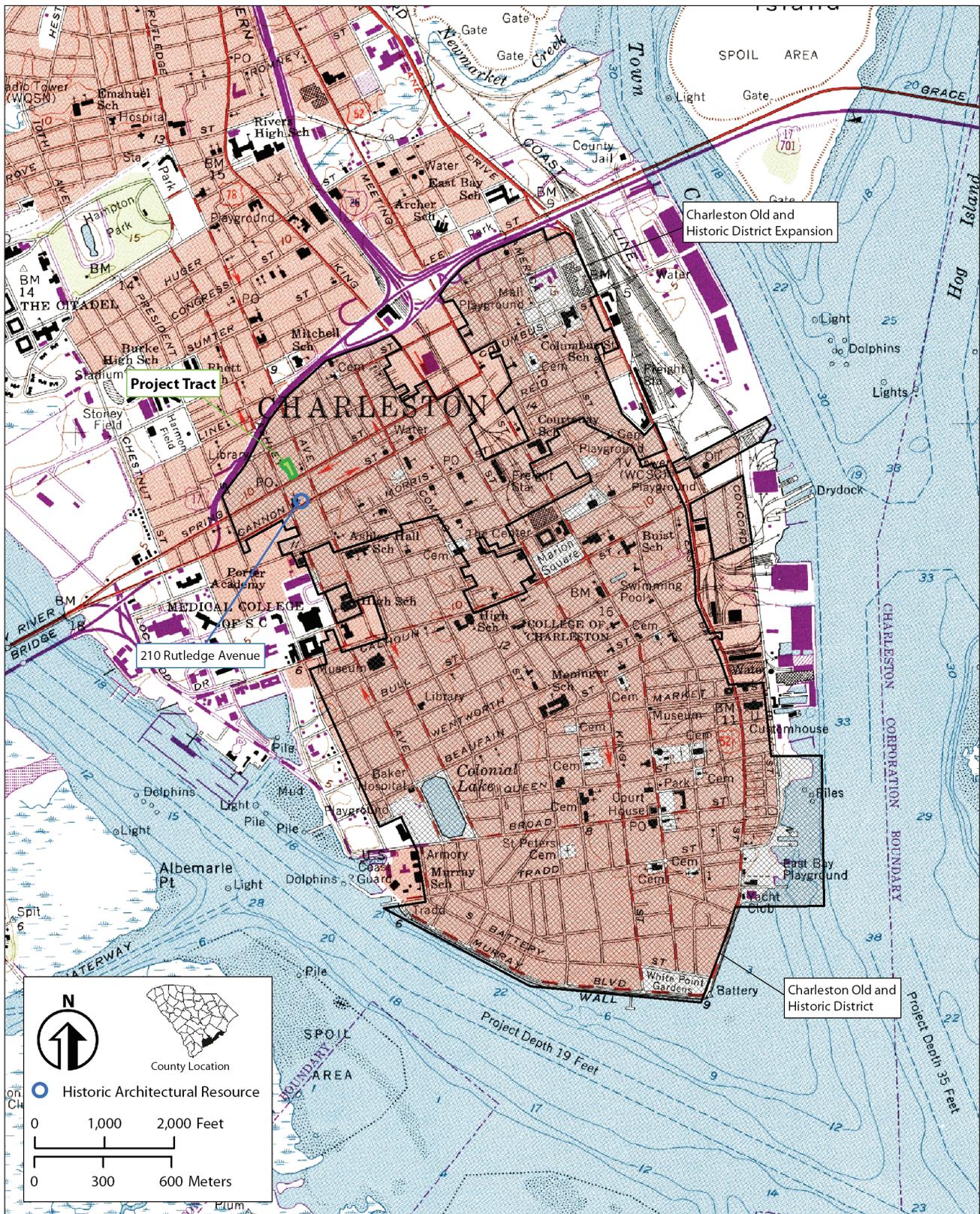


Figure 1. Location of 124 Spring Street showing recorded cultural resources within 500 feet as well as the Charleston Old and Historic District.

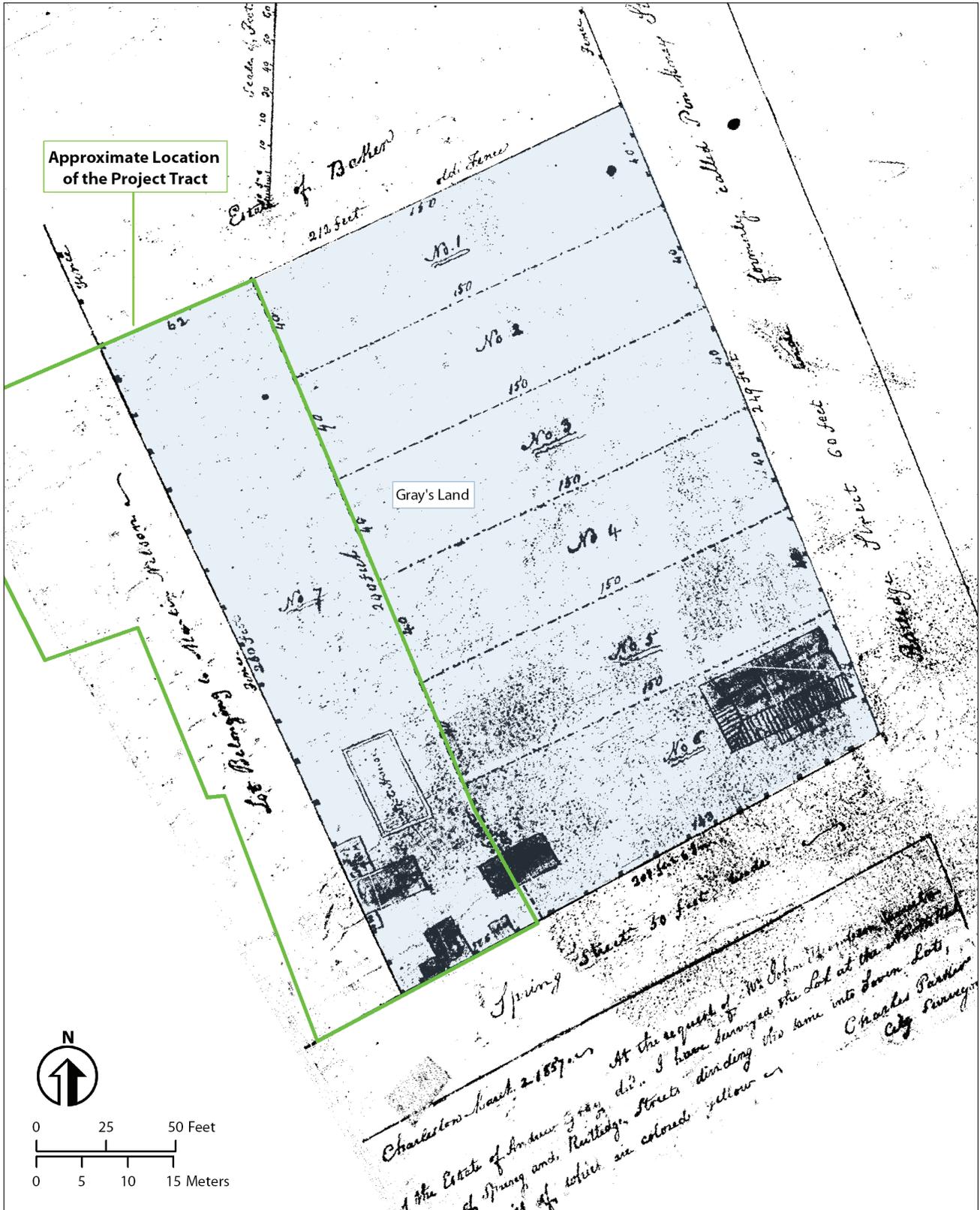


Figure 2. An 1857 Charles Parker plat of the subdivision of the lands of Andrew Gray at Rutledge and Spring Street with the project tract superimposed (Charleston County Plat Book [CCPB] A1:135).



Figure 3. A portion of the 1902 and 1944 Sanborn Fire Insurance Map showing the location of the project tract.





**Figure 5.** Views of 124 Spring Street, facing north (top) and facing southeast (bottom ).



**Figure 6.** Views of the floor and foundation of the Plymouth Congregational Church, facing south (top) and facing east (bottom ).



PO Box B  
Charleston, SC 29402  
103 St. Philip Street (29403)  
  
(843) 727-6800  
www.charlestonwater.com

**Board of Commissioners**  
Thomas B. Pritchard, Chairman  
David E. Rivers, Vice Chairman  
William E. Koopman, Jr., Commissioner  
Mayor John J. Tecklenburg (Ex-Officio)  
Councilmember Perry K. Waring (Ex-Officio)

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Dorothy Harrison, Chief Administrative Officer  
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Andy Fairey, Chief Operating Officer  
Mark Cline, P.E., Capital Projects Officer

5/2/2016

Mr. Glenn Zuber  
1388 Lochmere Ct.  
Mt. Pleasant, SC 29466

Re: Sewer Availability to TMS #460-11-02-027 to serve 28 multi family residential units and two commercial units

Dear Mr. Zuber,

This letter is to certify our willingness and ability to provide wastewater collection service to the above referenced site in Charleston County, South Carolina. Wastewater collection service to this site may be made available via the existing eight inch gravity main in the right of way of Spring St. Any subdividing of the property subsequent to this correspondence will require a review process of the civil engineering plans to ensure compliance with the Charleston Water System minimum standards. Any extensions and/or modifications to the infrastructure to serve this site will be a developer expense. Please be advised that wastewater impact fees, wastewater tap fees, change-in-use fees, and/or cost to extend fees will be due prior to connection of any Charleston Water System's sewer system. This letter does not reserve capacity in the Charleston Water System infrastructure and it is incumbent upon the developer or his agent to confirm the availability herein granted past 12 months of this correspondence.

The Charleston Water System certifies the availability of service only insofar as its rights allow. Should access to our existing sewer main/mains be denied by appropriate governing authorities, the Charleston Water System will have no other option than to deny service.

This letter is not to be construed as a letter of acceptance for operation and maintenance from the Department of Health and Environmental Control.

If there are any questions pertaining to this letter, please do not hesitate to call on me at (843) 727-6870.

Sincerely,

A handwritten signature in blue ink that reads "Cheryl L. Boyle".

Cheryl L. Boyle  
Engineering Assistant  
Charleston Water System

cc: file

This is an "uncontrolled" copy of a controlled document.



PO Box B  
 Charleston, SC 29402  
 103 St. Philip Street (29403)  
 (843) 727-6800  
 www.charlestonwater.com

**Board of Commissioners**  
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 Mayor John J. Tecklenburg (Ex-Officio)  
 Councilmember Perry K. Waring (Ex-Officio)

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 Dorothy Harrison, Chief Administrative Officer  
 Wesley Ropp, CMA, Chief Financial Officer  
 Andy Fairey, Chief Operating Officer  
 Mark Cline, P.E., Capital Projects Officer

5/2/2016

Mr. Glenn Zuber  
 1388 Lochmere Ct.  
 Mt. Pleasant, SC 29466

Re: Water Availability to TMS #460-11-02-027 to serve 28 multi family residential units and two commercial units

Dear Mr. Zuber,

This letter is to certify our willingness and ability to provide water to the above referenced site in Charleston County, South Carolina once completion of the water main replacement project is finalized. We are replacing the existing main with an eight inch water main in the right of way of Spring St. that is projected to be completed by the end of the third quarter of 2016. This review does not supplant any other review as required by governing authorities and municipalities. It will of course be a developer responsibility to ensure there are adequate pressures and quantities on this line to serve this site with domestic water/fire flow and not negatively impact the existing developments. Please be advised any extensions or modification to the infrastructure as well as any additional fire protection will be a developer expense. All fees and costs associated with providing water service to this site will be a developer expense. This letter does not reserve capacity in the Charleston Water System infrastructure and it is incumbent upon the developer or his agent to confirm the availability herein granted past 12 months of this correspondence.

The Charleston Water System certifies the availability of service only insofar as its rights allow. Should access to our existing main/mains be denied by appropriate governing authorities, the Charleston Water System will have no other option than to deny service.

This letter is not to be construed as a letter of acceptance for operation and maintenance from the Department of Health and Environmental Control.

If there are any questions pertaining to this letter, please do not hesitate to call on me at (843) 727-6870.

Sincerely,

Cheryl L. Boyle  
 Engineering Assistant  
 Charleston Water System

cc: file

This is an "uncontrolled" copy of a controlled document.



April 27, 2016

Mr. Glenn Zuber  
1388 Lockmere Court  
Mt Pleasant, SC 29466

Re: 124 Spring Street, Charleston, SC 29403  
TMS # 460-11-02-027

Dear Mr. Zuber:

I am pleased to inform you that South Carolina Electric & Gas Company (SCE&G) will be able to provide electric and gas service to the above referenced project. Electric and gas service will be provided in accordance with SCE&G's General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the company's standard operating policies and procedures. Any associated customer contribution will be determined when equipment loads and projected revenues are analyzed. In order to begin engineering work for the project, the following information will need to be provided:

- Detailed utility site plan (AutoCAD format preferred) showing water, sewer, and storm drainage as well as requested service point/transformer location.
- Additional drawings that indicate wetlands boundaries, tree survey with barricade plan and buffer zones (if required), as well as any existing or additional easements will also be needed.
- Electric load breakdown by type with riser diagrams
- Gas load and delivery pressure
- Signed copy of this letter acknowledging its receipt and responsibility for its contents and authorization to begin engineering work with the understanding that SCE&G intends to serve the referenced project.

SCE&G's construction standards and specifications are available at [www.SCEG.com/en/builder-services/resources](http://www.SCEG.com/en/builder-services/resources). For more information or questions, please contact me by phone at (843) 576-8452 or at [khare@scana.com](mailto:khare@scana.com).

Sincerely,

Kathy J. Hare  
Customer Service Engineering

AUTHORIZED SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

TITLE: \_\_\_\_\_ PHONE: \_\_\_\_\_