

Army Corps of Engineers
Charleston District
Attn. Mary Hope Green
69 Hagood Ave.
Charleston, SC 29403

May 23, 2016

Subject: Bear Island Road through Weatherstone Development

Dear Ms. Green:

As a representative of the Weatherstone Property Owners Association, I am writing to you concerning the proposed Bear Island Road planned to bi-sect our neighborhood and the negative impacts it will have on our neighborhood, wetlands, wildlife, safety, home values and our way of life. I have attached several documents that make a convincing case that the Army Corps of Engineers should NOT issue the wetland permits to the town of Summerville that would allow construction to proceed. The Weatherstone Property Owners Association represents 750 homes.

- Exhibits:**
- 1) Bear Island Road Extension Project prepared by Michael Baker Dated February 3, 2016
 - 2) Alternative Analysis Bear Island Road Extension SAC 2014-00855-2IU
 - 3) 4 Berkley County GIS maps (photos)
 - 4) 4 Berkley County GIS maps with measurements
 - 5) W.P.O.A. input of Errors in The Town of Summerville's application to SCDHEC
 - 6) Pictures of Eagles that reside in Our Weatherstone Development
 - 7) Exhibit showing Weatherstone Subdivision showing Mason Park being excluded from The Amenity Center
 - 8) Interoffice Email from Madelyn Robinson deleting vital information from the Application about flooding in the Weatherstone Development
 - 9) Councilwoman Christine Czarnik's notes
 - 10) Flood Pictures of Weatherstone
 - 11) Handouts by Centex Homes included in their packages to sell homes guaranteeing Wetlands would be preserved forever.

On the Bears Island Road Extension Project document (Exhibit 1), third page, you will see that the Sheep Island Road Phase 1 is \$850,000 less expensive. Summerville Councilwoman Czarnik's notes (Exhibit 9) confirm that Sheep Island Road , currently under expansion, is \$850,000 less expensive than Bear Island Road. The Sheep Island Road alternative to the Bear Island Road project is far less destructive to our community. The Bear Island Road would divide our community by a 110' highway. The Bear Island road will destroy our precious wetlands that Centrex (the original developer) left here to assist with storm water run-off. The Matrix of the Alternative Analysis (Exhibit 2) falsely claims on the last page of the flood hazards section that there is no impact on Weatherstone Community. This claim is patently false, as demonstrated by the concern expressed in Exhibit 8, where Comprehensive Plan consultants were directed by the Town's Planning Director to strike any reference to the need for a flood survey to assess the impacts on the wetlands and their role in flood retention. Instead, the Town submitted to you a 14 year-old storm water run-off survey. See pictures of Weatherstone flooding last October in Exhibit 10.

The matrix also states that acquisition of rights of way (ROW) are incomplete. The Town of Summerville does not have the ROW through Weatherstone. The ROW was given only to utility companies to provide services to Weatherstone. The ROW requirements were also deleted from their application to SCDHEC because of the impact to our wetlands. They only referenced 2 TMS numbers (**2211301107 and 2210000008**). The utility ROW is surrounded by wetlands.

The Matrix (Exhibit 2) also states under the safety section that the Bear Island Road will have an **adverse** effect on our community. This was also deleted from the Town application. Note the October, 2015 flood pictures of Weatherstone (Exhibit 10.) The Bear Island road will destroy not only our wetlands but our community, dividing it in half with a highway that our children must cross to reach the Amenity Center and swimming pool. The Town pretends that crossing will be safe because a 25 mile-per-hour speed limit will be posted. It is a well established fact that cars and trucks exiting Highway 26 will be traveling at speeds of up to 50 MPH as they go through many neighborhoods in Town.

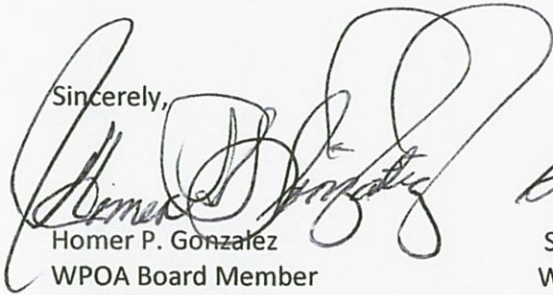
In the Weatherstone Property Owners Association (Exhibit 5), you will note that the Town claims in its application to SCDHEC that the Bear Island Road will alleviate traffic from 17A. This claim is also false since Bear Island Road is not planned to connect with 17A.

In the Berkeley County GIS (Exhibits 4 and 5) the first page shows the affected wetlands by Delafield in the town's application. The section name "Bear Island Road" does not exist but should be included in the application since the Weatherstone community owns that section. The section should have been included since they are saturated protected wetlands. On page 2 the sections that will be affected are TMS **2320102063, 2320101112 and 2211304054**. They are also omitted from the Town's application. On page 3, the TMS numbers from the Town's application are **2320201001 and 2210000049**. They are left out because those are saturated wetlands. On page 4 a very critical section, TMS numbers **2211305108, 2320201076, and 2320102066** were also left out of the Town's application because they are also saturated wetlands. Attachment 4, the GIS maps with measurements, shows that the application submitted by the Town claims the widest section of Bear Island Road is 110' wide. That is false; it is 95' wide.

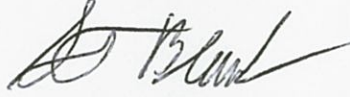
The last document attached, (Exhibit 11) is a handout given to prospective home buyers by Centrex, stating that the wetlands would be "preserved and protected" forever from development as a way to protect the natural surroundings of Weatherstone. This claim was part of the development approval process accepted by the Town. Now they are reneging on that promise.

We urge the Army Corps of Engineers to DENY the wetlands permits that will destroy the wetlands we own and will destroy our Weatherstone community.

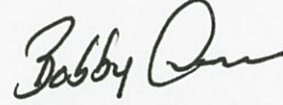
Sincerely,



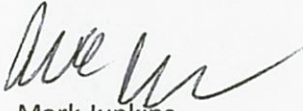
Homer P. Gonzalez
WPOA Board Member
Events Coordinator
164 Avonshire Dr.
Summerville, SC 29483



Steve Blank
WPOA Board Member
Board President
211 Dovetail Circle
Summerville, SC 29483



Bobby Owens
WPOA Board Member
Board Vice President
309 Waylon Place
Summerville, SC 29483



Mark Junkins
WPOA Board Member
Treasurer
403 Cotton Hope Ln.
Summerville, SC 29483

Cc: The Honorable Niki R. Haley
Office of the Governor
803-734-2100
1205 Pendleton Street
Columbia, South Carolina 29201
governor.sc.gov

Cc: Senator Tim Scott
520 Hart Senate Bldg.
202-224-6121
Washington, DC 20510
www.scott.senate.gov

Cc: Senator Lindsey Graham
290 Russell Senate Office
202-224-5972
Washington, DC 20510
www.lgraham.senate.gov

Cc: Division of Fish and Wildlife
Dover, Delaware
302-739-9910
www.fw.delaware.gov

Cc: Department of Natural Resources
Columbia, SC 29201
803-734-3886
www.dnr.sc.gov

Cc: Rep. Edward L. (Eddy) Southard
530-D Blatt Building
803-212-6930
Columbia, SC 29211
eddysouthard@schouse.gov

Cc: SCDHEC South Carolina Dept.
of Health and Environmental
Control
2600 Bull Street
Columbia, SC 29201
info@dhec.sc.gov

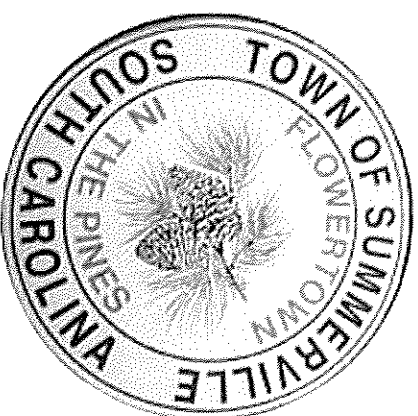
Cc: Elizabeth Von Kolnitz
Regional ACOE Chief
1362 McMillian Ave.
Charleston, SC 29403
843-953-0252 office
843-870-3299 cell
Elizabeth.v.kolnitz@usace.army.mil

Cc: Headquarters
U.S. Army Corps of Engineers
Attn: Karen J. Baker, SES
202-761-7690
441 G Street NW
Washington, DC 20314-1000
Karen.j.baker@usace.army.mil

Cc: Headquarters
U.S. Army Corps of Engineers
Attn: Steven L. Stockton, SES
202-761-0001
441 G Street NW
Washington, DC 20314-1000
steven.l.stockton@usace.army.mil

Contact information: Homer P. Gonzalez
164 Avonshire Drive
Summerville, S.C. 29483
omerogonzo@gmail.com
904-415-3325

Bear Island Road Extension Project



February 3, 2016

Exhibit 1

Results of Current Coordination Efforts

- Four (4) Options
 - Bear Island Rd (Existing Berkeley Circle)
 - From US 17 to the intersection of Sheep Island Rd/Bear Island Rd/Azalea Square
 - Bear Island Rd Extension
 - From Sheep Island Rd/Bear Island Rd/Azalea Square to Nexton Parkway
 - Sheep Island Road (Phase 1)
 - From Sheep Island Rd/Bear Island Rd/Azalea Square to Nexton Parkway using the existing Sheep Island Road
 - Design requirements of traffic analysis for the Year 2020
 - Frontage Rd (Phase 2)
 - From Sheep Island Rd to Nexton Parkway
 - Design requirement of traffic analysis for the Year 2035

Exhibit 1

Summary of Options

	Bear Island Road (BIR)	Bear Island Rd Extension (BIR Extension)	Sheep Island Rd Phase 1	Frontage Rd Phase 2 (Assumes Phase 1 Constructed)
Design Cost	\$25,000.00	\$0.00	\$189,900.00	\$294,700.00
Construction Cost	\$994,100.00	\$2,614,200.00	\$1,582,600.00	\$2,455,600.00
ROW Cost	\$965,800.00	\$42,000.00	\$33,400.00	\$647,500.00
Total	\$1,984,900.00	\$2,656,200.00	\$1,805,900.00	\$3,397,800.00
Wetlands	300 LF Stream	3.14 AC of wetlands	0.31 AC of wetlands	1.04 AC of wetlands
Estimated Permit Submittal	2 months from NTP	Under Review Now	Summer 2018	TBD
Estimated Bid Date*	16 months from NTP	Summer 2016	Summer/Fall 2019	TBD

*Assume 1 year for permit approval.

Note – For budgeting purposes \$1M in utility relocation costs will be assumed for all options above.

Bear Island Rd	\$ 1,984,900.00	No Impact to Nexton Parkway
Bear Island Rd & Bear Island Rd Extension	\$ 4,616,100.00	No Impact to Nexton Parkway
Bear Island Rd & Sheep Island Rd Phase 1®	\$ 3,765,800.00	Potential Impact to Nexton Parkway (Required coordination related to permitting and construction impacts – delay implementation)
Bear Island Rd, Sheep Island Rd Phase 1, & Frontage Rd Phase 2®	\$ 6,437,700.00	Potential Impact to Nexton Parkway (Required coordination related to permitting and construction impacts – delay implementation)
Frontage Rd Phase 2 (Assume BIR & Phase 1 already constructed)®	\$ 3,397,800.00	Potential Impact to Nexton Parkway (Required coordination related to permitting and construction impacts – delay implementation)

@ - Using 2016 Cost Values

Exhibit 1

Bear Island Road (BIR) (From US 17 to Azalea Square)

- Length = 0.67 miles

- Wetlands = 300 LF of Stream Impact

Approximate Cost (BIR Only)

Design/Permitting	\$25,000*
Construction	\$965,800
ROW	\$994,100
TOTAL	\$1,984,900

(*if project is constructed stand alone)

Schedule (BIR only)

- Plans are almost complete.
- Minimal re-design required to separate plans to be stand alone. (2 months)
- Permit process would start over since a permit has been submitted. (approx. 1 year)
- Estimate Project to be bid 16 months from Notice to Proceed (includes permit approval).

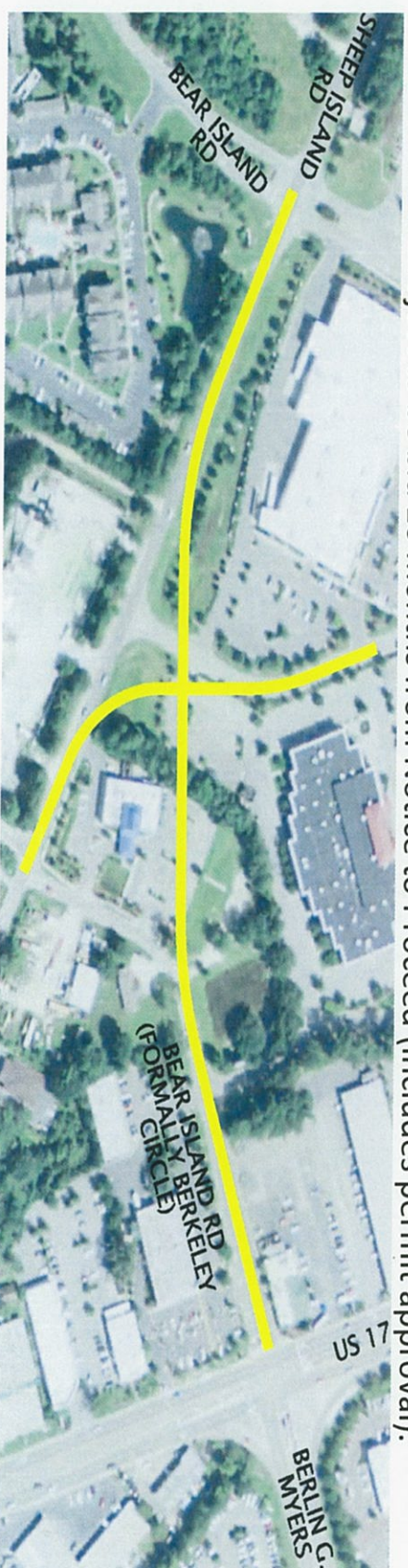
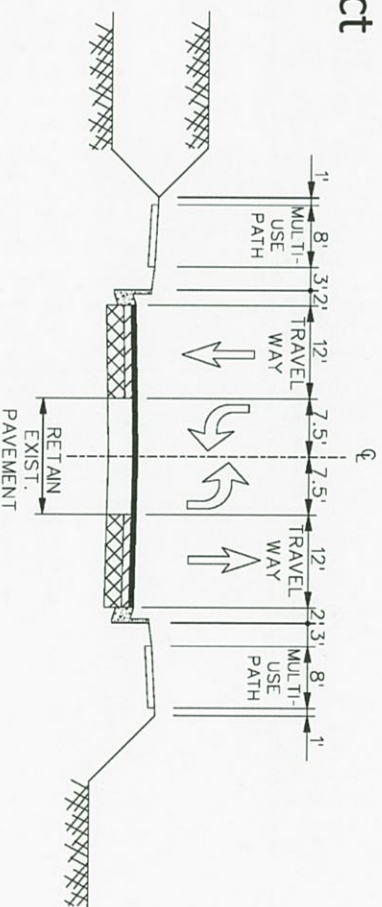


Exhibit 1

Bear Island Road Extension (BIR Extension)

- Length = 1.08 miles
- Wetlands = 3.14 AC of Impact
- Approximate Cost (BIR Extension)

Design/Permitting	\$ Under Contract
Construction	\$2,614,200
ROW	\$ 42,000
TOTAL	\$2,656,200
- Schedule(BIR Extension)
 - Finalize plans, acquire permits, & finalize ROW Acquisition.
 - Estimate Project could be bid as soon as Summer 2016.

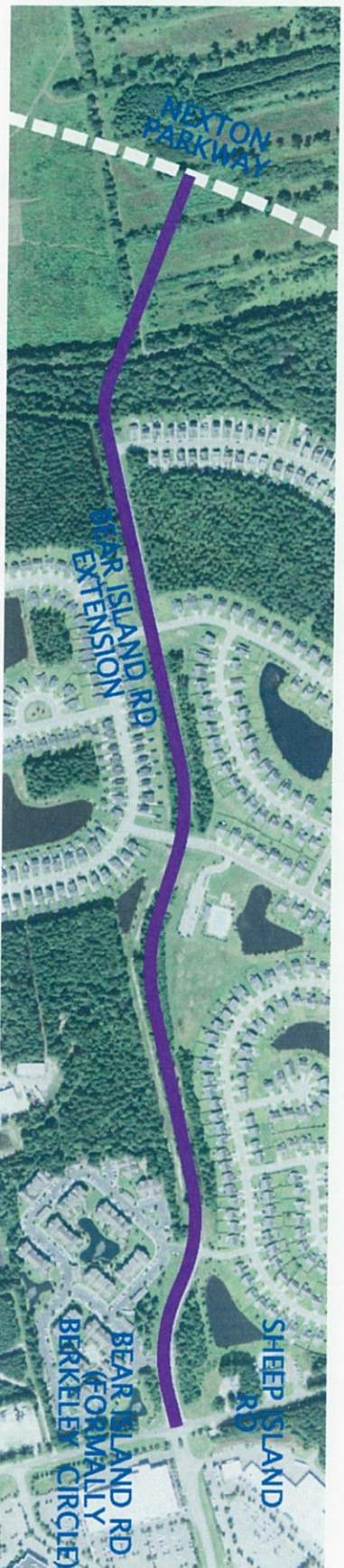
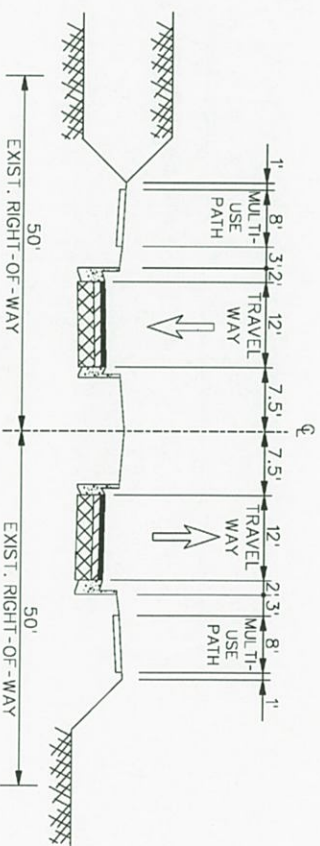


Exhibit 1

Sheep Island Road

Traffic Volumes

- Uses the traffic projections from the I-26 Widening / Nexton Parkway Project
- Uses a yearly 2% growth rate to account for typical growth.
- Accounted for the approved multi-family apartment complex with 258 total units on Sheep Island Road
- No other developments are being accounted for as there are no developments currently approved along Sheep Island Road and Frontage Road. Future development could impact the findings presented.

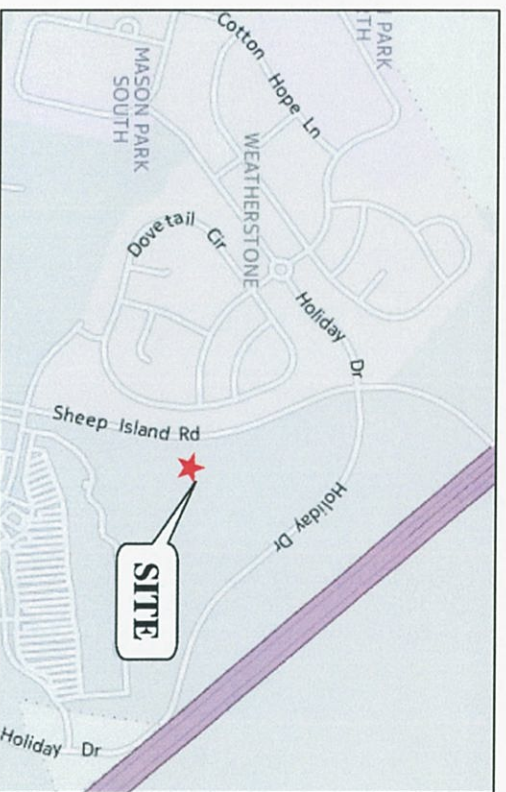


Exhibit 1

Sheep Island Road

Phase 1



- Existing Sheep Island Rd & Nexton Parkway Project under contract **(Dark Blue)**
- Phase 1 Sheep Island Road Design **(Light Blue)**
- 5' Earth shoulders/Sidewalks **(Orange)**
- Known/Delineated Wetlands **(Purple)**
- New Right of Way needed to accommodate Phase 1 **(Red)**

Sheep Island Road Phase 1

- 2020 Design Upgrade Needs based upon traffic study
 - Create 4 way stop at Bear Island Rd/Sheep Island Rd/Azalea Square.
 - Construct dedicated left & right turn lanes into the approved apartment complex.
 - Realign intersection of Holiday Drive & Sheep Island Road.
 - Signalize intersection of Sheep Island Road & Frontage Road.
- Wetlands = 0.31 AC of Impact
- Approximate Cost (Phase 1)

Design/Permitting	\$189,900
Construction	\$1,582,600
ROW	\$33,400
TOTAL	\$1,805,900
- Schedule (Phase 1)
 - Project would require additional survey & design. (approx. 6 months)
 - Prepare & submit new wetland permits. (approx. 1 year)
 - (Would require waiting until Spring 2018 as to not interfere with current permitted Nexton Parkway Project.)
 - Acquire ROW along Sheep Island Road and at intersection of Holiday Drive & Sheep Island Road.
 - Estimate project to be bid approximately 16 months after Nexton Parkway is complete.

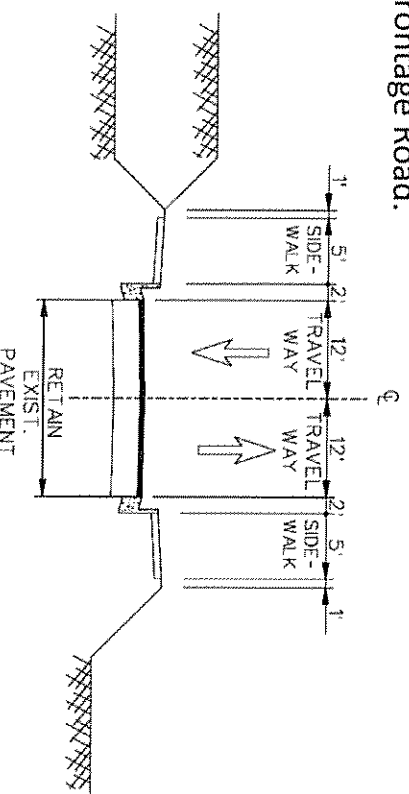
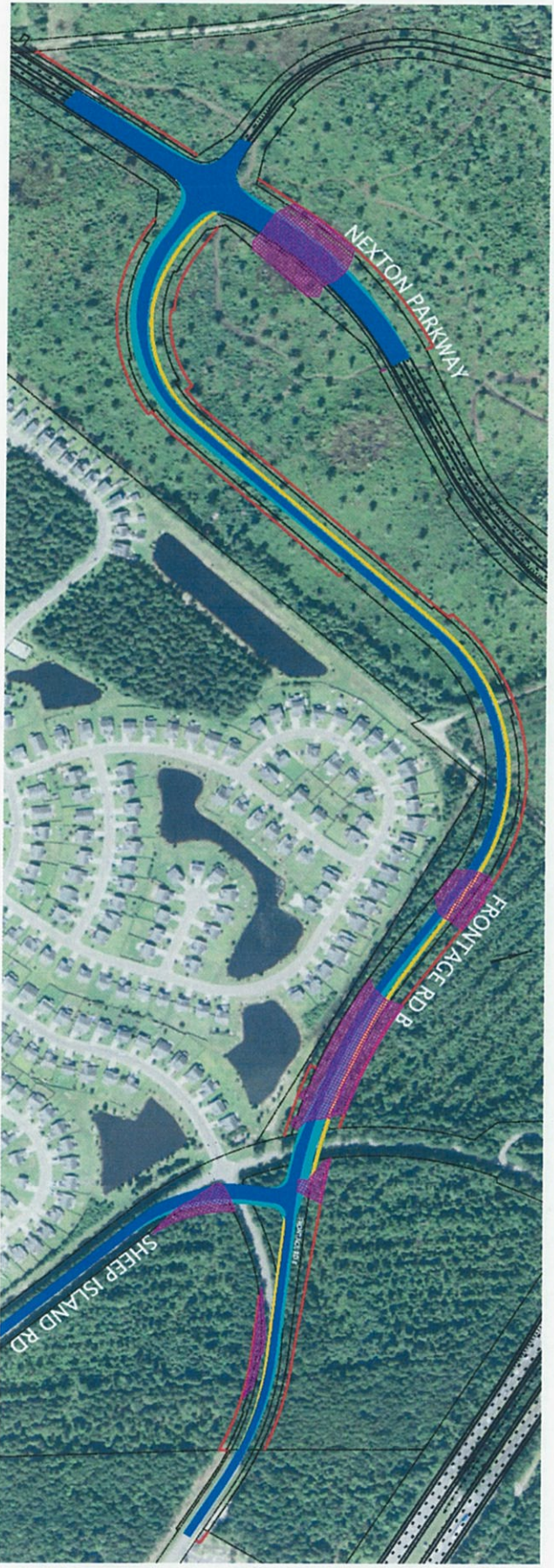


Exhibit 1

Frontage Road Phase 2



- Nexton Parkway Project under contract & Phase I (Dark Blue)
- Phase 2 Frontage Road Design (Light Blue)
- 10' Multi Use Path (Orange)
- Known/Delineated Wetlands (Purple)
- New Right of Way needed to accommodate Phase 2 (Red)

Exhibit 1

Frontage Road Phase 2

- Stand alone project – Assumes Phase 1 is constructed.
- 2035 Design Upgrade Needs based upon traffic study
 - Additional left turn lane from Sheep Island Rd onto Frontage Rd.
 - Would require some widening to Frontage Rd.
 - Additional left turn lane from Nexton Parkway onto Frontage Rd.
 - Would require some widening to Frontage Rd.
 - Dedicated right turn lane from Frontage Rd onto Nexton Parkway.
 - Signalize intersection of Nexton Parkway & Frontage Road.

• Wetlands = 1.04 AC of Impact

• Approximate Cost

(Assumed Phase 1 Constructed)	
Design/Permitting	\$294,700
Construction	\$2,455,600
ROW	\$647,500
TOTAL	\$3,397,800*
(*Based on 2016 Cost Values)	

- Schedule (Phase 2 Only - assumes Phase 1 is constructed)
 - Project would require additional survey, design, & wetland permits as well as ROW along Sheep Island Road and at intersection of Holiday Drive & Sheep Island Road.
 - Timeline to be determined by Town of Summerville.

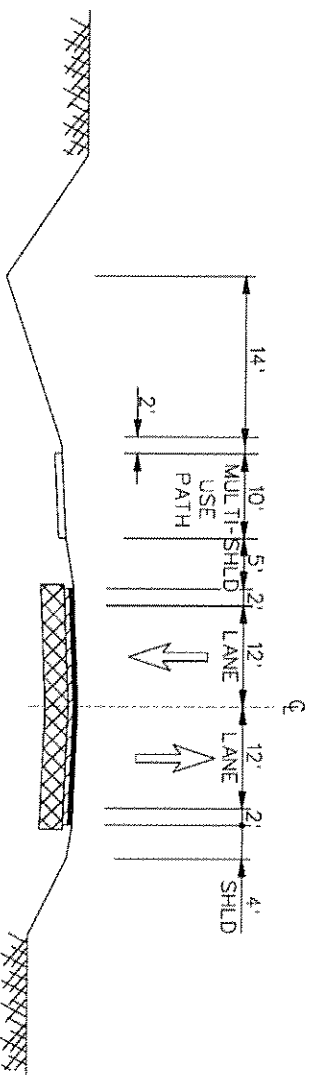


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@ - Using 2016 Cost Values

Exhibit 1

**Alternative Analysis
Bear Island Road Extension
SAC 2014-00855-2IU**

Introduction

The Town of Summerville (the Town) proposes to provide a connection between US 17A and the new Nexton Parkway.¹ The project is located in Summerville, SC, and includes the existing paved roadways, the storm water ditches adjacent to the roadway, maintained residential areas, forested uplands, forested wetlands, and channelized streams. Road locations are indicated on Sheet 1.

Project Purpose and Need

The purpose of the proposed improvements is to improve traffic flow from US 17A to the proposed Nexton Parkway. Providing additional traffic capacity between US 17A and Nexton Parkway would provide improved access to Interstate 26. The proposed improvements are needed to accommodate existing and projected development and population growth in the area and to address existing capacity deficiencies.

Intersection analyses were performed and levels of service (LOS) were defined at intersections located in the project study area based on the Highway Capacity Manual. The capacity analyses for both reports were conducted using Synchro software and based on peak hour traffic data, existing roadway and intersection geometries, traffic controls, and projected traffic data. Six levels of service (LOS) are defined for each type of facility, from A (the best) to F (the worst). These grades are an indication of the comfort and convenience associated with driving. The AM Peak and PM Peak Hours were used to model potential congestion in the morning and evening rush hours.

Table 1.0 depicts the Levels of Service (LOS) of the No-Build Alternative in 2040 (the project design year). The No-Build Alternative is the continuation of the existing conditions without the construction of the proposed project.

Table 1.0 No-Build Alternative in 2040		
Intersection	Level of Service (Delay in Seconds)	
	AM Peak	PM Peak
Nexton Parkway at Frontage Road B	F (9,145.6)*	F (Error)^
Frontage Road B at Holiday Dr./Sheep Island Road	B (13.1)*	F (194.4)*
Sheep Island Road at Holiday Drive	B (11.2)*	F (140.0)*
Sheep Island Road at Bear Island Road	C (16.2)*	F (8,929.2)*
Bear Island Road at Nexton Parkway	N/A	N/A
* LOS and delay reported for Stop Controlled intersections is that of the approach with the highest delay. ^ Demand exceeds capacity and queue is theoretically infinite, therefore Traffic Model cannot calculate delay. Source: Michael Baker International Inc. (2015)		

¹ Past documents have referred to this Roadway as the Sheep Island Parkway. Since this discussion includes multiple references to Sheep Island Road, in order to distinguish between the two the future Parkway is referred to as the Nexton Parkway in this document.

As shown in Table 1.0, by 2040, without additional traffic improvements in the area, all major intersections would be over capacity with a LOS of F in the PM Peak Hour. Therefore, in order to address traffic flow between US 17A and Nexton Parkway, additional traffic capacity improvements beyond the existing condition are needed.

Alternatives

In addition to the No-Build Alternative, three additional alternatives were studied during project development. These alternatives include the Bear Island Road Extension (Alternative 1), the Widening of Sheep Island Road from Berkeley Circle to Frontage Road B and improvements to Frontage Road B (Alternative 2), and the Widening of Sheep Island Road and Frontage Road B from Berkeley Circle to the new Nexton Parkway (Alternative 3).

No Build Alternative

The No-build Alternative is defined as the continuation of existing conditions for the project area. Under the No-build Alternative, no improvements to existing infrastructure would occur. Since no improvements would occur, the No-Build Alternative would not meet the purpose and need of providing additional capacity between US 17A and the new Nexton Parkway to improve traffic flow. Therefore, since the No-Build Alternative does not meet the purpose and need of the proposed project, the No-Build Alternative was eliminated from further study.

Alternative 1 (Bear Island Road Extension)

Alternative 1 includes extending the existing Bear Island Road to the new Nexton Parkway (1.5 miles), improvements to its intersections with Berkeley Circle and US 17A (Main Street), and drainage improvements. Roadway improvements would consist of a two lane roadway (with curbed median), turn lanes, and pedestrian facilities. New roadway sections would be required between Bear Island Road and Holiday Drive (approximately 0.35-mile), Holiday Drive and Cotton Hope Lane (approximately 0.20-mile), and between Delafield Drive and the proposed Nexton Parkway (approximately 0.20-mile). When taken into account with the future segment of Holiday Drive (Frontage Road B) that would connect to the future Nexton Parkway, four total travel lanes are provided between US 17A and the future Nexton Parkway. This alternative does not require any changes to the lane configuration at the intersection of Nexton Parkway and Frontage Road B or any widening on Frontage Road B that is currently included as part of the permitted interchange project to meet the purpose and need of the proposed project.

Alternative 2 (Widen Sheep Island Road between Berkeley Circle and Frontage Road B)

Under Alternative 2, the existing Sheep Island Road would be widened from two to three lanes from the intersection of Sheep Island Road and Azalea Square Drive (two through lanes and a center turn lane), to the intersection of Sheep Island Road and Frontage Road B (a distance of approximately 0.55-mile). The center turn lane on Sheep Island Road would allow for left turning traffic to move out of the travel way, thereby improving traffic flow. Future driveways and entrances in the undeveloped areas adjacent to Sheep Island Road would likely require a left turn lane in the future to move turning traffic out of the travel way. The 3-lane section accommodates this now, instead of the roadway needing to be redesigned/reconstructed in the future as development occurs. A five lane section would also be required between Holiday Drive and Frontage Road B. This Alternative would also include intersection improvements (additional turning lanes) at Sheep Island Road/Holiday Drive/Frontage Road B intersection, as well as the

intersection with Nexton Parkway. The following intersection improvements would be required to meet traffic demand:

- Additional left turn lane on Nexton Parkway to Frontage Road B resulting in dual left turn lanes;
- Dual left turn lanes on Sheep Island Road to Frontage Road B;
- Appropriate receiving lanes and lane taper on Frontage Road B to accept dual left turns from both intersections (this results essentially in the widening of Frontage Road B for most of its length); and,
- A right turn lane on Frontage Road B to Nexton Parkway.

This alternative would not provide additional travel lanes from US 17A to Nexton Parkway.

Alternative 3 (Widen Sheep Island Road and Frontage Road B from Berkeley Circle to Nexton Parkway)

Alternative 3 would consist of widening Sheep Island Road from two to four lanes from the intersection of Sheep Island Road and Berkeley Circle, to the intersection of Sheep Island Road and Holiday Drive. In addition, Alternative 3 would add two additional lanes on the proposed Frontage Road B that connects to the future Nexton Parkway. The total distance of this alternative is approximately 1.4 miles from Berkeley Circle to the future Nexton Parkway. This alternative would also continue approximately 0.3-mile east on Holiday Drive (towards US 17A) to accommodate the transition from two to four lanes. The widening of the future segment of Holiday Drive provides four lanes from US 17A (via Berkeley Circle) to the future Nexton Parkway. It was determined through the traffic analysis that since a three lane section (Alternative 2) on Sheep Island Road would meet the purpose and need by accommodating traffic demands, a four lane section would not be required. A four lane section would consist of an 'overbuilt' alternative and would not present a balanced comparison to the other alternatives (due to higher costs and wetland impacts for four travel lanes that are not needed to meet traffic demand). Therefore, Alternative 3 was eliminated from further study.

Alternative Discussion

Table 2.0 below depicts the traffic analysis of Alternatives 1 and 2 in the design year (2040).

Table 2.0				
Alternatives 1 and 2 in 2040				
	Alternative 1		Alternative 2	
	Level of Service (Delay in Seconds)			
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
Nexton Parkway at Frontage Road B	B (17.8)	D (49.3)	B (18.8)	C (26.3)
Frontage Road B at Holiday Dr./Sheep Island Road	B (10.7)	C (18.5)*	A (7.5)	A (9.1)
Sheep Island Road at Holiday Drive	A (9.8)*	B (15.0)*	B (13.7)*	D (33.0)*
Sheep Island Road at Bear Island Road	A (9.2)*	D (25.3)*	A (9.1)*	C (23.2)*
Bear Island Road at Nexton Parkway	C (22.6)	C (19.5)*	N/A	N/A
* LOS and delay reported for Stop Controlled intersections is that of the approach with the highest delay.				
Source: Michael Baker International Inc. (2015)				

Compared to the No-Build Alternative in 2040 (refer to Table 1.0), both Alternatives provide an improvement in traffic operations, with no intersections at or over capacity. Based on the traffic analysis, both Alternatives can meet the purpose and need of improving traffic flow between US 17A and Nexton Parkway. However, as described in the Alternative Selection section below, Alternative 1 provides for distinct traffic/logistical advantages when compared to Alternative 2.

Potential Impacts

Since both Alternatives can meet the purpose and need of the proposed project, in order to determine a Preferred Alternative, the potential impacts of each Alternative need to be weighed to determine the most practicable alternative. A breakdown of the impacts of each of the alternatives is included at the end of this document in Table 3.0.

Both Alternatives 1 and 2 have a potential for noise and safety issues. Alternative 1 could cause potential noise and safety concerns on the portion of the proposed roadway within the Weatherstone subdivision. Alternative 2 has the potential for noise concerns along portions of Weatherstone that abut Sheep Island Road and Frontage Road B. From a safety standpoint Alternative 2 would not provide the additional access points in and out of Weatherstone when compared to Alternative 1. Alternative 2 would cause greater traffic volumes on internal roadways within the neighborhood, which causes traffic safety concerns. In addition, from a safety standpoint, Alternative 1 provides better access for emergency vehicles, which could lead to shorter response times versus Alternative 2.

For Alternative 1, since the roadway would be designed as a residential street with a 25 mph speed limit similar to the existing residential roadways, safety concerns and noise are anticipated to be similar to the existing residential roadways within the subdivision. Alternative 2 would have less wetland impact than Alternative 1 because Alternative 2 would occur largely on existing alignments (Sheep Island Road/Frontage Road B). When looking at costs of the two projects Alternative 2 would cost approximately \$1.47 million more than Alternative 1. Part of the cost difference is made up by the fact that the Town of Summerville already owns the majority of the right-of-way for Alternative 1 and Alternative 2 would require additional land to be purchased.

Alternative Selection

According to the USACE Guidelines as defined in *Guidelines for Specification of Disposal Sites for Dredged or Fill Material* (40 CFR 230), no discharge of dredged or fill material shall be permitted if there is a practical alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem. Further in the Guidelines it states that an alternative is considered practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

As previously stated, traffic data shows that each of the Alternatives would provide an acceptable level of service when looking at future traffic volumes. However, when comparing the two Alternatives more closely, Alternative 1 provides some distinct advantages from a traffic standpoint. Alternative 1 can provide the following traffic benefits over Alternative 2:

- Provides drivers more options to get between US 17A and Nexton Parkway;
- Would result in less traffic volume at each intersection (since traffic would be more dispersed and Alternative 2 required much larger intersections to handle traffic volumes

- more turning lanes at intersections under Alternative 2 results in more traffic volume at intersections);
- Provides three additional access points when compared to Alternative 2, which would reduce internal neighborhood traffic and provide for potentially shorter response times for emergency vehicles;
- Alternative 1 provides a T-intersection at Holiday Drive and Sheep Island Road (at Weatherstone entrance);
- Alternative 1 has less turning movements when compared to Alternative 2 (due to additional turning lanes required at intersections under Alternative 2);
- Alternative 2 would require larger and more complex intersection design, which would give the area a more urbanized feel vs. the more suburban intersections in Alternative 1;
- The more complex intersection design is why some of the movements in Table 2.0 have a better LOS in Alternative 2 when compared to Alternative 1; however, looking at the differences in delay where Alternative 2 provides a better LOS the additional delay only ranges between 2.1 and 23 seconds; and,
- If incident would occur at an intersection, Alternative 1 provides additional option to get to I-26. In this scenario, Alternative 2 would push traffic back to US 17A to access I-26.

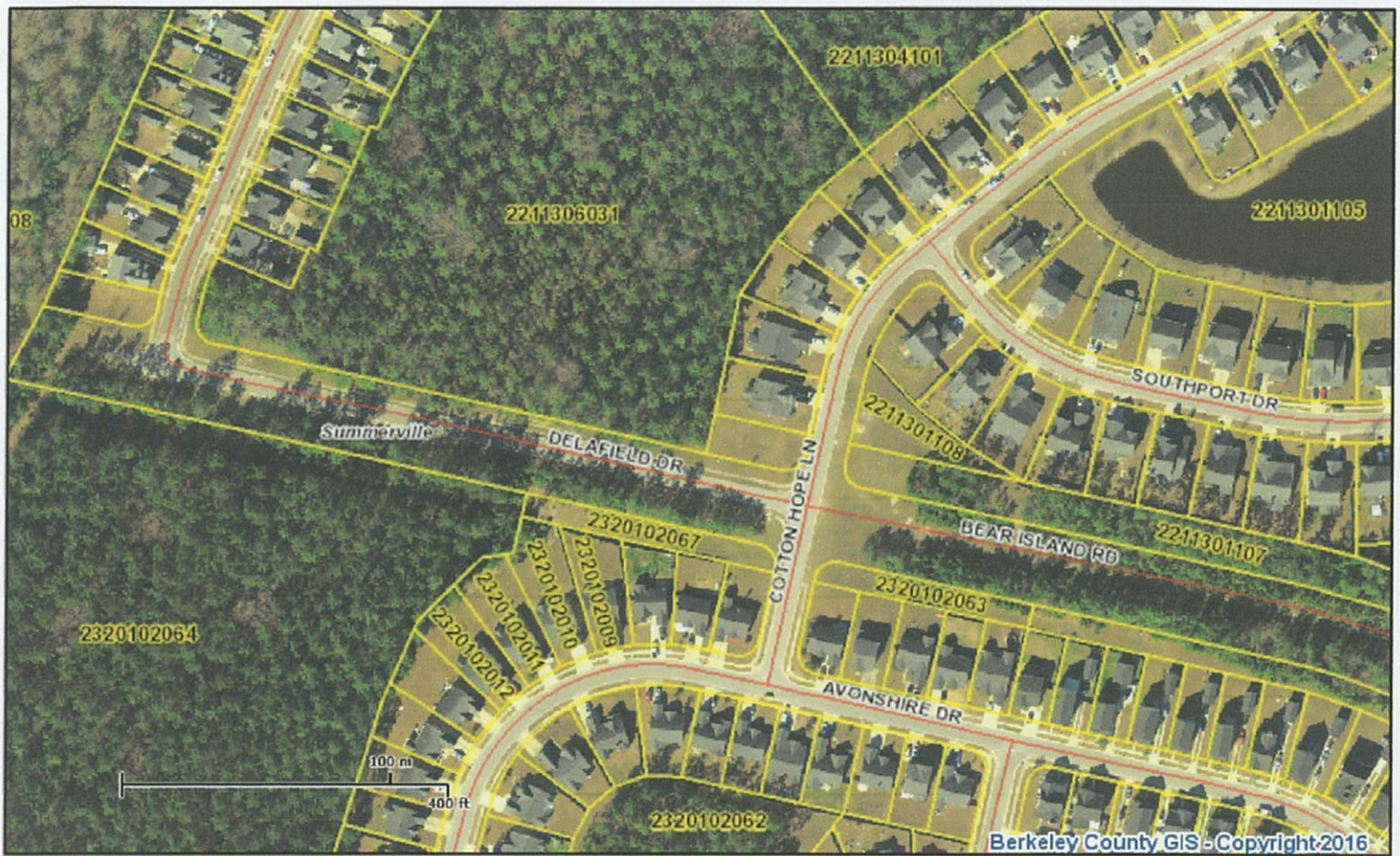
Alternative 1 was determined to be the most practical alternative due to the difference in cost when compared to Alternative 2 (refer to Table 3.0). In addition, as mentioned above Alternative 1 has a logistical advantage from a traffic standpoint when compared to Alternative 2. Alternative 2 would have less wetland impact; however, the construction costs associated with the intersection improvements, right-of-way, design, and environmental studies make its implementation impracticable given current funding available. Alternative 1 has already gone through the design process and permits have already been submitted on the project. Alternative 2 would also need to be designed, which would require additional survey, environmental, hydrologic, and geotechnical studies in support of the design process. Alternative 2 could also cause a potential issue with the construction of the Nexton Parkway Interchange Project. Alternative 2 would require alterations to the construction of the Nexton Parkway Interchange Project where it ties into Frontage Road B, widening of Frontage Road B to accept turning lanes, alteration of the intersection of Sheep Island Road/Frontage Road B, and alteration of the Sheep Island Road/Holiday Drive intersection. Consideration for close coordination to avoid construction delays and cost escalation should be considered as the Nexton Parkway project is set to start construction in early 2016.

Therefore, since Alternative 1 (extension of Bear Island Road) meets the project purpose, is less expensive than Alternative 2, and provides an advantage from a logistical standpoint, Alternative 1 was determined to be the only Practical Alternative when taking into account costs, existing technology, and logistics.

Table 3.0
Alternative Impact Matrix

Impacts	No-build	Alternative 1	Alternative 2
Public Interest Review Factors			
Conservation	No Impact	No Impact	No Impact
Economics	No Impact	Beneficial (serves development)	Beneficial (serves development)
Aesthetics	No Impact	Tree Removal	Tree Removal
General Environment	No Impact	No Impact	No Impact
Wetlands			
Wetland (AC)	No Impact	3.14	1.35*
Cultural Values	No Impact	No Impact	No Impact
Fish & Wildlife Values			
T&E	No Impact	No Impact	No Impact
Essential Fish Habitat	No Impact	No Impact	No Impact
Land Use	No Impact	Access to undeveloped land	Access to undeveloped land
Flood Hazards	No Impact	No Impact	No Impact
Property Ownership	No Impact	Right-of-way acquisition required	Right-of-way acquisition required
Flood Plain Values	No Impact	No Impact	No Impact
Navigation	No Impact	No Impact	No Impact
Recreation	No Impact	Beneficial (Sidewalks)	Beneficial (Sidewalks)
Shore Erosion & Accretion	No Impact	No Impact	No Impact
Water Supply / Water Quality	No Impact	No Impact	No Impact
Energy Needs	No Impact	No Impact	No Impact
Safety	Adverse	Beneficial (improved traffic operations)/Adverse (Roadway in neighborhood)	Beneficial (improved traffic operations)/Adverse (does not decrease internal traffic in neighborhood)
Mineral Needs	No Impact	No Impact	No Impact
Food & Fiber production	No Impact	No Impact	No Impact
Needs & Welfare of People	Adverse (traffic not improved)	Beneficial (improved traffic operations)/Adverse (potential noise)	Beneficial (improved traffic operations)/Adverse (potential noise)
Logistics	Adverse (traffic not improved)	Beneficial (improved traffic operations-provides three additional access points).	Beneficial (improved traffic operations – does not provide additional access points).
Costs	None	Design - \$ - ROW: \$1,036,163 Construction: \$3,579,977 Total: \$4,616,140	Design: \$286,000 ROW: \$1,717,127 Construction: \$4,085,357 Total: \$6,088,483

*Impacts based on previous field delineations supplemented with hydric soil data from the Berkeley County Soil Survey, aerial photographic interpretation, and limited ground truthing. These impacts do not represent field delineated wetlands. This total represents the difference between the previously permitted sections of Frontage Road B and Nexton Parkway and impacts required to implement Alternative 2.



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Sunday, May 8, 2016



Page 1

Exhibit 3



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Page 2

Exhibit 3



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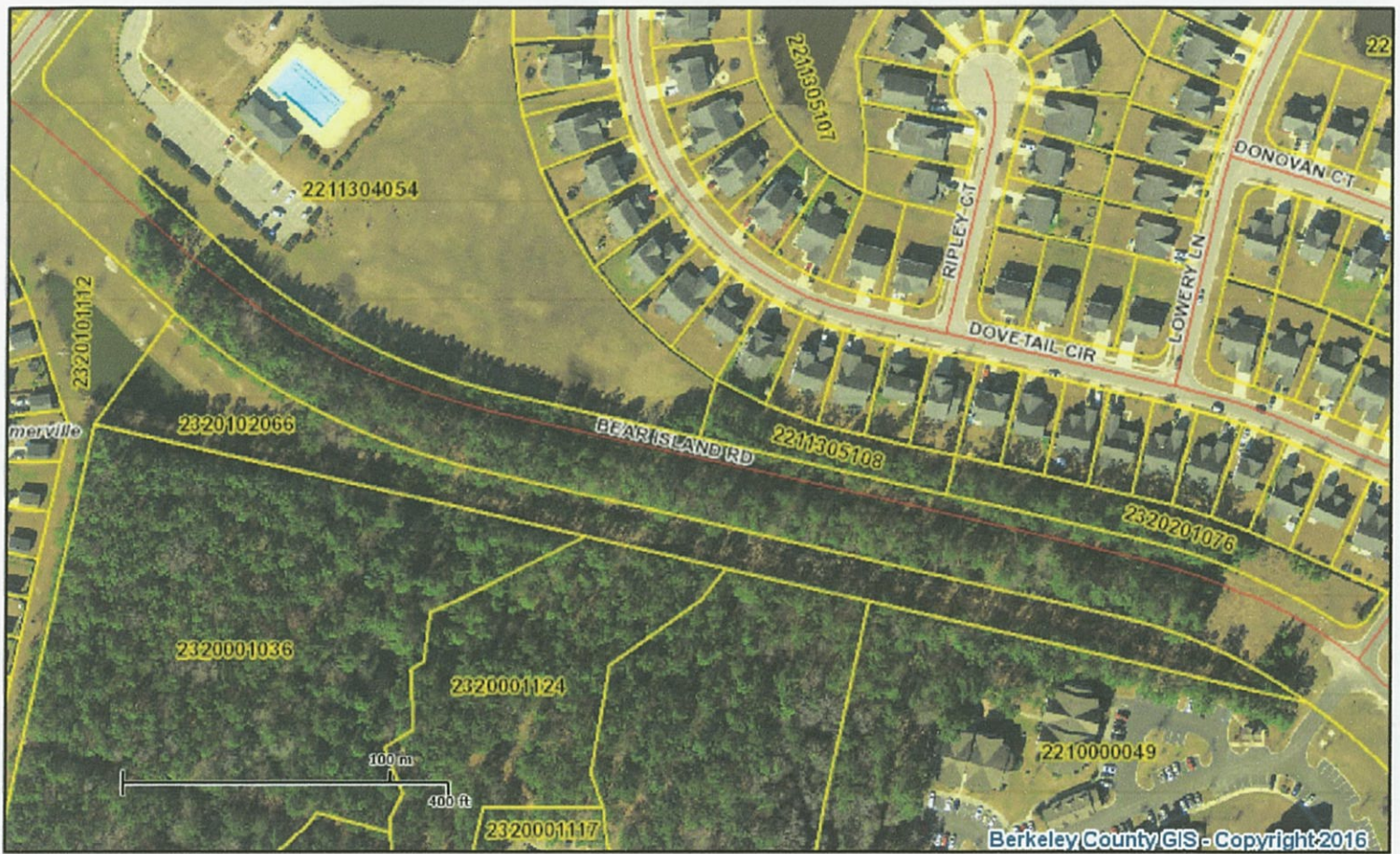
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Page 3

Exhibit 3



Berkeley County GIS Online Mapping

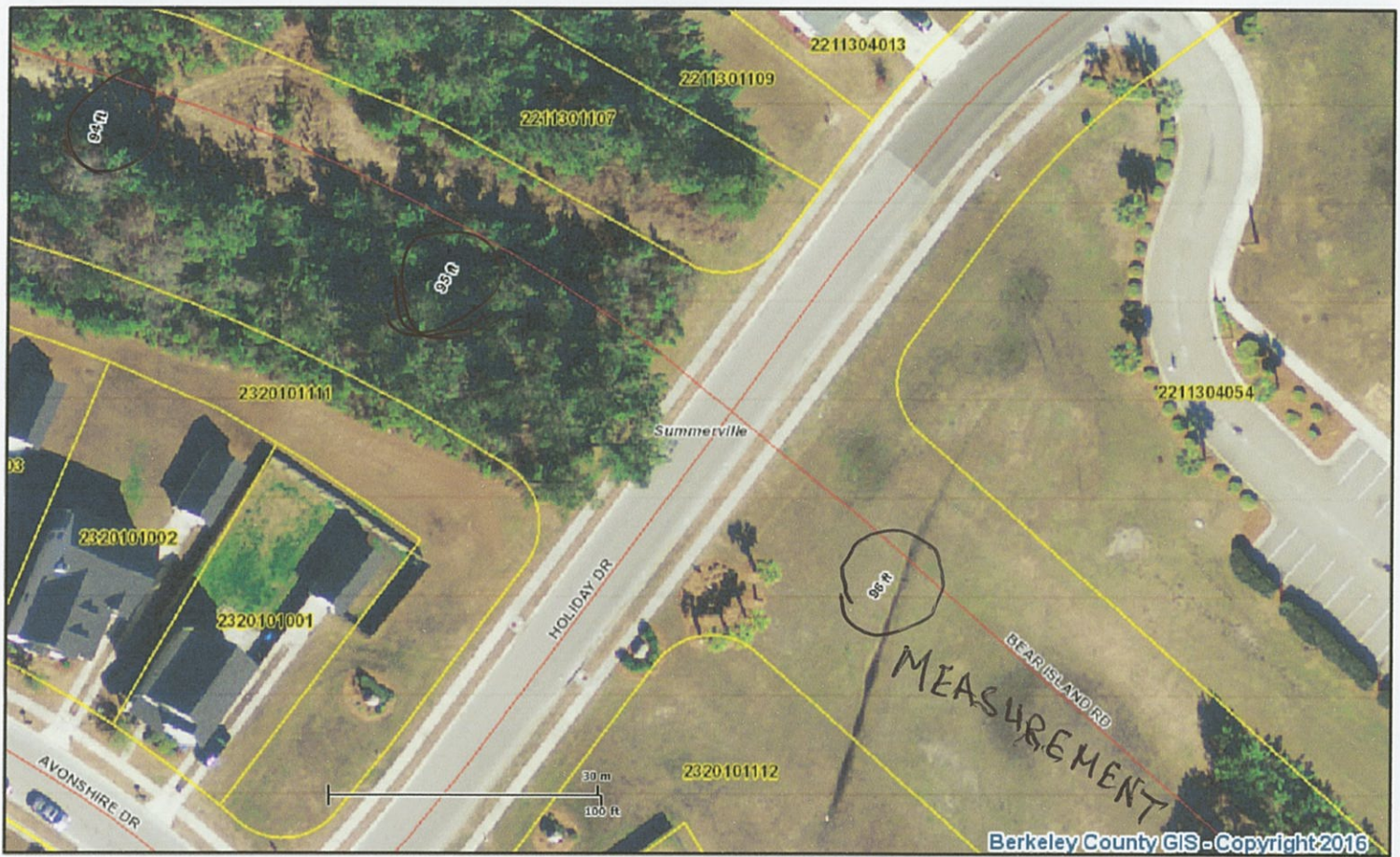
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Page 4

Exhibit 3



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Wednesday, May 18, 2016



Exhibit 4

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Wednesday, May 18, 2016



Exhibit 4
Page 2



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Wednesday, May 18, 2016



Exhibit 4
Page 3



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Wednesday, May 18, 2016



Exhibit 4
Page 4

Weatherstone POA Input

- **Correction to bullet #4** – Alternative 1 (BIR) does not provide a T- Intersection.
- **Correction to bullet #5** – Alternative 1 (BIR) has less turns. True, this allows higher speeds within the community.
- **Correction to bullet #8** – Not true. Can use Holiday drive as an access road for emergency vehicles.

Preferred Alternative

First paragraph

- **Correction:** Alternative 2 (SIR) will not require alteration to the Nexton Parkway. This intersection is already under construction.
- **Correction:** Alternative 2 (SIR) will not require a redesign. Construction has already started.

Last Sentence

- **Correction:** Alternative 1 (BIR) will not cost less to build than Alternative 2 (SIR). It was identified by Michael Baker (Engineering firm hired by Town to do design study) that alternative 2 (SIR) would cost \$800,000 less to build than alternative 1 (BIR)

Page 10 of 12

Conclusion on Water Impacts and Classified Uses

Third Paragraph

- **Correction:** The applicant did not provide responses to resident's concerns

Last Paragraph

- **Correction:** The Army Corps of Engineers did not determine that the project would not have any effect on Federally endangered or threatened species.

Exhibit 5

Weatherstone POA Input

- How does SIR have an impact on BIR. In the 1st paragraph the Town stated the “relocated ditch will not have an impact on drainage”. The second paragraph states the “relocated ditch would be better suited to handle rainfall events and the existing ditch”

. Page 4 of 12

Paragraph H, Section #2, 2nd paragraph

- **Big Concern:** Water runoff from BIR will go into existing Weatherstone storm water detention ponds. Water runoff will be via roadside grass lined ditches. A storm water prevention plan needs to be developed. The BIR extension is 1.08 miles long and 100 feet wide. This correlates to 570,240 ft² or 13.1 acres of water absorbing grassland and 2.26 acres of wetlands. This water absorbing grassland and wetlands will be destroyed by laying blacktop and concrete over these areas, thereby reducing the effective water absorbing capacity of these lands. This will in turn add to a greater volume of water flowing into the Weatherstone retention ponds.

Page 5 of 12

Section B

- **Correction:** Box should be checked “YES”

No Build Alternative (BIR)

- **Correction:** The Town claims this alternative would not meet the purpose of providing additional capacity between 17A and the Nexton Parkway. Sheep Island extension which is currently under construction will connect 17A and Nexton Parkway thus improving traffic flow.

Page 6 of 12

Alternative #3

- This alternative consists of widening (SIR) from 2 lanes to 4 lanes. It was stated this alternative was rules out because it was considered “overbuilt”. This design may prove to be necessary to handle the volume requirements now and in the near future.

Page 7 of 12

Second Paragraph

- **Correction to bullet #1** – BIR does not connect between 17A and Nexton Parkway.
- **Correction to bullet #2** – Not true. Alternative 2 (SIR) will be a simple 2 lane highway with a turn lane

Exhibit 5

Weatherstone POA Input

Errors in SCDHEC Report 5/3/2016

Staff Assessment Section

Page 1 of 12

Paragraph under Brief explanation and purpose of activity

- **Correction:** Bear Island road (BIR) does not connect 17A and Nexton parkway. It connects Sheep Island road (SIR) and Nexton Parkway.

Page 1 of 12

Last paragraph

- **Correction:** The applicant did not provide an updated stormwater management/treatment plan to address stormwater leaving the site.
- Storm water drainage (page 4, section 2) Current plans are to drain road runoff into the existing Weatherstone retention ponds which were not designed for this added capacity.
- The BIR extension is 1.08 miles long and 100 feet wide. This correlates to 570,240 ft² or 13.1 acres of water absorbing grassland and 2.26 acres of wetlands. This water absorbing grassland and wetlands will be destroyed by laying blacktop and concrete over these areas, thereby reducing the effective water absorbing capacity of these lands. This will in turn add to a greater volume of water flowing into the Weatherstone retention ponds.

Page 2 of 12

1st paragraph A

- **Correction:** Bear Island road (BIR) does not connect 17A and Nexton parkway. It connects Sheep Island road (SIR) and Nexton Parkway.

Paragraph D

- **Correction:** Flooding wetlands should be checked

Paragraph E

- **Correction:** Should be checked "YES". BIR was originally proposed as a truck route.

Page 3 of 12

Paragraph F

Exhibit 5



Exhibit 6
Page 1



Exhibit 6
Page 2



Exhibit 6
Page 3



Exhibit 6
Page 4



DESIGNED: DRAWN: CHECKED: APPROVED: SCALE: 1" = 200' DATE: PROJECT No.: SHEET OF	THE TOWN OF SUMMERVILLE TOWN HALL 104 CIVIC CENTER SUMMERVILLE, S.C. 29483 TELEPHONE (843) 851-4225 FAX (843) 832-8182		TITLE EXHIBIT SHOWING WEATHERSTONE SUBDIVISION	DATE REVISIONS
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Exhibit 7

From: Robinson, Madelyn
Sent: Wednesday, June 18, 2014 8:56 AM
To: Holmes, Monica; Lewis, Craig
Cc: Shuler, Jessi; Cornette, Russ; Wallace, Lisa; Collins, Bill
Subject: RE: Town of Summerville Vision Plan staff comments - confirmation

- Page 40 Summerville Employer Trends – the two biggest employers are Wal-Mart (does this include only the Wal-Mart that is in the Town limits or both in which the one in Oakbrook is actually in the City of N. Charleston? I think it should only include the one that is in Town on N. Main St. – it should include only the one, but the data is from the BCDCOG and probably includes the correct border – according to quick searching on the internet, it is about 450 people in one store Thanks! Just to confirm the chart you found in the Comp Plan, it does only include the store on N. Main
- Page 12 Tree Advisory Protection Committee – 2.4.1 what is considered small and would Grand Trees be redefined – we already do a tiered approach, so are you just recommending we change the sizes? – Our goal would be to simplify the process so that it equals more compliance – We suggest raise fees and fine tune the process to be more efficient with time and resources We're good
- Page 13 – 2nd column last sentence, today staff does have the flexibility to implement the Central Business District section of the zoning ordinance but staff is hesitant to do this as no boundary has ever been defined in a formal manner; staff does use this section on rare occasions – Check the text that I added and see if it works for you. We're good
- Page 19 – Mixed-Use Development – the Town's PUD process requires the designation of commercial uses because that is a state requirement as confirmed by the State Supreme Court; also, B-3 Commercial zoning does allow for multifamily housing. – see the text added for reference and to see if that works We're good
- Page 10 Sheep Island Parkway Interchange – staff was not aware that the stormwater ponds in Weatherstone deal with flooding (where did this information come from?) – was reported from stormwater person – we can delete this? Yes, please delete

Thanks!

Madelyn H. Robinson, AICP
Director of Planning & Economic Development
Town of Summerville
200 S. Main St.
Summerville, SC 29483
843.851.4223 (office)
843.871.6954 (fax)

From: Holmes, Monica [mailto:monica.holmes@thelawrencegroup.com]
Sent: Monday, June 09, 2014 11:59 AM
To: Robinson, Madelyn; Lewis, Craig
Cc: Shuler, Jessi; Cornette, Russ; Wallace, Lisa; Collins, Bill
Subject: RE: Town of Summerville Vision Plan staff comments

All,
Below are the comments for the draft. We will be sending the information to you as it is complete. It's going to take a little bit of time to save and upload it all, but it's on the way! I'm going to send the Development and Infrastructure Strategy first.

Exhibit 8

Bear Island / Sheep Island

Sheep Island yields better levels of service than Bear Island (1st Michael Baker International report - Table 2.0)

Sheep Island is less damaging to wetlands (1st Michael Baker report - Table 3.0)

Phase 1 of Sheep Island Alternative:

- Achieves goal of moving traffic from Main Street to the new exit 197
- Provides acceptable levels of service until at least 2035
- Costs \$850,000 less than the Bear Island Extension (2nd Michael Baker report – Summary of Options Table)

Will not divert funding or delay development of Maple Street extension

Phase 2 of Sheep Island Alternative (as outlined in 2nd Michael Baker report), does not take new development into consideration. 15 years before it's time to look at building out Phase 2. We will find that if Phase 2 is still necessary, it will be different than what is proposed now. Additional development, different traffic patterns. We can make better decision later, with more current information.

Citizens universally expect 2 things from their local government:

- Public Safety
- Preservation or improvement of quality of life

Residents in any neighborhood in Summerville would expect assistance from their representatives if they were told that an interstate exit connector was going to be built through their neighborhood, especially when there is a better alternative available that goes around the neighborhood.

Open with

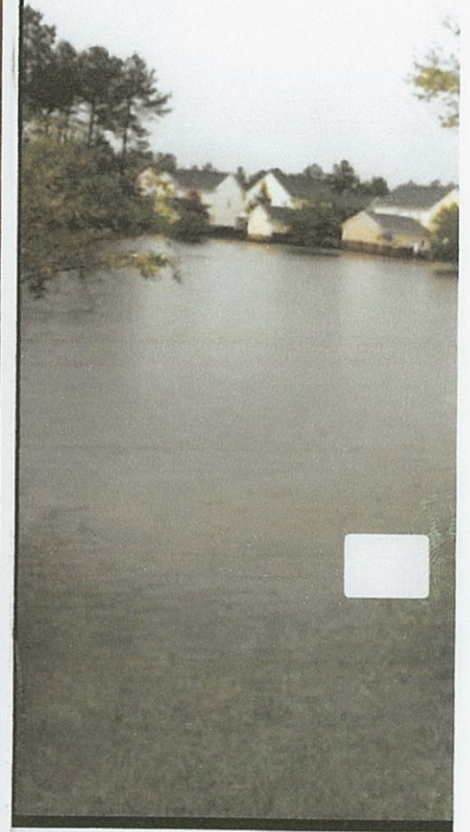


Exhibit 10



Exhibit 10



Exhibit 10