



# COASTAL ZONE CONSISTENCY CERTIFICATION REQUEST

Prepared for:



Prepared by:



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## Section 1 STATE COASTAL ZONE CONSISTENCY REQUEST FORM



## DHEC OCRM State Coastal Zone Consistency (CZC) Certification Request Form

**Project Name:**

**Applicant Information:**

Contact Name

Address

Phone #

E-mail

**Agent/Engineer Information:**

Contact Name

Address

Phone #

E-mail

**Site details:**

Location/Address:

County: Charleston

TMS:

**Type of Permit Requested:**

(ex. Landfills, Mining, Wastewater, etc.)

**Name of Permitting Authority(s):**

(ex. DHEC Bureau of Water)

**Description of Proposed Activity(s):**

● *including total disturbed area, name of and distance to nearest waterbody, and onsite non-jurisdictional wetland impacts and acreage.*

All applicable Project Policy Checklist(s) that apply to the proposed project must be submitted with this request form.  
(See [www.scdhec.gov/environment/ocrm/czc](http://www.scdhec.gov/environment/ocrm/czc) for available Policy Checklists)

Submitted By: \_\_\_\_\_ Date: \_\_\_\_\_

## Section 2 CONSISTENCY WITH RELEVANT ENFORCEABLE POLICIES OF THE COASTAL ZONE MANAGEMENT PROGRAM

### 2.1 POLICY GROUP II – TRANSPORTATION FACILITIES

#### 2.1.1 ROADS AND HIGHWAYS

##### How will the project avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?

There are no proposed bridges which would impact a navigable waterway regulated by the U.S. Coast Guard (USCG). The proposed project would tie in with the existing Wando River Bridge, which spans the Wando River.

##### How will the project be aligned to avoid salt, brackish and freshwater wetlands wherever feasible or allows for bridging of any wetlands and all navigable waterways rather than filling to create roadbeds?

The total avoidance of aquatic resources within the Project is not feasible. As part of the Preliminary Alternatives Analysis for the Project, Built Alternative alignments were initially developed to avoid wetlands to the greatest extent possible. However, all six alternatives reviewed had potential impacts to aquatic resources when compared to the No-Build or No Action Alternative.

Please refer to the Environmental Assessment (EA) Chapter 3 and Chapter 4.9 respectively for detailed information about the Preliminary Alternative Analysis and predicted impacts to wetlands. Refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

The proposed project would include the construction of roadways (i.e., widened bridge approach, new flyover ramps to I-526 and Wando Port Connector, and relocated I-526 westbound off-ramp). The widened roadway embankment between Wando River and the unnamed tributary (UT) to Rathall Creek would retain the existing bridge over tidal wetlands but require fill impacts for construction activity. The Project would include the construction of two bridges to I-526 from the Wando Port Connector, approximately 0.20 and 0.25 miles each. The Wando Port Connector would be constructed at-grade and include fill impacts to non-tidal wetlands and SAC-26-1992-762 Protected Lands. The relocated I-526 westbound off-ramp would bridge over freshwater wetlands and the UT to Hobcaw Creek but include some fill impacts for construction. Please refer to the Joint Individual Permit (IP) Application Section 3.9 for proposed avoidance and minimization of impacts to wetlands and aquatic resources.

### How will the project make use of existing fill areas or embankments for widening and improvement projects, wherever feasible, where the median and right-of-way widths are limited to lessen the impact on salt, brackish, and freshwater wetlands?

The proposed project would include constructing two flyover ramps in new locations where there is no existing infrastructure. These proposed flyover ramps will be connected to existing facilities along I-526.

In areas where the Project would tie into existing facilities, current designs utilize existing fills and embankments for widening and improvements where feasible. Where no facilities currently exist and when feasible, steeper side/fill slopes (2:1 or 3:1, rather than 4:1 or 6:1) within wetland crossings would be used to minimize wetland impacts. However, 6:1 fill slopes may be necessary at wetland crossings associated with entrance/exit ramps to provide for visibility and safety.

Additionally, median and right of way widths have been minimized where feasible to reduce impacts to wetlands. Please refer to the Joint IP Application Section 3.9 for information about additional avoidance and minimization of wetlands. See EA Section 3.13 for additional information related to the Preferred Alternative design. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

### How will the project demonstrate mitigation sites or practices to offset the losses of wetlands consistent with SCDHEC OCRM Mitigation Guidelines?

For adverse impacts to wetlands, including critical areas, the South Carolina Department of Transportation (SCDOT) proposes to purchase all required compensatory mitigation credits from the U.S. Army Corp of Engineers (USACE) approved mitigation banks. Table 2.1 provides an overview of the calculated mitigation credits to offset adverse impacts to aquatic resources, including critical areas. Please refer to the Joint IP Application Section 3.10 for additional details about the proposed wetlands compensatory mitigation plan.

*Table 2.1 Summary of Proposed Compensatory Mitigation Credits*

Feature Type	Impact Type	Project Total		
		Impact Area (acres)	Impact Area (Linear feet)	Proposed Mitigation Credits
Freshwater Wetlands	Fill	3.53	NA	38.83
Tidal Wetlands/Critical Areas	Fill	0.33	NA	4.46
Protected Areas	Fill	1.37	NA	15.07

### How will the project be designed so as not to cause substantial changes in natural waterflow and circulation through salt, brackish or freshwater wetlands or water bodies?

Permanent impacts to jurisdictional aquatic resources, including critical areas, resulting from the construction of the Project are unavoidable. The following elements were incorporated into the current design plans to minimize the unavoidable impacts to aquatic resources.

Steeper side/fill slopes (2:1 or 3:1, rather than 4:1 or 6:1) within wetland crossings would be used when feasible to minimize wetland impacts. However, 6:1 fill slopes may be necessary at wetland crossings associated with entrance/exit ramps to provide adequate visibility and safety as per relevant design standards. Relevant design standards include the SCDOT Roadway Design Manual, Federal Highway Administration (FHWA) guidelines, the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design, and the AASHTO Roadside Design Guide.

SCDOT and the contractor would coordinate with regulatory agencies, including the Federal Emergency Management Agency (FEMA), USACE, South Carolina Department of Health and Environmental Control (SCDHEC), and Charleston County, to ensure that impacts to the floodplain are avoided and minimized to the greatest extent practicable. Detailed hydraulic analyses would be performed to obtain FEMA Certification for any structure that may impact 100-year flood plain elevation levels, ensuring that construction of the proposed Project would not contribute to flood risk. A FEMA No-Rise Certification would be required to ensure that area flood elevations are not increased by the placement of a structure. Pursuant to the FEMA certification, the Project would be designed to allow for no more than a 1-foot increase in flood elevations. The additional studies, results, and proof of coordination with FEMA and local floodplain managers would be provided once completed or obtained.

For additional information about water resources, wetlands, floodplains, and avoidance and minimization of impacts to these resources, see the Joint IP Application and Environmental Assessment. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

### How will the project provide adequate clearance for commercial or pleasure craft for bridges over navigable water bodies?

There are no proposed bridges associated with this Project which will impact a navigable waterway regulated by the USCG.

### How will the project be consistent with the Priority of Uses of each listed Geographic Area of Particular Concern (GAPC) as discussed in the GAPC Policies and Priority of Uses document located on the Resources section of the CZC webpage?

Impacts to GAPCs are unavoidable. SCDOT proposes to minimize all impacts to GAPCs, including shellfish areas, threatened and endangered species habitat, and state ports, where economically feasible and practicable. SCDOT would also mitigate impacts to GAPCs in accordance with regulatory and resource agency requirements.

### How will the project minimize direct drainage of roadway runoff into adjacent water bodies by filtering runoff water, such as grass ditching or vegetative buffers during construction and in later maintenance?

A Stormwater Pollution Prevention Plan (SWPPP) would be developed by the contractor and SCDOT to minimize water quality impacts from erosion and sedimentation as well as bridge deck and stormwater runoff during active construction and post-construction. The use of erosion and sediment control best management practices (BMPs) during construction would be the primary method of minimizing water

quality impacts during roadway construction. Additionally, the Project is being designed to meet the standards of the SCDOT Stormwater Quality Design Manual (2014) and bridge design standards.

Applicable and practicable stormwater treatment BMPs would be implemented as necessary to ensure the treatment of stormwater runoff prior to discharging to receiving waters. However, due to right-of-way constraints, safety considerations, and post-construction access issues, the types of post-construction structural stormwater controls are limited. The current proposed design includes the use of grassed shoulders and vegetated swales, where feasible, to aid in the removal of sediments and nutrients from the stormwater runoff prior to discharge to waters in the vicinity of the proposed Project corridor.

Please refer to the Joint IP Application Section 3.9 for additional information about minimizing impacts to water quality.

### How will the project include a provision for placement of other utilities, such as cables or transmission lines, in the design of road/highway and bridging projects to reduce the need for future disruption of adjacent wetlands or waterways?

At the current level of design, utilities have been located and coordination with utility companies has taken place. SCDOT and the contractor would continue to coordinate with utilities as the design progresses. Provisions to include utilities and avoid future disruption of adjacent wetlands or waterways have been made where designs allow and when economically feasible.

### How will the project be aligned to avoid salt, brackish and freshwater wetlands wherever feasible and, where applicable, provide bridges, culverts, or other means to maintain circulation and water flow during construction, considering private roadways and access, while incorporating permeable surfaces such as gravel or shell rather than pavement when practicable?

Bridging of wetlands within the project area has been proposed and preliminary engineering studies have been conducted to determine impacts to aquatic resources and identify ways to avoid and minimize impacts. Relocated private roadways or private access (i.e., driveways) would include all appropriate pipes or culverts as required by FHWA and SCDOT design standards to maintain circulation and water flows.

Please refer to the Joint IP Application Section 3.9 for additional information about minimizing impacts to water quality.

### How will the project include spoil disposal areas associated with a highway project consistent with the Dredging Policies contained in Chapter VIII of the CZMP?

No dredging is anticipated as part of the Project. In cases where earthen materials from wetlands will be excavated, these materials would be stockpiled in uplands or hauled off-site for disposal. The contractor



will not be allowed to side cast material into adjacent critical areas. Please refer to the Joint IP Application Appendix D, for a copy of the Permit Impact Drawings.

Disposal of all construction materials would be done in accordance with all SCDOT, SCDHEC, and CZMP requirements.

### How will the project where feasible, accommodate foot paths and fishing catwalks and platforms?

The proposed Project provides a 10-foot-wide multiuse path along the east side of LPR that will tie into existing facilities along the road as highlighted in EA sections 3.12.1 and 4.1.2. This sidewalk will allow for improved pedestrian connectivity between residential and commercial areas within the project area. There are no other footpaths, trails, or fishing platforms that will be impacted by Project construction. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

### How will the project be a result of cooperative and coordinative efforts between DHEC and SCDOT in the development and implementation of policy and long-term planning in the coastal zone?

SCDHEC and OCRM are both Cooperating Agencies involved in the development of the Environmental Impact Statement (EIS). SCDOT has routinely coordinated information about the Project to ensure the Project aligns with SCDHEC/OCRM policies and long-term planning in the coastal zone to the greatest extent practicable.

Please refer to EA Chapter 5, Appendix O, and Joint IP Section 3.17 for documentation of coordination between SCDOT and SCDHEC/OCRM. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

### Recommended policies to be considered for road and highway projects in the Coastal Zone

#### *Encouraging comprehensive study of the potential for secondary growth inducement from new road and highway construction*

Please refer to EA Chapter 4 for detailed information about the potential impacts to Land Use and the Joint IP Application Section 3.7 for information on Indirect and Cumulative Impacts to WOTUS and Waters of the State.

#### *Study of mass transit alternatives to road or highway construction in urban areas*

Traffic-related congestion within the I-526/LPR interchange and predicted population growth are primary justifications for the Project purpose. Therefore, a detailed traffic study including six alternatives was conducted during the Preliminary Alternatives Analysis.

Please refer to EA Chapter 2 for mass transit studies and EA Chapter 3 information on the Alternatives Analysis. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

*Encouraging project designs and route alignments which consider the impacts on locally designated “Scenic Highways” and on other aesthetic considerations, for example, enhancement and protection of scenic vistas and preservation of unique tree canopies and other natural area*

The project team conducted a standard Visual Impact Assessment (VIA) following *FHWA Guidelines for the Visual Impact Assessment of Highway Projects published in January 2015*.<sup>1</sup> The VIA determined that the Preferred Alternative would be compatible with the existing developed character of the area of visual effect and that most residences and commercial areas would remain shielded from development changes by tree cover. Some areas would have views obstructed by noise walls and new overpass ramps. After public comments expressed concern over impacts to visual areas, the proposed overpass ramps were shifted to provide the greatest distance between residences and the proposed overpass.

Please refer to EA Chapter 4.3 for additional information about consideration of visual and aesthetic impacts. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment.

## 2.2 POLICY GROUP X – EROSION CONTROL

The Project is not an erosion control project as defined in the Policies and Procedures of the South Carolina CZMP.

## 2.3 POLICY GROUP XII - ACTIVITIES IN AREAS OF SPECIAL RESOURCES SIGNIFICANCE

### 2.3.1 NAVIGATION CHANNELS

There are no proposed bridges which would impact a navigable waterway regulated by the U.S. Coast Guard (USCG). The proposed project will tie in with the existing Wando River Bridge, which spans the Wando River.

### 2.3.2 STATE OR LOCAL PARKS

There are no state or local parks which would be impacted by the proposed Project.

### 2.3.3 WETLANDS

As part of the Preliminary Alternatives Analysis for the Project, new location alignments were initially developed to avoid wetlands within the study area to the greatest extent possible, while adhering to the preliminary design criteria. However, all six alternatives reviewed as part of the Tier 1 Preliminary Alternatives Analysis had potential impacts to aquatic resources. Even though the basic purpose of the Project is not water dependent, the results of the Tier 1 Preliminary Alternatives Analysis determined there were no feasible or practicable alternatives with no impacts to aquatic features that also meet the purpose and need of the Project. Therefore, the total avoidance of aquatic resources is not feasible.

<sup>1</sup> FHWA | Environmental Review Toolkit | Guidelines for the Visual Impact Assessment of Highway Projects ([dot.gov](https://www.environment.fhwa.dot.gov/env_topics/other_topics/VIA_Guidelines_for_Highway_Projects.aspx)): [https://www.environment.fhwa.dot.gov/env\\_topics/other\\_topics/VIA\\_Guidelines\\_for\\_Highway\\_Projects.aspx](https://www.environment.fhwa.dot.gov/env_topics/other_topics/VIA_Guidelines_for_Highway_Projects.aspx)

Please refer to EA Chapter 3 for detailed information about the Alternatives Analysis. See EA Chapter 4.9, Appendix F, and the Joint IP Application for predicted impacts to wetlands and aquatic resources. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment. For a detailed description of the wetlands documented in the Project area, please refer to the Preliminary Jurisdictional Determination (PJD) Request Package Appendix B, Wetland Data Forms.

Impacts caused by the discharge of fill and clearing of wetlands are unavoidable to construct the Project due to the location and extent of wetlands in the project limits. Table 2.2 provides a summary of proposed impacts to jurisdictional aquatic resources, including critical areas.

*Table 2.2 Proposed Impacts to WOTUS and Waters of the State, Including Critical Areas*

Feature Type	Impact Type	Impact Area (acres)
Freshwater Wetlands	Fill	3.53
Tidal Wetlands/Critical Areas	Fill	0.33
Protected Areas	Fill	1.37

For additional information about the proposed impacts to wetlands, including critical areas, please see the Joint IP Application. Please refer to the Joint IP Application Appendix D for permit drawings that depict proposed impacts as well as a list of impacts to individual features.

Please refer to the Joint IP Application Section 3.9 for proposed avoidance and minimization of impacts to wetlands and aquatic resources.

To mitigate the proposed impacts to wetlands, including critical areas, SCDOT proposes to purchase compensatory mitigation credits from an approved mitigation bank. See Table 1-1 in the Policy Group II – Transportation Facilities section of this document for an overview of the calculated mitigation credits. See the Joint IP Application Section 3.10 for additional details related to compensatory mitigation.

## 2.4 POLICY GROUP XIII - STORMWATER MANAGEMENT GUIDELINES

### 2.4.1 BRIDGE RUNOFF

A Stormwater Pollution Prevention Plan (SWPPP) would be developed by the contractor and SCDOT to minimize water quality impacts from erosion and sedimentation as well as bridge deck and stormwater runoff during active construction and post-construction. The use of erosion and sediment control BMPs during construction would be the primary method of minimizing water quality impacts during roadway construction. Additionally, the Project is being designed to meet the standards of the SCDOT Stormwater Quality Design Manual (2014)<sup>2</sup> and bridge design standards.

Applicable and practicable stormwater treatment BMPs would be implemented as necessary to ensure the treatment of stormwater runoff prior to discharging to receiving waters. However, due to right-of-way constraints, safety considerations, and post-construction access issues, the types of post-construction structural stormwater controls are limited. The current proposed design includes the use of

<sup>2</sup> SCDOT Stormwater Quality Design Manual (2014): [https://www.scdot.org/business/pdf/stormwater/SCDOT\\_SWQDM.pdf](https://www.scdot.org/business/pdf/stormwater/SCDOT_SWQDM.pdf)

grassed shoulders and vegetated swales, where feasible, to aid in the removal of sediments and nutrients from the stormwater runoff prior to discharge to waters in the vicinity of the proposed Project corridor.

Please refer to the Joint IP Application Section 3.9 for additional information about minimizing impacts to water quality.

## 2.5 POLICY GROUP XIV - MITIGATION GUIDELINES

Six alternatives were reviewed as part of the Tier 1 Preliminary Alternatives Analysis and all six alternatives had potential impacts to aquatic resources. Even though the basic purpose of the Project is not water dependent, the results of the Tier 1 Preliminary Alternatives Analysis determined there were no feasible or practicable alternatives with no impacts to aquatic features that also meet the purpose and need of the Project. Therefore, the total avoidance of aquatic resources is not feasible.

Please refer to EA Chapter 3 for detailed information about the Alternatives Analysis. See EA Chapter 4.9, Appendix F, and the Joint IP Application for predicted impacts to wetlands and aquatic resources. Please refer to the Joint IP Application Appendix M, for a copy of the Environmental Assessment. For a detailed description of the wetlands documented in the Project area, please refer to the PJD Request Package Appendix B, Wetland Data Forms.

Impacts caused by the discharge of fill and clearing of wetlands are unavoidable to construct the Project due to the location and extent of wetlands in the project limits. See Table 1-1 in the Policy Group II – Transportation Facilities section of this document for an overview of the calculated mitigation credits. See the Joint IP Application Section 3.10 for additional details related to compensatory mitigation.

## Section 3 APPLICABLE COASTAL ZONE MANAGEMENT PROGRAM POLICY CHECKLISTS



## Policy Group II - Transportation

Project Name: Long Point Road Interchange  
TMS: \_\_\_\_\_

The Agency's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

**A) Port Facilities: Not Applicable**

**Required: Will your proposed port project or port plans...**

- |   |
|---|
| a) <input type="checkbox"/> take place in existing industrialized areas where sufficient support facilities are available including public utilities, rail and highway transportation access, and navigational channels which are already maintained or does the project demonstrate feasible alternatives or an overriding public interest and describe how substantial environmental damage can be minimized?<br><br><input type="checkbox"/> or is this N/A?                           |
| b) <input type="checkbox"/> occur in areas that have adequate high ground (non-wetland) acreage for proposed development and near-term expansion plans, and related facilities and away from productive salt, brackish or freshwater wetlands or does the project demonstrate that no other feasible alternatives exist or an overriding public interest and any substantial environment damage can be minimized?<br><br><input type="checkbox"/> or is this N/A?                         |
| c) <input type="checkbox"/> (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with the Division's Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation on an attached document.<br><br><input type="checkbox"/> or is this N/A? |
| d) <input type="checkbox"/> to the extent feasible, be located on existing channels so that the need for initial and maintenance dredging can be minimized?<br><br><input type="checkbox"/> or is this N/A?   |
| e) <input type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?<br><br><input type="checkbox"/> or is this N/A?  |
| f) <input type="checkbox"/> require maintenance dredging and access to adequate upland (non-wetland) spoil areas, ocean disposal, or other environmentally acceptable alternative disposal techniques to meet the long-term demands for soil disposal?<br><br><input type="checkbox"/> or is this N/A?  |
| g) <input type="checkbox"/> provide for the handling of dangerous and volatile cargoes and materials in relatively isolated or restricted areas, so that in the event of accident, measures can be implemented to contain any spills or other contamination with minimal environmental damage and limited threat to the health, safety and welfare of the public?<br><br><input type="checkbox"/> or is this N/A?   |



- h) ☐ have wharves, piers, mooring dolphins and other port related structures that do not restrict or block navigation or alter the natural pattern of water currents?  
☐ or is this N/A?
- i) ☐ meet existing air and water quality standards, as regulated by the EPA and DHEC?  
☐ or is this N/A?
- j) ☐ be sited, constructed and operated in a manner that is consistent with local and State development objectives as set forth in public documents such as comprehensive plans, zoning ordinances and performance standards?  
☐ or is this N/A?
- k) ☐ consider the potential of being located near any marina, docks and piers, transportation facilities (especially bridges), cables and pipelines and other relevant activities?  
☐ or is this N/A?
- l) ☐ contain plans for any necessary breakwater or other wake protection measures along major navigable ship channels where appropriate in order to reduce erosion damage?  
☐ or is this N/A?
- m) ☐ include bulkheads and other type of containment walls associated with port development consistent with the Erosion Control Policies contained in Chapter X of the CZMP?  
☐ or is this N/A?
- n) ☐ include dredging and dredge spoil disposal activities associated with port development consistent with the Dredging Policies contained in Chapter VIII of the CZMP?  
☐ or is this N/A?
- o) ☐ include piers and dockage consistent with the Marine Related Activities Policies contained in Chapter VI of the CZMP?  
☐ or is this N/A?
- p) ☐ include transportation projects associated with port development consistent with the Transportation Policies contained in Chapter II of the CZMP?  
☐ or is this N/A?
- q) ☐ include manufacturing aspects associated with port development (and related industrial development) consistent with the as stated in the Coastal Industries policies contained in Chapter III of the CZMP?  
☐ or is this N/A?

*Recommended policies to be considered for port and harbor development projects in the Coastal Zone:*

- a. Encouraging comprehensive study of potential secondary impacts of port and harbor development projects;*
- b. Maximizing the use of existing developed port areas, when feasible, before establishing new facilities in relatively undeveloped areas;*
- c. Encouraging the State Ports Authority (SPA) to diversify their activities and areas of concern to include the promotion of sports and commercial fisheries and other marine activities.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

**B) Roads and Highways (including bridges and transit facilities)**

**Required: Will your proposed road and highway project or plans...**

- a) ☐ (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?

☒ or is this N/A?

- b) ☒ be aligned to avoid salt, brackish and freshwater wetlands wherever feasible or allows for bridging of any wetlands and all navigable waterways rather than filling to create roadbeds?

☐ or is this N/A?

- c) ☒ make use of existing fill areas or embankments for widening and improvement projects, wherever feasible, where the median and right-of-way widths are limited to lessen the impact on salt, brackish, and freshwater wetlands?

☐ or is this N/A?

- d) ☒ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below.

☐ or is this N/A?

- e) ☒ be designed so as not to cause substantial changes in natural waterflow and circulation through salt, brackish or freshwater wetlands or water bodies?

☐ or is this N/A?

- f) ☒ provide adequate clearance for commercial or pleasure craft for bridges over navigable water bodies?

☐ or is this N/A?

- g) ☒ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

- h) ☒ minimize direct drainage of roadway runoff into adjacent water bodies by filtering runoff water, such as grass ditching or vegetative buffers during construction and in later maintenance?

☐ or is this N/A?

- i) ☒ include a provision for placement of other utilities, such as cables or transmission lines, in the design of road/highway and bridging projects in to reduce the need for future disruption of adjacent wetlands or waterways?

☐ or is this N/A?

- j) ☒ be aligned to avoid salt, brackish and freshwater wetlands wherever feasible, and where applicable must provide bridges, culverts or other means to maintain circulation and water flow for the construction of private roadways for private access while incorporating permeable surfaces such as gravel or shell should be used rather than pavement when practicable?

☐ or is this N/A?

- k) ☒ include spoil disposal areas associated with a highway project consistent with the Dredging Policies contained in Chapter VIII of the CZMP?

☐ or is this N/A?



- l) ☐ (for proposed access to previously undeveloped barrier islands) be designed and constructed with only private funds, unless an overwhelming public interest is demonstrated?
- ☒ or is this N/A?
- m) ☐ where feasible, accommodate foot paths and fishing catwalks and platforms?
- ☒ or is this N/A?
- n) ☒ be a result of cooperative and coordinative efforts between DHEC and SCDOT in the development and implementation of policy and long-term planning in the coastal zone?
- ☐ or is this N/A?

*Recommended policies to be considered for road and highway projects in the Coastal Zone:*

- a. *Encouraging comprehensive study of the potential for secondary growth inducement from new road and highway construction;*
- b. *Study of mass transit alternatives to road or highway construction in urban areas;*
- c. *Encouraging project designs and route alignments which consider the impacts on locally-designated "Scenic Highways" and on other aesthetic considerations, for example, enhancement and protection of scenic vistas and preservation of unique tree canopies and other natural areas.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

*A. Mark Mohr*

12/15/2023

Signature and date

**C) Airports: Not Applicable**

**Required: Will your proposed airport project or plans...**

- a) ☐ (for a new airport facility) avoid impacts to salt, brackish or freshwater wetlands to the extent feasible or demonstrate that no feasible alternatives exist or there is an overriding public interest and that any substantial environmental damage can be minimized?
- ☐ or is this N/A?
- b) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide a summary of mitigation details on an attached document.
- ☐ or is this N/A?
- c) ☐ incorporate best available techniques and methods during the design for the construction and maintenance of the airport to avoid erosion or sedimentation problems and to prevent stormwater runoff from aircraft storage areas, parking lots and support facilities from directly entering and degrading adjacent surface water bodies or underground resources?
- ☐ or is this N/A?
- d) ☐ demonstrate that you will meet applicable Federal and State air quality and noise control guidelines?
- ☐ or is this N/A?

- e) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

*Recommended policies to be considered for airport projects in the Coastal Zone:*

- a. *Consideration of the existing and planned transportation system or network in the area, for example, relationship to other airports and access to adequate transportation service by other modes;*
- b. *Encouragement of joint-use or regional airport facilities where feasible (for example, joint military and civilian airports);*
- c. *Compatibility with character and use of the area; local governments are encouraged to develop plans and procedures which maintain appropriate, compatible use areas around existing airports;*
- d. *Alignment of approach corridors and corresponding noise zones during airport planning should consider any bird rookeries located in the area.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

D) **Railways:** Not Applicable

**Will your proposed railway project or plans...**

- a) ☐ (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?

☐ or is this N/A?

- b) ☐ be located away from salt, brackish or freshwater wetlands to the maximum extent feasible or incorporate bridging rather than filling to create railway beds?

☐ or is this N/A?

- c) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below.

☐ or is this N/A?

- d) ☐ be designed so as not to alter natural waterflow or circulation with a bridge or when bridging is not feasible, plan for adequate culverts or other means for water to flow through or under the structure?

☐ or is this N/A?

- e) ☐ provide adequate clearance for commercial or pleasure craft, where appropriate for bridges over navigable water bodies?

☐ or is this N/A?

- f) ☐ include provisions for future placement of utilities, such as cables or transmission lines, in the design to reduce the need for future disruption of adjacent wetlands or waterways?

☐ or is this N/A?



g) ☐ include techniques to prevent direct drainage of runoff water into adjacent water bodies and stabilization of embankments to minimize erosion and water quality degradation due to sedimentation?

☐ or is this N/A?

h) ☐ include a mechanism that any future abandoned railroad tracks, bridges and other rights-of-way be reused as transportation or utility corridors or for recreational uses such as fishing piers or bicycle trails?

☐ or is this N/A?

i) ☐ be a result of a comprehensive evaluation of the need to provide improved access to existing industrialized areas, or to planned or proposed developments suitable for manufacturing sites if applicable?

☐ or is this N/A?

j) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

*Recommended policies to be considered for railway projects in the Coastal Zone:*

- a. *Minimizing possible aesthetic impacts from placement of rail lines and bridges;*
- b. *Integrating railroad planning and development with other transportation facilities, in order to provide adequate transportation systems; for example, where feasible, new highway bridges might be designed to include railways (especially in urban areas where land is more limited and transportation needs are greatest);*
- c. *In floodplain areas railway alignment should parallel the path of water flow, to the extent feasible, in order to minimize disruption of the floodplain ecosystem.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

\_\_\_\_\_  
Signature and date

**E) Parking Facilities:** Not Applicable

**Required: Will your proposed parking facility project or plans...**

a) ☐ avoid the filling or other permanent alteration of productive salt, brackish or freshwater wetlands or demonstrate that no feasible alternatives exist, that the facility is directly associated with a water-dependent activity, any substantial environmental impacts can be minimized, and an overriding public interest can be demonstrated?

☐ or is this N/A?

b) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking.

☐ or is this N/A?

c) ☐ is compliant with applicable Federal and State water quality standards specifically those addressing drainage and discharge of storm water runoff?

☐ or is this N/A?

- d) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

*Recommended policies to be considered for parking facilities:*

- a. Use of permeable surface materials such as gravel or shell rather than pavement, where appropriate, with consideration to possible air quality and groundwater impacts;*
- b. Retaining the maximum possible natural drainage and vegetative cover between parking spaces;*
- c. Provision of buffer areas around parking areas located adjacent to the critical areas, as visual and storm water runoff buffers.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

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Signature and date



## Policy Group XII - Activities in Areas of Special Resource Significance

Project Name: Long Point Road Interchange  
TMS: \_\_\_\_\_

The Agency's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within the project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

A) **Barrier Islands:** Not Applicable

**Required: Will your proposed project or plans on a barrier island...**

a. ☐ retain to the extent feasible existing dune ridges, drainage patterns and natural vegetation in landscaping and construction plans in order to maintain the value of the island as a storm buffer?

☐ or is this N/A?

b. ☐ demonstrate reasonable precautions to prevent or limit any direct negative impacts on the adjacent critical areas (beaches, primary dunes, coastal waters and wetlands) because of their proximity to and strong ecological relationship with the critical areas of the coastal zone?

☐ or is this N/A?

c. ☐ avoid new road or bridge projects involving the expenditure of public funds to provide access to previously undeveloped barrier islands unless an overwhelming public interest can be demonstrated such as access to a public recreation area or facility?

☐ or is this N/A?

d. ☐ include the extension of public services, such as sewer and water facilities that are proposed in a comprehensive approach, which considers the natural "carrying capacity" of the island to support development and which integrates these facilities to parallel the level of access which is available to the island?

☐ or is this N/A?

e. ☐ include any efforts to acquire portions of the barrier island for inclusion in preservation and protection programs?

☐ or is this N/A?

f. ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

\_\_\_\_\_  
Signature and date



**B. Dune Areas:** Not Applicable

**Required:** Will your proposed project or plans in dune areas...

- |    |   |
|----|---|
| a. | <input type="checkbox"/> demonstrate reasonable precautions to prevent or limit any direct negative impacts on the adjacent critical areas because of proximity to and strong physical and ecological relationship with the beach and primary sand dune critical areas of the coastal zone?   |
|    | <input type="checkbox"/> or is this N/A?  |
| b. | <input type="checkbox"/> prevent or mitigate negative impacts on adjacent property owners, specifically, increased erosion or loss of protective dune formations on adjacent lots due to unnecessary destruction of or encroachment onto stable dunes?  |
|    | <input type="checkbox"/> or is this N/A?  |
| c. | <input type="checkbox"/> be consistent with the policies of the Beach Erosion, and Beach and Shoreline Access sections (Chapter IV - 41) of the CZMP, as well as other applicable Resource Policies?  |
|    | <input type="checkbox"/> or is this N/A?  |
| d. | <input type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage? |
|    | <input type="checkbox"/> or is this N/A?  |

*Recommended policies to consider in designing impoundments:*

- a. *Local governments with coastal shorefronts are encouraged to develop and implement strong local zoning and building ordinances for beach and sand dune areas.*
- b. *Property owners, development interests and local governments are encouraged to institute and observe setbacks or buffer zones for construction in beach and dune areas.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

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Signature and date

**C. Navigational Channels** Not Applicable

**Required:** Will your proposed project or plans in navigable channels...

- |    |   |
|----|---|
| a. | <input type="checkbox"/> avoid losses to existing navigability?<br><input type="checkbox"/> or is this N/A?   |
| b. | <input type="checkbox"/> utilizes best mitigation measures feasible for development which might increase upland soil and shoreline erosion problems and resulting siltation of navigation channels?<br><input type="checkbox"/> or is this N/A?   |
| c. | <input type="checkbox"/> avoid interfering with commercial navigation in designated shipping channels?<br><input type="checkbox"/> or is this N/A?  |
| d. | <input type="checkbox"/> be consistent with the Dredging and Dredge Material Disposal policies contained within the CZMP?<br><input type="checkbox"/> or is this N/A?   |
| e. | <input type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?<br><input type="checkbox"/> or is this N/A? |

**Required:**

On an attached sheet, briefly summarize how your project is consistent with the policies of the South Carolina Coastal Zone Management Program listed above.

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that my project is consistent with the South Carolina Coastal Zone Management Program.

Signature and date

**D. Public Open Spaces (State or Local Parks):** Not Applicable

**Required:** Will your proposed park project or plans...

- |    |   |
|----|---|
| a. | <input type="checkbox"/> avoid restriction or limitation of the continued use of a recreational open area or disruption of the character of such a natural area (aesthetically or environmentally)?<br><input type="checkbox"/> or is this N/A?   |
| b. | <input type="checkbox"/> increase the amount and distribution of public open space and recreational areas in the coastal zone?<br><input type="checkbox"/> or is this N/A?  |
| c. | <input type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?<br><input type="checkbox"/> or is this N/A? |

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

\_\_\_\_\_  
Signature and date

**E. Wetlands:**

**Required: Will your proposed project or plans...**

- |    |   |
|----|---|
| a. | <input checked="" type="checkbox"/> require the fill or other significant permanent alteration of a productive freshwater marsh? If so, does your project demonstrate that no feasible alternative exists or there is an overriding public interest? Explain why there are no feasible alternative exists and what the public interest is in the summary section below.<br><br><input type="checkbox"/> or is this N/A?   |
| b. | <input checked="" type="checkbox"/> (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with the Division's Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide a summary of mitigation details on an attached document.<br><br><input type="checkbox"/> or is this N/A? |
| c. | <input checked="" type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?<br><br><input type="checkbox"/> or is this N/A?  |

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

*A. Mark Mohr*      12/15/2023  
\_\_\_\_\_  
Signature and date





## Policy Group XIII - Stormwater Management

Project Name: Long Point Road Interchange  
TMS: \_\_\_\_\_

The Agency's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within the project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

**A) Stormwater Runoff Storage – all projects located within one-half (1/2) mile of a receiving water body (not contiguous via an outfall or similar structure with a tidal water body):**

**Required: Will your proposed development project or plans...**

- |   |
|---|
| a. <input checked="" type="checkbox"/> demonstrate that storage of the first 1/2 inch of runoff from the entire site or storage of the first one (1) inch of runoff through retention, detention or infiltration systems, from the built-upon portion of the property, whichever is greater? (Storage may be accomplished through retention, detention, or infiltration systems as <u>appropriate</u> for the specific site.) |
| b. <input checked="" type="checkbox"/> (for those projects which are located within one thousand feet of shellfish beds) demonstrate the first one and one half (1 1/2) inches of runoff from the built-upon portion of the property be retained on site?   |
| c. <input checked="" type="checkbox"/> be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?   |

**Non Applicable Policies:**

Briefly provide reasons (for non applicability) on a supplemental page and attach to this checklist if any of these questions (policies) do not apply to the project.

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

*A. Mark Mohr*

12/15/2023

Signature and date

**B) Golf Courses Adjacent to Receiving Water Bodies:**

Not Applicable

**Required: Will your golf course project or plans...**

- |  |
|--|
| a. <input type="checkbox"/> incorporate a minimum setback of 20 feet from any receiving water body for all manicured areas of the golf course (fairways, greens and tees) unless other acceptable management techniques are approved and implemented to mitigate any adverse impacts?  |
| b. <input type="checkbox"/> demonstrate that all drainage from greens and tees will be routed to interior lagoons or an equivalent stormwater management system?   |
| c. <input type="checkbox"/> demonstrate that all outfalls (from any lagoon system) is located at an elevation above the critical area (and if the discharge is to critical area) AND is above the normal water elevation a distance to allow for storage of the first one inch of runoff to prevent the conversion of the stormwater management system to critical area and to maintain positive drainage at high tides? |

d. ☐ demonstrate the conveyance of all drainage to the interior lagoon system or to an equivalent onsite stormwater management system for all greens and tees proposed to be located on marsh hummocks or islands, if applicable?

e. ☐ provide for a minimum 20 foot buffer, or an accepted alternative, between manicured areas (fairways, greens and tees) to limit stormwater impacts to freshwater wetlands?

f. ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

g. ☐ include an integrated pest management system designed in accordance with current best technology practices on the golf course to limit the application of chemicals which, if over applied, may leach into the ground and adjacent surface waters?

h. ☐ include a two (2) foot separation between the surface of the golf course and the groundwater table where spray effluent is applied?

i. ☐ demonstrate that the normal ground water elevation has been established by a registered engineer or soil scientist?

j. ☐ retain the first 1.5 inches of runoff as otherwise described in Policy Question c. for all projects which are within 1000 feet of shellfish beds?

k. ☐ demonstrate that in the event spray effluent or chemicals are applied to the turf via the irrigation system, all spray heads are located and set so as to prevent any aerosols from reaching adjacent critical areas?

**Non Applicable Policies:**

Briefly provide reasons (for non applicability) on a supplemental page and attach to this checklist if any of these questions (policies) do not apply to the project.

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

\_\_\_\_\_  
Signature and date

**C) Mine and Landfills:** Not Applicable

**Required: Will your mine or landfill project or plans (for mines or landfills located within ½ mile of a receiving waterbody)...**

a. ☐ demonstrate that when pumping ground water from sediment basins, only floating intakes are used and that pumping ceases when water levels come to within two feet of the pond bottom?

b. ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

**Non Applicable Policies:**

Briefly provide reasons (for non applicability) on a supplemental page and attach to this checklist if any of these questions (policies) do not apply to the project.

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

\_\_\_\_\_  
Signature and date