

SC State Housing & Finance Development Authority
c/o Kim Wilbourne, LIHTC Manager
300-C Outlet Pointe Blvd.
Columbia, SC 29210

May 21, 2025

Subject: Mandatory Site Requirements Waiver Request – 82 Canal Street, Graniteville, SC

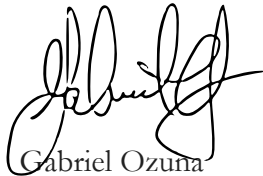
Dear Ms. Wilbourne,

I am submitting this waiver request on behalf of Jim Sari of Sari and Co. for the site at 82 Canal Street, Graniteville, SC, known as 82 Canal Street Lofts. This is a resubmittal of the waiver request that was submitted and approved for the 2024 LIHTC tax exempt bond application cycle.

A detailed explanation of environmental factors relating to the mandatory site requirements section of the QAP and associated documentation is included in this packet. This also includes the results of the noise study requested by SC Housing showing the site is below actionable levels for proximity to an active railroad track. As such, we feel that all issues and items of potential concern have been adequately addressed and documented for the waiver letter to be granted.

Please let us know if you need any additional information of documentation to process the waiver request. Thank you for your assistance.

Respectfully submitted,



Gabriel Ozuna
Ithilien Consulting LLC

CC: Jim Sari, Sari & Co.
Chris Tritsis, CUBIT Development Group

APPENDIX N

Site Requirements Waiver Request and Response Letter



8201 County Drive
Disputanta, Virginia 23842-6144
Phone: 804-721-6955
E-mail: swiftcreekinc@aol.com

September 20, 2024
SCE Project #24-049

Mr. Jim Sari
401 East 4th Street
Winston-Salem, North Carolina 27101

Re: ***QAP Mandatory Site Requirements Waiver Request***
Leavelle-McCampbell Middle School
82 Canal Street
Graniteville, SC 29829

Jim:

Pursuant to SC Housing QAP, Mandatory Site Requirements the above referenced facility may require a waiver from SC Housing if you intend to develop this property into a SXC Housing funded family housing project. Specialty, the below listed items will require SC Housing input:

QAP Requirement - 3(a). No active railroad within 1000 feet
3(c)(ii). No waste facility within 1/4 mile
3(d)(ii). No bulk storage tanks within 500 feet

3(a). No active railroad within 1000 feet - As depicted on the attached Location Distance Map, a single-track Norfolk Southern rail line is located 172 feet west of the closest building face being considered for development. The attached US DOT Crossing Inventory Form 715671B for the Ascuaga Lake Road and Canal Street rail crossing records 4 freight trains passing along this track daily at an average speed of 20 mph with 50% being of the trains being night fraction. Utilizing the HUD Noise Calculator in conjunction with road traffic from Canal Street the DNL was calculated to be 70dB (refer to attached HUD Noise Calculator Worksheet). Based on similar studies such as the Dillon Graded School Apartments and our site observations, the 70dB calculation may be inaccurate and the decibel levels may be skewed higher than what would actually be recorded at the site. Vibrational issues would not be considered a concern since the trains are moving at speed of 20 mph or less. Swift Creek Environmental, Incorporated recommends that actual noise levels be measured using an approved sound meter to document decibel levels at the site to substantiate if the 70 dB is an accurate DNL. During our site inspections on September 12 and 13, 2024, Swift Creek Environmental, Incorporated did not witness one train passing along the tracks. Upon further evaluation, if it is later determined that the site exceeds the 65 dB threshold, noise attenuation factors such as noise attenuation windows, sound walls, could be incorporated into the redevelopment design as to obtain the necessary 45 dB interior sound levels.

3(c)(ii). No waste facility within 1/4 mile – It is uncertain if SC Housing would consider a Brownfield Site or a closed SEMS site is considered a waste site. The term waste is ambiguous. Regardless, one Brownfield Site Red Barn Property/Warren Mill is located on the west side of Canal Street that underwent remedial efforts with US EPA - Brownfields Cleanup Cooperative Agreement as a funding source. The other site is a SEMS Norfolk Southern Derailment that occurred near Marshal and Canal Street Intersection in 2005. The EPA concluded that this site did not qualify as an NPL Site and no assessment work was required after clean-up activities were concluded. Both of these facilities are hydrologically downgradient of the project site thereby would not have adversely affected the subsurface soil or ground water at the site; with the proposed site and adjacent properties potable water supply being the municipality and connected to sewer.

3(d)(ii). No bulk storage tanks within 500 feet – The bulk storage tanks identified within 500 feet of the subject property include 2 large potable water tanks (~100,000 and 250,000 gallons) and 6 smaller steel/polyethylene AST (Aboveground Storage Tanks). None of the storage tanks have been in-use for nearly 20 years. Our research and speaking with one of the managing directors of the property containing 5 of the 8 ASTs and managing director of the proposed redevelopment site (Horse Creek Trust), Mr. Bobby Robinson, indicated that the ASTs are double walled located within a secondary containment structure. Residual chemicals within the ASTs are believed to be a chlorinated water solution and Sodium Bicarbonate. None of the ASTs are pressurized. Mr. Robinson stated that he would either remove any remaining residuals or test the residuals to ensure they are not hazardous if the project site is funded.

This report should be submitted to SC housing for review and response to determine eligibility. Should you have any questions concerning the enclosed materials, please do not hesitate to contact me at 804.721.6955.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Thomas Houghton".

B. Thomas Houghton, Principal
South Carolina Professional Geologist #2343

Attachments: Location Distance Map
 US DOT Crossing Inventory Form 715671B
 HUD Noise Calculator Worksheet
 Photographs of Interest
 Aiken County Property Tax Map

Location Distance Map

Red - 1/4 Mile Radius
Blue - 1,000 Ft Radius
Yellow - 500 Ft Radius

Legend

82 Canal St

Rail Crossing
715671B

Rail Line

ASTs

82 Canal St

Red Barn Property

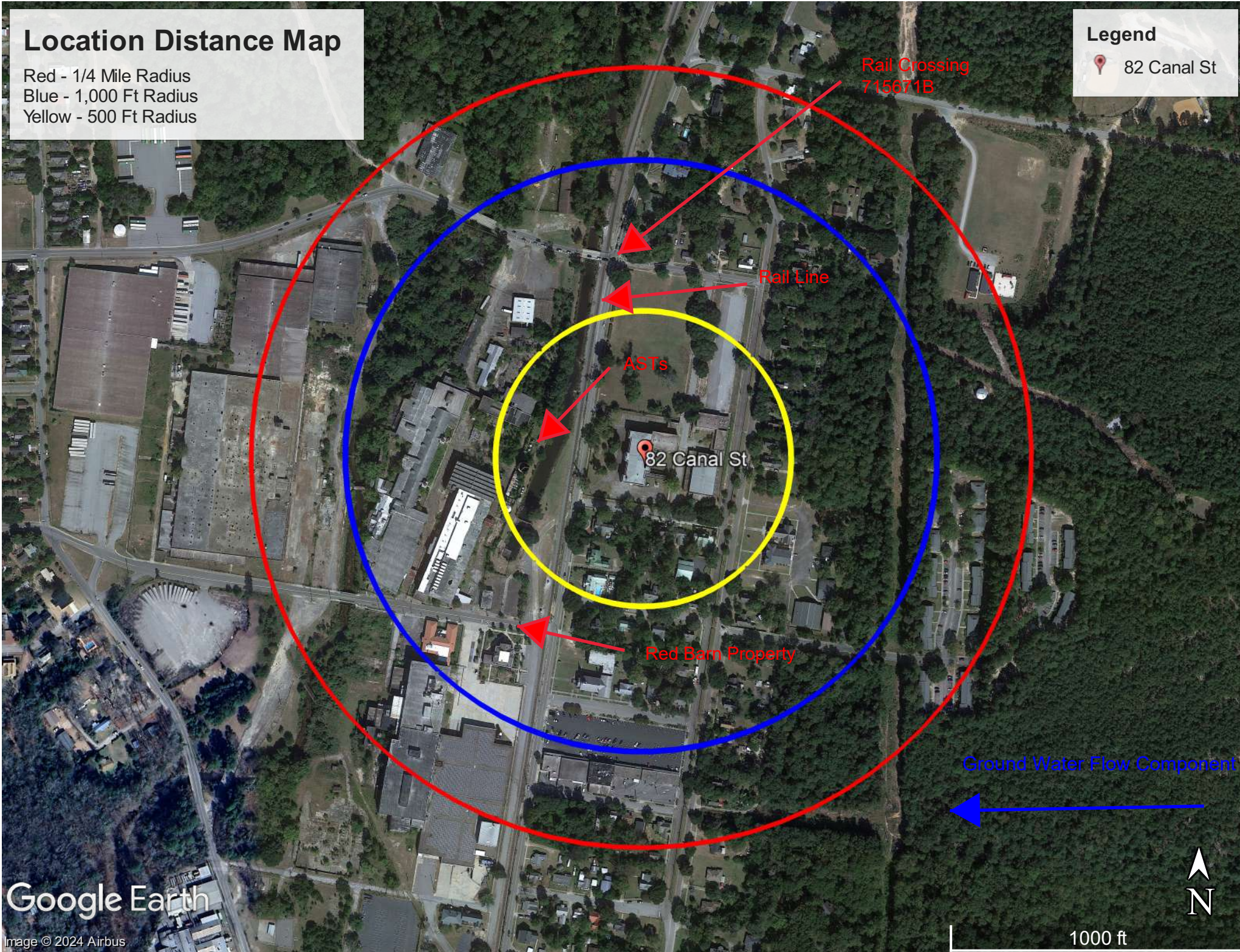
Ground Water Flow Component

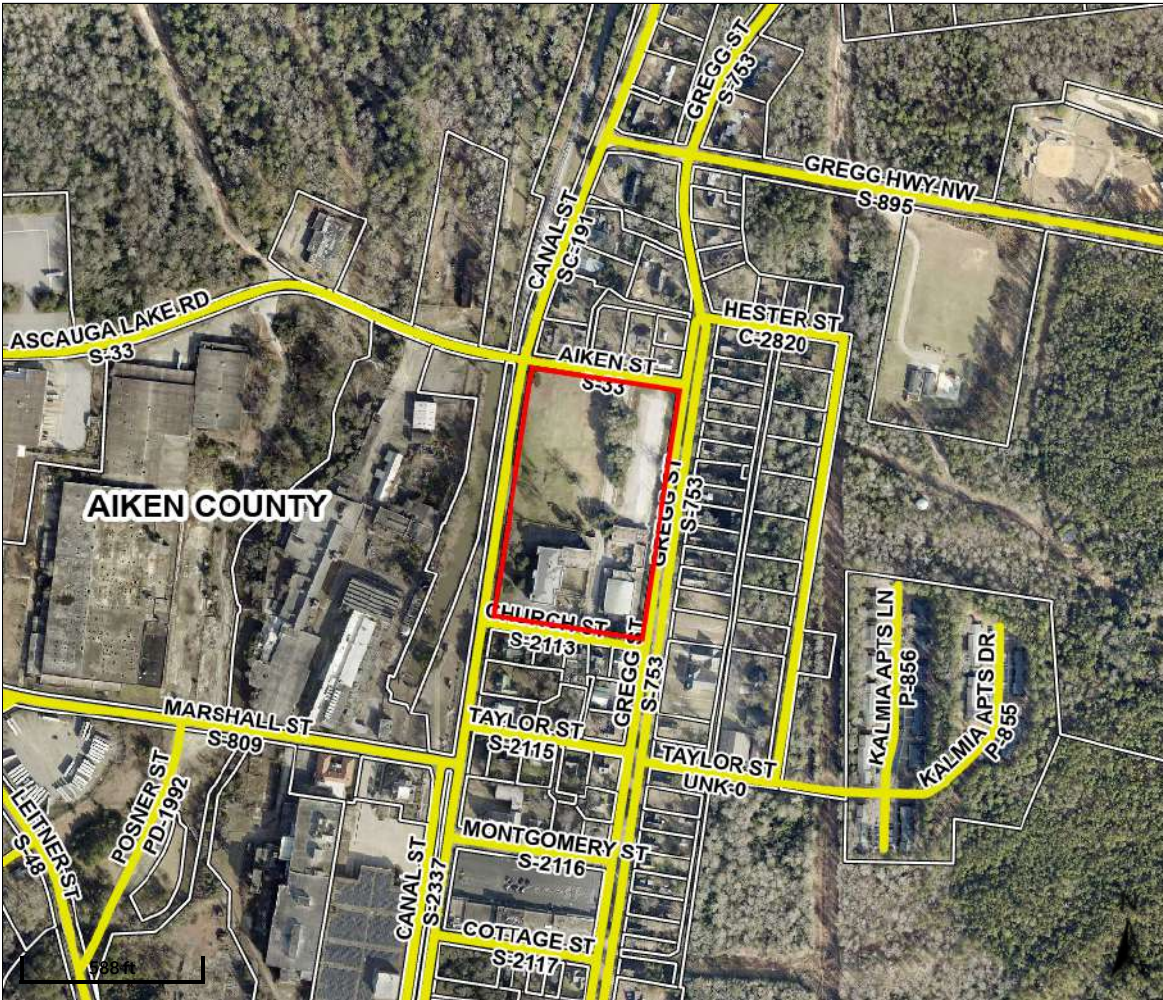
Google Earth

Image © 2024 Airbus

1000 ft

N







Overview



Legend

-  Parcels
-  Roads

Parcel ID	068-18-04-001	Alternate ID	49024	Owner Name	HORSE CREEK TRUST
Property Address	82 CANAL ST GRANITEVILLE	Class	COMMERCIAL		
District	Fire = 03_F Tax = 03_T Council = 06_C Cty = Aiken				
Brief Tax Description	LEAVELLE-MCCAMPBELL HIGH (Note: Not to be used on legal documents)				

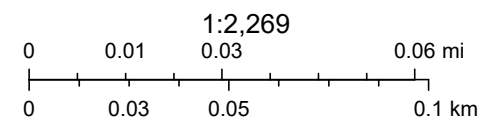
Date created: 8/27/2024
Last Data Uploaded: 8/26/2024 11:17:07 PM

Developed by 

Tax Map



9/10/2024, 2:15:53 PM



Aiken County, SC, Maxar, Microsoft





South Carolina State Housing Finance and Development Authority
300-C Outlet Pointe Blvd., Columbia, South Carolina 29210
Telephone: 803.896.9001 TTY: 803.896.8831
SCHousing.com

October 1, 2024

Via email to: jim@sariandcompany.biz

Jim Sari

Sari and Company

RE: Development Design Criteria Waiver Request – 82 Canal Street

Dear Mr. Sari,

The Authority is in receipt of your waiver request pursuant to the 2024 Qualified Allocation Plan, Section J, Mandatory Site Requirements. You have requested the Authority make a determination on the following requested items:

- Request – Proximity to active railroad. *Waiver Not Granted due to the DNL being above the HUD acceptable level.*
- Request – Proximity to active or inactive hazardous waste. *Waiver Requirement – Phase I Environmental report to determine the SEMS site would impact the property.*
- Request – Proximity to above ground storage tanks. *Waive Requirement – are the tanks located in a fenced in area?*

The Authority has reviewed your request and made the above determination. Please attach this letter to Tab 1 of the submitted application.

Sincerely,

Kim Wilbourne

Kim Wilbourne
LIHTC Manager



9.0 DEVIATIONS

9.1 Identification of Data Gaps

As per ASTM E1527-21 section 3.2.20, a data gap is defined as a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. No data gaps were encountered with respect to ASTM Standard.

9.2 Sources of Information Consulted to Address Data Gaps

This section is not applicable since no data gaps were encountered.

9.3 Significance of Data Gaps

This section is not applicable since no data gaps were encountered.

9.4 Waiver Request

As part of the application process, Swift Creek Environmental, Incorporated completed a Site Requirements Waiver Request for the *User* for submission to South Carolina Housing Finance Development Authority on September 20, 2024. On October 1, 2024, in a letter Kim Wilbourne, SC LIHTC manager responded to the Waiver Request. The response letter stated the following:

- A. Request – Proximity to active railroad. Waiver Not Granted due to the DNL being above the HUD acceptable level.
- B. Request – Proximity to active or inactive hazardous waste. Waiver Requirement – Phase I Environmental report to determine the SEMS site would impact the property.
- C. Request – Proximity to above ground storage tanks. Waiver Requirement – are the tanks located in a fenced in area?

Actions undertaken to complete this *Phase I & II ESA* and response to SC Housing October 1, 2024 letter has demonstrated:

- A. The subject property's L_{dn} is 63 dB over a 24-hour period.
- B. The three SEMS sites located within ASTM search are:
 - 1. Hydrologically downgradient
 - 2. Did not qualify as NPL Sites
 - 3. Achieved Certificate of Completion with no restrictions or institutional controls or required no assessment
 - 4. Archived by the EPA

Based on these findings, the SEMS sites would have no adverse impact to the subject property.

- C. The ASTs are fenced in with a secondary containment structure, non-pressurized and located beyond HUD ASDs. Copies of the Waiver Request and Response Letter are included in Appendix N.

PHOTOGRAPHIC RECORD



Photograph 1 – ASTs and Rail Line from Project Site



Photograph 2 – Off-Site ASTs



Photograph 3 – Rail Line Facing East – Project Site in Background

PHOTOGRAPHIC RECORD



Photograph 29 - ASTs Western Adjacent Property



Photograph 30 - Subject Building - Typical Fluorescent Light



Photograph 31 - Subject Building Dry Transformers

APPENDIX M

Rail Crossing Inventory, HUD Noise DNL
Calculator Worksheet and Site Sound
Pressure Session Reports

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 03 / 03 / 2024	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 715671B
---	--	---	--

Part I: Location and Classification Information

1. Primary Operating Railroad Norfolk Southern Railway Company [NS]		2. State SOUTH CAROLINA		3. County AIKEN	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near GRANITEVILLE		5. Street/Road Name & Block Number ASCUAGA LAKE ROAD (Street/Road Name) * (Block Number)		6. Highway Type & No. S-33	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None COASTAL		10. Railroad Subdivision or District <input type="checkbox"/> None COLUMBIA		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost R 0177.780 (prefix) (nnnn.nnn) (suffix)					
13. Line Segment *		14. Nearest RR Timetable Station * GRANITEVILLE		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A	
16. Crossing Owner (if applicable) <input checked="" type="checkbox"/> N/A					
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter	22. Average Passenger Train Count Per Day <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 33.5693695		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -81.8069678		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-946-4744		34. Railroad Contact (Telephone No.) 800-946-4744		35. State Contact (Telephone No.) 803-737-1624	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 2	1.B. Total Night Thru Trains (6 PM to 6 AM) 2	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2021		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 15 to 25		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input checked="" type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 03/03/2024		PAGE 2		D. Crossing Inventory Number (7 char.) 715671B	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 1 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	
2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
2.J. Other MUTCD Signs Specify Type _____ Count 1 Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input checked="" type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	
3.D. Mast Mounted Flashing Lights (count of masts) 2 <input checked="" type="checkbox"/> Incandescent <input type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input checked="" type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 6			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) 04 / 2008 <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3.I. Bells (count) 1		3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None			
3.K. Other Flashing Lights or Warning Devices Count 2 Specify type no left/no right turn sign:					
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs		4.C. Hwy Traffic Signal Preemption <input checked="" type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	
5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____ Width * 9 Length * 36 <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
4. Highway Speed Limit 35 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory		5. Linear Referencing System (LRS Route ID) *			
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 006315		8. Estimated Percent Trucks 10 %		9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 19	
10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No					
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____ Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					



DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

Site ID	Graniteville, SC
Record Date	09/20/2024
User's Name	BTH

Road # 1 Name:	Canal Street
----------------	--------------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	112	112	112
Distance to Stop Sign			
Average Speed	35	25	25
Average Daily Trips (ADT)	6300	350	350
Night Fraction of ADT	15	5	5
Road Gradient (%)			1
Vehicle DNL	57	49	62
Calculate Road #1 DNL	63	Reset	

Railroad #1 Track Identifier:	Norfolk Southern
-------------------------------	------------------

Rail # 1

Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance		172
Average Train Speed		20
Engines per Train		1

Engines per Train	<input type="text"/>	<input type="text"/>
Railway cars per Train	<input type="text"/>	50
Average Train Operations (ATO)	<input type="text"/>	4
Night Fraction of ATO	<input type="text"/>	50
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="69"/>
Calculate Rail #1 DNL	<input type="text" value="69"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="70"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

From: Wilbourne, Kim 6-9083 <kim.wilbourne@schousing.com>
Sent: Wednesday, October 2, 2024 3:32 PM
To: Jim Sari <jim@sariandcompany.biz>
Subject: RE: [External] 82 Canal Street

Jim,

Railroad – The agency will not award a development with an unacceptable noise level (HUD standard). If you have a noise study completed and the noise level meets the HUD standard (acceptable), then a waiver will be granted for location to the railroad.

Storage Tanks – Please supply photos at application showing the tanks are properly secured.

Thanks,
Kim

From: Jim Sari <jim@sariandcompany.biz>
Sent: Tuesday, October 1, 2024 7:32 PM
To: Wilbourne, Kim 6-9083 <kim.wilbourne@schousing.com>
Subject: Re: [External] 82 Canal Street

Kim from the enviro consultant re the tanks below looks like they are wells secured.

Also he confirmed what I said in the railroad. We can have the sound study completed by the app date and any necessary sound attenuation items identified and the corresponding decibel level reduced to non actionable levels. There is nothing more you can do than that and that will make it comply with the most strict standards, that aren't frankly even required here. No hud financing not required..

hey are surrounded by concrete block secondary containment...then chain link fence surrounds 3 tanks while the others are surrounded by chain link fence on 3 sides and canal on 4th side
Sent



Session Report

10/16/2024

Information Panel

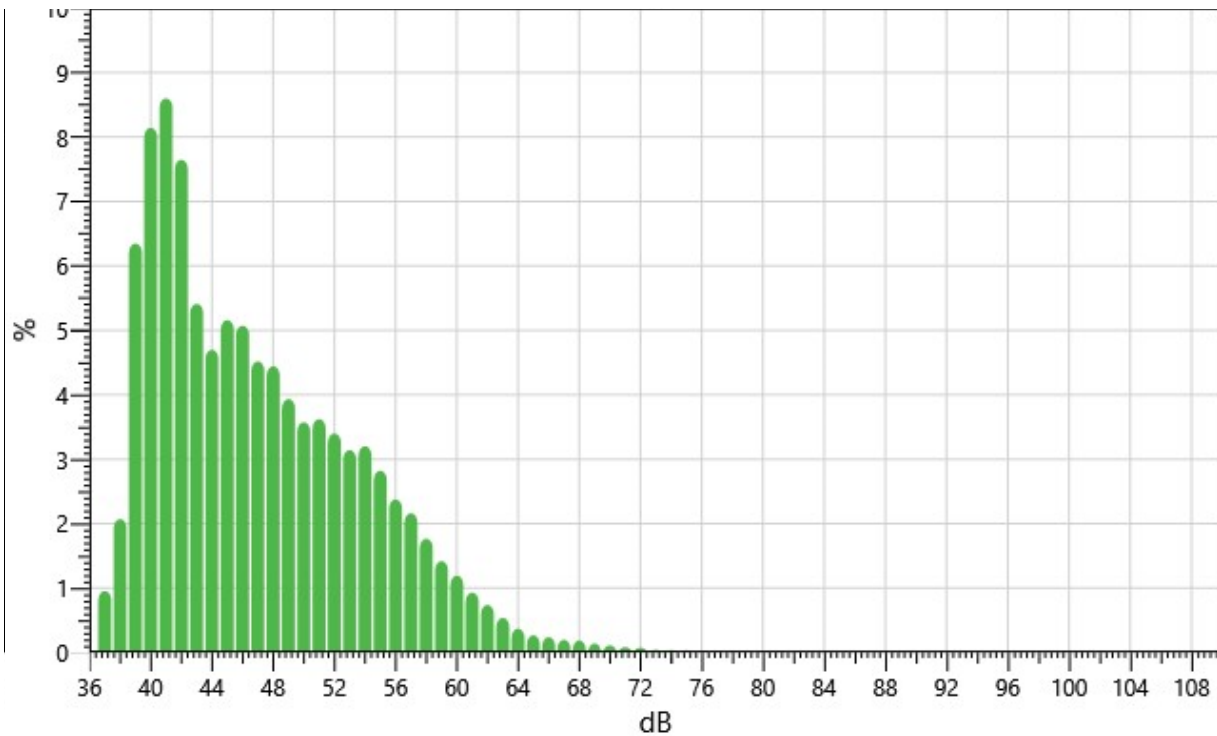
Name	S053_BGJ080008_15102024_221007
Start Time	10/14/2024 9:28:06 PM
Stop Time	10/15/2024 2:54:12 PM
Device Name	BGJ080008
Model Type	SoundPro DL
Device Firmware Rev	R.13B
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	SLOW			

Statistics Chart

S053_BGJ080008_15102024_221007: Statistics Chart



Statistics Table

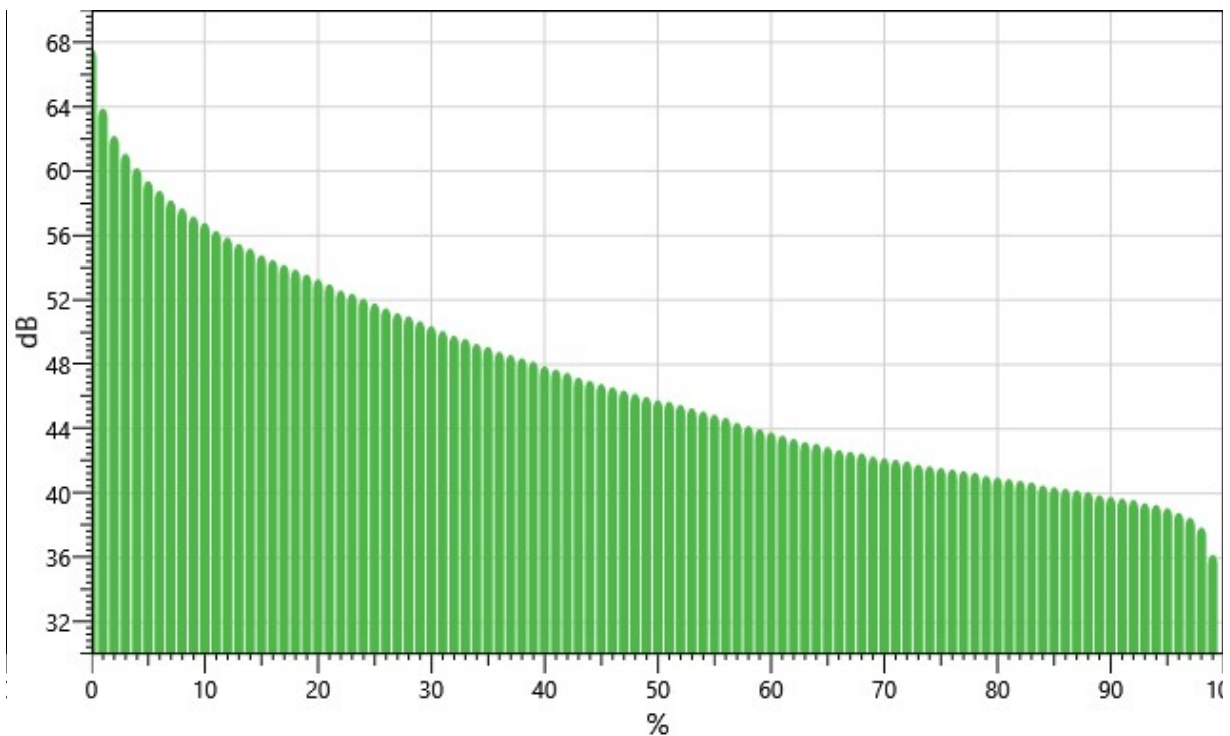
dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
36:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.04
37:	0.03	0.03	0.05	0.07	0.09	0.11	0.13	0.15	0.15	0.15	0.96
38:	0.14	0.15	0.15	0.16	0.17	0.19	0.23	0.26	0.29	0.34	2.07
39:	0.39	0.44	0.49	0.55	0.61	0.67	0.72	0.78	0.82	0.87	6.35
40:	0.93	0.57	0.83	0.83	0.84	0.83	0.83	0.82	0.83	0.83	8.14
41:	0.83	0.85	0.86	0.86	0.87	0.86	0.88	0.87	0.87	0.85	8.60
42:	0.83	0.81	0.80	0.78	0.77	0.75	0.74	0.73	0.72	0.72	7.65
43:	0.73	0.28	0.61	0.59	0.57	0.55	0.54	0.52	0.51	0.50	5.41
44:	0.49	0.49	0.47	0.46	0.46	0.46	0.46	0.46	0.47	0.47	4.70
45:	0.47	0.47	0.48	0.49	0.50	0.52	0.53	0.55	0.56	0.58	5.16
46:	0.60	0.41	0.54	0.53	0.52	0.51	0.50	0.49	0.49	0.48	5.07
47:	0.48	0.47	0.47	0.45	0.44	0.45	0.45	0.44	0.44	0.43	4.52
48:	0.44	0.43	0.44	0.44	0.44	0.45	0.44	0.44	0.45	0.46	4.45
49:	0.47	0.32	0.41	0.41	0.40	0.40	0.39	0.38	0.37	0.37	3.93
50:	0.37	0.36	0.36	0.36	0.36	0.36	0.35	0.35	0.35	0.35	3.58
51:	0.35	0.35	0.35	0.36	0.36	0.36	0.36	0.37	0.38	0.40	3.62
52:	0.40	0.31	0.33	0.34	0.34	0.34	0.34	0.33	0.33	0.33	3.40

53:	0.32	0.32	0.32	0.31	0.32	0.31	0.31	0.31	0.30	0.31	3.14
54:	0.31	0.32	0.31	0.32	0.32	0.32	0.32	0.32	0.33	0.33	3.20
55:	0.34	0.30	0.25	0.29	0.28	0.28	0.27	0.27	0.27	0.27	2.82
56:	0.26	0.25	0.24	0.24	0.24	0.24	0.23	0.22	0.22	0.22	2.38
57:	0.22	0.22	0.21	0.21	0.21	0.21	0.21	0.22	0.22	0.21	2.16
58:	0.21	0.21	0.13	0.19	0.18	0.18	0.17	0.17	0.16	0.16	1.77
59:	0.16	0.16	0.15	0.15	0.14	0.14	0.14	0.13	0.13	0.13	1.42
60:	0.13	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.11	1.19
61:	0.11	0.12	0.07	0.10	0.10	0.09	0.09	0.09	0.09	0.08	0.93
62:	0.09	0.08	0.08	0.07	0.08	0.07	0.07	0.07	0.07	0.06	0.74
63:	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.54
64:	0.05	0.05	0.03	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.37
65:	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.27
66:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.24
67:	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.20
68:	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.19
69:	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.14
70:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.11
71:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
72:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
73:	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
74:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
75:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
76:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
77:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
78:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
79:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
80:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
81:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
82:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
83:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
84:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
85:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
86:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
87:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
88:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
89:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
90:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
91:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01

92:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
94:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
95:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
96:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
101:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Exceedance Chart

S053_BGI080008_15102024_221007: Exceedance Chart



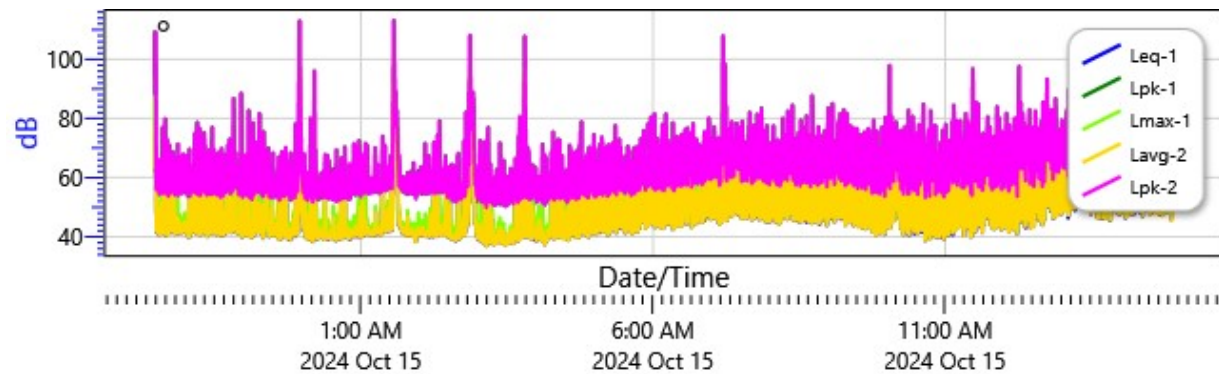
Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		67.6	63.9	62.2	61.1	60.2	59.4	58.8	58.2	57.7
10%:	57.2	56.8	56.3	55.9	55.5	55.2	54.8	54.5	54.2	53.9
20%:	53.6	53.3	53.0	52.6	52.4	52.1	51.8	51.5	51.2	51.0
30%:	50.7	50.4	50.1	49.8	49.6	49.3	49.1	48.8	48.6	48.4
40%:	48.2	47.9	47.7	47.5	47.2	47.0	46.8	46.6	46.4	46.2
50%:	46.0	45.8	45.7	45.5	45.3	45.1	44.9	44.7	44.4	44.2

60%:	44.0	43.8	43.6	43.4	43.2	43.1	42.9	42.7	42.6	42.5
70%:	42.3	42.2	42.1	42.0	41.8	41.7	41.6	41.5	41.4	41.3
80%:	41.1	41.0	40.9	40.8	40.7	40.5	40.4	40.3	40.2	40.1
90%:	39.9	39.8	39.7	39.6	39.4	39.3	39.1	38.8	38.5	37.9
100%:	36.2									

Logged Data Chart

S053_BGJ080008_15102024_221007: Logged Data Chart





Session Report

10/16/2024

Information Panel

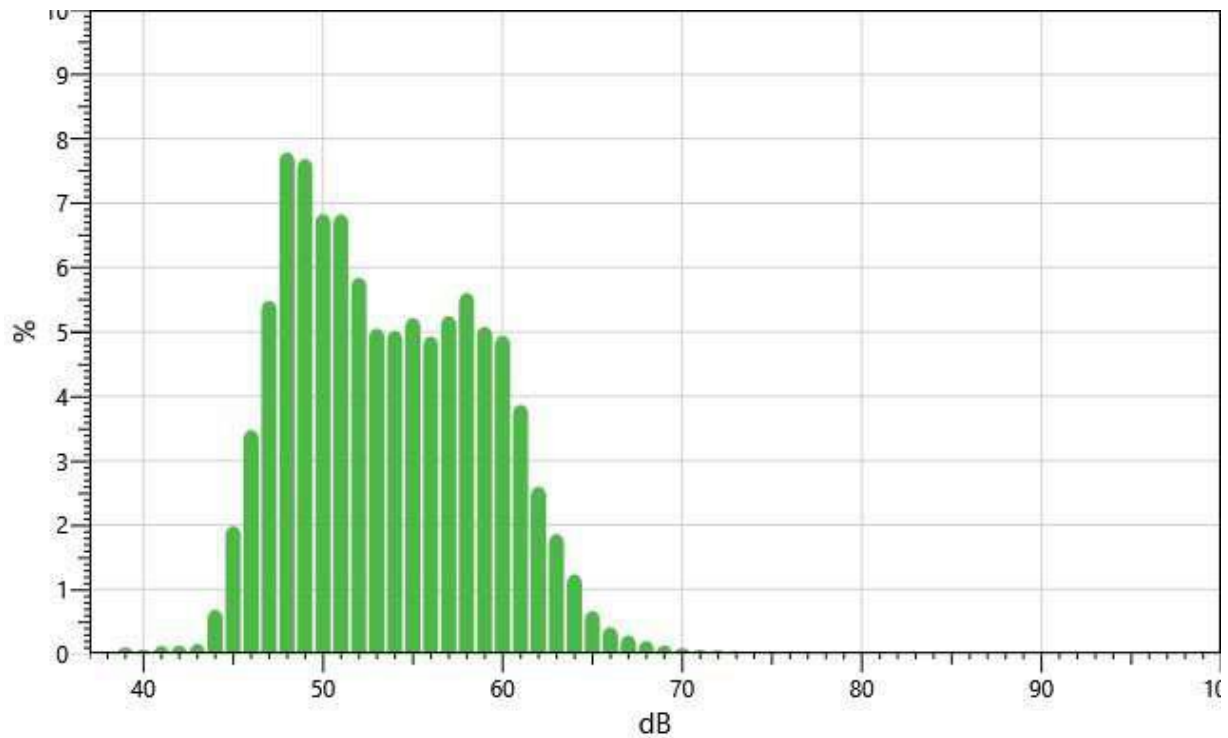
Name	S054_BGJ080008_15102024_221006
Start Time	10/15/2024 3:43:33 PM
Stop Time	10/15/2024 9:33:20 PM
Device Name	BGJ080008
Model Type	SoundPro DL
Device Firmware Rev	R.13B
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	SLOW			

Statistics Chart

S054_BGJ080008_15102024_221006: Statistics Chart



Statistics Table

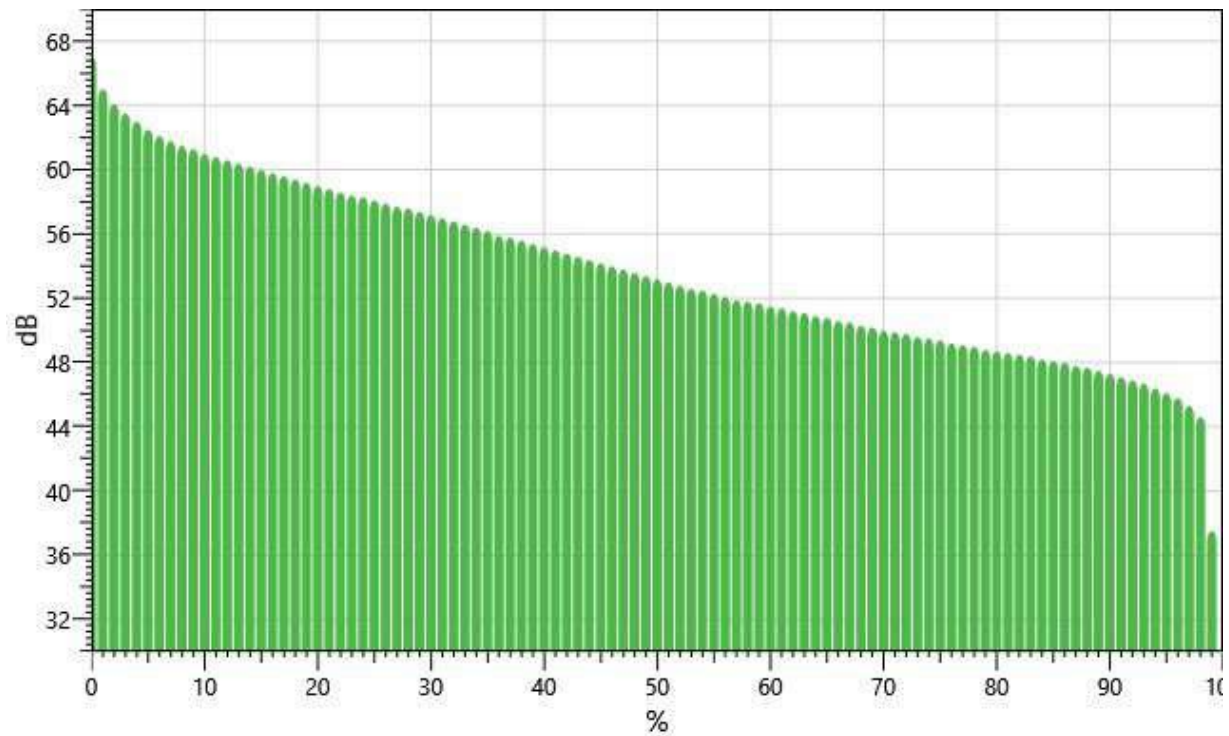
dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
37:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
38:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
39:	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.10
40:	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.01	0.01	0.06
41:	0.01	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.02	0.01	0.12
42:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.13
43:	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.03	0.15
44:	0.03	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.11	0.11	0.69
45:	0.13	0.15	0.16	0.17	0.19	0.19	0.21	0.23	0.26	0.29	1.98
46:	0.32	0.23	0.33	0.33	0.35	0.36	0.37	0.38	0.40	0.41	3.48
47:	0.43	0.45	0.49	0.50	0.53	0.54	0.58	0.63	0.66	0.66	5.48
48:	0.67	0.68	0.71	0.74	0.76	0.80	0.82	0.85	0.86	0.88	7.79
49:	0.91	0.62	0.80	0.80	0.79	0.78	0.76	0.76	0.75	0.71	7.69
50:	0.70	0.71	0.71	0.68	0.67	0.68	0.68	0.67	0.67	0.66	6.83
51:	0.67	0.68	0.70	0.69	0.69	0.67	0.69	0.68	0.68	0.68	6.83
52:	0.68	0.53	0.55	0.60	0.60	0.58	0.59	0.58	0.57	0.56	5.84
53:	0.56	0.52	0.51	0.51	0.50	0.51	0.50	0.49	0.48	0.48	5.05

54:	0.47	0.47	0.47	0.47	0.48	0.50	0.53	0.53	0.54	0.57	5.02
55:	0.59	0.53	0.43	0.53	0.53	0.52	0.51	0.51	0.53	0.53	5.22
56:	0.52	0.50	0.49	0.50	0.49	0.49	0.48	0.48	0.49	0.48	4.93
57:	0.49	0.48	0.48	0.49	0.50	0.52	0.54	0.55	0.58	0.62	5.25
58:	0.65	0.65	0.41	0.59	0.57	0.57	0.55	0.54	0.54	0.53	5.60
59:	0.53	0.53	0.51	0.51	0.51	0.50	0.49	0.50	0.49	0.50	5.08
60:	0.49	0.49	0.49	0.48	0.49	0.49	0.50	0.49	0.51	0.50	4.94
61:	0.50	0.50	0.29	0.41	0.39	0.39	0.37	0.37	0.34	0.32	3.87
62:	0.31	0.30	0.29	0.28	0.27	0.25	0.24	0.23	0.22	0.21	2.60
63:	0.20	0.20	0.19	0.19	0.19	0.18	0.18	0.18	0.17	0.18	1.86
64:	0.18	0.17	0.10	0.13	0.13	0.12	0.12	0.11	0.10	0.09	1.24
65:	0.09	0.08	0.07	0.08	0.07	0.07	0.06	0.06	0.05	0.05	0.66
66:	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.41
67:	0.03	0.04	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.29
68:	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.20
69:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.13
70:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
71:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.06
72:	0.00	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.05
73:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
74:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
75:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
76:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
77:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
78:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
79:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
80:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
81:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
82:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
83:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
84:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
86:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
91:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
92:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

93:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
94:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Exceedance Chart

S054_BGJ080008_15102024_221006: Exceedance Chart

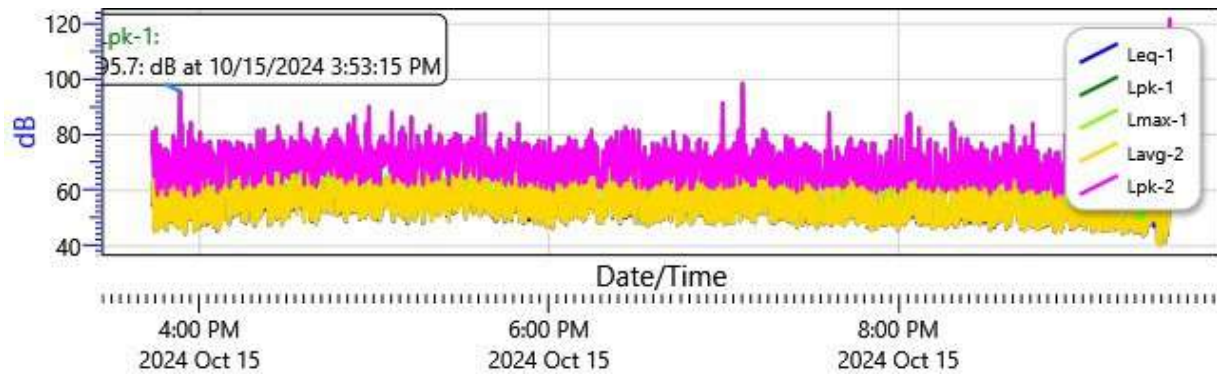


Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		67.0	65.0	64.1	63.5	63.0	62.5	62.1	61.8	61.5
10%:	61.3	61.0	60.8	60.6	60.4	60.2	60.0	59.8	59.6	59.4
20%:	59.2	59.0	58.8	58.6	58.4	58.3	58.1	57.9	57.7	57.6
30%:	57.4	57.2	57.0	56.8	56.6	56.4	56.2	55.9	55.8	55.6
40%:	55.4	55.2	55.0	54.8	54.6	54.4	54.2	54.0	53.8	53.6
50%:	53.4	53.2	53.0	52.8	52.6	52.5	52.3	52.1	51.9	51.8
60%:	51.7	51.5	51.4	51.2	51.1	50.9	50.8	50.6	50.5	50.3
70%:	50.2	50.0	49.9	49.8	49.6	49.5	49.4	49.2	49.1	49.0
80%:	48.8	48.7	48.6	48.5	48.4	48.2	48.1	48.0	47.8	47.7
90%:	47.5	47.3	47.1	46.9	46.7	46.4	46.1	45.8	45.3	44.6
100%:	37.5									

Logged Data Chart

S054_BGI080008_15102024_221006: Logged Data Chart



Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Dose	1	0.1 %	Lpk	1	77.1 dB
Lmax	1	57.9 dB			
Weighting	1	A	Response	1	FAST
Bandwidth	1	OFF	Exchange Rate	1	3 dB
Integrating Threshold	1	100 dB	Log Rate	1	5 s
Exchange Rate	2	5 dB	Integrating Threshold	2	100 dB
Weighting	2	A	Response	2	SLOW