

MERRITT AT JAMES ISLAND
Charleston, South Carolina

MERYLAND PROPERTIES, AUGUSTA, GA
Landscape enhancements for a new
apartment complex

JW developed an enhancement proposal to an existing high-density apartment complex infrastructure and design. The Owner wanted to incorporate a greater sense of place and more emphasis on the pedestrian without jeopardizing their permits. The overall layout was given by the existing utilities in place. Within fairly restrictive parameters, JW incorporated the following:

- 1) Develop an entry signage concept to tie to adjoining property but allow for an independent identity.
- 2) Refinements in the development of the entry plaza to allow more room and more gracious sizing.
- 3) Modify the pool and spa layout to reflect the building and site including the development of a fountain and garden area as part of that space.
- 4) Rearrange parking layout to provide additional green space at the entrance corridor. This included providing for parallel parking, street trees, and pedestrian amenities - all in a more urban style.
- 5) Limit access to parking areas to one driveway to further give dominance to streetscape elements.
- 6) Crosswalk, different types of street and pedestrian lighting, sitting areas connect the streetscape to a plaza at the end of the road.
- 7) Plaza was reclaimed from a parking area to allow a special focal place for special events.
- 8) Existing Recreation areas were enhanced to provide gazebo, picnic areas and a walkway by the pond and to tie the trail system with adjoining development.

This work is scheduled for completion in late 2001.



JW
10/1/01



Owner:
Landscape Architect:
Contractors:

QUARTERDECK APARTMENTS

Folly Road - Charleston, SC

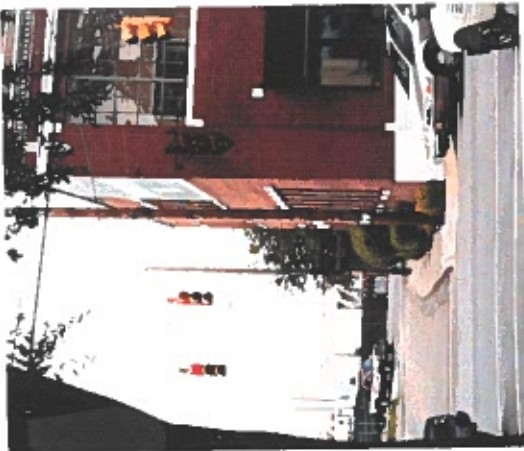
Merry Land Properties - Augusta, Ga
 James I. Ward, Placemaker
 Sanders Brothers - Pondwork & Tabby
 Aqua-Terre Landscape - Masonry, Site
 Lighting, Planting, and Irrigation
 Decorative Ironwork - Fencing
 Southwood Corp - Image Identity & Signage

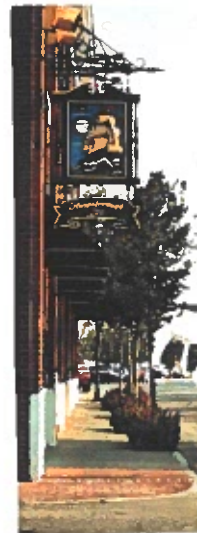
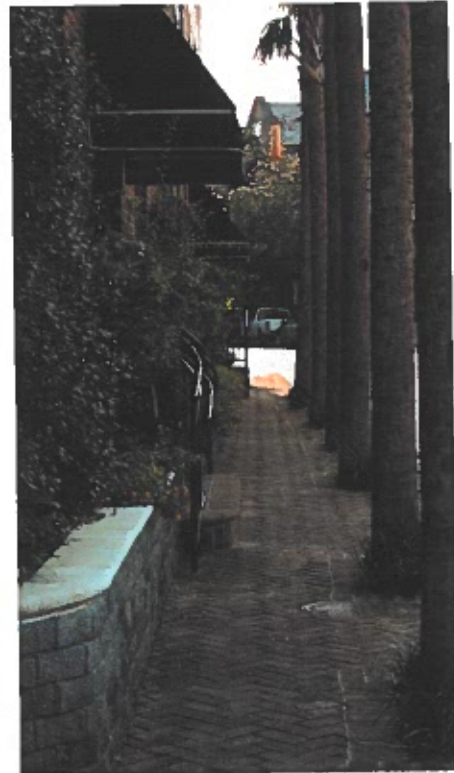
Goals:

- 1) To improve desirability in more competitive market;
- 2) To revamp circulation more functionally;
- 3) To comply with wetland permitting requirements to allow expansion; and
- 4) To provide a sales office for those additional units.

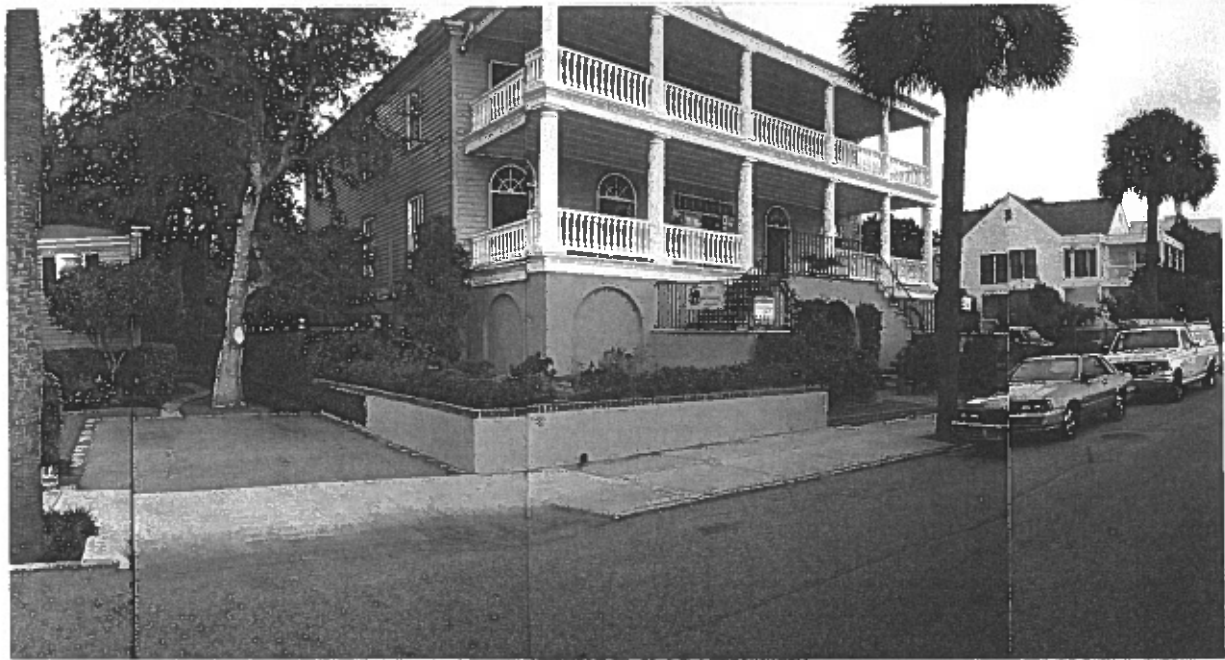
Methods:

- 1) Provide resident amenity area & internal pedestrian linkage;
- 2) Reconfigured approach and layout of both entries;
- 3) New signage and associated masonry and ironwork, sitting areas and special lighting to provide a new look from the major roadways; and
- 4) Nature walk associated with reconstituted wetland areas, lit and conducive to strolling and watching the wildlife.





Ansonborough Inn - Landscaping, Hardscape, & Signage. Complete site work design, construction and permitting drawings, bidding, & construction administration. Building is a former warehouse newly adapted as an Inn as this section of the City becomes redeveloped. Drainage problems were permanent and were corrected, amenity issues to provide a sense of place and detail, and an updated signage completed the presentation of the property.





*A New, but Traditional, Home
Classic Proportions with Distinctive Detailing
Porches overlooking the Ashley River
along an Historic, Residential Waterfront Promenade
A Private Charleston Garden*

Landscape and Siteworks designed and Construction Administration by James L. Ward, ASLA
Ironwork, Masonry Columns, Stone Detailing, Brickwork, Tabbly pavement, Deckwork, Garden Room,
Minor Building Detail Refinements, Fountain, Mature Holly Screen, Ornamental Plantings

**SCOTT & LESLIE
FENNELL HOUSE
18 Murray Boulevard
Charleston, SC
1998**

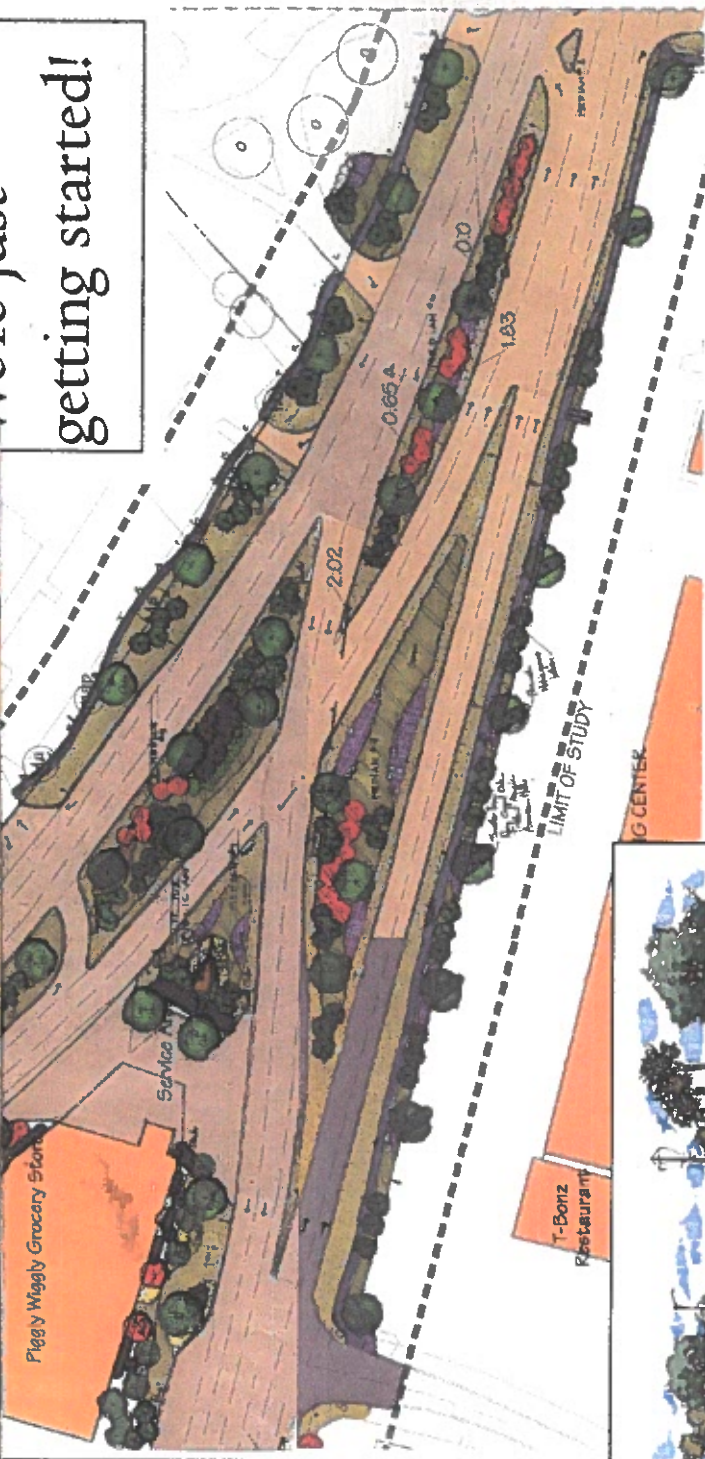
Old Charles Towne District

MEDIAN LANDSCAPING PROJECT 2000 - 2001

View of intersection of Old Towne Road and Sam Rittenburg Boulevard after landscaping project (looking northwest)



Watch our progress . . . We're just getting started!

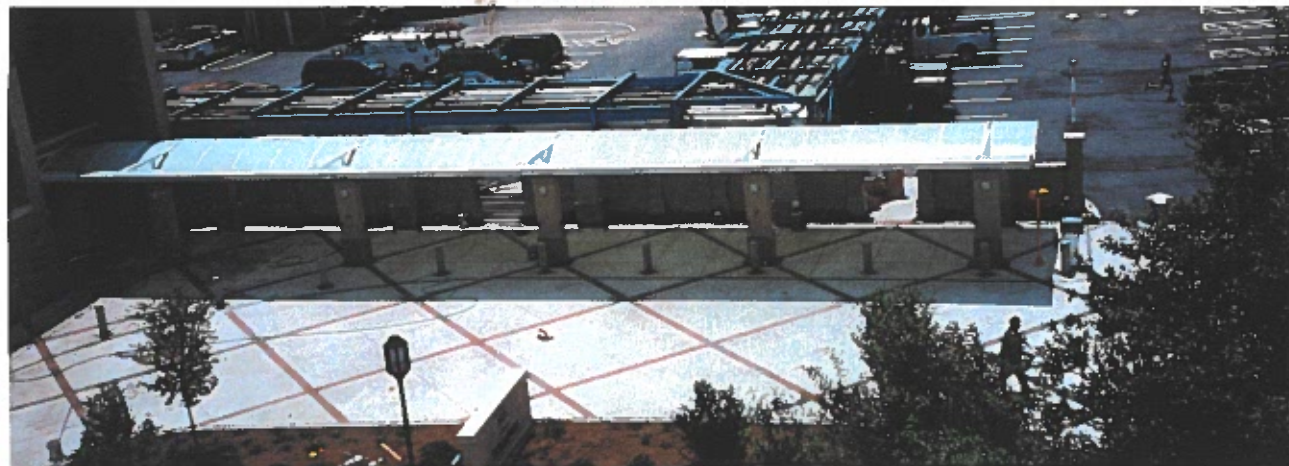


A project of the Old Charles Towne District Task Force, the City of Charleston, and the West Ashley Citizen Fund



**West Ashley Circle
Southwest Quadrant**
City of Charleston, SC
*A planned regional office, shopping
and residential hub for Suburban
West Ashley.*

In association with the City of Charleston's Department of Planning & Neighborhoods, JW developed a Master Plan around a planned expansion of the Glenn McConnell Parkway and the development of a Wal-Mart Super Center. The objective is to develop a more urban and consolidated layout that would enable the city to provide more economically its services and to encourage the kind of multiple and continuous usage that allows for successful places to live, shop and work in one location.



"In response to the changing needs and requirements of the Community, MUSC has committed itself to providing flexible care facilities that are both convenient and the best of care."
 Dr. James B. Edwards, President, MUSC, July 22, 1998

RUTLEDGE OFFICE TOWER
 Outpatient Full-service Facility
 Medical University of South Carolina
 Charleston, SC

General Contractor: MB Kahn
Pavement Contractor: Wildwood
Landscape Contractors with Construction Administration by James L. Ward, RLA



BEAU FAIN, ARCHDALE, AND MARKET STREETSCAPE IMPROVEMENTS

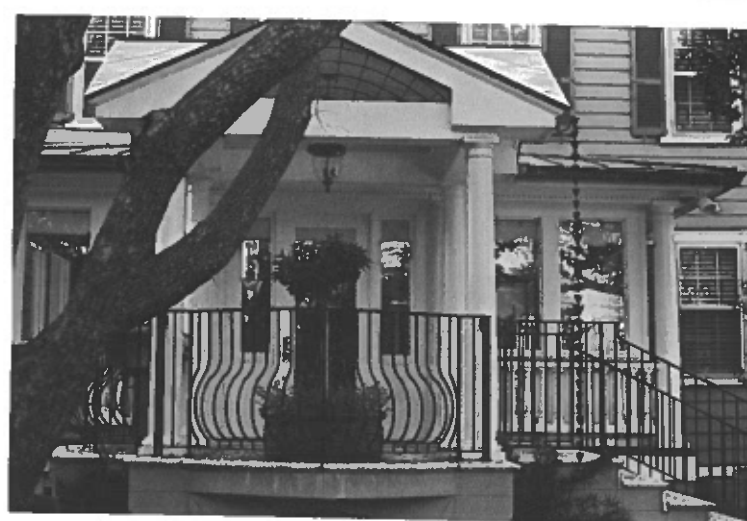
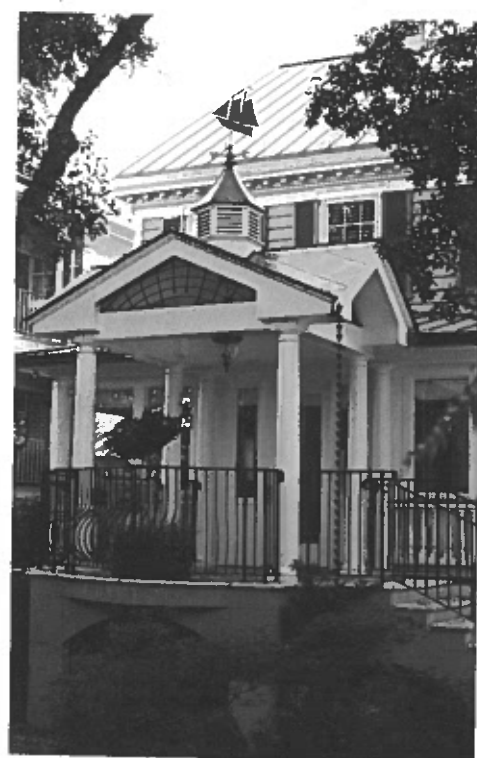
Downtown commercial streetscape improvements associated with the development of a major new department store - Saks Fifth Avenue - in Charleston, SC. Completion 1997.

Bluestone
Hand molded brick sidewalks
Natural cleft granite curbing
Trolley style street pavers

Granite sets
Preservation of existing
specialty terrazzo pavements
Coordination with site utilities

Site Contractor: Anson Construction
Paving Subcontractor: Wildwood
Landscape Contractor
Quantity surveying, shop drawings &
on-site review by James Ward, RLA

K&M Division POLY-VU
Torrance, CA 90503 # PV119E

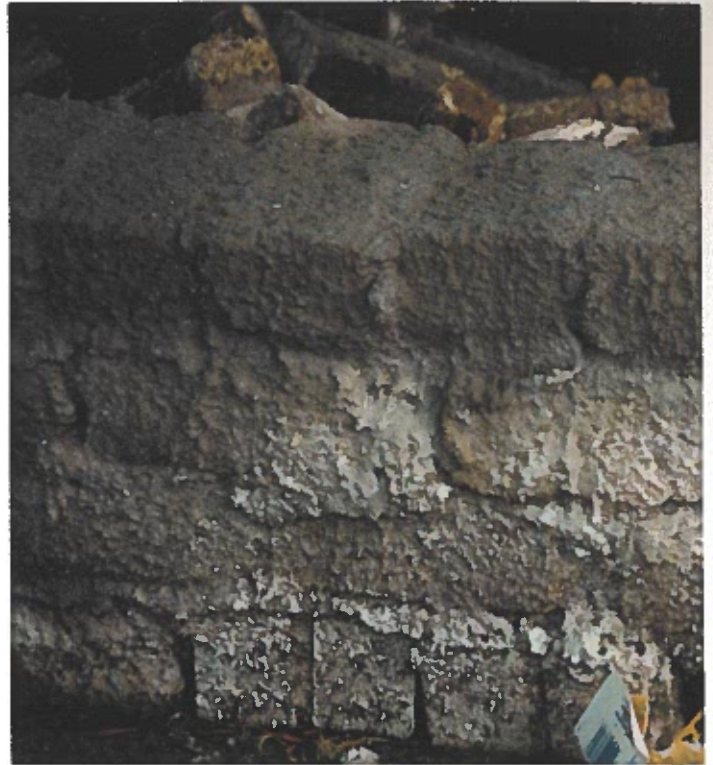


*George and Sandra
Fennell Residence
104 Murray Boulevard
Charleston, SC*

- Rework yards along an exquisite urban waterfront, providing privacy, intimacy, & a setting allowing entertaining.
- ✓ Create privacy in rear yard with large evergreen Holly Trees in raised planters and selectively placed Palms.
 - ✓ Develop a dramatic new sunroom and sweeping rear entryway and raised patio within a Live Oak canopy.
 - ✓ Use traditional construction materials to fit the new construction into the old quietly and with charm.
 - ✓ Plant traditional Lowcountry favorites - Azaleas & Camellias, Japanese Maples & Hollies, and plenty of perennials.
 - ✓ Expand the pavement for a multi-use patio and parking area for two cars, and plenty of service area.
 - ✓ Create special effects with evening lighting and two fountains placed discreetly to create a main central vista and a private conversation nook.



Tucked into the back islands of Wild Dunes, house, garden, and site form an integral whole. (Completion, 1998). Burt & Jeanne Karmiel, 23 Seagrass Lane - Isle of Palms, SC - James L. Ward, Landscape Architect



Allison Fennell Residence at 63 East Bay Street. *Design Development, Construction Documents and Bidding.*

Detail Ironwork and exterior walls done in a traditional stucco technique called "slaberdashing". Both pedestrian and vehicle gates are automatically controlled with transmitter and keypad with remote capabilities. Safety devices and override features were developed to assist in a tight urban area.





VISITORS AND TRANSPORTATION CENTER Charleston, South Carolina

Description of Involvement

Working with local preservation groups, a broad conceptual framework was developed to include the special concerns of the preservationists who were concerned for the conservation of the site of the birth of railroad in the US. It was also necessary to tie the Visitors and Transportation Center Project goals with the broader conceptual framework of the city planners. This was further refined to also achieve the goals of the federal, state, and city funding authorities. The result was a phased Master Plan. A vital component of that plan was the development of park/open space in relationship with surrounding areas.

To ensure that the goals and objectives of the planning process were included in the final design, preliminary designs with costs were developed to coordinate with the various concerns of the various government departments. Zoning and Planning review were documented, traffic and safety improvements were recommended, lighting recommendations including fixture selection and lighting levels were shown, final preliminary plans were presented in perspective to illustrate important aesthetic concerns.

The Visitor's Center has been successful in attempts to manage the negative impact of the tourists and improve the tourists' experience of the City. The transit connections involve both the locals and tourists utilizing both private and public links. Further work is expected this year as the office and parking garage components of the project develop.

SPECIAL RECOGNITION

- 1) Planning Achievement Award for Planning Process in 1987.
- 2) Design Award from SC AIA in 1992.





EAST BROADWAY AND HISTORIC CROW LANE STREETScape DEVELOPMENT
Government of Bermuda

Description of Involvement

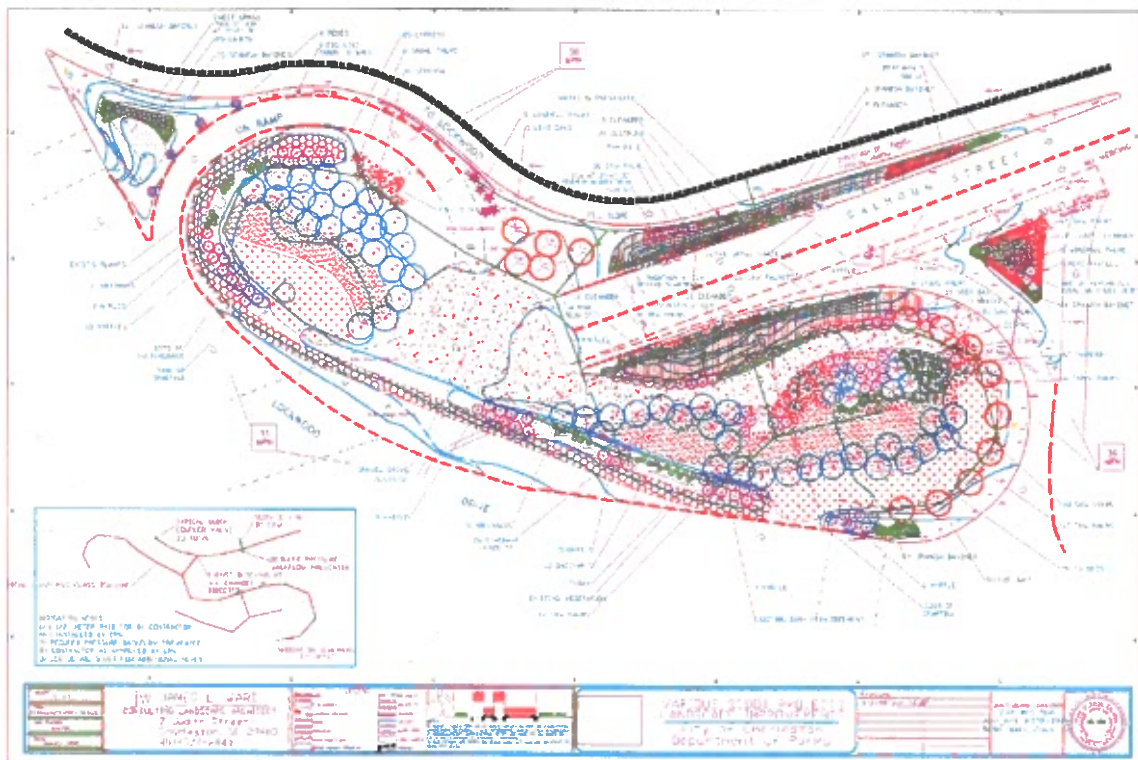
This project required planning for a road widening required to accommodate Bermuda's phenomenal traffic growth entering the Capitol City through an historic area. This two lane roadway provided sole access from half the island and was the source of bitter public acrimony. As any encroachments from the existing right of way would negatively effect the historic properties and parks, the process was stymied. Then, after formal litigation as a result of a series of tragic accidents, my services were employed to effect the best compromise.

After an historical review and site analyses, a series of alternatives were developed resulting in the development of another two lane road rather than the four lane, divided carriageway feared by the preservationists. The process also resulted in a considerable amount of private support which resulted in the acceptance and praise of the Bermuda National Trust.

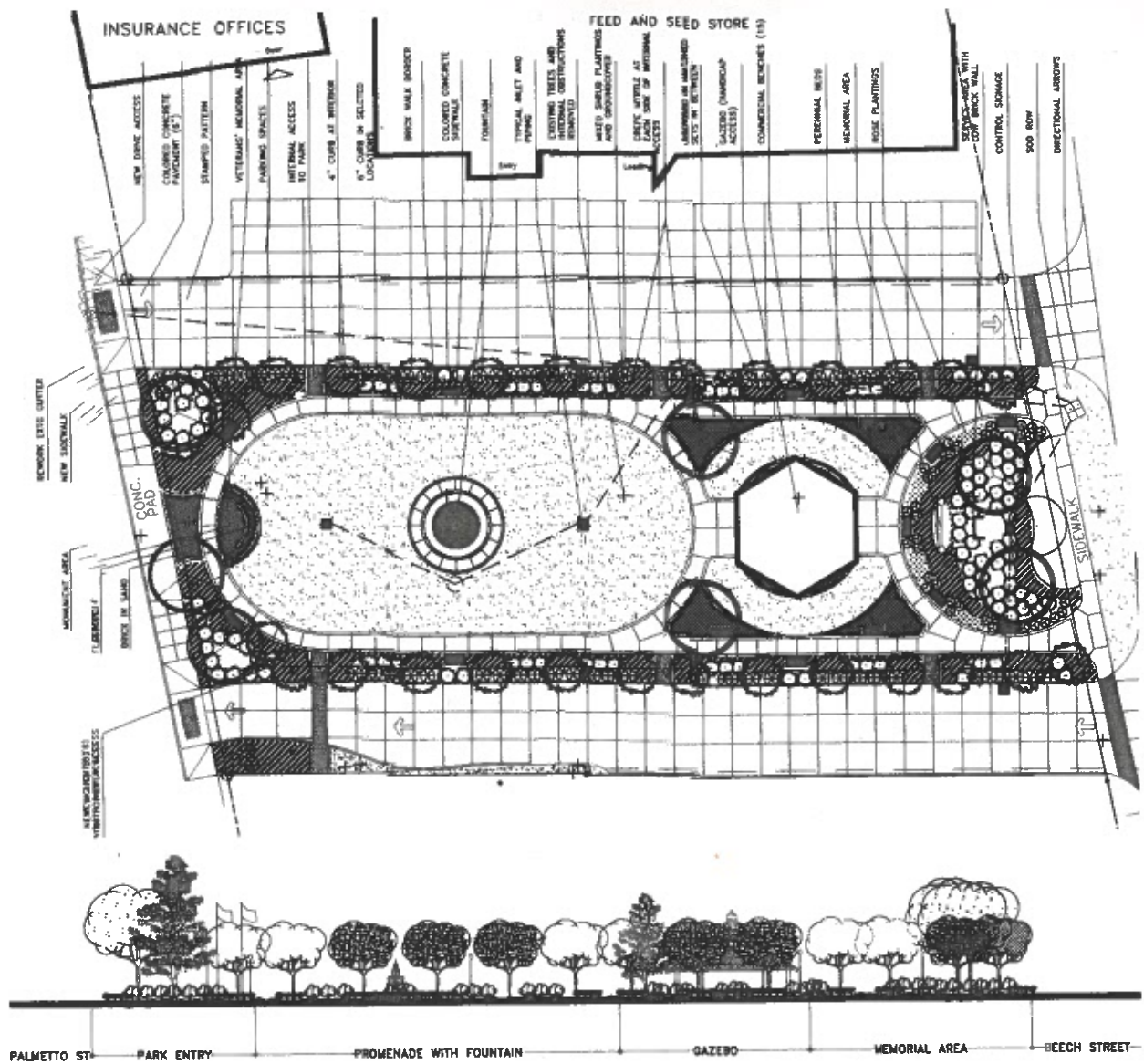
The project is built, the accident rate is much diminished and the city has a new gateway image.

SPECIAL RECOGNITION

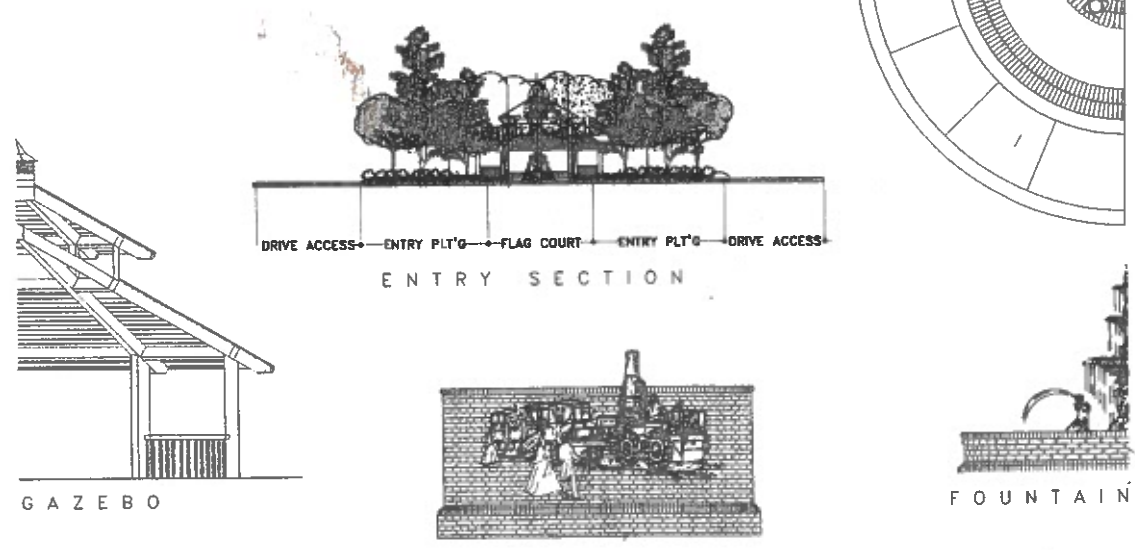
- 1) Recommendations from the Permanent Secretary of Works and Engineering.
- 2) Letter of Commendation from the Bermuda National Trust.



City of Charleston Gateway Planting Project Design Development, Construction Documents, Permit drawings and Bidding.
 Five different sites were chosen to establish a gateway planting at the main newly established entries and byways in the City. Native grasses and trees were selected as Phase One of a long term design and management plan.



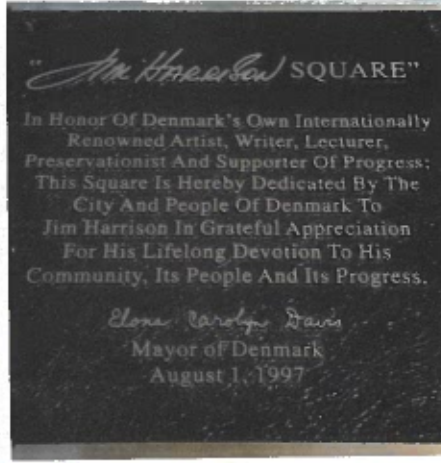
SECTION ALONG PARK

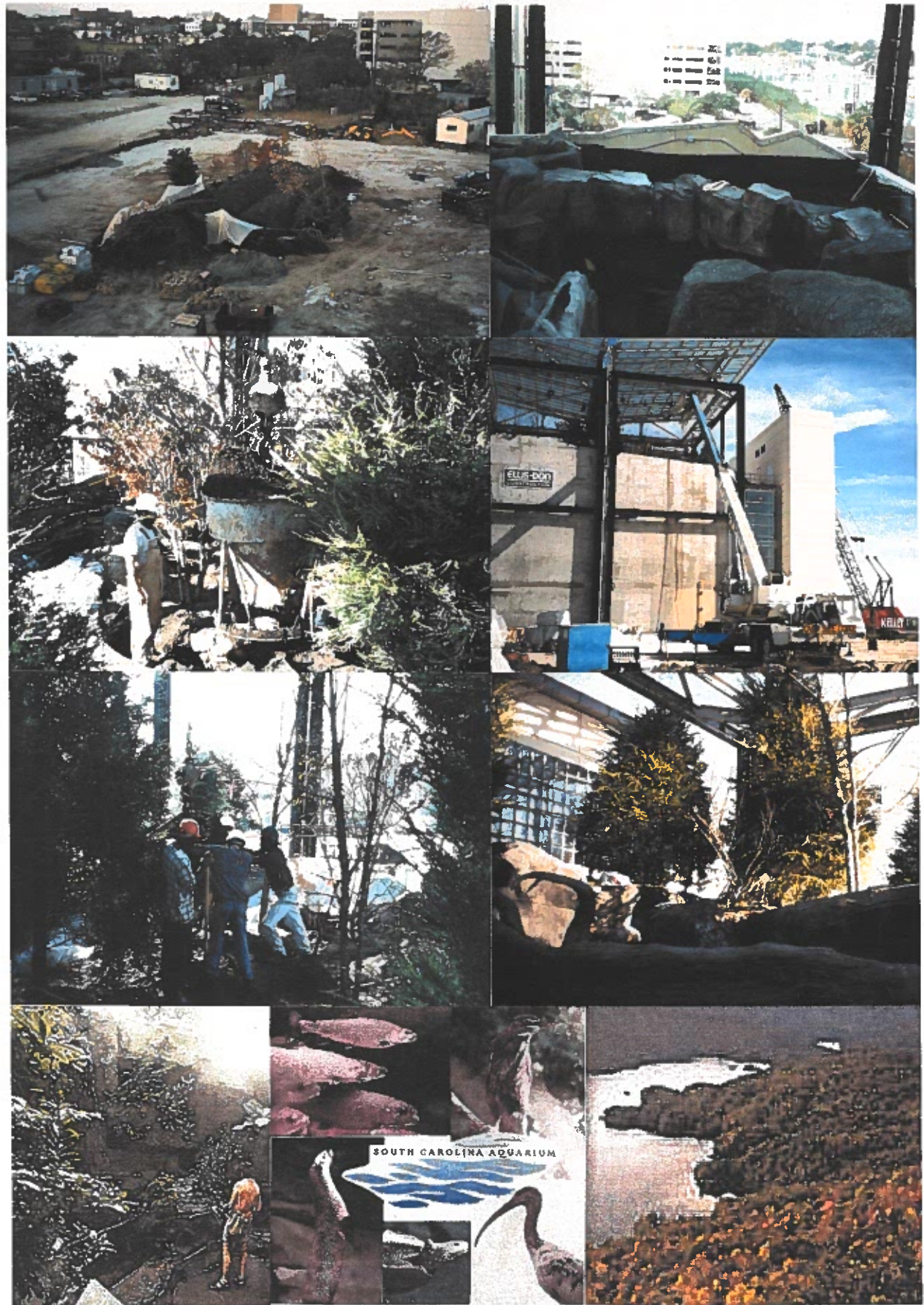


JIM HARRISON SQUARE MUNICIPAL SQUARE

Conversion on a parking lot on former railroad site (formerly site of unloading area for the "Best Friend train in Denmark) into a park and related amenities. Done as part of the South Carolina National Heritage Corridor project for the midlands. It serves as a focal point for commercial activities and is the backbone for future development of a City Government and Services cluster of buildings. This project won the SC Downtown Development Association Award for best Urban Design for a small town in South Carolina for 1997. Funded by an ISTE A grant awarded by the SCDOT. *Design and Construction Administration by James L. Ward, Landscape Architect.*

K&M Division POLY-VU
Torrance, CA 90503 # PV119E





Charleston Aquarium Interior Live Plant Exhibit Preparation, Design Refinements, construction management with field support for forest and marsh avianites. Detail review of exhibit preparation & planting, coordination with staff horticulturists, cost control, and logistical arrangements to support necessary changes. Purpose-built equipment was required to manage the restrictions of schedule, space and structural loading capabilities of the site.

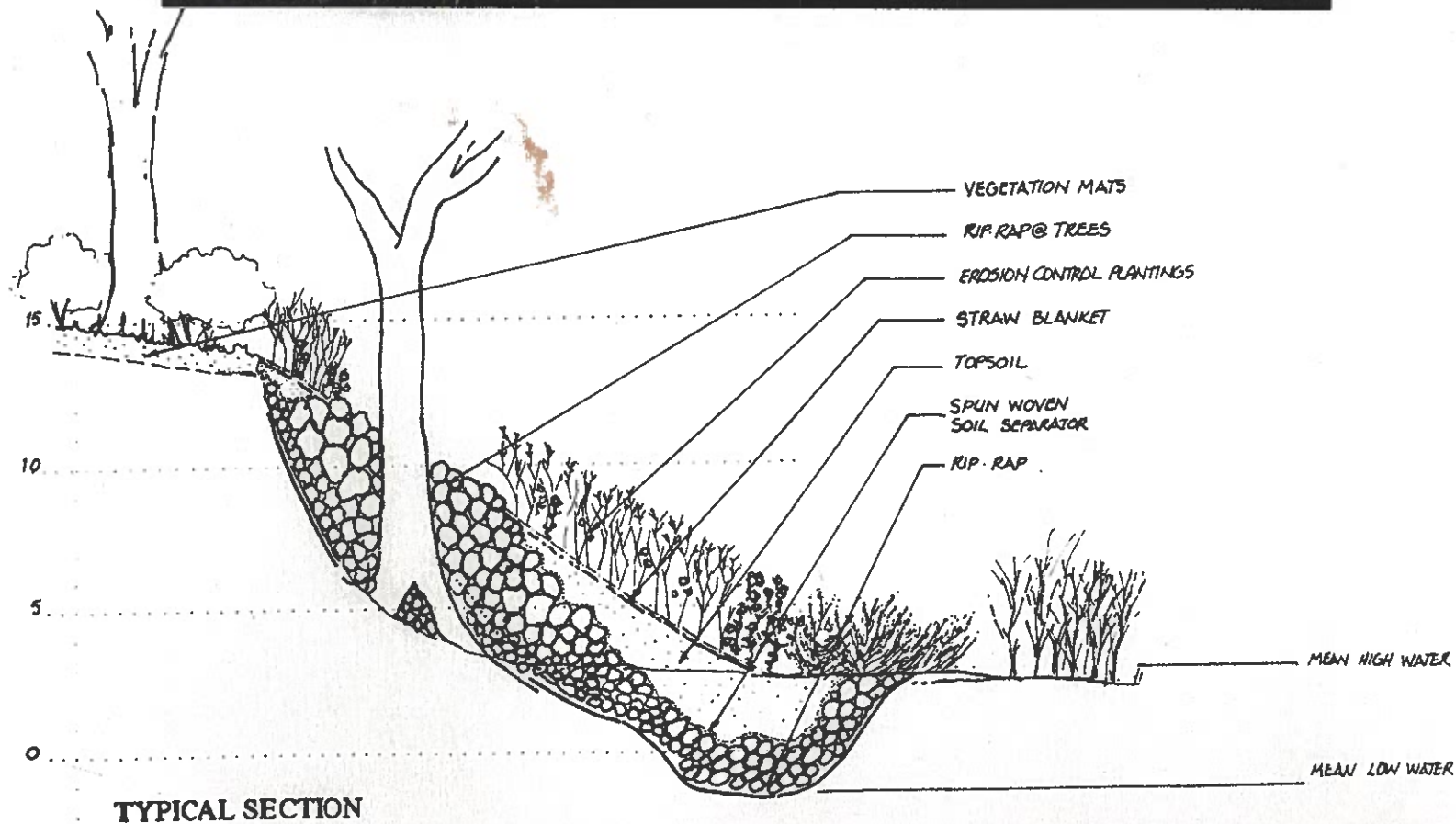
BATTERY PRINGLE

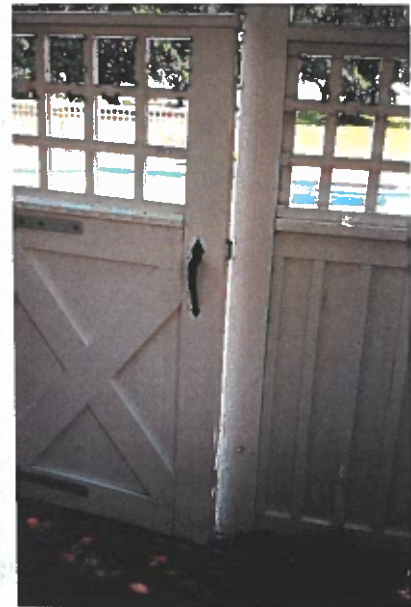
Description of Involvement

Battery Pringle was the "west advance" of a line of earthen fortifications that protected James Island during the Civil War. Located strategically, it commands the Stono River. Because of its historic significance the Museum owns the property and has a mandate to protect and preserve this important artifact. Recent storm damage has caused erosion along one face of the earthwork, exposing significant root structure to the Live Oaks there and threatening the fort itself.

SGA was contracted to review the plans formulated by an engineering firm and make recommendations to assure that the work did not endanger its historic integrity. The resulting plan attempts to restore the marsh and establish a new upland planting in keeping with the surrounding areas. It also addresses future management concerns by addressing future erosion and vegetation management.

The project is being reviewed now for potential funding by the Corps of Engineers.

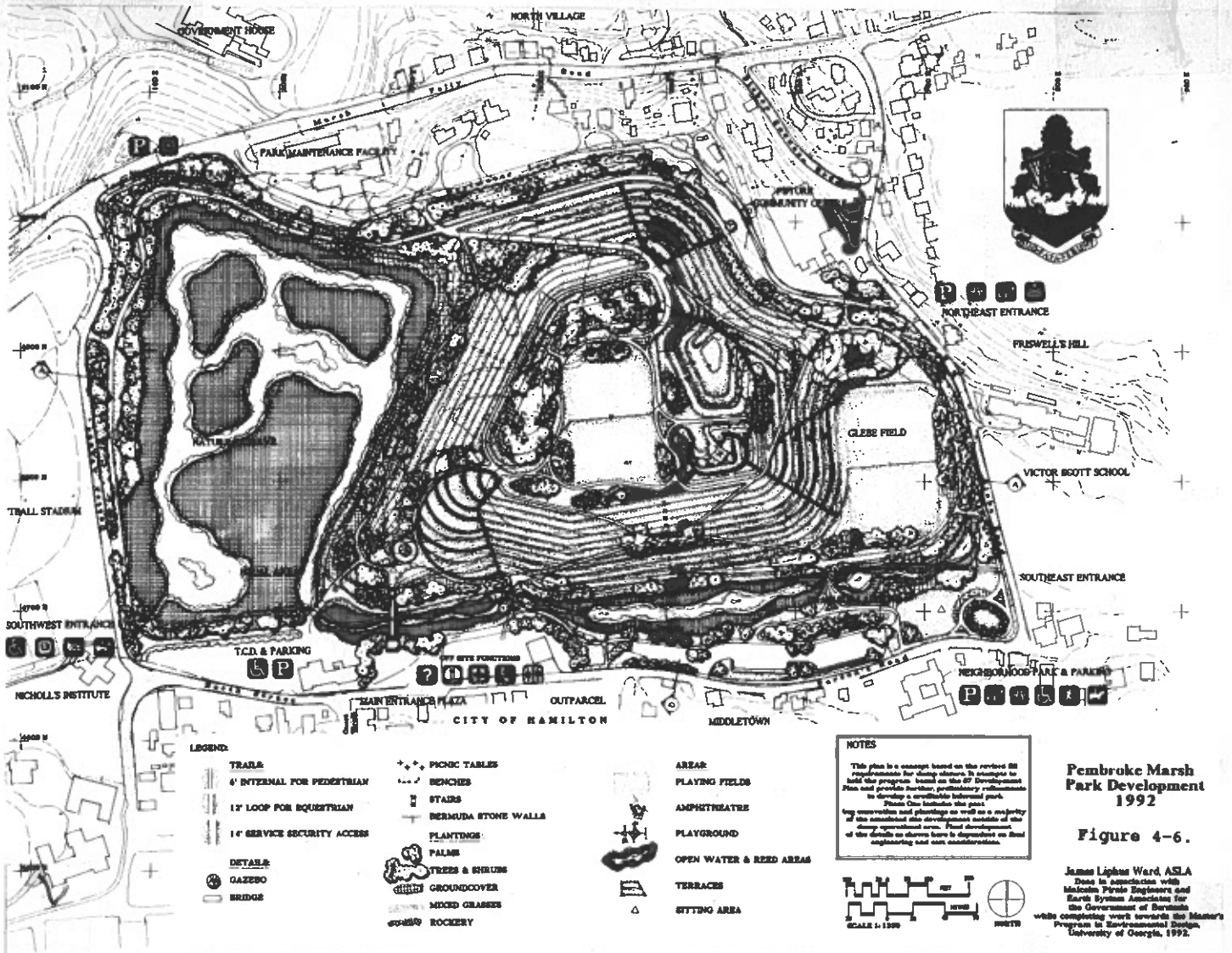




Providing for greater pool security, a venue for special occasions, and a private, protected garden

- ✓ Backyard Garden Special Event Area
- ✓ Poolside Remodeling and Gazebo

**Buck and Franke
Limehouse Residence
AIRY HALL
PLANTATION
Beaufort County, SC**



PEMBROKE MARSH PARK MASTER PLAN, 1992
Government of Bermuda

Description of Involvement

This project required integrating the development of a park with the ongoing critical environmental and management concerns of the Bermuda Government as a portion of this site was used as a solid waste landfill. Located in an urban environment, developing a process that allowed for public input was crucial to establishing a long term constituency for and confidence in the usability of the park. Relatively undisturbed areas of the park were programmed for use as a Nature Reserve.

The park master plan, therefore, represented not only a consensus of the various potential park

users but was also an end use plan for the dump. Size, configuration of fill, management of wetlands for leachate control as well as a nature reserve were all balanced against the concern to achieve a sustainable environment. Due to the ongoing nature of this project, long term monitoring goals and a flexible master plan were developed.

As a result of the project, Government has been allowed to continue operations until construction of a mass burn incinerator, and a lateral expansion of the dump into the last remaining marsh area was avoided. Long term plans call for the gradual renewing of the marsh to be nurtured by selected plantings and grading.

Citizens were encouraged to participate in a long term monitoring of pollutants and to participate in a island wide effort to reduce, reuse and recycle solid waste on the island.

Pembroke Marsh Park Development 1992

Figure 4-6.

James Lightfoot Ward, ASLA
 Head in partnership with
 Malcolm Pirnie Engineers and
 Earth Systems Associates for
 the Government of Bermuda
 while completing work towards the Master's
 Program in Environmental Design,
 University of Georgia, 1992.



NATIONAL SPORTS STADIUM
Phase One

In order to accommodate Bermuda's growing track and field and soccer enthusiasm, Government undertook to construct a professional stadium. The work is to be staged over five phases and several years. JW, therefore, developed a flexible master plan to allow for the incremental expansion

of the facility. Most of the work, however, was involved in the construction of the facility itself, utilizing prison supplied building material, locally available material and workman, and developing new techniques for storm water collection for irrigation. JW also worked on the initial development of the grasses and irrigation system as well as the track and field development.

BERMUDA CIVIL AIR TERMINAL

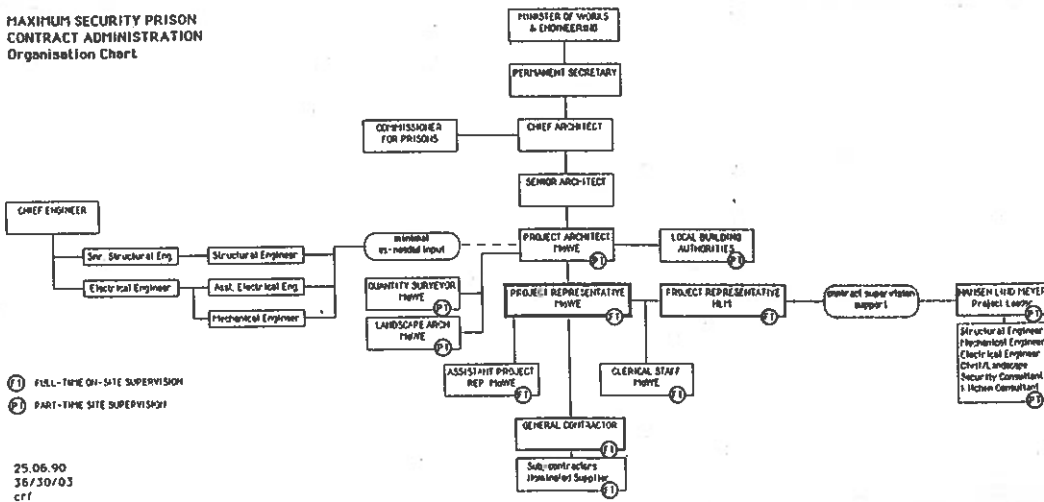
Master Planning
Landscape Architecture
Traffic Analysis
Construction
Observation

Bermuda's economy is dependent on tourism coming through the airport. As the facilities were unable to accommodate the growth in tourism on the island, expansion of the airport was undertaken to better manage the numbers of visitors. At the same time, the facility could not be either relocated or closed for construction. As such, construction activities were staged over a longer period of time.

JW was involved in the planning for traffic, landscape improvements, and continuing land reclamation activities for parking. Working with a limited budget and limited expertise on the island, JW directly managed 12 construction contracts for a total of \$500,000 expenditure through unit rate and time and material contracts. JW also coordinated with the government works department to deal with roadwork and earthwork. This involved continuous site monitoring and coordination. This site was also hit by two damaging hurricanes during construction. This portion of work was done on time and in budget.



**MAXIMUM SECURITY PRISON
CONTRACT ADMINISTRATION
Organisation Chart**



- ① FULL-TIME ON-SITE SUPERVISION
- ② PART-TIME SITE SUPERVISION

25.06.90
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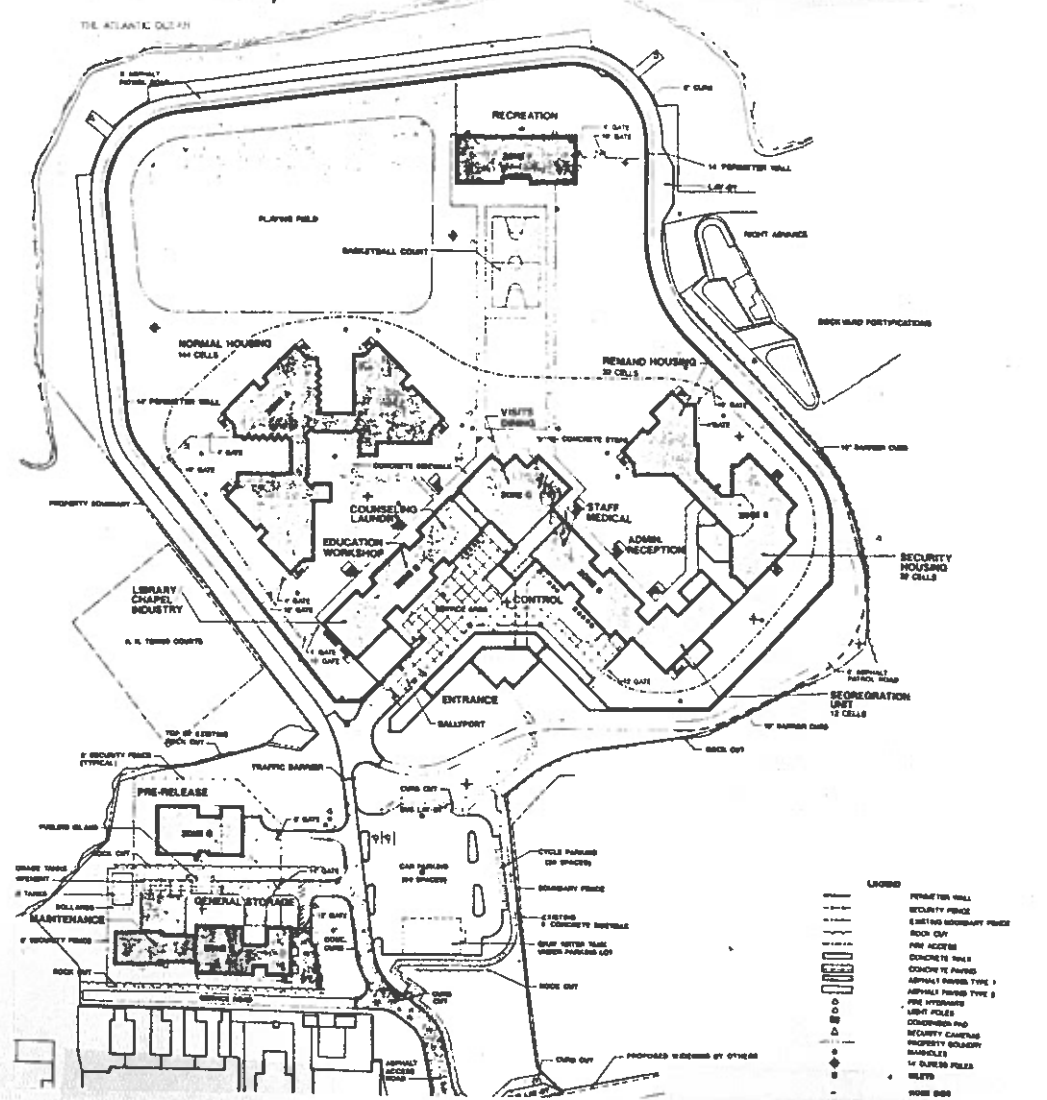
**MAXIMUM SECURITY PRISON
IRELAND ISLAND,
BERMUDA**

**Site planning
Landscape Architecture
Construction
Observation**

Bermuda's prison population has increased over the years as its affluence has increased. It has also had to confine essentially illegal aliens who were unable to be extradited to the other islands. As such the prison facilities left by the British for their soldiers proved inadequate and difficult to secure.

Working with Prison consultants, HLM from Florida, JW developed the site design and landscape components for the proposed maximum security prison in Bermuda. The plan called for reclaiming over 5 acres from the sea, tying the existing facilities together, improving the prison grounds to include outside space, and improve security by constructing a half mile long, 14' perimeter wall.

Construction Management involved coordinating the ongoing effort of government workers to reclaim the land by providing fill and topsoil, assisting in planning the backfilling procedure, monitoring the site for the two years required for filling and coordinating these elements with facility planning.



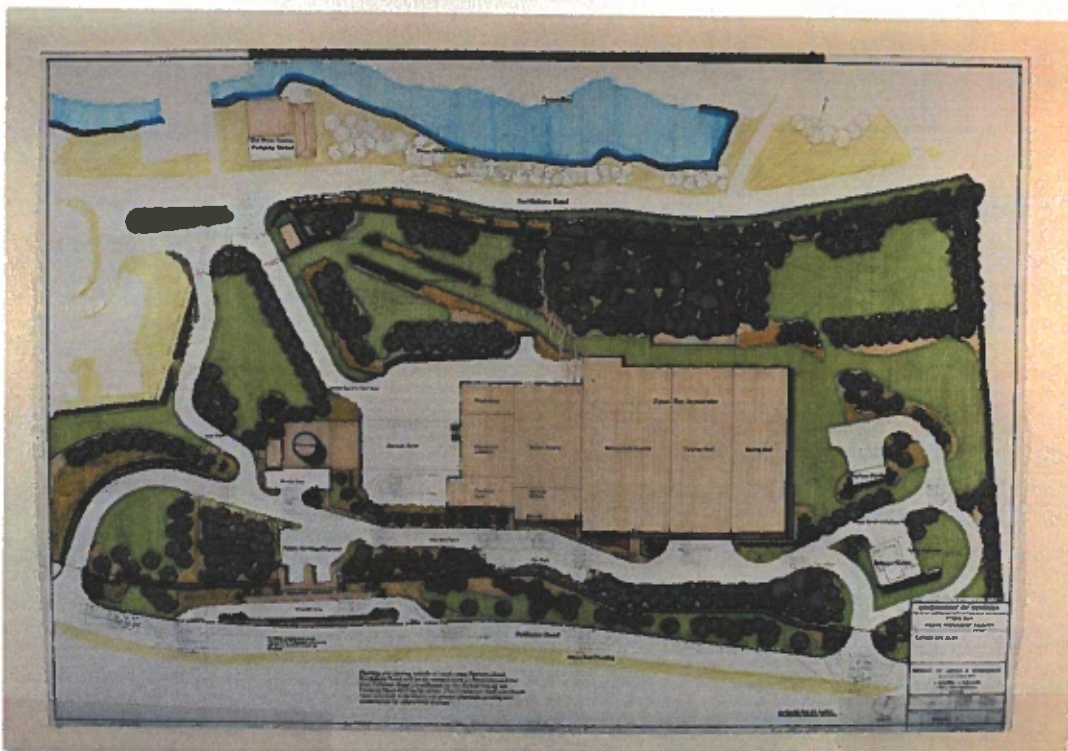
BERMUDA SOLID WASTE MASS BURN INCINERATOR

Planning
Permitting
Landscape Architecture
Construction
Observation

Solid Waste management on an island is a major undertaking -especially when the island supports one of the highest standards of living and is also densely populated. The existing landfill space was running out and there was no place left to put garbage.

As a consultant to Government, JW helped to establish first a major recycling and composting effort. He also helped to develop the site plans for the proposed incinerator-essentially a 10 story building 6 stories underground. Developing a model, undertaking planting studies, and examining the aesthetic effect of the facility from a variety of points of view was his role in getting the necessary permits through government.

JW also developed the staging plans for site maintenance and erosion control during construction, the landscape development plans, and programmed the recycling and composting aspects of solid waste management.



JOHN'S SMITH'S BAY PARK MASTER PLAN

Description of Involvement

This park was the extension of an existing park onto a surrounding parcel. It required rethinking the roads, paths, access, parking, and trail system for the area as well. It offered exciting overlooks from bluffs onto a reef platform and included caves and lush existing tropical plantings. The effort was first to justify the purchase to the public, then to rethink the problems of the park for improvements. The main concern was to accommodate the disabled as there was a convalescent center across the street.

The project was accomplished with in house workers/gardeners and public works crews. The design of the site elements was coordinated with the availability of funds and abilities in house.

In the end a significant piece of natural geology was preserved while accommodating over 100,000 visitations per year.





R O A D S I D E P L A N T I N G S

Maintaining the native vegetation while accommodating the continuing development on the island was an important part of JW's role in promoting the Bermuda roadside character.



Working with private contractors, the government nursery, local citizens and school groups, JW helped to fit new development into an existing landscape fabric.



This also involved coordinated programs to relocate palms, acquire topsoil, develop compost for additives, and inventory and collect plant stock prior to construction.

The result can be justified not only in a greater level of service to the tourist but also in a stronger sense of landscape continuity to the residents. It also is far more affordable and feasible than the alternative of using nursery sources.



ST. GEORGE CRUISE SHIP PASSENGER TERMINAL

St. George, Bermuda

Working in the old capitol city of St. George, JW worked with the members of the Corporation to take advantage of a nationally mandated drug control program to also upgrade the cruise ship facilities. While accommodating the security concerns, separating passengers, residents, and crew through customs and providing constant surveillance,

St. George also wanted the chance to provide to a better introduction to the visitor and allow them to organize their stay more effectively.

What resulted was, in concept, a lobby for the tour boat. The taxi, bus, carriage, and walk system were all available to the tour boat visitor through the new terminal facility. This is especially important to capitalize on the short duration of the stay. In addition to revenue, St. George has gained a new town square for "Beat Retreat", outdoor events and market activity.



BERMUDA SCHOOLS SYSTEM

Bermuda has undertaken a program to upgrade many of the school facilities on the island. This involved expansion of the existing facilities, new schools, and the development of a sensitive program of accommodating the environmental awareness of the island's children.

JW worked on several such projects on site planning, frequently expanding the school into undisturbed or hilly areas. St. David's school was one such project where several classrooms were accommodated on a considerable slope by terracing the building elements and using the cut slopes for a unique rockery planting.

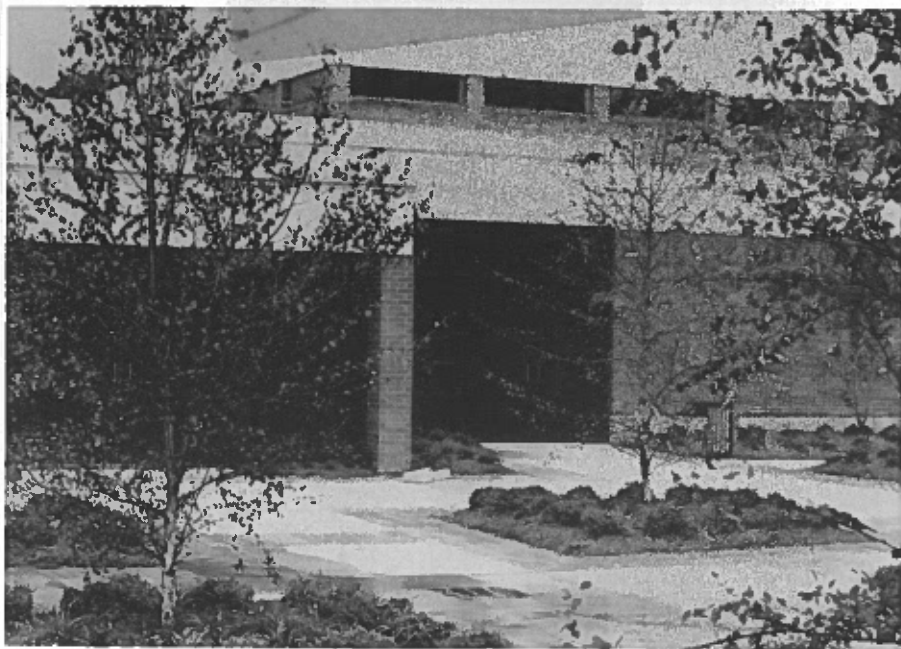
JW also worked extensively at the agricultural exhibitions with the school children and the Garden Club as well Agriculture and Fisheries to promote composting as an important conservation tool on an island. Several of the hillside plants shown here were rescued from this site prior to construction by JW working with the students.

Recycle

Once is not enough, use it again.

**Household Composting
Demonstrations and Lectures**

Agricultural Exhibition 1990
Sponsored by:
The Department of Agriculture, Fisheries and Parks
The Ministry of Works and Engineering



CRIMINAL JUSTICE ACADEMY

Landscape Development
Const'n Observation
The SC

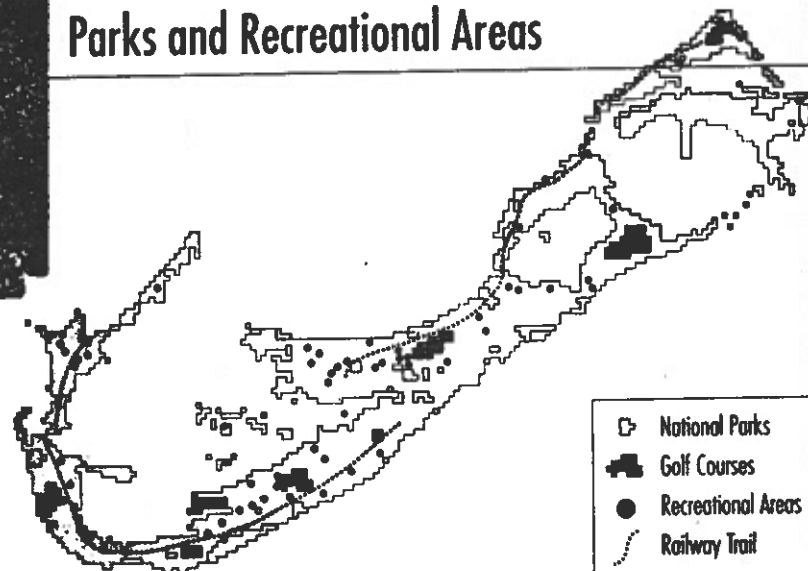
Justice Academy is a state sponsored school for the training and continuing education of law enforcement officers. Located away from town in a self-contained setting, the Academy maintains a flow of vehicular and pedestrian activity year round of students, teachers, and practicing professionals. As such, a landscaped and paved main entry court was undertaken for the visibility for the institution and the study environment for the students.

JW worked as the Landscape Architect to find an affordable and practical way to enhance their site and provide an outside study and discussion area for the students.





Parks and Recreational Areas



PARKS AND RECREATIONAL AREAS BERMUDA

Description of Involvement

The responsibility of Landscape Architect was to coordinate within Public Works the acquisition of new lands, master planning new facilities, budgeting of required improvements, and providing technical assistance to other Departments.

This included three government owned Golf Courses. Work here related mostly to management of problem areas, revising one course layout when a new clubhouse facility was built, development of updated assessments for cart storage for the second, and trail construction and improvements for the third course. These tasks were undertaken in coordination with individual management boards.

The work done in association with the Parks Department consisted, in part, of master planning several new parks, establishing a coordinated construction schedule and budget with several participating departments. Management of the facilities was aided by a group of professional and

volunteer park rangers. My role with these individuals was purely advisory, responding to their stated needs and providing technical drawing, design, construction advice or budgeting figures as required.

The work also involved coordination with the Planning Department in the development of an inventory of existing parks facilities, assessing and prioritizing needs for further development and general policies for conservation of those areas of prime habitat or endangered vegetation.

Several unique features of the national parks were exclusively the responsibility of Public Works. They included the Railway Trail, various boat facilities, and numerous "unofficial" scenic easements alongside roadways. In coordination with other technical engineering officers, the Landscape Architect reviewed problem areas, made recommendations, in some cases designed and budgeted improvements and worked with in-house labor to construct improvements. This included everything from providing trash receptacles to constructing steps or barriers to screening and fencing recreation uses from surrounding development.



CHARLESTON INTERNATIONAL AIRPORT

**Terminal Landscape
Industrial Park/Approach Roadway Development
Design Guidelines**

Description of Involvement

In 1985, only six months before the scheduled opening of the airport, I was selected as project manager to develop the design, budget, develop working drawings, bid, and oversee construction of the siteworks. This involved the office studio of 8 individuals completely for a month to settle the design and budget issues. The remainder of the time I worked with a smaller team of four to complete a three phased process. The building opened on time and the work was completed in budget.

The scope of management involved developing a consensus on program quickly, offering alternate costing and phasing scenarios to meet the

restraints of the project, to manage the development of sitework drawings by architects, and finally to work with contractors to get the project built.

The elements of the design included a large several level fountain and major steps and ramps from the parking lots to the concourse as well as planting and irrigation. The materials used were brick, oyster shell tabby, and poured, formed reinforced concrete.

The balance of the work included writing development and sitework guidelines for 1500 acres of industrial property immediately surrounding the site. Establishment of existing trees to remain as buffers, supplemental plantings on each parcel, special protection during construction, and special drainage concerns associated with the former open "ditch and pile" mining were all important elements.

The road development was done in coordination with the state highway department to work with planned subdivision of the property, future easements, and proposed landscaped and buffered areas.