



2201 Rowland Ave.  
Savannah, Georgia 31404  
P (912) 629 4000  
F (912) 629 4001  
environmentalservicesinc.com

15 August 2019

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

**Re: Savannah Boathouse ES16063.00 / HM167008**  
**Response to 13 August 2019 Bull River Marina letter**

Dear Mr. Tobler:

On behalf of 3 Sea Sons, LLC. and the project team, Environmental Services, Inc. provides the following information in response to the above referenced letter submitted by Dr. James A. Daly, owner of the Bull River Marina. Our comments are provided in order of concerns raised.

- 1) Flawed and Incomplete Needs Analysis: The project team believes the needs assessment in Appendix E provides appropriate information regarding the need for additional in-water and dry storage facilities in Chatham County, Georgia. Additionally, Dr. Daly states the proposed project exceeds the need associated with their boat club. It should be noted that the ownership of the proposed marina facility is different than that of the Freedom Boat Club, which he may be referencing. Furthermore, the Freedom Boat Club may become a tenant of the Savannah Boathouse facility, but they would only be a small portion of the occupants of this facility. Therefore, gauging the size of the Savannah Boathouse in relation to the Freedom Boat Club alone is inaccurate and irrelevant. Additionally, we believe Dr. Daly clearly recognizes the need for greater in-water dockage as evidenced by his most recent modification application to the Bull River Marina as detailed in the PN for Bull River Enterprises LLC dated June 7, 2019.
- 2) Inadequate Environmental Analysis of the Uplands Property: Dr. Daly references the prior uses of the Savannah Boathouse property and specifically states “the property has known areas of significant environmental impact underground...”. It remains unclear what Dr. Daly means by “significant environmental impact”. However, the project team is aware of the prior uses of the site and appreciates the need to be aware of potential underground conditions and utilities. As with any redevelopment project, the project team is prepared to continue to data gather to identify existing utilities on site and address these features as needed to develop the site in compliance with the regulatory standards.

- 3) Bank Stabilization Measures: Dr. Daly questions the need for additional rip-rap along the northeast end of the existing upland peninsula. As outlined in the support documentation, the current rip-rap was installed in a haphazard fashion taking various structural forms, is excessively steep, contains unsightly materials, and does not provide enough long-term protection of this bank. Therefore, the functionality of the current rip-rap is not sufficient to support and protect the existing river bank. The proposal includes the supplemental placement of additional rip-rap upon the existing materials. This will fortify the bank by lessening the slope, create a more stable bank that will decrease future erosion, and aim to protect the investment of these new improvements. In Appendix B, Sheets 2 and 5 define the current site conditions. Sheet 11 provides a detailed plan view and three cross-sections that define the proposed improvements. Upon review of this data, one can ascertain that this effort is supplemental to the current and does not result in an excessive reach into the river. It is the opinion of project team that the addition of the supplemental rip-rap will not result in an unreasonable obstruction to or alteration of the natural flow of navigable waters, nor will the proposed improvements result in any unreasonable increased erosion, shoaling of channels or stagnant areas of water.
- 4) Stormwater and Contaminant Management: Similar to earlier comments received, Dr. Daly voices concerns with potential pollutants and/or run-off coming from the proposed project. Our response to these concerns is provided below:
- Currently there is no stormwater management on the site. As you are area aware, the proposed project includes the implementation of stormwater management tools not otherwise existing today, in addition to other appropriate best management practices (BMP's).
  - Currently any stormwater runoff sheet flows across most of the site from southeast to northwest and enters the marsh that is north of the site, resulting in untreated water discharging into the marsh. On the contrary, the proposed redevelopment will include a stormwater management system that utilizes improved BMP's that are outlined in Appendix D of the application materials. This will vastly improve containment of run-off from the site.
  - Specifically, regarding the to the wash racks, as part of the stormwater management system, these wash racks will be over #57 stone bed, which will allow a pervious surface for the water to infiltrate through a new stormwater management system, instead of running off into the adjacent marsh untreated.
  - Taking the entire project site into consideration, the pervious to impervious ratio of this property will also be significantly improved because of the proposed project. Currently, the site contains 74% impervious and 26% pervious surfaces. Because of the redevelopment, the ratio will be improved to contain only 52% impervious, a 22% reduction/improvement. As outlined above, the use of the current stormwater management tools should provide assurance to Dr. Daly that the project should further protect the habitats mutually shared in this area.



- 5) Exception to Coastal Marshland Protect Buffer: Dr. Daly states the applicant purchased the property with a clear understanding of the Coastal Marshlands Protection Act regulations. This is true and in fact there were multiple pre-applications meetings attended by DNR staff and the project team to specifically discuss the site, prior use, existing conditions, and future use. These meetings led to the decision to purchase the property and proceed with the proposed project. As discussed in these meetings, the current buffer regulations contemplate the development of “green” sites, not the redevelopment of parcels that have been in use for a variety of purposes over many years. Redevelopment of this parcel, for any use, would not be possible if the 50-buffer was applied. In addition, as noted earlier, the current site is primarily devoid of any buffers and has no stormwater management. It remains clear, that the redevelopment of this site takes into consideration current site conditions, current best management practices (BMP’s), and use of appropriate stormwater management tools to comply with those standards.

We trust the above information provides sufficient information and response to the letter provided by Dr. Daly. Upon completion of your review, should you need any further information, please do not hesitate to let us know.

As always, we appreciate the opportunity to assist you with your review and processing of this project.

Sincerely yours,

ENVIRONMENTAL SERVICES, INC.

Michael J. DeMell  
Department Manager

MD/  
ES16063.00\_Resp to D. Daly  
(Aug. 2019)



2201 Rowland Ave.  
Savannah, Georgia 31404  
P (912) 629 4000  
F (912) 629 4001  
environmentalservicesinc.com

9 August 2019

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

Re: Savannah Boathouse  
Response to 25 July 2019 Bull River Yacht Club Condominiums letter

Dear Mr. Tobler

On behalf of 3 Sea Sons, LLC. and the project team, Environmental Services, Inc. provides the following information in response to the above referenced letter submitted by the Bull River Yacht Club (BRYC) Condo HOA. Our comments are provided in order of concerns raised.

- 1) The current buffer regulations contemplate the development of “green” sites, not the redevelopment of parcels that have been in use for many years. Redevelopment of this parcel, for any use, would not be possible if the 50-buffer was applied. In addition, it should be noted the current site is primarily devoid of any buffers and has no stormwater management. Therefore; redevelopment of this site takes into consideration current site conditions, current best management practices (BMP’s), and use of appropriate stormwater management tools to comply with those standards. Furthermore, it should be noted that the pervious to impervious ratio of this property has been improved from the prior conditions.

Regarding bilge water and need to pump vessels out, the proposed marina and vessels therein will be managed using appropriate BMP’s. As with all boats, bilge water is often pumped out automatically via the use of float switches in the bilge. This often occurs while the vessel is underway and / or accelerating from a stop. Any bilge pumping that inadvertently occurs over land will fall upon the ground surface that has been planned to include appropriate stormwater management tools. The site civil engineer has prepared the stormwater management plan which is part of the application materials.

- 2) The proposed project only requires supplemental addition of rip-rap to the Bull River south bank that already contains various type and amount of rip-rap. This is necessary to



further stabilize this shoreline. There is no proposal to fill wetland or add rip-rap in the marsh or any stream in relation dry storage facility.

In regard to rare species, the project team made appropriate contact with all resource agencies as required by the application process. Results of these communications are included in the application materials. Upon review of this information and of the habitats on and near site, as stated in the application materials there will be no unreasonable interference to wildlife as a result of this project.

The proposed in-water portion of the marina will not consume a lot of marsh as stated in the letter from the HOA. In fact, only a small amount of shading will occur as result of the proposed folk lift pier and the two gangways leading to the floating docks. Regarding the size of the dock area, approximate in-water dimensions of the proposed docks are 200' wide by 240' long. In comparison, the actual dimensions of the Bull River Marina docks are 237' wide by 467' long as detailed in the Bull River Marina Enterprises LLC Public Notice dated June 7, 2019 that is currently requesting extensions to the existing docks. Given the width of the Bull River, and adjoining land uses, both marinas provide for ample room for safe navigation by vessel operators.

The project team is aware of the active osprey nest on site. Contrary to the comment in the HOA letter, the dry storage facility will not affect the nest tree.

- 3) The HOA letter speaks to potential underground utilities that might need attention. The project team is aware of the prior uses of the site and appreciates the need to be aware of potential underground utilities. As with any redevelopment project, the project team is prepared to continue to data gather in order to identify existing utilities on site and address these features as needed to develop the site in compliance with the regulatory standards.
- 4) A. The HOA speaks to traffic nightmares due to vehicles trailering boats to and from this facility. As outlined in the application materials, this project does not include any boat ramp or overhead hoist facility often used by vessels owners who trailer their boats. Instead, this facility involves an in-water marina and dry storage facility. There is no daily launch opportunity for individuals trailering their boats. Therefore, aside from occasional one-time delivery of a vessel to be stored long term at the dry storage facility, there will be no daily launch of vessels from personal trailers. As a result, traffic nightmares associated with trailered boats will not be an issue. The general subject of traffic was raised and debunked at the Chatham County Zoning meeting that was attended by both Mr. Tomaeno and Dr. Daly. In addition to the entrance that exists opposite the BRYC entrance there are two additional access roads that allow safe access to Johnny Mercer Drive and Savannah Boathouse. The traffic light crossing Hwy 80 at Johnny Mercer Boulevard connects to Johnny Mercer Drive and continues behind the shopping area that includes the Flying Fish restaurant. In addition, there is an access road that enters Johnny Mercer Drive in front of Sander Country Store. Neither of these access points would affect any entrance or exit traffic to BRYC or Bull River Marina.

B. The HOA speaks to property devaluation as a result of traffic nightmares. As outlined in 4.A. above, traffic impacts associated with trailering vessels to this site will not occur.

C. The HOA speaks to this project negatively affecting the quality of life in this area. First, the proposed marina is consistent with the Bull River Marina already located in the same habitat they reference. How the proposed marina differs from the current Bull River Marina in causing a decrease in quality of life is unclear.

The reference to the Savannah MPC height variance being unexpected is unclear as well. The MPC process is public and affords opportunity for any and all to comment. In this case both Dr. Daly and Mr. Tomaeno spoke at the meeting. The height variance was granted to accommodate the proposed dry storage which is a permitted use for a parcel zoned as W-I Waterfront Industrial. The MPC variance process is designed to hear, consider, and decide if a variance is appropriate for the proposed project. The MPC has issued the height variance as requested and necessary for this investment which is appropriately zoned. It should be noted that the proposed dry storage is not the tallest structure in the area, and in fact the Bull River Yacht Club Condominium at eight stories tall towers over all other structures in this area.

- 5) The HOA letter speaks to free enterprise and fair competition. The Savannah Boathouse team agrees with these concepts. The application materials include a needs assessment that outlines the need for additional in-water and dry storage capacity in the area. The existing marina facilities are aware of this need because they are all close to 100% capacity. The addition of the Savannah Boathouse facility simply provides additional capacity in this area. The in-water component to this project is consistent with that of the Bull River Marina. In fact, Bull River Marina is currently proposing significant expansion of their facility to also help accommodate the capacity challenges that exist. The addition of the dry storage captures a totally different clientele what cannot be offered at the Bull River Marina. Therefore, this is not in direct competition with the Bull River facility.

The HOA letter states the addition of the Savannah Boathouse will adversely affect both the aesthetics and environment in the area. The HOA is well aware of the previous conditions of the high ground and in water portions of this parcel. The high ground area had shipping containers, commercial trucks and trailers as well as debris and trash across the site for years. Since the purchase of this site by the applicant, most of these materials have been removed and properly disposed of. Additionally, there is currently no stormwater management on the site. The proposed project, as referenced earlier in this response, includes the addition of stormwater management tools not otherwise existing today. We do not see how is this damaging? In regard to the in-water features, the HOA, better than anyone, should know the degraded nature of the current dock facilities. The HOA should be appreciative of the pending clean up of this facility as it will remove the current negative aesthetic nature of this area, it removes potential future marine debris originating from the current facility and may in fact avoid damage to the Bull River Marina should portions of the current facility become detached and then enter this facility.





The HOA letter states the size of this facility is unnecessary for this owner. Again, the application materials provide a needs assessment outlining the capacity issues in this area. The proposed facility measures, 200' wide by 240' long, which is much smaller than the current 237' wide by 465' long Bull River Marina. The project team believes the two marinas will be able to co-exist, as do numerous other marina facilities in this area.

We trust the above information provides sufficient information and response to the letter provided by the Bull River Yacht Club Condominium HOA. Upon completion of your review, should you need any further information, or if the HOA wish to speak with the team directly, please do not hesitate to let us know.

As always, we appreciate the opportunity to assist you with your review and processing of this project.

Sincerely yours,

ENVIRONMENTAL SERVICES, INC.

Michael J. DeMell  
Department Manager

Kristen Deason  
Senior Staff Scientist

MD/  
ES16063.00\_Resp to BRYCHOA  
(Aug. 2019)



2201 Rowland Ave.  
Savannah, Georgia 31404  
P (912) 629 4000  
F (912) 629 4001  
environmentalservicesinc.com

15 August 2019

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

**Re: Savannah Boathouse  
Response to Comments  
5 August 2019 C.J. Dickey Lake Association Letter**

**ES16063.00 / HM167008**

Dear Mr. Tobler:

On behalf of 3 Sea Sons, LLC. and the project team, Environmental Services, Inc. provides the following information in response to the above referenced letter submitted by Mr. Samuel Steele III, dated 5 August 2019 as President of the C.J. Dickey Lake Association.

Mr. Steele is mainly concerned with potential pollutants and/or run-off coming from the proposed wash racks and fuel dispenser. Mr. Steele is concerned that the proposed project offers no fuel containment methods or other preventative measure that would contain run-off and prohibit it from entering the adjacent marshlands and nearby C.J. Dickey Lake. Our response to this concern follows:

- Currently there is no stormwater management on the site. As you are area aware, the proposed project includes the implementation of stormwater management tools not otherwise existing today, in addition to other appropriate best management practices (BMP's).
- Currently any stormwater runoff sheet flows across most of the site from southeast to northwest and enters the marsh that is north of the site, resulting in untreated water discharging into the marsh. On the contrary, the proposed redevelopment will include a stormwater management system that utilizes improved BMP's that are outlined in Appendix D of the application materials. This will vastly improve containment of run-off from the site.
- Specifically, regarding the to the wash racks, as part of the stormwater management system, these wash racks will be over #57 stone bed, which will allow a pervious surface for the water to infiltrate into a new stormwater management system, instead of running off into the adjacent marsh.
- Taking the entire project site into consideration, the pervious to impervious ratio of this property will also be significantly improved as a result of the proposed project. Currently, the site contains 74% impervious and 26% pervious surfaces. As a result of the redevelopment, the ratio will be improved to contain only 52% impervious, a 22% reduction/improvement. As outlined above, the use of the current stormwater management tools should provide





- assurance to Mr. Steele that the project should further protect the habitats mutually shared in this area.
- More specifically, as outlined in the draft marina operations and maintenance manual provided in Appendix N, additional details are provided that speak not only to wash rack and fuel dispenser management, but also to the many other normal operations performed daily. Review of these materials by the Association members should help to educate them regarding this project.

We trust the above information provides sufficient information and response to the letter provided by the Mr. Samuel M. Steele III, President of the C.J. Dickey Lake Association. Upon completion of your review, should you need any further information, please do not hesitate to let us know.

As always, we appreciate the opportunity to assist you with your review and processing of this project.

Sincerely yours,

ENVIRONMENTAL SERVICES, INC.

Michael J. DeMell  
Department Manager

MD  
ES16063.00\_Resp to CJ Dickey Lake Association  
(Aug. 2019)



2201 Rowland Ave.  
Savannah, Georgia 31404  
P (912) 629 4000  
F (912) 629 4001  
environmentalservicesinc.com

13 August 2019

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

**Re: Savannah Boathouse  
Response to Comments  
3 August 2019 Samuel Steele Letter**

**ES16063.00 / HM167008**

Dear Mr. Tobler:

On behalf of 3 Sea Sons, LLC. and the project team, Environmental Services, Inc. provides the following information in response to the above referenced letter submitted by Mr. Samuel Steele III, dated 3 August 2019.

Mr. Steele is mainly concerned with potential pollutants and/or run-off coming from the proposed wash racks and fuel dispenser. Mr. Steele is concerned that the proposed project offers no fuel containment methods or other preventative measure that would contain run-off and prohibit it from entering the adjacent marshlands. Our response to this concern follows:

- Currently there is no stormwater management on the site. As you are area aware, the proposed project includes the implementation of stormwater management tools not otherwise existing today, in addition to other appropriate best management practices (BMP's).
- Currently any stormwater runoff sheet flows across most of the site from southeast to northwest and enters the marsh that is north of the site, resulting in untreated water discharging into the marsh. On the contrary, the proposed redevelopment will include a stormwater management system that utilizes improved BMP's that are outlined in Appendix D of the application materials. This will vastly improve containment of run-off from the site.
- Specifically, regarding the to the wash racks, as part of the stormwater management system, these wash racks will be over #57 stone bed, which will allow a pervious surface for the water to infiltrate through, instead of running off into the adjacent marsh.
- Taking the entire project site into consideration, the pervious to impervious ratio of this property will also be significantly improved as a result of the proposed project. Currently, the site contains 74% impervious and 26% pervious surfaces. As a result of the redevelopment, the ratio will be improved to contain only 52% impervious, a 22% reduction/improvement. As outlined above, the use of the current stormwater management tools should provide assurance to Mr. Steele that the project should further protect the habitats mutually shared in this area.



Mr. Steele also comments on the potential noise because of fork lift operations. Mr. Steele notes that this issue is not part of the CMPA permitting process; nonetheless, our response to this comment follows:

- Marinas with this type of operation have existed near residential dwellings for years. Waterfront property is highly desired for both residential dwellings and for water dependent businesses, and therefore these entities have co-existing for years.
- Additionally, noise should not be an issue for neighboring residents, any more than the current noises originating from normal daily activities. This includes boat motors passing through on Bull River, the traffic noise from Highway 80, or the local resident performing every day activities such as mowing their grass.
- Many states have requirements regarding maximum noise levels for motorboats, which typically ranges from 75 – 90 decibels. Although the state of Georgia has no such requirements, it is safe to assume that most motorboats operate within this decibel range. In comparison a standard forklift operates around 85 decibels, which is roughly as noisy as a push lawn mower. Based on these noise comparisons, we do not believe that noise will be any more of an issue to nearby residents as compared to existing noises in and around the area.

We trust the above information provides sufficient information and response to the letter provided by the Mr. Samuel M. Steele III. Upon completion of your review, should you need any further information, or if the HOA wish to speak with the team directly, please do not hesitate to let us know.

As always, we appreciate the opportunity to assist you with your review and processing of this project.

Sincerely yours,

ENVIRONMENTAL SERVICES, INC.

Michael J. DeMell  
Sr. Vice President II & Technical Director

Kristen Deason  
Senior Scientist

MD/kd  
ES16063.00\_Resp to Samuel Steele  
(Aug. 2019)

Mr. Daniel Foulds  
5 Talahi Circle  
Savannah, GA, 31410  
August 16, 2019

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, GA 31520

Subject: Savannah Boathouse Marina

Dear Mr. Tobler:

I am writing to express my appreciation for your agency's work assisting in the creation of another avenue of access to and enjoyment of our beautiful coastal environment. The *Savannah Boathouse* marina will enable more citizens to have convenient access to our rivers, creeks, and sounds – most notably those who cannot afford waterfront property and private dock access.

Chatham County recently completed additions and improvements to the public boat ramp and parking area on Turner's Creek; that facility is beautiful and already inadequate. On any summer weekend, trucks with trailers are parked down both sides of Johnny Mercer Blvd, and families are walking on the highway with small children to get to and from their boats at the ramp's docks. Hogan's Marina sends lift customers to park in a nearby elementary school parking lot. We lack infrastructure, and this lack reduces access.

Increasing the number of safe and environmentally-sound access facilities is good for everyone, even the NIMBY crowd. In time, they will come to love having a first-class marina right next door. As the families surrounding Hogan's Marina love having it in place.

The owner and operator of the Bull River Marina is doing everything in his power to stymie this project, keeping mum on the fact that he himself attempted to acquire the property and increase the size of his operation. He was outbid at auction and now attempts to "poison the well" by writing letters for his family, friends, and supporters to sign and send. He points out threats to the environment that a new marina will present while he himself is the proximate cause of the *Miss Marissa*, a charter boat that was docked at his marina for several years, becoming an environmental disaster sitting derelict and leaking on a hammock in Lazaretto Creek-Tybee Back River. When faced with the expense of disposing of that boat responsibly, that man convinced a 3<sup>rd</sup> party to "buy" it for a nominal sum and move it off of his docks. The boat sank within an hour of leaving and is now an eyesore and tragedy. So I ask you – who presents the greatest threat to our environment?

The fact that this competitor is now disparaging the efforts of The Savannah Boathouse owners is shameful. The Savannah Boathouse will be launched safely and with respect for the environment. All safeguards will be in place. Adequate training will be provided to employees who will be well-compensated and "on the ball."

I know the family that is bringing this marina to life; the patriarch, Mr. McCarthy, is a fine and honorable man and an established and successful businessman. He had a full and successful career bringing Gulfstream Jets to market, then launched multiple Freedom Boat Club operations. His franchises have been selected as best in the nation several times. They do the right thing. Every time.

The McCarthy sons are examples of what good citizens should be. Honest, above-board, and concerned about quality of life – both for their families and the families that surround them. They don't do anything half-way. They will comply with all rules and regulations and will steadfastly protect the environment. Their future depends on its viability and beauty.

The estuarine environment that surrounds us draws thousands of people to it like a siren's song; for fishing, cruising, exploring barrier islands, or simply sitting and taking in the sights and sounds. The Savannah Boathouse will provide access to hundreds of my friends and neighbors, and me. The fact that a fine family has undertaken the monumental task of increasing access by building what will be a beautiful, state-of-the-art marina with both in-water and dry-stack storage is good for me, my family, and my neighbors.

By way of establishing my bona-fides, I am a retired army aviator. I flew civil medevac helicopters for 17 years. I am president of the Savannah Chapter of the Night Stalker Association. I am a past secretary and treasurer of the Talahi Island Dock Association and the immediate past president of the Talahi Island Community Center. I write the safety column for Vertical 911 magazine and recently joined Southern Tides magazine as a writer and partner. Finally, I am a licensed master and captain of a local excursion vessel. I want you to understand that I am very interested and invested in what's good for my community. I have a long history of doing what's best for my country and my neighbors, and I write you this letter to advocate FOR the Savannah Boathouse Marina.

Sincerely and with appreciation for your service,



Daniel C. Foulds

Samuel and CeCile Steele  
213 East Point Drive  
Savannah, Georgia 31410

2019. August 3.

Mr. Paul Tobler

Department of Natural Resources  
1 Construction Way  
Brunswick, Ga. 31520

Dear Mr. Tobler ,

We are writing in response to the permitting of a proposed construction of a commercial Marina facility aka (Savannah Boat House) along Highway 80 and the Bull River, Chatham County. We live in close proximity to the proposed marina at 213 East Point Drive. The adjacent marshland is of course tidal in nature and influences our property at times and also the C.J. Dickey Lake. A spill pipe directly feeds marsh water into and out of the lake. During very high tides the marsh water comes across our yard and into the lake.

There is a proposed wash rack for 7 boats and a fuel dispenser near the southwest corner of their property. (Sheet #7) Nowhere do we see any form of fuel containment to prevent pollution of the marshland and aforementioned property. No matter what is stated or proposed fuel and oil will be washed off boats in the racks.

We propose that the wash racks and the fuel dispenser be moved or preferably removed from this area or moved to an environmentally safer area. Of course procedures and barriers could possibly allay these hazards .

We also realize that noise abatement is not in this permitting assessment but, we do know from experience that marina fork lifts are very noisy. The placing of boats on and off of the suspect wash racks will only add to the noise in close proximity of residential properties.

Respectfully submitted,

Samuel M. Steele III 912-897-742, cell 304-639-1531



Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

Subject: Savannah Boathouse Development

To whom it may concern,

As the Treasurer of Bull River Yacht Club Phase 1 Townhomes Home Owners Association (HOA), I am writing this letter to express my gratitude that you are working with the developers of the Savannah Boathouse directly across the street from my Townhomes HOA. We have been viewing the property at 8010/8020 Hwy 80 East hoping that some efforts would be made to clean up and utilize the property. This property has been a blight and an eyesore for the area since the Williams Seafood restaurant burned down about 15 years ago.

Over the years, the property has served for different purposes, ranging from Casino boat operation to a junk collection area. Any plans to clear all the old dock and accumulated junk is welcomed. I understand that the Savannah Boathouse firm plans to build a much-needed dry storage for the area, and replace the derelict dockage with a new clean full-service marina. This can really help to increase the surrounding property values.

While I am somewhat concerned as to the impacts to traffic going to and from Tybee on Hwy 80 (left turns across west bound HWY 80 traffic has caused several collisions in the past), I'm sure that proper coordination with GaDOT will result in an adequate traffic safety plan for ingress and egress from the new marine facility.

Again, we appreciate anything you can do to help the redevelopment of this eyesore and make use of the area. It's time to change the property's utilization. If someone is trying to offer a community centered location for all to use, I am 100% in favor. Thanks for your time.



Daniel L. Parrott, P.E. (Retired)  
Treasurer, Bull River Yacht Club Townhomes HOA  
8005 US HWY 80 E, Unit A8  
Savannah, GA 31410

cc: Skye Stockel, US Army Corps of Engineers, Savannah District

## Dennis Reidlinger

P: 912.257.9970 E: [Dreidlinger@comcast.net](mailto:Dreidlinger@comcast.net) A: 7891 US Hwy 80 E, Savannah GA 31410

August 1, 2019

Paul Tobler  
Department of Natural Resources  
1 Conservation Way  
Brunswick, GA 31520

Dear Paul,

Please accept this letter as mine and my family's endorsement for the newly proposed Savannah Boathouse Development at the Bull River on Wilmington Island. As a family living in the immediate neighborhood of this new marina, we are excited about this development.

Firstly it will be a vast improvement aesthetically to the eyesore that this property has projected for at least the ten years we have been living here. The amount of trash that builds up in this area from people dumping their waste will be gone. This will reduce the amount of plastics and debris in the water that are ruining our waterways and killing our wildlife. A nice building with a storage shed and new docks will be a vast improvement over the current broken mess of twisted metal and wood.

Secondly there is a large demand for storage space for boats in the area. With only one dry docking facility in Thunderbolt, which has a wait list a mile long, it will be a welcoming addition to the area. It'll reduce the other over crowded facilities.

Thirdly this new facility will be creating jobs in the area. Not just jobs within the marina itself, but the growth this facility will generate, other businesses in the area will open or continue to grow.

Once again, as neighbors, we are very excited to see this project be brought to the table. Therefore we are asking for your approval for this project to commence. We are looking forward to being able to use this facility hopefully in the near future. Any questions, please don't hesitate to contact me via my details above.

Sincerely yours,



Dennis Reidlinger

August 5, 2019  
C.J.Dickey Lake Association

Mr. Paul Tobler  
Department of Natural Resources  
1 Construction Way  
Brunswick, Georgia 31520

Dear Mr. Tobler,

I am writing in response to the permitting of a proposed commercial marina along Highway 80 and the Bull River, Chatham County. This location is adjacent to a marsh that feeds our lake. C.J. Dickey lake is a brackish water 9 acre lake. The influx of salt water from the marsh brings the salinity of our lake up to 11-15% whereas the Bull River has a higher salinity of 18-24%. We have no need for chemical treatment for invasive plant life such as algae or duckweed. Therefore our lake is pure and provides an abundance of fish and fingerlings that feed numerous birds of prey. The lake is a roosting refuge for about 100 to 200 Snowy Egrets.

The proposed marina wash racks and fuel dispenser that would be adjacent to the marsh are a direct spill risk to our lake. There needs to be some kind of containment provisions for fuel, and oil spill from washdown or fueling of boats. We insist that there be some kind of protection to prevent an ecological disaster to our lake.

Respectfully submitted by the undersigned members of the C.J. Dickey Lake Association:

Sam Steele, President of Lake Association, 213 East Point Drive Savannah Ga. 31410

Sam Steele

John Jones

Vicki Riggs

Isa Mell

Gerald Mell

Mary Owen

W. B. Smith

Megann Bone

Keith Bladen

John

Tom Dickey

Marilyn B. Hill

Hadi Hays

Mr. Paul Tobler  
Georgia Department of Natural Resources  
Coastal Resource Division  
1 Conservation Way  
Brunswick, Ga 31520

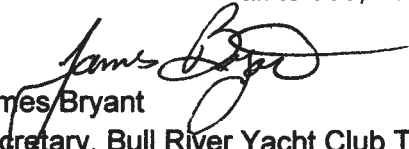
Subject: Savannah Boathouse Development

To whom it may concern,

As the Secretary of Bull River Yacht Club Phase 1 Townhomes HOA, I am writing this letter to express my gratitude that you are working with the developers of the Savannah Boathouse directly across the street from my Townhomes HOA. We have been viewing the property at 8010/8020 Hwy 80 E. hoping that some efforts would be made to clean up and utilize the property. It has been a sour spot for the area since the restaurant burned down about 15 years ago.

In the past 15 years it has had several different purposes ranging from Casino boat operation to junk collection area. Any plans to clear all the old dock and accumulated junk is welcomed by us. They plan to build a much-needed dry storage for the area and replace the derelict dockage with a new clean full-service marina. This can really help to increase the surrounding property values, rather than looking like an eyesore. In recent years people park cars and tractor trailers on the property, and often we see people late at night hanging out on the property. I have seen the police sitting on the property during the afternoon and evening hours which leads me to believe that some activity is trying to be limited.

Again, we appreciate anything you can do to help the redevelopment of this eyesore and make use of the area. Its time to change the property and if someone is trying to offer a community centered location for all to use, I am 100% in favor. Thanks for your time.

  
James Bryant  
Secretary, Bull River Yacht Club Townhomes HOA  
8005 US HWY 80 E  
Savannah, GA 31410

cc: Skye Stockel, US Army Corps of Engineers, Savannah District

Tony Tomaeno  
President, Bull River Yacht Club Condo HOA  
8001 US Highway 80 E.  
Savannah, GA. 31410

July 25, 2019

Mr. Paul Tobler  
Dept. Of Natural Resources  
1 Conservative Way  
Brunswick, GA. 31520

Subject: Item B-190401-00036-1

Dear Mr. Tobler,

I am writing to you on behalf of the 32 home owners of the Bull River Yacht Club Condominiums on Wilmington Island, GA. This concerns the proposed **Savannah Boathouse Marina Project** north of Highway 80 and the Bull River Bridge.

We are concerned about certain aspects of this project. Listed below are some of our concerns.

1. The Savannah Boathouse is requesting a variance from the DNR to build and place a large boat storage shed, parking area, and marina facilities within the 50 foot marsh setback required by the Georgia Marshlands Protection Act.  
The large number of boats (108) that they plan to put in dry storage need to be pumped to rid them of their contaminated bilge water with fuel and other junk. These by-products will be swept into the marsh and the Bull River which may adversely impact the quality of the river and estuary. They have nothing identified to contain or divert these pollutants from the marsh. We see no plan for a retention pond or sewage drain line to capture or divert any runoff.  
In addition, wash racks will be placed on the property for cleaning boats and flushing motors before they are placed into dry stack storage. We see no plan in how they are managing waste water. This will most likely run off into the marsh.
2. They are filling in marine wetlands and putting in a large amount of rip rap to build their large boat storage and boat lift facility. Also, concerning these issues, there is the effect of all this on fish and wildlife habitat. According to the GADOT, Federal Fish And Wildlife expressed concerns about a significant inlet stream just north of the Bull River Bridge. This stream supports some rare fish species among other wildlife. This was one of the reasons the GADOT would not do the new bridge construction to the north. The size of the marina project which will consume a large amount of marsh and river frontage will surely have an impact on fish and wildlife. Also, there is an existing, active Osprey nest that the proposed dry storage shed will affect.
3. There will be environmental issues underground. Many Savannah residents recall Williams Seafood Restaurant which was formerly located on the property, and operated there for many years. There are most likely environmental underground hazards on this property such as old oil, fuel, and septic tank sludge. The old septic tank and fields are still there, as is the old marina fuel tanks. As far as we know, no one has cleaned or removed them.  
The new owners of Savannah Boathouse should be required to conduct a thorough environmental study of the property before disturbing any ground on that property.

4. The Bull River Yacht Club Condominiums object to this proposed project, as currently designed, for a number of reasons.

**A. Traffic Nightmare.** Cars with long trailers and boats will be turning into and leaving the facility on a regular basis. This will occur right in front of the Condominium and Bull River Marina entrance, thus blocking access and creating significant traffic issues. There is already significant traffic issues and accidents with the bridge and beach traffic.

**B. Devaluation Of Our Property.** Who would be willing to invest in one of our condos, and deal with the traffic, preventing entry and exit of their property. This in combination with the proposed construction of the new Bull River Bridge will decimate our property values.

**C. Quality Of Life.** Right now, we have a pretty serene and pleasant environment, even with some highway 80 road noise. If this proposed project is allowed to proceed as planned, our residents will have no quality of life. This massive marina project will be right in the middle of a beautiful setting disrupting everything in the area. This will not only affect our condos, but it will also negatively impact other businesses, residences, and the Bull River Marina. Unexpectedly, the Savannah Metropolitan Planning Commission allowed a variance on the height of the Savannah Boathouse dry storage shed facility. This unsightly monstrosity will be towering over everything in the area. How would anyone like a tall warehouse looking building in the middle of their neighborhood. We just wonder why the Savannah Boathouse is being allowed so many variances to the detriment of everyone else.

6. The Bull River Yacht Club Condominium building shares the entrance and property with the Bull River Marina. We are good neighbors and have co-existed successfully for many years. Dr. Jim Daly, the owner, has invested significant funds to create the best marina in the area. Most of us believe in free enterprise and fair competition, but because of the requested variances and unnecessary size of the proposed dockage, we do not believe this would be a fair competition, not to mention degradation of the aesthetics of the area and potential damage to the environment. Their dockage plan extends a total of 205 feet into the river and is roughly 220 feet wide. This is a huge amount of dockage for their needs. Their other operations have been using minimal dock space. So, the majority of these new docks are intended for "in water dockage" which is the purpose of the Bull River Marina. If the Savannah Boathouse dockage size is approved, the Bull River Marina will most likely have to be sold. This in combination with the new bridge being built to the south will surely hasten this outcome. Our condo residents utilize this marina, and some have boats at the marina. Another benefit of owning a condo here would be taken away. Thus, less desire for owning a condo for a potential buyer or current owner.

The Bull River Marina has been a great benefit to the area and to all the residents in the area.

In closing, the Bull River Yacht Club Condo Association respectfully request the DNR to deny permits to the Savannah Boathouse for this project as currently proposed.

We appreciate your consideration.

Best Regards,

Tony Tomaeno  
President, Bull River Yacht Club HOA

cc: Skye H. Stockel  
Commander, US Army Corps Of Engineers  
Savannah District