# Applicant Information

The applicant for the proposed project is The Bluffs at Laurel View, LLC, represented by LaBarba Environmental Services. The contact details are as follows:

**Agent**

LaBarba Environmental Services
Sam LaBarba
139 Altama Connector, #161
Brunswick, GA 31525
Email: sam@labarbaenvironmentalservices.com
Phone: (912) 215-1255

**Applicant**

The Bluffs at Laurel View, LLC
c/o Charles Gaskin, Jr.
Mailing Address: 2640 Sunbury Road
Midway, GA, 31320
Project Address: "Dock Area", Conservation Way
Midway, GA 31320
Email: chuck@huntdsp.com
Phone: (912) 213-1333

# Project Summary

The proposed project site is located along the Laurel View River in Liberty County, Georgia. The project entails the construction of a community dock facility to enhance water access and provide structured mooring spaces for vessels. The project includes the installation of a fixed walkway, a floating dock system, a covered fixed deck, and supporting bulkhead infrastructure to stabilize the shoreline and minimize erosion.

The primary goal of this project is to facilitate safe and organized docking for recreational and commercial vessels while ensuring compliance with environmental regulations. The proposed dock development will enhance maritime operations and improve public accessibility to the waterfront. This community dock will serve the nine (9) lots located within the private subdivision, providing designated docking space for residents.

# Existing Conditions

The project site is currently undeveloped and consists of a natural shoreline with severe erosion occurring on the western edge of the property where the upland meets the Laurel View River. The north side of the property has adjacent marshlands which wrap around to the east side of the parcel where the tidal marsh terminates. There is currently no dock structure, shorelines stabilization, or upland improvements on the site.

# Proposed Structures (Marshland Component)

The proposed improvements include:

- **Fixed Walkway**: A 6’ x 200’ (1,200 SF total, 1,137 SF in CMPA jurisdiction) wooden walkway providing access to the dock.
- **Covered Fixed Deck**: A 20’ X 20’ (400 SF) deck offering a sheltered area for docking operations.

- **Access Ramps:** Two 3’ x 20’ (60 SF x2) ramps connecting the fixed and floating dock components.
- **Floating Dock System:** Two floating docks, each measuring 10’ x 60’ (600 SF x2), providing ample space for vessel mooring.
- **Bulkhead Installation:** An approximately 372-linear-foot (372 SF) bulkhead to prevent shoreline erosion and provide structural support.
- **Riprap Protection:** 2,791 square feet of riprap (155 cubic yards) to reinforce the bulkhead and mitigate wave impact.
- **Fill:** 1.9 SF (0.1 CY) of backfill behind the proposed bulkhead within CMPA jurisdiction.

The proposed dock, bulkhead, and rip rap will impact approximately 6,021.9sq.ft. of coastal marshlands.

The proposed dock qualifies as a Tier Three Community Dock under Ga. Comp. R. & Regs. r. 391-2-3-.03.

## Proposed Structures (Upland Component)

The proposed improvements include:

1. Temporary Impacts
    a. Excavation for installation of tie backs (4,319 SF)
2. **Below Grade Structures (Bulkhead Tie Back System)**
    a. Vertical Pilings: 12” dia. (47 total) (47 SF) (100% in buffer)
    b. Horizontal pilings: 12” dia. (423 SF) (100% in buffer)
    c. Tie rods: 423 SF(100% in buffer)
    d. **Total below grade structures for bulkhead tiebacks within the 50-foot CMPA buffer: 893 SF**
3. **Above Grade Structures (Related to Dock)**
    **a. Gravel Walkway:** A 571 SF (396 SF in CMPA Buffer) gravel footpath from the parking area to the dock.
    **b. Gravel Parking Area:** A 5,144 SF (1,890 SF in CMPA Buffer) gravel parking area with a total of 10 parking spaces.
    **c. Entrance Road:** A 22,334 SF (0 SF in CMPA Buffer) gravel entrance road from the main entrance road to the dock lot.
    **d. Dock Walkway:** 63 SF of the walkway is located landward of CMPA jurisdiction.
    **e. Total above grade structures: 28,112 SF**
    **f. Total above grade impacts within the 50-foot CMPA buffer: 2,349**

The proposed permanent structures will impact approximately **3,242sq.ft.** of the 50ft. marshlands buffer. Currently the 50ft. marshlands buffer consists of 100% pervious surfaces and will be 100% pervious once construction is complete. All proposed structures are pervious.

## Adjoining Landowners

The applicant owns both adjoining properties.

## Landfill/Hazardous Waste Statement

The Georgia Environmental Protection Division Hazardous Site Inventory indicates that the project location does not contain any landfills or hazardous waste sites.

## Historic/Cultural Resources

The National Register of Historic Places and GNAHRGIS indicate no historic sites on the property.

## Water Quality Certification

The Georgia Department of Natural Resources Environmental Protection Division has issued blanket WQC for the use of Nationwide Permit 13. A request will be submitted to EPD for determination on the dock portion of the project.

## Soil and Erosion Control Statement

The proposed project will adhere to the soil and erosion control responsibilities as required for the proposed project.

## Turbidity Statement

The proposed project will be performed in a manner to minimize turbidity in the stream. BMP's will be used throughout the duration of the project and inspections will be performed as required by law.

## Needs Assessment

The proposed project will fulfill the need of deep water access to residents of the new subdivision. This dock will serve the 9 lots currently located within the subdivision. Three of these lots would have access to Laurel View River from their lots with a private dock, while the remaining six only have the potential to access smaller tributaries. Providing a single community dock for all of the lots to access will reduce the number of docks being built in this area and ultimately reducing the total impacts that this subdivision has on the marsh. The bulkhead and rip rap toe are required to protect the upland from further eroding into the river. This parcel is constantly experiencing erosion which is evident from the loss of trees along the shoreline in recent years.

## Dock Alternative Analysis

**1. No-Action Alternative**: The absence of a community dock would result in each lot owner taking interest in constructing their own private dock, which will have additional impact on the marsh. It will also require the lot owners to utilize other public facilities which are already congested and have little to no mooring space available.

**2. Each Lot Constructing an Individual Dock**: An alternative where each of the nine lots within the subdivision builds its own dock was considered. This approach would result in multiple structures along the shoreline, increasing environmental impact, disrupting the natural habitat, and leading to greater shoreline instability. Additionally, the cost for individual lot owners to build their own docks would be significantly higher compared to a shared community dock. This alternative was deemed unsustainable due to its environmental and economic drawbacks.

**3. Alternative Location**: Alternative sites were taken into consideration when the subdivision was originally platted. This lot was chosen for the community dock due to its close proximity to the deep-water channel. This lot allows the dock to be constructed to access deep water with the shortest possible walkway of any of the alternative lots. A dock emanating from this lot provides the lowest environmental impact and cost to the community.

**4. Preferred Alternative, Proposed Dock Construction:** The selected alternative provides the best balance between functionality, environmental sustainability, and economic feasibility. The design minimizes impact while achieving the project's goals.

## Bulkhead Alternative Analysis

**1. No-Action Alternative:** Choosing not to install a bulkhead would result in continued shoreline erosion, which could undermine the integrity of the dock infrastructure and the adjacent upland area. Without stabilization, the shoreline would be increasingly vulnerable to storm surges and water current impacts, leading to loss of usable land and potential environmental degradation. This alternative is not feasible due to the need for shoreline stabilization.

**2. Living Shoreline Alternative:** A living shoreline approach was considered as an alternative to the bulkhead. This method involves the use of native vegetation, oyster reefs, and biodegradable materials to stabilize the shoreline. However, given the high-energy nature of the waterway and the steep slope of the project area, a living shoreline would likely be ineffective in preventing erosion. Furthermore, the constant wave action and boat traffic in the area would make it difficult for vegetation and natural barriers to establish and remain effective. This alternative is not suitable for the project's needs.

**3. Riprap Alternative:** Utilizing only riprap for shoreline stabilization was another alternative considered. While riprap can be effective in reducing wave energy and preventing erosion, the steep slope of the site would make it difficult to implement riprap alone as a long-term stabilization solution. Riprap without a bulkhead may also lead to material displacement over time, reducing its effectiveness in maintaining shoreline integrity. This alternative would not provide the necessary structural support required for the proposed dock and adjacent infrastructure.

**4. Preferred Alternative: Bulkhead with Riprap Reinforcement:** The proposed alternative of a bulkhead with riprap reinforcement provides the most effective and practical solution for shoreline stabilization. The bulkhead will prevent land loss and erosion, while the riprap will help dissipate wave energy and reduce scouring at the base of the structure. This combination ensures long-term stability for the shoreline and protects the dock infrastructure from environmental stressors. The design has been planned to minimize environmental impact while meeting structural and functional requirements.

## Public Interest Statement

**A. Whether or not unreasonably harmful obstruction to or alteration of the natural flow of navigational water within the affected area will arise as a result of the proposal.**

The proposed project will not cause unreasonably harmful obstruction to or alteration of the natural flow of navigational water within the affected area. The dock design has been strategically planned to minimize interference with existing water flow and navigation routes. The floating docks will be positioned to allow for the free movement of water underneath, ensuring that tidal and current patterns remain undisturbed.

Additionally, the structure will not extend excessively into the waterway, preventing any significant encroachment into navigable channels. The project adheres to regulatory guidelines for dock placement to avoid creating obstacles for vessels using the river. Proper signage and docking guidelines will also be implemented to maintain safe and orderly use of the docking area.

Overall, the project has been designed to coexist harmoniously with the natural water flow, ensuring that navigation for recreational and commercial vessels remains unaffected while providing essential mooring infrastructure for the community.

**B. Whether or not unreasonably harmful or increased erosion, shoaling of channels, or stagnant areas of water will be created.**
The proposed project will not result in unreasonably harmful or increased erosion, shoaling of channels, or stagnant areas of water. The installation of a bulkhead and riprap along the shoreline will provide essential stabilization, preventing erosion and mitigating wave energy impact. These structural elements are designed to protect the natural contour of the shoreline and maintain the integrity of adjacent marshland areas.

Furthermore, the floating dock system will be designed to allow free water movement, ensuring that no stagnant areas are created. The dock's placement and orientation have been planned to avoid disruption of natural water flow patterns, reducing the likelihood of shoaling or sediment accumulation in navigation areas. Best management practices during construction will also include sediment and erosion control measures to prevent any unintended environmental impacts.

By incorporating these stabilization measures and environmentally conscious design elements, the project ensures that the development will not negatively impact water movement, erosion rates, or the overall health of the marine ecosystem.

**C. Whether or not the granting of a permit and the completion of the applicant's proposal will unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, wildlife, or other resources, including but not limited to water and oxygen supply.**
The proposed project will not unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, wildlife, or other resources, including but not limited to water and oxygen supply. The dock’s design incorporates environmentally conscious materials and construction methods to minimize ecological disturbance. The bulkhead and riprap will provide shoreline stabilization without significantly altering aquatic habitats.

Additionally, the floating docks will be designed to allow for the natural flow of water beneath them, preventing stagnation and ensuring sufficient oxygen supply for marine life. The placement of the dock avoids critical habitats for oysters and other shellfish, ensuring minimal disruption to the local ecosystem. Best management practices will be implemented during construction to control turbidity and prevent pollutant discharge into the water.

Overall, the project has been designed in compliance with environmental regulations to ensure that marine life and water quality are protected while providing necessary waterfront infrastructure.

## Conclusion
The proposed dock development at the Bluffs at Laurel View is a well-planned initiative aimed at enhancing water access and minimizing total impacts from docks within the community. By implementing environmentally responsible construction methods, the project aligns with regulatory requirements while fulfilling the needs of the community.. This community dock will provide direct

access to the water for the nine residential lots within the private subdivision, ensuring a sustainable and well-organized maritime environment.

This application seeks the necessary approvals for construction under the CMPA permit and other relevant regulatory frameworks.

**From:** Sam LaBarba
**To:** Tobler, Paul
**Subject:** RE: Laurel Bluff Revised Narrative and Stamped Drawings
**Date:** Monday, June 9, 2025 11:20:58 AM
**Attachments:** image001.png
2020-125 Boundary Exhibit.pdf



Paul,

Please see the attached survey and let me know if this works. I requested the recorded copy and should have it shortly to forward to you. The lots that will be served by the community dock and deed restricted are lots 2-10. Whether or not those docks would otherwise be eligible for a private dock has not been determined, but it does not change the intention of deed restricting them all. This will make sure that the restriction applied regardless of whether private dock rules change in the future.

Sincerely,

Sam LaBarba
Owner
P: (912) 215-1255
E: sam@labarbaenvironmentalservices.com
A: Brunswick, Georgia

LaBarba Environmental Services
A SUSTAINABLE FUTURE

**From:** Tobler, Paul <paul.tobler@dnr.ga.gov>
**Sent:** Monday, June 9, 2025 9:03 AM
**To:** Sam LaBarba <sam@labarbaenvironmentalservices.com>
**Subject:** RE: Laurel Bluff Revised Narrative and Stamped Drawings

Sam,

Thanks for sending the pictures over. Ill take a look at them when I get back after lunch. Josh asked some good questions about the plats when I spoke with him this morning. We need a clear subdivision plat of each of the nine lots the community dock will serve and we also need to know which of those lots has the potential for a PRDs so we can deed restrict them when the time comes to do so. Ill try giving you a call on my way down to my site visit this morning so I can explain where we are at a little better.

Thanks,
Paul D. Tobler
Coastal Permit Coordinator