

1.0 INTRODUCTION & BACKGROUND:

Savannah Harbor Partners, LLC (SHP) is requesting Section 10 of the Rivers and Harbors Act and State of Georgia Coastal Marshlands Act permit authorization to construct a commercial mega yacht marina. The project area is located on the north shore of the Savannah River on Hutchinson Island in Savannah, Chatham County, Georgia (32.082120°, -80.082928°).

Savannah is becoming an increasingly well-known tourism destination. A dedicated mega yacht marina facility will serve to accommodate a class of vessel and visitor that cannot currently be accommodated in Savannah. Moreover, with the recent development and success of the Savannah Yacht Center, it has become even more apparent that there is a scarcity of mega yacht vessel berthing in the region. This planned facility would provide staging for boats seeking to enter the Savannah Yacht Center for service, and also a venue for transient mega yacht visitors seeking to enjoy all that Savannah has to offer. Currently, there are no dedicated mega yacht docking facilities located in close proximity to downtown Savannah. While there is some dockage available from the Westin, Hyatt, and City of Savannah, these aren't full-service facilities equipped with the infrastructure and service that these types of vessels expect and require. The City Marina in Charleston is the nearest comparable facility.

The proposed marina will be Savannah's first and only full-service mega yacht marina. The proposed 1,100' river dock will have the capacity to accommodate all lengths of vessels, with the primary focus on mega yachts from 100 to 250', and with the capacity for to accommodate the world's largest pleasure yachts up to 500'. In addition to the vessel dockage, the marina will provide all of the services and facilities that these sophisticated vessels and their respective captains and crew will require shore power, water, sewage pump out, internet service, in-slip fueling for mega yachts and fuel dispensers for smaller vessels.

SHP will develop the marina and will be operated in partnership with IGY Marinas (<https://www.igymarinas.com>) . IGY Marinas operates 23 marinas in 13 countries, and has developed marinas in St Petersburg, Florida; New York, NY; St Thomas USVI; St Lucia, BWI; Sete, France; and Malaga, Spain. IGY manages over 4,000 slips and several of its facilities have been awarded Superyacht Marina of the Year, and many marinas consistently receive the 5 Gold Anchors accreditation from The Yacht Harbor Association.

2.0 PROJECT PURPOSE:

The purpose of the project is to install additional bank stabilization measures and construct a new mega yacht marina in downtown Savannah.

3.0 PROPOSED PROJECT:

The proposed project includes construction of a rip-rap bulkhead for bank armoring and a full-service marina docking facility. The following provides a summary of the proposed structures associated with the project:

Bulkhead: The applicant is proposing the construction of a rip-rap bulkhead that will be approximately 1000 ft in length and 50 ft wide. A total of 74,180 ft² of rip-rap will be installed on the riverside of the CMPA jurisdiction line. A total of 65,900 ft² waterward of the MHW line and a total volume of 99,200 ft³ or 3.6 YD³ per running foot will be installed.

Dock Facility: The proposed marina dock will include the following:

- 20' x 30' (600 ft²) Fixed Pier
- 1,110'x16' (17,760 ft²) floating dock.
- 6'x80' (480 ft²) gangway
- 10' x 50' (500 ft²) gangway landing platform
- 8' x 10' (80 ft²) Floating Fuel Hut

The new bulkhead and proposed dock will have a combined total of 93,600 ft². The dock will extend between 115.3' and 130.3' from the CMPA line and will be ±90' to the northern boundary of the navigation channel. The river is ±760' wide MLW to MLW and the shipping channel is 503' wide. The proposed dock will be 100' from the dock to the west and 42' from the extended property line and adjacent bulkhead to the east. The floating dock will be positioned at approximately 3.08' and -3.48' MSL at MHW and MLW, respectively. The leading edge of the floating dock will have an approximate depth of 20-30'.

3.1 Marshlands Component:

The marshlands component of the project is defined as the portion of the project in an estuarine area or any structure on or over an estuarine area, including but not limited to marinas, community docks, bridges, piers and bulkheads requiring a permit under the Coastal Marshlands Protection Act. The marshlands component of the project includes the rip-rap bulkhead and the marina docking facility.

3.2 Upland Component:

The upland component of the project is defined as all those service areas, amenities and recreational areas located inland of the Coastal Marshlands Protection Act jurisdiction line, that serve or augment the functioning of the marshlands component of the project such as but not limited to dry stack boat storage, dock master shop, fuel storage and delivery facilities to serve the marshlands component of the project. As stated in the Coastal Marshlands Protection Rules, land disturbance and construction of structures within the 50-foot marshlands buffer in the upland component of the project shall be limited to the following: Construction and maintenance of permanent structures that are required for the functionality of and/or provide permanent access to the marshlands component for the project. For this project, the path which provides access to the dock and the concrete pier are the upland component. No other activities or structures are proposed within upland.

3.3 Stormwater Management:

The proposed project does not include site development activities and development of a stormwater management plan is not required. The project will implement standard BMP's during the construction phase for sedimentation and erosion control purposes and to protect adjacent tidal waters and marsh.

3.4 GADNR-EPD 401 Water Quality Certification (WQC): The proposed project requires WQC which has been requested concurrent with the CMPA and Section 10 of RHA permits application.

4.0 ALTERNATIVES ANALYSIS AND MINIMIZATION:

The applicant considered several alternatives during the design of the project. The following actions were implemented during design to minimize the square footage of structure over coastal marshlands.

The applicant has minimized the size of the facility to the maximum extent practicable. The gangways, pier head, and floating docks have been kept to the minimum size necessary for achieving the overall project purpose.

5.0 ESSENTIAL FISH HABITAT:

The proposed project includes installation of a rip-rap bulkhead and a concrete dock for a commercial marina. Essential fish habitat is located within the project area. The project limits contain existing bank stabilization structures (i.e. rip-rap, timber piles and bulkhead), any impacts to EFH associated with the proposed installation of rip-rap and dock facilities will be minimal.

6.0 THREATENED AND ENDANGERED SPECIES:

Coordination with US Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) was conducted to assess potential impacts to federally protected species on the project site. The results of this consultation, the Official Species List, is attached to this document. The following provides a brief description of each species listed a threatened or endangered.

West Indian Manatee (*Trichechus manatus*): The West Indian manatee is a large aquatic mammal whose habitat consists of warm coastal and spring fed waters. It is listed as endangered under both its state and federal status. They are large, gray aquatic mammals with bodies that taper to a flat, paddle-shaped tail. They have two forelimbs, called flippers, with three to four nails on each flipper. Their head and face are wrinkled with whiskers on the snout. During winter months these mammals are primarily confined to the coastal waters of the southern half of Florida and the spring fed rivers of Florida and Georgia. During the summer months as the water temperature rises, the manatees' range expands as far north as Virginia and it is during these months that the "manatees" may occasionally utilize the estuaries of coastal Georgia. Critical habitat for this species has been identified as large portions of coastal Florida including the St. Mary's River.

While the project site contains habitat known to support the manatee, the proposed project will comply with the Savannah District Manatee Special Conditions; therefore, the proposed project may affect but is not likely to adversely affect this species.

Eastern Black Rail (*Laterallus jamaicensis ssp. Jamaicensis*): The Eastern black rail is a small bird living in salt and freshwater marshes in portions of the United States, Central America, and South America. Males and females are similar in size and adults are generally pale to blackish-gray, with a small blackish bill and bright red eyes. Eastern black rail habitat can be tidally or non-tidally influenced, and range in salinity from salt to brackish to fresh. Tidal height and volume vary greatly between the Atlantic and Gulf coasts and therefore contribute to differences in salt marsh cover plants in the bird's habitat. Diet includes Insects, snails, seeds, etc. Loss of habitat is the main threat to this species however where habitat is projected numbers are likely stable.

The proposed project is located within upland adjacent to the Savannah River and no salt or freshwater marsh habitat is present within the project area. Therefore, the proposed project will have no effect on this species.

Wood Stork (*Mycteria americana*): The wood stork is state and federally listed as endangered. The wood stork is a large, long-legged wading bird about 33-44 inches in height with a wingspan of 59-65 in, and a large, down-curved bill. The plumage is mostly white, but the wing-tips, trailing edge of the wings, and tail are black with a greenish sheen. The legs are black, but the toes are pink. The neck and head of adults are not feathered and the skin is grayish black with a scale-like appearance; the bill is also grayish black in color. Juveniles have a yellow bill, and the head and neck are covered with sparse, hair-like feathers. The bill gradually darkens and the feathers on the head are lost with full adult plumage reached in the bird's fourth year. Male and female plumages are similar.

Wood storks use a variety of freshwater and estuarine wetlands for breeding, feeding, and roosting. They are colonial nesters, and several nests are often located in the same tree. Colony size in Georgia has ranged from fewer than 12 to more than 500 nests. Nests may be located in large or small trees; but the trees must be in standing water or on islands surrounded by water. Height of nests above the water ranges from 3-7 ft in small trees to over 66 ft in cypress trees. Storks will occasionally use the same large colonies for many years, but most colonies are shorter lived, and many are established and abandoned after a single year; few last more than 20 years.

There are no known occurrences of the wood stork within close proximity to the project corridor, with the nearest known rookery occurrence located 24 miles to the south. As discussed above, the project is located along on the Savannah River and adjacent shoreline. No forested or non-forested area suitable for wood stork nesting, feeding or roosting was observed within the project corridor; therefore, the proposed project will have no effect on this species.

Eastern Indigo Snake (*Drymarchon corais couperi*): The eastern indigo snake is state and federally listed as threatened. The eastern indigo snake is a large nonpoisonous, stout bodied snake averaging six to seven feet in length. The snake is smooth scaled and has a uniform glossy blue-black throughout its body except for some

reddish orange or cream color suffusion on its throat, cheeks and chin. This coloration varies with some individuals having distinct coloration and others with no coloration. In the extreme southern reaches of its range (South Florida), the snake is less restricted and inhabits flatwoods, tropical hammocks, dry glades and moist bogs. In this region of its range, overwintering sites include tree stumps and other underground dens. In the northern portion of its range, including south Alabama, the indigo snake requires deep sand ridges and is often associated with the gopher tortoise. The indigo snake is dependent upon the deep burrows dug by the gopher tortoise and uses them as a refuge from the extreme hot and cold temperatures. This restricted habitat is even more isolated by the snakes' preference for the interspersed wet lowlands and cypress ponds. These preferred areas are usually found where rivers and creeks run through sandhill habitat.

No habitat required to support the species is present within the project area; therefore, the proposed project will have no effect on this species.

Frosted Flatwoods Salamander (*Ambystoma cingulatum*): The frosted flatwoods salamander is listed as threatened for both its federal and state status. The frosted flatwoods salamander is black to dark brown and typically patterned with light gray or white flecked lines, forming a frosted pattern on the back, sides, head, and tail. "Frosted" forms show a more random flecking pattern. The underside is dark gray or black with small, scattered white or light gray spots. The head is relatively small, and the tail is quite fat. Adults are typically 4.5-6 inches in total length. The broad-headed, bushy-gilled larva is very distinct with a prominent tan or beige stripe running the length of the otherwise chocolate-brown body. The larva also has a dark brown stripe through each eye, extending from the nostril to the gills.

This salamander is endemic to mesic flatwoods habitats within the vanishing longleaf pine-wiregrass community. Slash pine was incorrectly reported in early species accounts as a commonly associated tree species within its non-breeding habitat. Nearly all frosted flatwoods salamander sites currently dominated by slash pine have been converted from historic longleaf pine stands. Pine flatwoods are fire-dependent communities, requiring periodic burns to promote grasses and forbs, while limiting shrubs and hardwoods. Breeding sites are typically shallow, ephemeral cypress and/or swamp tupelo ponds or "domes," although flooded borrow pits, roadside ditches, and deep firebreaks are occasionally used. Breeding sites are also dependent on periodic dry season fires, which maintain an open canopy conducive to the luxuriant growth of emergent and submerged grasses, sedges, and forbs necessary for sheltering the aquatic larvae.

No habitat required to support the species is present within the project area; therefore, the proposed project will have no effect on this species.

Pondberry (*Lindera melissifolia*): Pondberry is state and federally listed as endangered. Shrub up to 6 feet (2 meters) tall, forming dense colonies of green or brown stems with yellowish bases. Leaves 2 - 6 inches (5 - 16 cm) long, drooping, deciduous, alternate, widest at or below the middle, with a rounded base and sharply pointed tip; both surfaces of the leaf with conspicuous netted veins and short, soft hairs; leaves smell spicy (like sassafras) when crushed. Male and female flowers on separate plants, appearing before leaves, borne in clusters of 2 - 6 flowers, each with 6 pale yellow, petal-like tepals. Fruit about ½ inch (1 - 1.2 cm) long, bright red, oval to round, on a stout stalk about ½ inch (0.9 - 1.2 cm) long with a blunt tip. The stalk persists through the winter following fruiting. Pondberry occur in shallow depression ponds within wetlands, along margins of cypress ponds, and in forested floodplain areas in the southeastern United States.

No habitat required to support the species is present within the project area; therefore, the proposed project will have no effect on this species.

Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*): Atlantic sturgeon live in rivers and coastal waters from Maine to Florida. Hatched in the freshwater of rivers, Atlantic sturgeon head out to sea as juveniles, and return to

their birthplace to spawn, or lay eggs, when they reach adulthood. The Atlantic sturgeon has five rows of bony plates known as scutes that run along its body and a snout with four slender, soft tissue projections, called barbels, in front of its mouth. The tail is like a shark's where one side, or lobe, is larger than the other. Atlantic sturgeon are slow-growing and late-maturing, and have been recorded to reach up to 14 feet in length and up to 60 years of age. Threats to this species are identified as entanglement in fishing gear, habitat impediments, habitat degradation, and vessel strikes.

Table 1.

Atlantic Sturgeon Critical Habitat-Physical and Biological Features (PBF)		
Hard Substrate	Hard bottom substrate (e.g., rock, cobble, gravel, limestone, boulder, etc.) in low salinity waters (i.e., 0.0-0.5 ppt range)	Necessary for the settlement of fertilized eggs and refuge, growth, and development of early life stages
Salinity Gradient and Soft Substrate	Aquatic habitat inclusive of waters with a gradual downstream gradient of 0.5 up to as high as 30 parts per thousand and soft substrate (e.g., sand, mud) between the river mouth and spawning sites	Necessary for juvenile foraging and physiological development
Unobstructed Water of Appropriate Depth	Water of appropriate depth and absent physical barriers to passage (e.g., locks, dams, thermal plumes, turbidity, sound, reservoirs, gear, etc.) between the river mouth and spawning sites	Necessary to support: 1. Unimpeded movement of adults to and from spawning sites; Seasonal and physiologically dependent movement of juvenile Atlantic sturgeon to appropriate salinity zones within the river estuary; and 2. Staging, resting, or holding of subadults or spawning condition adults. Water depths in main river channels must also be deep enough (at least 1.2 meters) to ensure continuous flow in the main channel at all times when any sturgeon life stage would be in the river
Water Quality	Water quality conditions especially in the bottom meter of the water column with suitable temperature and oxygen values	Necessary to support: 1. Spawning; 2. Annual and inter-annual adult, subadult, larval, and juvenile survival; and 3. Larval, juvenile, and subadult growth, development, and recruitment. Appropriate temperature and oxygen values will vary interdependently, and depending on salinity in a particular habitat. For example, 6.0 mg/L dissolved oxygen or greater likely supports juvenile rearing habitat, whereas dissolved oxygen less than 5.0 mg/L for longer than 30 days is less likely to support rearing when water temperature is greater than 25°C. In temperatures greater than 26°C, dissolved oxygen greater than 4.3 mg/L is needed to protect survival and growth. Temperatures of 13 to 26 °C are likely to support spawning.

Hard substrate PBF is not present at the project site and there are no potential effects to this PBF. The following PBFs may be affected by the proposed action: (1) salinity gradient and soft substrate, (2) unobstructed water of appropriate depth, and (3) water quality.

Analysis of Potential Routes of Effect to Critical Habitat:

The project location is approximately 13 miles upriver from the mouth of the Savannah River System and approximately 173 miles downstream from the upstream terminus of critical habitat. With respect to the PBFs of Atlantic sturgeon critical habitat, adults, sub-adults, and juveniles are likely to use the area affected by the project. Adult Atlantic sturgeon may use portions of the area during migration to and from spawning grounds. Adults and sub-adults may use the area throughout the year for staging, resting and holding. Juveniles may use the area throughout the year as forage and developmental habitat.

The project may affect the salinity gradient and soft substrate PBF but this effect will be insignificant. The new piles associated with the proposed facility will cover a minimal area of river bottom soft substrate that could be used by juveniles for foraging and physiological development. Yet, the soft substrate in the river bottom surrounding the piles will continue to support juvenile foraging and development. The construction activities and presence of the proposed marina will not impact salinities.

The unobstructed water of appropriate depth PBF may be affected by the proposed action, but those effects will be insignificant. This PBF refers to water that is free from obstruction such that: spawning adults can make unencumbered movements to the spawning grounds; adults and sub-adults can access staging, resting, and holding habitats; and juveniles can make seasonal and physiologically-dependent movements to appropriate salinity zones within the river estuary. It also refers to the need for the main channel to be deep enough to ensure there is continuous flow when adults, sub-adults, or juveniles are there. The project will not alter the depth of the main channel or water flow in the channel. The structure in the river has not prevented adult, sub-adult, and juvenile Atlantic sturgeon from making the life stage-dependent movements described above. Any effects to this PBF's ability to support unimpeded movement of spawning adults to and from the spawning grounds; seasonal and physiologically-dependent movements of juveniles; or adult and sub-adult access to staging, resting, and holding habitats will not be measurable or detectable and therefore this effect will be insignificant.

The water quality PBF of Atlantic sturgeon critical habitat (South Atlantic Unit 3 - Savannah Unit) may be temporarily affected by turbidity caused during pile installation and other construction activities. However, we believe that any effects to the water quality PBF's ability to support annual and inter-annual subadult and adult survival, as well as, subadult and adult growth, development, and recruitment will not be measurable or detectable and therefore this effect will be insignificant. The proposed action may result in temporary and highly localized turbidity caused by installation of permanent piles that could affect the water column's temperature and DO levels temporarily. However, all in-water work will be enclosed within turbidity curtains that will confine the turbidity and its associated temperature and DO effects. Turbidity curtains will not be removed until suspended particles have settled back down to the river bottom. When the turbidity curtains are removed, a small amount of low DO water and/or higher temperature water may be released to the river, but this small quantity will immediately mix with surrounding river water that has ambient DO and water temperature levels. These small and periodic releases will cause no measurable change in river water DO and water temperature levels. Additionally, the newly constructed marina dock will permanently shade the river below which could affect water temperature, but due to the size of the structure this effect will be insignificant. Because the river water is constantly moving, shading of any one portion of river water will be very brief and any change in water temperature caused by shading will be minor and temporary. It is also unlikely the shading effects will cause a measurable change in water temperature in the bottom meter of the water column.

Shortnose Sturgeon (*Acipenser brevirostrum*): Shortnose sturgeon live in rivers and coastal waters from Canada to Florida. They hatch in the freshwater of rivers and spend most of their time in the estuaries of these rivers. Shortnose sturgeon can grow to approximately 4.5 feet long and weigh up to 60 pounds. They are yellowish-brown

and generally have a black head, back, and sides. Their bellies are white to yellow. They have five major rows of scutes and a protruding snout with four barbels (fleshy, whisker-like projections). Spawning adults generally migrate upriver in spring, from January to April in the South. The most significant threats to the species are dams that block access to spawning areas or lower parts of rivers, poor water quality, dredging, water withdrawals from rivers, and unintended catch in some commercial fisheries.

See Atlantic sturgeon Critical Habitat and PBF information above.

7.0 COMMERCIAL BAIT SHRIMP, OYSTER, AND CRABBING AREAS

The proposed project is not located in a designated bait shrimp zone according to Georgia Department of Natural Resources *Commercial and Recreational Bait Shrimp Zones, Coastal Georgia* map. The project area is not listed on the *Georgia Harvester Reported Crabbing Areas* list, and the project area is not located in designated commercial or recreational oyster harvest areas.

8.0 IMPAIRED WATERS

The subject waterway is not listed on the U.S. Environmental Protection Agency 303(d) list for impaired water bodies.

9.0 SUPPLEMENTAL INFORMATION

This additional information is provided for compliance with Coastal Marshlands Protection Act of 1970 information requirements:

OCGA 12-5-286. Permits to fill, drain, etc., marshlands.

(b) Each application for such permit shall be, properly executed, filed with the department on forms as prescribed by the department, and shall include:

- (1) *The name and address of the applicant-*
See attached application form
- (2) *A plan or drawing showing the applicant's proposal and the manner or method by which such proposal shall be accomplished. Such plan shall identify the coastal marshlands affected-* Please refer to attached permit drawings.
- (3) *A plat of the area in which the proposed work will take place-* See attached.
- (4) *A copy of the deed or other instrument under which the applicant claims title to the property or, if the applicant is not the owner, then a copy of the deed or other instrument under which the owner claims title together with written permission from the owner to carry out the project on his land. In lieu of a deed or other instrument referred to in this paragraph, the committee may accept some other reasonable evidence of ownership of the property in question or other lawful authority to make use of the property; The committee will not adjudicate title disputes concerning the property which is the subject of the application; provided, however, the committee may decline to process an application when submitted documents show conflicting deeds-* See attached.
- (5) *A list of all adjoining landowners together with such owners' addresses, provided that if the names or addresses of adjoining landowners cannot be determined, the applicant shall file in lieu thereof a sworn affidavit that a diligent search, including, without limitation, a search of the records for the county tax assessor's office, has been made but that the applicant was not able to ascertain the names or addresses, as the case may be, of adjoining landowners-* See attached.

- (6) ***A letter from the local governing authority of the political subdivision in which the property is located, stating that the applicant's proposal is not in violation of any zoning law;*** A request has been submitted to the City of Savannah and a copy of that request is included in this package. The response from the City of Savannah will be provided upon receipt.
- (7) ***A non-refundable application fee to be set by the board in an amount necessary to defray the administrative cost of issuing such permit. Renewal fees shall be equal to application fees, which shall not exceed \$1,000.00 for any one proposal and shall be paid to the department.*** See attached.
- (8) ***A description from the applicant of alternative sites and why they are not feasible and a discussion of why the permit should be granted-*** See attached project description.
- (9) ***A statement from the applicant that he has made inquiry to the appropriate authorities that the proposed project is not over a landfill or hazardous waste site and that the site is otherwise suitable for the proposed project-*** A review of the Hazardous Site Index for Chatham County, Georgia indicates that the subject property does not contain hazardous waste sites or landfills. A copy is attached.
- (10) ***A copy of the water quality certification issued by the department if required for the proposed project-*** The applicant has requested 401 water quality certification and will provide the certification upon receipt.
- (11) ***Certification by the applicant of adherence to soil and erosion control responsibilities if required for the proposed project-*** The project will conform to all building, land disturbing, and stormwater management requirements of the City of Savannah.
- (12) ***Such additional information as is required by the committee to properly evaluate the application-*** This application has been prepared with consideration for the interests of the general public of the State of Georgia as defined in OCGA 12-5-286(g):
- OCGA 12-5-286. Permits to fill, drain, etc. marshlands.
- (g) ***In passing upon the application for permit, the committee shall consider the public interest, which, for purposes of this part shall be deemed to be the following considerations:***
- (1) ***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 alter natural flow of navigable waters or obstruct public navigation.
- (2) ***Whether or not unreasonably harmful or increased erosion shoaling of channels, or stagnant areas of water will be created-*** The proposed project will not increase erosion, shoaling of channels, or create stagnant areas of water.
- (3) ***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, or wildlife, or other resources, including but not limited to water and oxygen supply-*** The proposed project will not interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, wildlife, or other resources, nor affect water and oxygen supply.

From: [Russell Parr](#)
To: [Tobler, Paul](#)
Cc: [Noble, Josh](#); [Alton Brown Jr.](#); [Simonton, Eric](#)
Subject: RE: City Lights Marina Response to DNR Comments
Date: Monday, January 23, 2023 12:47:58 PM
Attachments: [image001.png](#)
[24806.0000- CITY LIGHTS MARINA - RIVERSIDE DOCK - TH PERMIT DWGS - 2023-01-18 SEALED.pdf](#)
[Appendix J - Needs Assessment.pdf](#)

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Paul:

1. We have provided an Appendix J cover for the needs assessment so that it can be inserted into the file. Let me know if you are looking for something else.
2. A check has been mailed to your office, please let me know if you have not received it.
3. As noted on the revised attached plans, the small bump outs are to aid in cart and equipment turning movements.
4. Total rip rap is 62,787 ft² of which 62,104 ft² are waterward of the CMPA line and 683 ft² are landward of the CMPA line. The location of the landward bank stabilization has been noted on the exhibits.
5. Concrete Pier w/ 9 - 12" square piles (262 ft² Seaward of the CMPA line/ 764 ft² Landward of the CMPA Line)

Please let me know if you need anything else from me.

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101
Savannah GA, 31405

O 912 443 5896 **D** 912 480 4405 **C** 912 663 7561

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From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Tuesday, January 3, 2023 3:43 PM
To: Russell Parr <rparr@rlandc.com>
Cc: Noble, Josh <Josh.Noble@dnr.ga.gov>; Alton Brown Jr. <abrown@rlandc.com>
Subject: RE: City Lights Marina Response to DNR Comments

Russell,

Thanks for taking the time this afternoon to go over these last few questions we had. I have attached the drawings we spoke about as well as the one with the table. Below are I have listed the other minor items we discussed:

- Label or provide a cover letter for the needs assessment
- Check on the \$500 application fee check
- Quantify the small bump outs on the east and west landward sides of the float
- Quantify and locate rip rap on the landward side of the CMPA line

Let me know if you have any questions or need further clarification on what we are looking for as it relates to the upland component, outfalls, etc.

Sincerely,

Paul D. Tobler

Coastal Permit Coordinator

[Coastal Resources Division](#)

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GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Russell Parr <rparr@rlandc.com>

Sent: Tuesday, January 3, 2023 8:50 AM

To: Tobler, Paul <paul.tobler@dnr.ga.gov>

Cc: Noble, Josh <josh.noble@dnr.ga.gov>; Alton Brown Jr. <abrown@rlandc.com>

Subject: RE: City Lights Marina Response to DNR Comments

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Paul:

Sorry I missed your email last week. Let me know when you would like to set up a call this week. I am pretty open this week.

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101

Savannah GA, 31405

📞 912 443 5896 📠 912 480 4405 📠 912 663 7561

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From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Tuesday, December 27, 2022 3:45 PM
To: Russell Parr <rparr@rlandc.com>
Cc: Noble, Josh <Josh.Noble@dnr.ga.gov>
Subject: RE: City Lights Marina Response to DNR Comments

Russell,

Thanks for having that done. I am going to do my best to get up there this week to take a look at the delineation. In the meantime, could we schedule a Teams meeting to go over a few more questions we have about the application? I am trying to get the public notice ready for review and there are some discrepancies in the narrative/drawings that I would like to go over with you. Please let me know what your availability is like this week.

Sincerely,

Paul D. Tobler
Coastal Permit Coordinator
Coastal Resources Division
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From: Russell Parr <rparr@rlandc.com>
Sent: Tuesday, December 20, 2022 5:22 PM
To: Tobler, Paul <paul.tobler@dnr.ga.gov>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>; Noble, Josh <Josh.Noble@dnr.ga.gov>
Subject: RE: City Lights Marina Response to DNR Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Paul:

The flags have been re-located in the field. Please let me know when you would like to complete a site visit.

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101
Savannah GA, 31405

O 912 443 5896 **D** 912 480 4405 **C** 912 663 7561

Download vCard <http://www.rlandc.com>



From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Tuesday, December 13, 2022 12:01 PM
To: Russell Parr <rparr@rlandc.com>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>; Noble, Josh <Josh.Noble@dnr.ga.gov>
Subject: RE: City Lights Marina Response to DNR Comments

Russell,

I was on site on 12/1/22 with Deb to take a look at the JD line. The flags we were able to find were significantly upland of where CMPA jurisdiction begins. I am not sure if we were looking at the wrong flags, but we could not locate any in the area where we believe the CMPA line should be. I know there was some time that went by since you had the line flagged for inspection so let me know what to look for next time we go out.

As far as processing the permit goes, I feel that we have a significantly complete application at this point (pending verifying the JD). I still plan on having it ready for public notice in time to go to the next meeting.

Sincerely,

Paul D. Tobler
Coastal Permit Coordinator
Coastal Resources Division
(912) 262-3134 | M: (912) 689-6261
[Facebook](#) • [Twitter](#) • [Instagram](#)
[Buy a hunting or fishing license today!](#)

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GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Russell Parr <rparr@rlandc.com>
Sent: Monday, December 12, 2022 9:45 AM

To: Tobler, Paul <paul.tobler@dnr.ga.gov>

Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>

Subject: RE: City Lights Marina Response to DNR Comments

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Paul:

Just wanted to check back in on the status of this project. Can you please give me an update?

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101
Savannah GA, 31405

O 912 443 5896 **D** 912 480 4405 **C** 912 663 7561

Download vCard <http://www.rlandc.com>



From: Russell Parr

Sent: Monday, December 5, 2022 8:44 AM

To: Tobler, Paul <paul.tobler@dnr.ga.gov>

Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>

Subject: RE: City Lights Marina Response to DNR Comments

Paul:

Just checking back in on this one and making sure you do not need anything from me. Please let me know if you need anything from me.

Thanks
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101
Savannah GA, 31405

O 912 443 5896 **D** 912 480 4405 **C** 912 663 7561

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From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Tuesday, November 8, 2022 12:06 PM
To: Russell Parr <rparr@rlandc.com>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>
Subject: RE: City Lights Marina Response to DNR Comments

Russell,

Thanks for sending the FC statement over. I have not completed my review yet, but the project is in the queue. I will let you know if there is anything else we need to get it on notice once I have a chance to finish up my review. Let me know if anything comes up in the meantime.

Sincerely,

Paul D. Tobler
Coastal Permit Coordinator
Coastal Resources Division
(912) 262-3134 | M: (912) 689-6261
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From: Russell Parr <rparr@rlandc.com>
Sent: Tuesday, November 8, 2022 8:57 AM
To: Tobler, Paul <paul.tobler@dnr.ga.gov>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>
Subject: RE: City Lights Marina Response to DNR Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Paul:

I just wanted to check on your review of the information we provided. Could you please give me an update?

I also wanted to make sure you have the attached document. I believe I sent it in early October but wanted to be sure.

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101

Savannah GA, 31405

📞 912 443 5896 📠 912 480 4405 📠 912 663 7561

[Download vCard http://www.rlandc.com](http://www.rlandc.com)



From: Tobler, Paul <paul.tobler@dnr.ga.gov>
Sent: Wednesday, September 21, 2022 4:08 PM
To: Russell Parr <rparr@rlandc.com>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>
Subject: RE: City Lights Marina Response to DNR Comments

Russell,

Received. I will reach out once I complete my review of the additional materials provided.

Sincerely,

Paul D. Tobler
Coastal Permit Coordinator
[Coastal Resources Division](#)
(912) 262-3134 | M: (912) 689-6261
[Facebook](#) • [Twitter](#) • [Instagram](#)
[Buy a hunting or fishing license today!](#)

A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Russell Parr <rparr@rlandc.com>
Sent: Wednesday, September 21, 2022 1:45 PM
To: Tobler, Paul <paul.tobler@dnr.ga.gov>
Cc: Alton Brown Jr. <abrown@rlandc.com>; Skye Stockel - USACE Savannah District <skye.h.stockel@usace.army.mil>; Simonton, Eric <esimonton@igymarinas.com>
Subject: City Lights Marina Response to DNR Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Paul:

Please see the attached response to comments for the City Lights Marina. Following review please let me know if you have any questions.

Thanks,
Russell

Russell Parr, PROJECT MANAGER

41 Park of Commerce Way, Suite 101

Savannah GA, 31405

O 912 443 5896 **D** 912 480 4405 **C** 912 663 7561

Download vCard <http://www.rlandc.com>





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APPENDIX J: Needs Assessment

MARINA MARKET OVERVIEW

Savannah City Lights Marina Savannah , Georgia



A Geosyntec Company



Updated March 2022

Approach

1. Define the Market

- City Lights Community
- Transient Boaters
- Regional Slip Takers

3. Determine User Profile

- Vessel Types
- Boating Trends
- Amenity Expectations

2. Assess Competition

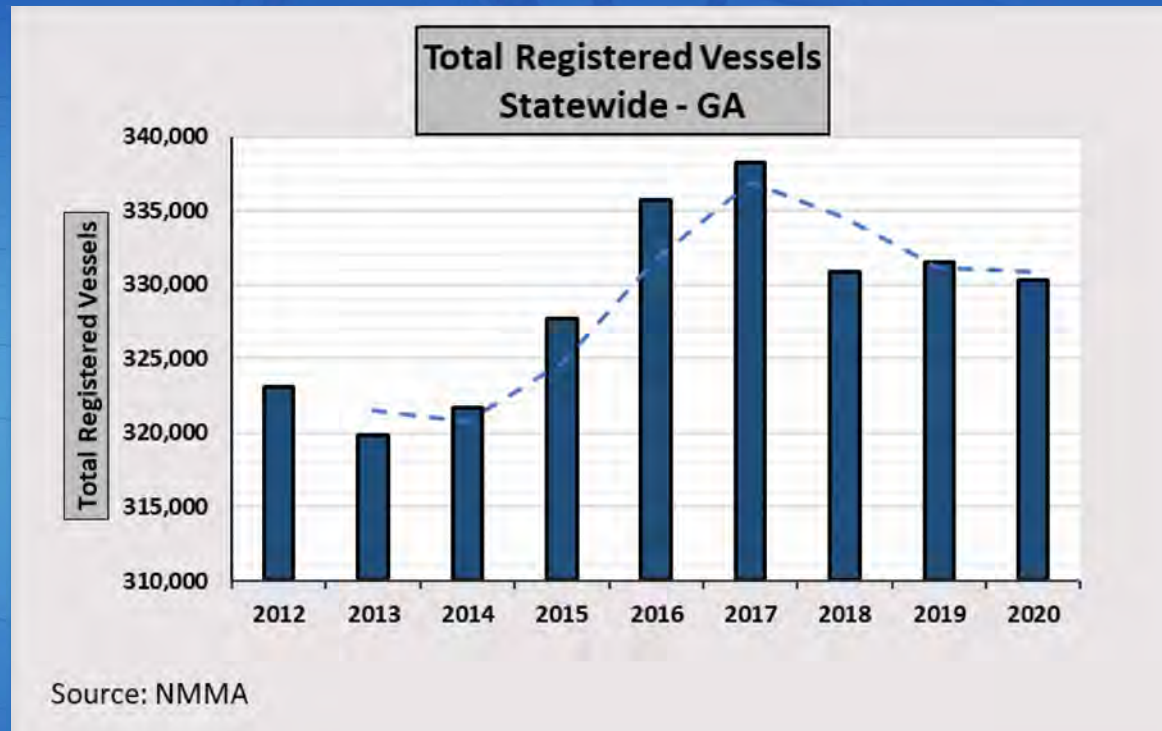
- Offerings
- Benchmarks
- Rates
- Occupancy

4. Forecast Demand

- Residents
- Transient Boaters
- Regional Boaters
- Recommend Slip Mix
- Recommend Slip Rates

Section 1 – Market Definition

Georgia Boat Registrations



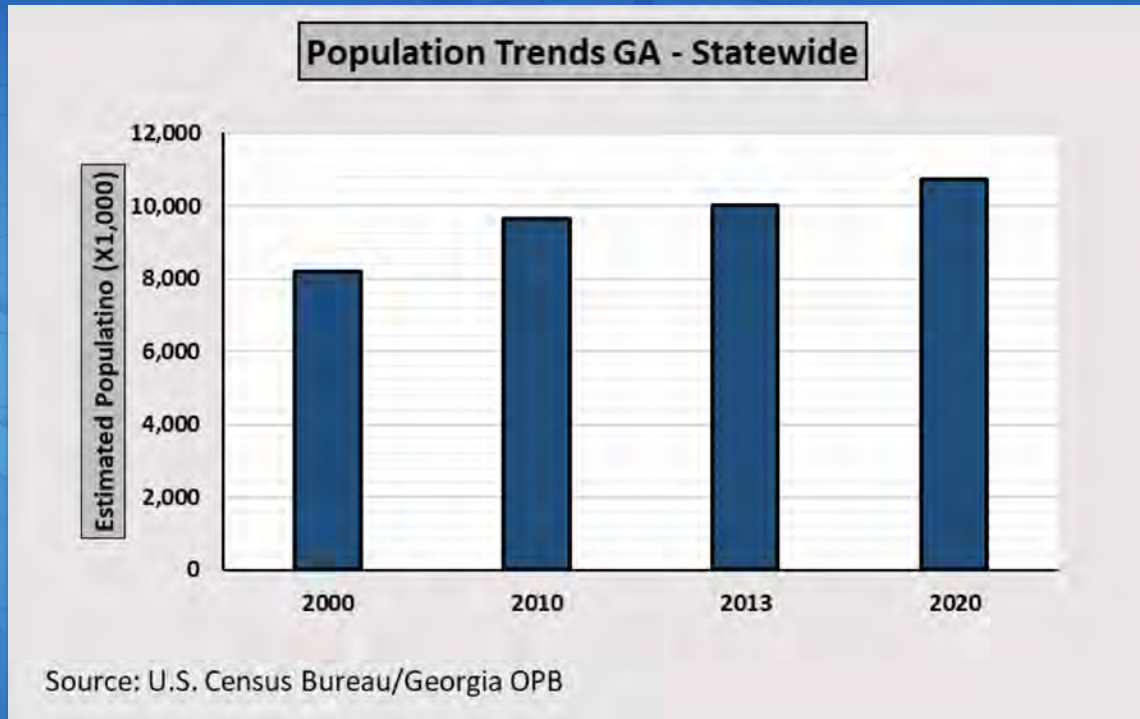
- ***Current GADNR 2022 data suggests 326,082 active registrations***

Georgia Boat Registrations

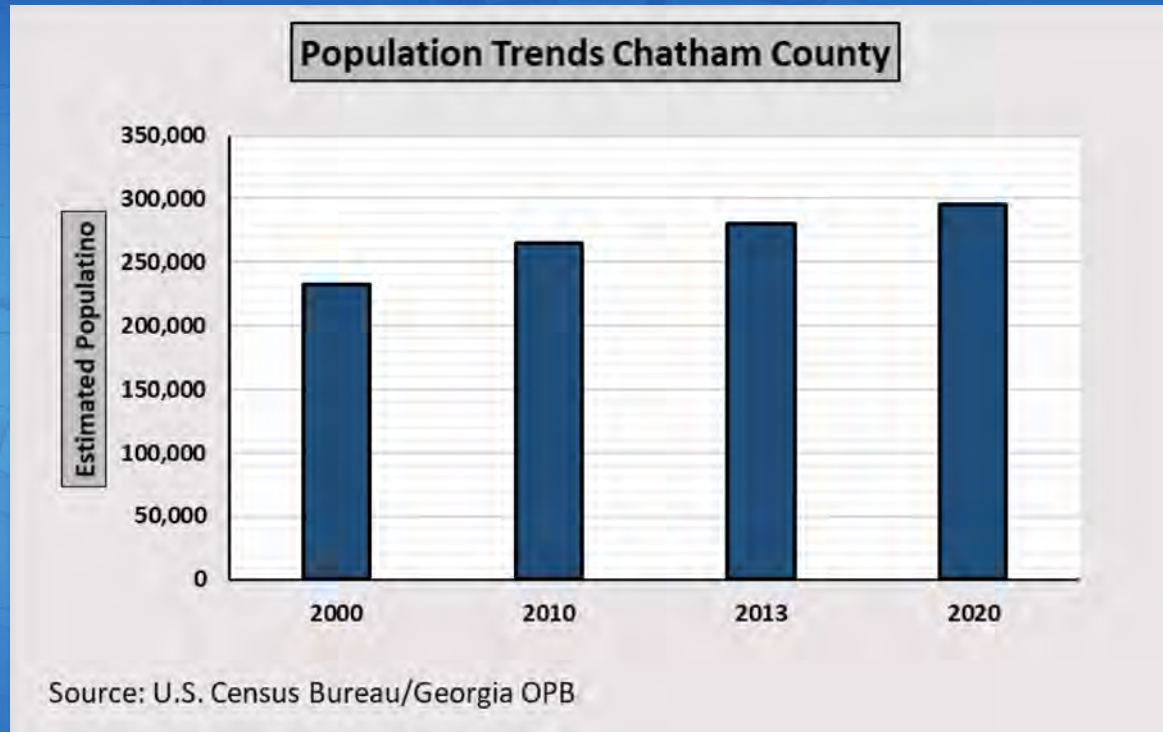
Boat Registrations Catham County, GA				
Vessel Size	Registrations 2005	Registrations 2010	Registrations 2014	Registrations 2022
Under 16	4,824	4,714	4,286	3,524
16-20-ft.	5,222	4,255	4,108	3,980
21-25-ft.	1,423	1,431	1,491	1,850
26-30-ft.	318	253	252	280
31-35-ft.	146	94	98	100
36-40-ft.	104	47	47	44
Greater than 40-ft	127	25	30	37
Total	12,164	10,819	10,312	9,815
Sources: ATM Database & GADNR				

- *Does not consider out of area registrations (i.e. GA, SC, or USCG Documented Vessels)*

Statewide Population



Chatham County Population



- **2.55 Persons/Household**

Southeast Marina Communities

<i>Residential Marina Community Data</i>				
<i>Community</i>	<i>Location</i>	<i>Upland Units</i>	<i>No. Slips</i>	<i>Slips/Unit %</i>
The Landings	Skidaway Island, GA	3,992	378	9%
Palmetto Bluff	Bluffton, SC	728	247	34%
Reserve at Lake Keowee	Sunset, SC	1,500	200	13%
Dataw Island	St. Helena Island, SC	1,100	152	14%
Cypress Landing Marina	Chocowinity, NC	720	222	31%
St. James Plantation	Southport, NC	2,200	475	22%
Harbortowne	Jacksonville, FL	470	165	35%
Tellico Village	Louden, TN	2,520	642	25%

- *Average Slip Taker Percentage ~19%*

What is the market for slips?

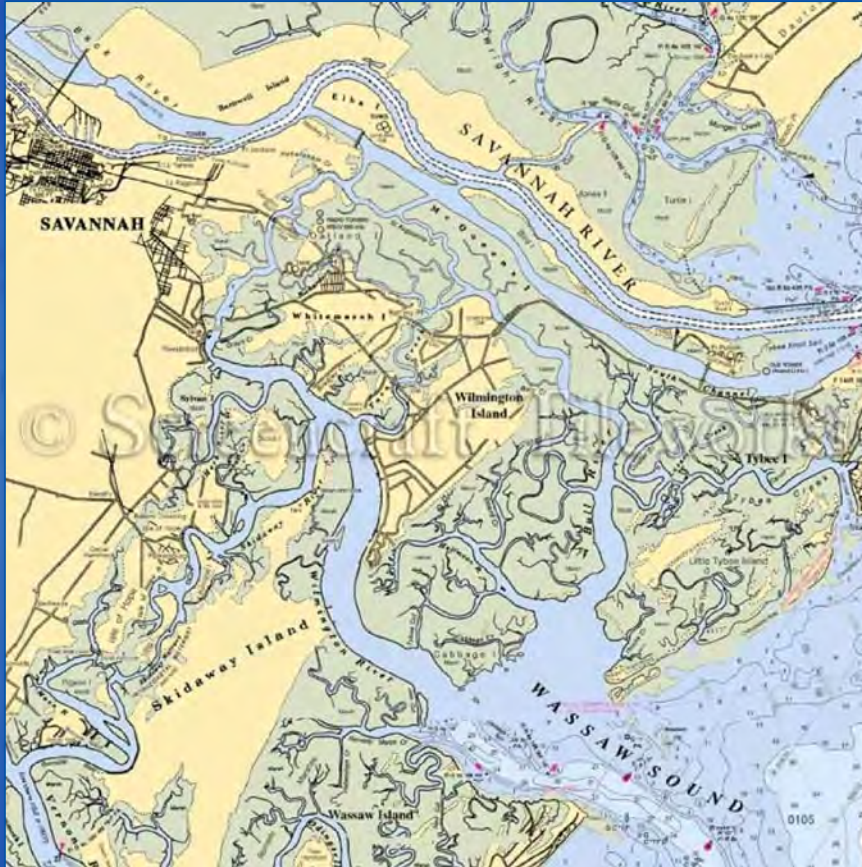
Primary Market

Hutchinson Island Residents

- Protected, immediately adjacent dockage
- Marina Village emphasis on boating culture & Lowcountry lifestyle
- The Reserve (149 lots existing) and 79 planned
- 277 Woodfield Class Apartments
- 27 Winfield Unit Luxury Condominiums



What is the market for slips?



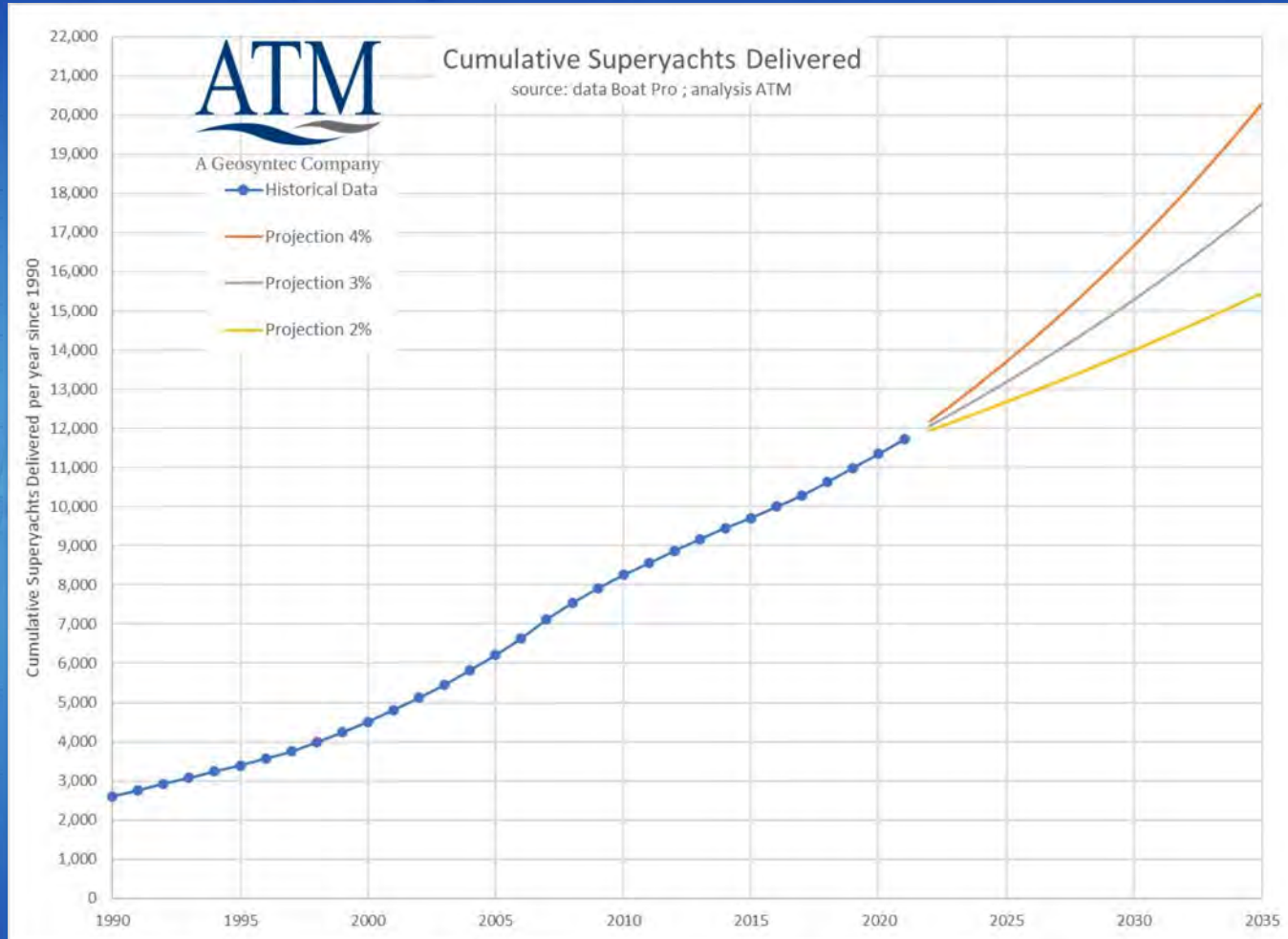
Savannah Waterways

Secondary Market

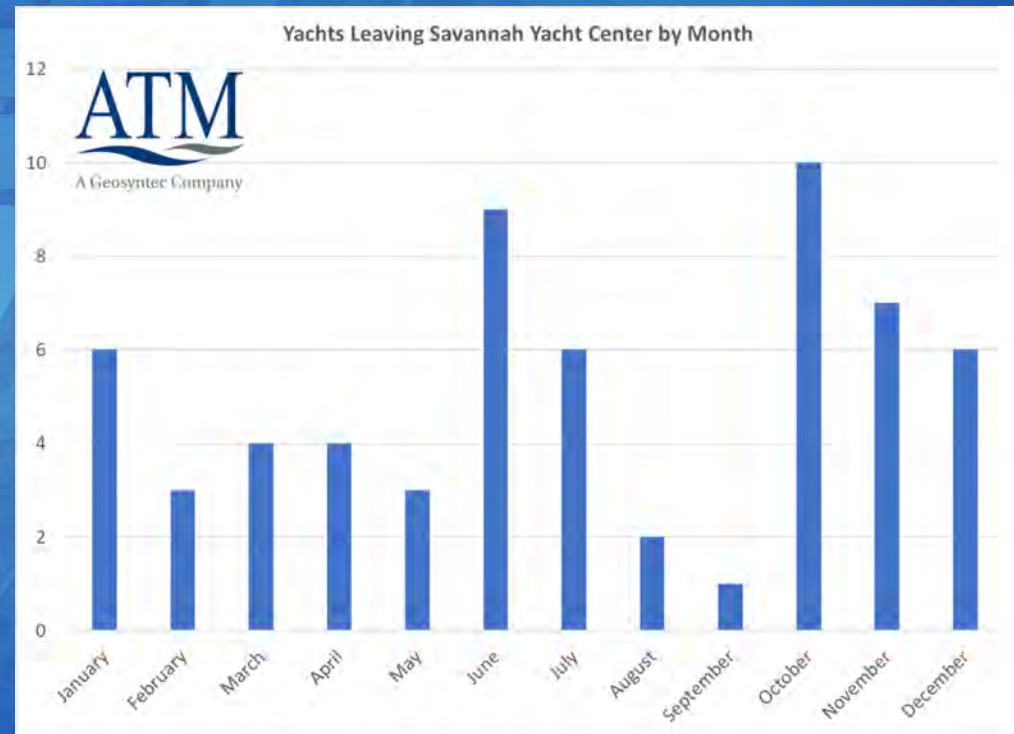
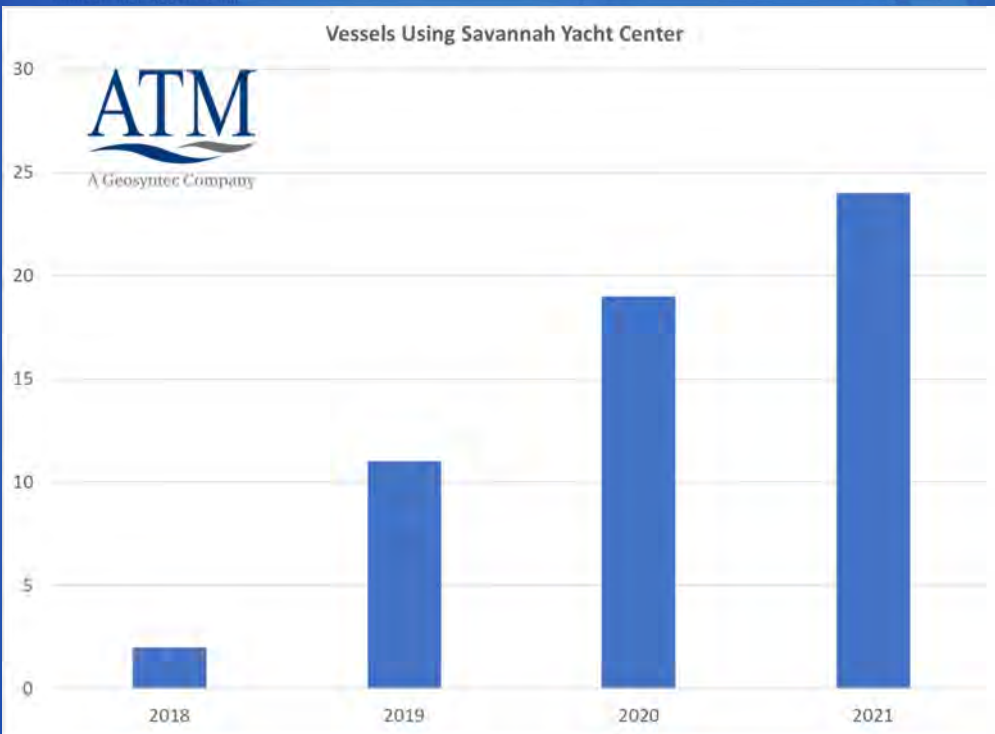
Transient Boaters

- Regional day boaters who are seeking a “destination”
- AIW traffic seeking a new destination
- Regional cruisers seeking protected berthing and access to downtown Savannah
- Transiting superyachts and crew
- Superyachts getting maintenance and refit at Thunderbolt or Savannah Yacht Center
- Boaters coming for Savannah events (e.g., St Patricks Day)

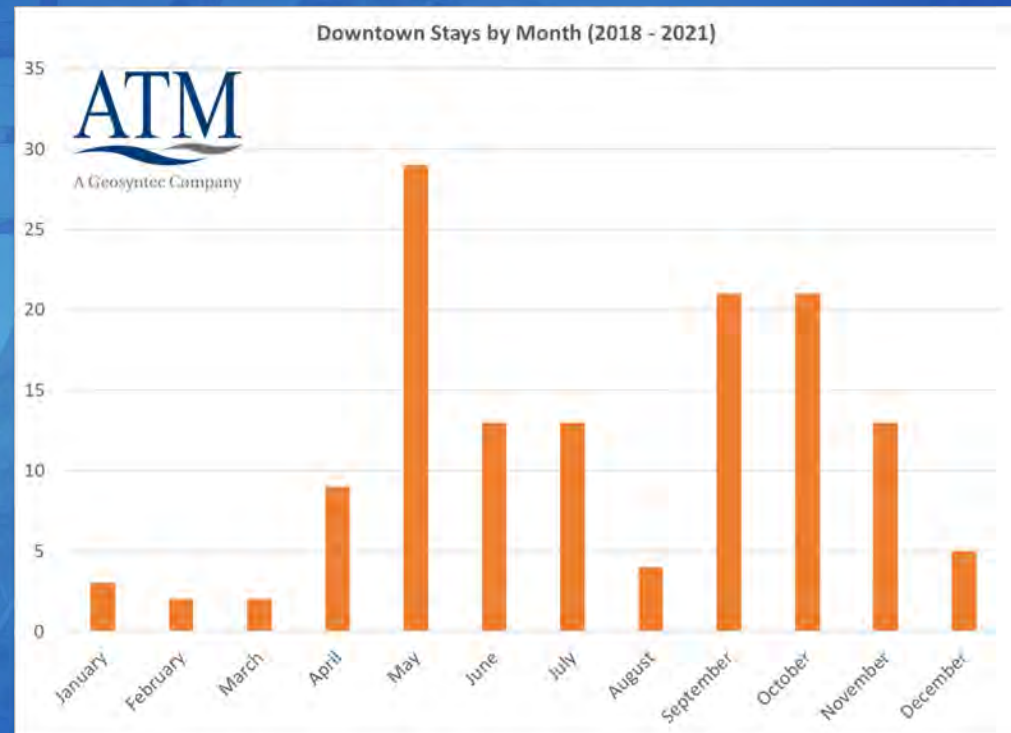
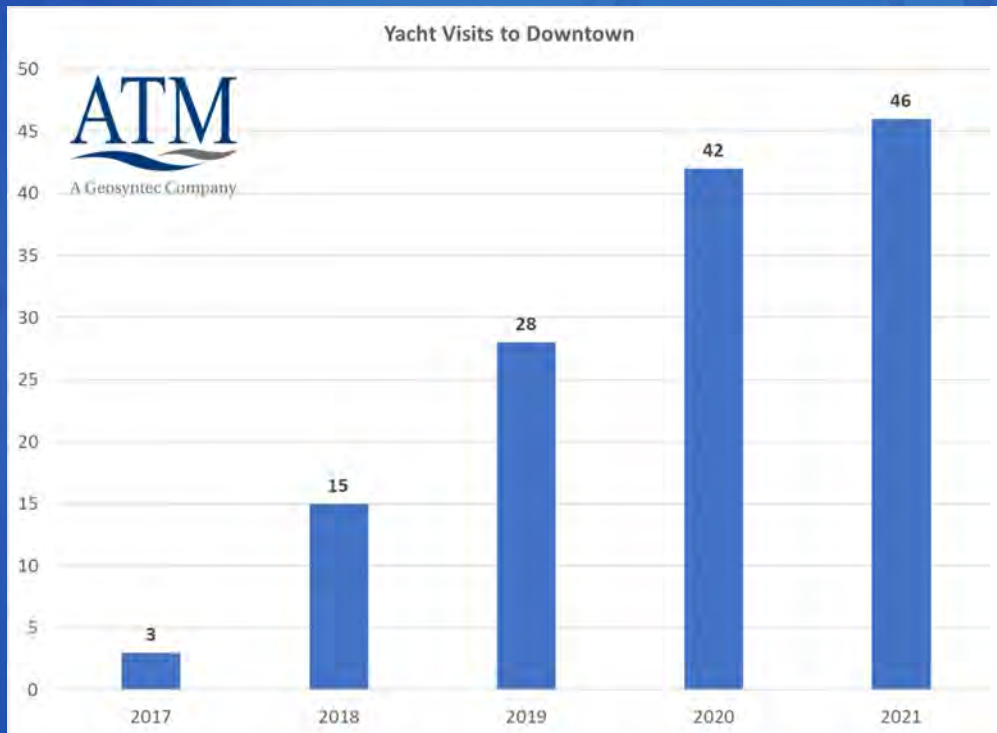
Superyacht Potential



Savannah Yacht Center Activity



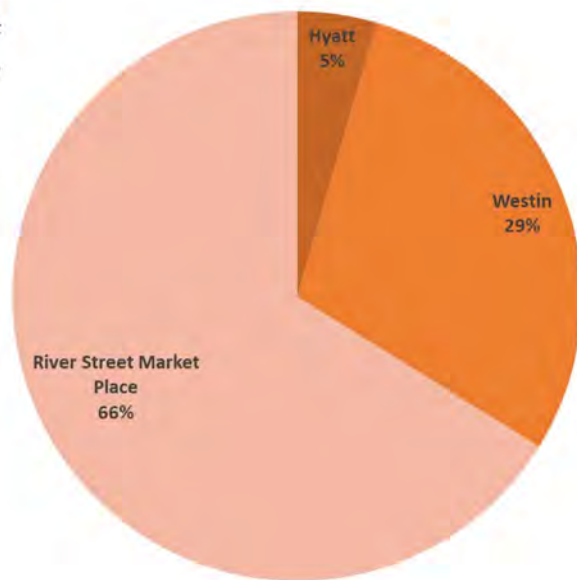
Downtown Savannah Superyacht Activity



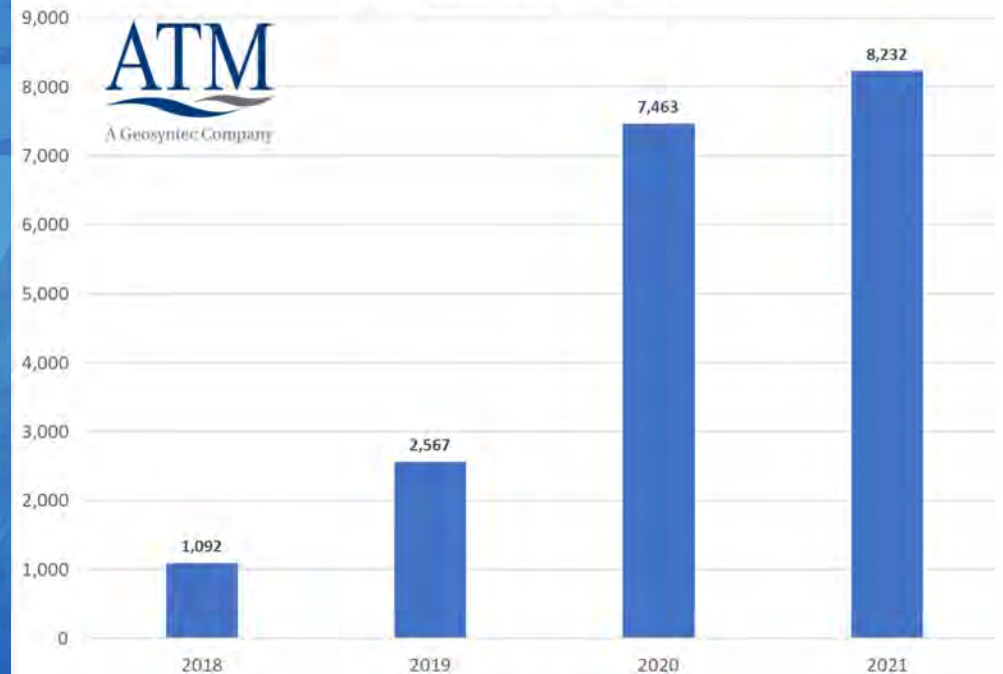
Please note that 2017 was an incomplete year for the BoatPro AIS database.

Downtown Savannah Superyacht Activity

Downtown Market Distribution



Superyacht Meter Days Downtown



Savannah City Lights
Marina Market Overview

Additional Downtown Superyacht Statistics

- The average length of vessel visiting downtown Savannah since June of 2017 is approximately 38.6m but the most common sized vessel to visit was 32m
- The largest vessel to stay in Savannah over this period was 98.4m (M/Y Aviva)
- M/Y Limitless (96.3m) stayed on the Westin dock for over a month in 2021
- While the average stay downtown was 3.4 days, the most common stay period is one day.
- 15 vessels over 50m have stayed during the time period including 5 vessels over 90m

	Yacht Length (m)	Stays (days)
Average	38.6	3.4
Largest / Longest	98.4	32.7
Mode	32	1
Geometric Mean	36.4	2.4

What is the market for slips?



source: www.access-savannah.com

Chatham County Area

Tertiary Market

Regional Boaters

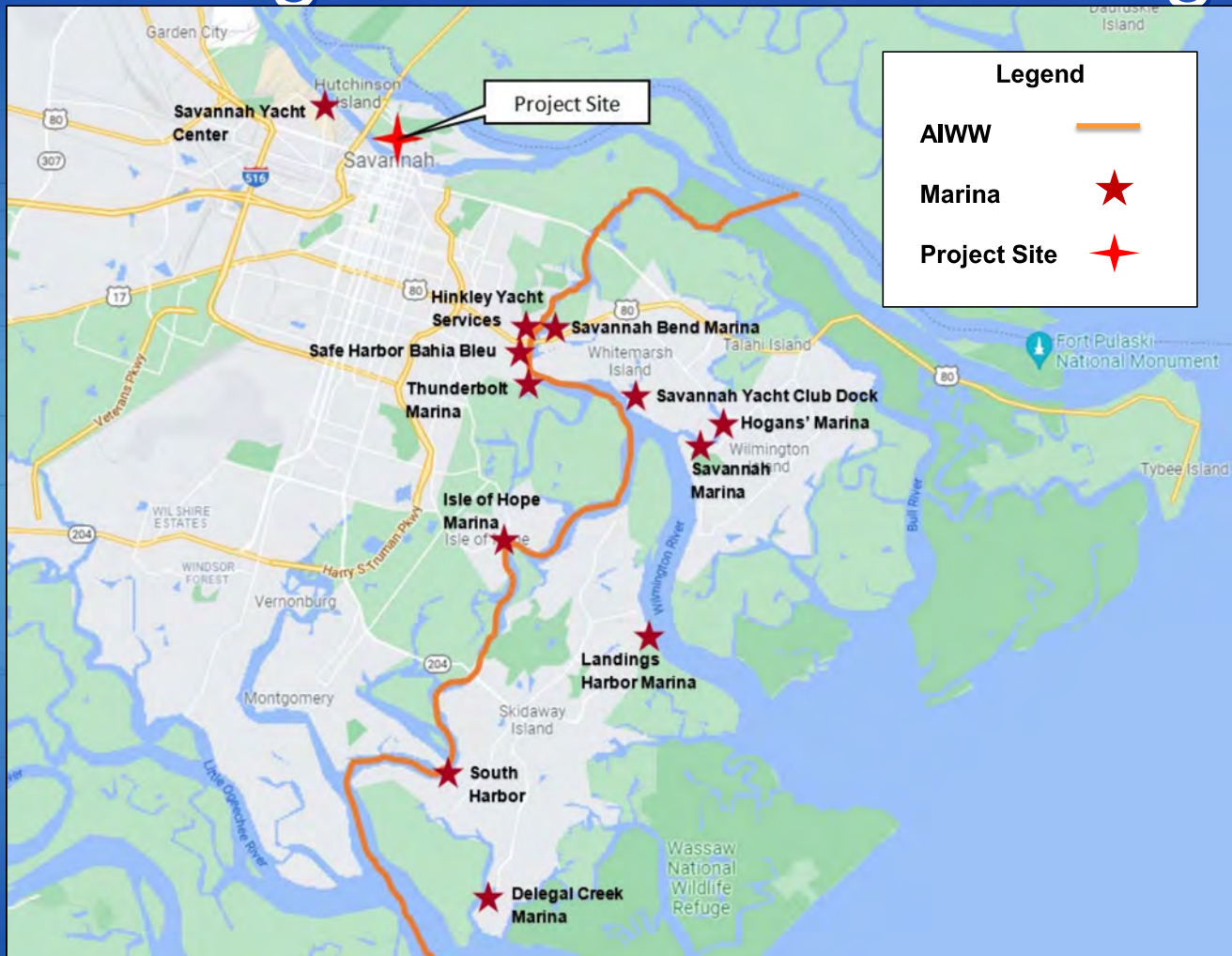
Drive time boaters or second home owners who prefer subject marina due to:

- Proximity to downtown Savannah
- Destination appeal
- Amenity offerings
- Prefer new, well-appointed marina
- Seasoned boaters not afraid of Savannah River commercial traffic



Section 2 – Competition Assessment

Existing Area Marina Offerings



Savannah City Lights Marina Market Overview

Top Marina Facilities

Savannah's "Top 5"

- The Landings
- Savannah Bend
- Thunderbolt Marine
- Isle of Hope
- Savannah Yacht Club

Regional Benchmark Marinas

- Charleston City Marina
- Harbour Town Yacht Club, Hilton Head Island

Dock Style: *Floating Concrete (aging); drystack storage*

Number of Slips: *102 wetslips; 276 drystack*

Slip Lengths: *30-60 ft.*

Water Depth: *4 ft. (on Delegal Creek); 7-ft. at Landings Harbor*

Occupancy: *~90%*

Boat Types: *Bay Boats/Center Consoles to 25-ft.; Cruisers to 50-ft.; some sailboats*

Rates: *\$13.50 wet; \$12.50-\$15.00 dry (\$/ft./mo.)
\$1.95 transient wet (\$/ft./day)*

Fuel: *Gas and Diesel*

Utilities: *30A & 50A, Potable, Cable, WiFi*

Market Factors: *Upland residential community; historically open to homeowners only; aging community/infrastructure; limited transient appeal (attractions, water depths, etc.)*

The Landings Skidaway Island



Savannah Bend Marina

Savannah , GA

Dock Style:	<i>Floating concrete (older); enclosed drystack</i>
Number of Slips:	<i>28 wet; 230 dry</i>
Slip Lengths:	<i>30-40-ft wet (larger on T-heads); 29-ft. dry</i>
Water Depth:	<i>6 ft.</i>
Occupancy:	<i>90%</i>
Boat Types:	<i>Powerboats to 40-ft.</i>
Rates (annual):	<i>\$16.85 wetslips; \$16.35-\$17.85 dry (\$/ft./mo.) No transient wet slips</i>
Fuel:	<i>Gas & Diesel</i>
Utilities:	<i>30A & 50A, Potable, WiFi</i>
Market Factors:	<i>Relaxed family atmosphere; focused on drystack which has seen a steady increase in occupancy over the past four years; current wait list on drystack; wetslip annual leases available; very limited attraction for transients; assoc. boat dealership on site</i>



Dock Style:	<i>Floating Concrete</i>
Number of Slips:	<i>60</i>
Slip Lengths:	<i>30-ft.; 1,250 LF of side tie</i>
Water Depth:	<i>20 ft.</i>
Occupancy:	<i>60%; variable with transients</i>
Boat Types:	<i>Power boats to 70ft.; few sail</i>
Rates (seasonal):	<i>\$1.90 transient (\$/ft./day)</i>
Fuel:	<i>Gas & Diesel</i>
Utilities:	<i>100A max shore power; potable water; WiFi</i>
Market Factors:	<i>Associated with large megayacht service facility; on AIW; limited on-site amenities; some nearby restaurants; clean/basic facility</i>

Thunderbolt Marina

Thunderbolt



Dock Style:	<i>Floating concrete</i>
Number of Slips:	<i>125</i>
Slip Lengths:	<i>4,000 LF of side tie dockage</i>
Water Depth:	<i>12 ft.</i>
Occupancy:	<i>85%</i>
Boat Types:	<i>Cruisers to 50-ft.; some sailboats; smaller center consoles/flats boats on docks and in upland yard</i>
Rates (annual):	<i>\$13.30-\$16.00 (\$/ft./mo.) \$2.20 transient (\$/ft./day)</i>
Fuel:	<i>Gas & Diesel</i>
Utilities:	<i>100A max shore power, Potable water, WiFi</i>
Market Factors:	<i>Last stop on AIW southbound until Golden Isles; somewhat remote; 2 loaner cars available for transients; very popular with transient boaters</i>

Isle of Hope Marina

Isle of Hope



Savannah Yacht Club

Wilmington Island

Dock Style:	<i>Floating Concrete</i>
Number of Slips:	<i>~150</i>
Slip Lengths:	<i>6,000 LF side tie dockage</i>
Water Depth:	<i>N/A</i>
Occupancy:	<i>40%</i>
Boat Types:	<i>Sportfishers to 50-ft.; cruisers; sailboats</i>
Rates (annual):	<i>Private Club</i>
Fuel:	<i>Gas & Diesel</i>
Utilities:	<i>Shore Power, Potable, Cable</i>
Market Factors:	<i>Private club. Slips avail. to members only. Occupancy kept artificially low to accommodate sailing events and maintain space for transients. Transients must be members of yacht clubs in good standing (no general public access). Transients mainly from CHS or HHI. Trailer boat area near full capacity.</i>



Photo Source: www.marinas.com

Dock Style: *Floating concrete and timber*

Number of Slips: *415*

Slip Lengths: *35-60-ft. dedicated; substantial side tie dockage*

Water Depth: *~20-ft.*

Occupancy: *80%*

Boat Types: *Mainly cruisers and sailboats*

Rates: *\$19.00-\$27.00 (\$/ft./month)
\$25.00-\$38.00 (\$/ft./mo.)
\$2.35-\$3.95 transient (\$/ft./day)*

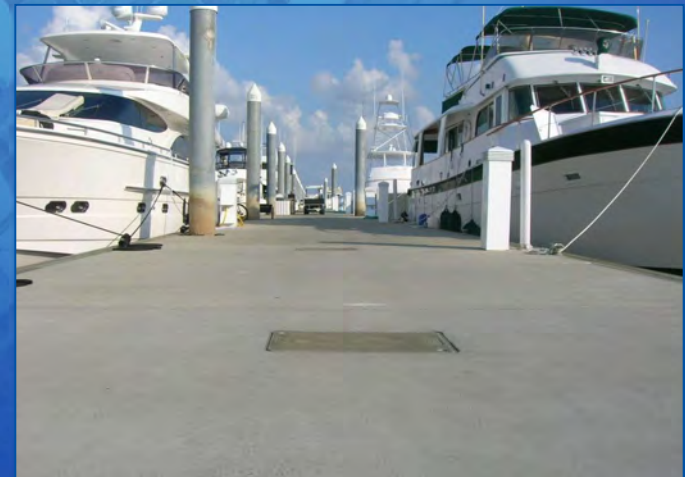
Fuel: *Gas & Diesel, High speed diesel*

Utilities: *Up to 100A shore power, Potable water; WiFi*

Market Factors: *The major marina servicing historic Charleston, SC; expansive side-tie dockage capable of berthing large yachts (up to 450-ft. +); located on AIW; good location for regional boaters as well; access to offshore fishing; CHS Harbor, etc.; opposite side of peninsula from d-town attractions, however (requires walk or cab ride)*

Charleston City Marina

Charleston, SC



Harbour Town Yacht Basin

Hilton Head Island, SC

Dock Style:	<i>Floating concrete</i>
Number of Slips:	<i>95+ side tie</i>
Slip Lengths:	<i>35-60-ft. typ.; side tie up to 150-ft. +</i>
Water Depth:	<i>8-ft. (variable with dredging)</i>
Occupancy:	<i>~75%</i>
Boat Types:	<i>Large cruisers, sailboats, some sportfishers; some center consoles</i>
Rates (long term):	<i>\$32.00 (\$/ft./mo.) \$3.25-\$4.25 transient (\$/ft./day)</i>
Fuel:	<i>Gas & Diesel</i>
Utilities:	<i>Up to 100A shore power, potable water, WiFi, etc.</i>
Market Factors:	<i>Iconic marina at Sea Pines on Hilton Head; marina village concept; protected upland cut marina basin championship golf, Heritage PGA event nearby, beaches, shopping, etc.</i>



Marina Slip Rate Analysis

Rates for Public Marina Wetslips in the Savannah Area Range From:

- Annual Rates range between \$11.25 - \$17.85/foot/month
- Transient slip rates range between \$1.95 - \$2.25/foot/night

Rate Drivers:

- Amenities
- Overall Marina Quality
- Popularity among transient boaters
- Facility access and location



Section 3 – Anticipated User Profile

Anticipated Vessel Types

- Cruisers ~30-60ft +
- Very Limited Sailboats ~30-50ft
- Superyachts to 350-ft +
- Smaller day boaters from 20-35ft



Amenity Expectations

- Access to downtown Savannah
 - Water Taxi
 - Safe, good-quality, clean, protected dockage
- Destination-level Restaurant
 - Pub/Casual Dining Options
- Reliable and state-of-the-art marina utilities
- Fuel (Gas and Diesel)
- Available Marine Service
 - Can be Off-Site or Mobile
- Ships Store/Convenience Store
- Concierge-level service for Superyachts
 - Crew Facilities



Transient Characteristics

- Regional Boaters
- Off the AIW slightly
- Day Boaters Looking for a Destination
- Superyachts
- Safer, reliable, protected dockage with access to downtown Savannah



Section 4 – Demand Analysis

Demand Forecast Residents

Primary Market Demand

Program Elements	Price Point	Number of Units	Projected Capture	Slips Projected	Type
The Reserve (SFH)	\$450K to \$1,000K	228	20%	46	Long-Term
Woodfield Class A Apartments	\$2K to \$5k / month	277	10%	28	Long-Term
Daniel Senior Non-Restricted	unk	277	5%	14	Long-Term
Winfield Luxury Condo	\$2,500K to \$5,000K	27	40%	11	Long-Term
Big Rock Senior Independent & Assisted Living	unk	125	2%	3	Long-Term
Total Primary Demand		934		100	

Demand Forecast Transient Boaters

- Unparalleled Destination Offerings
 - Access to downtown Savannah
 - Marina Village/Retail/Restaurants
 - Golf
 - Resort
- Slightly off AIW, but will be THE place to stop
- Highly attractive to regional day boaters and AIW transits



Demand Forecast Transient Boaters

- **Bahia Blue** – 45 wetslips full with transients
- **Savannah Bend Marina** – 28 wetslips that primarily cater to transient boaters
- **Thunderbolt Marina** – 60 wetslips that primarily cater to transients
- **Isle of Hope Marina** – 125 wetslips; majority cater to transiting AIW transient boaters



- *All facilities remote from primary attraction in region – Downtown Savannah*
- *None offer comprehensive amenities (marina village)*

Transient Superyacht Demand Factors

Location

- The proposed facility is located just off a major transit path, the Atlantic Intracoastal Waterway
- Downtown Savannah has exceptional destination appeal for megayacht owners and crew
- Exposure on river must be palatable
- On way to and from Savannah Yacht Center
- Near Thunderbolt Marine Service Yard

Competition

- Very limited marina facilities in the Savannah area that have been developed with the needs of superyachts in mind.
- Thunderbolt Marine offers some amenities to transiting superyachts, notably a regional megayacht service yard.
 - The facilities at Thunderbolt are removed from area attractions, however.



Transient/Commercial Demand Summary

Transient/Commercial Market Demand	
Source	Number of Slips
Day Boaters	5 to 15
Regional Cruisers	5 to 10
Transiting AIW Boaters	5 to 15
Transient Superyachts	3 to 10
Brookfield-Concord Hospitality 200-key Hotel	2 to 5
Lowe 175-key Boutique hotel	2 to 4
Estimated Transient/Commercial Demand	22 to 59

- **Day Boater Destination**
 - *Downtown Savannah and Savannah City Lights Marina Village*
- **Regional Cruiser Appeal**
- **Transiting AIW vessels**
- **Superyacht Destination, Stopover, and Maintenance Yard**

Demand Forecast Regional Boaters

Regional Market Demand					
Source	2022	2030 Projection	Increase	% Prefer SCL Marina	No. of Slips
Population	291,012	318,999	27,987		
Registered Boats over 25ft	462	506	44	25%	11
Movers from Existing Marinas					5 to 10
Total Regional Demand					16 to 21

Demand Summary

- Current Plan
 - 88 Dedicated Slips Inside Basin
 - 496 LF T-Heads Inside Basin
 - 1,260 LF Along Savannah River

Total = ~125 slips

- Current Marina Scale Generally Appropriate (likely to quickly reach capacity)
- Success of facility will be tied to quality and success of the upland development and attractiveness

Slip Demand Summary

Source	Number of Slips
Hutchinson Island Residents	100
Transient / Commercial Slips	19 to 56
Regional Slip Takers	16 to 21
Transient Superyachts	3 to 10
Estimated Transient/Commercial Demand	138 to 181

Slip Rate Recommendations

- The proposed marina at Savannah City Lights boasts an attractive location and will provide superior amenities and unparalleled access to downtown Savannah. These attributes, coupled with the protected berthing and virtually non-existent competition in the immediate area will enable the facility to command superior slip rates.
- ATM suggests an initial long-term rate of \$20.00-\$25.00 per foot per month for long term storage.
- Only the Westin and River Street Market Place now offer dockage for superyachts downtown.
- Neither the Westin or River Street Market Place offer fuel or high-capacity power.
- ATM recommends transient rates of \$3.50 - \$4.00 ft/day depending on vessel size
 - Westin = 3.00
 - River Street Marketplace = \$3.50
 - Isle of Hope = \$2.20
 - Charleston City Marina = \$2.35-\$3.95
- Day dockage area = paid for through ticket validation from development offerings
 - Support retail and restaurants, create buzz
 - Limit dockage time
 - Adjust for special events (i.e. on-site civic events, concerts, etc. vs. Savannah events where charges should apply)

Summary

- The market for marina slips is stable to improving in Savannah, particularly for smaller vessels and larger transient vessels.
- The residential aspects of the proposed upland development will provide demand for slips at the Savannah City Lights marina.
 - Local, Regional, and AIW transient boaters will augment slip demand, particularly due to the few boating “destinations” proximate to downtown Savannah.
- Area population growth will spur limited additional demand for slips at the subject site.
- Savannah area marina facilities have experienced stabilization in occupancy over the past ~10 years, with smaller vessels (drystack and trailerable/hoist launches) most popular. Transient business is stable.
- Anticipated vessels include power cruisers from 30-60ft +. A few sailboats to 30-50ft may also be expected. Transiting and visiting superyachts to 350ft and day boaters from 20-35ft.
- Boaters are looking for safe/protected dockage near downtown Savannah, a boating destination (which is lacking in the marketplace), and basic utilities. Larger yachts will look for concierge-level service.
- The current scale of marina offerings is generally appropriate to accommodate projected, long-term demand.
- Due to the limited size of the marina and other factors a single phase marina development program is indicated as long as the upland real estate products are available.
- Slip mix should focus on 30-70ft slips with provision for larger vessels and flexible side-tie berthing.
- Slip Rates shall be set at a premium for seasonal and transient boaters, particularly as upland amenities come online and destination appeal is realized.
- Day dockage should initially be provided free of charge or through upland business owner validation to spur interest in commercial, retail, and upland real estate. Charges for dockage during special events outside Savannah City Lights should apply.