

From: [Michael Moody](#)
To: [Tobler, Paul](#); [Reinhardt, Sherelle D CIV SAS](#)
Cc: [Noble, Josh](#)
Subject: Re: FW: City Non-Violative Letter
Date: Wednesday, November 15, 2023 11:44:55 AM

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Paul,

You should have received a couple other emails about the ACOE information. In regards to the boat ramp, the proposed floating docks will be further to the west than the existing floating dock, and also further west of the fixed pier. If the current boat ramp has been operational with the current dock layout, shifting the docks further to the west should not only allow access as it has been, but also increase accessibility. The usage of the boat ramp will also be enhanced by having additional staging locations so that more vessels can be accommodated.

I assume you know about the shift west and are looking at this with the SKM Heritage Holdings dock in mind as well. We also took this into account when we modified the originally submitted plan for SKM. The McIntosh IDA approved a subsequent revision to move SKM Holdings wharf further east which would cross over their property line to create the same amount of space available for the boat ramp area as there is now. The attached photo shows the boat ramp left and right limits extended further into the river for reference, as well as the measurements showing that access to the ramp will be preserved.

The other attached 3D drawings show the original plan and then an alternative showing SKM's wharf pushed further east to line up with their walkway. Keep in mind that neither of the options shown on the 3D drawings are the final plan. We had to keep a 3 foot section of SKM's wharf west of the walkway for a davit to unload the shrimp boats, if we lined up the wharf with the walkway exactly it would not have left space for the davit.

I am available for a call or meeting anytime to discuss this project.

Sincerely,

Michael

On Wed, Nov 15, 2023 at 10:14 AM Tobler, Paul <paul.tobler@dnr.ga.gov> wrote:

Good morning,

I received the check. The SAS # you provided below was for the LOP for repairs to the existing dock. Please provide an email from the USACE with PM and SAS#. This email should include the recognition and approval of the proposed extension of the channelward

most floating dock being 38% into the waterway at Mean Low Water.

Please describe how the project will maintain the public's ability to access to the existing boat ramp safely. Specifically, how will launching and retrieval of recreational vessels at the boat ramp will be affected by the proposed project?

Sincerely,

Paul D. Tobler

Coastal Permit Coordinator

[Coastal Resources Division](#)

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From: Michael Moody <coastalpermittingservice@gmail.com>

Sent: Monday, November 13, 2023 11:20 AM

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

Subject: Re: FW: City Non-Violative Letter

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I can bring you a check today. Army Corps issue is a little more difficult. I have left voicemails and several emails with Bill Rutlin, still waiting on a response. Can we roll with the information initially provided to get it on PN? Jordan Dodson SAS-SAS2022-00933

Sincerely,

Michael

On Mon, Nov 13, 2023 at 10:21 AM Tobler, Paul <paul.tobler@dnr.ga.gov> wrote:

Good morning,

We have this public notice almost ready to go but I need the USACE information and the application fee. Please get us those items ASAP.

Thanks,

Paul D. Tobler

Coastal Permit Coordinator

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From: Tobler, Paul

Sent: Tuesday, November 7, 2023 3:14 PM

To: Michael Moody <coastalpermittingservice@gmail.com>

Subject: RE: FW: City Non-Violative Letter

Got it. Send the check when you can. Ill get everything together to send up for review.

Paul D. Tobler

Coastal Permit Coordinator

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From: Michael Moody <coastalpermittingservice@gmail.com>

Sent: Tuesday, November 7, 2023 2:37 PM

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

Subject: Fwd: FW: City Non-Violative Letter

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Paul,

Please see the updated documents attached to this email.

Sincerely,

Michael

DARIEN WATERFRONT IMPROVEMENTS

2022

Darien Downtown Development Authority CMPA Permit Request

Coastal Permitting Service

Tel (912) 977-5241
Fax N/A

256 S. Topi Trail
Hinesville, GA 31313

<https://coastalpermittingservice.com/>
coastalpermittinservice@gmail.com

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Downtown Development Authority CMPA Permit Application

Applicant Information

The applicant for the proposed project is the City of Darien Downtown Development Authority (DDA). The DDA is represented by Michael Moody of Coastal Permitting Service for this project.

Deborah Lee Gilkey
Director Darien Downtown Development Authority
PO Box 452, Darien, GA 31305
Email: ddadirector@darietel.net
Phone: (912) 437-5604

Michael Moody
Coastal Permitting Service
256 S. Topi Trail
Hinesville, Georgia 31313
Email: coastalpermittingservice@gmail.com
Phone: (912) 977-5241

Project Summary

The existing dock facility consists of a 6,655.67 SF fixed deck platform that includes access points, a large deck area, and a wharf. An 82 SF ramp extends seaward from the fixed deck to access the 8' x 125.27' (1,002.16 SF) floating dock. There is also an existing boat ramp with a walkway (68 SF in jurisdiction) extending from the upland to a 3' x 40' (120 SF) ramp that accesses an 8' x 20' (160 SF) floating dock. There is also a 4' x 25' fixed walkway extending from the upland to a 3' x 40' ramp that accesses a 8' x 20' floating dock. The floating dock is adjacent to a 12' x 45' concrete boat ramp. The existing dock facility provides mooring space to shrimp boats, tour boats, transient vessels. The wharf is also used for fishing, crabbing, and other recreational water-dependent activities. The upland does not contain any amenities that are meant to serve or augment the function of the marshland component of the project.

The proposed project consists of a modification to reconfigure the existing wharf, relocate the existing floating dock, and add a floating dock to the existing dock facility permitted as CMP#458. The existing wharf turns has a section further inland, where the ramp is currently located. This section will be removed (278 SF) and a new 109.8 SF section will be added to straighten the wharf. A new 6' x 85.77' (514.62 SF) walkway will be constructed seaward from the western access point to provide access to the two proposed floating docks.

The existing floating dock is positioned approximately 5' from the fixed wharf, which does not allow boats to moor on the inside of the dock. The pilings are also located externally on the landward side, which further prohibits vessels from safely mooring. This floating dock will be relocated approximately 15ft. seaward and turned to follow the contour of the shoreline. The size will also be modified by adding an additional 2' x 126' (252 SF) of floating dock (total of 1,260 SF) on the landward side to encapsulate the pilings at provide a straight surface for mooring vessels. The second floating dock will be 12ft. x 126ft. (1,512 SF) and located seaward of the first floating dock. The ramp to access the second floating dock will be 4' x 80' (320 SF) to better accommodate ADA access.

The total existing footprint of the dock is 8,659.83 SF. A total of 1,362.16 SF of structure will be removed and replaced with 3,836.42 SF of new structures. The new total impacts will be 11,134.09 SF for a net increase of 2,474.26 SF (0.06 ac.)

Needs Assessment

The existing dock facility provides public mooring space for boaters visiting Darien, as well as commercial businesses such as shrimp boats and scenic charter boats. The existing mooring space has been insufficient to accommodate the number of boaters visiting Darien by boat on a regular basis, with the deficiency being most pronounced during the summer months. The lack of mooring space has prevented visitors from gaining access to the upland and been detrimental to the economy of downtown Darien.

As Darien continues to grow, there has been increasing demand for dock space for commercial operations such as scenic tours, fishing charters, and transient boat access. These existing and new activities have to compete with the historic use of the Darien waterfront as a working shoreline for shrimp boats. This modification will preserve the amount of mooring space for shrimp boats while increasing the amount of space for commercial vessels and transient boaters by 400%. This project will allow the Darien Downtown Development Authority to facilitate the expansion of Darien as a premier place to live and visit in the coming years, while also preserving the historic aspect of the city and waterfront.

Alternative Analyses

The location of the project was determined based on the existing structure being present and the lack of suitable waterfront properties controlled by the City elsewhere. The Current location is the only place within the Darien city limits that has available land with water access sufficient enough for the size of vessels that regularly require mooring space. The impacts of the modification will also be minimized by utilizing the existing structure as the foundation of the new and relocated floating docks. If another location were possible, the footprint of structures within coastal marshlands would be increased due to the construction of new walkways and other structures required for a community/commercial dock facility. The location is also the end-destination of visitors to Darien. Mooring space at the downtown waterfront will allow transient boaters to moor their vessel and be within walking distance from the local shops, restaurants, and historic landmarks.

Adjoining Landowners

Setter's Bluff Development
P.O. Box 607
Brunswick, GA 31521

SKM Heritage Holdings, LLC
1020 Broughton Lane
Newborn, GA 30056

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. The nearest hazardous waste sites are Glynco Naval Air Station (Cotton Court Property) and McIntosh County - King Road MSWLF. The sites are 8.1 miles and 10.3 miles from the project location, respectively. See Appendix I for more details.

Historic/Cultural Resources

The project area is located within a registered historic place, the West Darien Historic District, and is in close proximity to four other registered historic places, Vernon Square – Columbus Square Historic District, Fort King George, Hofwyl – Broadfield Plantation, and The Ridge. While within the West Darien Historic District, we do not believe this historic resource will be impacted by the project because all project related activities will be conducted seaward of the high-water mark. No modifications or additions are being proposed to the upland, where the historic and cultural resources have been found. Below is a chart of the historic sites, their distance to the project area, and our determination on likelihood of affects. An archaeologist has not reviewed the project. See Appendix J for more detailed information on each historic place.

Reference Number	Property Name	Distance	Likely to Affect?
01000975	West Darien Historic District	0 feet	No
85000581	Vernon Square-Columbus Square Historic District	700 feet	No
71001101	Fort King George	1.2 miles	No
76000635	Hofwyl-Broadfield Plantation	2.56 miles	No
85000863	Ridge, The	2.9 miles	No

Water Quality Certification

The project does not include fuel or pump out facilities and will not require a water quality certification.

Soil and Erosion Control Statement

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

Turbidity Statement

The proposed project will be performed in a manner to minimize turbidity in the stream. The structure will be entirely pile supported and will not require the discharge of sediment or fill into the waterway. The existing shoreline will not be disturbed during construction.

Oil & Pollutant Statement

The proposed project does not include vessel maintenance or fueling and will not result in the release of oils or other pollutants into the river.

Water Use Statement

The proposed project is located seaward of upland owned by the applicant or landowners that have granted permission to the applicant to utilize the waterfront space. The project will extend minimally into the waterway to prevent obstructions to navigation. The final structure will be open to the public and is meant to serve the community by providing more opportunities for legitimate water uses.

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 unreasonable harmful obstructions to or alteration of the natural flow of navigational water within the affected area to arise. All components of the project will be pile supported to allow the natural flow of water to pass under the structures. The project will be limited in extent past the mean low water line to prevent obstructions to navigation, in particular passage under the Highway 17 bridge at Darien.

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 create unreasonably harmful or increased erosion, shoaling of channels, or stagnant areas of water. The project will be pile supported and does not involve dredge or fill that may change the flow of water and create the type of conditions described above.

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 project will not result in a loss of aquatic habitat required for these species, nor will it impact the quality of the existing habitat. There are no existing oyster beds within the areas where the modifications will occur. The structures will be constructed as to not create negative impacts to aquatic species after construction.

Michael Moody
Coastal Permitting Service
April 26, 2023