

# Lang Brothers Dock Modification CMPA Permit Application

## Applicant Information

The applicant for the proposed project is Calvin W. Lang Jr. & Lang Seafood, Inc. The applicant is represented by Sam LaBarba of LaBarba Environmental Services for this project.

Calvin & David Lang  
100 E. St. Marys Street,  
St. Marys, Georgia 31558  
Email: calvinlangjr@gmail.com  
Phone: (912) 322-9593

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

## Project Summary

The proposed project consists of replacing a fixed wharf dock with floating docks to facilitate the mooring of additional vessels. The upland structures will be converted from their current commercial use to a boat shop selling items such as bait, clothing, and other outdoor gear.

## Existing Conditions:

The subject parcel is 1.67 acres and consists of several upland buildings and a commercial dock facility. The building on the northern side of the property is 1229.36 (Building 1) with a 907.68 concrete patio and a 26 SF stairway. Building 1 is not located within the 50-foot marshlands buffer and is not a component of the marina facility. Along the North River is a 2,008.9 SF dock house, a 724.2 SF covered shelter (1), a 242.1 SF covered shelter (2), concrete pad 1 (713 SF), concrete pad 2 (781.8 SF), a 224.16 SF storage building, and a 336.2 SF concrete pad with a 4,000-gallon fuel tank. The existing dock facility consists of a 2937.94 SF fixed deck, a 57.17 SF ramp, a 1181.1 SF floating dock (Floating Dock 1), a second 1,354.6 SF floating dock (Floating Dock 2), and a separate 100.45 SF walkway. The Coastal Marshlands Protection Act jurisdiction line was delineated by CRD staff on December 5, 2023.

The 50-foot marshlands buffer encompasses 21,313 SF. Building 1 and its associated concrete patio are located landward of the 50' marshlands buffer and do not serve or augment the function of the in-water structures. A portion of the dock house (1,236 SF) is located on the upland and within the 50-foot buffer. A portion of concrete pad 1 (78.25 SF) is also located partially on the upland and within the buffer. Covered shelters 1 & 2 and concrete pad 2 are all located entirely within the buffer area. The storage building and the fuel tank area are both entirely on the upland, with 113.31 SF and 30.34 SF

within the buffer, respectively. The existing upland component is 3,622.71 SF with 3,206 SF of impacts within the 50-foot marshlands buffer. The 50-foot marshlands buffer is currently 15% impervious.

**Existing Upland Component:**

Dock House: 1,236 SF  
Concrete Pad 1: 78.25 SF  
Concrete Pad 2: 781.8 SF  
Covered Shelter 1: 724.2 SF  
Covered Shelter 2: 242.1 SF  
Storage Building: 224.16  
Fuel Tank: 336.2 SF

**Total Upland Component: 3,622.71 SF**

**Existing Within 50-Foot Marshlands Buffer (21,313 SF):**

Dock House: 1,236 SF  
Concrete Pad 1: 78.25 SF  
Concrete Pad 2: 781.8 SF  
Covered Shelter 1: 724.2 SF  
Covered Shelter 2: 242.1 SF  
Storage Building: 113.31 SF  
Fuel Tank: 30.34 SF

**Total Impacts within 50-Foot Marshland Buffer: 3,206 SF**

The structures seaward of the CMPA jurisdiction line include a portion of the concrete patio, a portion of the dock house, the fixed deck, unserviceable walkway, ramp, Floating Dock 1, Floating Dock 2, and existing rip rap. The total existing impacts within CMPA jurisdiction is 10,263.57 SF (0.24 acres)

**Existing Marshland Component:**

Concrete Pad 1: 634.75 SF  
Dock House: 772.9 SF  
Fixed Deck: 2,937.94 SF  
Walkway: 100.45 SF  
Ramp: 57.17 SF  
Floating Dock 1: 1,181.1 SF  
Floating Dock 2: 1,354.6 SF  
Rip Rap: 3,224.66 sf

Total Existing Marshland Component: **10,263.57**

**Proposed Conditions:**

The proposed project will begin with the removal of Floating Dock 1 (1181.1 SF), Floating Dock 2 (1,354.6 SF), 1,715.94 SF of fixed deck, the 57.17 SF ramp, and the 100.45 SF unserviceable walkway. A total of 4,409.26 SF will be removed, leaving 2,629.65 of the existing structure in place.

**Post-Demo Marshland Component:**

Concrete Pad: 634.75 SF  
Dock House: 772.9 SF  
Fixed Deck: 1,222 SF

**Total Post-Demo Marshland Component: 2,629.65 SF**

The existing upland structures will remain in the same footprint and the interior will be repurposed for a marina office, outfitter store, restrooms, vending, and other amenities. No changes are being proposed to the structures on the upland

The additional in-water structures will include a 5' x 40' (200 SF) ramp, a floating dock (7,233 SF), and an additional 1,100.34 SF of rip rap. The floating dock will be equipped with power pedestals every 30 feet along the mooring space of each mooring pier and the entire outer edge of the floating dock. A permanent pump out station will not be installed on the dock; however, a portable Keko pump station will be utilized as needed and stored on the upland. All waste materials will be disposed of at an approved upland location. The total proposed impacts within CMPA jurisdiction will be 14,387.65 SF (0.33 acres), for an increase of 4,124.08 SF (0.09 acres).

**Proposed Marshland Component:**

Concrete Pad: 634.75 SF

Dock House: 772.9 SF

Fixed Deck: 1,222 SF

Ramp: 200 SF

Floating Dock: 7,233 SF

Rip Rap: 4,325 SF

**Total Proposed Marshland Component: 14,387.65 SF**

## Needs Assessment

The project location is immediately adjacent to St. Marys Boat Service which has limited mooring capacity and is at 100% capacity in the water as well as in dry storage. The lack of mooring space has resulted in several vessels being left on mooring buoys in the North River for extended periods of time. The nearest location with mooring space is Gateway Marina and the St. Marys waterfront, which are 6 miles from the project location. The proposed project will provide overflow mooring space for St. Marys Boat Service as well as slips to the public. The location also provides a haven from storms for vessels that may typically be moored on the St. Mary's River. The proposed dock facility will be capable of mooring up to 30 30-foot vessels and is expected to be at 50% capacity within 6 months and 75%-90% capacity within one year from construction.

## Justification Statement

The proposed marina facility was planned based on the space available to this upland property on the North River and the potential client volume for the area. The boat facility next door has been at capacity for years and is frequently using the existing dock at the project site for overflow. There are also vessels left in the North River on mooring buoys for extended periods of time due to the lack of mooring space availability. The size of the proposed structure was determined by assessing the typical size vessel in this part of the river and past experiences of mooring vessels for the facility next door. With a carrying capacity of approximately 30 vessels, the proposed marina should stay at or near capacity year-round. If additional storage is needed in the future, a subsequent application will be submitted for additional structures.

## Alternative Analyses

The applicant does not have another property suitable for the water dependent activities supported by the proposed dock. The sizes of the proposed structures and layout were determined to be the best layout to support all the necessary functions.

## Adjoining Landowners

BTG PROPERTIES LLC  
12850 HIGHWAY 9 NORTH  
SUITE 600-110  
ALPHARETTA, GA 30004

CARBAUGH KENNETH &  
KATHERINE OUTLAW CARBAUGH  
1142 NEW POINT PETER ROAD  
ST MARYS, GA 31558

## 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 project area is located approximately 2 miles from the nearest site listed on the National Register of Historic Places. No historical or cultural resources will be impacted by the proposed project.

## Water Quality Certification

This application is simultaneously being submitted to Georgia EPD for a determination on whether a 401 Water Quality Certification is required.

## 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 dock structure will be entirely pile supported with minimal impacts to sediment from driving pilings.

## Oil & Pollutant Statement

BMPS will be implemented on the marina facility with instruction for preventing spills, as well as instruction for notification and cleanup protocols.

## Water Use Statement

The proposed project is located seaward of upland owned by the applicant. The project will extend minimally into the waterway to prevent obstructions to navigation. The final structure will provide more opportunities for legitimate water use.

## 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 dock 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.

### **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 dock will be pile supported which has minimal impacts on the natural waterway.

### **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.

Sam LaBarba  
LaBarba Environmental Services  
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