

Downtown Development Authority CMPA Permit Application

Applicant Information

The applicant for the proposed project is SKM Heritage Holdings, LLC. The applicant is represented by Michael Moody of Coastal Permitting Service for this project.

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Project Summary

The existing dock facility consists of a 1,094 SF decked platform extending from the upland to a 725 SF wharf. A total of 994 SF of the decked platform is located within CMPA jurisdiction, while the remaining 100 SF is located over the upland. The existing dock facility provides mooring space to shrimp boats who are provided slips on a lease. The wharf is also used for fishing, crabbing, and other recreational water-dependent activities. The existing dock and proposed dock meet the definition of a "Commercial Dock" under Ga. Comp. R. & Regs. r. 391-2-3-.03.

The proposed project consists of a modification to remove the wharf, install a walkway extension, add two (2) floating docks and ramps, construct a bulkhead, and to perform maintenance to the existing structure. The existing decked platform will remain in its same footprint with the roof being repaired and selective piling replacement. Approximately 12 pilings will be replaced. The proposed 6' x 26' (156 SF) walkway extension will extend seaward from the decked platform. Approximately halfway down the walkway extension will be a 4' x 24' (96 SF) ramp extending to the left to access the proposed 8' x 105' (840 SF) floating dock. A 4' x 30' (120 SF) ramp will extend seaward from the walkway extension and land on a 10' x 17.6' (176 SF) floating dock which will lead to an 8' x 117' (936 SF) floating dock. Where the two floating docks meet there will be two (2) 1.5' x 1.5' (2.25 SF) triangle connectors. The existing dock facility is 1,819 SF with 1,719 SF in CMPA jurisdiction. The proposed dock facility will be 3,420.25 SF with 3,320.25 SF in CMPA jurisdiction.

The proposed bulkhead will generally follow the approved CMPA jurisdiction line, being installed immediately seaward of the line. The bulkhead will be installed using heavy equipment from the upland. Temporary impacts on the upland will occur from material storage and the use of heavy equipment. These temporary impacts will be up to 9,475 SF, with 6,283 SF being located within the 50-foot CMPA

buffer. The only exception to the bulkhead following the CMPA line is where the angle of the CMPA line would reduce the structural integrity of the bulkhead. In this location, the total fill is 28 SF (3.17 CY). Fill material will be transported from an approved upland borrow pit. The bulkhead will be 1' x 152' (28.15 CY) and constructed from timber pilings and sloppy v boards. The amount of total fill will be 0.2 cubic yard per linear foot. The total impact in CMPA jurisdiction for the bulkhead will be 180 SF (31.32 CY).

The total proposed impacts in CMPA jurisdiction is 3,500.25 SF, for an increase of 1,781.25 SF (0.04 acres).

Upland Modifications

The upland land area at the project location is 9,475 SF, with 6,283 SF being located within the 50-foot CMPA buffer. The existing upland component of the project includes a 100 SF fixed deck, Building A (1,204 SF), Building B (1,204 SF), 1,050.2 SF of concrete surfaces, and a fuel tank (179 SF). The total existing impacts of the upland component are 3,737.2 SF, with 1,946.6 SF of the impacts being located inside of the 50-foot CMPA buffer and 1,790.6 SF of impacts being located landward of the 50-foot CMPA buffer. The existing impacts are further described on Sheet 2 of the submitted drawings.

The temporary impacts on the upland will consist of storing materials and operating heavy equipment such as excavators and skid steers in association with bulkhead construction, construction of the outdoor deck area, expansion of Building A, and installation of the gravel parking area. Temporary impacts will encompass the entire upland area of 9,475 SF, with 6,283 SF being located within the 50-foot CMPA buffer. Temporary impacts will occur within the framework set forth in Rule 391-2-3-.02.(4)(b)(2)(i) *Construction and maintenance of temporary structures necessary for construction of the marshlands component of the project.*

The permanent impacts to the upland will consist of increasing the size of the outdoor deck to 1,250 SF for an increase of 1,150 SF impacts within the buffer. The outdoor deck area is currently 100% pervious and will remain impervious after construction. Building A will be expanded to 1,644.8 SF for an increase of 440.8 SF of impacts. The new footprint of Building A will consist of 457.2 SF impacts within the 50-foot CMPA buffer and 1,187.6 SF of impacts landward of the 50-foot CMPA buffer. The expanded building footprint will not result in an increase in impervious surface as the addition will be located on top of the existing concrete surface, which will reduce the concrete surface from 1,050.2 to 609.4 SF, with 5.8 SF in the 50-foot CMPA buffer. A 3,250 SF gravel parking area will also be installed with 2,779.28 SF of these impacts being installed within the 50-foot CMPA buffer. The entire gravel parking area will be pervious.

The overall impervious area within the 50-foot CMPA buffer will be reduced, and there will be an increase in pervious area from 70% (pre-construction) to 73% (post construction).

Needs Assessment

The demand for shrimp boat mooring space has been continually declining and many shrimp boat captains have expressed concern about navigating under the Highway 17 bridge. Conversely, there is high demand for floating dock space where smaller recreational, commercial, or transient vessels can park. The purpose of this project is to increase the total mooring space available on the Darien waterfront and to relocate the dock to deeper water where the larger vessels do not have to worry about their vessels being on the mud at low tide. The proposed layout will provide mooring space on

both sides of the floating docks for recreational and commercial vessels, to include fishing charters and sightseeing tour boats. A fee will be charged for use of the floating docks on a daily or monthly basis.

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. This project will work in concert with other waterway and upland projects in downtown Darien 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 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

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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 adjacent to 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 adjacent to 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, fill, 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 dock structure will be entirely pile supported with minimal impacts to sediment from driving pilings. The bulkhead will incorporate filter fabric to reduce sedimentation to the waterway.

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. 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 dock components of the project will be pile supported to allow the natural flow of water to pass under the structures. The bulkhead will be located at the marsh-upland interface and will not result in a diversion to the natural waterway. 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 dock will be pile supported which has minimal impacts on the natural waterway and the bulkhead will reduce erosion.

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.

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