

JOINT
PUBLIC NOTICE

CHARLESTON DISTRICT, CORPS OF ENGINEERS
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526
and
THE S.C. DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
Water Quality Certification and Wetlands Section
2600 Bull Street
Columbia, South Carolina 29201

REGULATORY DIVISION
Refer to: P/N SAC-2018-01198

February 7, 2019

Pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), Sections 401 and 404 of the Clean Water Act (33 U.S.C. 1344), the South Carolina Coastal Zone Management Act (48-39-10 et.seq.), and the S.C. Construction in Navigable Waters Permit Program (R. 19-450, et. seq., 1976 S.C. Code of Laws, as amended), an application has been submitted to the Department of the Army and the S.C. Department of Health and Environmental Control by

GDMB Marina Land, LLC
c/o Mr. James Parker
Castles Engineering, Inc.
2024 Corporate Centre Drive, Suite 102
Myrtle Beach, South Carolina 29577

for a permit to connect an upland, non-jurisdictional basin (proposed marina) to

THE ATLANTIC INTRACOASTAL WATERWAY (AIWW)

at a location described as north west of and adjacent to the intersection of 79th Avenue North and U.S. Highway 17, in the city of Myrtle Beach, Horry County , South Carolina (Latitude: 33.759689 °N, Longitude: -78.828053 °W), Myrtle Beach Quad.

In order to give all interested parties an opportunity to express their views

NOTICE

is hereby given that written statements regarding the proposed work will be received by the **Corps** until

15 Days from the Date of this Notice,

and **SCDHEC** will receive written statements regarding the proposed work until

30 Days from the Date of this Notice

from those interested in the activity and whose interests may be affected by the proposed work.

The proposed work consists of excavating and dredging within the AIWW to construct an

access channel. The proposed channel will provide boating access from the AIWW to a new boat storage facility (marina). The new marina facility will be constructed within an upland, non-jurisdictional basin. In detail, proposed impacts to waters of the United States (WOUS) consist of dredging/excavating 0.20 ac (1,455 cubic yards) of bottom material to a depth of -10' for the construction of a 110' wide channel that would provide access from the AIWW to the newly constructed marina. Additionally, 0.06 ac. (230 cubic yards) of rip rap will be placed below the high tide line for the construction of two (2) 20' x 30' groins along the perimeter of the proposed canal.

The proposed project will take place in two phases. The first phase (phase one) of construction consist of dewatering an existing upland excavated basin via pump which will discharge into an existing spoil basin adjacent to the site. Once dewatering is complete the pond will be graded to provide a gradual 1% slope to a central channel. While the pond remains dewatered the applicant proposes to stabilize the existing banks with a combination of rip rap revetments and bulkheads and construct a multi-slip docking structure, drop well, and walkways that will facilitate long term and transient boat storage associated with a dry stack marina that would hold approximately 225 boats and be located in the adjacent uplands onsite. NOTE: Phase one will be performed entirely within uplands and a non-jurisdictional basin. Uplands and non-jurisdictional features on site were identified in Approved Jurisdictional Determination SAC 2016-00053 issued on January 21, 2016.

The second phase of the project consist of dredging a channel that would connect the existing basin to the AIWW and the construction of two rip rap groins (one on each side of the channel) to mitigate the migration of sand along the shoreline into the proposed channel. The new channel would tie into the AIWW at -10' (NAVD88) and slope into the existing basin at 1%. Once the channel is constructed and the basin is connected to the AIWW, it will then become a tidal water body and therefore a WOUS.

Dredging/excavation will be conducted via clamshell bucket and/or long reach excavator from uplands. The material will then be placed directly into a sealed dump truck and transported to an adjacent upland disposal site where it will dewater through infiltration into a previously excavated basin. A flashboard riser will be installed and adjusted as needed to facilitate dewatering and any lateral flow of water. The spoil basin has a total capacity of 6,800 cubic yards.

As stated by the applicant, in an effort to avoid and minimize impacts on-site to the maximum extent practicable, the site will be lined with silt fence, and stabilized with rip-rap where applicable. A turbidity curtain will be utilized at the dredge site. The applicant offered no compensatory mitigation for impacts associated with the project. It is understood that this work is to be conducted on/or adjacent to an area subject to a prism and/or disposal area held by the United States. Appropriate provisions will been included in the permit to ensure the interests of the Federal Government are understood. The project purpose is to provide access to the AIWW.

NOTE: This public notice and associated plans are available on the Corps' website at:
<http://www.sac.usace.army.mil/Missions/Regulatory/PublicNotices> .

The District Engineer has concluded that the discharges associated with this project, both direct and indirect, should be reviewed by the South Carolina Department of Health and Environmental Control in accordance with provisions of Section 401 of the Clean Water Act. As such, this notice constitutes a request, on behalf of the applicant, for certification that this project will comply with applicable effluent limitations and water quality standards. The work shown on this application must also be certified as consistent with applicable provisions of the Coastal Zone Management Program (15 CFR 930). This activity may also require evaluation for compliance

with the S. C. Construction in Navigable Waters Permit Program. State review, permitting and certification is conducted by the S. C. Department of Health and Environmental Control. The District Engineer will not process this application to a conclusion until such certifications are received. The applicant is hereby advised that supplemental information may be required by the State to facilitate the review.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Implementation of the proposed project would impact 0.26 acres upstream of estuarine substrates and emergent wetlands utilized by various life stages of species comprising the shrimp, and snapper-grouper management complexes. The District Engineer's initial determination is that the proposed action would not have a substantial individual or cumulative adverse impact on EFH or fisheries managed by the South Atlantic Fishery Management Council and the National Marine Fisheries Service (NMFS). The District Engineer's final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

Pursuant to the Section 7 of the Endangered Species Act of 1973 (as amended), the Corps has reviewed the project area, examined all information provided by the applicant, and the District Engineer has determined, based on the most recently available information, that West Indian Manatee (*Trichechus manatus*), Atlantic Sturgeon (*Acipenser oxyrinchus*), and Shortnose Sturgeon (*Acipenser brevirostrum*) are known to occur within the vicinity of the project area. However, it has been determined that the project will have no effect on Shortnose Sturgeon (*Acipenser brevirostrum*) and Atlantic Sturgeon (*Acipenser oxyrinchus*), and will not result in the destruction or adverse modification of their designated or proposed critical habitat. Additionally, the District Engineer has determined that the project is not likely to adversely affect the West Indian Manatee (*Trichechus manatus*) or result in the destruction or adverse modification of designated or proposed critical habitat. This public notice serves as a request for written concurrence from the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service on this determination.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA), this public notice also constitutes a request to Indian Tribes to notify the District Engineer of any historic properties of religious and cultural significance to them that may be affected by the proposed undertaking.

In accordance with Section 106 of the NHPA, the District Engineer has consulted South Carolina ArchSite (GIS), for the presence or absence of historic properties (as defined in 36 C.F.R. 800.16)(f)(1)), and has initially determined that no historic properties are present; therefore, there will be no effect on historic properties. To ensure that other historic properties that the District Engineer is not aware of are not overlooked, this public notice also serves as a request to the State Historic Preservation Office and any other interested parties to provide any information they may have with regard to historic properties. This public notice serves as a request for concurrence within 30 days from the SHPO (and/or Tribal Historic Preservation Officer).

The District Engineer's final eligibility and effect determination will be based upon coordination with the SHPO and/or THPO, as appropriate and required and with full consideration given to the proposed undertaking's potential direct and indirect effects on historic properties within the Corps-identified permit area.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state, with particularity, the reasons for holding a public hearing.

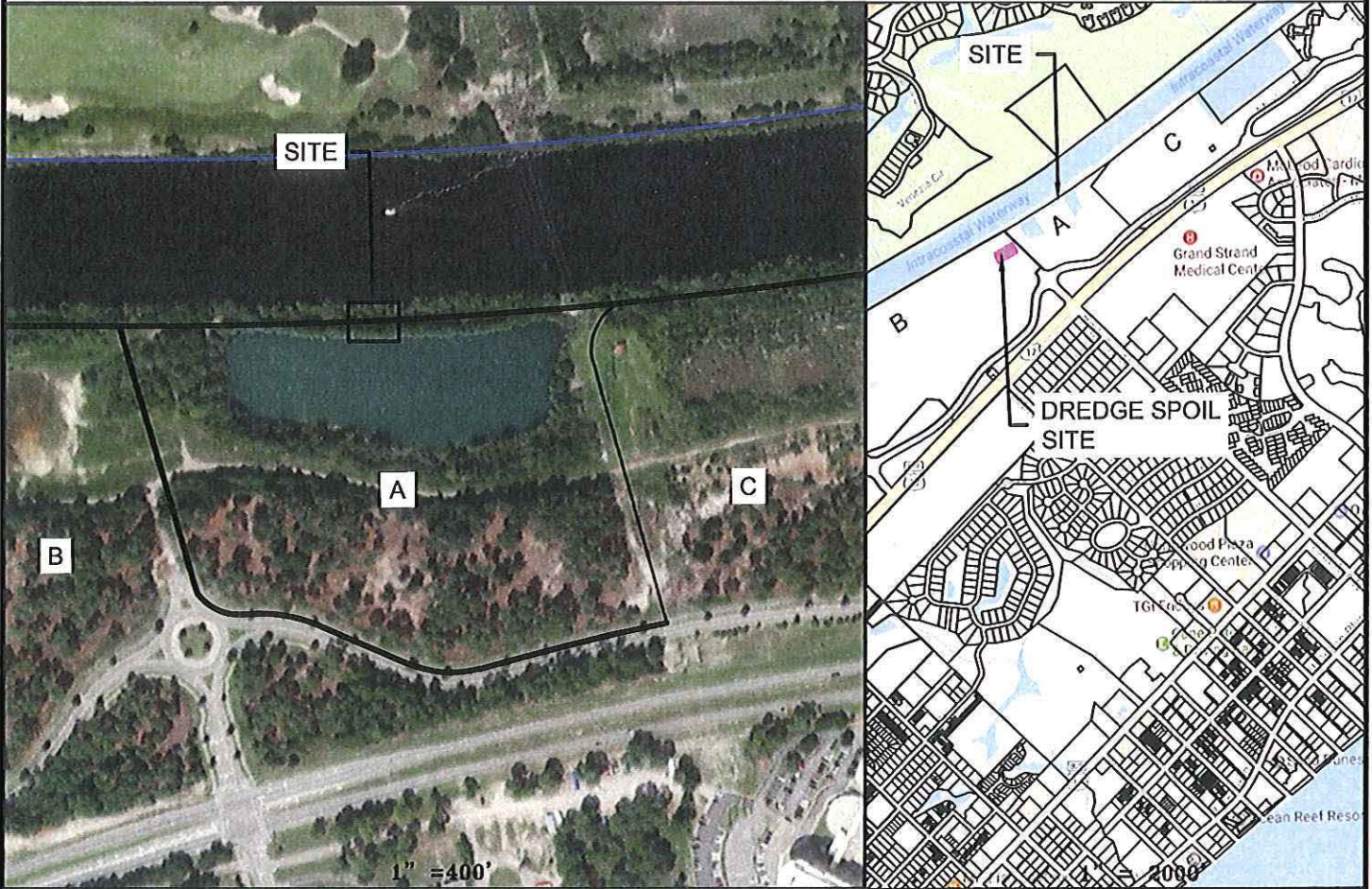
The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the activity on the public interest and will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b) of the Clean Water Act and, as appropriate, the criteria established under authority of Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the project will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest. In cases of conflicting property rights, the Corps cannot undertake to adjudicate rival claims.

The Corps is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity. **Please submit comments in writing, identifying the project of interest by public notice number, to the following address:**

**U.S. Army Corps of Engineers
ATTN: REGULATORY DIVISION
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526**

If there are any questions concerning this public notice, please contact Erica L. Stone, Project Manager, at (843) 365-4239.

LOCATION MAP



SITE DATA:

PARCEL INFORMATION:

TMS:	AREA:	OWNER:
A. 165-00-01-446	18.18 AC.	GDMB MARINA LAND, LLC
B. 165-00-01-473	121.16 AC.	GDMB MARINA LAND, LLC
C. 165-00-01-447	32.61 AC.	GDMB MARINA LAND, LLC

PROJECT INFORMATION:

DREDGING A NEW CHANNEL TO CONNECT AN EXISTING BASIN TO THE AIWW. RIP RAP FILL PLACEMENT TO CREATE GROINS ON EACH SIDE OF THE NEW CHANNEL.

MATERIAL TOTALS:

DREDGING:	2325 CY
RIP-RAP:	230 CY

WATERWAY DATA:

HIGH TIDE LINE (HTL):	1.78'
MEAN HIGH WATER (MHW):	1.60'
MEAN LOW WATER (MLW):	-0.18'



ENGINEERING / PLANNING
LAND SURVEYING

Castles Engineering

2024 Corporate Centre Drive
 Suite 102
 Myrtle Beach, SC 29577
 Telephone: 843-448-0910
 Fax: 843-448-0969
 www.castlesengineering.com

SCALE: SEE ABOVE

JOB NO: 18.042

DESIGNED BY: JCP

DRAWN BY: JCP

CHECKED BY: JCP

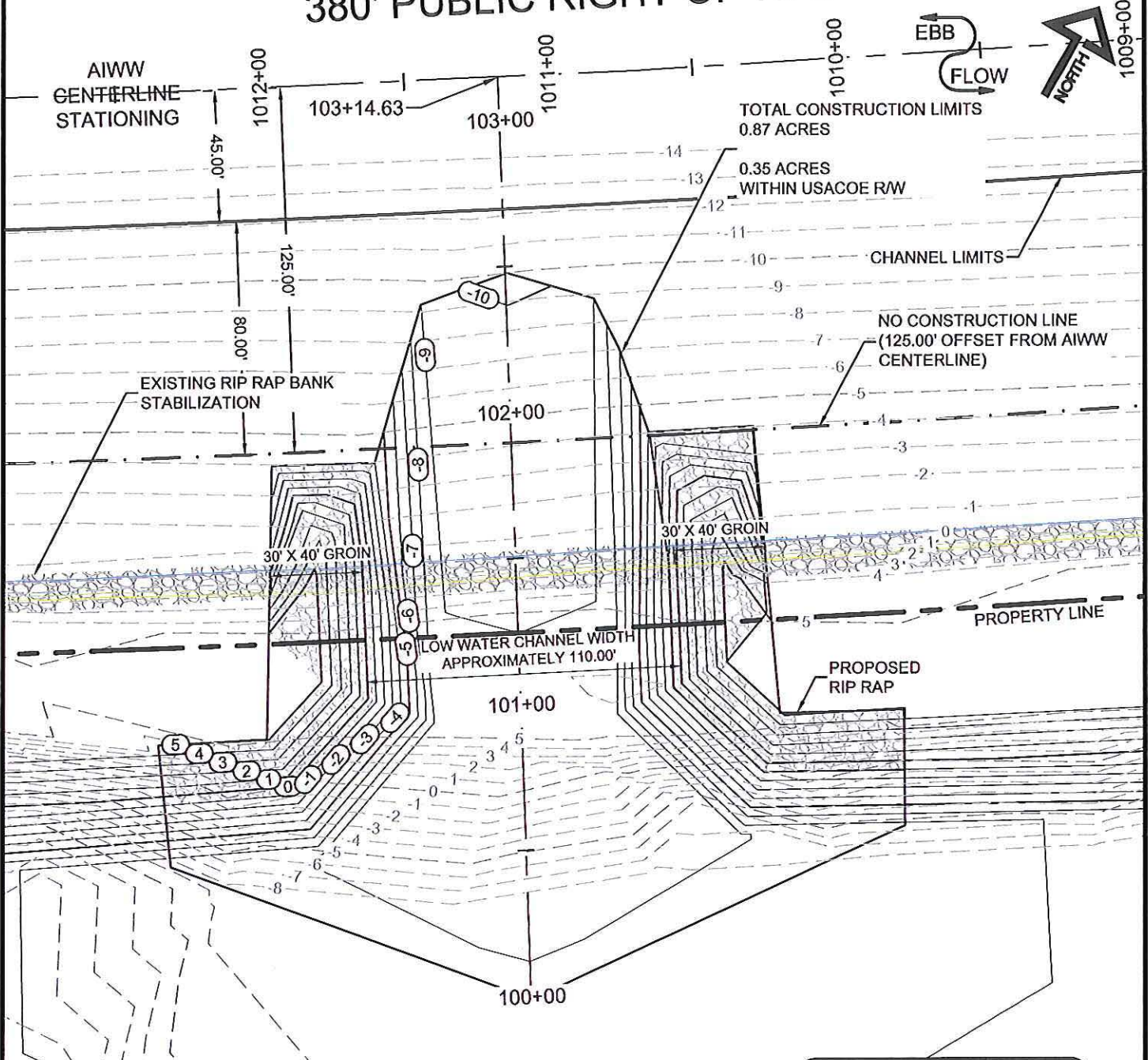
DATE: 10/01/18

SHEET NUMBER:
 1

SHEET NO. 1 OF 6

HIGH TIDE LINE: 1.78'
 MEAN HIGH WATER: 1.60'
 MEAN LOW WATER: -0.18'

ATLANTIC INTRACOASTAL WATERWAY 380' PUBLIC RIGHT OF WAY

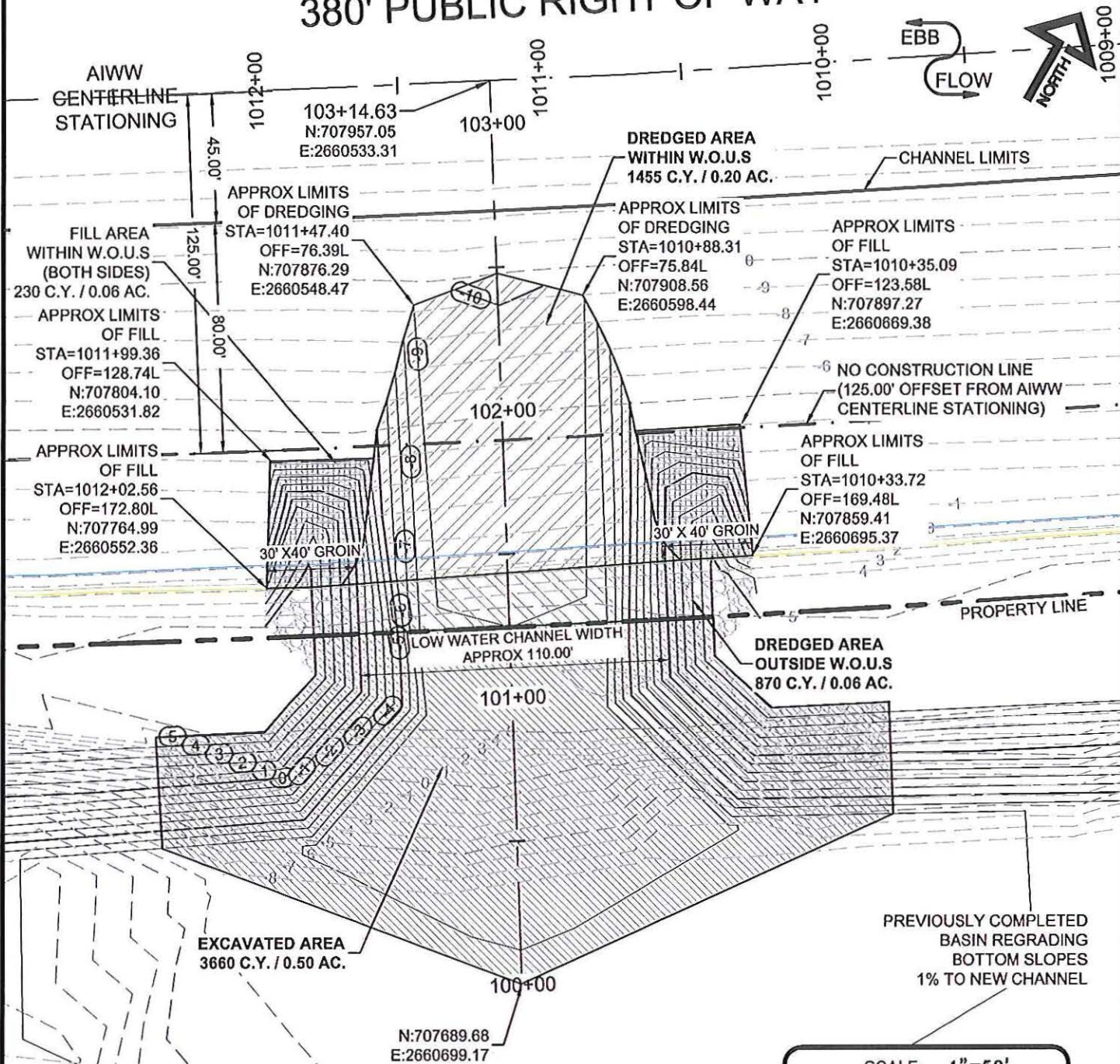


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 LAND SURVEYING
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 Telephone: 843-448-0910
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SCALE:	1"=50'
JOB NO:	18.042
DESIGNED BY:	JCP
DRAWN BY:	JCP
CHECKED BY:	JCP
DATE:	10/01/18
SHEET NUMBER:	2
SHEET NO. 2 OF 6	

HIGH TIDE LINE: 1.78'
 MEAN HIGH WATER: 1.60'
 MEAN LOW WATER: -0.18'

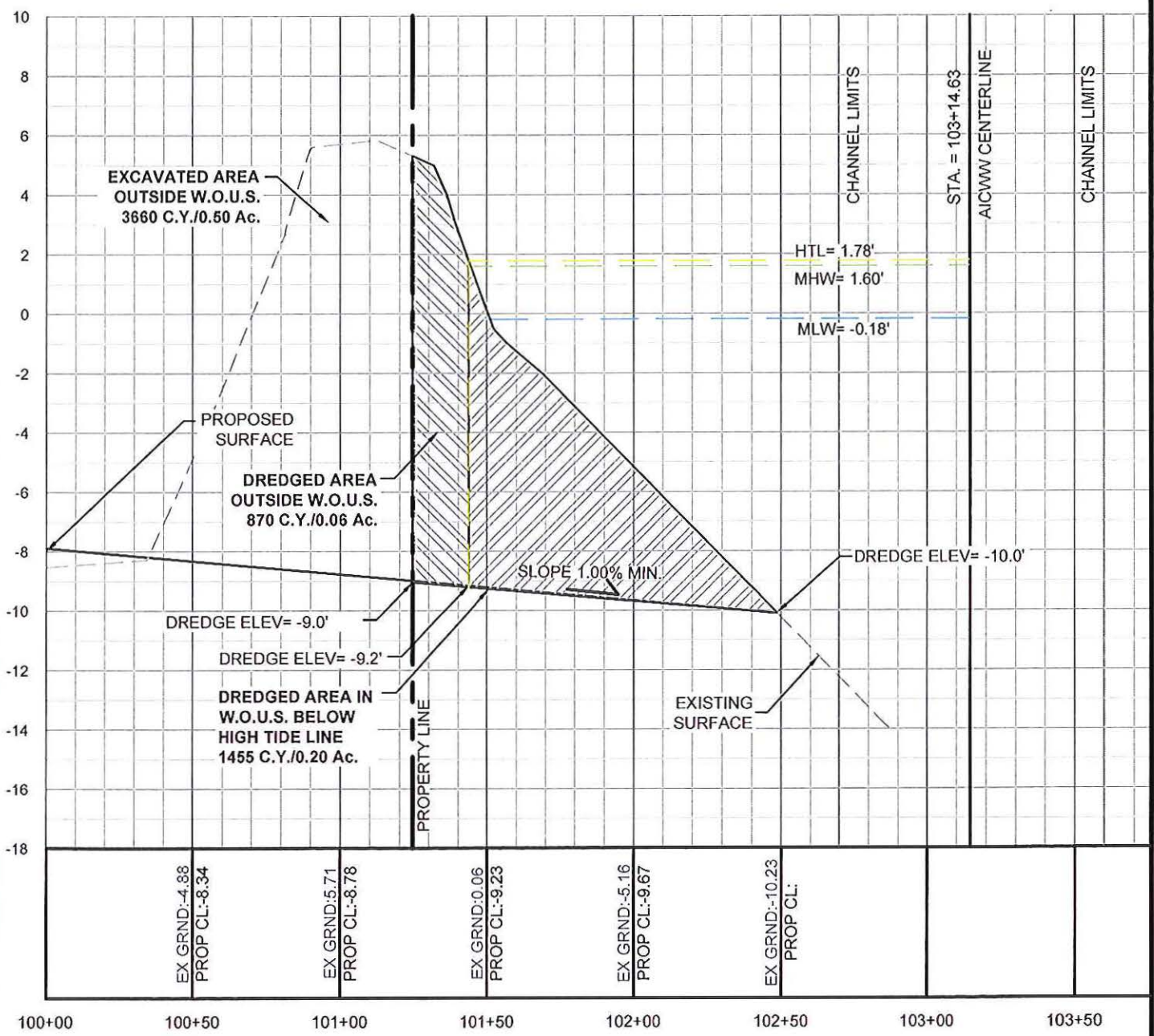
ATLANTIC INTRACOASTAL WATERWAY 380' PUBLIC RIGHT OF WAY



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SCALE:	1"=50'
JOB NO:	18.042
DESIGNED BY:	JCP
DRAWN BY:	JCP
CHECKED BY:	JCP
DATE:	10/01/18
SHEET NUMBER:	3
	SHEET NO. 3 OF 6

HIGH TIDE LINE: 1.78' —
 MEAN HIGH WATER: 1.60' —
 MEAN LOW WATER: -0.18' —

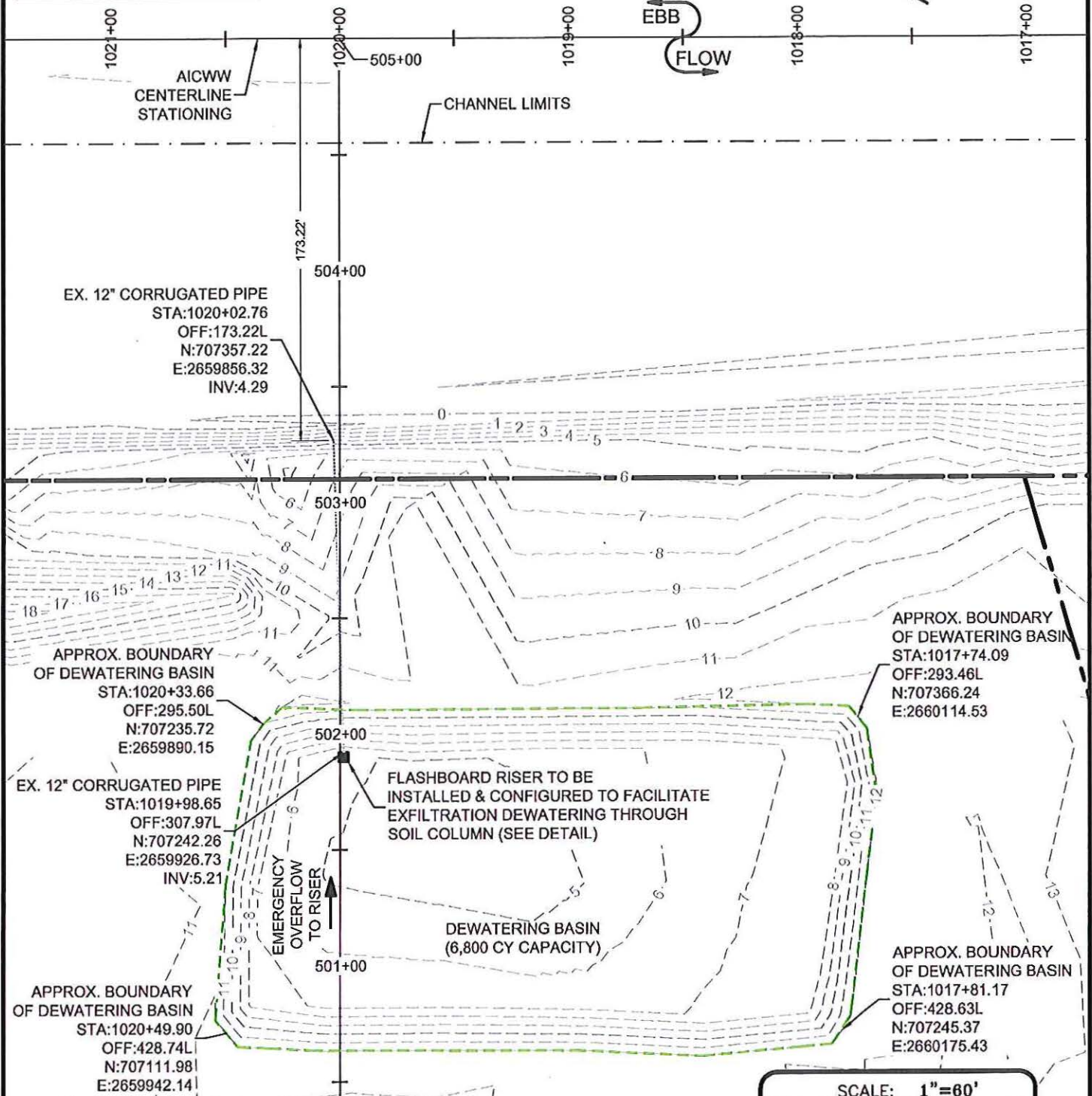


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SCALE: 1"=50'H:5'V
 JOB NO: 18.042
 DESIGNED BY: JCP
 DRAWN BY: JCP
 CHECKED BY: JCP
 DATE: 10/01/18
 SHEET NUMBER:
 4
 SHEET NO. 4 OF 6

HIGH TIDE LINE: 1.78'
 MEAN HIGH WATER: 1.60'
 MEAN LOW WATER: -0.18'

ATLANTIC INTRACOASTAL WATERWAY
 380' PUBLIC RIGHT OF WAY



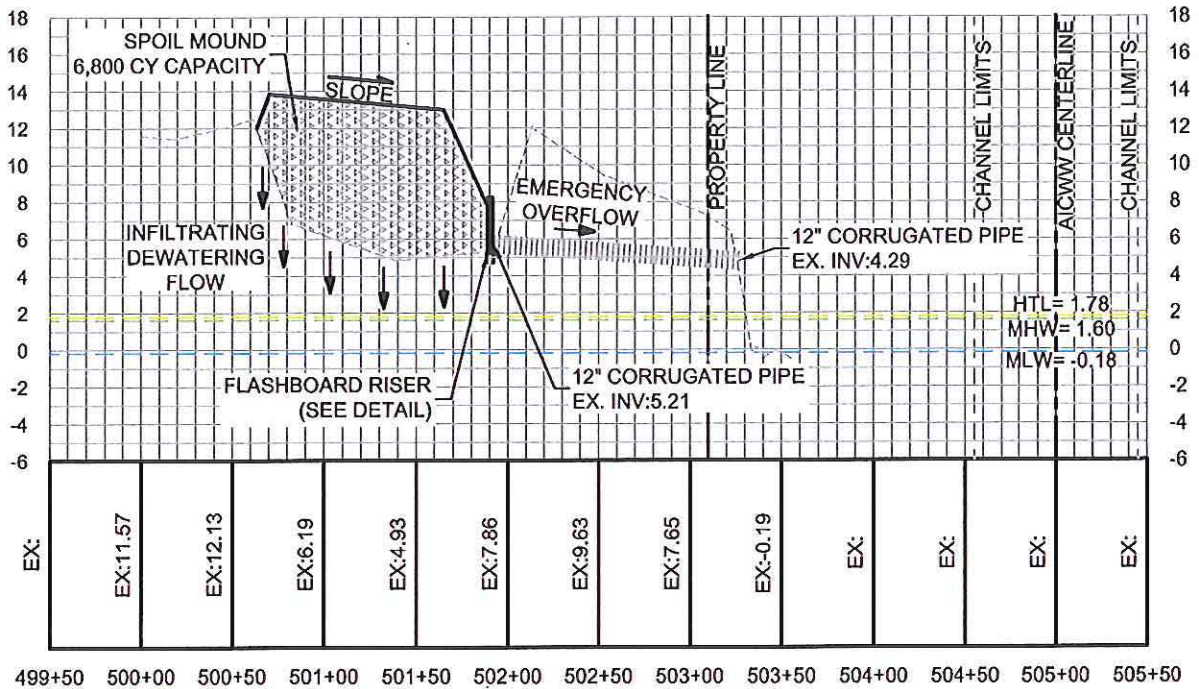
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SCALE:	1"=60'
JOB NO:	18.042
DESIGNED BY:	JCP
DRAWN BY:	JCP
CHECKED BY:	JCP
DATE:	10/01/18
SHEET NUMBER:	
SPOIL BASIN	
SHEET NO. 5 OF 6	

HIGH TIDE LINE: 1.78' ———
 MEAN HIGH WATER: 1.60' - - - -
 MEAN LOW WATER: -0.18' ———



Spoil Basin



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SCALE: 1"=100'H:10'V

JOB NO: 18.042

DESIGNED BY: JCP

DRAWN BY: JCP

CHECKED BY: JCP

DATE: 10/01/18

SHEET NUMBER:
SPOIL BASIN
 SHEET NO. 6 OF 6

ATLANTIC INTRACOASTAL WATERWAY

NAVIGATION CHANNEL

CONSTRUCTION SETBACK LINE

APPROXIMATE JURISDICTIONAL BOUNDARY

PROPERTY LINE

DRY STACK STORAGE BUILDING APPROXIMATELY 225 SLIPS

DRY STACK PARKING

TRAVEL PAD

FLOATING DOCK SYSTEM APPROXIMATELY 175 WET SLIPS

PHASE 1 UPLAND BASIN IMPROVEMENTS

PHASE 2 CHANNEL IMPROVEMENTS

UPLAND BASIN IMPROVEMENTS TO BE CONSTRUCTED PRIOR TO CHANNEL CONNECTION TO AIWW

EXISTING UTILITY EASEMENTS

FUTURE UPLAND DEVELOPMENT

FUTURE ROAD RIGHT OF WAY



WARRIOR PARKWAY



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SCALE: 1"=150'

JOB NO: 18.042

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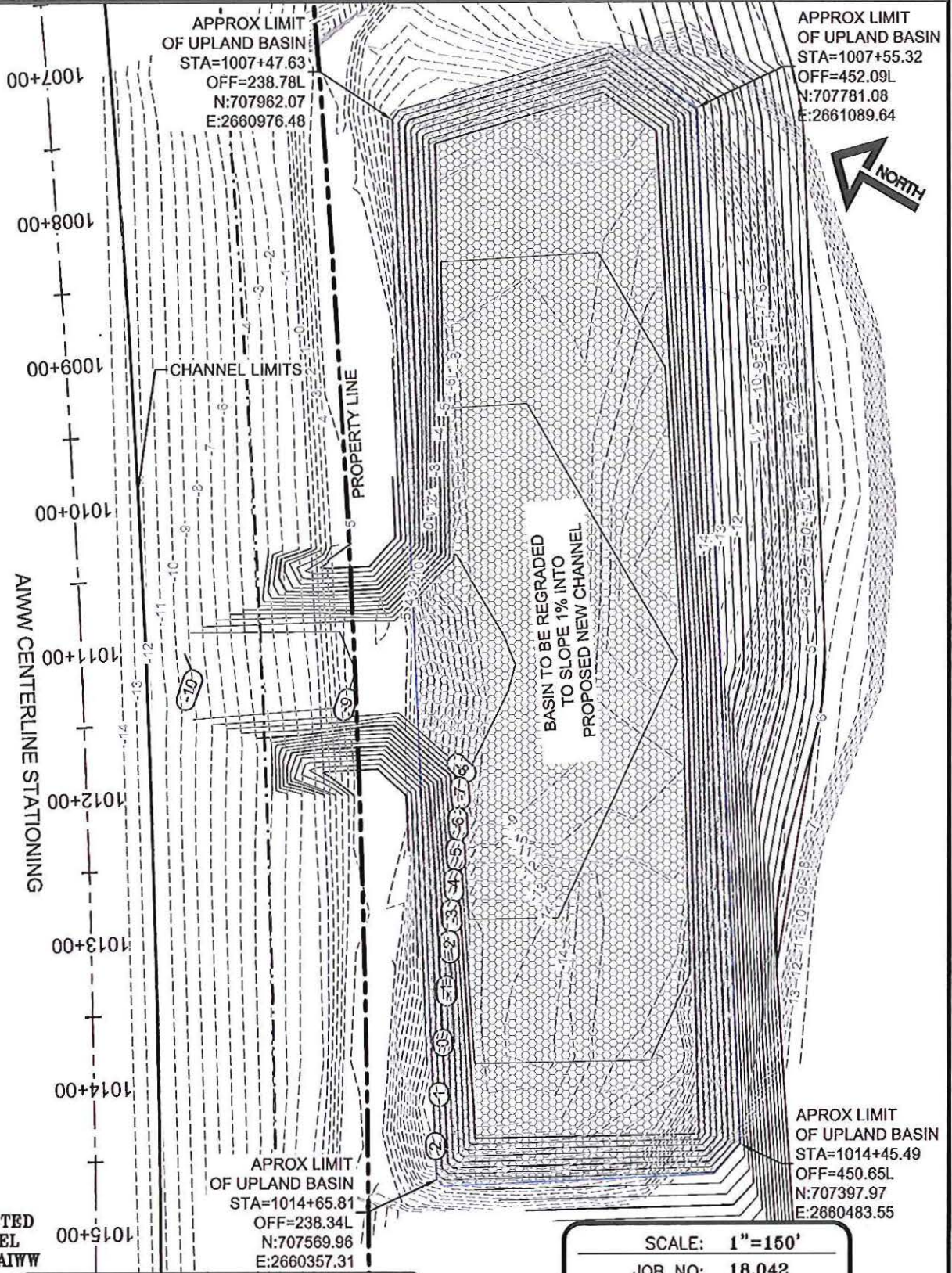
SHEET NUMBER:

1

SHEET NO. 1 OF 3

ATLANTIC INTRACOASTAL WATERWAY 380' PUBLIC RIGHT OF WAY

UPLAND BASIN
IMPROVEMENTS
TO BE CONSTRUCTED
PRIOR TO CHANNEL
CONNECTION TO AIWW



APPROX LIMIT
OF UPLAND BASIN
STA=1007+47.63
OFF=238.78L
N:707962.07
E:2660976.48

APPROX LIMIT
OF UPLAND BASIN
STA=1007+55.32
OFF=452.09L
N:707781.08
E:2661089.64

CHANNEL LIMITS

PROPERTY LINE

BASIN TO BE REGRADED
TO SLOPE 1% INTO
PROPOSED NEW CHANNEL

AIWW CENTERLINE STATIONING

APROX LIMIT
OF UPLAND BASIN
STA=1014+65.81
OFF=238.34L
N:707569.96
E:2660357.31

APROX LIMIT
OF UPLAND BASIN
STA=1014+45.49
OFF=450.65L
N:707397.97
E:2660483.55



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SHEET NUMBER:	2
SHEET NO. 2 OF 3	

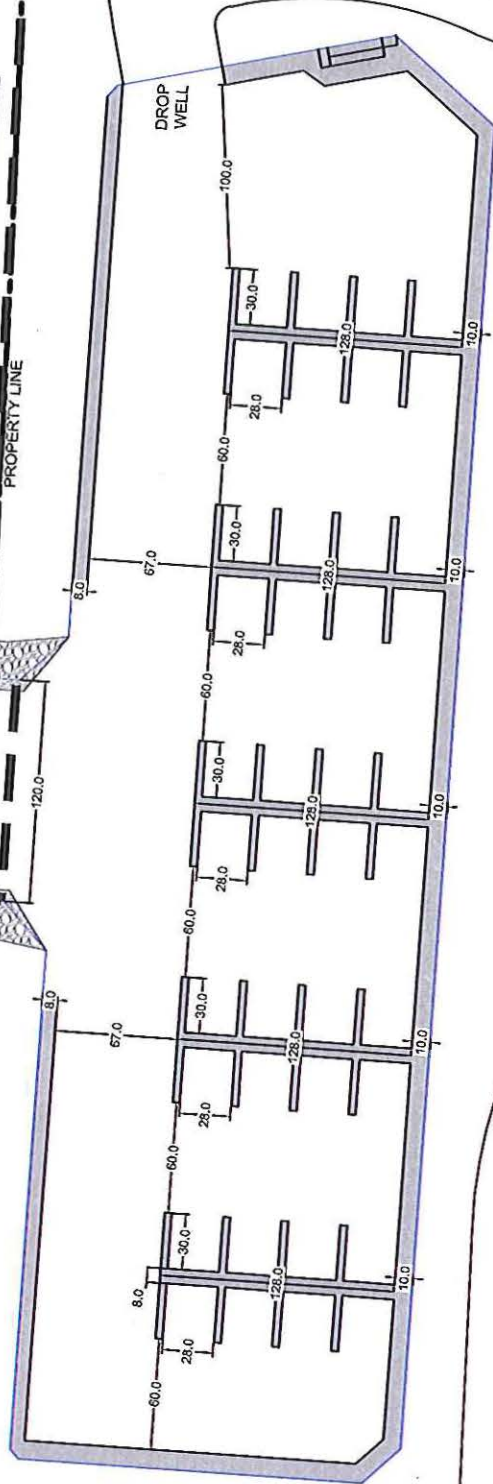
ATLANTIC INTRACOASTAL WATERWAY

CONSTRUCTION SETBACK LINE

PROPERTY LINE

DROP WELL

FUTURE ROAD RIGHT OF WAY



PROPOSED DOCK LAYOUT

UPLAND BASIN
IMPROVEMENTS
TO BE CONSTRUCTED
PRIOR TO CHANNEL
CONNECTION TO AIWW



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SCALE: 1"=100'

JOB NO: 18.042

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DATE: 10-01-18

SHEET NUMBER:

3

SHEET NO. 3 OF 3