



San Juan County Community Development & Planning

135 Rhone Street, P.O. Box 947, Friday Harbor, WA 98250 | cdp@sanjuanco.com
 (360) 378-2354 | (360) 378-2116 | Fax (360) 378-3922 | www.sanjuanco.com

REQUEST FOR REVIEW

Applicant Name and File #: PSIREV - 17-0001 ^{Strug Harbor} marina redo DATE: 8-~~29~~³⁰-17

Please review the application materials and return written comments to Julie by 9-27-17.
 If you request additional information or materials from the applicant, please notify SJC Community Development & Planning in writing.

State Agencies	
<input type="checkbox"/>	Dept. of Archaeology
<input type="checkbox"/>	Dept. of Agriculture – Kelly McLain
<input type="checkbox"/>	Dept. of Commerce
<input type="checkbox"/>	Dept. of Ecology/SEPA
<input checked="" type="checkbox"/>	Dept. of Ecology/Shoreline – Chad Yunge
<input checked="" type="checkbox"/>	Dept. of Ecology/Shoreline – Doug Gresham
<input checked="" type="checkbox"/>	Dept. of Fish and Wildlife – Doug Thompson
<input type="checkbox"/>	Dept. of Fish and Wildlife - SEPA
<input type="checkbox"/>	Dept. of Health – Kelly Cooper
<input type="checkbox"/>	Dept. of Health - Shellfish
<input type="checkbox"/>	Dept. of Natural Resources – SEPA
<input checked="" type="checkbox"/>	Dept. of Natural Resources – NW Region
<input type="checkbox"/>	Dept. of Social & Health Services –Terri Sinclair-Olson
<input type="checkbox"/>	Dept. of Transportation Env Svcs – Roland Storme
<input type="checkbox"/>	Dept. of Transportation – Ferries – Robert Price
<input type="checkbox"/>	Energy Facility Site Evaluation Council–Stephen Posner
<input type="checkbox"/>	Interagency Committee on Outdoor Recreation
<input type="checkbox"/>	Parks and Recreation Commission
<input type="checkbox"/>	Puget Sound Partnership
<input checked="" type="checkbox"/>	UW-Friday Harbor Labs, Director
<input type="checkbox"/>	UW-Real Estate Office, Property Rights Manager
<input type="checkbox"/>	Washington State Parks NW Region
Tribal Agencies	
<input type="checkbox"/>	Lummi Historic Preservation Office
<input type="checkbox"/>	Lummi Natural Resources – Alan Chapman (Shoreline)
<input type="checkbox"/>	Samish Indian Nation – Jackie Ferry
<input type="checkbox"/>	Swinomish Tribal Commission – Tim Hyatt
<input type="checkbox"/>	Tulalip, Natural Resources
County Agencies	
<input type="checkbox"/>	San Juan County Council
<input type="checkbox"/>	San Juan County Planning Commission
<input type="checkbox"/>	San Juan County Prosecutor – Amy Vira
<input type="checkbox"/>	San Juan County Assessor
<input type="checkbox"/>	San Juan County Community Development & Planning
<input type="checkbox"/>	Chief Building Official – Fred Schaller

County Agencies (Cont.)	
<input type="checkbox"/>	San Juan County Engineer
<input type="checkbox"/>	San Juan County Health Dept – Kyle Dodd
<input type="checkbox"/>	San Juan County Parks Dept – Dona Wuthnow
<input type="checkbox"/>	San Juan County Dept of Emergency Management
<input type="checkbox"/>	San Juan County Fire Marshal – Richard Meyers
<input type="checkbox"/>	
<input type="checkbox"/>	Fire Districts (Indicate: #2, #3, #4, or all)
<input type="checkbox"/>	
Town, Utilities, & Utility Districts	
<input type="checkbox"/>	Town of Friday Harbor – Mike Bertrand
<input type="checkbox"/>	Eastsound Sewer District
<input type="checkbox"/>	Eastsound Water Users
<input type="checkbox"/>	Fisherman Bay Sewer Association
<input type="checkbox"/>	Fisherman Bay Water Association
<input type="checkbox"/>	Washington Water Service Company
<input type="checkbox"/>	OPALCO
<input type="checkbox"/>	CenturyLink
<input type="checkbox"/>	
<input type="checkbox"/>	
Schools and Libraries	
<input type="checkbox"/>	School District: Lopez Orcas San Juan Shaw
<input type="checkbox"/>	Libraries: Lopez Orcas San Juan Shaw
<input type="checkbox"/>	
<input type="checkbox"/>	
Other	
<input type="checkbox"/>	San Juan Conservation District
<input type="checkbox"/>	SJC Noxious Weed Control Board
<input type="checkbox"/>	San Juan County Parks Board – Dona Wuthnow
<input type="checkbox"/>	Eastsound Planning Review Committee
<input type="checkbox"/>	Deer Harbor Plan Review Committee
<input type="checkbox"/>	Lopez Village Plan Committee
<input type="checkbox"/>	
<input type="checkbox"/>	

Distribution completed by: Synda Guensy Date: 8/30/17



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S.J.C. DEPARTMENT OF
 JUL 03 2017
 COMMUNITY DEVELOPMENT

Land Use Project Permit Application

PROPERTY INFORMATION		Land Use/Shoreline	
Tax Parcel Number: <u>463532001</u>	Designation: <u>RR/C</u>	Water Body: <u>Mitchell Bay</u>	
Island: <u>San Juan</u>	Subdivision: <u>NA</u>	Lot Number: <u>NA</u>	
Property Size: <u>3.05 acres</u>	Application Type: <u>Revision to SSPD File No. PSJ000-14-0016</u>		
Existing and Proposed Use: <u>Existing and Proposed: Snug Harbor Resort and Marina</u>			
Directions to Property: <u>The property is located at 1997 Mitchell Bay Road.</u>			

OWNER AND AGENT INFORMATION:			
Name of Owners: <u>Snug Harbor Associates, LLC</u>	Name of Agent: <u>Francine Shaw</u>		
Address: <u>723 Hanna Park</u>	Address: <u>PO Box 2112</u>		
City, State, Zip: <u>Edmonds, WA 98020-2619</u>	City, State, Zip: <u>Friday Harbor, WA 98250</u>		
Phone Number: <u>(206) 498-5608</u>	Phone Number: <u>(360) 378-6278</u>		
Email: <u>erik@snugresort.com</u>	E-mail: <u>fshaw@rockisland.com</u>		

NOTE: A timely appeal of Shoreline Exemptions will stay the effective date of the granting of the exemption until the appeal has been resolved at the County level. (SJCC 18.80.140A(7))

PERMIT CERTIFICATION (Must be signed by all property owners of record or a notarized agent signature provided.)		
I have examined this application and attachments and know the same to be true and correct, and certify that this application is being made with the full knowledge and consent of all owners of the affected property. (Signed by property owner or agent. For agent signature, notarized authorization must be attached.)		
<u>Francine Shaw</u> Signature (Agent)	<u>Francine Shaw</u> Printed Name	<u>7-3-17</u> Date
_____ Signature	_____ Printed Name	_____ Date
_____ Signature	_____ Printed Name	_____ Date
For CD&P Use Only		
Amt. Paid: <u>\$475.</u>	Complete Application: <input type="checkbox"/> YES <input type="checkbox"/> NO	Receipt Number: 000 <u>13902</u>
Date Received: <u>7/3/17</u>		

FOR STAFF USE ONLY		
Date Received: _____	Amount Paid: _____	Receipt #: _____
SEPA Exempt Code Citation: _____	Inspection Required: <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> Approved <input type="checkbox"/> Denied	By: _____	Date: _____

NOTE: The Application Submittal Checklist for Land Use Review is a separate form that must be completed and attached to all applications. This checklist, along with other forms that might be needed, and current fees, may be found at: <http://sanjuanco.com/permitcenter/applicationforms.aspx>



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MITIGATED DETERMINATION OF NONSIGNIFICANCE
Shoreline Permit Application for Snug Harbor Associates
Snug Harbor Resort Marina Replacement Settlement Agreement
PSJ000-14-0016

Project Description: Snug Harbor Associates are proposing improvements to the existing Snug Harbor Resort marina. The marina is old and in various stages of deterioration, and is in need of modernization. It is located over shallow water which causes inland floats and boats with larger drafts to regularly ground during extreme low tides. Moorage slips between the finger floats are too narrow and need to be widened to accommodate modern boats which, today, have wider beams than boats did in the 1960s when the marina was originally constructed. In addition, the marina is currently composed of preservative treated lumber and untreated timber decking and structural members. The untreated decking and structural members have deteriorated over the years to a point where they now need to be replaced. The floatation system is primarily un-encapsulated expanded polystyrene foam and the pilings are treated with creosote, both which presents environmental hazards. These elements of the marina need to be replaced with environmentally sound materials.

In addition, a small shed located at the head to the pier needs to be replaced and elongated so that it can accommodate storage of paddleboards.

The proposed improvements include:

- Replacing the entire marina including the fixed pier, gangway ramp and float system;
- Removing all 47 creosote piles;
- Moving the landward end of the marina about 50 feet seaward and the seaward end of the marina about 97 feet seaward into deeper water to prevent grounding of inland floats and boats with larger drafts at Extreme Low Tide (-3.7 tidal elevation); and
- Replacing the existing storage shed with a new 5.83' x 12' (69.96 sq. ft.) wooden storage shed.

Proponent: Snug Harbor Associates LLC, Erik Nelson, Managing Member, 723 Hanna Park, Edmonds, WA 98020-2619.

Agent: Francine Shaw, Land Use Planner, Law Office of Stephanie Johnson O'Day, PO Box 2112, Friday Harbor, WA 98250.

Project Location: San Juan Island, 1997 Mitchell Bay Road.

Lead Agency: San Juan County Department of Community Development

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after review of a completed environmental checklist and other information on file with the

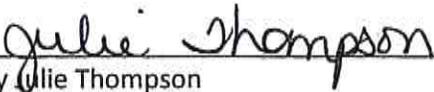
lead agency. This information is available to the public on request. This determination is subject to the mitigating measures as identified below. If this application is approved, these measures shall be deemed conditions of approval of the land use and/or permit pursuant to San Juan County Code 18.80.050. Such conditions are considered binding and may not be altered by subsequent decisions unless a threshold determination is re-issued.

1. Timing limitations: In-water work shall only be allowed from July 16 through February 15 for the protection of salmon and bull trout.
 - a. Work below the ordinary high water line shall not occur from March 2 through July 15 of any year for the protection of migrating juvenile salmonids.
 - b. Work below the ordinary high water line shall not occur from February 16 through July 15 of any year for the protection of bull trout.
2. Piling removal shall be completed with vertical lift and using a vibratory hammer when necessary. The following methods will be used to minimize an increase in turbidity in the marine water:
 - a. The vibratory hammer will be used to loosen the piles from the bottom, which minimizes the amount of sediment that clings to the pile, and the hammer will be shut off as soon as the pile end reaches the mudline.
 - b. Piles will be lifted slowly through the water column to allow any clinging sediments to fall back to the bottom.
 - c. The barge where the piles are placed will be lined with filter fabric or hay bales to prevent sediment from washing back into the water.
3. Pile driving operation shall occur between 2 hours after sunrise and 2 hours before sunset from April 1 through September 15 to protect marbled murrelet during nesting season.
4. Pile driving shall not occur when southern resident killer whale or Steller sea lion are within 300 feet of the Project site, or when marbled murrelet are within 160 feet of the project.
5. A qualified observer shall be on site during pile driving operations to watch for presence or absence of killer whale and Steller sea lion within the 300-foot buffer zone and marble murrelet within the 160-foot buffer zone.
6. The contractor shall have a prepared Stormwater Pollution Prevention Plan (SWPPP) as required by Washington State Department of Ecology. The plan will be reviewed and approved by San Juan County Public Works Department. Element 9 of this plan will address specific actions to prevent petroleum products from being discharged into surface water. The contractor shall also have oil-absorbent materials on site to be used in the event of a petroleum product spill and measures to avoid petroleum products or other deleterious materials from entering surface waters will be taken.
7. Project activities shall not degrade water quality to the detriment of fish life.
8. Eelgrass and macroalgae shall not be adversely impacted due to any project activities:
 - a. The construction barge will not be allowed to ground in the Project area.
 - b. Propwash will not be directed in the eelgrass bed that is mapped to the south of the dock alignment.
 - c. Barge anchors and cables will not be placed in the eelgrass bed that is mapped to the south of the dock alignment.
9. Project activities shall be conducted to minimize siltation of the beach area and bed.
10. All construction materials shall be removed from the work site and natural material will be returned to their original position at the end of construction.
11. Common saltwater technical provisions (WAC 220-110-270) shall be strictly adhered to.
12. The project shall comply with all applicable provisions of the Unified Development Code, Title 18 San Juan County Code.

This determination is issued pursuant to WAC 197-11-350. San Juan County will not act on this proposal for 14 days from the date of publication. Comments must be submitted in writing to the Department of

Community Development no later than January 28, 2015. Appeals must be submitted in writing to the Department of Community Development no later than February 18, 2015.

Responsible Official: Erika Shook, Director
Department of Community Development
(360) 378 2354


By Julie Thompson
Planner III

Date: February 10, 2016

Permit #

PSJ000-14-0016



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ADDENDUM TO MDNS FOR SNUG HARBOR ASSOCIATES

Snug Harbor Resort Marina Replacement

Revision consistent with Lummi plan

The proposal approved by the Washington State Department of Ecology for the Snug Harbor Resort marina replacement project was not approved during the Army Corps of Engineers review due to concerns from the Lummi Indian Business Council (LIBC). A revision was eventually negotiated between the LIBC and Snug Harbor which resulted in the following changes:

Existing vs. Permitted vs. Proposed Revision Comparison Table

Snug Harbor Resort Marina	Existing Condition	Permitted Changes Sept. 9, 2016	Proposed Revision Nov. 3, 2016
Total Over Water Area	10,883 Square Feet	13,506 Square Feet	11,088 Square feet
Total Light Permeable Deck Area	None	6,150 Square Feet	5,373 Square Feet
Total Non-Permeable Deck Area	10,883 Square Feet	7,356 Square Feet	5,715 Square Feet
Number of Moorage Slips	63	63	55
Number of Kayak Slips	12 Slips	13 Slips	0 Slips

Side Tie Transient Moorage	250 Feet	196 Feet	234 Feet
Number of Piles	47 Creosote Piles (diameter unknown)	23-10" diameter and 18-12" diameter Hot Dipped Galvanized Steel Piles for a total of 41 Piles	25-10" diameter and 16-12" diameter Hot Dipped Galvanized Steel Piles for a total of 41 Piles
Float Tub Material	Un-encapsulated Styrofoam	Foam Filled HDPE Float Drum	Foam Filled HDPE
Storage Shed	55.39 sq. ft.	69.96 sq. ft.	69.96 sq. ft.
Area of Eelgrass Covered by Marina	0 Square Feet	0 Square Feet	0 Square Feet
Water Depth at Seaward End of Float	-8	-9	-9
Water Depth at Landward End of Float	-4	-6	-6
Dockheads	35	35	35
Float Lighting	3	6	6

Comparison Table for Permitted and Proposed Deck Area

<i>Deck Area</i>	<i>Permitted</i>	<i>Proposed</i>
Extension of the Seaward End of the Marina	100 feet seaward from the seaward end of the existing marina	50 feet seaward from the seaward end of the existing marina
Total Deck Area	13,506 sq. ft.	11,088 sq. ft.
16' Wide Floats	42 LF	42 LF

10' Wide Floats	62 LF	0 LF
8' Wide Floats	467 LF	560 LF
6' Wide Floats	764 LF	311 LF
4' Wide Floats	616 LF	660 LF
2' Wide Floats	60 LF	60 LF
Transient Moorage	196 LF	234 LF
Number of Dedicated Slips	57	49
Length of Side Tie	232	202

Per the SEPA Handbook, an addendum is the appropriate process for this project:

A. **2.7.3 Addendum**

B. An addendum [WAC 197-11-600(4)(c) and 625] contains minor new information that was not included in the original SEPA document. An addendum may be issued for any SEPA document, and there is no set format. The addendum should clearly identify the original document, as well as the new information.

C. An addendum is appropriate when a proposal has been modified, but the changes should not result in any new significant adverse impact. They can also be used if additional information becomes available that does not change the analysis of likely significant impacts or alternatives in the original SEPA document.

D. The lead agency is encouraged to distribute the addendum to affected agencies and to interested persons. Distribution is required for an addendum to a draft EIS, and for an addendum to a final EIS if the addendum is issued prior to an agency action on the proposal [WAC 197-11-625]. Addendums do not require a comment period.

Addendums are **not** appropriate if the changes or new information indicates any new or increased significant adverse environmental impact.

The original document to which this addendum is attached is the MDNS that was issued on February 10, 2016 under Material ID #201600671. There is no change to the proposed mitigation with the exception of the change of square footage of light penetrating grating.

Attorney & Counselor at Law
Stephanie Johnson O'Day, PLLC

540 Guard Street, Suite 160
Post Office Box 2112
Friday Harbor, WA 98250-2112

Telephone: (360) 378-6278 Fax: (360) 378-5066
E-Mail: sjoday@rockisland.com

Francine Shaw, Land Use Planner
E-Mail: fshaw@rockisland.com

July 3, 2017

Ms. Erika Shook, Director
San Juan County Department of Community Development
P.O. Box 947
Friday Harbor, WA 98250

S.J.C. DEPARTMENT OF

JUL 03 2017

COMMUNITY DEVELOPMENT

RE: Proposed Revision to Permit Approving Snug Harbor Marina Improvements
File No. PSJ000-14-0016
1997 Mitchell Bay Road, San Juan Island; TPN 463532001

Dear Ms. Shook:

Please find attached an application for a Revision to Shoreline Substantial Development Permit (File No. PSJ000-14-0016) for the repair of Snug Harbor Marina located at 1997 Mitchell Bay Road, San Juan Island (TPN 463532001). Included are the following items:

1. Land Use Project Permit Application;
2. Project Description and Regulatory Analysis;
3. Complete set of revised drawings;
4. Comparison drawing showing existing, approved and proposed marina layout; and
5. Check in the sum of \$475.00

The information above provides you with a complete application for a revision to Shoreline Substantial Development Permit File No. PSJ000-14-0016. If you have any questions or need additional information please contact me by phone at 378-6278 or by email at fshaw@rockisland.com.

Sincerely,



Francine Shaw

Enclosures

CC. Snug Harbor Associates, LLC; Erik Nelson, Managing Member

PSJREV-17-0001
SNUG HARBOR ASSOCIATES

***Revision to Approved Shoreline Conditional Use Permit
Snug Harbor Resort Marina Improvements
File No. PSJ000-14-0016
1997 Mitchell Bay Road, San Juan Island; TPN 463532001***

Detailed Project Description and Regulatory Analysis

I. Detailed Project Description

A. Project Location

Snug Harbor Resort and Marina is located at 1997 Mitchell Bay Road on San Juan Island and encompasses six parcels including TPN 463532001, the waterfront parcel where the resort and marina are situated and five adjacent undeveloped upland parcels, TPNs 463532006, 463532007, 463532008, 463532009 and 463532012. The property fronts Mitchell Bay, a tributary of Haro Strait, in the SW ¼ of Section 35, Township 36 North, Range 4 West, WM, San Juan County, Washington. The legal description for TPN 463532001, where the proposed marina improvements will be located, is attached to the application.

B. Applicant

Snug Harbor Associates, LLC
Erik Nelson, Managing Member
723 Hanna Park
Edmonds, WA 98020-2619
Phone: (206) 498-5608
Email: erik@snugresort.com

S.J.C. DEPARTMENT OF

JUL 03 2017

COMMUNITY DEVELOPMENT

C. Agent

Francine Shaw, Land Use Planner
Law Office of Stephanie Johnson O'Day
P.O. Box 2112
Friday Harbor, WA 98250
Phone: (360) 378-6278
Email: fshaw@rockisland.com

**PSJREV-17-0001
SNUG HARBOR ASSOCIATES**

D. Project History

Snug Harbor Resort and Marina came into existence in the late 1960's. No permits were necessary for initial resort development because the resort and marina pre-date the Washington State Shoreline Management Act, which was adopted on July 1, 1971, and the adoption of the San Juan County Code, which began requiring building permits in 1973, and shoreline and land use permits on October 18, 1976.

Snug Harbor Associates purchased the resort and marina in 2006. The Resort itself was in need of modernization and repair and, over the years, Snug Harbor Associates applied for and received approval of several Shoreline Substantial Development Permits resulting in a complete renovation of the Resort in 2007. These permit approvals include the following:

- SSDP File No. 07SJ002 - Permit for a complete renovation of the Resort;
- SSDP 07SJ024 – Permit for a RO Desalination System;
- SSDP File No. PSJREV-11-0003 – Permit Revision for changes to the resort site and building designs approved under File No. 07SJ002; and
- SSDP File No. PSJREV-14-0001 – Permit for the addition of five new vacation cabins on five undeveloped upland parcels located within the boundaries of Snug Harbor Resort.

The existing Snug Harbor Resort Marina is old and in various stages of deterioration, and is in need of modernization. It is located over shallow water which causes inland floats and boats with larger drafts to regularly ground during extreme low tides. Moorage slips between the finger floats are too narrow and need to be widened to accommodate modern boats which, today, have wider beams than boats did in the 1960s when the marina was originally constructed. In addition, the marina is currently composed of preservative treated lumber and untreated timber decking and structural members. The untreated decking and structural members have deteriorated over the years to a point where they now need to be replaced. The floatation system is primarily un-encapsulated expanded polystyrene foam and the pilings are treated with creosote, both which presents environmental hazards. These elements of the marina need to be replaced with environmentally sound materials.

In October, 2014, Snug Harbor Associates submitted a Shoreline Conditional Use Permit to upgrade the marina because the marina is fast approaching the end of its life span (SSDP File No. PSJ000-14-0016). In that application Snug Harbor Associates asked to add 11' moorage slips increasing the number of moorage slips from 55 to 66. The application was denied by the Hearing Examiner on May 22, 2015 primarily on the grounds that, although under the current code the marina was considered a legal non-conforming use, the specific proposal was to increase the size and number of moorage slips – therefore the proposal was increasing the degree of non-conformity which is not allowed under SJCC 18.40.310(F.1).

Snug Harbor Associates filed an appeal with the Shorelines Hearings Board (Case No. 15-014) but soon entered into a settlement agreement with San Juan County. (See attachment.) Under the settlement agreement, the proposed marina improvements

presented in the 2014 application were modified to assure that the degree of non-conformity will not be increased. The number of slips proposed was reduced to 62. The Shoreline CUP application was revised and was remanded to the Hearing Examiner for further consideration. The application was approved on July 18, 2016.

Because the permit was "conditional," final approval is given by the Washington State Department of Ecology (DOE). DOE was concerned that the project submitted to them would have increased the non-conformity with the standards of the code by relying on an equal number of slips regardless their size. To rectify this concern, Snug Harbor Associates agreed not to expand the linear length of moorage provided by the marina and modified the proposal again to meet the DOE's concerns. DOE then approved the application but then the decision was appealed by the Mitchell Bay Association. Ultimately, the appeal was withdrawn.

Snug Harbor Associates also submitted a JARPA to the Washington State Department of Fish and Wildlife as well as the US Army Corps of Engineers for review and approval of the marina improvements. The earlier larger version of the project received an HPA from the Washington State Department of Fish and Wildlife on March 24, 2015.

However, during the processing of the US Army Corps of Engineers (USACE) application, the Lummi Indian Business Council was consulted about the project. They recommended that the project be denied under the Treaty of Point Elliot of 1855 fishing rights. The Treaty reserved the Lummi's the right to take fish in the Tribe's usual and accustomed grounds. (Snug Harbor Resort is a historical village site of the Lummi Nation and is an important area for the Nation's treaty fishing rights.)

The applicant met with the Lummi Indian Business Council in late 2016 and early 2017 and eventually negotiated a revision to the DOE approved marina design which could be supported by the Lummis. To address the concerns of the Lummi Indian Business Council, the marina design was further modified from the design that was approved by DOE in 2016 such that the final configuration of the proposed marina would remain within a footprint that is equivalent to the existing marina. It is this new design that Snug Harbor Associates now submits to the County for approval.

E. Project Description

Snug Harbor Associates are proposing the following revisions to the proposed marina improvements permitted under SSDP File No. PSJ000-14-0016 in order that the permitted activities are consistent with the approved Lummi plan. The plan is significantly smaller than the plan approved by DOE. A full set of updated drawings are included in this application. The following tables are offered for comparison purposes.

Existing vs. Permitted vs. Proposed Revision Comparison Table

Snug Harbor Resort Marina	Existing Condition	Permitted Changes Sept. 9, 2016	Proposed Revision Nov. 3, 2016
Total Over Water Area	10,883 Square Feet	13,506 Square Feet	11,088 Square feet
Total Light Permeable Deck Area	None	6,150 Square Feet	5,373 Square Feet
Total Non-Permeable Deck Area	10,883 Square Feet	7,356 Square Feet	5,715 Square Feet
Number of Moorage Slips	63	63	55
Number of Kayak Slips	12 Slips	13 Slips	0 Slips
Side Tie Transient Moorage	250 Feet	196 Feet	234 Feet
Number of Piles	47 Creosote Piles (diameter unknown)	23-10" diameter and 18-12" diameter Hot Dipped Galvanized Steel Piles for a total of 41 Piles	25-10" diameter and 16-12" diameter Hot Dipped Galvanized Steel Piles for a total of 41 Piles
Float Tub Material	Un-encapsulated Styrofoam	Foam Filled HDPE Float Drum	Foam Filled HDPE
Storage Shed	55.39 sq. ft.	69.96 sq. ft.	69.96 sq. ft.
Area of Eelgrass Covered by Marina	0 Square Feet	0 Square Feet	0 Square Feet
Water Depth at Seaward End of Float	-8	-9	-9
Water Depth at Landward End of Float	-4	-6	-6
Dockheads	35	35	35
Float Lighting	3	6	6

Comparison Table for Permitted and Proposed Deck Area

Deck Area	Permitted	Proposed
Extension of the Seaward End of the Marina	100 feet seaward from the seaward end of the existing marina	50 feet seaward from the seaward end of the existing marina

Total Deck Area	13,506 sq. ft.	11,088 sq. ft.
16' Wide Floats	42 LF	42 LF
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8' Wide Floats	467 LF	560 LF
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4' Wide Floats	616 LF	660 LF
2' Wide Floats	60 LF	60 LF
Transient Moorage	196 LF	234 LF
Number of Dedicated Slips	57	49
Length of Side Tie	232	202

Construction Technique & Sequencing

(Identical to that previously and approved.)

1. Pre-Fabrication

The floating dock system and gangway will be completely prefabricated in the contractor's Anacortes yard and transported to the site on a construction barge. The steel pipe guide piling will also arrive via construction barge, fully welded and galvanized.

2. Site Preparation

A barge-mount crane will remove all existing floating docks and place them on a construction barge for transportation to the contractor's Anacortes yard for final disassembly. Once in the contractor's yard, the floats will be disassembled and all recyclable/reclaimable components will be sorted and separated. Those elements not recyclable/reclaimable will be transported to an approved disposal facility. The barge-mount crane will also be used to extract all 47 existing creosote-treated timber piles. It is anticipated that all piles will be able to be removed completely from the seabed using vertical lift or vibratory methods. All pilings will be transported to the contractor's Anacortes yard via construction barge, where they will be cut into specific lengths and placed in transportation containers for shipping to an approved hazardous materials disposal facility.

The existing storage shed will be demolished at the same time the existing marina elements are removed.

3. On-Site Construction

The pre-fabricated floating dock sections will be launched from the construction barge using the barge-mounted crane, and will be final assembled into the finished marina configuration using a variety of hand tools. Working from the near-shore to off-shore, the barge mount crane and vibratory pile driving unit will use the assembled float system as a template to drive the steel piles to the specified embedment. While this work is occurring, a

crew will be removing and replacing the decking and handrail on the existing fixed pier utilizing hand tools. Upon completion of pile installation, the barge-mount crane will be used to mount the aluminum access gangway to the fixed pier.

Excavation for installation of two 16" diameter sonotube shed supports will occur once the fixed pier has been replaced.

4. Equipment Used

All construction equipment and materials used in this project will be stationed on the construction barge. A barge-mount crane will be used to set piles, float system and ramp in place. Portable power tools and hand tools will also be used to facilitate float system assembly and deck and handrail replacement on the existing fixed pier.

5. Materials Used

All guide piles will be hot-dipped galvanized steel pipe, driven in place with a vibratory hammer. The ramp will be welded aluminum with a light penetrating fiberglass grated deck. The float system will consist of ACZA-treated timber structure supported by rotationally-molded foam-filled sealed polyethylene floatation drums, and decked with a combination of ACZA-treated timber and light penetrating fiberglass grating.

6. Work Corridor

The barge will operate offshore to avoid grounding and disturbing bottom sediment and avoid disturbing beach features that could occur with ground based equipment. The barge will not be allowed to ground at any time during construction.

7. Staging Areas and Equipment Wash Outs

All staging areas will occur on the barge with no need for equipment wash outs.

8. Stockpiling Areas

The barge will hold all construction materials during the project and all construction debris will be held in a 20 c/y steel garbage container secured on the crane barge for disposal upland later.

9. Running of Equipment

Equipment will be running off and on throughout the on-site construction phase. All equipment will be kept in good working order and will only be running when required.

10. Clean-Up and Re-Vegetation

All miscellaneous construction debris will be removed and loaded into a 20 c/y steel garbage container on the crane barge for holding during construction, then transported by the crane barge to the contractor's Anacortes yard for shipment to an approved disposal site. No re-vegetation is proposed.

11. Project Timing

All proposed construction will take place in approved work windows during daylight hours. Pile driving will commence one hour after sunrise and will cease one hour before sunset.

12. Duration of Construction

Onsite project work will take a maximum of 3-4 weeks.

Proposed Mitigation

(No change except the square footage of light penetrating grating.)

The proposed marina improvements will create no additional adverse impact on the shoreline because the marina already exists. The proposal will not disturb surrounding marine or terrestrial vegetation, or animal habitats since there will be no vegetation removal required. There will be no excavation of the shoreline or dredging of the tidelands that could weaken the integrity of the shoreline or cause sediment or erosion. It will not obstruct or disturb the natural ebb and flow of the tides.

With the proposed mitigation, the proposed improvements will actually improve impacts to benthic habitat by:

- Fulfillment of the BMPS discussed in the attached Certificate of Compliance will assure no erosion or sedimentation that could occur during shed replacement will enter into Mitchell Bay;
- Moving deep draft vessels such as fixed-keel sailboats into deeper water to prevent grounding;
- Adding 5,373 square feet of light penetrating grating decking to the marina where none currently exists;
- Replacing existing pollution generating un-encapsulated floating tubs with non-biodegradable, rotationally-molded foam-filled sealed polyethylene floatation drums;
- Removing 47 existing pollution generating creosote pilings and replacing them with 41 galvanized steel piling ranging between 10" and 12" in diameter;
- Operating the barge offshore to avoid grounding and disruption to bottom sediment and beach features that could occur with ground based equipment. (The barge will not be allowed to ground at any time during construction.);

- Limiting the time span for in-water work from September 1 through March 1 for the protection of salmon and bull trout.
- Completing piling removal with a vertical lift and only using a vibratory hammer when necessary. The following methods will be used to minimize an increase in turbidity in the marine water during demolition of the existing marina and construction of the replacement marina;
 - a. The vibratory hammer will be used to loosen the piles from the bottom, which minimizes the amount of sediment that clings to the piles, and the hammer will be shut off as soon as pile end reaches the mudline;
 - b. Piles will be lifted slowly through the water column to allow any clinging sediments to fall back onto the seafloor; and
 - c. The barge where the piles are placed will be lined with a filter fabric or hay bales to prevent sediment from washing back into the water.
- Allowing pile driving to occur only between 2 hours after sunrise and 2 hours before sunset from April 1 through September 15 to protect Marbled murrelet during nesting season;
- Ceasing pile driving if Southern Resident killer whales or Stellar sea lions observed within 300-feet or when Marble murrelet are within 160 feet of the construction site. A qualified observer will be on site during pile driving to watch for the presence of these species and will notify the construction manager when to stop pile driving until these species are outside these buffer zones;
- Submitting a spill prevention plan to the County prior to demolition and construction to prevent petroleum products from being discharged into Mitchell Bay;
- Having oil absorbent materials on site to use in the event of a petroleum product spill and will employ measures to avoid petroleum products or other deleterious material for entering Mitchell Bay;
- Directing prop wash away from the eelgrass bed that is mapped to the south of the marina;
- Conducting project activities such that siltation of the beach area and seabed will be minimized;
- Removing all demolition and construction materials from the work site and returning natural materials to their original position at the end of construction; and
- Complying with the applicable provisions of the Unified Development Code, Title 18 San Juan County Code.

II. Regulatory Analysis

A permit revision is required whenever the applicant proposes substantive changes to the design, terms or conditions of a project from that which is approved in the permit. Changes are considered substantive if they materially alter the project in a manner that relates to its conformance to the terms and conditions of the permit, the County's Shoreline Master Program, and/or the provisions of Chapter 90.58 RCW.

The revision to the permitted Snug Harbor Marina improvements are substantive in nature due to the reduction in slip count and linear length of moorage, as well as the overall revision in

the configuration of the marina. The revised configuration more closely resembles the existing marina configuration than what was previously permitted. Revisions to shoreline permits are subject to the regulations found in WAC 173-27-100 and SJCC 18.80.110(M). These regulations must be met in order for the proposed revision to Shoreline Substantial Development Permit File No. PSJ000-14-0016 to be approved. The analysis below identifies each applicable regulation and provides an analysis of how the proposal complies with WAC 173-27-100.

WAC 173-27-100: Revisions to Permits

- **WAC 173-27-100 (1)** - *If local government determines that the proposed changes are within the scope and intent of the original permit, and are consistent with the applicable master program and the act, local government may approve a revision.*

The proposed marina revisions are within scope of the original permit because they will actually result in a reduction in the size of the permitted marina by approximately 2,418 sq. ft.

The proposed marina revisions are within intent of the original permit in that they are for the purpose of improving a marina that is deteriorating due to age. The proposed revision continues to move the float components of the marina further seaward to prevent floats and boats with larger drafts from grounding at low tide but reduces the extent of the seaward extension of the marina from 100 feet down to 50 feet. The revised design continues to incorporate light penetrating grating in the marina decking to allow sunlight to reach the seafloor and continues to include the removal of all 47 existing creosote piles and replacing them with 41 galvanized steel pikes ranging between 10" and 12" in diameter. Preventing grounding, the inclusion of light penetrating grating and removal of all creosote piles will be of benefit to the benthic environment under and within the vicinity of the marina.

- **WAC 173-27-100(2)** - *"Within the scope and intent of the original permit" means all of the following:*

(a) No additional over water construction is involved except that pier, dock, or float construction may be increased by five hundred square feet or ten percent from the provisions of the original permit, whichever is less;

The proposed revision will actually result in a reduction in the size of the permitted marina by approximately 2,418 sq. ft.

(b) Ground area coverage and height may be increased a maximum of ten percent from the provisions of the original permit;

No increase in ground coverage or height of the marina is proposed in this revision.

(c) The revised permit does not authorize development to exceed height, lot coverage, setback, or any other requirements of the applicable master program except as authorized under a variance granted as the original permit or a part thereof;

The proposed permit revision is consistent with criteria for the expansion of a non-conforming shoreline structure in that the size of the marina will remain in relatively the same footprint as the existing marina, and permitted improvements with about the same amount of moorage slips and linear feet of moorage as the existing marina. The proposed revisions do not cause the marina to exceed height, lot coverage, setback, or any other requirements of the applicable master program

(d) *Additional or revised landscaping is consistent with any conditions attached to the original permit and with the applicable master program;*

Landscaping was not required as part of the original permit approval.

(e) *The use authorized pursuant to the original permit is not changed; and*

The permitted and proposed use is the improvement of an existing non-conforming marina.

(f) *No adverse environmental impact will be caused by the project revision.*

The proposed revisions will actually improve environmental impacts as discussed in under WAC 173-27-100 (1) above.

- **WAC 173-27-100(3)** - *Revisions to permits may be authorized after original permit authorization has expired under RCW 90.58.143. The purpose of such revisions shall be limited to authorization of changes which are consistent with this section and which would not require a permit for the development or change proposed under the terms of chapter 90.58 RCW, this regulation and the local master program. If the proposed change constitutes substantial development then a new permit is required. Provided, this subsection shall not be used to extend the time requirements or to authorize substantial development beyond the time limits of the original permit.*

The original permit was issued in 2016 and has not expired.

- **WAC 173-27-100(4)** - *If the sum of the revision and any previously approved revisions under former WAC 173-14-064 or this section violate the provisions in subsection (2) of this section, local government shall require that the applicant apply for a new permit.*

This is the first request for a revision to the approved marina improvements and results in a smaller footprint than the permitted improvements.

- **WAC 173-27-100(5)** - *The revision approval, including the revised site plans and text consistent with the provisions of WAC 173-27-180 as necessary to clearly indicate the authorized changes, and the final ruling on consistency with this section shall be filed with the department. In addition, local government shall notify parties of record of their action.*

WAC 173-27-180 - Application requirements for substantial development, conditional use, or variance permit.

A complete application for a substantial development, conditional use, or variance permit shall contain, as a minimum, the following information:

- (1) The name, address and phone number of the applicant. The applicant should be the owner of the property or the primary proponent of the project and not the representative of the owner or primary proponent.*
- (2) The name, address and phone number of the applicant's representative if other than the applicant.*
- (3) The name, address and phone number of the property owner, if other than the applicant.*
- (4) Location of the property. This shall, at a minimum, include the property address and identification of the section, township and range to the nearest quarter, quarter section or latitude and longitude to the nearest minute. All applications for projects located in open water areas away from land shall provide a longitude and latitude location.*
- (5) Identification of the name of the shoreline (water body) that the site of the proposal is associated with. This should be the water body from which jurisdiction of the act over the project is derived.*

This information is provided on the Land Use Project Permit Application.

- (6) A general description of the proposed project that includes the proposed use or uses and the activities necessary to accomplish the project.*

Please see the Project Description.

- (7) A general description of the property as it now exists including its physical characteristics and improvements and structures.*

Snug Harbor Resort is occupied by a combined office and store, 20 vacation cabins and associated parking as well as a 63 slip marina, a combined storage/lunch room, an exercise room and a reverse osmosis desalination system.

- (8) A general description of the vicinity of the proposed project including identification of the adjacent uses, structures and improvements, intensity of development and physical characteristics.*

Land uses within the vicinity of the resort include medium density single-family residential development with some of the parcels including docks, a bed-and breakfast residence and large expanses of undeveloped land.

(9) *A site development plan consisting of maps and elevation drawings, drawn to an appropriate scale to depict clearly all required information, photographs and text which shall include:*

(a) The boundary of the parcel(s) of land upon which the development is proposed.

(b) The ordinary high water mark of all water bodies located adjacent to or within the boundary of the project. This may be an approximate location provided, that for any development where a determination of consistency with the applicable regulations requires a precise location of the ordinary high water mark the mark shall be located precisely and the biological and hydrological basis for the location as indicated on the plans shall be included in the development plan. Where the ordinary high water mark is neither adjacent to or within the boundary of the project, the plan shall indicate the distance and direction to the nearest ordinary high water mark of a shoreline.

(c) Existing and proposed land contours. The contours shall be at intervals sufficient to accurately determine the existing character of the property and the extent of proposed change to the land that is necessary for the development. Areas within the boundary that will not be altered by the development may be indicated as such and contours approximated for that area.

See attached permit drawings.

(d) A delineation of all wetland areas that will be altered or used as a part of the development.

There are no wetlands on or near the project site.

(e) A general indication of the character of vegetation found on the site.

The site includes both native vegetation interspersed throughout the site and formal landscaping along the shoreline. Vegetation consists of evergreen and deciduous trees and grasses.

(f) The dimensions and locations of all existing and proposed structures and improvements including but not limited to; buildings, paved or graveled areas, roads, utilities, septic tanks and drainfields, material stockpiles or surcharge, and stormwater management facilities.

See attached permit drawings

(g) Where applicable, a landscaping plan for the project.

No landscaping plan is required for the proposed marina improvements.

- (h) *Where applicable, plans for development of areas on or off the site as mitigation for impacts associated with the proposed project shall be included and contain information consistent with the requirements of this section.*

Mitigation has been discussed previously in this analysis.

- (i) *Quantity, source and composition of any fill material that is placed on the site whether temporary or permanent.*

The marina improvements do not require fill.

- (j) *Quantity, composition and destination of any excavated or dredged material.*

The marina improvements will not require any dredging.

- (k) *A vicinity map showing the relationship of the property and proposed development or use to roads, utilities, existing developments and uses on adjacent properties*

See attached vicinity map.

- (l) *Where applicable, a depiction of the impacts to views from existing residential uses and public areas.*

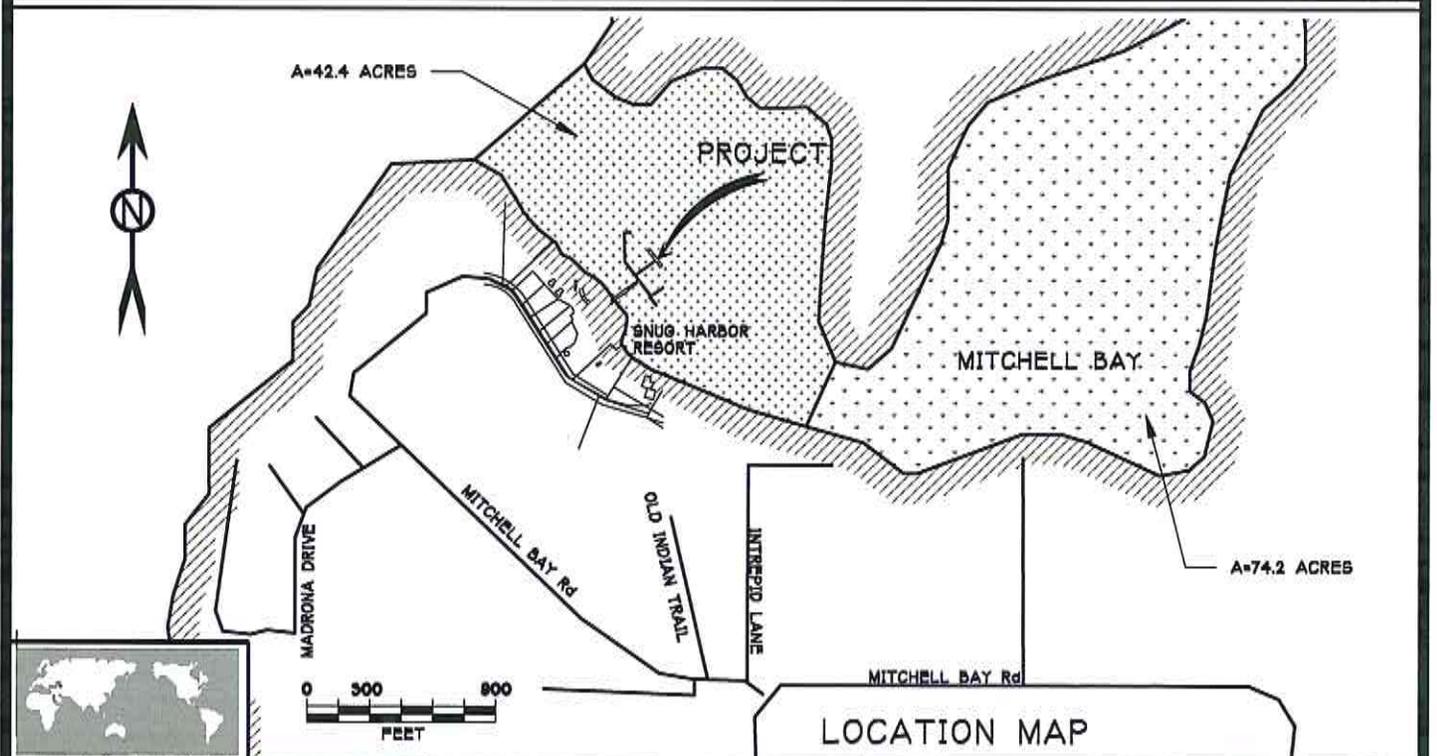
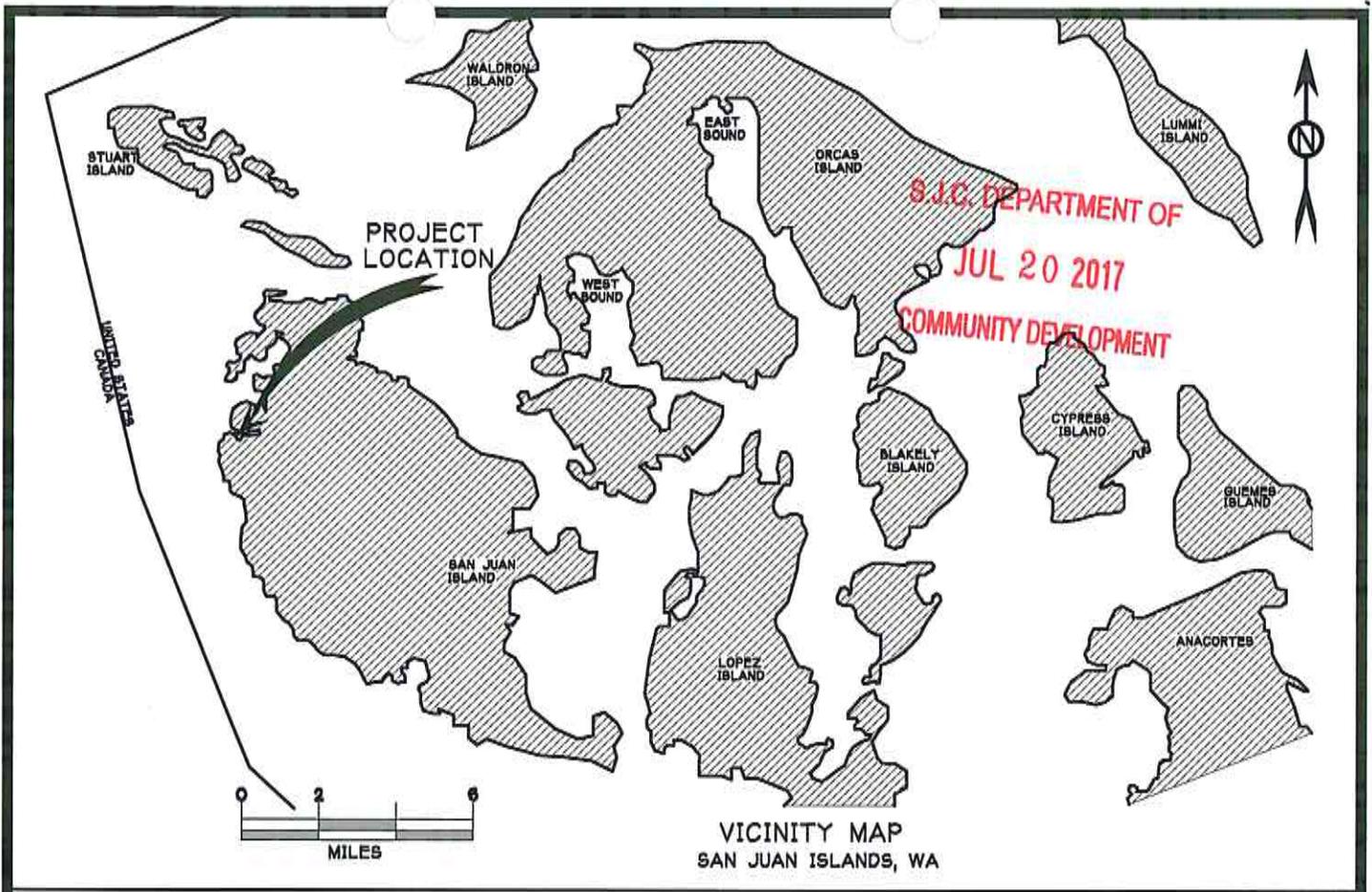
Views in the area will not be significantly altered by the proposed marine improvements since a marine of comparable size has existed here since the 1960's.

- (m) *On all variance applications the plans shall clearly indicate where development could occur without approval of a variance, the physical features and circumstances on the property that provide a basis for the request, and the location of adjacent structures and uses.*

This is a revision to a Shoreline Conditional Use Permit, not a shoreline variance application.

III. Conclusion

The proposed revision to the proposed marina improvements approved under File No. PSJ00-14-0016 fall within the scope of the original permit in that it will be significantly smaller than the permitted improvements and will resemble more closely the configuration of the existing marina. It meets all the approval criteria found in WAC 173-27-100. As such, the proposed permit revision can and should be approved.



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(360) 293-8888

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(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
SNUG HARBOR ASSOCIATES LLC
1997 MITCHELL BAY Rd
SAN JUAN ISLAND, WA 98250
c/o ERIK NELSON
725 HANNA PARK
EDMONDS, WA 98020-2619

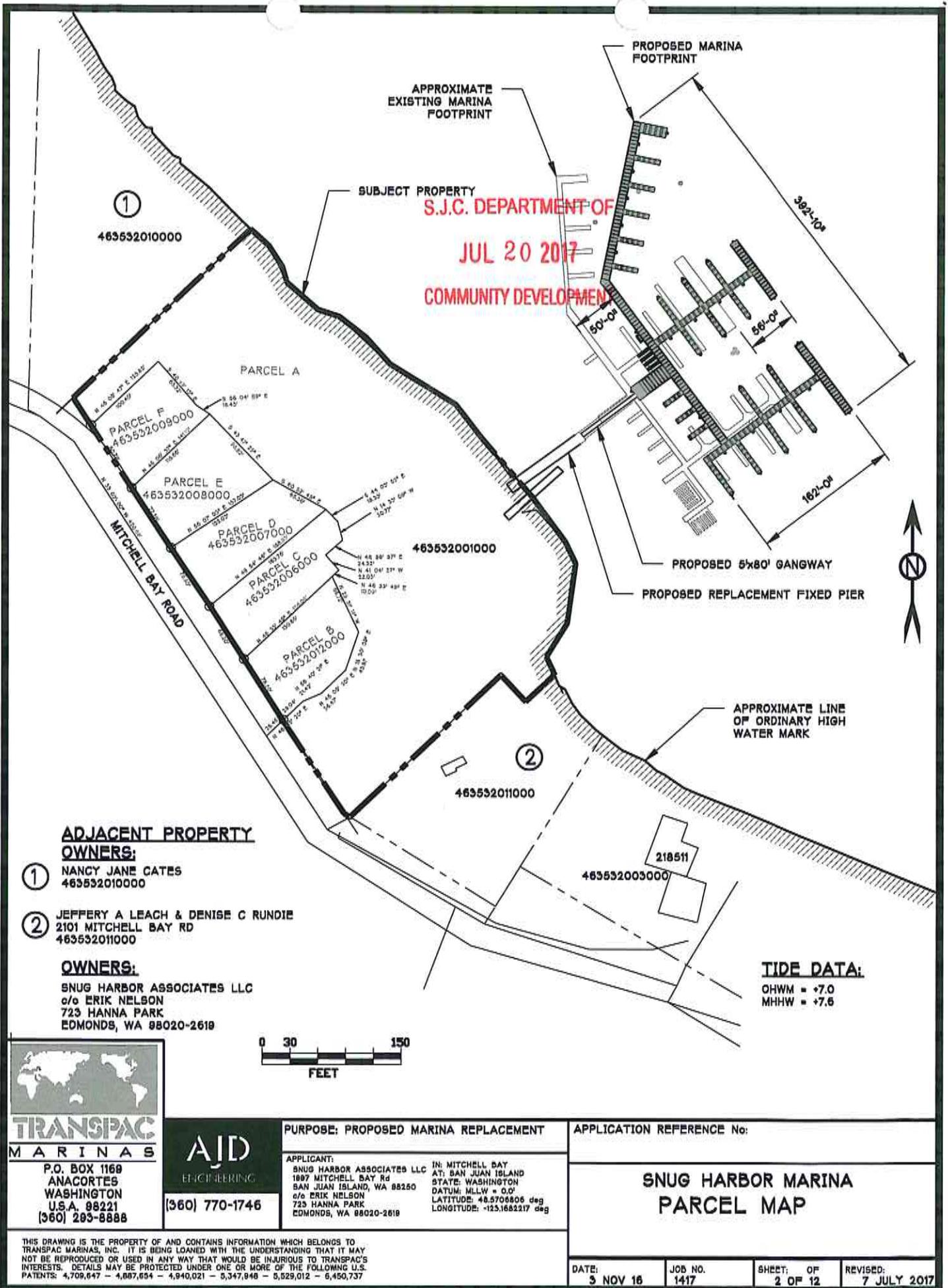
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AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW + 0.0'
LATITUDE: 48.5706806 deg
LONGITUDE: -123.1682217 deg**

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
VICINITY MAP**

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DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 1 OF 12	REVISED: 7 JULY 2017
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PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
 SNUG HARBOR ASSOCIATES LLC
 1897 MITCHELL BAY Rd
 SAN JUAN ISLAND, WA 98250
 c/o ERIK NELSON
 723 HANNA PARK
 EDMONDS, WA 98020-2619

IN: MITCHELL BAY
AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW = 0.0'
LATITUDE: 48.5706806 deg
LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

SNUG HARBOR MARINA
PARCEL MAP

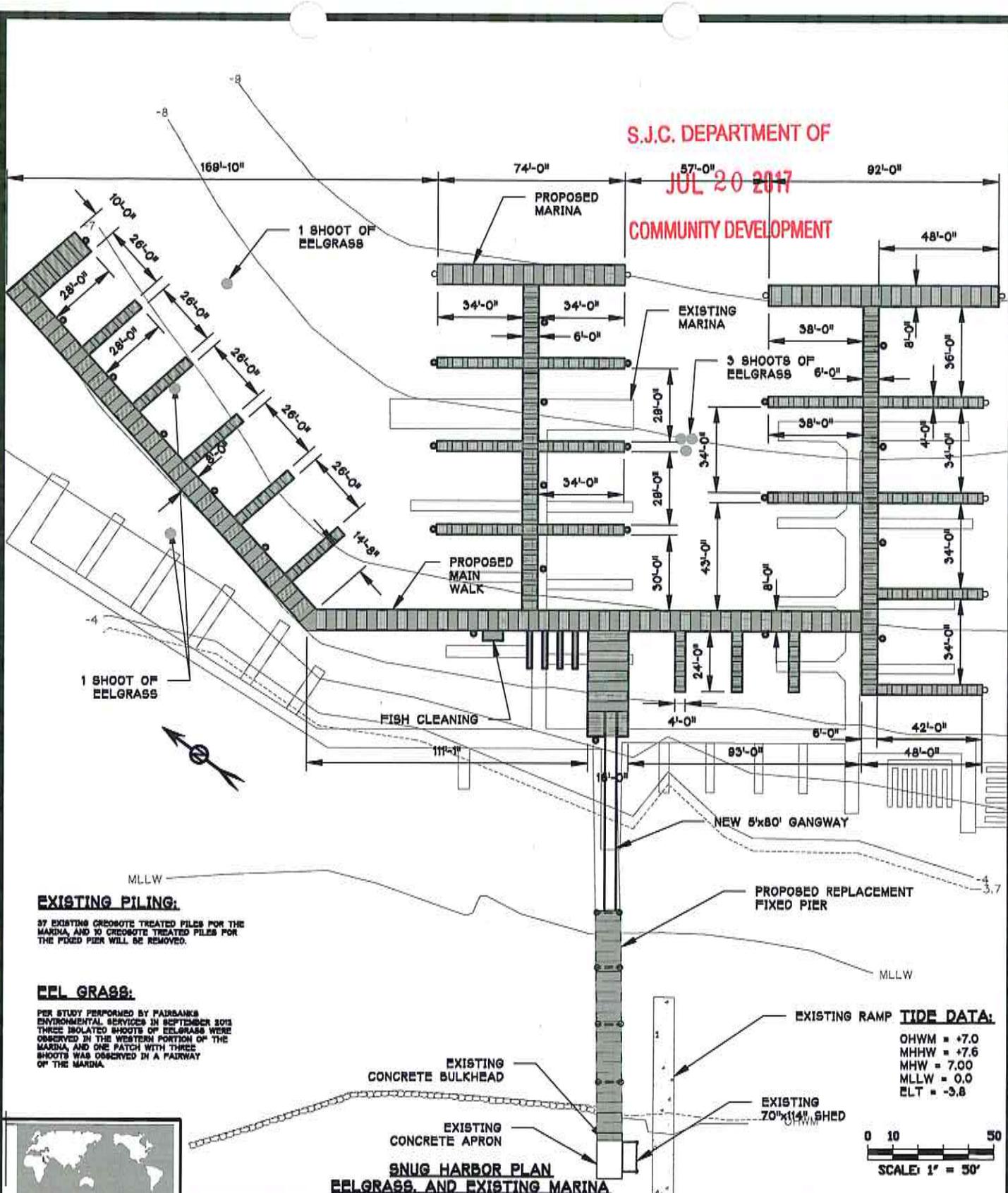
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DATE: 5 NOV 16	JOB NO. 1417	SHEET OF 2 OF 12	REVISED: 7 JULY 2017
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S.J.C. DEPARTMENT OF

JUL 20 2017

COMMUNITY DEVELOPMENT



EXISTING PILING:

37 EXISTING CROBOTE TREATED PILES FOR THE MARINA, AND 10 CROBOTE TREATED PILES FOR THE FIXED PIER WILL BE REMOVED.

EEL GRASS:

PER STUDY PERFORMED BY FAIRBANKS ENVIRONMENTAL SERVICES IN SEPTEMBER 2013 THREE ISOLATED SHOOTS OF EELGRASS WERE OBSERVED IN THE WESTERN PORTION OF THE MARINA, AND ONE PATCH WITH THREE SHOOTS WAS OBSERVED IN A FAIRWAY OF THE MARINA.

TIDE DATA:

OHWM = +7.0
 MHHW = +7.6
 MHW = 7.00
 MLLW = 0.0
 ELT = -3.8



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 c/o ERIK NELSON
 723 HANNA PARK
 EDMONDS, WA 98020-2619

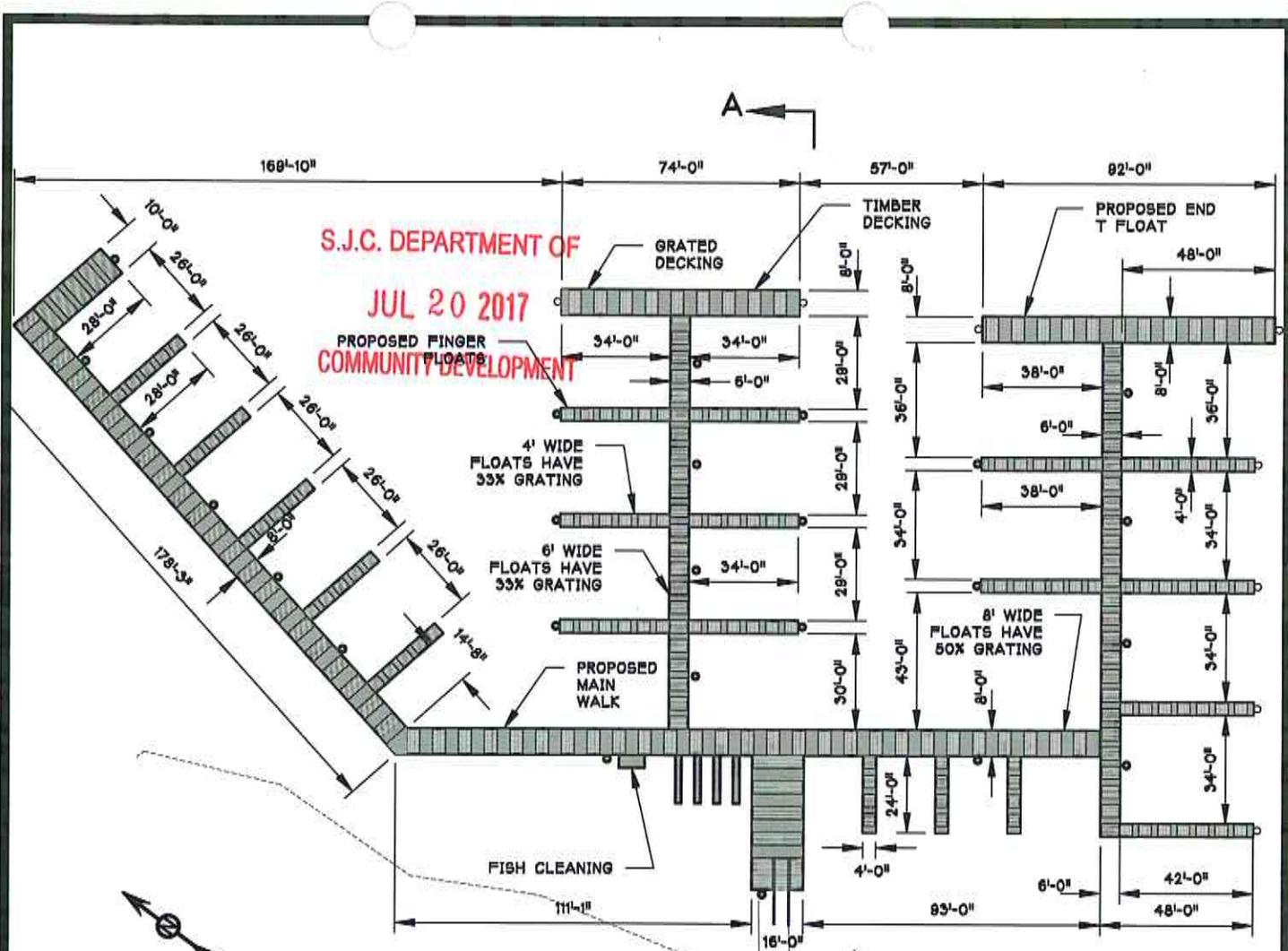
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 AT: SAN JUAN ISLAND
 STATE: WASHINGTON
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 LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

SNUG HARBOR MARINA MARINA PLAN EELGRASS & EXIST MARINA

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DATE: 8 NOV 16 JOB NO. 1417 SHEET: 01 OF 12 REVISED: 7 JULY 2017



GRATING:

FLOAT GRATING = 60X OPEN
 GANGWAY GRATING = 60X OPEN
 FIXED PIER = 60X OPEN

DECK AREA:

LENGTH	% GRATED	TOTAL GRATING
16' WIDE FLOAT 42 LF	50	16*42*0.5 = 336 SF
10' WIDE FLOAT 28 LF	50	10*28*0.5 = 140 SF
8' WIDE FLOAT 564 LF	50	8*564*0.5 = 2256 SF
6' WIDE FLOAT 283 LF	33	6*283*0.33 = 560 SF
4' WIDE FLOAT 860 LF	33	4*860*0.33 = 871 SF
2' WIDE FLOAT 60 LF	0	2*60*0 = 0
5x80' GANGWAY 80 LF	100	5*80*1 = 400 SF
10x81 FIXED PIER 81 LF	100	10*81*1 = 810 SF

DECK AREA:

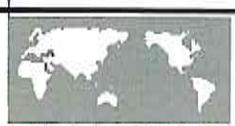
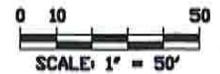
	EXISTING	PROPOSED
TOTAL OVER-WATER AREA (INCL PIER)	10,883 SF	11,232 SF
TOTAL LIGHT PERMEABLE DECK AREA	0 SF	5,473 SF
TOTAL NON-PERMEABLE DECK	10,883 SF	5,759 SF
NET CHANGE IN NON-PERMEABLE DECK		-5124 SF

PILES, PROPOSED:

- 10 3/4"x0.375 WALL PILE, 25 EA
- 12 3/4"x0.375 WALL PILE, 16 EA (INCLUDES 8 ON FIXED PIER)
- PILE ARE A262, GR 3, HOT DIP GALVANIZED
- MIN 20' PENETRATION, CUTOFF = +17 MLLW

TIDE DATA:

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 ELT = -3.8



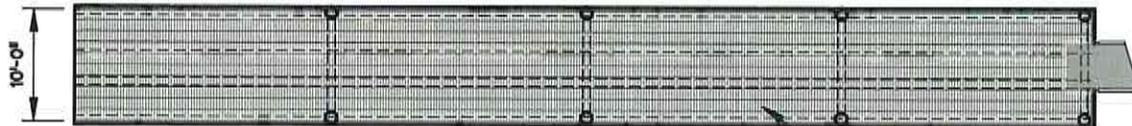
TRANSPAC MARINAS
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PURPOSE: PROPOSED MARINA REPLACEMENT
APPLICANT: SNUG HARBOR ASSOCIATES LLC
 1887 MITCHELL BAY Rd
 SAN JUAN ISLAND, WA 98250
 c/o ERIK NELSON
 723 HANNA PARK
 EDMONDS, WA 98020-2618
IN: MITCHELL BAY
 AT: SAN JUAN ISLAND
 STATE: WASHINGTON
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 LONGITUDE: -123.1682217 deg

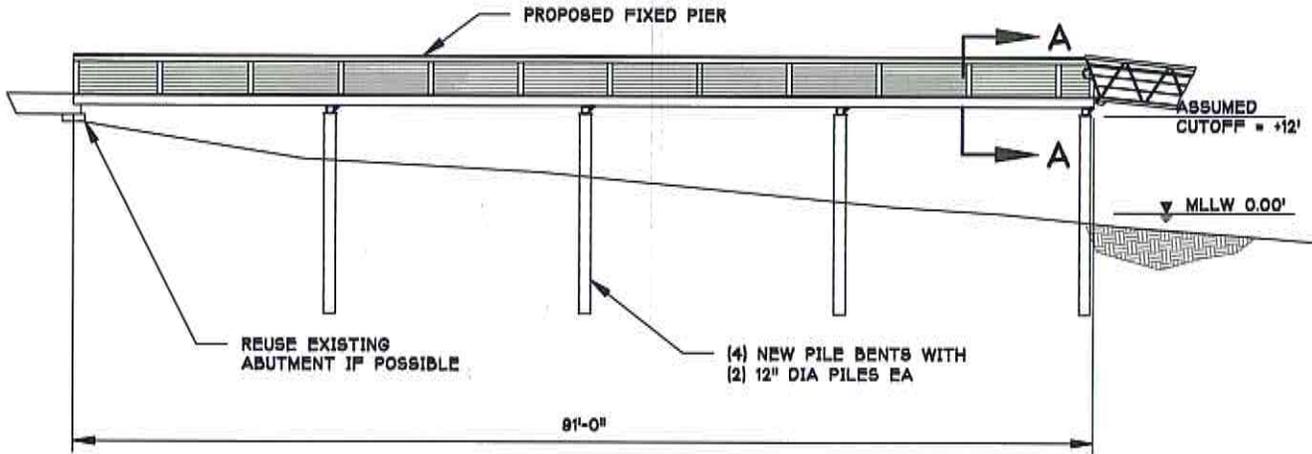
APPLICATION REFERENCE No:
SNUG HARBOR MARINA MARINA PLAN

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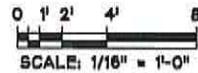


REPLACEMENT FIXED PIER PLAN

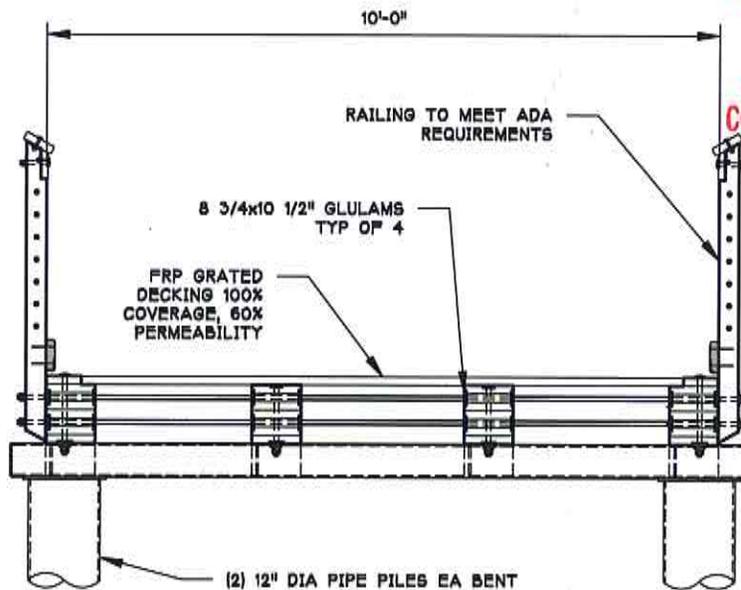
100% GRATED DECKING
60% OPEN



REPLACEMENT FIXED PIER ELEVATION



FOR CONCEPTUAL USE ONLY
NOT FOR CONSTRUCTION



SECTION A - A

S.J.C. DEPARTMENT OF
JUL 20 2017
COMMUNITY DEVELOPMENT

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1987 MITCHELL BAY Rd
SAN JUAN ISLAND, WA 98250
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723 HANNA PARK
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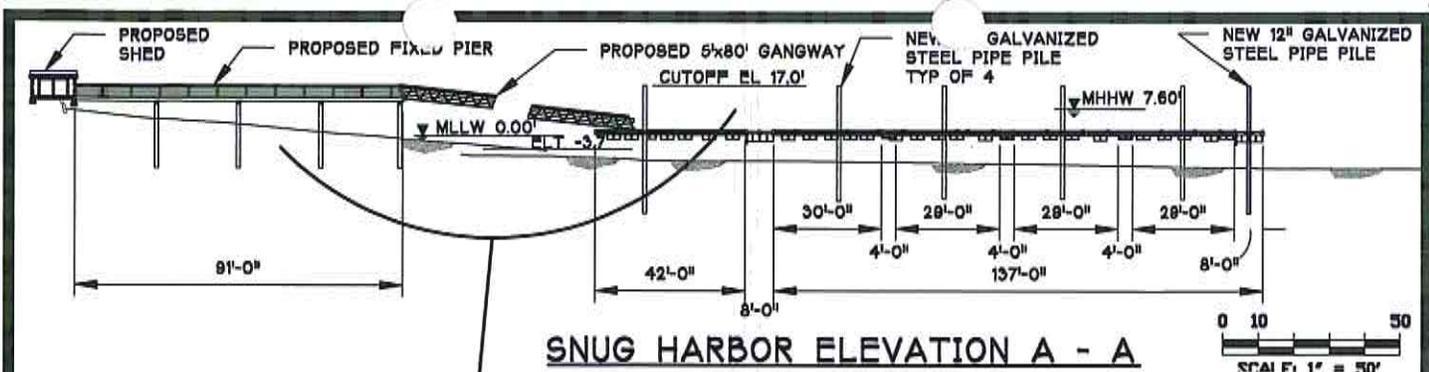
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AT: SAN JUAN ISLAND
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APPLICATION REFERENCE No:

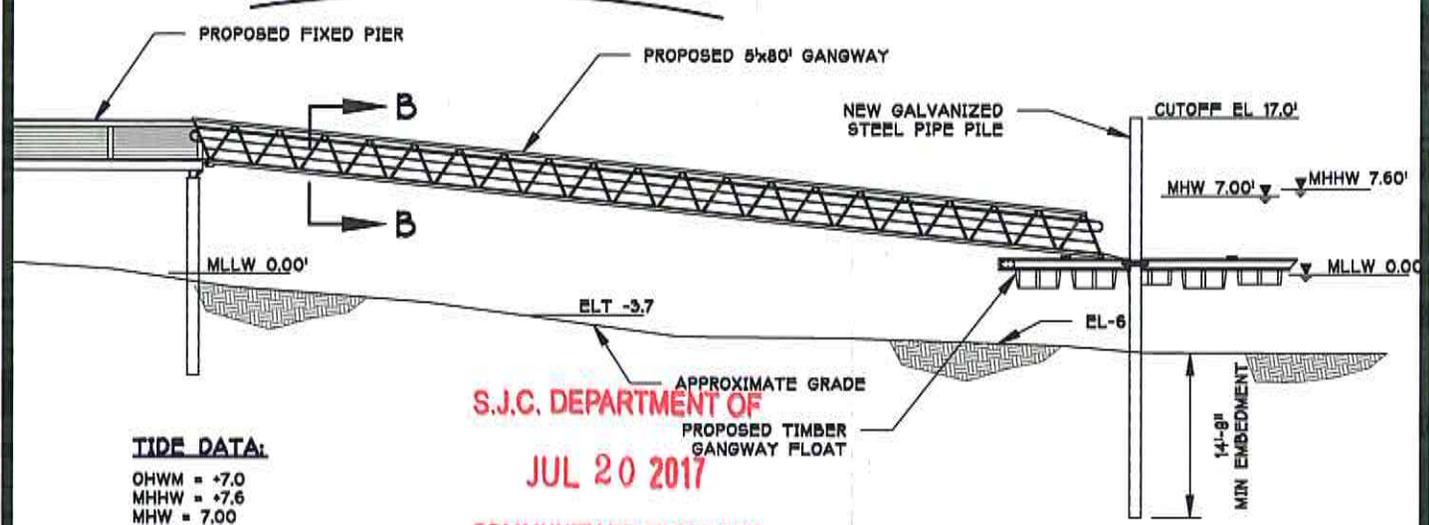
**SNUG HARBOR MARINA
FIXED PIER
PLAN, ELEVATION & SECTIONS**

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DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 5 OF 12	REVISED: 7 JULY 2017
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SNUG HARBOR ELEVATION A - A

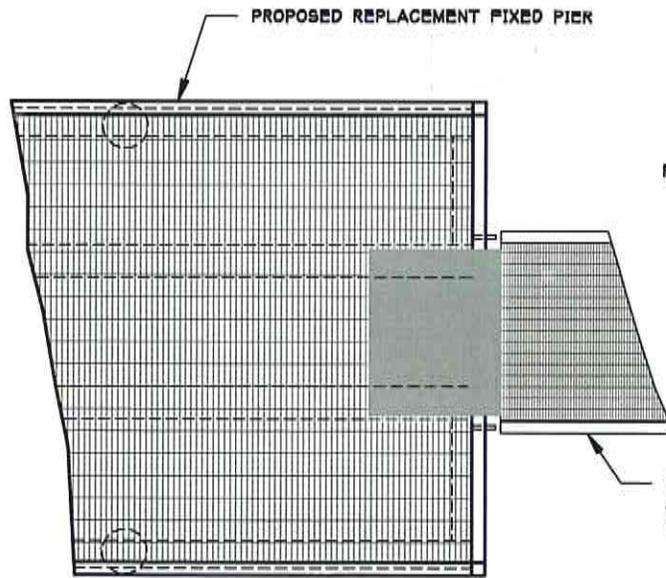


**S.J.C. DEPARTMENT OF
COMMUNITY DEVELOPMENT**

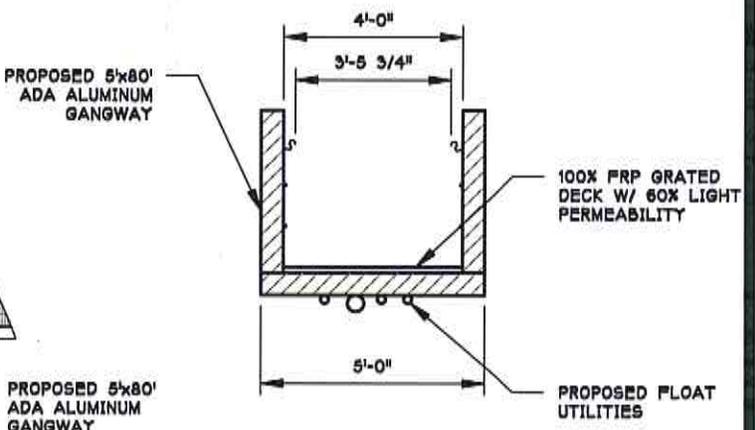
JUL 20 2017

TIDE DATA:
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 MHHW = +7.6
 MHW = 7.00
 MLLW = 0.0
 ELT = -3.8

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NOT FOR CONSTRUCTION**



FIXED PIER PLAN



SECTION B - B

0 1' 2' 4'
SCALE: 1/4" = 1'-0"



**TRANSPAC
MARINAS**
 P.O. BOX 1169
 ANACORTES
 WASHINGTON
 U.S.A. 98221
 (360) 293-8888

**AJD
ENGINEERING**
 (360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
 SNUG HARBOR ASSOCIATES LLC
 1887 MITCHELL BAY Rd
 SAN JUAN ISLAND, WA 98150
 c/o ERIK NELSON
 725 HANNA PARK
 EDMONDS, WA 98020-2618

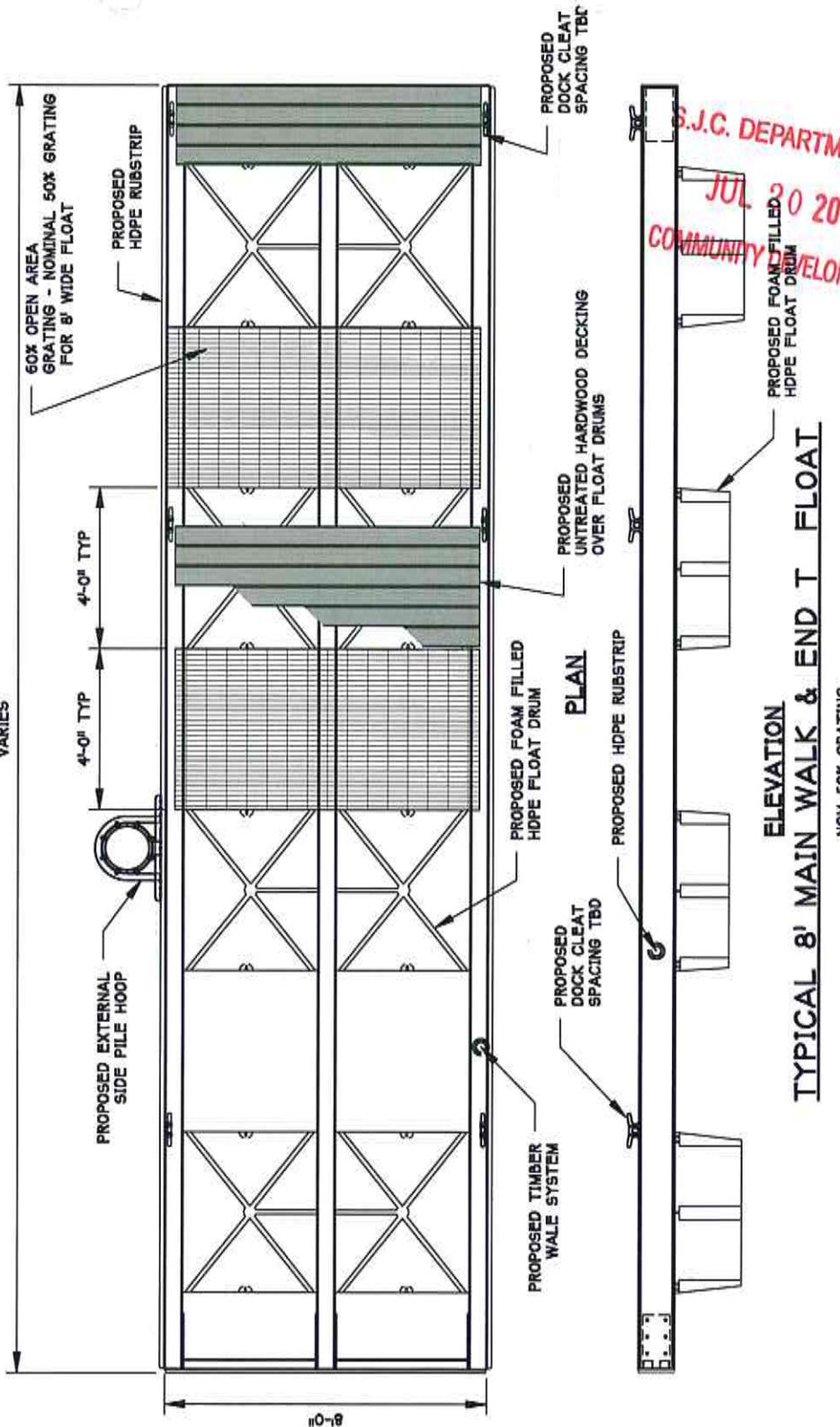
IN: MITCHELL BAY
 AT: SAN JUAN ISLAND
 STATE: WASHINGTON
 DATUM: MLLW = 0.0'
 LATITUDE: 48.5708806 deg
 LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
FIXED PIER
ELEVATION & SECTIONS**

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DATE: 3 NOV 16 JOB NO. 1417 SHEET: 06 OF 12 REVISED: 7 JULY 2017



S.J.C. DEPARTMENT OF
 JUL 20 2017
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PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
 SNUG HARBOR ASSOCIATES LLC
 1987 MITCHELL BAY Rd
 SAN JUAN ISLAND, WA 98260
 c/o ERIK NELSON
 723 HANNA PARK
 EDMONDS, WA 98020-2618

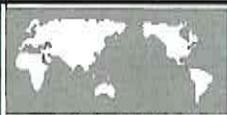
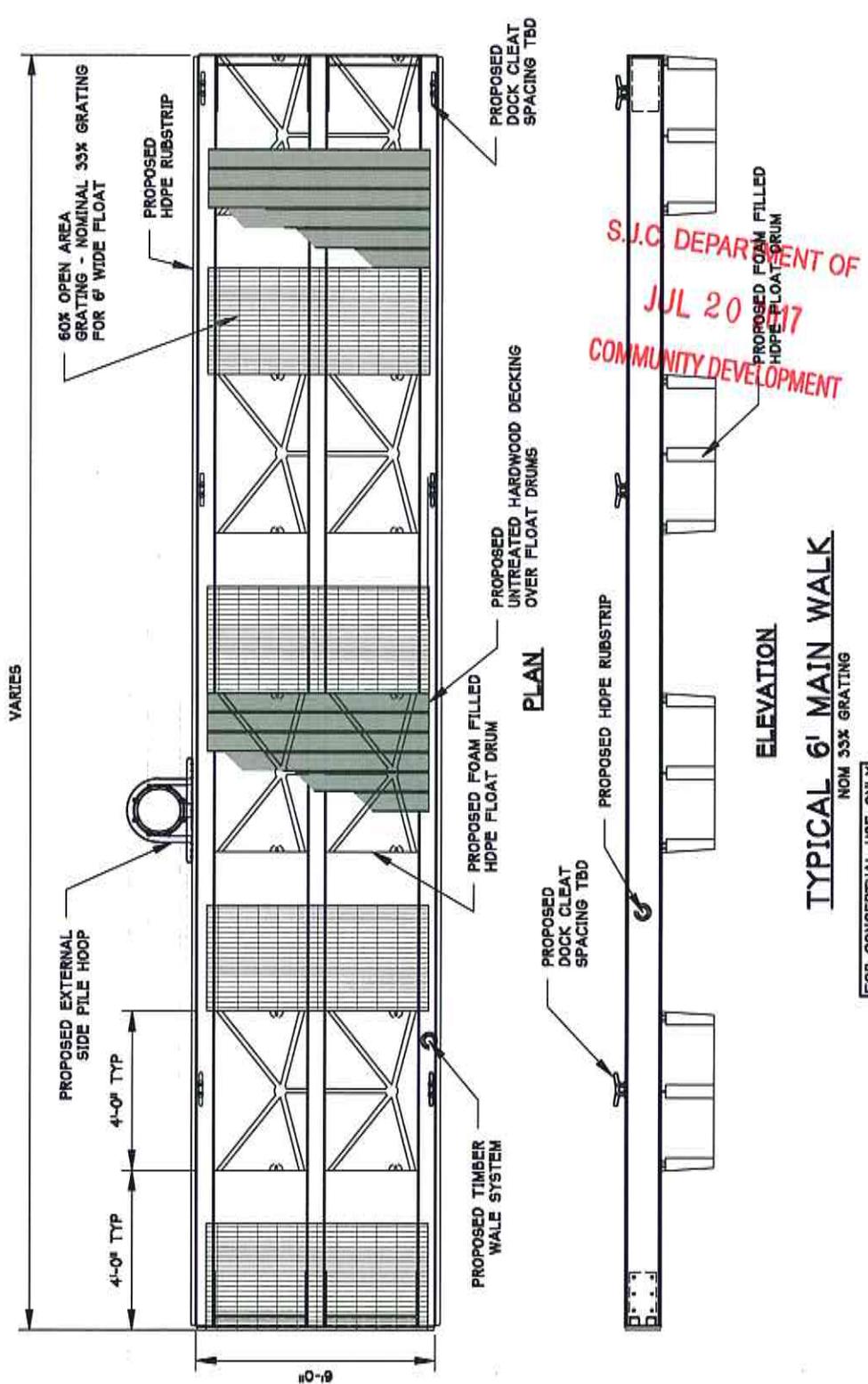
IN: MITCHELL BAY
 AT: SAN JUAN ISLAND
 STATE: WASHINGTON
 DATUM: MLLW + 0.0'
 LATITUDE: 48.5706806 deg
 LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

SNUG HARBOR MARINA
TYPICAL 8' MAIN WALK FLOAT

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DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 7 OF 12	REVISED: 7 JULY 2017
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U.S.A. 98221
(360) 293-8888

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ENGINEERING
(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
SNUG HARBOR ASSOCIATES LLC
1987 MITCHELL DAY Rd
SAN JUAN ISLAND, WA 98280
c/o ERIK NELSON
723 HANNA PARK
EDMONDS, WA 98020-2619

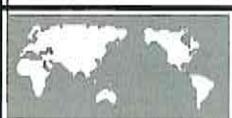
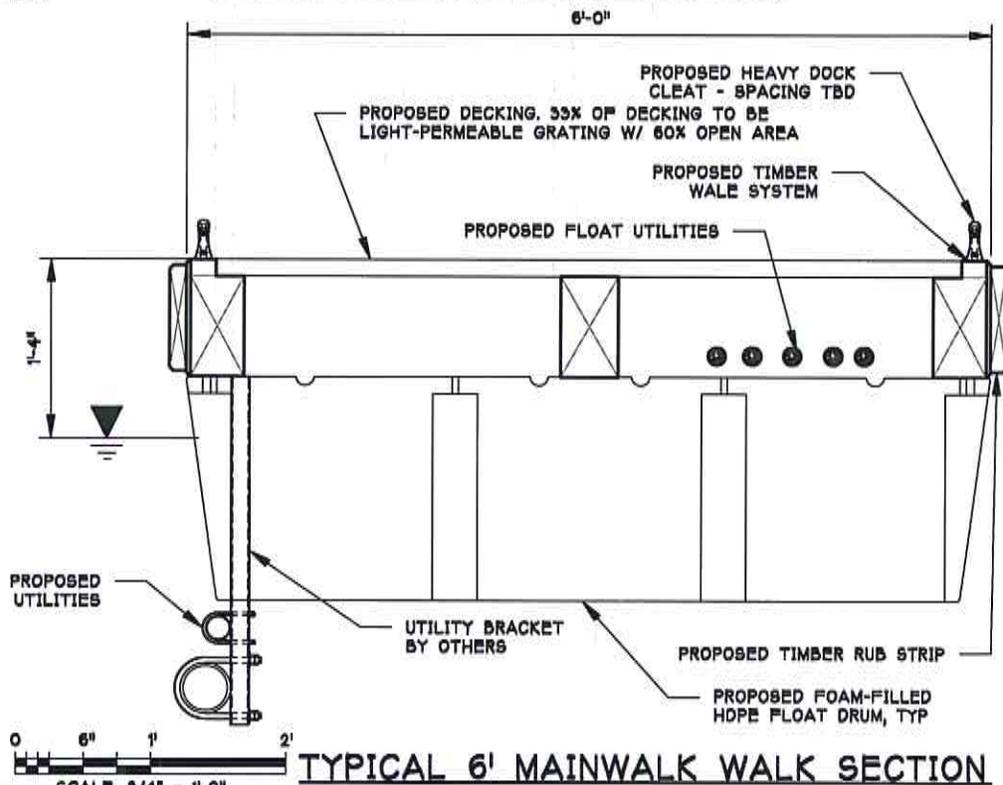
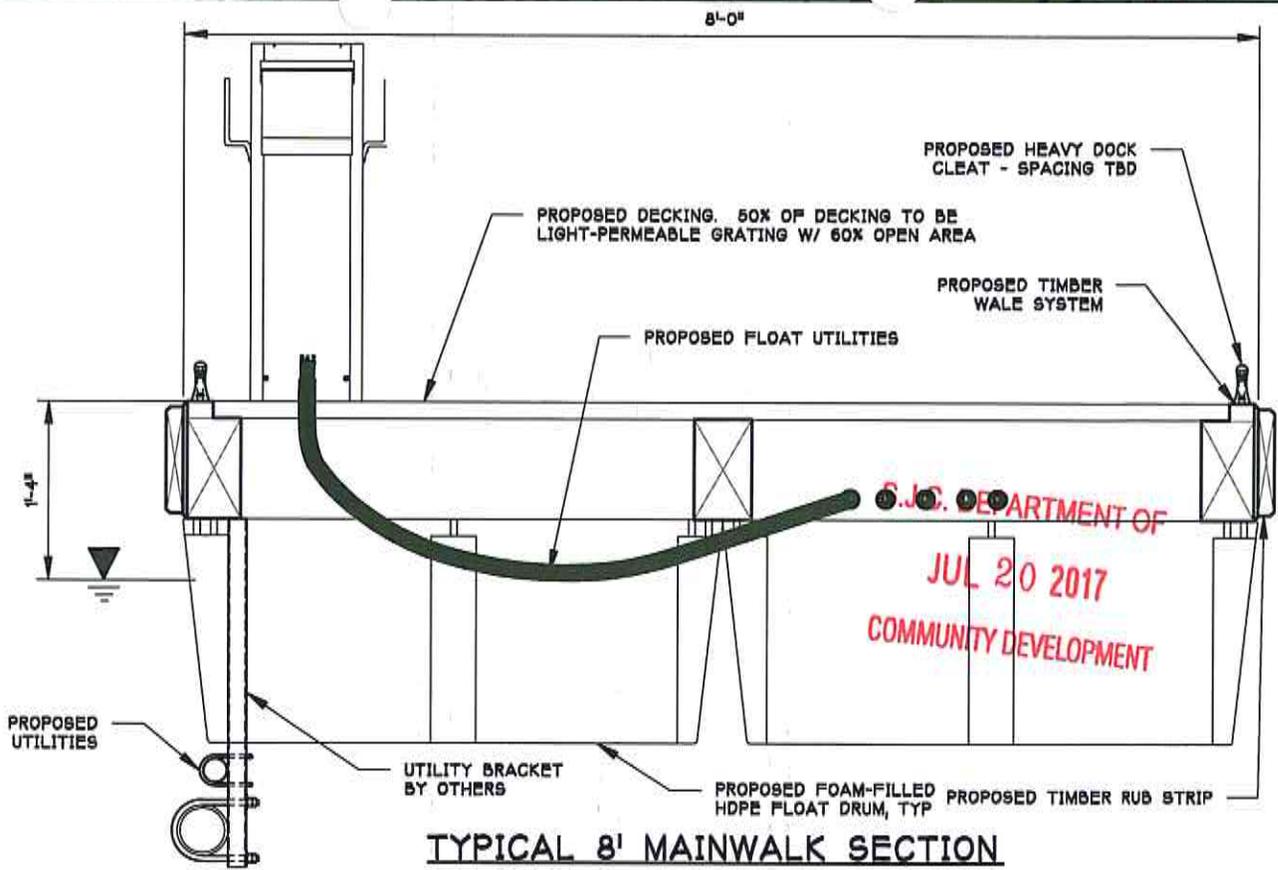
IN: MITCHELL BAY
AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW + 0.0'
LATITUDE: 48.5706806 deg
LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

SNUG HARBOR MARINA
TYPICAL 6' MAIN WALK FLOAT

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DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 8 OF 12	REVISED: 7 JULY 2017
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(360) 293-8888

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(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:

SNUG HARBOR ASSOCIATES LLC
1807 MITCHELL BAY Rd
SAN JUAN ISLAND, WA 98250
c/o ERIK NELSON
723 HANNA PARK
EDMONDS, WA 98020-2618

IN: MITCHELL BAY
AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW + 0.0'
LATITUDE: 48.8708806 deg
LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
MAINWALK & TRANSIENT
FLOAT SECTIONS**

THIS DRAWING IS THE PROPERTY OF AND CONTAINS INFORMATION WHICH BELONGS TO TRANSPAC MARINAS, INC. IT IS BEING LOANED WITH THE UNDERSTANDING THAT IT MAY NOT BE REPRODUCED OR USED IN ANY WAY THAT WOULD BE INJURIOUS TO TRANSPAC'S INTERESTS. DETAILS MAY BE PROTECTED UNDER ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 4,709,647 - 4,887,854 - 4,940,021 - 5,347,948 - 5,529,012 - 6,450,737

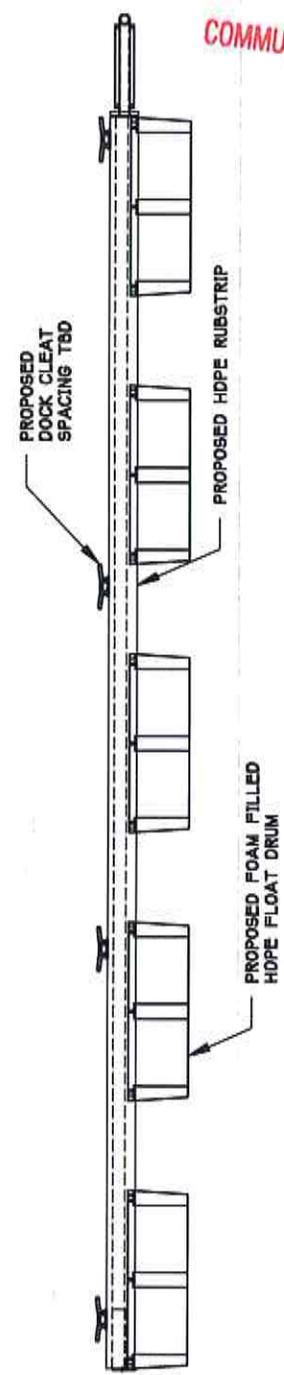
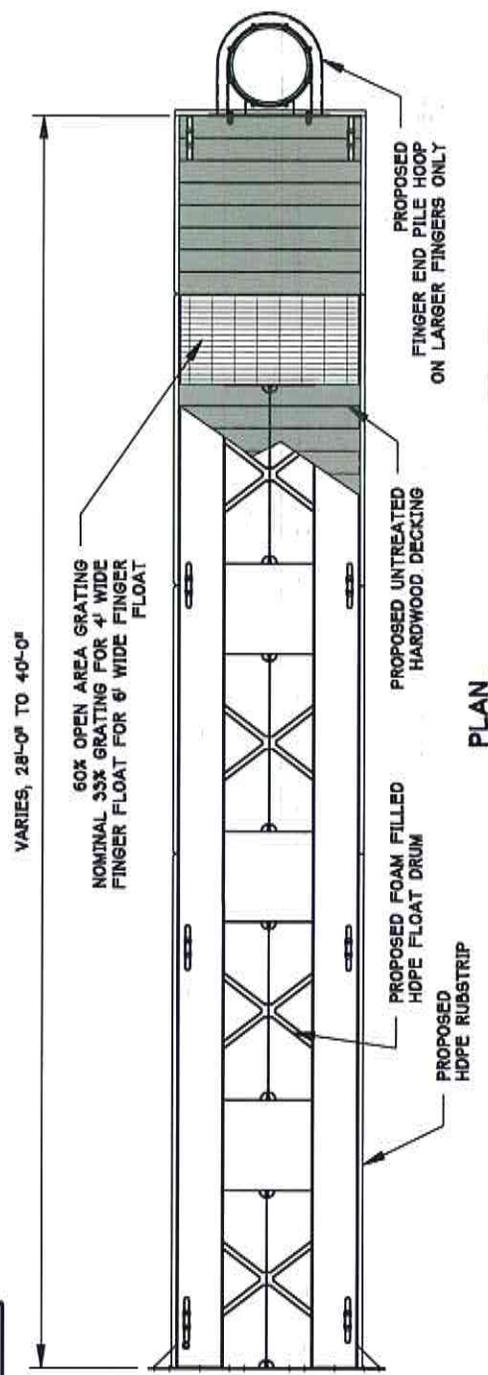
DATE:
3 NOV 16

JOB NO.
1417

SHEET: OF
9 OF 12

REVISED:
7 JULY 2017

S.J.C. DEPARTMENT OF
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TYPICAL FINGER FLOAT

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(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
 SNUG HARBOR ASSOCIATES LLC
 1687 MITCHELL DAY Rd
 SAN JUAN ISLAND, WA 98250
 c/o ERIK NELSON
 723 HANNA PARK
 EDMONDS, WA 98020-2618

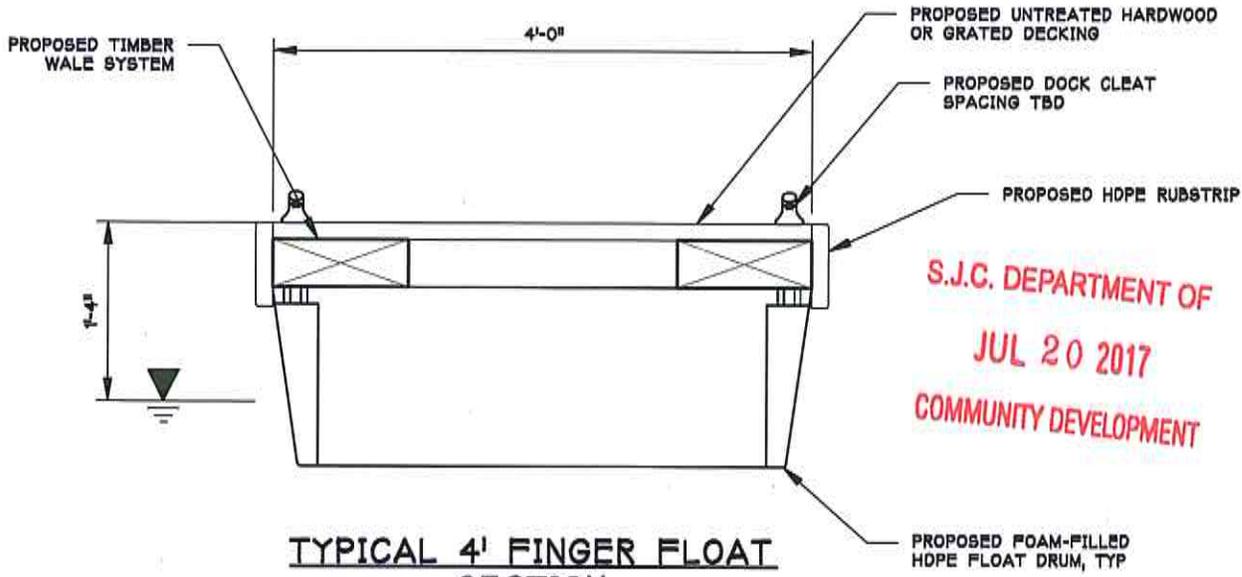
IN: MITCHELL DAY
 AT: SAN JUAN ISLAND
 STATE: WASHINGTON
 DATUM: MLLW + 0.0'
 LATITUDE: 48.3706806 deg
 LONGITUDE: -123.1682317 deg

APPLICATION REFERENCE No:

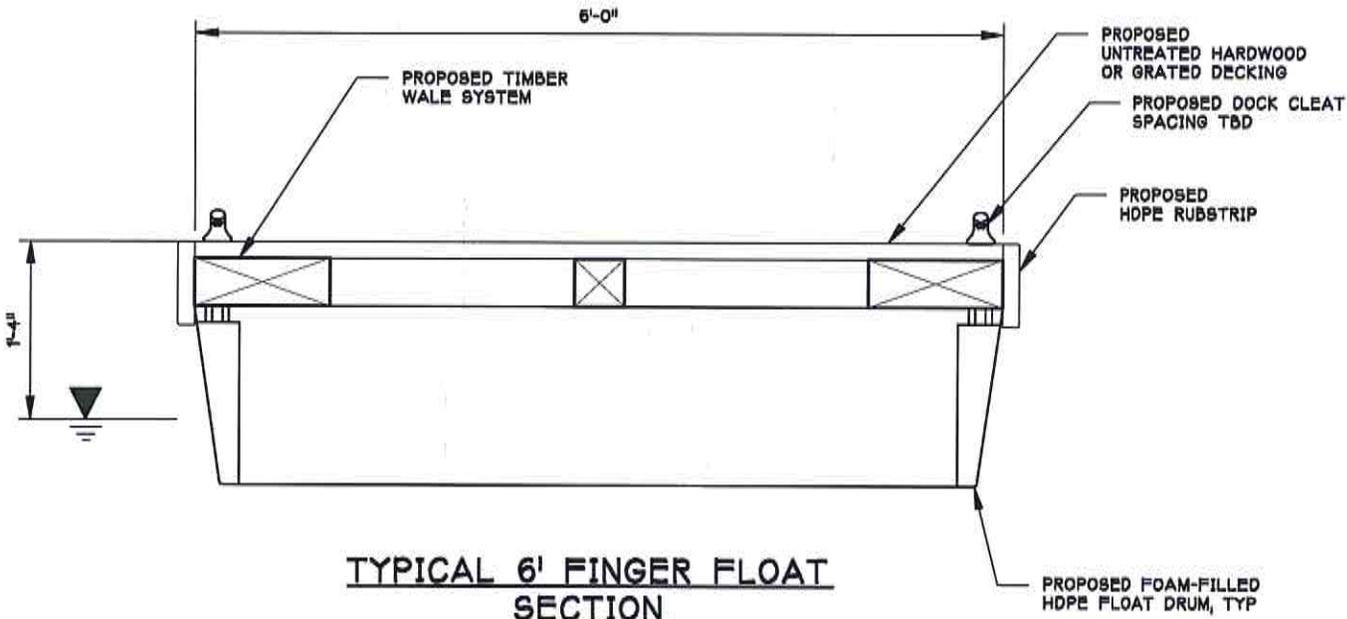
SNUG HARBOR MARINA
 TYPICAL FINGER FLOAT

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 NOT BE REPRODUCED OR USED IN ANY WAY THAT WOULD BE INJURIOUS TO TRANSPAC'S
 INTERESTS. DETAILS MAY BE PROTECTED UNDER ONE OR MORE OF THE FOLLOWING U.S.
 PATENTS: 4,709,647 - 4,887,654 - 4,940,021 - 5,347,948 - 5,528,012 - 6,450,737

DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 10 OF 12	REVISED: 7 JULY 2017
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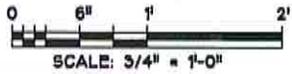
TYPICAL 4' FINGER FLOAT SECTION



TYPICAL 6' FINGER FLOAT SECTION



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(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
SNUG HARBOR ASSOCIATES LLC
1987 MITCHELL BAY Rd
SAN JUAN ISLAND, WA 98250
c/o ERIK NELSON
723 HANNA PARK
EDMONDS, WA 98020-2618

**IN: MITCHELL BAY
AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW + 0.0'
LATITUDE: 48.5708806 deg
LONGITUDE: -123.1682217 deg**

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
FINGER FLOAT SECTIONS**

THIS DRAWING IS THE PROPERTY OF AND CONTAINS INFORMATION WHICH BELONGS TO TRANSPAC MARINAS, INC. IT IS BEING LOANED WITH THE UNDERSTANDING THAT IT MAY NOT BE REPRODUCED OR USED IN ANY WAY THAT WOULD BE INJURIOUS TO TRANSPAC'S INTERESTS. DETAILS MAY BE PROTECTED UNDER ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 4,709,847 - 4,887,854 - 4,940,021 - 5,347,948 - 5,529,012 - 6,450,737

DATE: 3 NOV 16	JOB NO. 1417	SHEET: OF 11 OF 12	REVISED: 7 JULY 2017
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EXISTING
SLAB AND
BULKHEAD WALL

INTERIOR
DIVIDER WALL

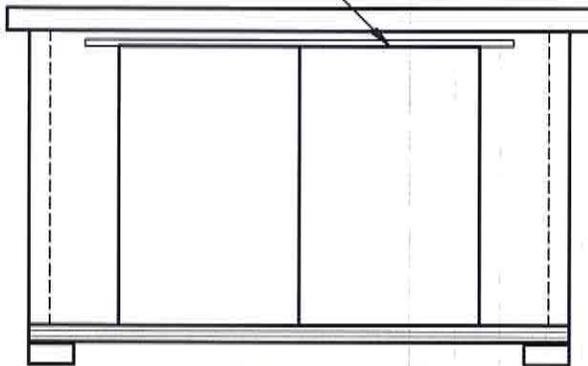
NEW CONCRETE
FOOTING

DOUBLE SLIDING
DOORS

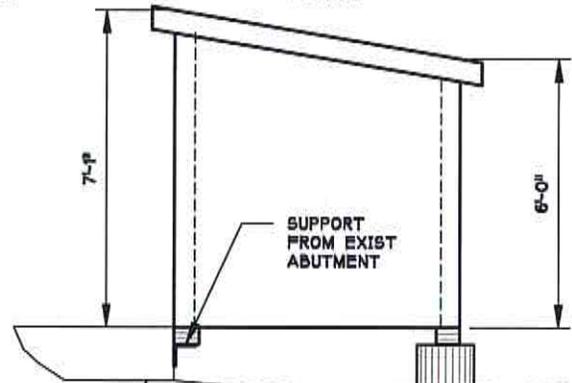
PLAN

S.S.D. DEPARTMENT OF
JUL 20 2017
COMMUNITY DEVELOPMENT

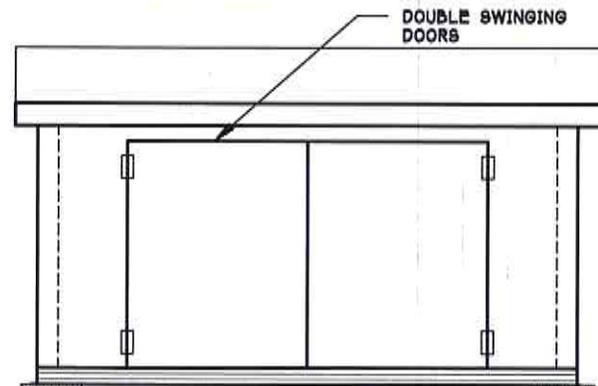
NEW CONCRETE
FOOTING



NORTHWEST ELEVATION

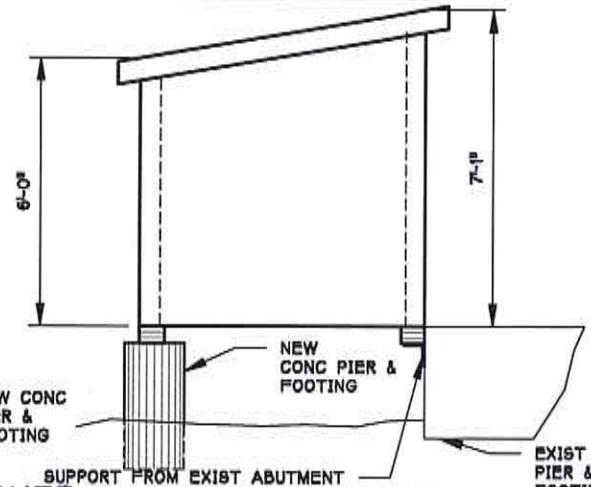


SOUTHWEST ELEVATION



SOUTHEAST ELEVATION

EXISTING CONC
ABUTMENT



NORTHEAST ELEVATION

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P.O. BOX 1168
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WASHINGTON
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(360) 293-8888

**AJD
ENGINEERING**

(360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT

APPLICANT:
SNUG HARBOR ASSOCIATES LLC
1997 MITCHELL BAY Rd
SAN JUAN ISLAND, WA 98260
c/o ERIK NELSON
723 HANNA PARK
EDMONDS, WA 98020-2619

IN: MITCHELL BAY
AT: SAN JUAN ISLAND
STATE: WASHINGTON
DATUM: MLLW = 0.0'
LATITUDE: 48.5706806 deg
LONGITUDE: -123.1682217 deg

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
SHED LAYOUT**

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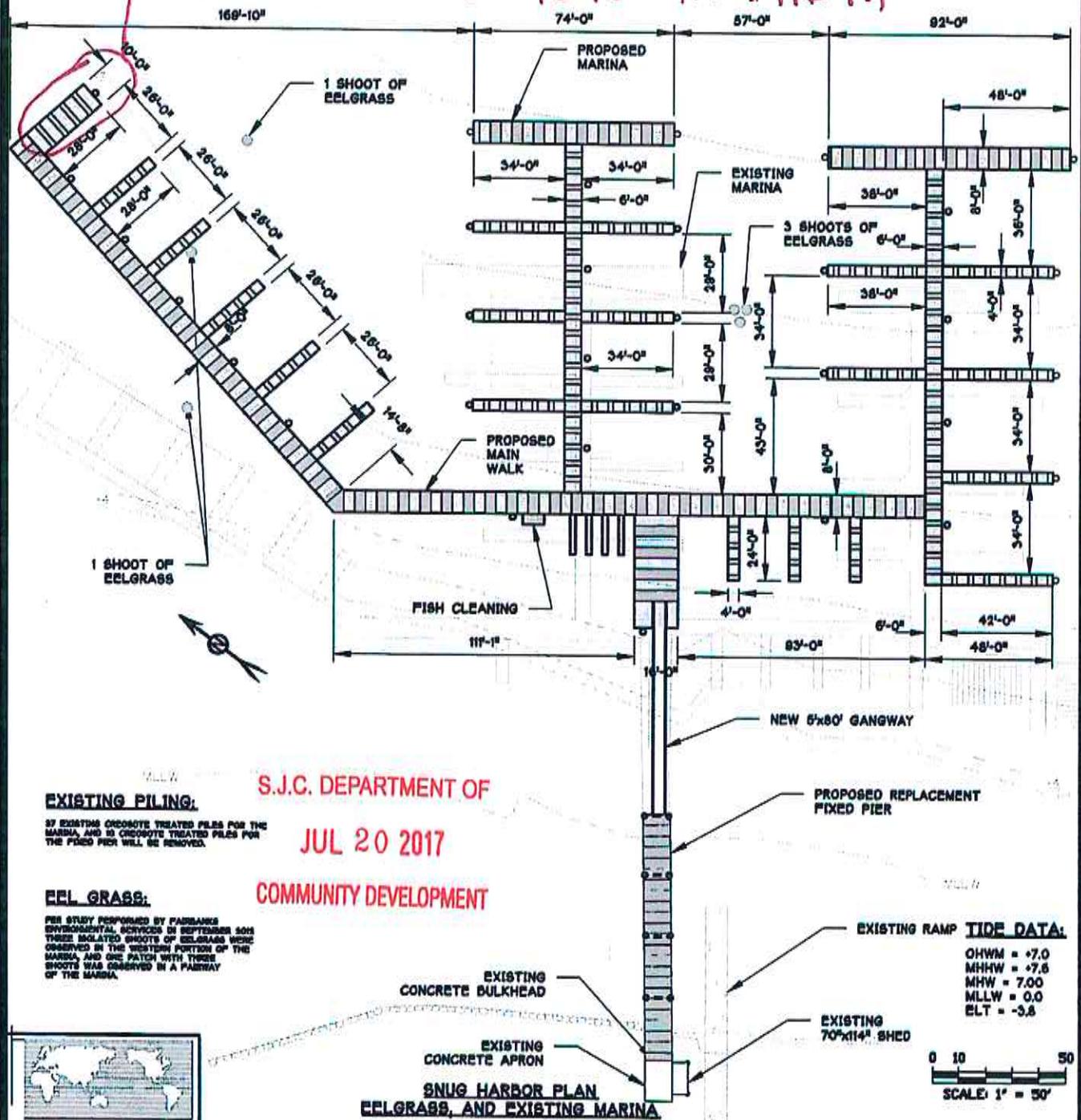
DATE: 9 NOV 16

JOB NO. 1417

SHEET: 0F 12
12 OF 12

REVISED: 7 JULY 2017

7.7-16
 REVISION - FLOAT IS GOING FROM
 6' TO 10' IN WIDTH.



EXISTING PILING:
 37 EXISTING CRONOITE TREATED PILES FOR THE MARINA, AND 10 CRONOITE TREATED PILES FOR THE FIXED PIER WILL BE REMOVED.

EEL GRASS:
 PER STUDY PERFORMED BY PARSONS ENVIRONMENTAL SERVICES IN SEPTEMBER 2011 THREE ISOLATED SHOOTS OF EELGRASS WERE OBSERVED IN THE WESTERN PORTION OF THE MARINA, AND ONE PATCH WITH THREE SHOOTS WAS OBSERVED IN A PASSWAY OF THE MARINA.

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 JUL 20 2017
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TIDE DATA:
 OHWM = +7.0
 MHHW = +7.6
 MHW = 7.00
 MLLW = 0.0
 ELT = -3.6



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 P.O. BOX 1168
 ANACORTES WASHINGTON
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 (360) 293-8888

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 (360) 770-1746

PURPOSE: PROPOSED MARINA REPLACEMENT
APPLICANT: SNUG HARBOR ASSOCIATES LLC
 1997 MITCHELL BAY RD
 SAN JUAN ISLAND, WA 98250
 c/o ERIC NELSON
 733 HARRA PARK
 EDWARDS, WA 98020-2619

IN MITCHELL BAY
 AT SAN JUAN ISLAND
 STATE: WASHINGTON
 DATUM: MLLW + 0.0'
 LATITUDE: 48.97048506 deg
 LONGITUDE: -123.16821217 deg

APPLICATION REFERENCE No:

**SNUG HARBOR MARINA
 MARINA PLAN
 EELGRASS & EXIST MARINA**

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DATE: 9 NOV 16	JOB NO. 1417	SHEET: OF 3 OF 12	REVISED: 7 JULY 2017
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