

# Joint Public Notice

## Application for a Department of the Army Permit and Swinomish Indian Tribal Community Water Quality Certification

**US Army Corps of Engineers**  
Regulatory Branch  
Post Office Box 3755  
Seattle, WA 98124-3755  
Telephone: (206) 764-6695  
ATTN: Erin Legge,  
Project Manager

**Swinomish Indian Tribal Community**, Department of Environmental Protection  
11430 Moorage Way  
LaConner, WA 98257  
Telephone: (360) 466-7299  
ATTN: Scott Andrews,  
Environmental Compliance  
Manager

**Public Notice Date: March 25, 2015**  
**Expiration Date: April 24, 2015**

**Reference No.: NWS-2014-00684**  
**Name: Shelter Bay Company**

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Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Swinomish Indian Tribal Community (Swinomish) have received an application to perform work in waters of the U.S. as described below and shown on the enclosed drawings dated February 24, 2015.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. The Swinomish will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws as adopted by the Swinomish Tribe.

**APPLICANT:** David Franklin  
Shelter Bay Company  
1000 Shoshone Drive  
La Conner, Washington 98257  
Telephone: (360) 466-3805

**LOCATION:** In Shelter Bay at the Shelter Bay Marina at La Conner in Skagit County, Washington. The project site is located in tidelands held in Tribal Trust by the Swinomish Indian Tribal Community.

**WORK:** Dredge up to 37,400 cubic yards of sediment over approximately 369,721 square feet from the entrance channel and main basins of the Shelter Bay Marina. Dredging would be performed to a target depth of -9 feet mean lower low water with up to 1-foot of over-dredge to a maximum depth of -10 feet. Work would be completed using a barge-mounted clamshell bucket dredge; dredged material would be placed on an adjacent barge and transported to the Rosario Strait Puget Sound Dredge Disposal Analysis site for open-water disposal. Dredging would take no more than two weeks to complete. A 10-year maintenance dredge and disposal cycle is proposed.

Additional work includes reconfiguration of floating docks D, E, F, G, H, and I and replacement of floating docks A, B, and C in their existing configuration. The replacement structures would be fully grated. Piles to be replaced would be removed using vibratory methods. If a pile breaks below the mud line, the remainder will be cut off two feet below, unless the area is targeted for dredging. Replacement structures would be anchored by new steel piling, 14 inches in diameter, driven by vibratory hammer. No change in the number of existing piles is proposed (currently there are 190 piles; 168 are creosote-treated). The applicant estimates replacement of up to 23 piles as part of this proposal. If an impact hammer is needed, noise abatement measures such as bubble curtains and cushions would be implemented. Installation of a new 400-square-foot pump-out float is also proposed. Small boats would move the floats into position. The project would result in 5,871 square feet less over-water coverage than currently exists.

## **NWS-2014-00684, Shelter Bay Company**

**PURPOSE:** Restore navigable depths of a private marina and to renovate the existing infrastructure.

### **DREDGED MATERIAL MANAGEMENT PROGRAM (DMMP):**

**Dredged Material Testing:** The proposed dredged material has been tested according to the procedures specified by DMMP, a multi-agency program for the evaluation of dredged material proposed for disposal at open-water sites in Washington State. The DMMP evaluations may include both chemical and biological testing of sediments. For this project, the DMMP agencies determined that all 37,400 cubic yards to be dredged are suitable for unconfined (dispersive or non-dispersive) disposal at the DMMP open-water disposal site in the Rosario Strait. The sediment testing data are available at the Corps, Seattle District, Dredged Material Management Office. Prior to each maintenance dredging cycle, the DMMP agencies will determine whether additional sediment testing is required. If additional testing is required, no disposal will take place at a DMMP site until the material has been determined suitable for open-water disposal by the DMMP agencies.

**Disposal Site Use Conditions:** The following standard site-use conditions will be specified by the Corps and the Washington Department of Natural Resources as part of the Federal/State permitting processes if a permit is issued: (1) disposal operations must not interfere with Indian treaty fishing at the disposal site, including gill nets and other fishing gear; (2) the permittee must coordinate any nighttime disposal with the Corps, Seattle District, Regulatory Branch Project Manager; and (3) approval must be received from the District Engineer prior to conducting nighttime disposal. Other appropriate special conditions may be added as a result of comments received during the public review period for this public notice.

**MITIGATION:** No mitigation is currently proposed.

**ENDANGERED SPECIES:** The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. After receipt of comments from this public notice, the Corps will evaluate the potential impacts to proposed and/or listed species and their designated critical habitat.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed action would impact EFH in the project area. If the Corps determines that the proposed action may adversely affect EFH for federally managed fisheries in Washington waters, the Corps will initiate EFH consultation with the NMFS. The Corps' final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

**CULTURAL RESOURCES:** The Corps has reviewed the latest published version of the National Register of Historic Places, Washington Information System for Architectural and Archaeological Records Data and other sources of information. There are no recorded historic properties within the permit area. The permit area has been so extensively disturbed by modern development that little likelihood exists for the proposed project to affect undisturbed historic properties. The Corps invites responses to this public notice from Native American Tribes or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns regarding historic properties and sites of religious and cultural significance at or near the project area. After receipt of comments from this public notice, the Corps will evaluate potential impacts and consult with the State Historic Preservation Officer and Native American Tribes in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

## **NWS-2014-00684, Shelter Bay Company**

**PUBLIC HEARING:** 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 public hearings shall state, with particularity, the reasons for holding a public hearing.

**EVALUATION – CORPS:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal 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, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; 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 the work. 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.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

**EVALUATION – SWINOMISH:** The Swinomish is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. The Swinomish will be considering all comments to determine whether to certify or deny certification for the proposed project.

**ADDITIONAL EVALUATION:** This proposal is the subject of Shorelines Substantial Development Permit No. 2015-01 which has been issued by the Swinomish Indian Tribal Community.

**COMMENT AND REVIEW PERIOD:** Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

**CORPS COMMENTS:** All e-mail comments should be sent to [erin.l.legge@usace.army.mil](mailto:erin.l.legge@usace.army.mil). Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Erin Legge, P.O. Box 3755, Seattle, Washington 98124-3755. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses.

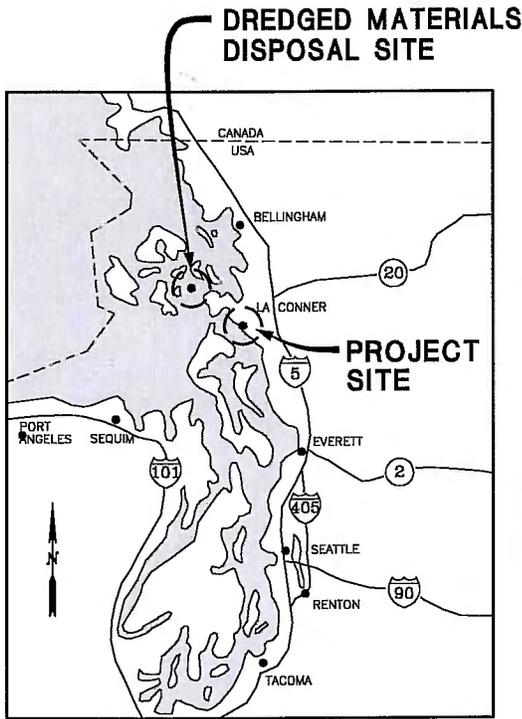
**NWS-2014-00684, Shelter Bay Company**

SWINOMISH COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA, may do so by submitting written comments to the following address: Swinomish Indian Tribal Community, Department of Environmental Protection, 11430 Moorage Way, La Conner, Washington 98257, or by email: sandrews@swinomish.nsn.us.

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Shelter Bay Company, NWS-2014-000684

Encl: Figures (11)

# SHELTER BAY MAINTENANCE DREDGING & DOCK RECONFIGURATION



**VICINITY MAP**  
NOT TO SCALE

**OWNER**

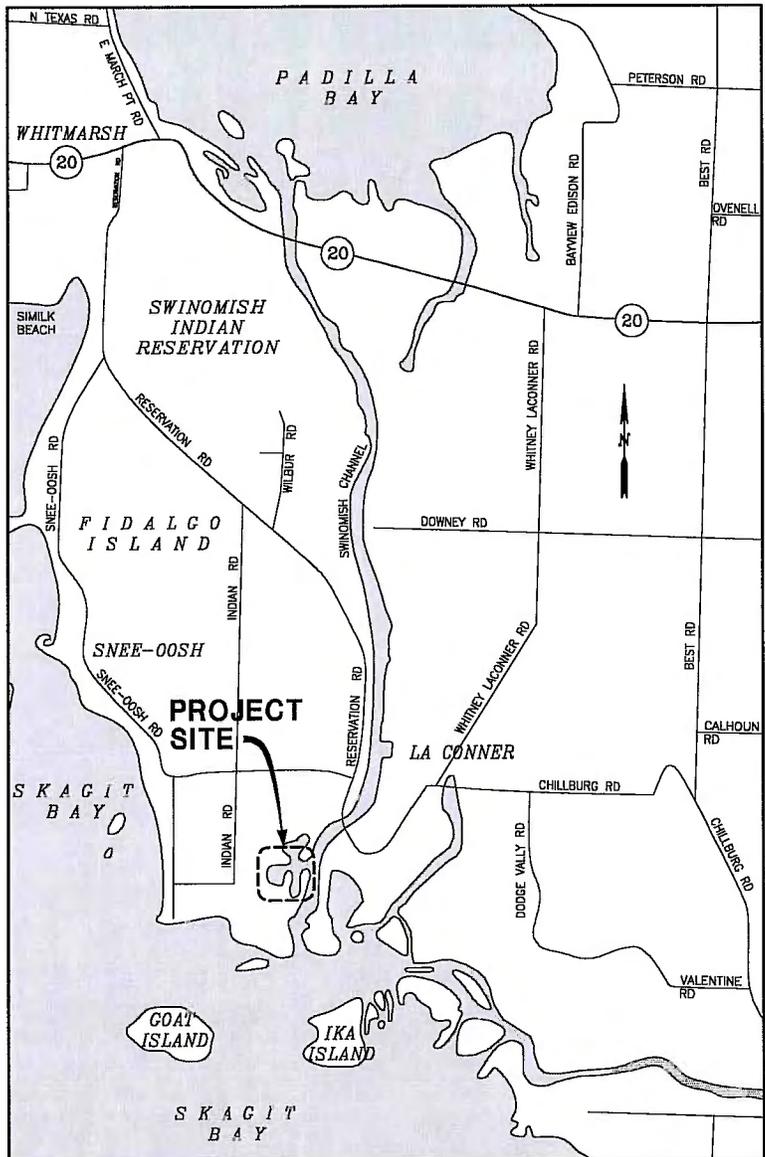
SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257  
CONTACT: DAVID FRANKLIN  
PHONE: 360-466-3805

**PROJECT SITE ADDRESS**

SHELTER BAY MARINA  
SWINOMISH DRIVE, LA CONNER, WA  
NORTHWEST QUARTER OF SECTION 1, TOWNSHIP  
33 NORTH, RANGE 2 EAST, W. M.  
LATITUDE: 48° 23' 03"  
LONGITUDE: 122° 30' 37"

**DREDGED MATERIALS DISPOSAL SITE**

ROSARIO STRAIT  
LATITUDE: 48° 30.87'  
LONGITUDE: 122° 43.56'



**LOCATION MAP**  
NOT TO SCALE

PURPOSE: MAINTENANCE DREDGING OF  
EXISTING MARINA, RECONFIGURATION OF  
D, E, F, G, H & I DOCKS, AND  
REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

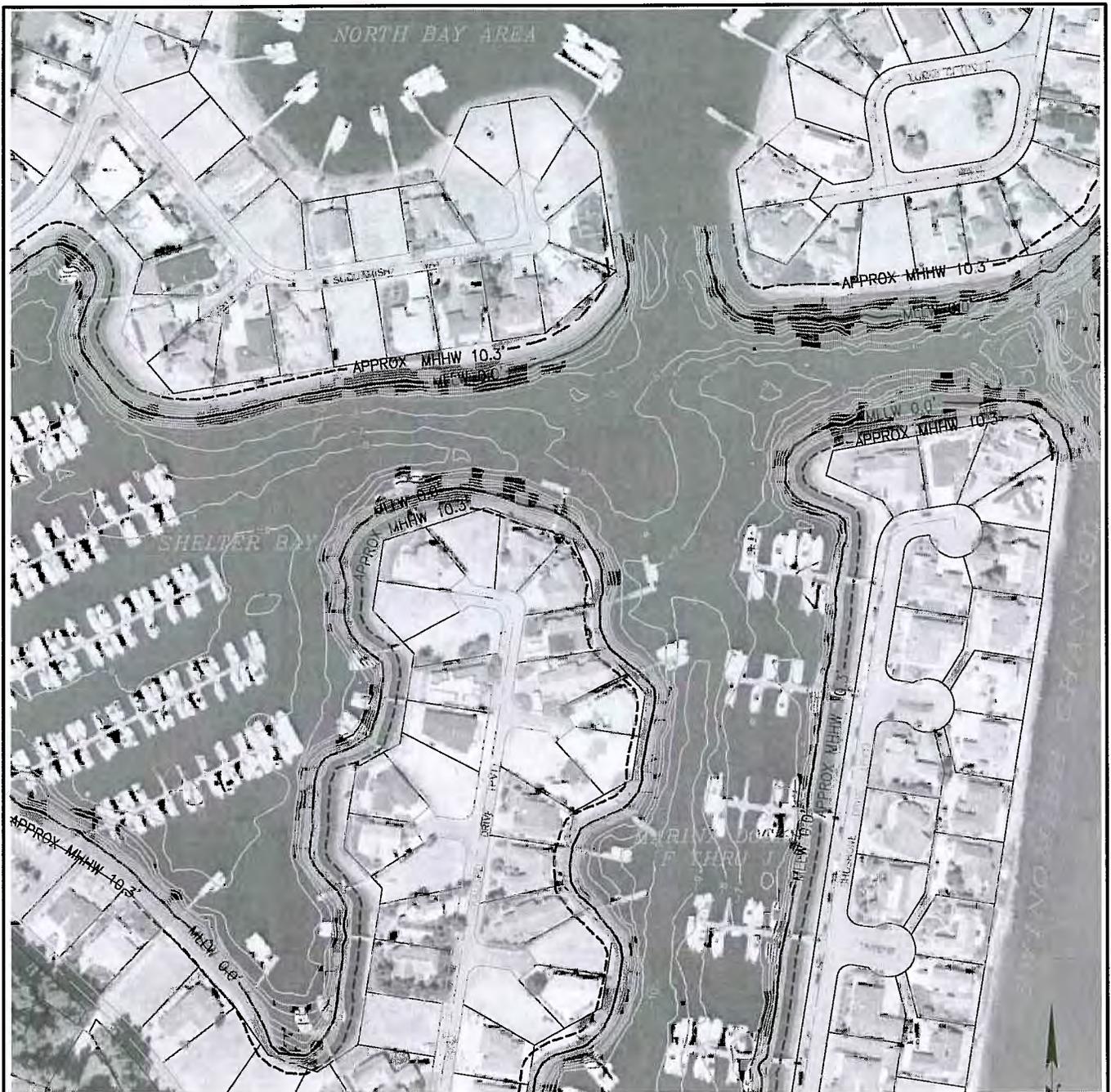
**VICINITY AND  
LOCATION MAPS**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

IN: SHELTER BAY  
AT: SHELTER BAY MARINA  
COUNTY OF: SKAGIT  
APPLICATION BY: SHELTER BAY COMPANY



**NOTE:**

BATHYMETRIC SURVEY PERFORMED IN MAY 2013 AND PROVIDED BY WILSON ENGINEERING LLC.

MHHW = 10.30'  
MLLW = 0.00'

PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

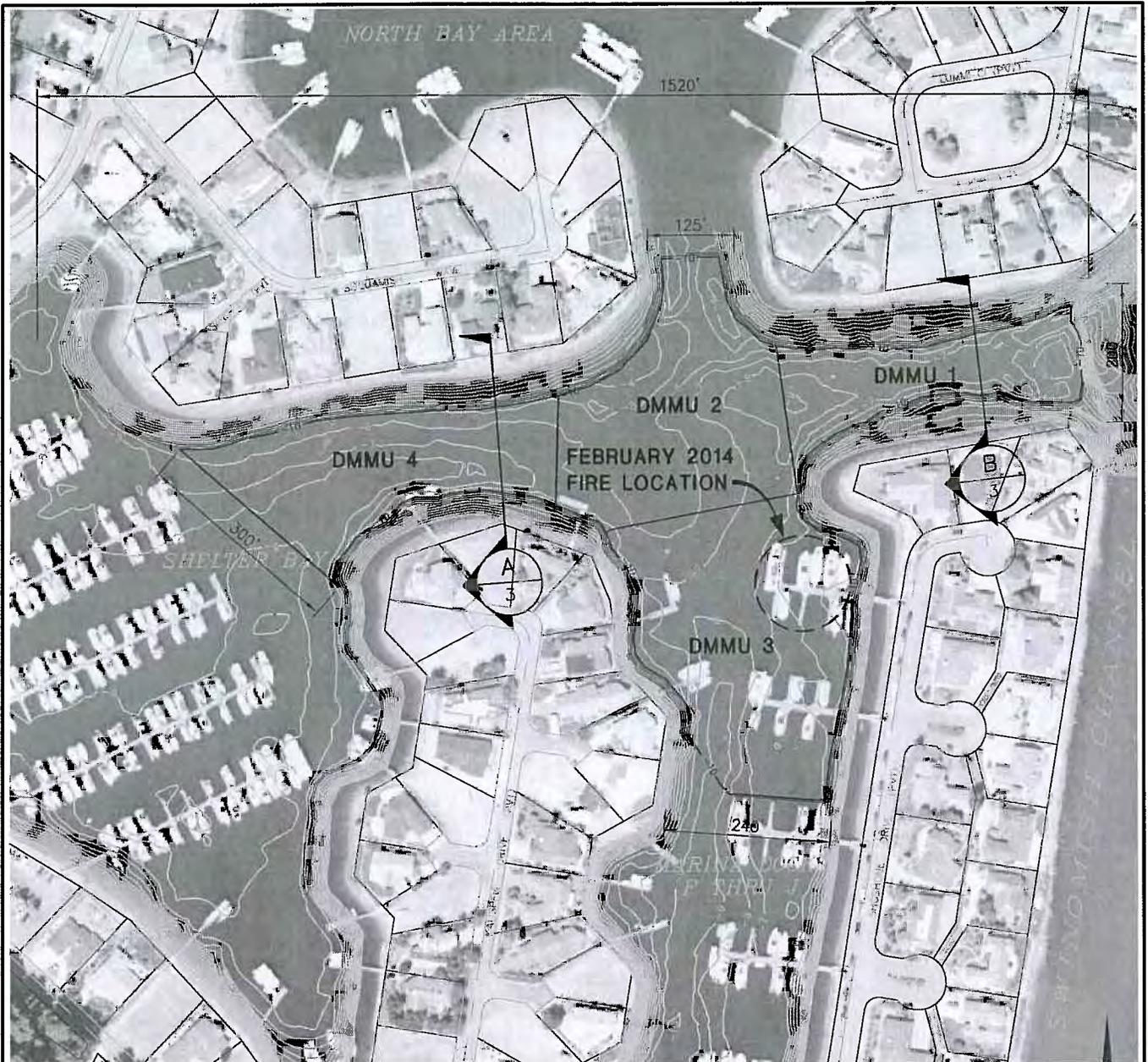
**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION  
EXISTING SITE CONDITIONS**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

**ReidMiddleton**

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**DREDGE QUANTITIES:**

|   |   |
|---|---|
| DMMU 1:<br>AREA = 69,240 SF<br>CUT = 6,700 CU YDS   | DMMU 4:<br>AREA = 87,056 SF<br>CUT = 8,200 CU YDS         |
| DMMU 2:<br>AREA = 96,740 SF<br>CUT = 11,700 CU YDS  | OVERALL SITE:<br>AREA = 369,721 SF<br>CUT = 37,400 CU YDS |
| DMMU 3:<br>AREA = 116,685 SF<br>CUT = 10,800 CU YDS |   |

**NOTES:**

1. DESIGN DREDGE IS -9' MLLW WITH 1 FOOT ALLOWABLE OVERDREDGE.
2. BATHYMETRY IS FROM MOST RECENT SURVEY (MAY 2013) BY WILSON ENGINEERING.
3. MHHW = 10.30'  
MLLW = 0.00'



PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

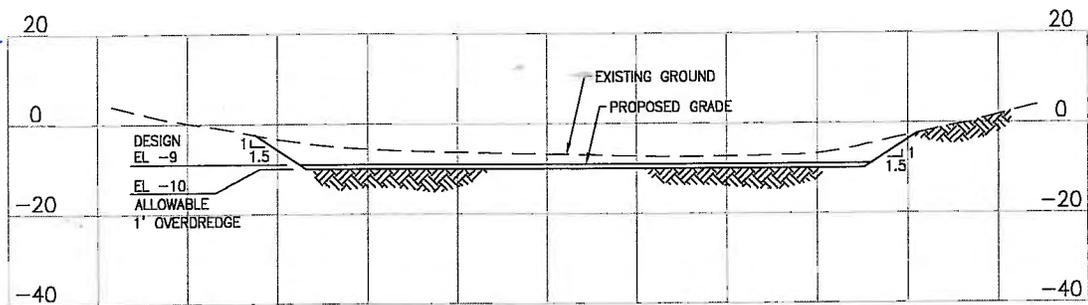
**PROPOSED DREDGE SITE**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

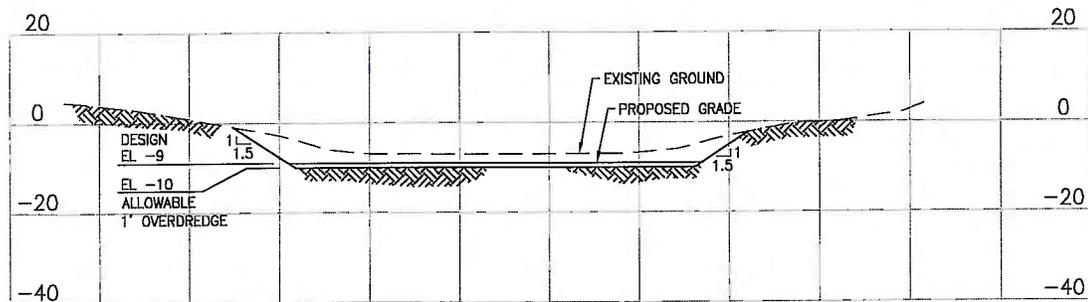
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IN: SHELTER BAY  
AT: SHELTER BAY MARINA  
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**A** DREDGE SECTION  
 3 SCALE: 1"=40'



**B** DREDGE SECTION  
 3 SCALE: 1"=40'

PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
 MAINTENANCE DREDGING  
 & DOCK RECONFIGURATION  
 DREDGE SECTIONS**

NAME: SHELTER BAY COMPANY  
 ADDRESS: 1000 SHOSHONE DRIVE  
 LA CONNER, WA 98257

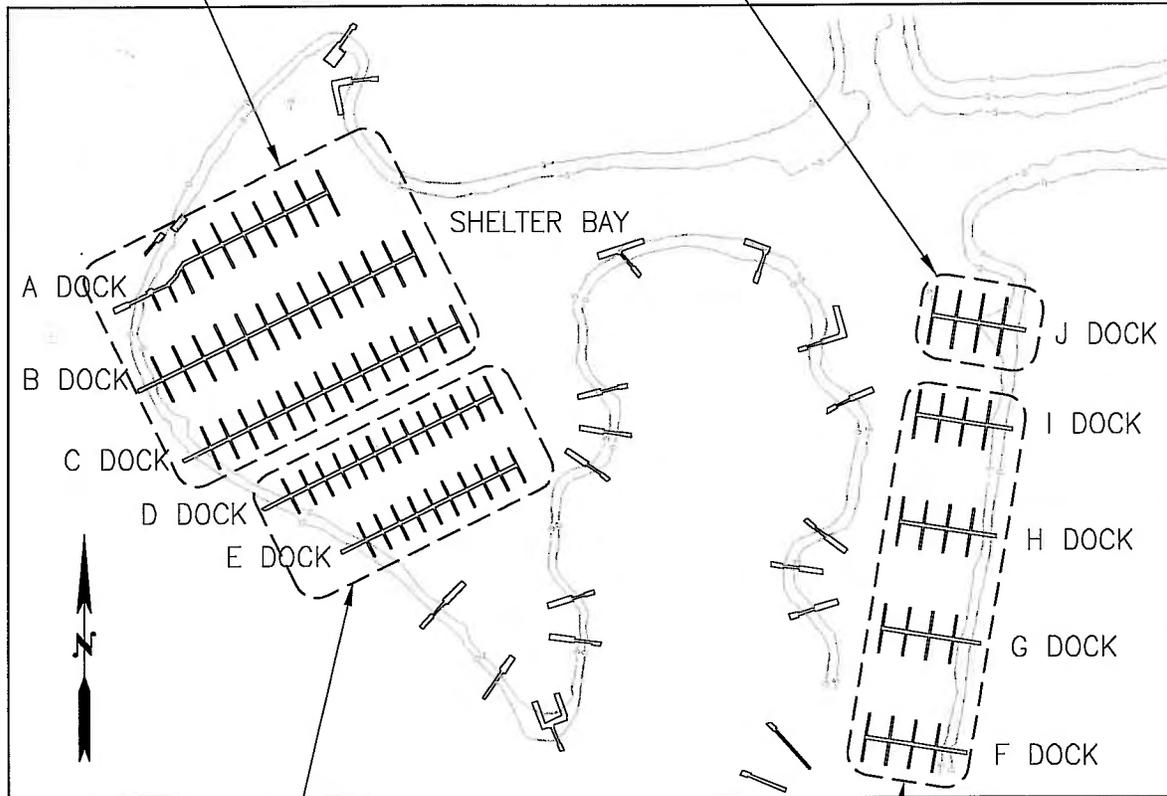
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 AT: SHELTER BAY MARINA  
 COUNTY OF: SKAGIT  
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DOCKS A, B & C TO BE REPLACED IN EXISTING CONFIGURATION

FIRE DESTROYED DOCK J TO BE REPLACED UNDER SEPARATE PERMIT



DOCKS D & E TO BE REPLACED IN NEW CONFIGURATION, SEE SHEETS 6 & 7

DOCKS F THRU I TO BE REPLACED IN NEW CONFIGURATION, SEE SHEETS 9 & 10

KEY MAP  
NOT TO SCALE

PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

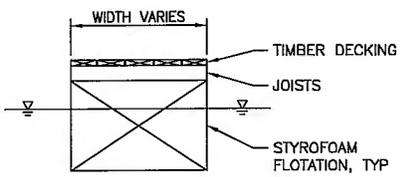
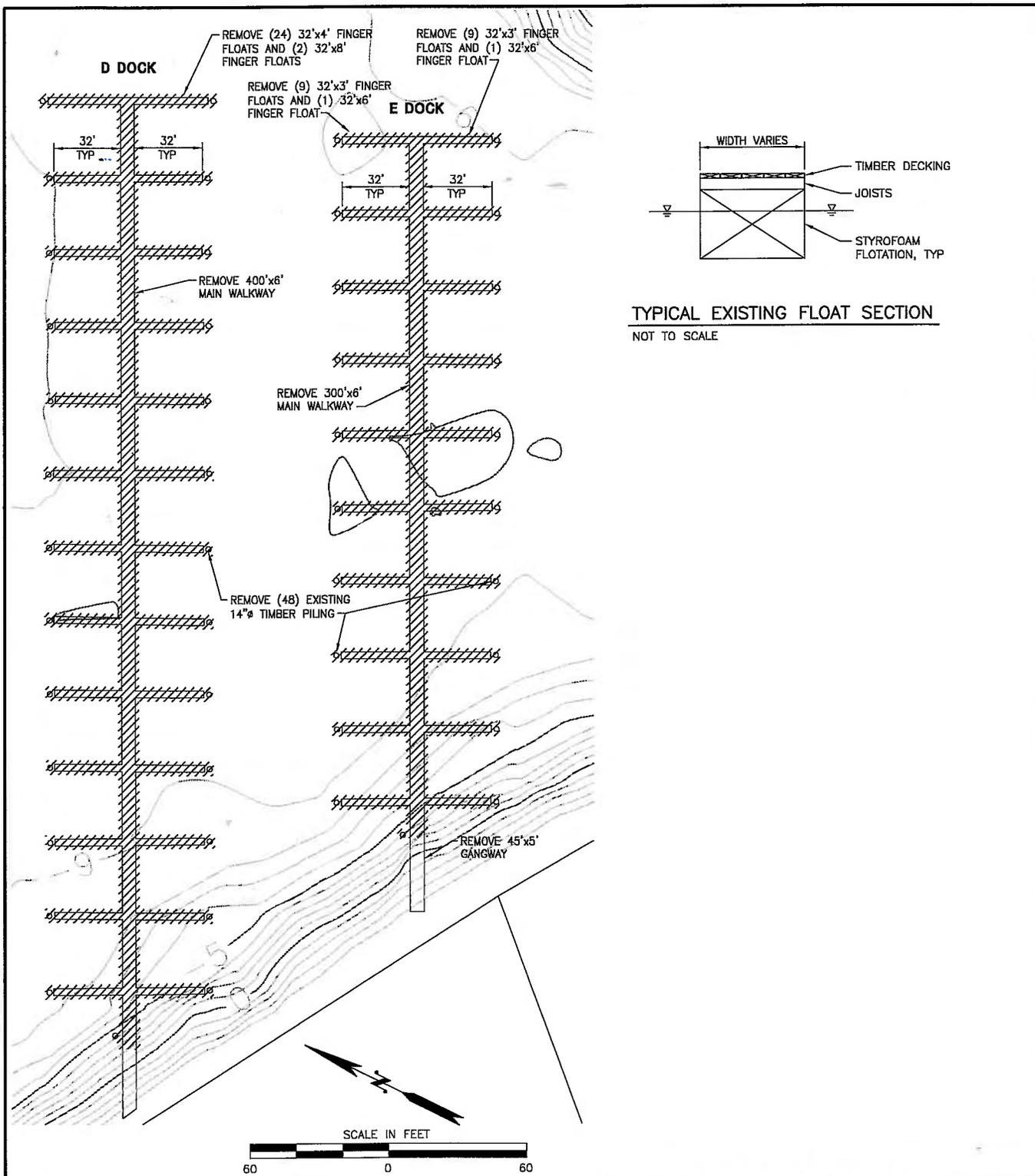
**EXISTING DOCKS**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

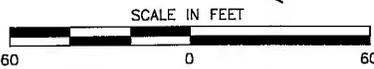
**ReidMiddleton**

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IN: SHELTER BAY  
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COUNTY OF: SKAGIT  
APPLICATION BY: SHELTER BAY COMPANY



**TYPICAL EXISTING FLOAT SECTION**  
NOT TO SCALE



PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

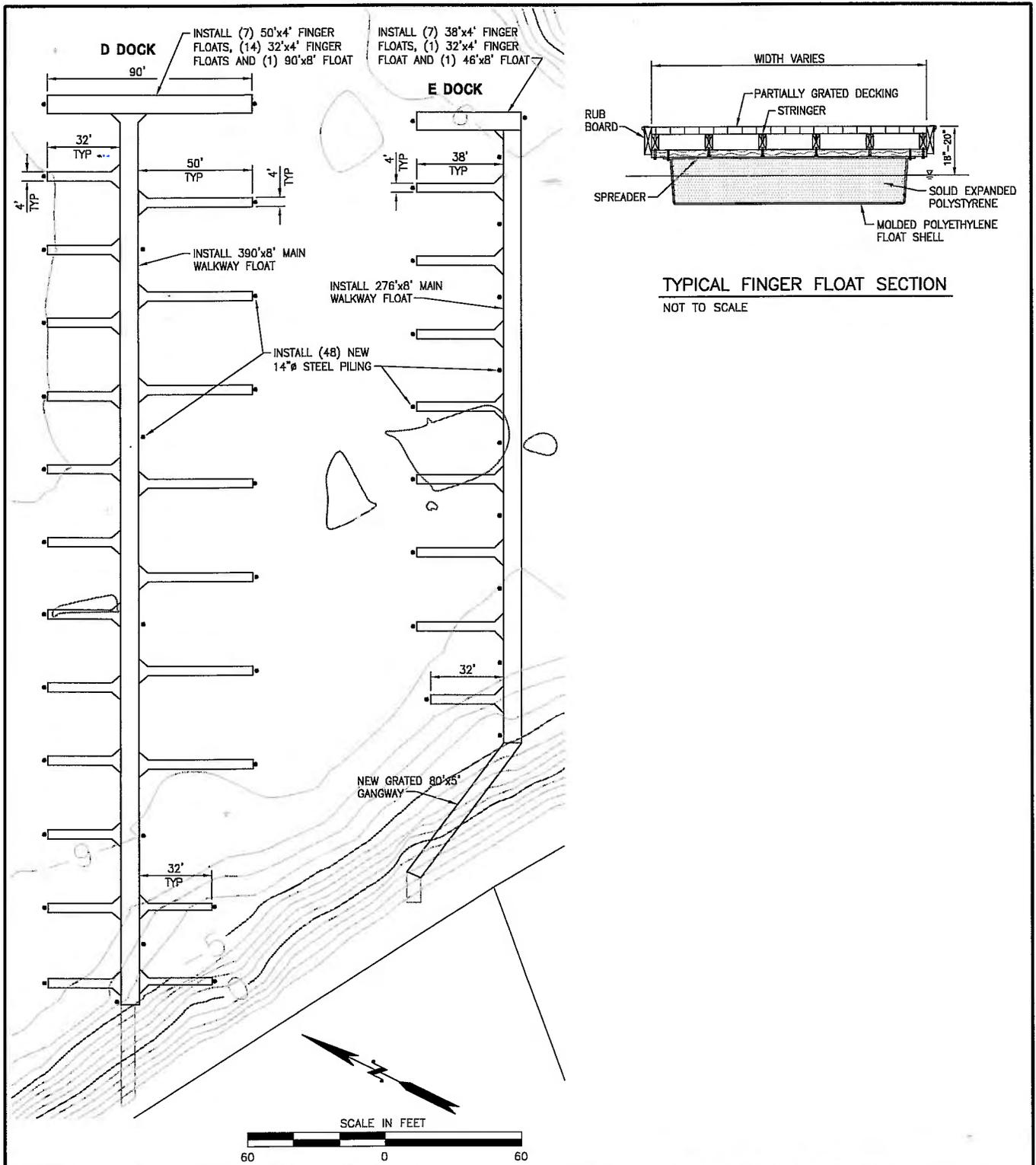
**EXISTING D & E DOCKS  
AND DEMOLITION**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

**ReidMiddleton**

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IN: SHELTER BAY  
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APPLICATION BY: SHELTER BAY COMPANY



PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

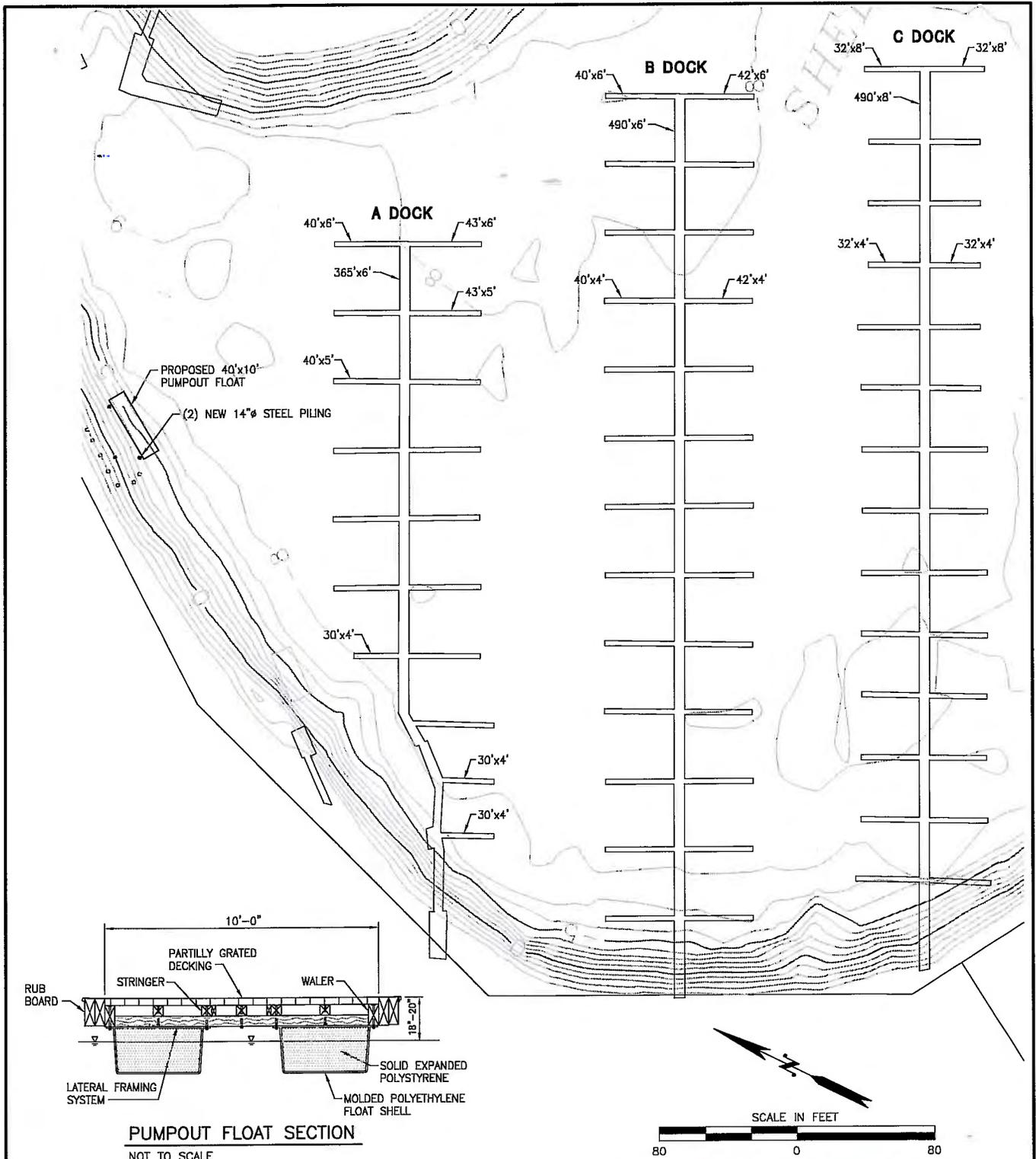
**PROPOSED D & E DOCKS  
RECONFIGURATION**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

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PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION**

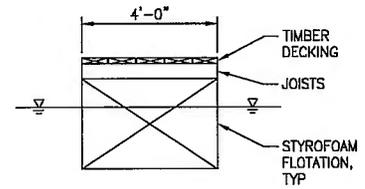
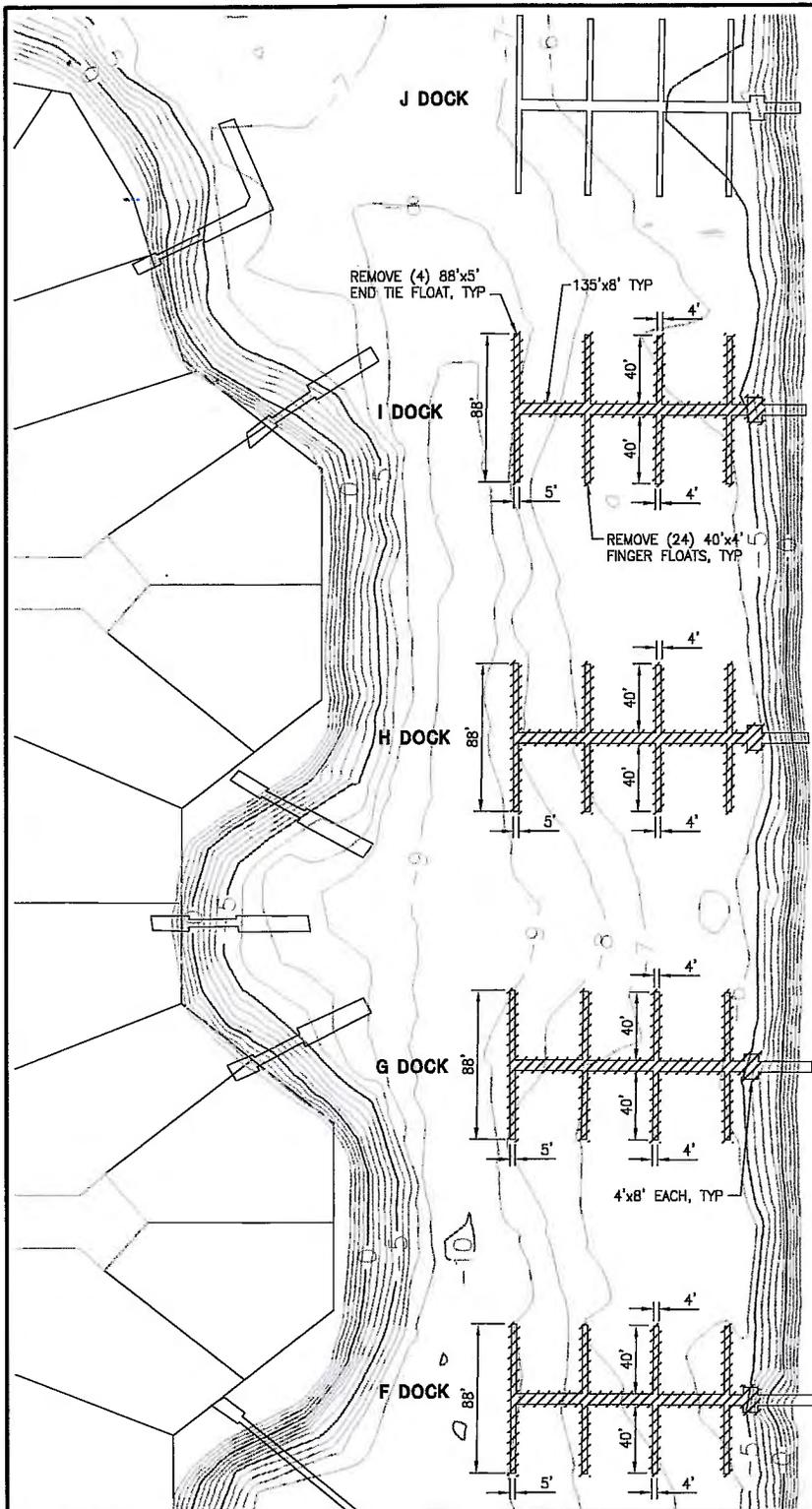
**PROPOSED PUMPOUT  
FACILITY FLOAT**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257

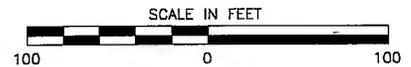
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COUNTY OF: SKAGIT  
APPLICATION BY: SHELTER BAY COMPANY



**TYPICAL EXISTING FINGER FLOAT SECTION**  
NOT TO SCALE



PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

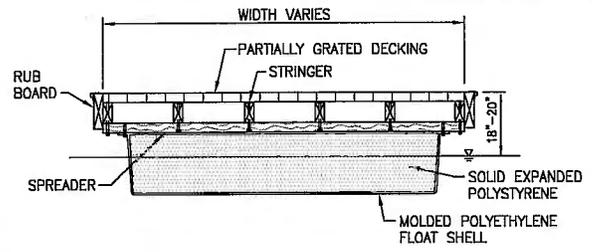
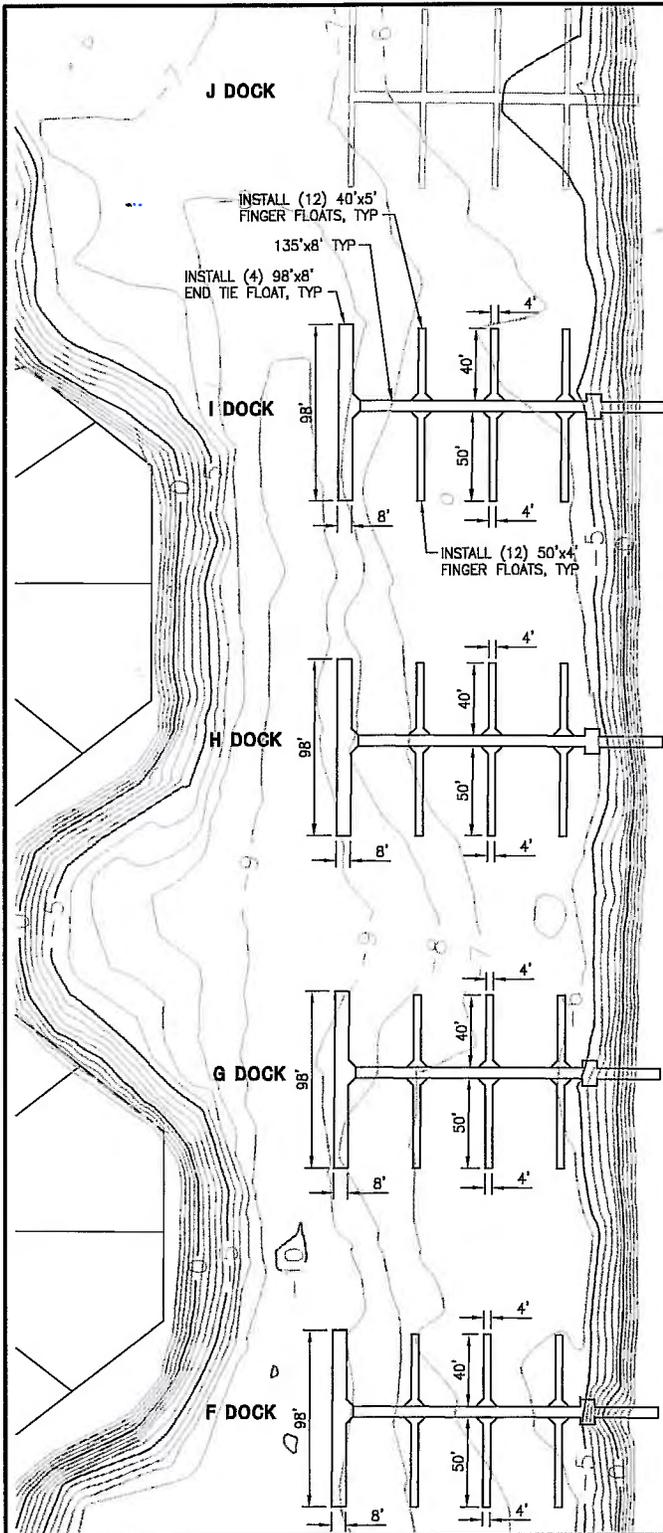
**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION  
EXISTING F, G, H, I, & J DOCKS  
AND DEMOLITION**

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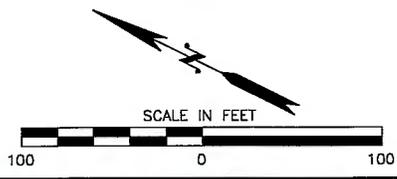
**TYPICAL FINGER FLOAT SECTION**

NOT TO SCALE

| OVER WATER COVERAGE CALCULATION |  |   |                        |
|---------------------------------|--|---|------------------------|
| DOCK                            | EXISTING TO BE REMOVED   | PROPOSED TO BE INSTALLED  | DIFFERENCE             |
| NEW PUMPOUT FLOAT               | 0 ft <sup>2</sup>  | 2 ft <sup>2</sup> (2) 14"Ø PILES<br>400 ft <sup>2</sup> (FLOATS)<br>-80 ft <sup>2</sup> (GRATED DECKING)        | 322 ft <sup>2</sup>    |
| A                               | 21 ft <sup>2</sup> (20) 14"Ø PILES<br>5,717 ft <sup>2</sup> (FLOATS) | 21 ft <sup>2</sup> (20) 14"Ø PILES<br>5,717 ft <sup>2</sup> (FLOATS)<br>-1,144 ft <sup>2</sup> (GRATED DECKING) | -1,144 ft <sup>2</sup> |
| B                               | 31 ft <sup>2</sup> (29) 14"Ø PILES<br>7,432 ft <sup>2</sup> (FLOATS) | 31 ft <sup>2</sup> (29) 14"Ø PILES<br>7,432 ft <sup>2</sup> (FLOATS)<br>-1,487 ft <sup>2</sup> (GRATED DECKING) | -1,487 ft <sup>2</sup> |
| C                               | 31 ft <sup>2</sup> (29) 14"Ø PILES<br>6,844 ft <sup>2</sup> (FLOATS) | 31 ft <sup>2</sup> (29) 14"Ø PILES<br>6,844 ft <sup>2</sup> (FLOATS)<br>-1,369 ft <sup>2</sup> (GRATED DECKING) | -1,369 ft <sup>2</sup> |
| D                               | 29 ft <sup>2</sup> (27) 14"Ø PILES<br>5,984 ft <sup>2</sup> (FLOATS) | 31 ft <sup>2</sup> (29) 14"Ø PILES<br>7,032 ft <sup>2</sup> (FLOATS)<br>-1,406 ft <sup>2</sup> (GRATED DECKING) | -356 ft <sup>2</sup>   |
| E                               | 23 ft <sup>2</sup> (21) 14"Ø PILES<br>3,912 ft <sup>2</sup> (FLOATS) | 20 ft <sup>2</sup> (19) 14"Ø PILES<br>3,768 ft <sup>2</sup> (FLOATS)<br>-754 ft <sup>2</sup> (GRATED DECKING)   | -901 ft <sup>2</sup>   |
| F                               | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,544 ft <sup>2</sup> (FLOATS) | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,888 ft <sup>2</sup> (FLOATS)<br>-578 ft <sup>2</sup> (GRATED DECKING)   | -234 ft <sup>2</sup>   |
| G                               | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,544 ft <sup>2</sup> (FLOATS) | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,888 ft <sup>2</sup> (FLOATS)<br>-578 ft <sup>2</sup> (GRATED DECKING)   | -234 ft <sup>2</sup>   |
| H                               | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,544 ft <sup>2</sup> (FLOATS) | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,888 ft <sup>2</sup> (FLOATS)<br>-578 ft <sup>2</sup> (GRATED DECKING)   | -234 ft <sup>2</sup>   |
| I                               | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,544 ft <sup>2</sup> (FLOATS) | 12 ft <sup>2</sup> (11) 14"Ø PILES<br>2,888 ft <sup>2</sup> (FLOATS)<br>-578 ft <sup>2</sup> (GRATED DECKING)   | -234 ft <sup>2</sup>   |
| TOTAL                           |  |   | -5,871 ft <sup>2</sup> |

**NOTES:**

- DOCKS A, B, & C WILL BE REPLACED IN EXISTING CONFIGURATION WITH NO NET CHANGE IN NUMBER OF PILING. FLOATS WILL BE PARTIALLY (50%) GRATED INSTEAD OF REPLACING WITH TIMBER DECKING AS CURRENTLY EXISTS.
- GRATED DECKING CALCULATION ASSUMES 50% GRATED DECKING WITH 40% OPEN AREA



PURPOSE: MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H & I DOCKS, AND REPLACEMENT OF DOCKS A, B, & C

DATUM: MLLW 0.0'

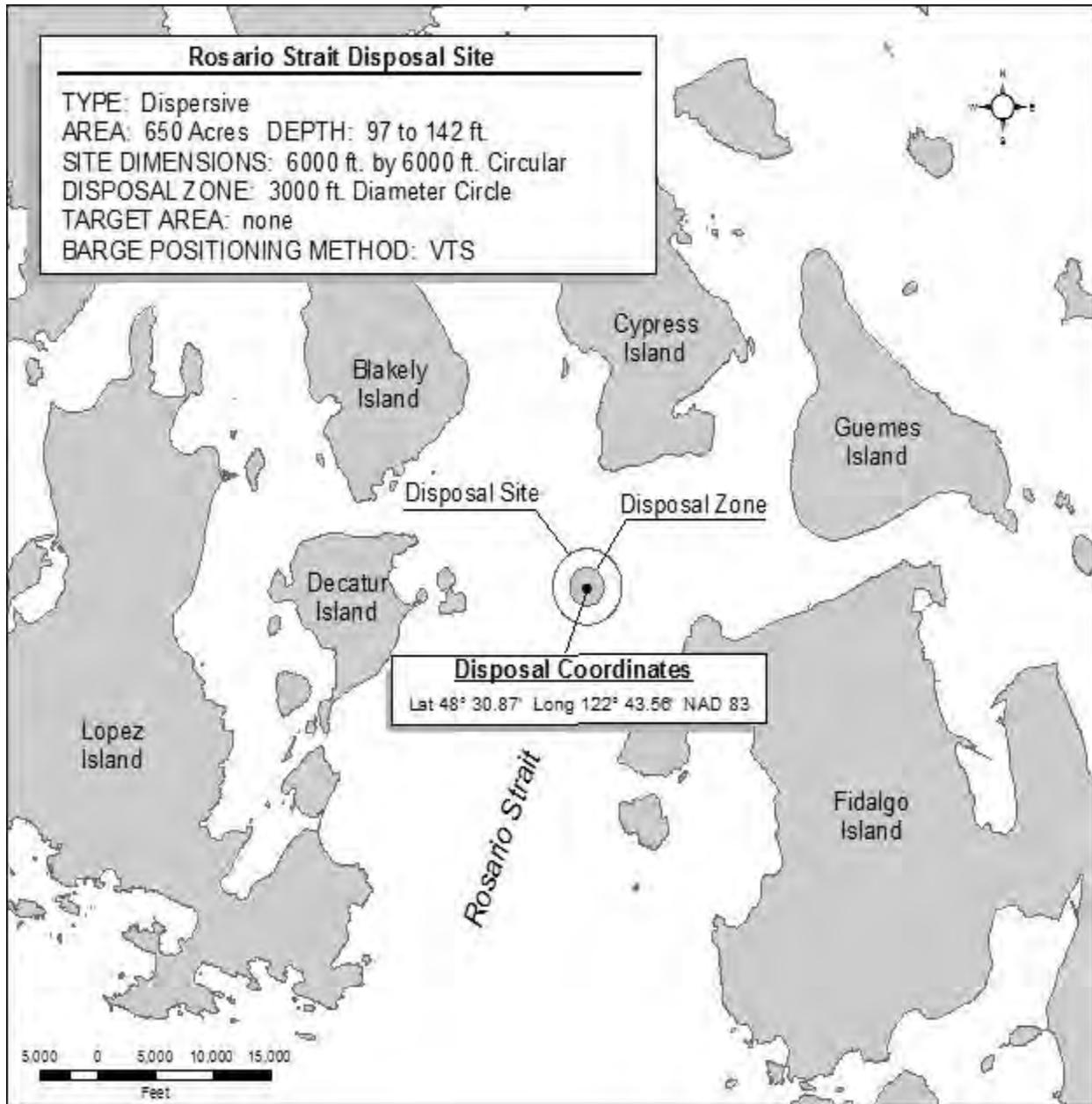
**SHELTER BAY  
MAINTENANCE DREDGING  
& DOCK RECONFIGURATION  
F, G, H, & I DOCKS PROPOSED**

NAME: SHELTER BAY COMPANY  
ADDRESS: 1000 SHOSHONE DRIVE  
LA CONNER, WA 98257



728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

IN: SHELTER BAY  
AT: SHELTER BAY MARINA  
COUNTY OF: SKAGIT  
APPLICATION BY: SHELTER BAY COMPANY



|   |  |   |
|---|--|---|
| <p>PROJECT PURPOSE:<br/>         MAINTENANCE DREDGING OF EXISTING MARINA, RECONFIGURATION OF D, E, F, G, H &amp; I DOCKS, AND REPLACEMENT OF DOCKS A, B &amp; C</p> | <p><b>SHELTER BAY MAINTENANCE DREDGING &amp; DOCK RECONFIGURATION</b></p> <p><b>F, G, H &amp; I DOCKS PROPOSED</b></p> | <p>WATERWAY: SHELTER BAY<br/>         DISPOSAL SITE: ROSARIO STRAIT</p> <p>APPLICATION BY:<br/>         SHELTER BAY COMPANY</p> |
|---|--|---|

DISPOSAL MAP WAS ADDED TO DRAWING SET BY U.S. ARMY CORPS OF ENGINEERS FOR PERMITTING PURPOSES