



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
SEATTLE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 3755  
SEATTLE, WASHINGTON 98124-3755

NOV 29 2005

Regulatory Branch

Mr. Jerry Inskeep  
2201 Yacht Haven Road  
Friday Harbor, Washington 98250-8177

Reference: 199900663  
Inskeep, Jerry

Dear Mr. Inskeep:

Enclosed are the approved modified plans dated November 18, 2005, which supersede plans authorized by the Secretary of the Army on November 7, 2005.

The original plans were to construct a pier, ramp, and float in Horseshoe Bay at the opening to Westcott Bay, San Juan Island, San Juan County, Washington.

The modification consists of changing the configuration of the structure to avoid eelgrass, decreasing the piling size and using an impact hammer instead of a vibratory pile driver. The following special conditions have been added to the permit:

- n. A six-inch block of wood must be placed between the pile and the drop hammer to attenuate sound impacts during piling installation.
- o. A copy of the Washington Department of Fish and Wildlife required eelgrass transplant report must be submitted to the U.S. Army Corps of Engineers within 30 days of the vegetation survey completion.

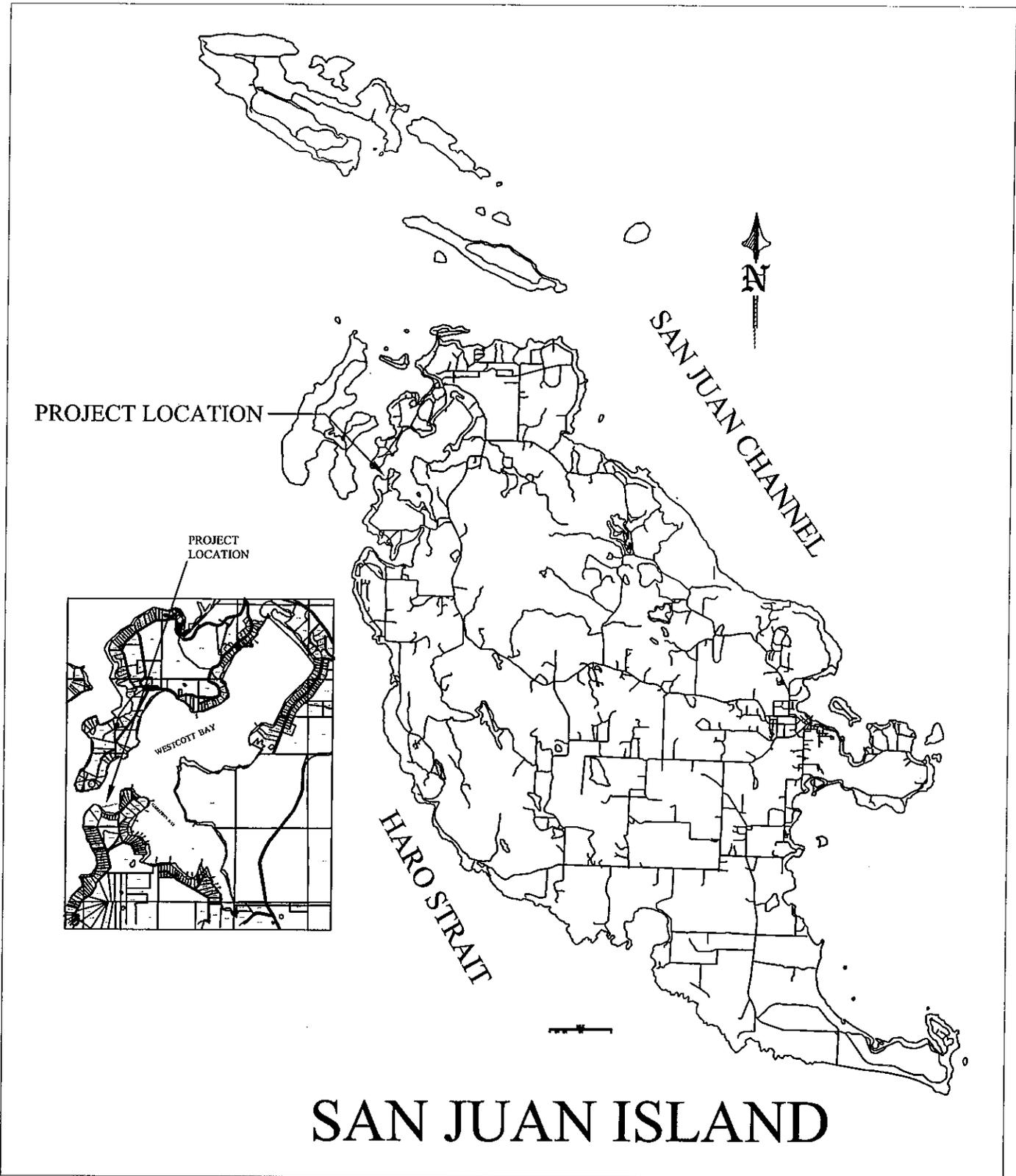
All other terms and conditions contained in the original permit remain in full force and effect.

A copy of this letter with enclosure will be furnished to Ms. Pauli Gavora, Post Office Box 2838, Friday Harbor, Washington 98250. If you have any questions about this letter or our regulatory program, please contact Ms. Susan Powell at telephone (206) 764-5527 or email: [Susan.M.Powell@usace.army.mil](mailto:Susan.M.Powell@usace.army.mil).

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

  
Debra M. Lewis  
Colonel, Corps of Engineers  
District Engineer

Enclosure



**PURPOSE:** Joint-Use Moorage to access waters of Horseshoe Bay

**DATUM:** N.O.S. MLLW=0'

**ADJACENT PROPERTY OWNERS:**

#462650089 - Inskeep, Jerry  
 #462650071 - Inskeep, John

**LOCATION MAP**

**APPLICANT:** Jerry Inskeep  
 2201 Yacht Haven Road  
 Friday Harbor, WA 98250

**REFERENCE:** # 199900663

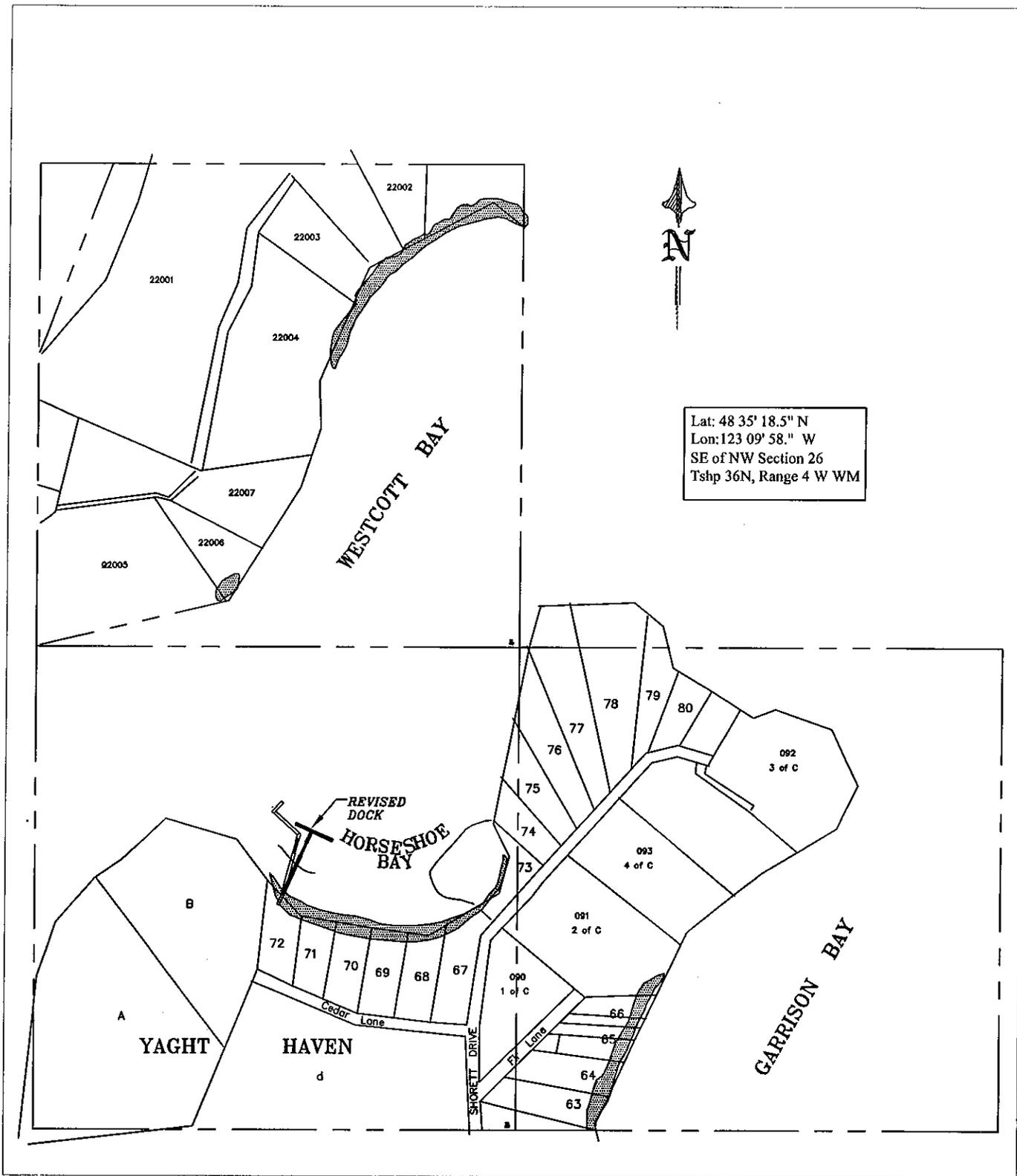
**PROPOSED:** Constructing pier, install ramp, & float, drive piling, install anchors  
**IN:** Horseshoe Bay

**AT/NEAR:** Entrance to Westcott Bay, San Juan Island, WA

**COUNTY:** San Juan County

**DATE:** R-11/18/05

**SHEET:** 1 OF 5



**PURPOSE:** Joint-Use Moorage to access waters of Horshoe Bay

**DATUM:** N.O.S. MLLW=0'

**ADJACENT PROPERTY OWNERS:**

#462650089 - Inskip, Jerry  
 #462650071 - Inskip, John

### VICINITY MAP

**APPLICANT:** Jerry Inskip  
 2201 Yacht Haven Road  
 Friday Harbor, WA 98250

**REFERENCE:** # 199900663

**PROPOSED:** Constructing pier, install ramp, & float, drive piling, install anchors

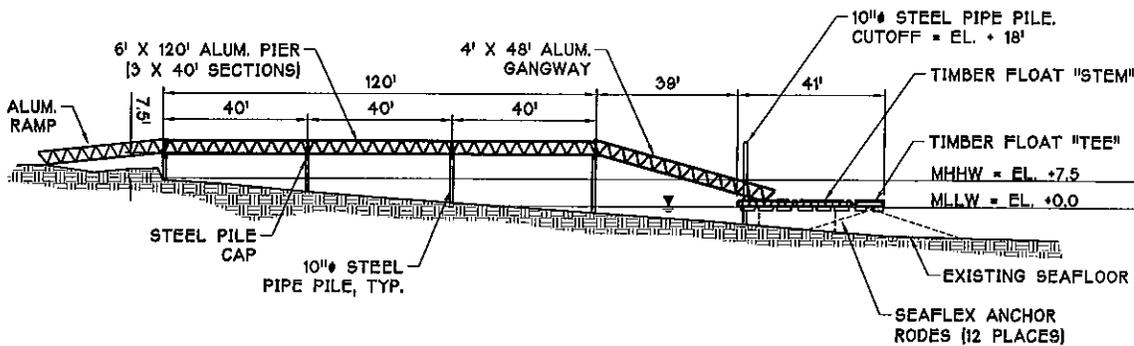
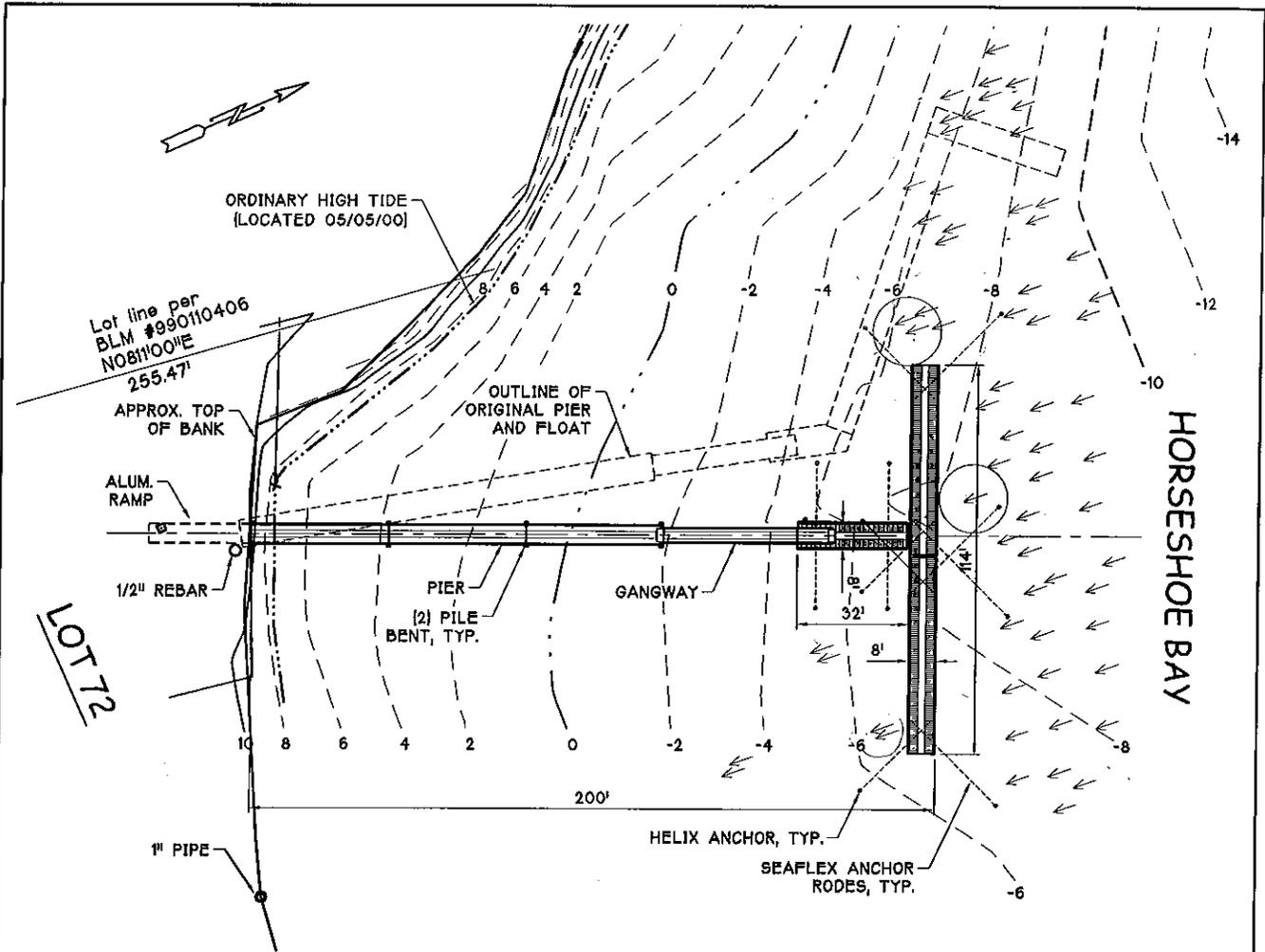
**IN:** Horseshoe Bay

**AT/NEAR:** Entrance to Westcott Bay, San Juan Island, WA

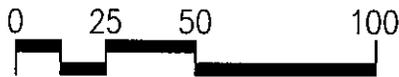
**COUNTY:** San Juan County

**DATE:** R-11/18/05

**SHEET:** 2 OF 5



**PLAN & ELEVATION**



**PURPOSE:** Joint-Use Moorage to access waters of Horseshoe Bay

**Plan View / Elevation**

**REFERENCE:** # 199900663

**PROPOSED:** Constructing pier, install ramp, & float, drive piling, install anchors

**IN:** Horseshoe Bay

**AT/NEAR:** Entrance to Westcott Bay, San Juan Island, WA

**COUNTY:** San Juan County

**DATE:** R-11/18/05

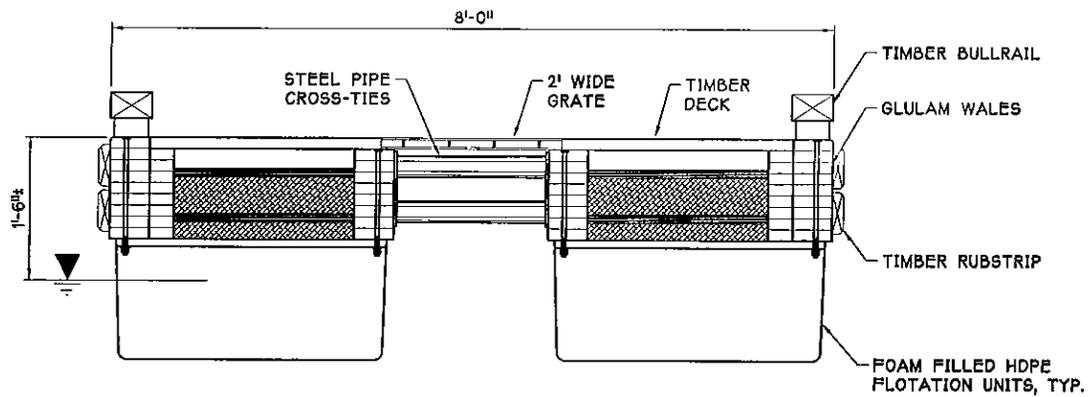
**SHEET:** 3 OF 5

**DATUM:** N.O.S. MLLW=0'

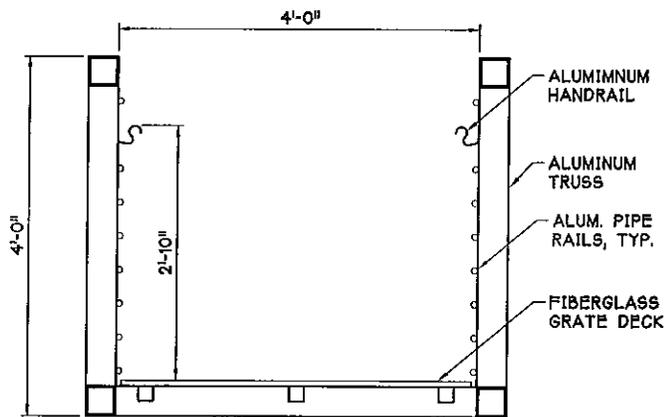
**ADJACENT PROPERTY OWNERS:**

#462650089 - Inskeep, Jerry  
#462650071 - Inskeep, John

**APPLICANT:** Jerry Inskeep  
2201 Yacht Haven Road  
Friday Harbor, WA 98250



**FLOAT SECTION**



**GANGWAY SECTION**

**PURPOSE:** Joint-Use Moorage to access waters of Horshoe Bay

**Float & Gangway Sections**

**REFERENCE:** # 199900663

**PROPOSED:** Constructing pier, install ramp, & float, drive piling, install anchors

**IN:** Horseshoe Bay

**AT/NEAR:** Entrance to Westcott Bay, San Juan Island, WA

**COUNTY:** San Juan County

**DATE:** R-11/18/05

**SHEET:** 4 OF 5

**DATUM:** N.O.S. MLLW=0'

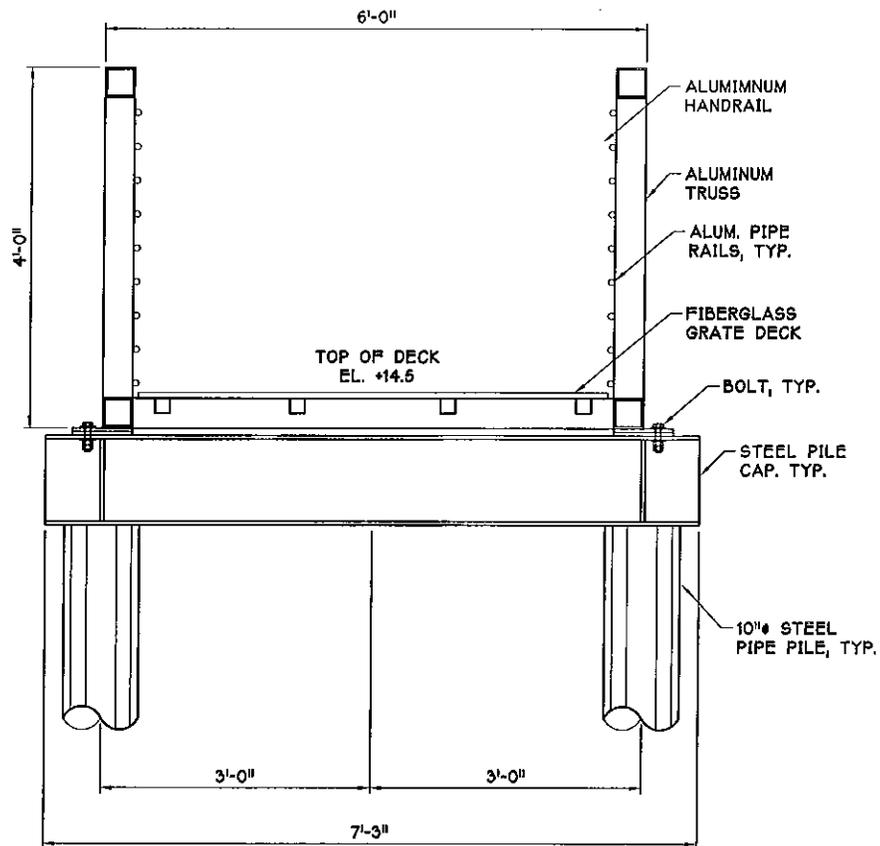
**ADJACENT PROPERTY OWNERS:**

#462650089 - Inskip, Jerry

#462650071 - Inskip, John

**APPLICANT:** Jerry Inskip

2201 Yacht Haven Road  
Friday Harbor, WA 98250



### PIER SECTION

**PURPOSE:** Joint-Use Moorage to access waters of Horshoe Bay

**DATUM:** N.O.S. MLLW=0'

**ADJACENT PROPERTY OWNERS:**

#462650089 - Inskip, Jerry

#462650071 - Inskip, John

### Pier Section

**APPLICANT:** Jerry Inskip  
2201 Yacht Haven Road  
Friday Harbor, WA 98250

**REFERENCE:** # 199900663

**PROPOSED:** Constructing pier, install ramp, & float, drive piling, install anchors

**IN:** Horseshoe Bay

**AT/NEAR:** Entrance to Westcott Bay, San Juan Island, WA

**COUNTY:** San Juan County

**DATE:** R-11/18/05

**SHEET:** 5 OF 5

AMENDMENT  
to the  
DECISION DOCUMENT  
STATEMENT OF FINDINGS,  
ENVIRONMENTAL ASSESSMENT,  
AND FINDING OF NO SIGNIFICANT IMPACT  
dated October 19, 2005  
for Work Authorized in Accordance with Section 10  
of the Rivers and Harbors Act of March 3, 1899  
Described in Permit Application No. 199900663  
for Jerry Inskeep

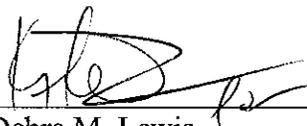
1. Description of Modification. The original plans were to construct a pier, ramp, and float in Horseshoe Bay at the opening to Westcott Bay, San Juan Island, San Juan County, Washington. The modification consists of changing the configuration of the structure to avoid eelgrass, decreasing the piling size and using an impact hammer instead of a vibratory pile driver. The modification of the structure was requested because condition "d" of the issued permit states "The pier and floats shall be designed to provide, at a minimum, a ten foot buffer between the floats and eelgrass habitat. If this cannot occur, the applicant will contact the U.S. Army Corps of Engineers and obtain the appropriate permit modifications before construction can occur." An eelgrass survey conducted on November 10, 2005, indicated that the eelgrass had encroached into the area of the permitted dock. The new proposed configuration will avoid all eelgrass beds. Three eelgrass shoots were found to be within 10 feet of the structure. A new HPA was issued on November 21, 2005, that requires transplantation of the 3 shoots. The Washington Department of Fish and Wildlife is requiring that a report summarizing the location and habitat conditions of the new site be submitted to the Area Habitat Biologist within 30 days of the vegetation survey completion. The applicant will be told to supply a copy of this report to the Corps. The use of an impact hammer rather than the permitted vibratory hammer, was requested due to the short time frame in which to perform the work and the availability of contractors in the area. The smaller diameter piles were determined to be sufficient by the project engineers and were proposed to mitigate for the use of the impact hammer.

2. Agency, Public, and Tribal Coordination. This request for modifications has been reviewed in light of the original comments received prior to issuance of this permit from the public and agency coordination. Re-consultation was initiated with the Services. On November 21, 2005, the US Fish and Wildlife Service and National Marine Fisheries Service concurred with our findings of "may affect, not likely to adversely affect" for the revised project. Navigation will not be adversely affected as a result of this modification. The modified structure will be farther from the main channel utilized by vessels for navigation into Westcott and Garrison Bays. The structure will maintain its attachment point but will be rotated to the east and will not protrude as far waterward as the original proposal would have. However, it will be in deeper water, which will help minimize effects from boats on the eelgrass beds. This review has not identified any potentially significant adverse effects as a result of the proposed modification. Because the modification is minor in nature, and is necessary to comply with the conditions of the issued permit, further coordination is not required.

3. Finding of No Significant Impact. I have determined that a modification of this Department of the Army permit would not have a significant impact on the quality of the human environment. Therefore, the preparation of an Environmental Impact Statement is not required.

4. Public Interest Determination. I have reviewed and evaluated, in light of the overall public interest, the documents and factors concerning this permit modification, as well as the stated views of other interested Federal and non-Federal agencies and the concerned public, relative to the work in waters of the United States. The revised work is consistent with national policy, statutes, and administrative directives and is not contrary to the public interest.

11/29/05  
Date

  
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Debra M. Lewis  
Colonel, Corps of Engineers  
District Engineer