



US Army Corps
of Engineers
Seattle District



WASHINGTON STATE
DEPARTMENT OF
E C O L O G Y

Joint Public Notice

Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

US Army Corps of Engineers
Regulatory Branch
4735 E. Marginal Way S, Bldg 1202
Seattle, WA 98134-2388
Telephone: (206) 764-6904
ATTN: Pamela Sanguinetti,
Project Manager

WA Department of Ecology
SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone: (360) 407-6076
ATTN: SEA Program,
Federal Permit Coordinator

Public Notice Date: November 19, 2021
Expiration Date: December 19, 2021

Reference No.: NWS-2021-668
Name: Shelton Yacht Club, LLC
(Oakland Bay Marina)

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the U.S. as described below and shown on the enclosed drawings dated October 20, 2021.

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. Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

APPLICANT:

Attention: Dave J. Mariano
Shelton Yacht Club
Post Office Box 2270
Shelton, Washington 98584
Telephone: (360) 701-6623

LOCATION: In Oakland Bay at the Oakland Bay Marina, 701 East Pine Street, Shelton, Washington

WORK: Repair and reconstruct the existing marina, boat launch, marine vessel haulout-maintenance facility, and supporting upland facilities; provide for shoreline habitat restoration and repairs; construct a new breakwater (A-Dock); reconstruct and extend the existing north dock (B-dock); relocate and reconfigure the existing south dock (C-Dock); and construct a new D-Dock. The proposed improvements include:

Removal of a 130-foot (ft) wide gravel boat launch that includes two existing marine rails (250 x 10 ft and 150 x 6 ft) and replacing it with one new 216 x 30 ft multiple use concrete ramp. The existing boat wash and vessel maintenance area will be relocated onto the upland areas where appropriate wash out, storm water facilities, and containment features can be constructed. To improve safety and to comply with American Disability Act (ADA) access, the new launch facility will include a 161 x 6 ft float for loading and unloading watercraft.

Removal of an overwater building (1,504 square feet (sf) below the high tide line), removal of 150 creosote-treated piles, removal of approximately 3,500 sf of creosote timber lagging, and remediation as approved by Ecology of approximately 4,000 cubic yards (cy) of contaminated soils as required by Ecology's Model Toxics Control Act

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(MTCA) cleanup of the former Evergreen Fuel site located on property at the site that was previously owned by the Port of Shelton.

Removal of 1,360 linear feet (lf) of shoreline hard armoring and replacement with soft shoreline armoring. An additional 2 ft (approximately 9,900 cubic yards) of beach nourishment will be placed on top of the soft armoring.

Construct a new breakwater (A-Dock) with a concrete access walkway (266 x 6 ft) provided from B Dock; breakwater (1,098 x 10 ft); 14 (50 x 3 ft) grated finger piers; 3 (60 x 4 ft) shellfish floating upwelling system nursery rafts (FLUPSY); and 38 (12-inch diameter) steel piles.

The existing B-Dock will be reconstructed and extended 187 ft with a tee at the end. B-Dock will include a grated ramp (48 x 4 ft); a concrete float walkway (628 x 6 ft); a concrete float tee (120 x 8 ft), 16 (50 x 3 ft) and one (40 x 3 ft) grated finger pier floats; and 33 (12-inch diameter) steel piles.

The existing C-Dock will be relocated to the south and to the east, relocating the completed dock into deeper water. In completing this work, the relocated dock will be reconstructed and extended 317.5 ft. The reconstructed C-Dock will have one (48 X 4 ft) grated ramp; four concrete access floats with 1 [(58 x 8 ft), 1 (69 x 8 ft), 1 (18 x 8 ft), and 1 (133 x 12 ft)]; a vessel sewage pump out float (16 x 8 ft); a main walkway float (665 x 6 ft); a concrete tee float (120 x 6 ft); grated finger floats constructed with 1 (40 x 3 ft) and 12 (50 x 3 ft) fingers, and 34 (12-inch diameter steel piles).

A new D-Dock will be constructed with access provided from the C-Dock. The D-dock is intended as public access and will include a launch site for kayaks, sail, and paddle craft; additional FLUPSY locations; and parallel tie-ups. The D-Dock will have a main walkway (755 x 6 ft), grated kayak float (20 x 40 ft), and 19 (12-inch diameter steel piles).

The existing guest dock located in the center of the marina will be removed. To minimize over water structure, the single point access to the reconstructed marina and float systems will be maintained. The three (3) existing walkways will be removed and replaced with two (2) new grated walkways providing access to B and C docks which will in turn provide access to A and D docks. An approximately 53 x14 ft section of existing pier will be removed consisting of 746 sf of over water coverage along with 20 creosote pier and fender piles.

All pile removals and pile installations will be completed using vibratory means.

PURPOSE: To provide and maintain safe and secure access to marine waters, increase moorage capacity, and restore and conserve shoreline habitat at the Oakland Bay Marina.

ADDITIONAL INFORMATION: The applicant, Shelton Yacht Club (SYC), is a participating partner in the adjacent Oakland Bay Habitat Restoration and Marina Improvement Project currently under construction on adjacent tidelands owned by the SYC. The Marina Improvements Project along with the Oakland Bay Habitat Restoration Project working together comprise a broad community-based cooperative effort between the Squaxin Island Tribe, South Puget Sound Salmon Enhancement Group (SPSSEG), and the Shelton Yacht Club with support from local community and businesses. The Oakland Bay Habitat Restoration activities are authorized under Corps reference number NWS-2017-366.

The existing Oakland Bay Marina (OBM) is a single point access marina with a fixed pier with three grated ramps leading to three floating docks (north dock and south dock) and a guest dock. The project proposes to construct a new Breakwater (A-Dock), reconstruct and extend the existing north Dock (B-Dock), relocate and reconfigure the existing south dock (C-Dock) into deeper water and extend it, and to construct a new D-dock.

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The existing boat launch and two marine railways will be removed (spanning 130 lf), and a single facility will be constructed that complements the ongoing Oakland Bay Habitat Restoration activities by consolidating the facilities into one 30-ft wide-concrete ramp; by matching it to the grade of the nearshore restoration work; and to restore the remaining 100 feet of shoreline that was previously utilized for these activities. The project will continue the nearshore restoration efforts proposed by the Oakland Bay Habitat Restoration project, extending the nearshore restoration work to tie into the natural shoreline located just north of the existing project terminus.

Improvements along the shoreline will include removal of the solid finger pier from the main pier, removal of the existing guest dock facility, removal of approximately 1,360 lf of hard armoring consisting of 3,500 sf of creosote timber lagged walls and heavy loose rip rap, removal of two marine rails and relocation of the vessel maintenance activity onto the uplands, and removal of a large overwater building. Also, remediation as directed by Ecology of up to 4,000 cy of contaminated soils left behind from the earlier MTCA cleanup of the former Evergreen Fuel Facility. In addition, soft armor placement north of what is already permitted will connect unarmored shorelines that contain serf smelt and sand lance spawning area north of the OBM to the restored tidelands south of the marina.

The work would be completed over a 12-year period. However, the removal of hard armoring, shoreline reconstruction, addition of beach nourishment, removal of the marine rails, replacement of the boat launch, and other near water uses, and other mitigation actions assigned will occur in the first 1-3 years after permits are received.

The lines of mean high water and high tide shown on the project drawings have not yet been verified by the U.S. Army Corps of Engineers (Corps). If the Corps determines the boundaries of the wetland/waters are substantially inaccurate a new public notice may be published.

MITIGATION: In meeting the overall restoration goals for upper Oakland Bay, the project will relocate the marina into deeper waters outside the near-shore zone, remove the remaining beach armoring and repair the last remaining section of damaged shoreline tying the habitat restoration work into the natural beach line, and remove the existing marine rails used for vessel maintenance and the existing unimproved boat launch replacing these multiple uses occurring across a large area of the shoreline with a single, smaller footprint. In doing so the existing vessel maintenance facility will be relocated onto the uplands. The SYC desires to complete these OBM improvements, boat launch, and vessel maintenance improvements in collaboration with the Oakland Bay Habitat Restoration project and its goals for restoration of Oakland Bay and its Goldsborough Creek tributary. In addition, proposed on-site mitigation includes preservation and the enhancement of 26,600 square feet of riparian vegetation, and implementation of a protective conservation covenant over 57 acres of restored tidelands.

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 (USFWS) 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 U.S. Army Corps of Engineers 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 U.S. Army Corps of Engineers (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.

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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. Historic properties are recorded within the permit area. An investigation for the presence of eligible historic properties is justified. The Corps invites responses to this public notice from Native American Nations 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 Nations in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

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.

SOURCE OF FILL MATERIAL: The applicant has not yet identified the source of the fill material. The beach nourishment sediments to be utilized will be coordinated with the South Puget Sound Salmon Enhancement Group and Squaxin Tribe. Should a permit be issued, the Corps will evaluate the fill material source prior to the start of construction.

EVALUATION – ECOLOGY: Ecology 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. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

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.

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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 pamela.sanguinetti@usace.army.mil. Conventional mail comments should be sent to: U.S. Army Corps of Engineers, Regulatory Branch, Attention: Pamela Sanguinetti, 4735 E. Marginal Way S, Bldg 1202, Seattle, Washington 98134-2388. 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.

ECOLOGY COMMENTS: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Washington State Department of Ecology, Attention: Federal Permit Coordinator, Post Office Box 47600, Olympia, Washington 98504-7600, or e-mail to ecyrefedpermits@ecy.wa.gov.

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Shelton Yacht Club, NWS-2021-668

Encl: Figures (22)

PROJECT INFORMATION

OWNER:

SHELTON YACHT CLUB INC,
DAVE MARIANO
PO BOX 2270
SHELTON WA 98584

SITE ADDRESS:

701 E. PINE STREET
SHELTON, WA. 98584

BODY OF WATER:

OAKLAND BAY - PUGET SOUND

PARCEL NUMBER:

320205706006, 320208888888, 320205760025,
320205760018, 320205770001

LEGAL DESCRIPTION:

FRONT OF CITY (SHELTON HARBOR AREA) LOTS: 6-8,
9-10, 11-17, 23-24 T.L.'S (SITE OF SHELTON YACHT
CLUB)

LAND USE ZONING

INDUSTRIAL

VICINITY MAP



SITE MAP



PROJECT DESCRIPTION

REPAIR AND RECONSTRUCT THE EXISTING MARINA, BOAT LAUNCH, MARINE VESSEL HAULOUT-MAINTENANCE FACILITY, SUPPORTING UPLAND FACILITIES, AND TO PROVIDE FOR SHORELINE HABITAT RESTORATION AND REPAIRS BY CONSTRUCTING A NEW BREAKWATER, RECONSTRUCTING AND EXTENDING THE EXISTING NORTH DOCK, RELOCATING AND RECONFIGURING THE EXISTING SOUTH DOCK, AND TO CONSTRUCT A NEW D-DOCK. THE EXISTING BOAT LAUNCH AND MARINE VESSEL-MAINTENANCE HAULOUT FACILITY WILL BE REMOVED AND RECONSTRUCTED INTO A NEW SINGLE LAUNCH FACILITY OCCUPYING A SMALLER FOOTPRINT WHILE PROVIDING FOR MULTIPLE USES. A NEW SIDE FLOAT WILL BE CONSTRUCTED FOR SAFE ACCESS AND ADA ACCOMMODATION. APPROXIMATELY 1,360 LINEAR FEET OF EXISTING DAMAGED SHORELINE AND HARD ARMORING WILL BE REMOVED AND REPLACED WITH SOFT ARMORING. AN EXISTING OVERWATER BUILDING, APPROXIMATELY 150 CREOSOTE PILES, APPROXIMATELY 3,500 SF OF CREOSOTE TIMBER LAGGING, AN EXISTING GUEST DOCK FACILITY, AND A PORTION OF THE EXISTING PIER WILL BE REMOVED TO ACCOMMODATE THESE IMPROVEMENTS. THE PROJECT WILL CONSTRUCT UPLAND PARKING, PROVIDE IMPROVED ACCESS, INSTALL STORMWATER MANAGEMENT FACILITIES, CONSTRUCT PATHS AND TRAILS PROVIDING SAFE PEDESTRIAN AND ADA ACCESS TO THE SITE AND ITS FACILITIES. IN ADDITION TO THESE FACILITIES, PEDESTRIAN, AND GREEN SPACES PROVIDED BY THESE IMPROVEMENTS; APPROXIMATELY 12,000 SQUARE FEET OF SHORELINE AREAS WILL BE RESTORED AND REPLANTED WITH RIPARIAN VEGETATION TO COMPLIMENT THE REPAIRED NEARSHORE AREAS.

PURPOSE: Marina Reconfiguration

NAME: Shelton Yacht Club

PROPOSED: Permit Structures

TIDAL DATUMS:

HTL - HAT = 16.32'
MHHW = 14.52'
MHW = 13.55'
MLW = 3.02'
MLLW = 0.00'

REFERENCE #: NWS-2021-668

SITE LOCATION ADDRESS:

701 E. Pine Street
Shelton, WA 98109

IN: Oakland Bay

AT: Shelton

COUNTY: Mason **STATE:** WA

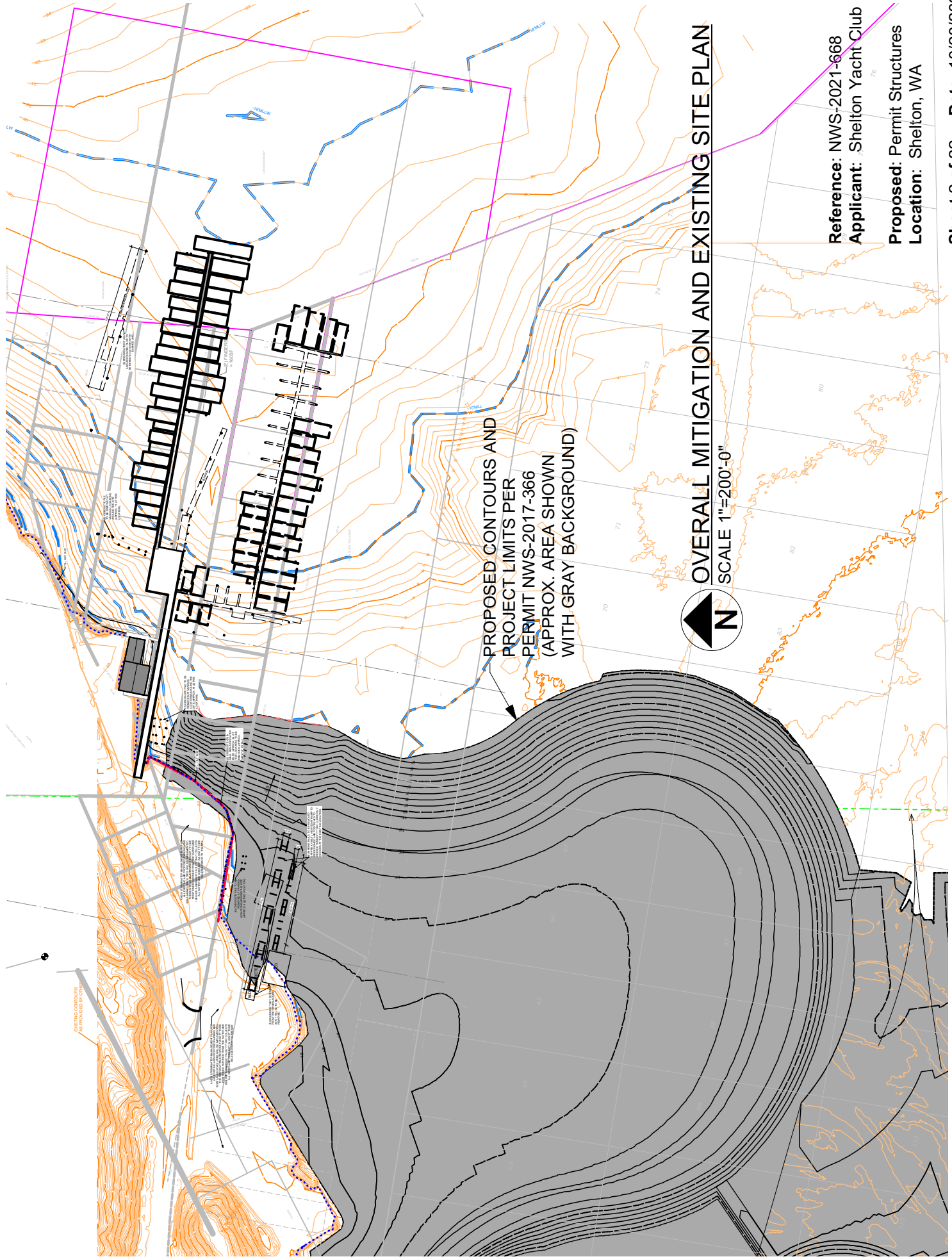
SHEET 1 of 22

DATE: October 20 2021

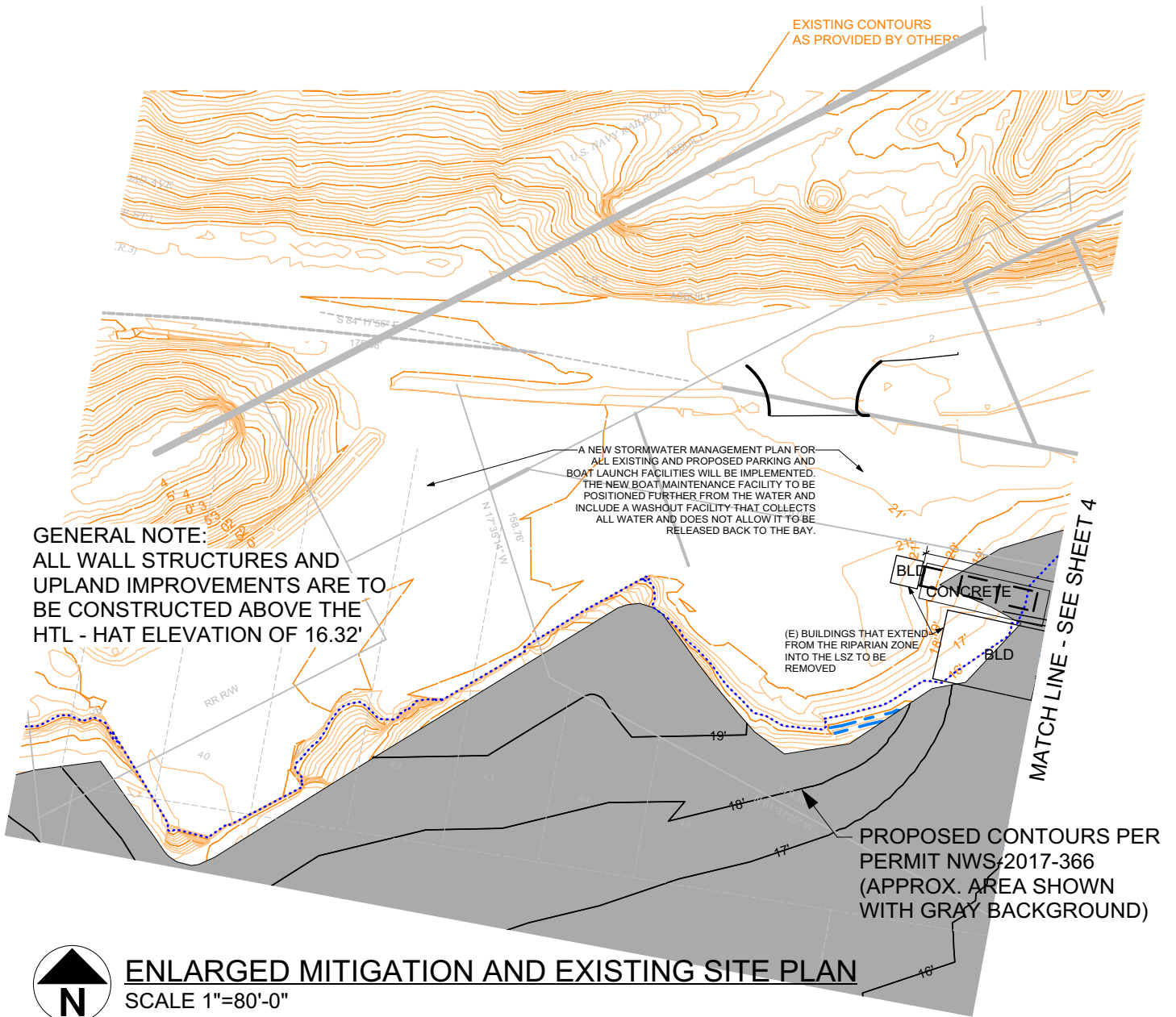
ADJACENT PROPERTY

OWNERS:

1. Manke Family Resources Ltd PTP
2. Sierra Pacific Industries



Reference: NWS-2021-668
 Applicant: Shelton Yacht Club
 Proposed: Permit Structures
 Location: Shelton, WA



ENLARGED MITIGATION AND EXISTING SITE PLAN
 SCALE 1"=80'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club
Proposed: Permit Structures
Location: Shelton, WA
Sheet 3 of 22 **Date:** 10/20/2021

GENERAL NOTE:
 ALL WALL STRUCTURES AND
 UPLAND IMPROVEMENTS ARE TO
 BE CONSTRUCTED ABOVE THE
 HTL - HAT ELEVATION OF 16.32'

A NEW STORMWATER MANAGEMENT PLAN FOR ALL EXISTING AND PROPOSED PARKING AND BOAT LAUNCH FACILITIES WILL BE IMPLEMENTED. THE NEW BOAT MAINTENANCE FACILITY TO BE POSITIONED FURTHER FROM THE WATER AND INCLUDE A WASHOUT FACILITY THAT COLLECTS ALL WATER AND DOES NOT ALLOW IT TO BE RELEASED BACK TO THE BAY.

(E) CREOSOTE PILE TO BE REMOVED AT VARIOUS LOCATIONS AROUND THE SITE (APPROX. 6 @ THIS LOCATION)

(E) CREOSOTE CRIB WALL AND ASSOCIATED PILES (APPROX. 54 AT THIS LOCATION) TO BE REMOVED (APPROX. 349'-6" LF TOTAL)

(E) CREOSOTE PILE TO BE REMOVED AT VARIOUS LOCATIONS AROUND THE SITE (APPROX. 18 @ THIS LOCATION)

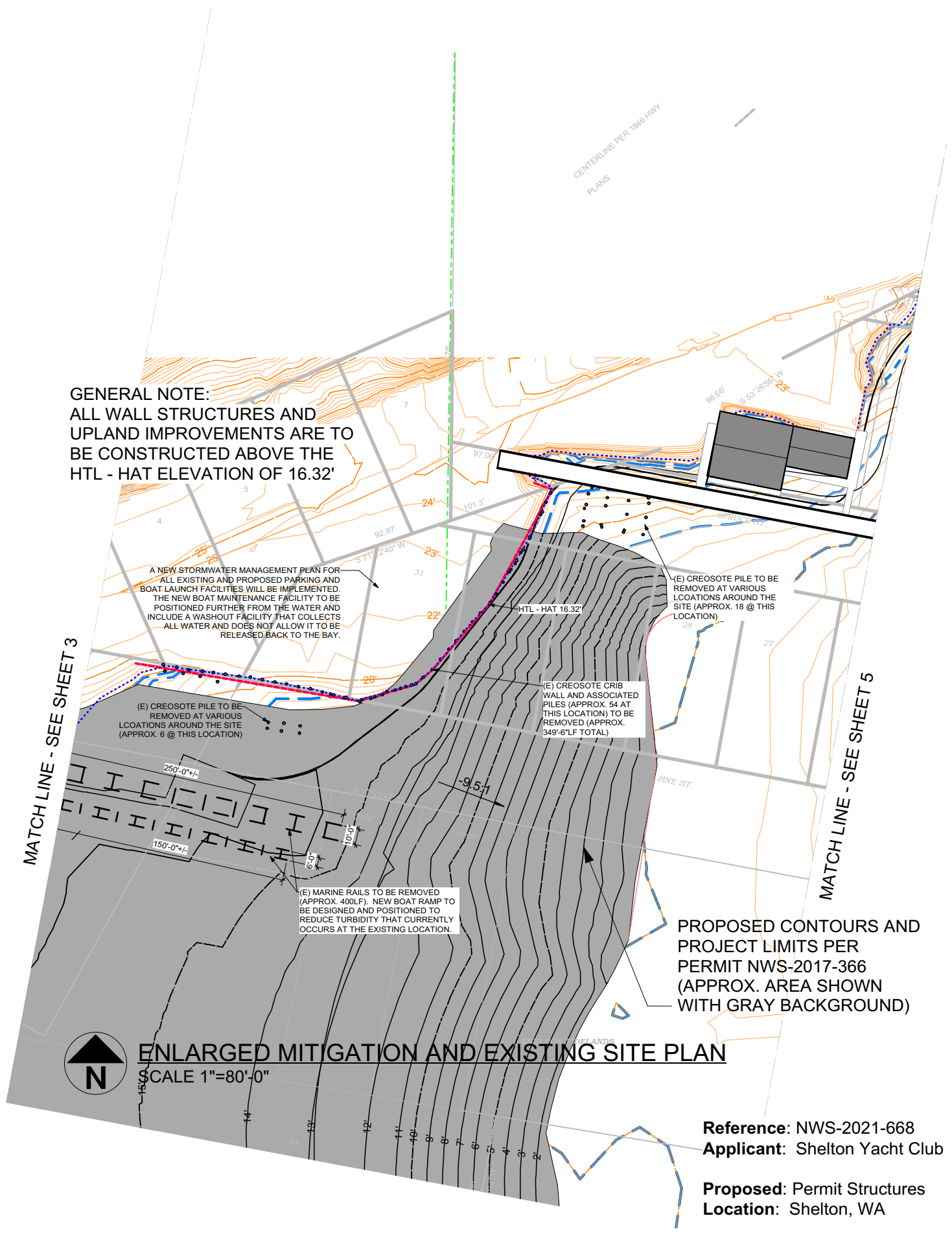
(E) MARINE RAILS TO BE REMOVED (APPROX. 400LF). NEW BOAT RAMP TO BE DESIGNED AND POSITIONED TO REDUCE TURBIDITY THAT CURRENTLY OCCURS AT THE EXISTING LOCATION.

PROPOSED CONTOURS AND PROJECT LIMITS PER PERMIT NWS-2017-366 (APPROX. AREA SHOWN WITH GRAY BACKGROUND)



ENLARGED MITIGATION AND EXISTING SITE PLAN
 SCALE 1"=80'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club
Proposed: Permit Structures
Location: Shelton, WA



MATCH LINE - SEE SHEET 4

MATCH LINE - SEE SHEET 6



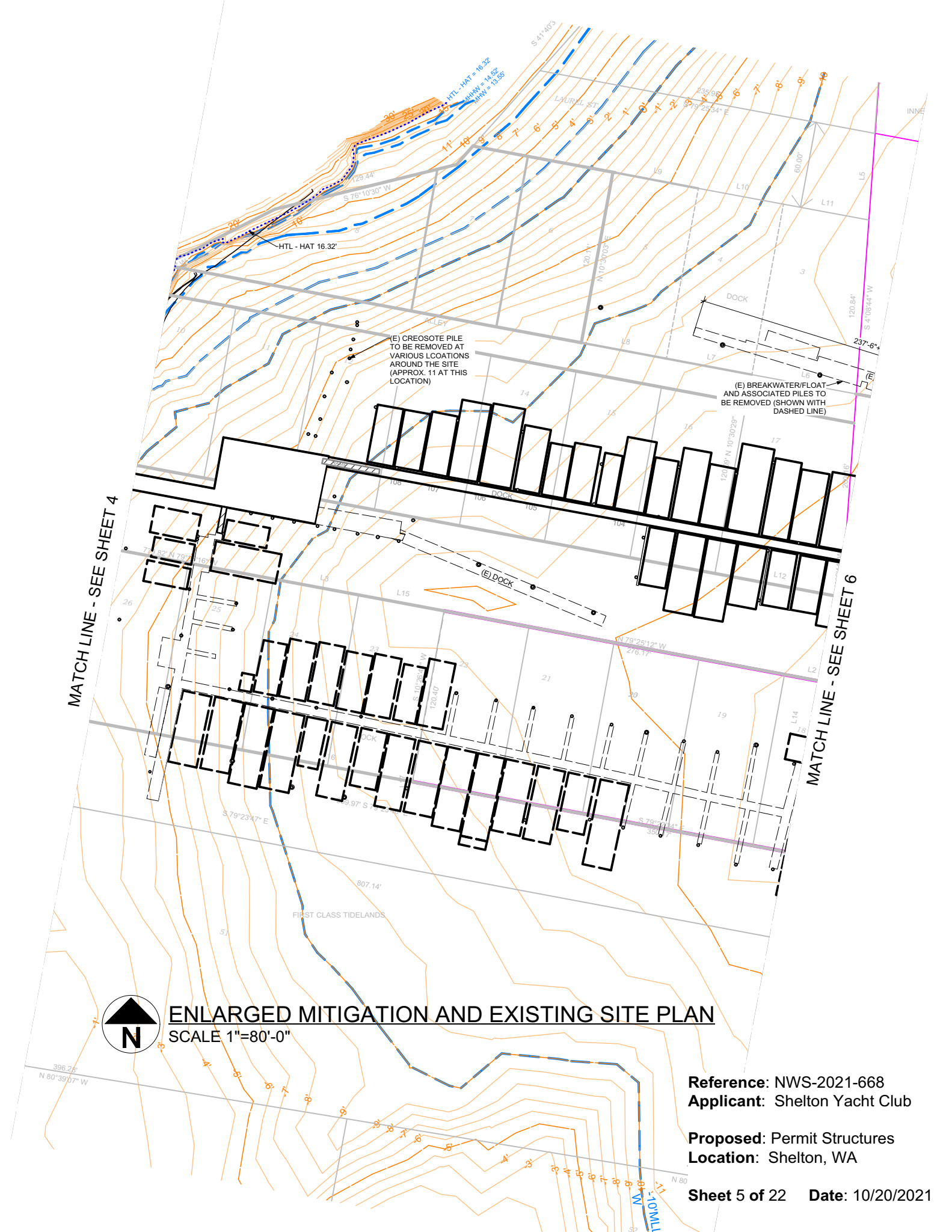
ENLARGED MITIGATION AND EXISTING SITE PLAN

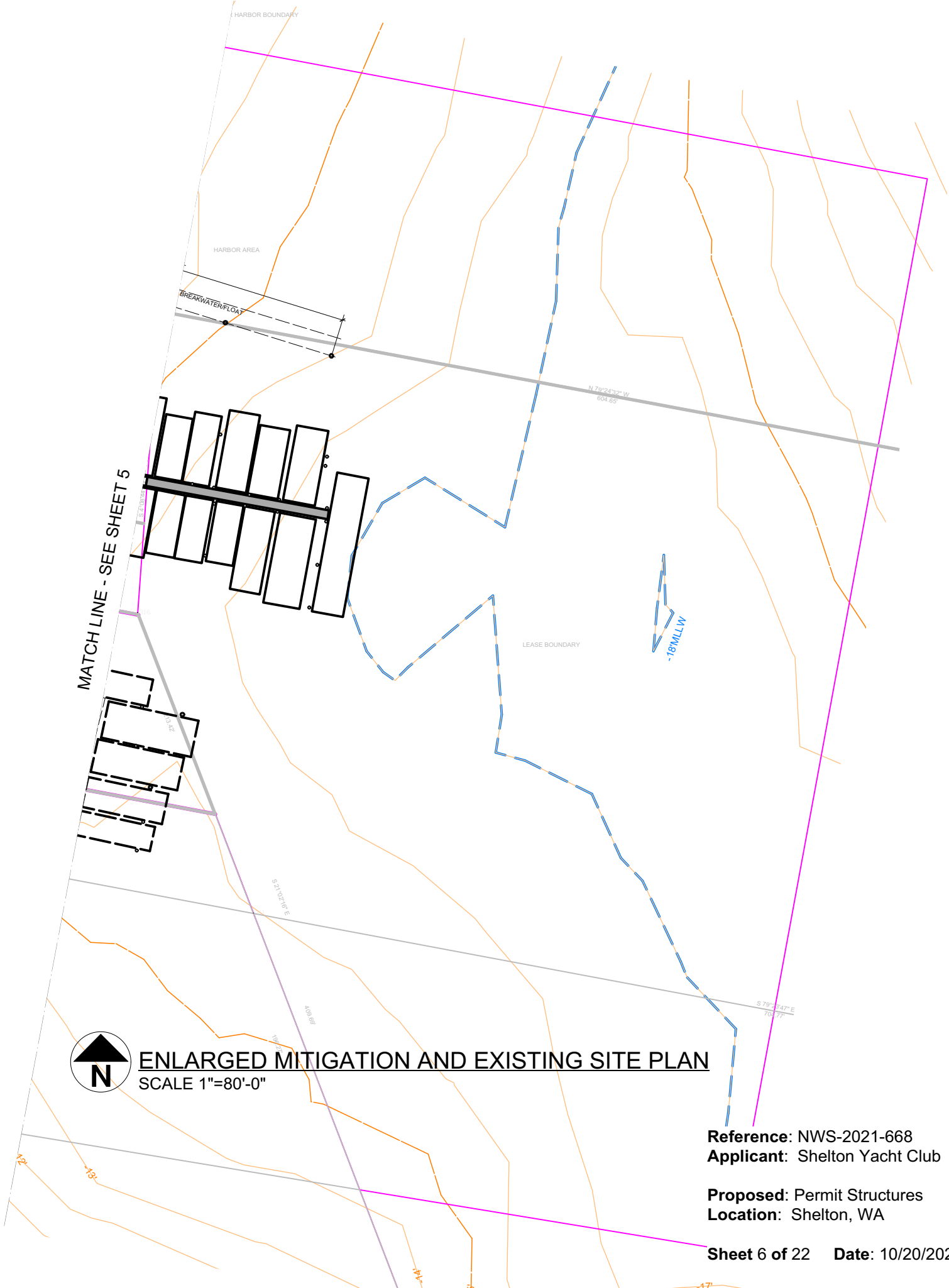
SCALE 1"=80'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

Sheet 5 of 22 Date: 10/20/2021



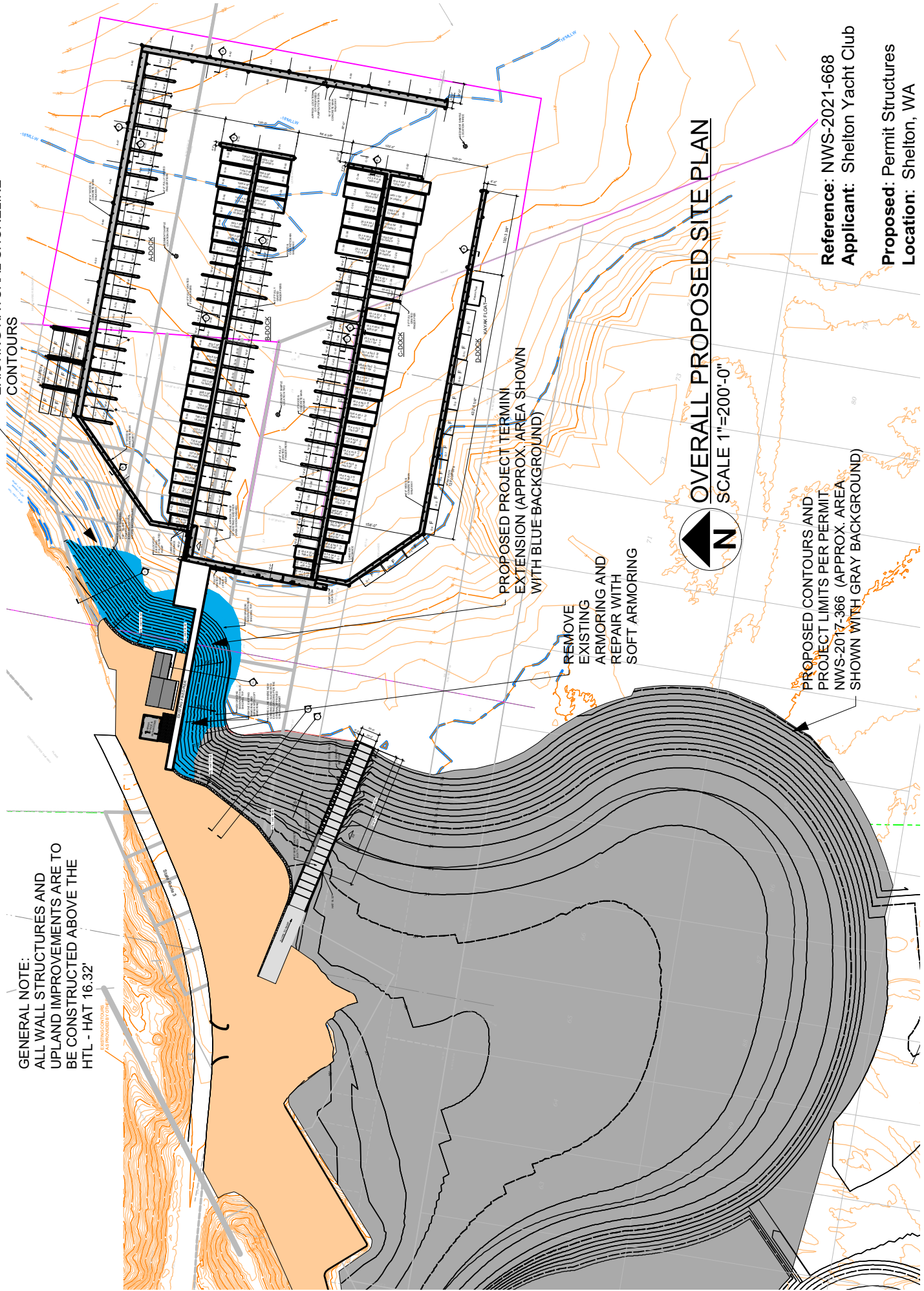


ENLARGED MITIGATION AND EXISTING SITE PLAN
 SCALE 1"=80'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club
Proposed: Permit Structures
Location: Shelton, WA

TIE SOFT ARMORING INTO EXISTING NATURAL SHORELINE CONTOURS

GENERAL NOTE:
ALL WALL STRUCTURES AND UPLAND IMPROVEMENTS ARE TO BE CONSTRUCTED ABOVE THE HTL - HAT 16.32'



REMOVE EXISTING ARMORING AND REPAIR WITH SOFT ARMORING

PROPOSED PROJECT TERMINI EXTENSION (APPROX. AREA SHOWN WITH BLUE BACKGROUND)

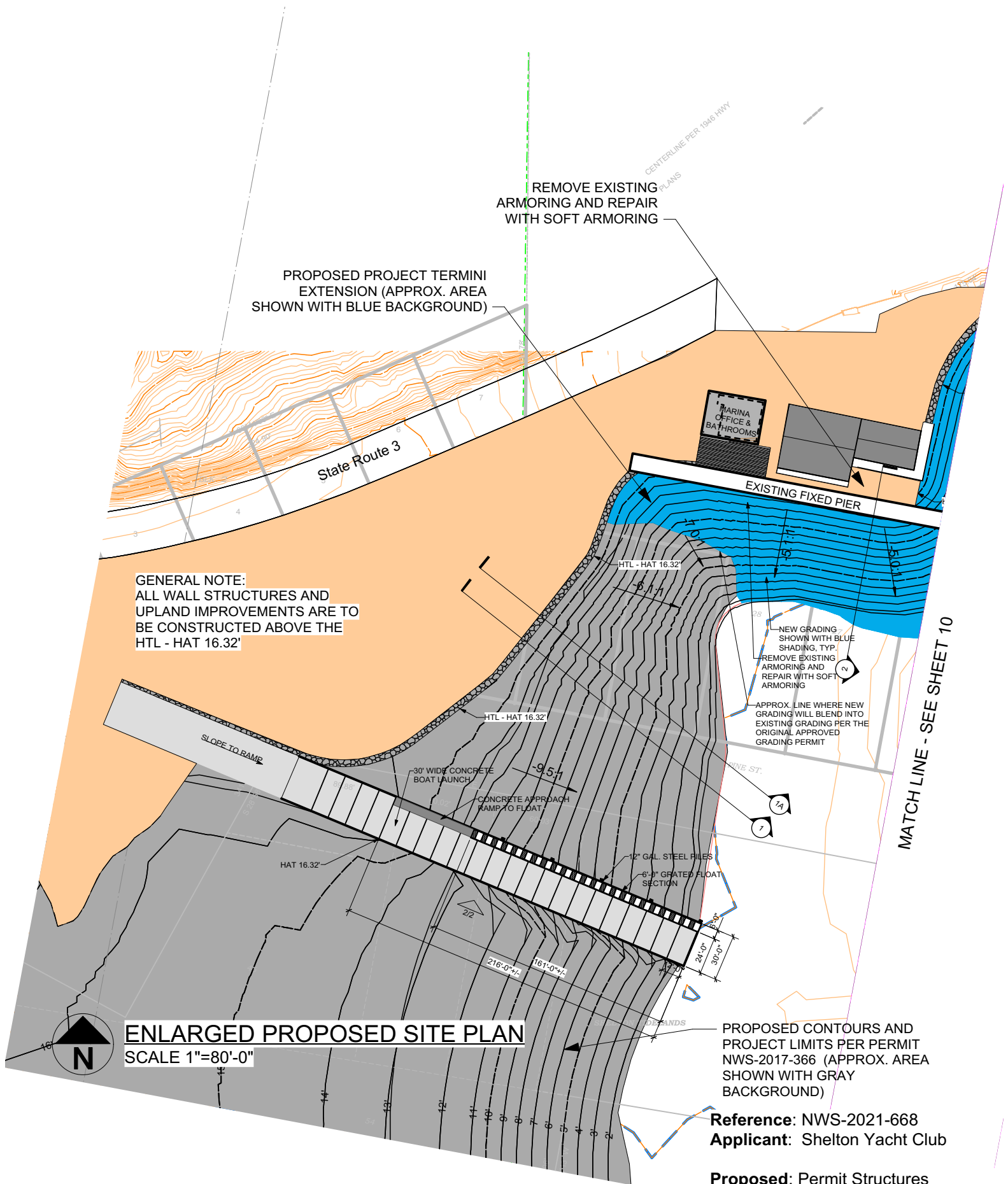


OVERALL PROPOSED SITE PLAN

SCALE 1"=200'-0"

PROPOSED CONTOURS AND PROJECT LIMITS PER PERMIT NWS-2017-366 (APPROX. AREA SHOWN WITH GRAY BACKGROUND)

Reference: NWS-2021-668
Applicant: Shelton Yacht Club
Proposed: Permit Structures
Location: Shelton, WA



PROPOSED PROJECT TERMINI
EXTENSION (APPROX. AREA
SHOWN WITH BLUE BACKGROUND)

REMOVE EXISTING
ARMORING AND REPAIR
WITH SOFT ARMORING

GENERAL NOTE:
ALL WALL STRUCTURES AND
UPLAND IMPROVEMENTS ARE TO
BE CONSTRUCTED ABOVE THE
HTL - HAT 16.32'

MARINA
OFFICE &
BATHROOMS

EXISTING FIXED PIER

NEW GRADING
SHOWN WITH BLUE
SHADING, TYP.
REMOVE EXISTING
ARMORING AND
REPAIR WITH SOFT
ARMORING

APPROX. LINE WHERE NEW
GRADING WILL BLEND INTO
EXISTING GRADING PER THE
ORIGINAL APPROVED
GRADING PERMIT

MATCH LINE - SEE SHEET 10

ENLARGED PROPOSED SITE PLAN
SCALE 1"=80'-0"

PROPOSED CONTOURS AND
PROJECT LIMITS PER PERMIT
NWS-2017-366 (APPROX. AREA
SHOWN WITH GRAY
BACKGROUND)

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

TIE SOFT ARMORING INTO EXISTING NATURAL SHORELINE CONTOURS

PROPOSED PROJECT TERMINI EXTENSION (APPROX. AREA SHOWN WITH BLUE BACKGROUND)

NEW GRADING SHOWN WITH BLUE SHADING, TYP. - TIE SOFT ARMORING INTO EXISTING NATURAL SHORELINE CONTOURS

RELOCATED EXISTING FULLY GRATED RAMP

CARD KEY ENTRANCE 48'-0"

FULLY GRATED RAMP (4'X48') = 192SF

NEW GRADING SHOWN WITH BLUE SHADING, TYP.

REMOVE APPROX. 746SF OF EXISTING FIXED PIER (AREA SHOWN DASHED)

4'-0" WOOD & CONCRETE MAIN WALKWAY

3'-0" FULLY GRATED FINGER PIERS

6'-0" WOOD & CONCRETE MAIN WALKWAY

6'-0" WOOD & CONCRETE MAIN WALKWAY

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

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Location: Shelton, WA

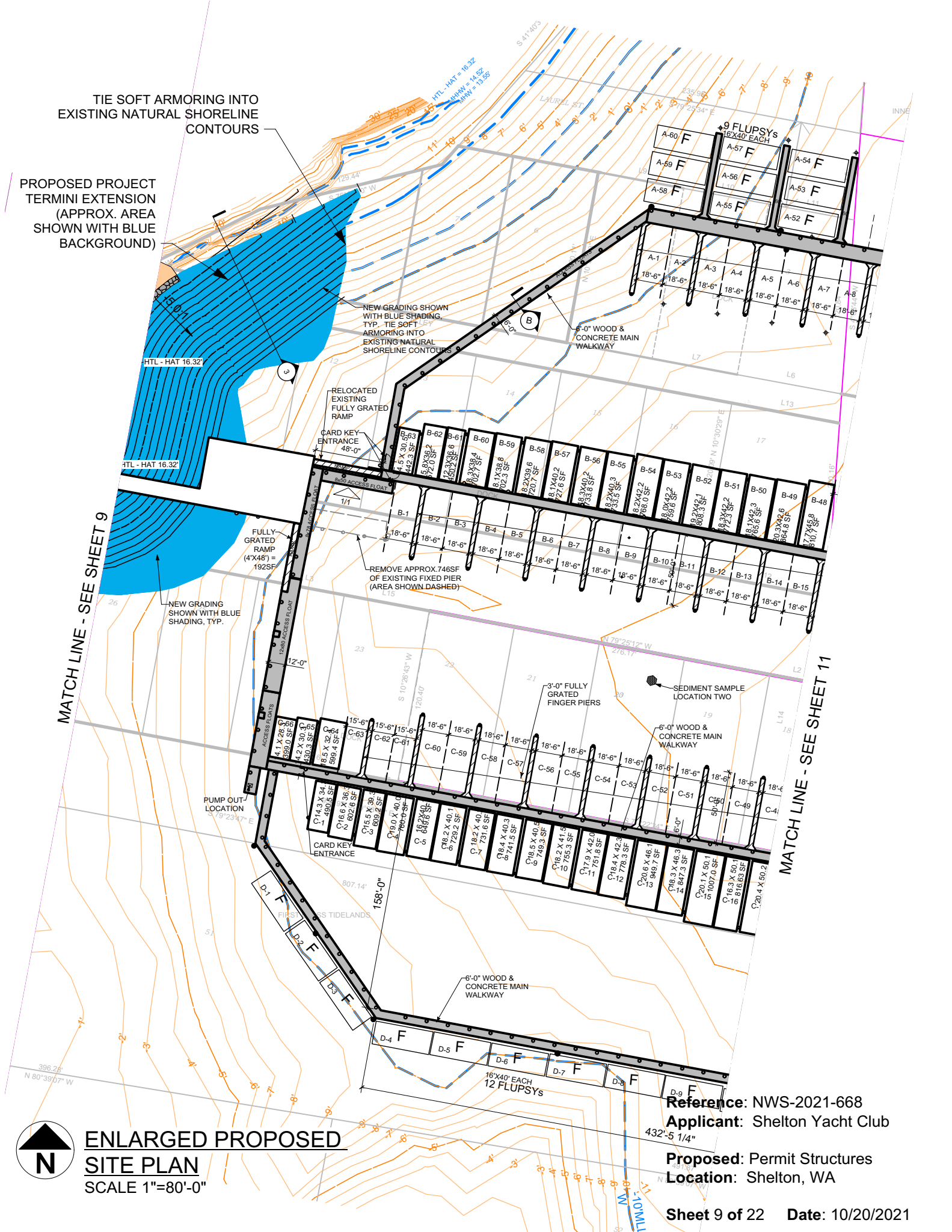
Sheet 9 of 22 Date: 10/20/2021

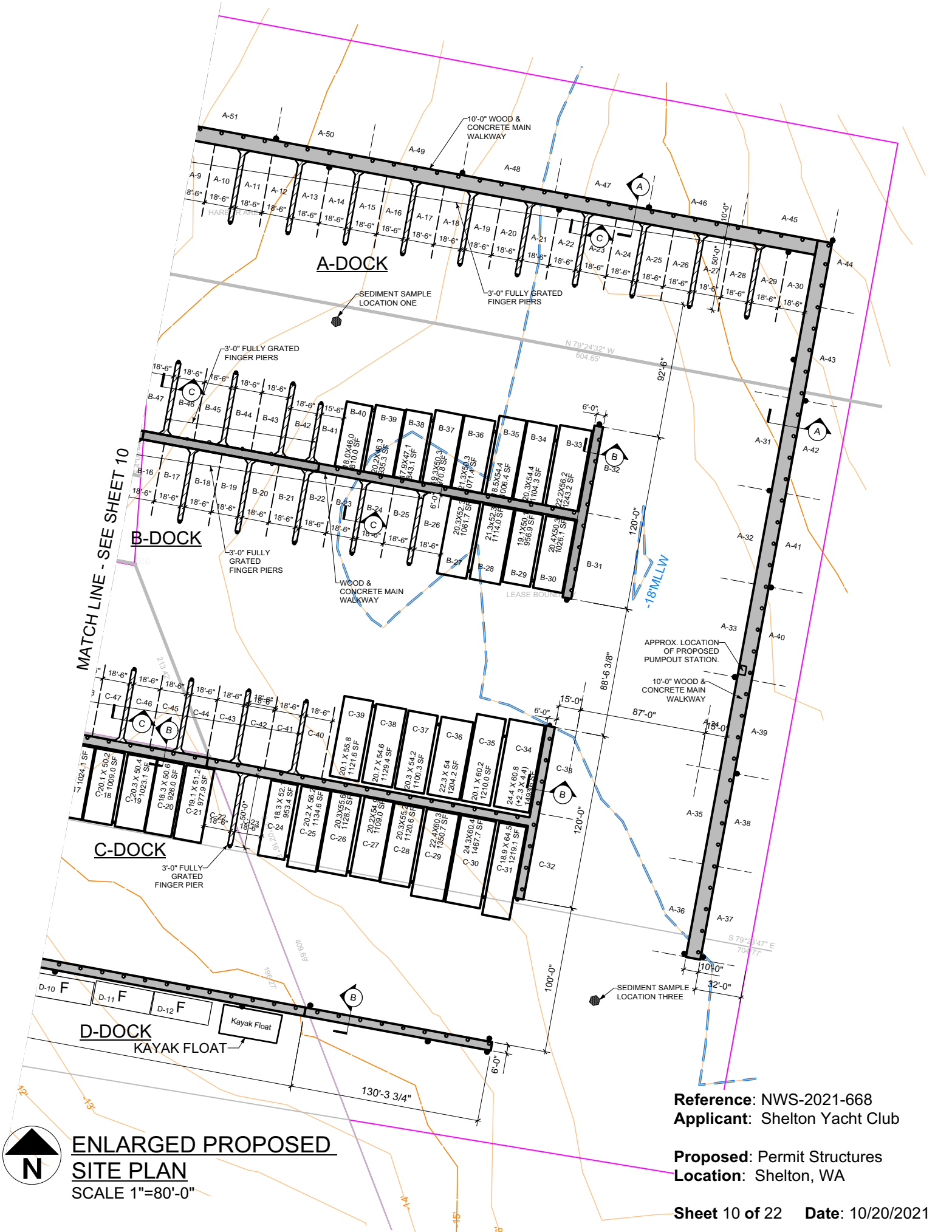


ENLARGED PROPOSED SITE PLAN
SCALE 1"=80'-0"

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 11





MATCH LINE - SEE SHEET 10

Reference: NWS-2021-668
 Applicant: Shelton Yacht Club

Proposed: Permit Structures
 Location: Shelton, WA

Sheet 10 of 22 Date: 10/20/2021

**ENLARGED PROPOSED
 SITE PLAN**
 SCALE 1"=80'-0"



GENERAL PLAN NOTES:

1) ALL PILES WILL BE GALVANIZED STEEL OR OTHER ACCEPTABLE PROTECTED STEEL AND INCLUDE ANTI BIRD PERCHING STRUCTURES ON THE TOP TO REDUCE PISCIVOROUS BIRD USE AT THE MARINA.

2) IF ARTIFICIAL NIGHTTIME LIGHTING IS USED IN THE DESIGN, USE LOW-INTENSITY LIGHTS THAT ARE LOCATED AND SHIELDED TO PREVENT LIGHT FROM ATTRACTING FISH OR DISRUPTING FISH MIGRATION BEHAVIOR, UNLESS THERE ARE SAFETY CONSTRAINTS. FINAL LOCATIONS TO BE DETERMINED BY OWNER. ALL PEDESTALS TO BE INSTALLED OVER THE SOLID DECKING ONLY AND NOT OVER ANY GRATED SURFACES. FINAL PEDESTAL LOCATION TO BE REVIEWED BY DNR REPRESENTATIVE PRIOR TO INSTALLATION.

3) ACZA WILL ONLY BE USED ABOVE WATER. ANY FRAMING MATERIAL THAT WOULD SUBMERGE WOULD BE CONSTRUCTED OF NON-TOXIC MATERIALS, SUCH AS STEEL OR COMPOSITES. IN ADDITION, ANY SOLID DECKING MATERIAL WOULD BE CONSTRUCTED OF NON-TOXIC MATERIALS, SUCH AS CONCRETE OR COMPOSITES. NO NEW TREATED WOOD DECKING IS BEING PLACED ON SOAL. CCA AND ACQ-TREATED WOOD SHOULD NOT BE USED AT ANY LOCATION.

4) ALL NEW FLOATS ON SOAL WILL INCORPORATE UNOBSTRUCTED GRATING WITH AT LEAST 60% FUNCTIONAL OPEN SPACE OR AT LEAST 40% MULTI-DIRECTIONAL OPEN SPACE OVER AT LEAST HALF OF THE DECK SURFACE UNLESS PRECLUDED BY ENGINEERING CONCERNS.

5) ALL NEW FLOATATION MATERIAL INSTALLED ON SOAL WILL BE CONSTRUCTED OF NON-TOXIC MATERIALS AND BE FULLY ENCAPSULATED IN A DURABLE SHELL TO PREVENT THE RELEASE OF FOAM MATERIAL TO THE MARINE ENVIRONMENT. TIRES AND EXPOSED FOAM IS NOT BEING PROPOSED AT ANY LOCATION ON SOAL.

6) ALL UTILITY CONNECTIONS ON THE PROPOSED NEW IMPROVEMENTS, INCLUDING THOSE ASSOCIATED WITH THE NEW PUMPOUT, WILL BE LOCATED WITHIN CONDUIT OF THE NEW FLOATS AND/OR ENTIRELY ABOVE THE WATER SURFACE

ADDITIONAL PROPOSED MITIGATION WHICH MAY INCLUDE ANY OR ALL OF THE FOLLOWING:

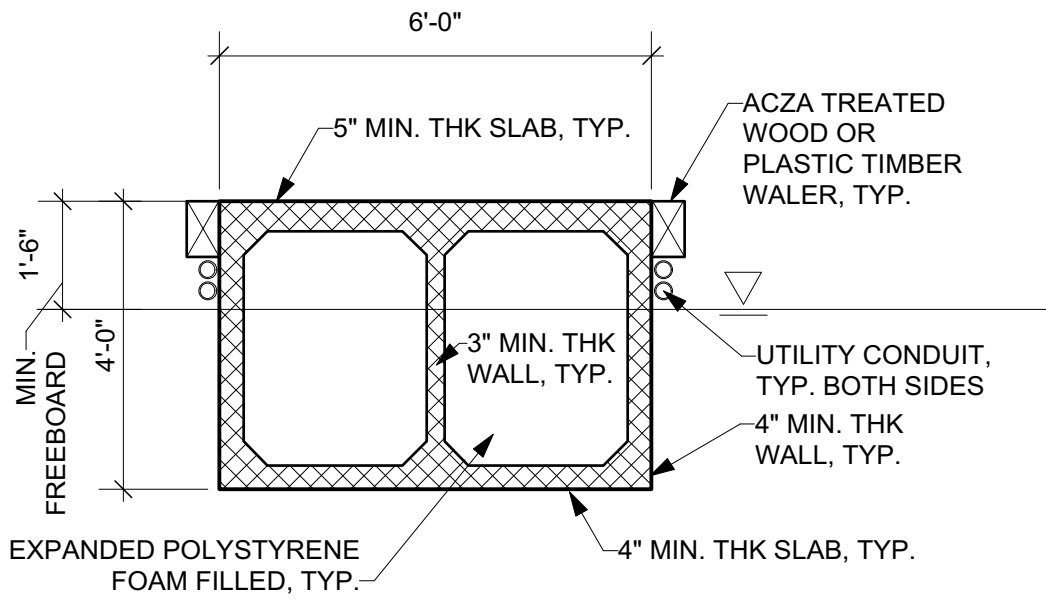
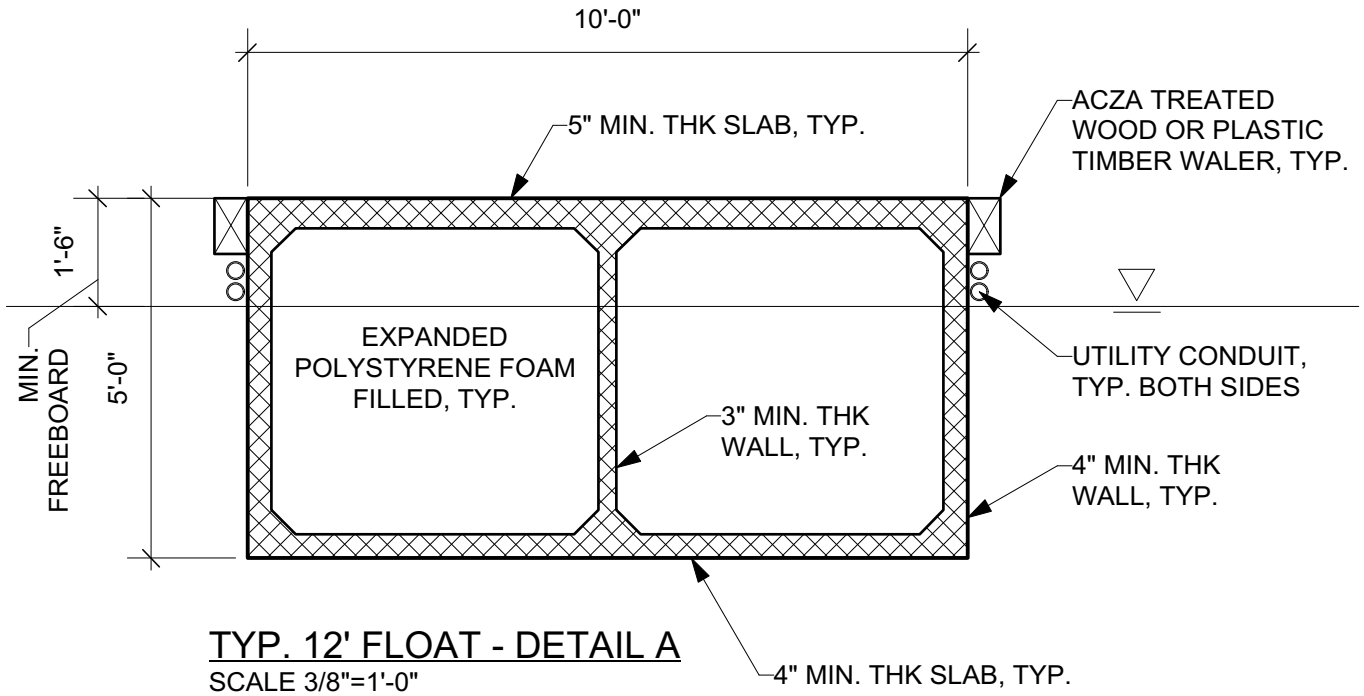
A) EXTEND CURRENT RESTORATION PLANS FOR AN ADDITIONAL APPROXIMATELY 815 LINEAR FEET OF SHORELINE.

B) PUT 48 ACRES OF EXISTING AND RESTORED TIDELANDS OWNED BY THE SYC INTO A CONSERVATION EASEMENT.

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

Sheet 11 of 22 Date: 10/20/2021

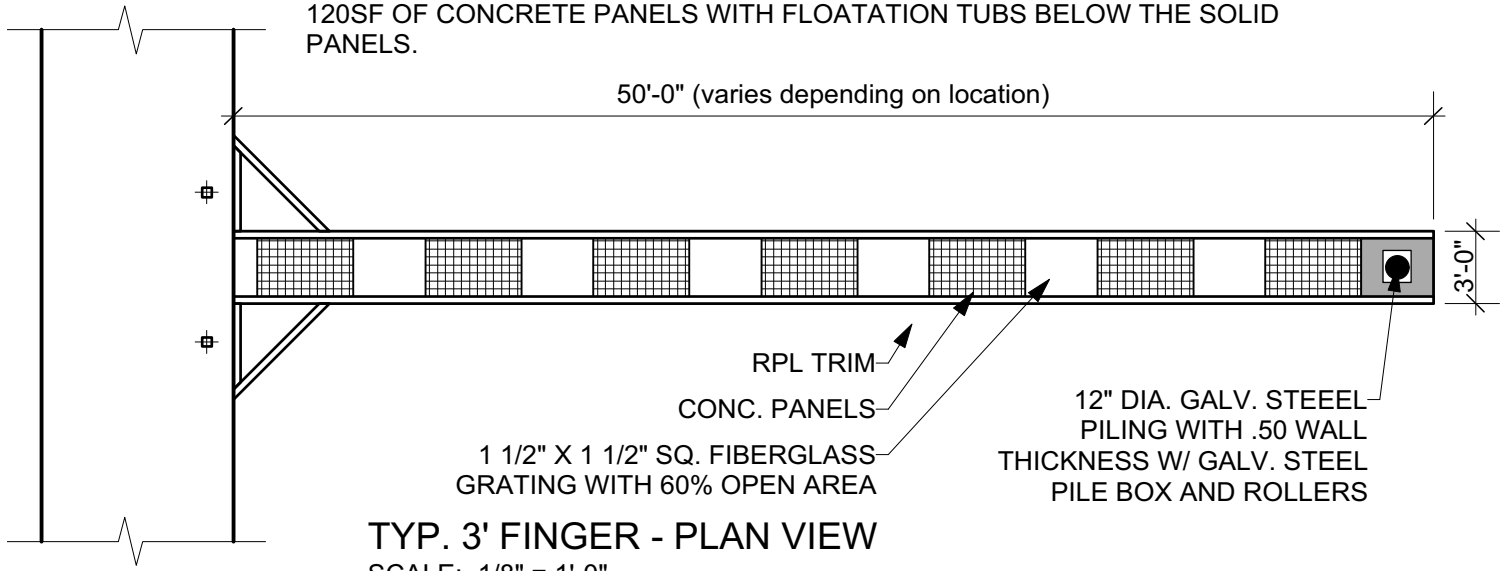


TYP. 8' FLOAT - DETAIL B
SCALE 3/8"=1'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

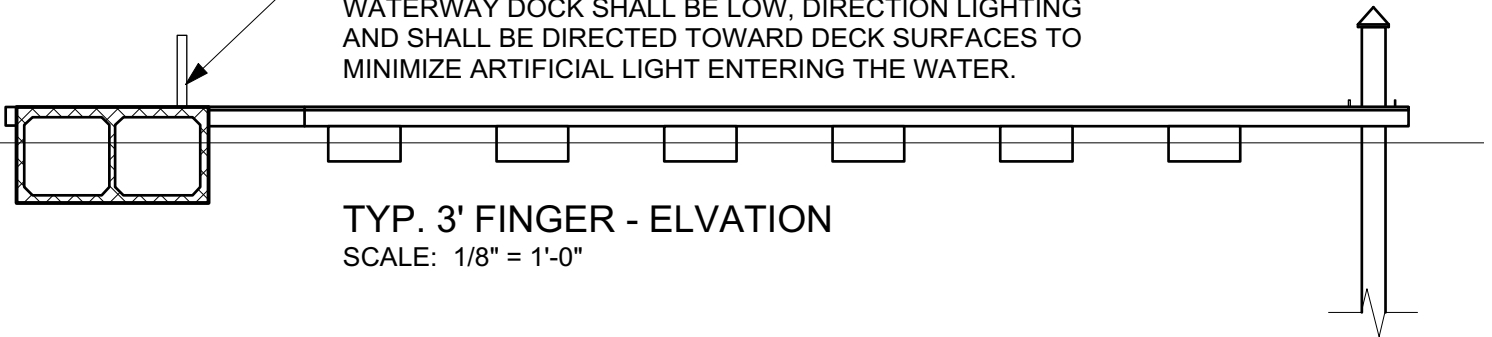
OVERALL SQUARE FOOTAGE (DEPENDING ON LOCATION) = (4'X50' = 240SF)
 OVERALL FIVE FINGER PIERS WILL HAVE:
 120SF OF 1 1/2" X 1 1/2" SQ. FIBERGLASS GRATING AT 60% OPEN AREA
 AND
 120SF OF CONCRETE PANELS WITH FLOATATION TUBS BELOW THE SOLID
 PANELS.



TYP. 3' FINGER - PLAN VIEW

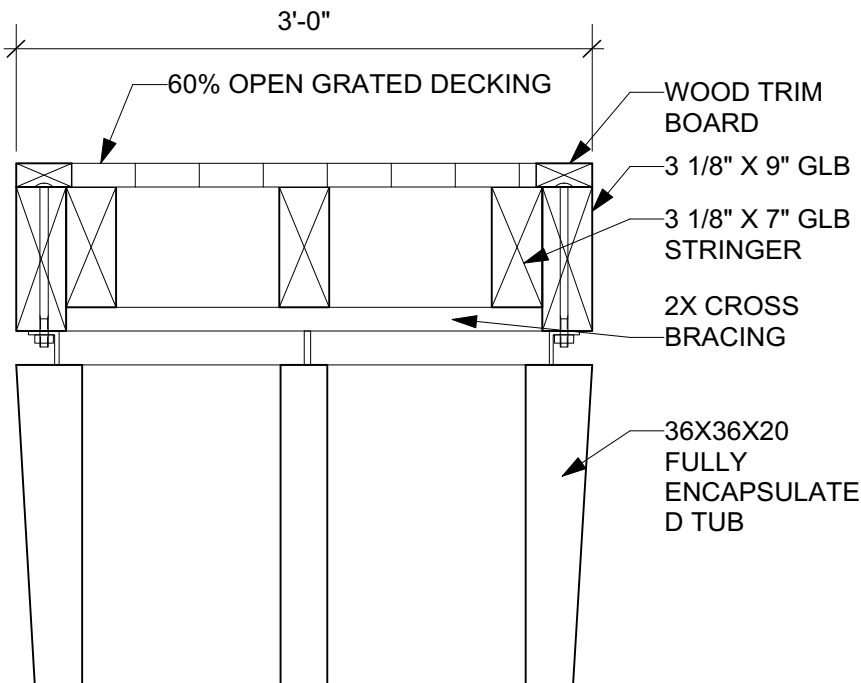
SCALE: 1/8" = 1'-0"

MARINE SHORE POWER PEDESTAL. ELECTRICAL, WATER AND BUILT IN LIGHT. ALL LIGHTING INSTALLED ON THE NEW WATERWAY DOCK SHALL BE LOW, DIRECTION LIGHTING AND SHALL BE DIRECTED TOWARD DECK SURFACES TO MINIMIZE ARTIFICIAL LIGHT ENTERING THE WATER.



TYP. 3' FINGER - ELEVATION

SCALE: 1/8" = 1'-0"



TYP. 3' FINGER PIER FLOAT - DETAIL C

SCALE 1"=1'-0"

GENERAL NOTE:

FOR ALL GRATED FINGERS THE FINGERS SHALL HAVE GRATING ON AT LEAST FIFTY PERCENT (50%) OF THE SURFACE AREA. GRATING MATERIAL MUST HAVE AT LEAST SIXTY PERCENT (60%) FUNCTIONAL OPEN SPACE OR FORTY PERCENT (40%) OR GREATER MULTI-DIRECTIONAL OPEN SPACE.

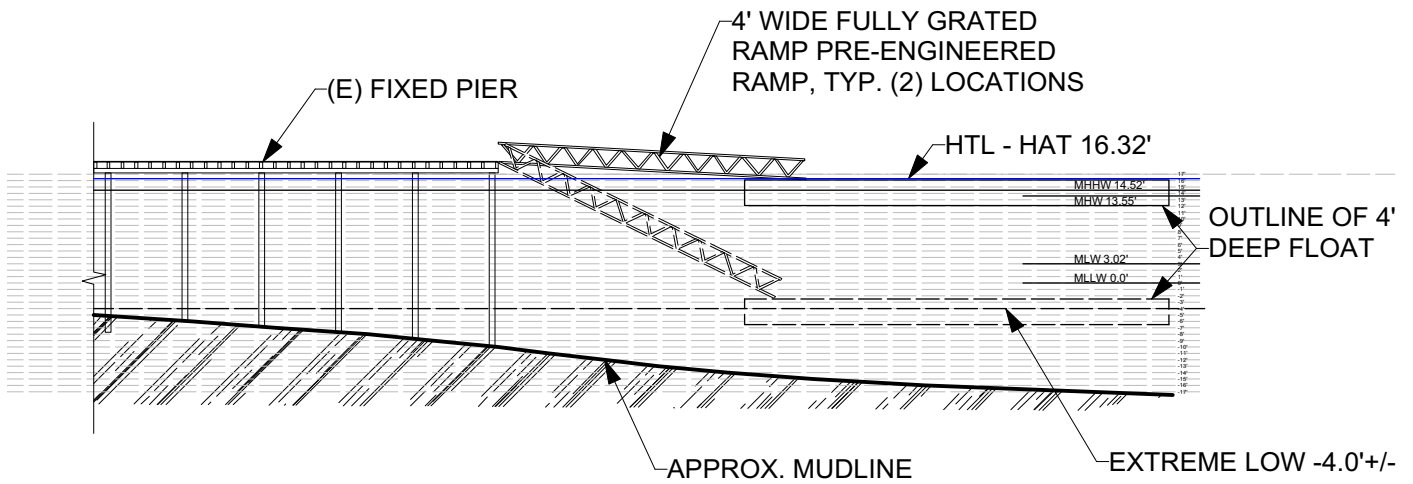
FOR GANGWAYS TENANT SHALL INSTALL GRATING ON ONE HUNDRED PERCENT (100%) OF THE SURFACE AREA; GRATING MATERIAL MUST HAVE AT LEAST SIXTY PERCENT (60%) FUNCTIONAL OPEN SPACE OR FORTY PERCENT (40%) OR GREATER MULTI-DIRECTIONAL OPEN SPACE.

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Applicant: Shelton Yacht Club

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B-DOCK ACCESS RAMP - ELEVATION 1-1
 SCALE 1"=30'-0"

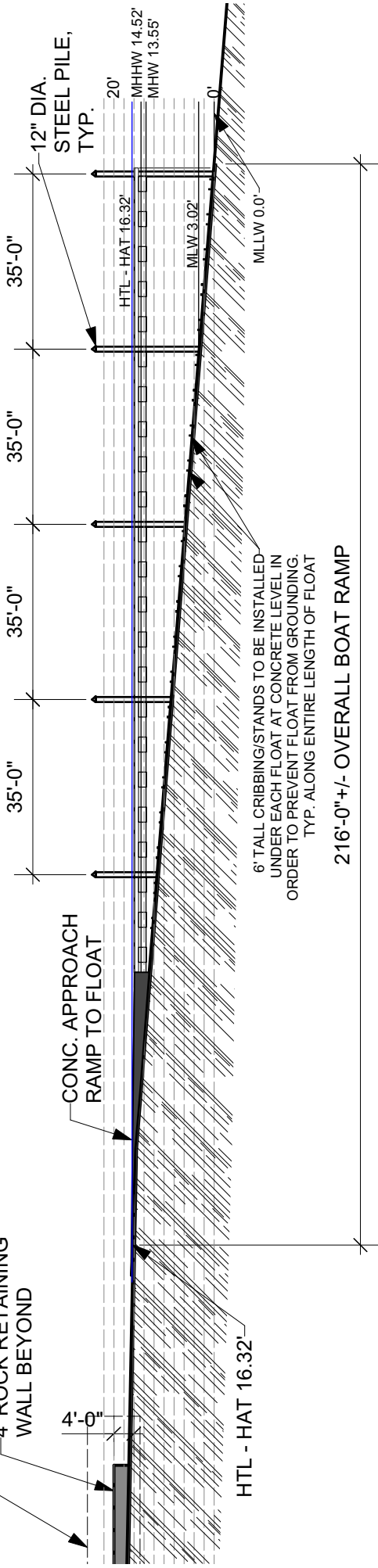
Reference: NWS-2021-668
Applicant: Shelton Yacht Club

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Location: Shelton, WA

ALL WALL STRUCTURES AND UPLAND IMPROVEMENTS ARE TO BE CONSTRUCTED ABOVE THE HAT ELEVATION OF 16.32'

4' ROCK RETAINING WALL BEYOND

CONC. APPROACH RAMP TO FLOAT



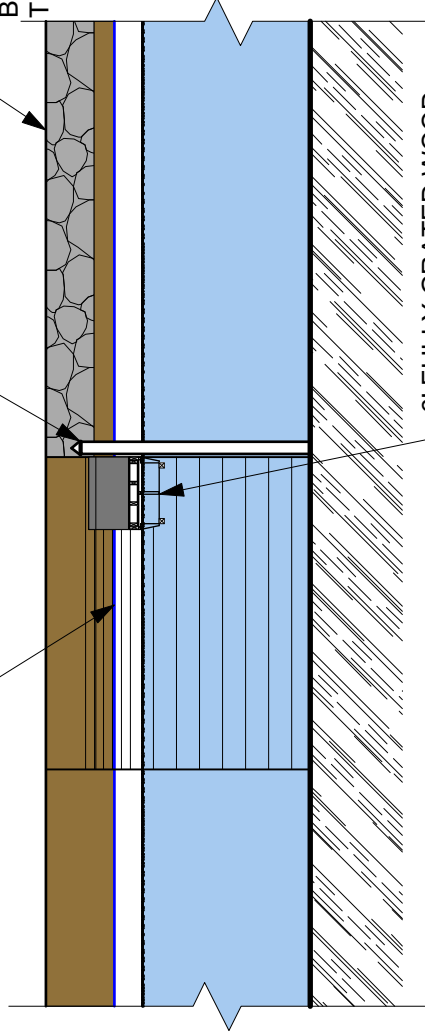
BOAT RAMP SECTION/ELEVATION 2-2

SCALE 1"=30'-0"

4' RETAINING STRUCTURE AND UPLAND IMPROVEMENTS ARE TO BE CONSTRUCTED ABOVE THE HTL - HAT 16.32'

12" DIA. STEEL PILE, TYP.

TOP OF CONC. RAMP @ HTL - HAT ELEVATION 16.32'



GENERAL NOTE: RAMP GRADE TO APPROXIMATE AND BE BLENDED INTO GRADE OF THE ADJACENT OAKLAND BAY-SPSSEG HABITAT RESTORATION WORK

BOAT RAMP SECTION/ELEVATION

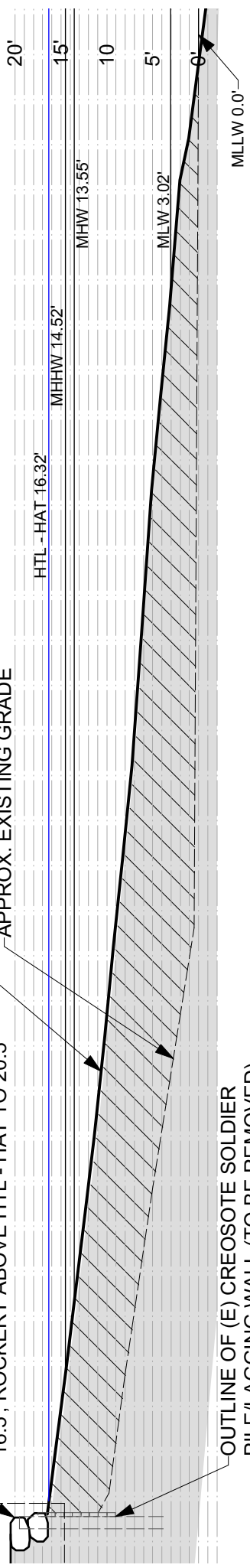
SCALE 1/16"=1'-0"

4' RETAINING STRUCTURE AND UPLAND IMPROVEMENTS ARE TO BE CONSTRUCTED ABOVE THE HTL - HAT @ 16.32'

REMOVE EXISTING CREOSOTE SOLDIER PILE AND LAGGING WALL AND REPLACE WITH SOFT ARMORING TO ELEVATION 16.5'; ROCKERY ABOVE HTL - HAT TO 20.5'

FINISHED GRADE OF SOFT ARMORING AND BEACH NOURISHMENT - SLOPE VARIES APPROX. EXISTING GRADE

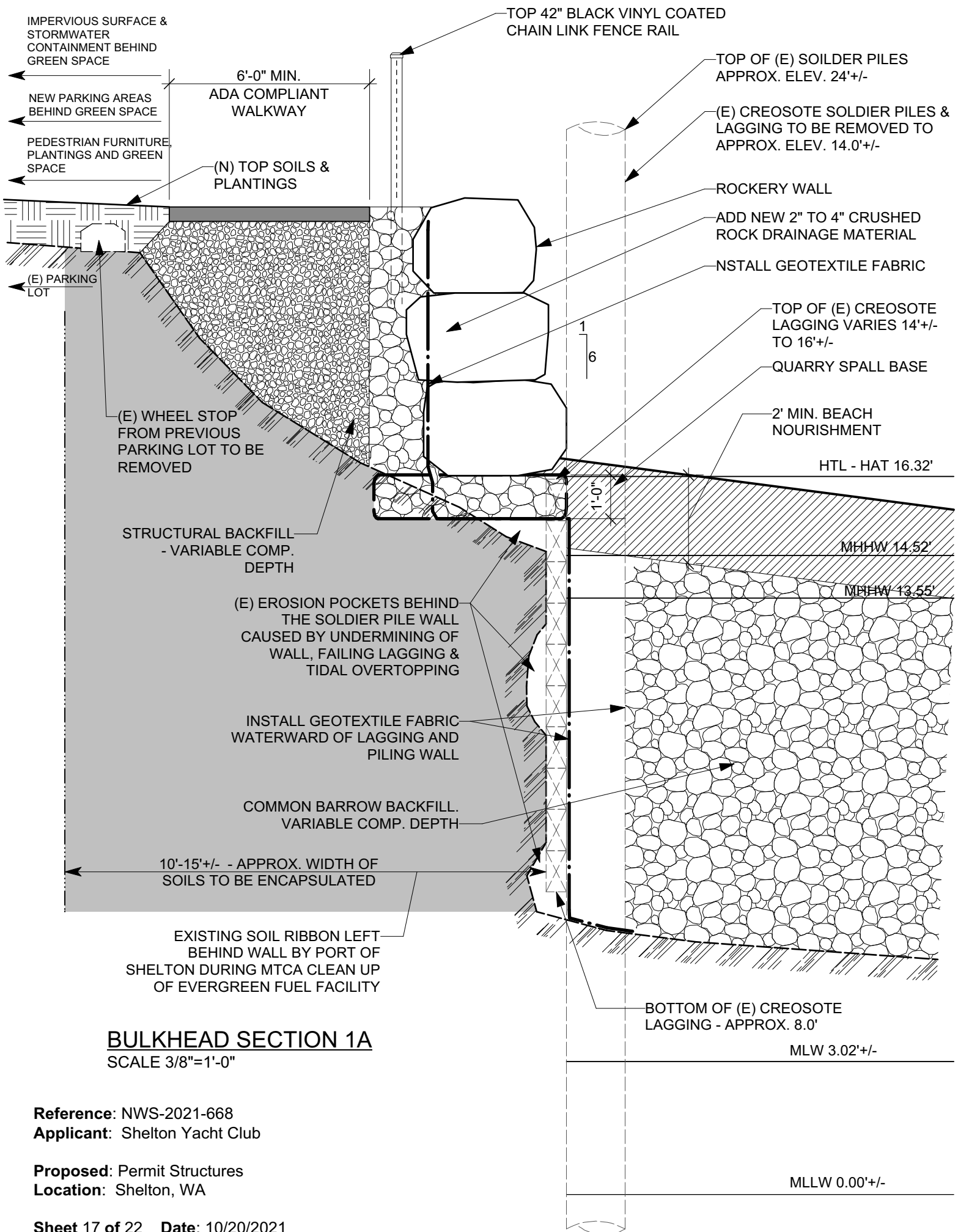
OUTLINE OF (E) CREOSOTE SOLDIER PILE/LAGGING WALL (TO BE REMOVED) PER NWS-2017-366



BULKHEAD SECTION ONE
SCALE 1/16"=1'-0"

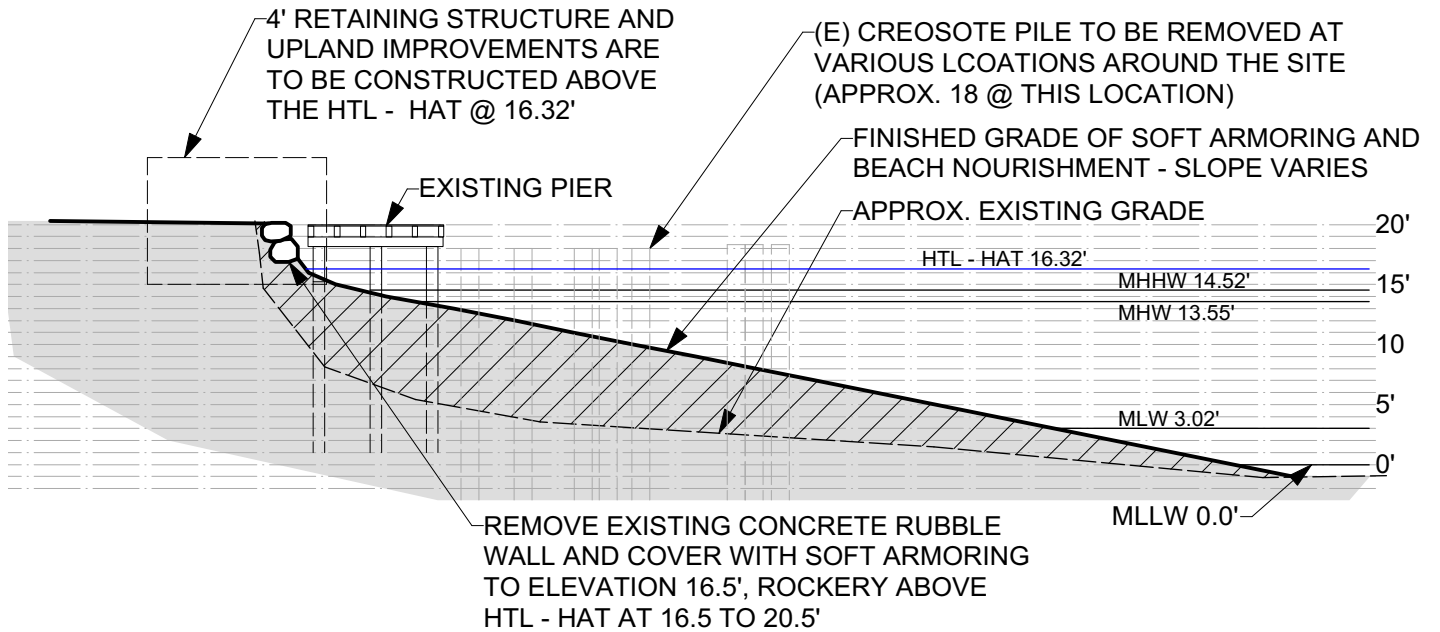
Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

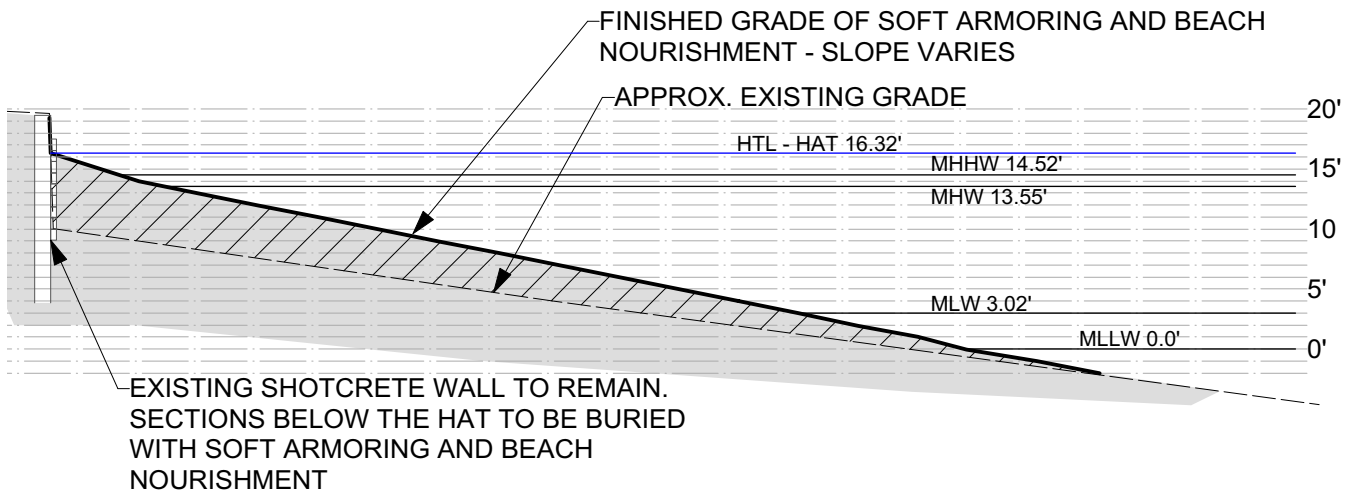


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Applicant: Shelton Yacht Club

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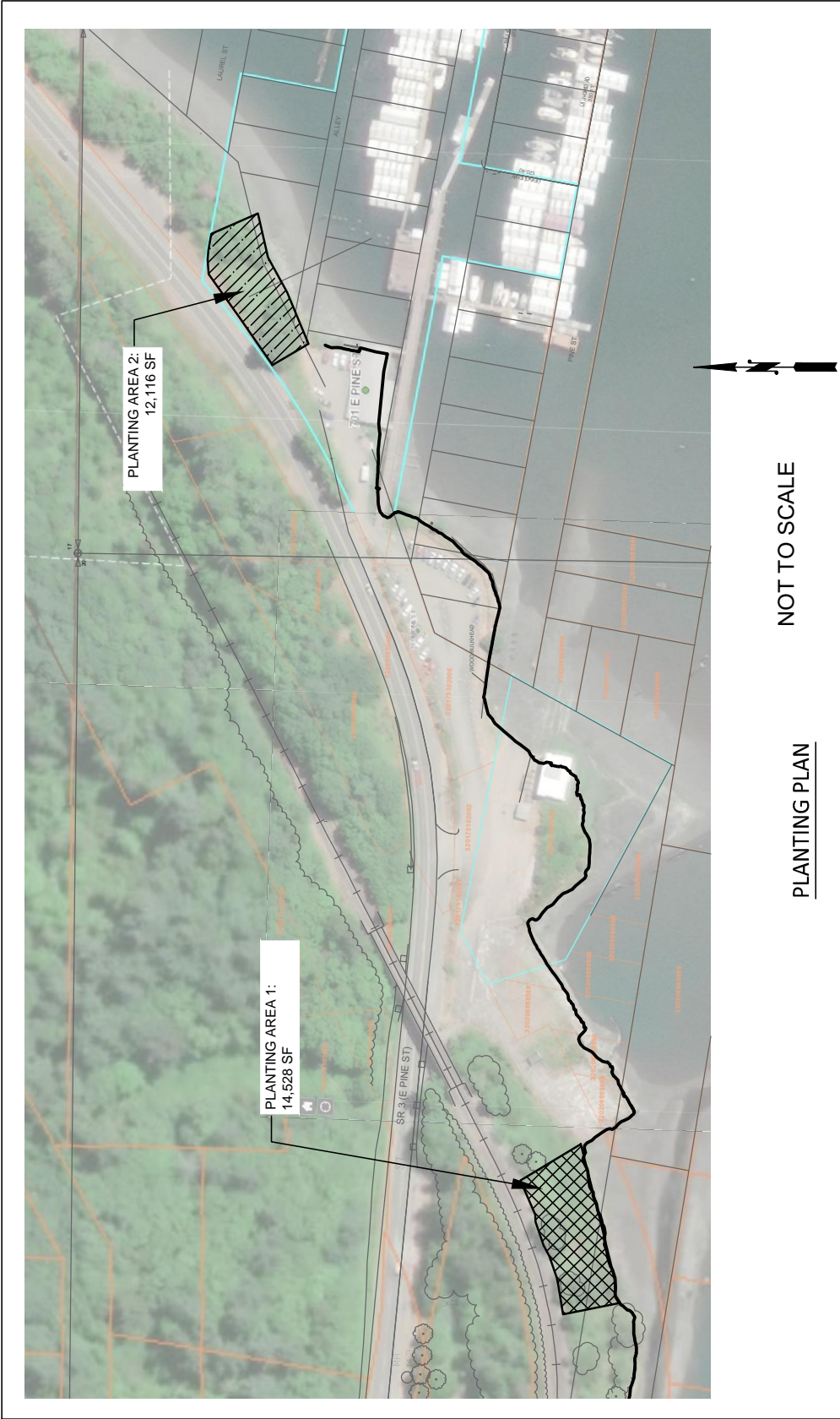
BULKHEAD SECTION TWO
SCALE 1/16"=1'-0"



BULKHEAD SECTION THREE
SCALE 1/16"=1'-0"

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA



NOT TO SCALE

PLANTING PLAN

GENERAL NOTES:

1. ALL NATIVE VEGETATION SHOULD BE LEFT IN PLACE. REMOVE ALL HIMALAYAN BLACKBERRY, JAPANESE KNOTWEED, ENGLISH IVY, AND SCOTCH BROOM FROM THE SITE. PHYSICAL REMOVAL IS PREFERRED.
2. PLANT SPECIES PER PLANTING SCHEDULE, OFFSETTING PLANTS FROM EXISTING VEGETATION AS APPROPRIATE, GENERALLY 3 FEET FROM EXISTING SHRUBS AND 5 TO 10 FEET FROM PLANTED AND MATURE TREES RESPECTIVELY. AREAS OF INTENSIVE PLANTING ARE NOTED BY AREAS OF LESS TREES.
3. PLANTING GUIDE NOTES SHOULD BE FOLLOWED FOR EACH PLANTING AREA.

4. SUBSTITUTIONS OF PLANT SPECIES OR SIZES MAY BE PERMITTED BASED ON PLANT AVAILABILITY, BUT ONLY WITH PRIOR APPROVAL FROM THE PROJECT BIOLOGIST.
5. PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z601-2004 OR MOST RECENT EDITION) FOR PLANT SIZE AND CONDITION FOR SPECIFIED MATERIAL.
6. PLACE 2, 5-GALLON BUCKETS OF MULCH OR ARBORIST CHIPS AROUND EACH PLANTING AND PULL BACK TO MAKE RING OR BROADCAST MULCH WITH 3 INCHES OF MULCH OR ARBORIST CHIPS.

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Applicant: Shelton Yacht Club

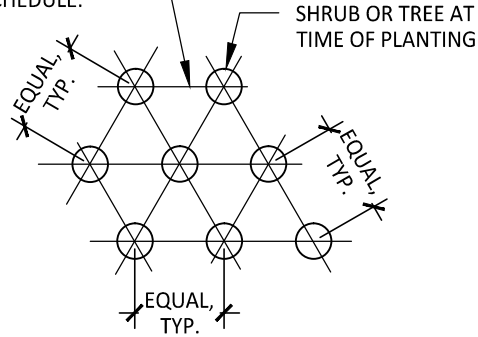
Proposed: Permit Structures
Location: Shelton, WA

PLANT SCHEDULE				Zone 1
Common Name	Scientific Name	Size	Zone 1 Qty	Planting Guide*
Trees				
Red Alder	<i>Alnus rubra</i>	18" min	20	sun
Douglas Fir	<i>Pseudotsuga menziesii</i>	18" min	60	sun
Western Hemlock	<i>Tsuga heterophylla</i>	18" min	30	shade
Western Red Cedar	<i>Thuja plicata</i>	18" min	30	shade
	Total Trees:		140	
Shrubs				
Evergreen Huckleberry	<i>Vaccinium ovatum</i>	12" min	70	Shade
Indian Plum	<i>Oemleria cerasiformis</i>	12" min	70	part shade
Beaked Hazelnut	<i>Coylus cornuta</i>	12" min	70	sun
Vine Maple	<i>Acer circinatum</i>	12" min	50	Part shade
Snowberry	<i>Symphoricarpos albus</i>	12" min	80	Sun to shade
	Total Shrubs:		340	
	Total Plantings:		480	

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Applicant: Shelton Yacht Club

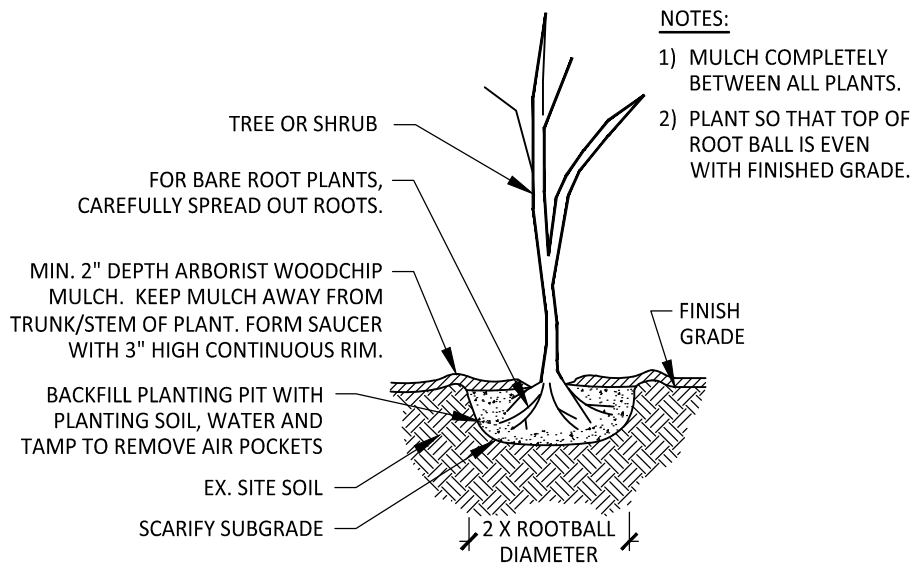
Proposed: Permit Structures
Location: Shelton, WA

SHRUB OR TREE SPACING,
SEE PLANT SCHEDULE.



TYPICAL PLANT SPACING

NOT TO SCALE



TYPICAL TREE OR SHRUB PLANTING

NOT TO SCALE

Reference: NWS-2021-668
Applicant: Shelton Yacht Club

Proposed: Permit Structures
Location: Shelton, WA

BEST MANAGEMENT PRACTICES

1. In water work shall be restricted to work windows established by Washington Department of Fish and Wildlife and US Army Corps of Engineers.
2. No stockpiling or staging of material will occur below High Tide Line (HTL).
3. No solvents or other chemicals will be used in or over the water during the construction or operation of the proposed action.
4. No waste material, including material associated with treated wood decks, will enter the waterbody.
5. All waste material and construction debris will be collected and disposed of at an approved facility that is in compliance with the Endangered Species Act.
6. All floating debris generated during construction will be retrieved, removed, and disposed of at an approved upland location.
7. All equipment that will operate over water or below High Tide Line (HTL) will be cleaned of accumulated grease, oil, or mud. All leaks will be repaired prior to arriving on site. Equipment will be inspected daily for leaks, accumulations of grease, etc., and any identified problems will be fixed before operating over water or below the High Tide Line (HTL).
8. Two oil absorbing floating booms, appropriate for the size of the work area, will be available onsite whenever heavy equipment operates within 150 feet of open water and there is a potential for hazardous materials to enter surface waters. The booms will be stored in a location that facilitates immediate deployment in the event of a spill.
9. Work done by barge will be done with a crane and a guide on the end of the barge for placement of the piling in specific locations. The working barge will be kept in place with steel spuds or large steel piles that act as anchors at each corner of the barge to prevent the barge from grounding out. The barge will not ground or rest on the substrate or be over or within 25 feet of vegetated shallows (except where such vegetation is limited to State-designated noxious weeds).
10. Fueling and servicing of equipment will be confined to an established staging area that is at least 150 feet from open water or wetlands. Spill containment systems must be adequate to contain all fuel leaks.
11. Equipment and vehicles will be stored in established staging areas when not in use (excluding cranes, which cannot be easily moved).
12. A written spill prevention, control, and countermeasures plan will be prepared for activities that include the use of heavy equipment. The plan will describe measures to prevent or reduce impacts from accidental leaks or spills, and will contain a description of all hazardous materials that will be used, proper storage and handling, and monitoring methods. A spill kit will be available onsite during construction and stored in a location that facilitates immediate deployment if needed.
13. Treated wood and other material shall be the least toxic according to industry standards. Treated wood used shall be applied and used in accordance with the American Wood Preserver Association (AWPA) standards for aquatic use. Wood treated with pentachlorophenol, creosote, chromate copper arsenate (CCA), or comparably toxic compounds is prohibited for decking or piling.
14. All shoreline developments, shoreline modifications, and uses shall be located, designed, constructed, operated and managed to: protect the quality and quantity of surface and ground water on and adjacent to the development lot by using best management practices as follows:
 - a. Keep all material on the property appropriately stored, and maintain all structures, machinery, and materials on the property to prevent the entry of debris and waste materials into any water body.
 - b. Pave and/or berm drum storage areas, and control fugitive dust to prevent contamination of land or water.
 - c. Minimize the impervious surface on the site, and use permeable surfacing where practicable, except where other required state or federal permits prohibit such actions.
 - d. Use other control measures as appropriate, including but not limited to bioretention, rainwater harvesting, downspout dispersion, filters, catch basins, and planted buffers.

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