

BOATING FACILITIES

INTRODUCTION

Boating facilities include marinas, boat launch ramps, covered moorage, boat houses, mooring buoys and piers and docks. Refer to Definitions section for definitions. Depending upon the type of construction, boating facilities can affect fish and shellfish habitat, wildlife habitat, and natural shore processes.

Piers and docks are structures which abut the shoreline and are used as a landing or moorage place for commercial and pleasure craft. Piers are built on fixed platforms above the water, while docks float upon the water. Piers and docks are utilized for commercial, industrial and recreational purposes, or may serve several uses.

While floating docks generally create less of a visual impact than those on piling, they constitute an impediment to boat traffic and shoreline trolling. Floating docks can also alter beach sand patterns in areas where tides and littoral drift are significant. On lakes, a proliferation of piers along the shore can have the effect of substantially reducing the usable water surface.

POLICIES

1. The location, design, construction and operation of boating facilities should endeavor to minimize any adverse effects on priority habitats, fish and shellfish resources, and the adjacent areas.
2. Shallow-water embayments with poor flushing action should not be used for overnight and long-term moorage facilities.
3. Encourage provision of multiple use in boating facility design.
4. Locate boating facilities where they do not infringe on accretion beaches.
5. Encourage the use of floating docks in those areas where pile piers would obstruct views and to prevent conflicts with recreational users.
6. Encourage the use of open-pile piers where there is significant littoral drift and where scenic values will not be impaired.
7. Give priority to the use of community piers and docks in all new waterfront subdivisions. In general, encouragement should be given to the cooperative use of piers and docks.
8. Encourage cooperative use of piers and docks as a means of reducing the proliferation of single-purpose private piers and docks.
9. Carefully consider the capacity of shoreline sites to absorb the impact of waste discharges from boats including gas and oil spillage, when identifying suitable sites for boat docking facilities.

REGULATIONS

General

1. Boating facilities shall make use of the natural site configuration to the greatest extent possible.
2. Landfill, when utilized, shall be only for necessary water dependent portions of the boating facilities and not for parking, unless no alternatives exist and such fill would be consistent with this program and the public interest.
3. Marinas shall provide for at least one method of boat launching as an integral part of the facility.
4. All boating facilities shall meet federal, state and local health and water quality standards in regard to any wastes generated at the facility.
5. Oil and gas handling systems shall be designed in accordance with federal and state laws and regulations.
6. Surface runoff shall be controlled in accordance with federal, state and local water quality and storm drainage laws and regulations.
7. All marinas shall include landscaping pursuant to a landscaping plan to be submitted and approved as a part of the Substantial Development permit process.
8. All boating facilities shall meet criteria suggested by the State Departments of Fisheries and Wildlife relative to disruption of currents, restriction of tidal prisms, flushing characteristics, and fish passage.
9. Skirting is prohibited around piers, docks, floats and wharfs.

Marine Waterfront Facilities

10. No marina or boat launching facility shall be built on any Class I beach, as defined in the Snohomish County Inventory Summary.
11. No marina shall be built within 1/2 mile of any outfall of primary treated domestic or industrial sewage or waste.
12. Marinas involving fill of wetland areas shall be located in conjunction with designated spoil disposal areas and shall not fill wetlands for the sole purpose of marina construction.
13. Public shore breakwaters, where safe and feasible, shall be so constructed that public access along the top of the breakwater is possible and encouraged.
14. When located in designated port areas, marinas shall not extend seaward of the pierhead line.
15. When located in other than designated port areas, marinas shall be designed and constructed so that littoral drift shall not be detrimentally affected.

Lakeside Boating Facilities

16. No overwater structure shall extend beyond the mean low water mark a distance greater than the average length of all preexisting overwater structures along the same shoreline and within three hundred (300) feet of the parcels on which proposed. Where no such preexisting structures exist within three hundred (300) feet, the pier length shall not exceed fifty (50) feet.
17. Lakeside boating facilities shall be designed to blend visually with all surrounding land uses.

Riverfront Boating Facilities

18. No marina shall be located closer than 1/2 mile downstream from any outfall of primary treated domestic or industrial waste or sewage.
19. Marinas located in floodplains shall have all berths so designed that they can rise and fall safely with flood waters.
20. No boating facilities shall extend into the river in such a manner as to impede navigation or create any navigation hazard.
21. Boating facilities shall not deflect river currents such that adverse impacts would occur.

Boat Launches

22. Launch ramps proposed to be located on marine or riverine accretion shoreforms (such as barrier beaches, points, spits, hooks) shall be allowed only if there will be no impact to the functioning of the shoreform.
23. Where launch ramps are permitted, parking and shuttle areas shall not be located on accretion shoreforms which have high value for general shore recreation.
24. Launch ramps may be permitted on stable nonerosional banks, where no or a minimum number of current deflectors or other stabilization structures will be necessary.
25. Boat launch ramps may be permitted for individual residences where the upland slope within twenty-five (25) feet of the ordinary high water mark (OHWM) does not exceed twenty-five (25) percent and/or where substantial cutting, grading, filling or defense works are not necessary.
26. Boat launching ramps, minor accessory buildings and haul out facilities shall be designed to be in character and scale with the surrounding shoreline.
27. Ramp structures shall be built from flexible, hinge-segmented pads which can adapt to changes in beach profiles unless a solid structure is demonstrated to be more appropriate for the intended level of use.
28. Ramps shall be placed and maintained near flush with the foreshore slope to minimize the interruption of geo-hydraulic processes.
29. Boat launching ramps shall be designed so that surface water runoff from adjacent parking, driveway, or road surfaces does not drain directly into the water body without water quality treatment.

Piers and Docks

30. Noncommercial piers and docks shall be regulated as to size by Section 18.32.040 (B) (3) of the Snohomish County Zoning Code, and Appendix 1 on page L-1-1.
31. A single, joint-use pier or dock shall be required of all new subdivisions, motels, and multi-family residences if any piers or docks are proposed.
32. Joint-use piers and docks shall be preferred for commercial and industrial enterprises in close proximity to each other.
33. Moorage buoys shall be preferred over piers and docks on all tidal water, EXCEPT for port, industrial and commercial developments in the Urban Environment.

Natural Environment

1. Marinas and boat launching facilities are prohibited in the Natural Environment.
2. Piers, docks, and other permanent moorages shall not be permitted in the Natural Environment. Floating walkways or other similar over water pedestrian structures facilitating access to observation point or viewing areas shall be permitted providing they are constructed to minimize alteration of natural conditions.

Conservancy Environment

1. Marinas are prohibited in the Conservancy Environment on lakes and rivers; boat launching facilities are a conditional use in such areas.
2. Marinas and boat launching facilities are a conditional use in the Conservancy Environment on marine waterfront.
3. Parking for boat launching facilities must be located at least 50 feet from the shoreline. Perimeters of parking areas must be landscaped, preferably with appropriate native vegetation so as to be not visible from the water. The permit application must identify where landscaping is to be placed and of what it will consist. Landscaping shall be installed within one (1) year of commencement of construction.
4. Structures for accessory uses which are not strictly shoreline dependent shall not be located over water.
5. Piers and docks shall be permitted in the Conservancy Environment of lakes and rivers only as a conditional use.
6. Piers and docks on marine shorelines in the Conservancy Environment shall be permitted subject to the General Regulations.

Rural Environment

1. Marinas are permitted in the Rural Environment subject to the General Regulations.
2. Parking for boat launching facilities must be located at least 25 feet from the shoreline. Perimeters of parking areas must be landscaped, preferably with appropriate native vegetation, so as to be not visible from the water. The permit application must identify

where landscaping is to be placed and of what it will consist. Landscaping shall be installed within one (1) year of commencement of construction.

3. Structures for accessory uses which are not strictly shoreline dependent shall not be located over water.
4. Piers and docks shall be allowed in the Rural Environment subject to the General Regulations.

Suburban Environment

1. Marinas and boat launching facilities are permitted in the Suburban Environment upon the issuance of a conditional use permit.
2. Piers and docks shall be allowed in the Suburban Environment subject to the General Regulations.

Urban Environment

1. Marinas are permitted in the Urban Environment subject to the General Regulations.
2. Perimeters of parking areas must be landscaped, preferably with appropriate native vegetation, so as to be not visible from the water. The permit application must identify where landscaping is to be placed and of what it will consist. Landscaping shall be installed within one (1) year of commencement of construction.
3. Piers and docks shall be allowed in the Urban Environment subject to the General Regulations.