

Mercer Island Beach Club Application Marina Renewal Project

Demand Analysis per MICC 19.13.050(L)(3) including analysis of marina as required by MICC 19.13.050(L)(4)

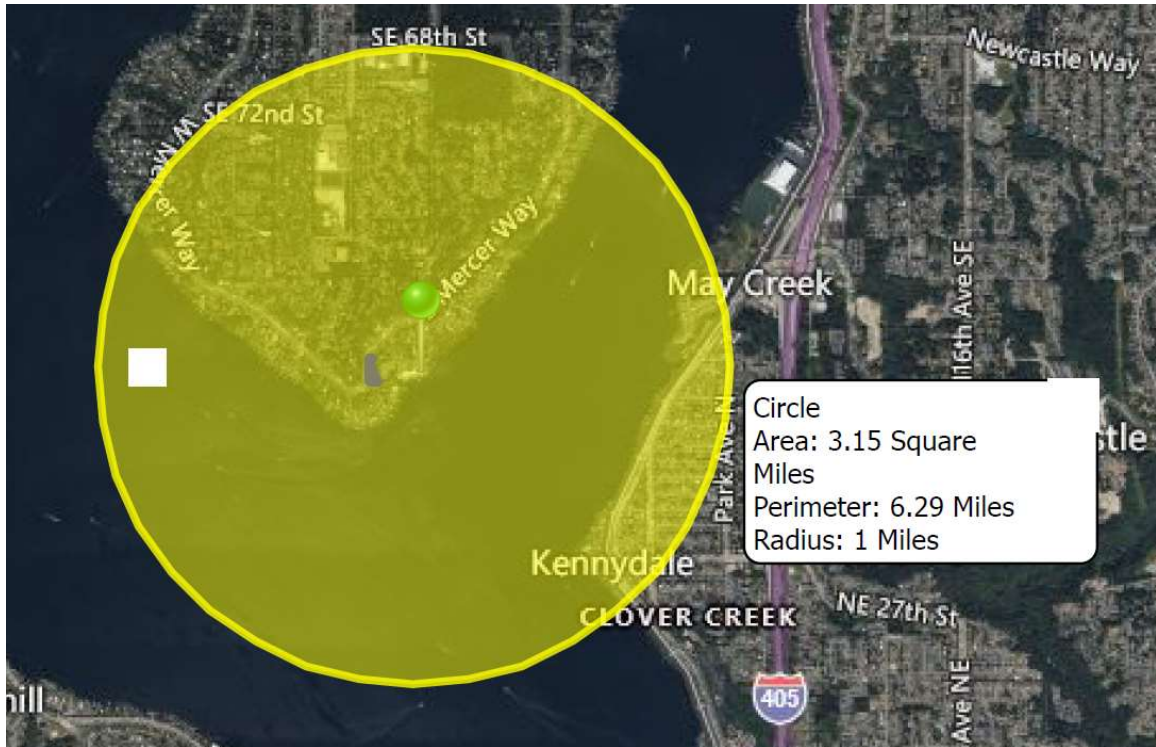
The City's amended shoreline code requires a demand analysis that projects future needs for pier or dock space during the life of a development, including:

- i. The total amount of moorage spaces proposed;
- ii. The total number of commercial moorage spaces in the City of Mercer Island within a one-mile radius of the proposed facility; and
- iii. The expected population and vessel characteristics of the potential users of the facility and how these characteristics relate to specific facility design elements including slip sizes, pier and dock length, and necessary water depth.

The Mercer Island Beach Club (MIBC) marina renewal project will remove the existing combined swim dock and moorage dock known as dock A, and remove three additional existing fixed docks, known as docks B, C and D, as well as remove the severely damaged floating outer day dock. Originally, docks A, B, C and D provided moorage slips for 58 boats. Currently, docks A, B, C and D provide moorage slips for 52 boats, and seven jet ski slips, with the jet ski slips located in prior boat slips that are now too shallow to moor present day vessels. The existing slips vary in the maximum beam (or width) and length vessel that can be moored, from 7'8" feet to 10'8" wide, and 17'9" feet to 24'6" feet long.

The planned replacement facilities include a new swim dock which will be separate from the boat marina to enhance safety. In addition, the replacement facilities include a new single point access combined fixed and floating marina dock. The new marina dock will include moorage for 52 boats, plus 12 jet skis, on six double jet ski lifts. With the renewed marina improvements, the total number of boats moored will be six fewer than the original marina design and the same as the current marina.

There are no commercial moorage slips in the City of Mercer Island within a one-mile radius of the proposed facility. The nearest slips available are at the Mercerwood Shore Club which is approximately four miles to the north. Below is a map depicting a one-mile radius from the MIBC property.



The MIBC’s marina slips are rented by MIBC members each year. Each year, the MIBC is unable to provide moorage to all members who seeks moorage. That is, the demand for the MIBC’s marina slips outpaces the supply.

Unlike the current slips, the new slips will have consistent widths and lengths to provide the most flexibility for all members. The new slips will be 10’ wide and an overall length of 26’ in order to accommodate a beam of 8’6” and an overall length of approximately 24’. These new slips are slightly larger than the existing slips because modern day boats are larger than older boats. The new slips will accommodate the smaller classes of recreational boats currently manufactured, at an average size of 8’6” feet wide, and 23’7” feet long. It is not expected that boat size will increase in length significantly beyond that, in part due to the limits on ability for boat owners to trailer their boats using typical pick-up trucks and SUVs as well as widths dictated by DOT requirements.

MIBC members who obtain and use slips vary in age from their 20s to their 80s, and include families with young children to elderly retired MIBC members, some of whom entertain their grandchildren.

The swim dock is primarily used by children under 18 years of age. However, at present, the swim dock also includes moorage slips on its north side. In addition, the current marina alignment results in boats accessing the south end of the marina directly adjacent to the swim dock. The new swim dock will not include any moorage slips. In addition, the new marina design has boats entering and exiting almost 500 feet to the north of the swim dock, and traveling at least 20 feet east of the end of the swim dock, rather than immediately adjacent to the swim dock.

These characteristics of the marina users and boat size relate to the specific facility design elements including slip sizes, pier and dock length, and necessary water depth as follows.

To enhance safety for the children using the swim dock, the MIBC wanted to separate the swim dock from the marina, and the new marina design does so. To accommodate the reality of increased size in recreational boats, the new marina design includes slightly larger moorage slips.

In light of the City's goal to minimize overwater structures within 30 feet of the OHWM, the new dock is designed with its narrowest width from the shore out past the OHWM. Because the new marina design is a single U-shaped dock serving 52 moorage slips rather than four separate docks, each serving only 6 to 16 moorage slips, the MIBC designed the new dock to be wider than six feet, once the dock extends beyond the OHWM. This additional dock width varies from eight to ten feet and must be provided to assure accessibility when multiple users are on the dock accessing their vessels, including loading and unloading family members, guests and supplies.

Because a question arose during the pre-application process regarding the MIBC's legal description, we also provide that here:

LEGAL DESCRIPTION

(PER TRANSLATION TITLE INS. CO. UNDER ORDER NO. RR-20121621, DATED 2/24/2005)

THAT PORTION OF GOVERNMENT LOTS 1 AND 2 IN SECTION 31, TOWNSHIP 24 NORTH, RANGE 5 EAST, W.M., DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 2;
THENCE EAST ALONG THE NORTH LINE OF SAID LOT AND SAID LINE PRODUCED 1565 FEET, MORE OR LESS, TO MEANDER LINE OF LAKE WASHINGTON;
THENCE SOUTHWESTERLY ALONG SAID MEANDER LINE 560 FEET, MORE OR LESS TO A POINT IN SAID MEANDER LINE, WHICH IS 400 FEET SOUTH, MEASURED AT RIGHT ANGLES FROM THE NORTH LINE OF SAID GOVERNMENT LOT 2.;
THENCE WEST ON A LINE PARALLEL WITH SAID NORTH LINE AND 400 FEET DISTANT SOUTH THEREFROM, 1180 FEET, MORE OR LESS, TO THE WEST LINE OF SAID GOVERNMENT LOT 2;
THENCE NORTH ALONG SAID WEST LINE, 400 FEET TO THE POINT OF BEGINNING;
EXCEPT ROADS;

AND EXCEPT THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY MARGIN OF MERCER ISLAND BOULEVARD;

TOGETHER WITH SECOND CLASS TIDE (OR SHORE) LANDS, AS CONVEYED BY THE STATE OF WASHINGTON, SITUATE IN FRONT OF, ADJACENT TO, OR ABUTTING THEREON;

AND TOGETHER WITH THAT PORTION OF GOVERNMENT LOT 2 IN SECTION 31, TOWNSHIP 24 NORTH, RANGE 5 EAST, W.M., DESCRIBED AS FOLLOWS;

BEGINNING ON A LINE 400 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID GOVERNMENT LOT 2, SAID POINT BEING SOUTH 89°50'16" EAST 856 FEET FROM THE WEST LINE OF SAID GOVERNMENT LOT 2;
THENCE CONTINUING SOUTH 89°50'16" EAST ALONG SAID PARALLEL LINE, 314.33 FEET TO THE MEANDER LINE OF LAKE WASHINGTON;
THENCE ALONG SAID MEANDER LINE, SOUTH 46°28'20.4" WEST 97.89 FEET;
THENCE NORTH 74°19'10" WEST 252.75 FEET TO THE POINT OF BEGINNING;

TOGETHER WITH SECOND CLASS TIDE (OR SHORE) LANDS, AS CONVEYED BY THE STATE OF WASHINGTON, SITUATE IN FRONT OF, ADJACENT TO, OR ABUTTING THEREON;
(BEING KNOWN AS A PORTION OF LOT 14 BENOETHO BEACH UNRECORDED AND ADJOINING 2ND CLASS SHORELANDS);

AND TOGETHER WITH LOT 8 IN BLOCK 4 OF AVALON PARK, AS PER PLAT RECORDED IN VOLUME 49 OF PLATS, PAGE 64 & 65, RECORDS OF KING COUNTY;

SITUATE IN THE CITY OF MERCER ISLAND, COUNTY OF KING, STATE OF WASHINGTON.

Under MICC 19.16.010, the definition of a "lateral line," is the extension waterward of a property line into Lake Washington beyond the ordinary high-water mark. The MIBC holds title out to the meander line, together with title to the second class shorelands of

Lake Washington. Washington State law, including the 1916 decision of the Washington State Supreme Court in *Puget Mill Co. v. State*, establishes that the outer boundary of second class shorelands on Lake Washington is the inner harbor line.

Given the combination of the City's goal to minimize overwater structures within 30 feet of the OHWM, the MIBC's waterward ownership out to the inner harbor line, and the MIBC membership demand for marina slips to replace the failing marina slips, the new marina was designed to pull development away from shore and out to that inner harbor line, and to provide a number of slips equivalent to what exists today.

Finally, in response to the criteria listed in MICC 19.13.050(L)(4), the redesigned marina is the minimum size necessary to meet all competing demands. The overwater structures are the minimum width necessary to accommodate the expected need of multiple users accessing their vessels at the same time, some of whom will be accompanied by children, some of whom are elderly, and most of whom will be carrying supplies. The number of slips in the revised marina matches the number provided today, even though the MIBC's demand for slips is higher than that number. Finally, the slip dimensions are the minimum necessary to moor the expected MIBC member vessels, considering typical new vessel size.