

Pleasant Harbor Master Planned Resort

Introduction, Narrative Description of the Alternatives And Construction Phasing/Sequencing Proposal

SITE LOCATION AND PHYSICAL CHARACTERISTICS

The Pleasant Harbor Master Planned Resort (MPR) is proposed on approximately 257 acres of the 710-acre Black Point Peninsula along the western side of the Hood Canal. The peninsula is surrounded on the north, south, and east by the waters of Hood Canal. Pleasant Harbor is formed by the west shore of Black Point and the east shore of the mainland. The harbor is connected to Hood Canal by a narrow entrance channel at the north end. The site is about 40 miles north of Shelton and 3 miles south of Brinnon in Jefferson County, Washington, in Sections 15 and 22 of Township 25 North, Range 2 West of the Willamette Meridian (see Figure [Location Map]).

Existing land use on the Black Point Peninsula is predominantly low-density residential. The Peninsula was previously logged, and single-family homes have been constructed on the west and east sides. The northern end of the peninsula is undeveloped. The Washington Department of Fish and Wildlife (WDFW) own approximately 30 acres of forest land on the northern portion of the peninsula. Improvements on WDFW land include a public boat launch and picnic area with access from Black Point Road.

A period of glaciations occurred in the Puget Sound Lowland approximately 30,000 to 15,000 years ago. It is likely that the glacial ice advanced and withdrew several times over the project area during the glacial period, depending on climatic conditions. Thus, geologic material beneath the site consists of sand and gravel outwash with some glacial till exposures. Depressions and hummocks formed in glacial outwash material deposited on and around stagnant glacial ice as the underlying ice melted. Numerous potholes identified on the property are "kettles" formed as sand and gravel was deposited around stagnant ice blocks that subsequently melted. Several of the kettles have silty soils in the bottom overlying sand and gravel. Three wetlands have been identified on the proposed Master Planned Resort site: one in the largest kettle, a second in a local depression southeast of the largest kettle, and a third that extends off-site along the east property line.

The topography of the site ranges from mean sea level to about 320 feet above mean sea level (msl) on the peninsula, and from mean sea level to about 100 feet above msl in the Pleasant Harbor marina area (approximately 150 feet msl at the intersection of Black Point Road with U.S. Highway 101). Slopes on the peninsula, range from less than 2 percent in the western portion, to more than 100 percent in the area of steep coastal bluffs along the south boundary. The high point on the peninsula (at existing grades) occurs in the southeast portion of the proposed MPR site, east of Kettle C.

All areas of the site were formerly logged by others prior to 1970. Historical aerial photographs reproduced in the *Forestry Report* prepared for the Pleasant Harbor MPR show that the area now occupied by the Pleasant Harbor Marina was once used as a log dump and log rafting area. The existing narrow loop road on the slope and along the waterfront in this area of the site was created by others to serve that use.

Vegetation presently found on the property consists primarily of an over story of Douglas-fir (*Pseudotsuga menziesii*) with occurrences of red alder (*Alnus rubra*), black cottonwood (*Populus trichocarpa*), bitter cherry (*Prunus emarginata*), big leaf maple (*Acer macrophyllum*), and Pacific

Madrone (*Arbutus menziesii*). Broadleaf shrubs and other plants found in the understory include: red-flowering currant (*Ribes sanguineum*), Scot's broom (*Cytisus scoparius*), vine maple (*Acer circinatum*), salal (*Gaultheria shallon*), and evergreen huckleberry (*Vaccinium ovatum*).

The area that includes the site is within the East Olympic and Hood Canal River basins, and within the Skokomish-Dowewallips Water Resource Inventory Area (WRIA 16). Intermittent streams flow through the Maritime Village and marina upland area of the site north of Black Point Road (runoff from U.S. Highway 101 and the hillside above) and discharge into Pleasant Harbor. There are no existing stream courses on the Black Point Peninsula portion of the property.

Existing utilities in both areas of the site include electrical power, propane gas, potable water from wells, wastewater treatment and disposal in on-site sewage disposal systems, telephone, and solid waste collection and transport.

PRINCIPAL FEATURES OF THE EXISTING MARINA/MARITIME VILLAGE

The Marina/Maritime Village portion of the proposed MPR site encompasses approximately 36.3 acres extending northeasterly along the east side of U.S. Highway 101 from the Black Point Road intersection to the north end of the Pleasant Harbor Marina. The existing marina was developed in the late 1960s. Vehicular access is provided from U.S. Highway 101 at the north end of the site. The marina is also accessible by private boat or float plane. Existing improvements within the Marina/Maritime Village area of the proposed MPR include:

- A real estate office adjacent to U.S. Highway 101
- A driveway to the Bed-and-Breakfast Harbor House owned by others (access from U.S. Highway 101)
- The Pleasant Harbor House owned by Statesman Corporation
- A grocery store/convenience store/deli and office at the marina
- Restrooms, showers and laundry
- Swimming pool with change rooms
- An asphalt-paved and gravel one-way loop road and parking areas adjacent to the shoreline and up the slope above the grocery store/convenience store/deli
- Septic tanks, sewage pumps, fuel tanks, wells and pumps, and water storage tanks
- A 285-slip marina.

PRINCIPAL FEATURES OF THE AREA PROPOSED FOR GOLF COURSE/GOLF RESORT DEVELOPMENT

The area of the MPR site proposed for Golf Course/Golf Resort development (approximately 220.4 acres) was previously developed by others in the 1950s as a campground. The 500-unit Thousand Trails commercial campground has paved and graveled roads and parking areas, tent camp sites, recreational vehicle (RV) pad sites, picnic areas with shelter buildings, an activity center and swimming pool, restroom buildings with septic tanks and drain fields, wells for water supply, gravel borrow areas, an entry guard house, and fenced equipment storage areas. A Conditional Use permit was obtained by the previous owner in December 2006 to re-establish a portion of the site as a commercial campground including a 60 unit commercial campground. The campground was in use until late 2007. Some minor grading occurred on the site to create level campsites and roadways. Gravel borrow pits were excavated east of the large kettle near the center of the site and in the fenced storage area near the campground entrance.

[Note: Each consultant should add to the existing conditions description to include features relevant to their analysis.]

Both the Pleasant Harbor Marina and the Black Point Peninsula have access from U.S. Highway 101. The peninsula is also served by Black Point Road (see Figure).

BRIEF HISTORY AND BACKGROUND OF THE MASTER PLANNED RESORT DESIGNATION

Statesman Corporation applied to Jefferson County for a Comprehensive Plan amendment in 2006 for a Master Planned Resort (MPR) designation in the Brinnon subarea. This application was processed with the County's 2007 docket of annual Comprehensive Plan amendments. An Environmental Impact Statement (EIS) was prepared on the programmatic land use action. Land use alternatives for MPR development (including no action) were evaluated in that EIS. The Final EIS was published November 27, 2007. The Jefferson County Board of County Commissioners (BoCC) approved by Ordinance No. 02-0128-08 amendments to the Comprehensive Plan and a Comprehensive Plan map change to designate the area Master Planned Resort. The BoCC decision affirmed in Ordinance No. 02-0128-08 that the site is better suited for a MPR than for commercial timber harvest or agricultural production; the MPR plan is and will be consistent with all Growth Management Act (GMA)-derived development regulations pertaining to critical areas and pertaining to all on-site and off-site infrastructure; service impacts will be mitigated through a Development Agreement; mitigation requirements shall be adhered to through a site-specific Zoning Code, Development Agreement, and permit applications. The Ordinance states that the MPR is to be a self-contained and fully-integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations. An 18-hole golf course and up to 890 residential units were approved with the MPR designation. No more than 10 percent of total residential units are to be permanently occupied, and short-term residential units must at all times be not less than 65 percent of total residential units.

The Master Planned Resort designation was approved for the Pleasant Harbor Marina and Black Point property owned by Statesman east of U.S. Highway 101¹, subject to 30 conditions imposed by Jefferson County Ordinance No. 02-0128-08. The BoCC conditions were imposed through the County's legislative authority under the Washington State Environmental Policy Act (SEPA), as well as the Board's general police power as a legislative body for the purpose of mitigating potential significant adverse impacts to the environment, adjacent land use, the existing transportation system, capital facilities, utilities, parks, and public services. BoCC conditions imposed to mitigate potential adverse impacts related to are discussed in this technical report.

[Note: Each technical report author to fill in the blank above. Review 7/20/09 "Table of Contents and BoCC Conditions" distributed at Team meeting last summer for this information; scanned version provided with July 2010 distribution of alternative site plans and project information.]

SUPPLEMENTAL EIS REQUIRED

Prior to entering into a Development Agreement with Statesman Corporation and prior to adopting a site-specific Zoning Ordinance for the MPR site, Jefferson County requires preparation of a Supplemental Environmental Impact Statement (SEIS). The SEIS will provide project-level environmental review to supplement programmatic environmental review completed with the November 27, 2007 FEIS. MPR land use alternatives were evaluated in the programmatic EIS; therefore, the SEIS evaluates alternative site plans for developing a Master Planned Resort on the site, each of which would include the features

¹ The MPR designation also encompasses a Bed-and-Breakfast House owned by others.

previously approved in principle by the BoCC: an 18-hole golf course and up to 890 residential units (predominantly for short-term visitor use).

[Note: Each technical report author should add a separate paragraph at this point to describe technical report(s) they previously prepared for the same element of the environment, in support of the November 2007 programmatic EIS. This paragraph should explain how/whether the content of their 2010 expounds on the 2006-2007 documents, which may have provided baseline information, for example.]

DESCRIPTION OF THE MPR PROPOSAL AND ALTERNATIVES

The site plan alternatives being evaluated in the Pleasant Harbor Master Planned Resort SEIS include a site plan that was developed to address BoCC conditions of approval and the Jefferson County locally – approved Shoreline Master Program (SMP) update (December 2010) that increases the Shoreline buffer in the Marina/Maritime Village area from 30 feet to 150 feet (Alternative 1); and the current (2011) site plan revised from Alternative 1 to make more efficient use of the site and to minimize environmental impacts (Alternative 2). More descriptive information about each alternative is provided below and in a Comparison of Alternatives table.

Features Common to Any Action Alternative

Each of the site plan alternatives includes an 18-hole golf course, 890 residential units, and commercial development for resort-related services within the Pleasant Harbor MPR. The location, configuration, type and number of residential units and commercial space differ somewhat between the alternatives, as do the amenities to be provided within the development. Structures within the existing Pleasant Harbor Marina would be renovated or replaced, in both alternatives.

Under any alternative, improvements would be made to Black Point Road, and to the intersection of Black Point Road with U.S. Highway 101. A 12-ft wide (with turn-outs) Marina Access Drive would be improved parallel to the east side of U.S. Highway 101 between Black Point Road and the existing marina. In order to keep Resort traffic internal to the site to the maximum extent practicable, the Marina Access Drive would be used by visitors to travel between the main entrance parking lot and the marina. This drive would accommodate two-way shuttle vehicle service and emergency vehicle access between Black Point Road and the marina. Access to the Golf Course/Golf Resort from Black Point Road would be controlled by a gate with a guard house.

Parking for slip owners and Resort visitors would be created at the intersection of Black Point Road with U.S. Highway 101, with shuttle service from the parking area to the marina using the Marina Access Drive. The existing real estate office at this intersection would be eliminated. Provisions would be made for this use within the commercial space of the Maritime Village. Other types of commercial uses anticipated within the Marina Village include a possible restaurant, dive shop, sightseeing cruises, gifts, and an upgraded grocery store/convenience store and deli.

The proposed architectural concept for the buildings within the Marina/Maritime Village is a Cape Cod waterfront style incorporating some stone and cedar accents. Buildings in the Golf Resort, integrated around the golf course, are proposed in the style of a rustic mountain resort with stone detailing, cedar accents, and high gabled roof elements.

Under either site plan alternative, the main building at the Golf Resort would be the Golf Terrace and Conference Center/Spa. At four stories in height (approximately 48 feet) for Alternative 1 and five stories in height for Alternative 2 (approximately 70 feet) and located at approximately elevation 260 feet mean sea level (msl), this would be the tallest building within the development. A 3-story Maintenance Building with Staff Quarters to be provided near the gated entry to the development is also a consistent

feature of proposed development under any action alternative. The maintenance portion of this building would provide ground-level golf cart and mower storage and servicing and maintenance supplies for the grounds and golf course. Residential units (52) in the upper two stories would provide housing for employees. Employee parking would be provided in a surface lot associated with the Maintenance Building/Staff Quarters.

The Master Planned Resort would be mostly self-sufficient with regard to utilities. An on-site wastewater treatment plant is proposed, capable of producing Class A reclaimed water for beneficial reuse within the development. Statesman Corporation received approval of water rights from the Washington Department of Ecology on June 15, 2010 to serve the site. One or more wells and a water storage tank will be completed on the property. Stormwater management systems for the control and treatment of runoff during construction and in the completed condition of the development would be provided on the site in accordance with the Washington Department of Ecology 2005 *Stormwater Management Manual for Western Washington*.

Under any alternative site plan, golf course fairways would be located in areas of permeable soils to allow for infiltration of storm water runoff to recharge the local groundwater aquifer. The first nine golf course fairways would be developed along the eastern side of the site. The second nine fairways would be developed along the south and west sides of the property. Portions of the area to be used for Golf Course development would be left undeveloped (or restored) for the retention of wetlands and buffers, and for storage of golf course irrigation water (Class A reclaimed water from the wastewater treatment plant process, and site runoff directed to Kettle B). Existing local depressions throughout the site would be used to collect and retain runoff for infiltration.

The proposal includes preserving a riparian buffer along the south/southwest bluff of the peninsula. This buffer would permanently preserve the 200-ft wide Shoreline Environment and a steep slope setback (up to an additional 35 feet wide in places) in a conservation easement to be administered by one or more local Tribes.

Alternative 1

The Alternative 1 site plan was developed through the BoCC conditions of approval and in response to the Jefferson County locally-approved Shoreline Master Program (SMP) update (December 2010), that requires a 150-ft shoreline buffer in the marina upland area compared to the 30-ft setback in the adopted Shoreline Master Program (1989; revised 1993, 1996, and 1998). The shoreline buffer (i.e., an area where no new structures would be allowed) significantly modified the Marina Center/Maritime Village development concept for the Master Planned Resort. See the Alternative 1 figures: Overall Site, Maritime Village and Golf Course/Resort (December 12, 2011).

Redevelopment for maintenance, repair and renovation is now limited to occur within existing building footprints in the Marina Center (marina upland) area. Therefore, residential and commercial development proposed in the FEIS site plan for this area is relocated in the Alternative 1 site plan to a new 3-story building proposed at the intersection of Black Point Road with U.S. Highway 101. A new Marina Lofts building at the intersection would include 36 residential units on the east (rear) side of the building with two stories (12,500 square feet) of commercial space at the front (west side, facing U.S. Highway 101). Parking would be provided in surface parking lots at this intersection for visitors, residents and marina slip owners. An increase in surface parking would be created on the north side of Black Point Road by a more southerly realignment of the Black Point Road/U.S. Highway 10 intersection in Alternative 1. Marina rowhouses, townhouses and stepped/stacked townhouses, illustrated in the FEIS, would be eliminated from the site plan on the north side of Black Point Road in Alternative 1. A new residential-type structure is proposed in this area of the Alternative 1 site plan to accommodate group gatherings.

Two of these buildings are proposed: Reunion House and Harbor View House. They would provide a common area and kitchen facilities for rental residents staying in 12 individual rooms. The Marina Access Drive would be upgraded to provide access to these two buildings. The Bed-and-Breakfast Harbor House owned by others would remain, with a corresponding minor reduction in the overall developable land area within the MPR compared to the approved FEIS. The Pleasant Harbor House owned by Statesman Corporation may be renovated with no change to the footprint of the structure. The existing swimming pool and change room building for marina slip owners would be retained with minor modifications, or reconstructed. Existing buildings in the marina upland area would be reconstructed within their existing footprints to house the marina office, a bistro/lounge, showers, washrooms, and self-service laundry. The existing roadway system and parking areas at the waterfront would be widened and improved to provide better curve radii, as required by fire regulations. This would improve safety and ease of access for large vehicles like garbage collection trucks and emergency vehicles, and provide better connectivity for boaters between short-term parking and the head of docks for transport between their vehicles and their boats. The one-way access (Marina Access Drive) from Black Point Road to the waterfront proposed in the FEIS would be used in Alternative 1 for two-way shuttle service and emergency vehicle access between the Maritime Village improvements at the Black Point Road/U.S. Highway 101 intersection and the marina. Access to the Washington State Department of Fish and Wildlife boat launch would be revised to incorporate it with the four way intersection of Black Point Road and the Maritime Village and golf resort entrances. The total number of residential units within the Maritime Village area of the MPR would be reduced to 66 new units in three new buildings, and the existing Pleasant Harbor House, and the Bed-and-Breakfast House (owned by others).

Residential units would be increased to 828 in the Golf Course/Golf Resort area, transferred from reduced development in the Marina/Maritime Village area of the site. In order to reduce the built or impervious footprint on the site, the majority (500 units) of residential units are now housed in four Golf Terrace buildings; each of 4 stories in height. The number of original Black Point Townhouses and Villas has been reduced and renamed to the Golf Vistas (76 units, a two storey product on an underground parkade) and 200 Sea View Villas (a one storey product on and underground parkade). The staff quarters and maintenance building has been relocated from the northwest corner to the northeast corner of the site, but still contains 52 units and remains at 3 stories in height. Golf course fairways have been modified slightly from the FEIS proposal. Tennis courts have been added adjacent to three Golf Terrace buildings, as well as a swimming pool next to Golf Terrace 3 building. Other Alternative 1 recreational amenities proposed adjacent to the Golf Terrace 1 building include a bocce ball court, pool and deck area.

The Alternative 1 on-site electrical power generation proposal would utilize an integrated system of geothermal (geo-exchange) technology, combined heat and power (CHP) derived from co-generation systems fueled by biodiesel and limited use of available power from PUD.

The landscaping proposal includes re-vegetating disturbed areas using healthy trees and shrubs harvested from areas of the site that will be cleared. Consideration will be given to the use of native vegetation as well as ornamental shrubs, perennials and annuals in select locations at the Marina Center, Maritime Village, Terrace Buildings, and along meandering pathways. Landscape restoration in the Marina Center (marina upland) area of the site is planned to create a park-like setting with amenities for seating and sun-rain protection. The proposal includes creating a temporary native plant nursery south of the wastewater treatment plant site in the area of Fairway 14, as these fairways will be developed during Stage II construction. A sprinkler irrigation system using Class A reclaimed water generated by the treatment process will be installed to temporarily maintain plants kept in this area for relocation during phased development of the site.

Alternative 2

The Alternative 2 site plan was modified to improve constructability by refining the development within the existing conditions of the site to minimize environmental impacts. The redesign of the golf course to flow within the existing contours and to minimize site disturbance was a fundamental factor. The positioning and placement of the buildings were adjusted to ensure they are placed on undisturbed soil and to work within the contours.

The Marina Center (marina upland) area has remained as designed in Alternative 1 with minor changes taking place in the Maritime Village area. The Maritime Village building now includes 42 residential units on the east (rear) side in three stories with two stories of commercial space (16,000 sf) at the front. The available parking has increased with the addition of an underground parkade for residents and staff of the commercial spaces and in surface parking lots at the intersection of U.S. Highway 101, for visitors and Marina slip owners. The Reunion House, Harbor View House, Pleasant Harbor House and the Bed and Breakfast Harbor House would all remain the same as Alternative 1. The entire marina upland area would also remain as designed in Alternative 1. The designed intersection of Black Point Road and the access to the WDFW boat launch has been relocated approximately 1300 feet to the east of its current location.

Residential units would be decreased by 6 in the Golf Course/Golf Resort area; transferred from the increased Maritime Loft building of Alternative 1. In order to reduce the built area, the Golf Terrace buildings have been increased from four to five stories in height (approximately 60 feet for Terrace 2, 3 and 4, and 70 feet for Terrace 1). The total number of units within the Golf Terrace buildings has increased by 20 units to 520 from the Alternative 1 layout. The number of Sea View Villas has been increased by 6 units to 206 units total. The Golf Vista units have been decreased to a total of 44 units. The Staff/maintenance building and waste water treatment plant remains the same as Alternative 1. Building positioning has been revised to allow foundations to be placed on undisturbed soil for the majority of buildings, which allows them to work with the existing site contours more efficiently than Alternative 1. The golf course has also been redesigned to allow it to flow and be worked into the existing site conditions. The Alternative 2 recreational amenities have also been repositioned to work better with the existing site layout.

The Alternative 2 on-site electrical power generation proposal would utilize an integrated system of geothermal (geo-exchange) technology, combined heat and power (CHP) derived from co-generation systems fueled by biodiesel and limited use of available power from PUD.

The landscaping proposal includes re-vegetation of disturbed areas using healthy trees and shrubs harvested from areas of the site that will be regraded, but the amount of disturbed areas will be significantly reduced from the Alternative 1 plan. Native vegetation, as well as ornamental shrubs, perennials and annuals will be placed in select locations at the Marina Centre, Maritime Village, Terrace buildings and along meandering pathways. The landscaping in the Marina Centre will follow the Alternative 1 concept.

NO ACTION ALTERNATIVE

If the Pleasant Harbor Marina and Golf Resort did not proceed, it is presumed (based on the

Comprehensive Plan MPR designation for the property and absence of site-specific zoning)², that the site would not be further developed at this time. The owner would continue to operate the 285-berth marina and could perform maintenance, repair and replacement on existing improvements until a Master Planned Resort could be successfully implemented, either by the present owner or by others, or the zoning changed back to rural residential through a comprehensive plan amendment. Campground use of the Black Point Peninsula property could resume under a the existing Conditional Use permit MLA03-00577.

PHASED DEVELOPMENT PROPOSAL

Statesman Corporation proposes to complete the Pleasant Harbor Marina and Golf Resort over the course of approximately 10 years, or in response to market demand.

STAGE I: Phase 1

- Begin clearing drainage basins that produce no runoff that leaves the site (Basins 2, 4, 5, 6, 8, 9, 10, 11, 12 and 13) and that will provide excavated material for construction aggregates material processing or for mass fill of Kettles B and C. The entire Kettle B area will be cleared. Large areas where deep excavation is proposed lie to the south, west, and north of the kettle. Kettle B will receive approximately 300,000 cubic yards of fill before it can be finish-graded and lined with synthetic liners to start receiving site runoff and Class A effluent from the wastewater treatment plant. Liners could be installed during the wet season, though dry season installation is preferred. Channels and culverts to be constructed will convey surface water runoff overflows to infiltration areas within golf course fairways.
- Place erosion control measures and redirect runoff into the large kettle (Kettle B) prior to clearing and rough-grading to create the construction aggregates material processing site/plant(s). The relatively flat, centrally-located site proposed for materials processing is at the base of one of several 40+ foot cut areas. This will be the source of construction materials and fill material for early portions of the project. As excavation progresses and runoff is directed northward, Drainage Basin 2 will be expanded to the south which will allow for additional clearing. If clearing is limited to the south edge of the Drainage Basin 2, work could progress into the wet season. Existing roads on the site could be used to transport materials.
- Build the construction aggregates material processing plant and begin operations.
- Construct the 260,000 gallon underground water storage facility and water piping to the existing well. Rough grade the resort road from the water storage facility to Black Point Road. Install water main and sewer piping from the water storage facility to Black Point Road in the resort road alignment.
- Install erosion control measures along the base of the wastewater treatment plant site prior to clearing. Place fill material behind a retaining wall to create the site for construction of the wastewater treatment plant. Construct the treatment plant. Construct the co-generation unit to power the treatment plant.

² The No Action Alternative from FEIS is still valid since the zoning will not change until the Development Agreement and Zoning regulations are signed by BoCC – see Citizens v. Mount Vernon.

- Clear area south of treatment plant site to create a temporary native plant nursery for trees and shrubs removed during site development that will be relocated within the project area.

STAGE I: Phase 2

- Develop the second on-site well. Connect the well to the domestic water distribution system as soon as practicable after rough grading the areas through which this piping must be routed.
- Place erosion control measures at the edge of the buffer along the east property line of the Maritime Village area of the site prior to clearing. Grade the building, parking, and entry roads to prepare this area for construction.
- Install erosion control measures along the existing (unpaved) marina access drive that parallels U.S. Highway 101.
- Widen and reconstruct the Marina Access Drive between Black Point Road and the marina.
- Install erosion control measures, implement traffic controls, and relocate utilities in preparation for constructing improvements to the Black Point Road/U.S. Highway 101 intersection relocation and expansion. Reconstruct and realign Black Point Road and expand U.S. Highway 101. Underground utility services must cross Black Point Road. The WDFW boat launch access road intersection with Black Point Road will be reconfigured and reconstructed concurrent with the Black Point Road/U.S. Highway 101 intersection reconstruction.
- Install the sewage collection system, water distribution/temporary fire protection system, reuse water systems, electrical power transmission, and communications facilities to serve the wastewater treatment plant, the marina area, and Maritime Village Building.
- Construct Maritime Village building, Harbor View House, Reunion House, roads, utilities, and parking lots.
- Widen existing roadways to 20 feet for two-way and 12 feet for one-way travel, and provide turnarounds. Construct a new section of road between the existing marina access road and upper parking area to increase the curve radius for larger vehicles including firefighting equipment.
- Clear and excavate the small "hill" from U.S. Highway 101 on the north side of the marina access road to improve sight distance and visibility for entering vehicles.
- Relocate the fuel storage tanks and equipment closer to U.S. Highway 101, near the unused pool.

STAGE I: Phase 3

- Relocate existing marina office, convenience store, deli, and self-service laundry to the new Maritime Village building.
- Remodel/reconstruct the Marina Center (marina upland) commercial uses.
- Remodel/reconstruct existing swimming pool and change building at the marina.

- Install sewage pumps and force mains to convey sewage from the marina and marina upland facilities to the wastewater treatment plant. Abandon the existing septic tank drain field that now serves the marina buildings and moored vessels.

STAGE II: Phase 1

- Construct the wetland in the bottom of the south kettle (Kettle C). This kettle is to be converted to a created wetland with an enhanced buffer. The bottom of the basin will be filled approximately 30 feet to create a relatively level wetland. Fill materials will be selected from on-site materials that have low permeability, such as those that may be found in the existing wetland to be filled in the large kettle (Kettle B). Buffer enhancement may take the form of clearing invasive plant species and replacement with native plant material harvested from the site or purchased from local nurseries. Temporary irrigation may be required for the wetland and the buffer plantings to improve the survival rate during the first growing season. The existing closed drainage basin and the drainage basin created in the developed condition around Kettle C will provide and maintain hydrology for the created wetland. When wetland creation in Kettle C is complete, construct a fence around the buffer edge to prevent construction activities and resort visitors from entering and potentially damaging the wetland and buffer vegetation.
- Place erosion control measures along the east property line buffer of the Golf Course/Golf Resort area of the site near Black Point Road to prepare this area for construction of the Golf Terrace 1 access road. Excavated materials from the Maintenance Building/Staff Quarters area and from Fairways 3 and 4 could be used to construct this road embankment. Install the storm drainage system within the road to direct runoff to storm water treatment and detention facilities.
- Complete the Golf Terrace 1 building pad and associated parking areas. This construction may not require significant additional erosion control measures since the runoff can be directed to the enclosed drainage basin to the south.
- Install the sewage collection system, water distribution system, fire protection system (a function of the fairway/landscape irrigation system), reuse water systems, power transmission, and communications facilities to serve the Golf Terrace 1 building, and the Maintenance Building/Staff Quarters.
- Install erosion control measures and clear sufficient area during the dry season to rough-grade Fairways 11 and 12 and construct the embankment for Fairway 10, including a lined detention ponds. This grading will form Drainage Basin 1. Large areas of excavation lie to the east and west of Fairway 10 and the building site to the north. The detention pond will be a synthetic liner to prevent soil saturation. Pumps will be permanently installed adjacent to these ponds to move collected runoff northward into the irrigation pond (Kettle B). These pumps will be powered by cogeneration units. Construction of the embankment, ponds, pumps, force mains, and soil stabilization must be completed during the dry season. It might be necessary to delay completion of Fairways 7, 8, 9, 10 and part of Fairway 11 until the dry season in the following year.

- Install erosion control and wetland buffer area protection along the west side of Wetland D (along the east property line of the Golf Course/Golf Resort area of the site) before work begins on Fairways 3, 5, 6 and 8. Since this drainage basin (Basin 10) discharges to Wetland D and then offsite, it may require that clearing and grading in this area occur in the dry season.
- Fairways 1, 2, 3, 12, 13, 14, 15, 16, 17, and 18 could be worked during wet weather. The area north of Fairway 14 may require additional erosion control measures near the wastewater treatment plant site in order to work during wet weather conditions. The preferred method of fairway construction will proceed in the order of clearing and grubbing, rough grading, drainage installation, irrigation installation, fine grading, and seeding progressing along the fairways using specialized types of equipment. This will allow a minimum of clearing and grubbing to occur and will reduce the amount of time the ground is not being actively worked. The fairways in many cases can be seeded and stabilized before the wet season arrives.
- Rough-grade roads, driveways, and building pads for improvements that will be made in Stage II Phase 2 and Stage II Phase 3 as part of adjacent fairway construction. Installation of underground wet and dry utilities can be delayed until the Stage II Phase 2 and Phase 3 building construction occurs. Sanitary sewer service will require pumping raw sewage from the south-central portion of the site. A pump station will be required near the south end of the pond (Kettle B).

STAGE II: Phase 2

- Install erosion/sedimentation control measures around building construction sites to protect completed portions of the golf course (if any). Buildings to be constructed in Stage II include Golf Terrace 2 west of Fairway 16; Golf Terrace 3 north of Fairway 12; Golf Terrace 4 east of Fairway 17; Golf Vistas south of Fairway 15 and west of Fairway 18 and the Maintenance Building and Staff Quarters north of Fairway 4.
- Extend roads and utility services to the Stage II Phase 2 building sites.
- Construct two sanitary sewer pump stations: one to the west of Kettle B to serve building construction to the west and southeast, and one adjacent to the Maintenance Building/Staff Quarters to serve that building and buildings to the south.
- Construct the sanitary sewer pump station and co-generation unit at the Maintenance Building/Staff Quarters.
- Reconstruct Black Point Road from the end of Stage I Phase 2 intersection improvements east of U.S. Highway 101 to the resort east entrance in the northeast corner of the Golf Course/Golf Resort area of the site. Install erosion/sedimentation control measures, as required.

STAGE II: Phase 3

- Install erosion/sedimentation control measures around building construction sites for the Sea View Villas adjacent to Kettle B, north of Fairways 10 and 11, west of Fairway 8, and south of Fairway 4; and Golf Vistas east of Kettle C.

- Extend roads and utility services to the Stage II Phase 3 building sites.
- Construct the sanitary sewer pump station at the southeast corner of the site to serve the Sea View Villas west of Fairway 7, north of Fairway 10, and north of Fairway 11.