



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Ave NE., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

### **OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS**

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No. 10-117464-WG, 10-117462-LO  
Project Name/Address: Newport Yacht Club Dredging  
81 Skagit Key  
Planner: Kevin LeClair  
Phone Number: 425-452-2928

**Minimum Comment Period: August 23, 2010**

Materials included in this Notice:

- Blue Bulletin
- Checklist
- Vicinity Map
- Plans
- Other: Critical Areas & Shoreline Substantial Development Permit Narrative

**ENVIRONMENTAL CHECKLIST**

12/21/00

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

**BACKGROUND INFORMATION**

Property Owner:

**The Newport Yacht Club – 81 Skagit Key  
Kenneth & Michelle Moore – 79 Skagit Key  
Richard Lomas – 77 Skagit Key**

Proponent: **The Newport Yacht Club**

Contact Person: **The Watershed Company Attn: Kenny Booth**  
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: **750 Sixth Street South, Kirkland WA 98033**

Phone: **(425) 822-5242**

Proposal Title: **Newport Yacht Club Dredging**

Proposal Location (Street address and nearest cross street or intersection) Provide a legal description if available: **81, 79, and 77 Skagit Key, Bellevue, WA 98006;**

**Parcel #'s 6065310330, 6065310430, 6065310420;**

**NE ¼ Section 17, Township 24 North, Range 5 East.**

**Newport Div #3**

Please attach an 8½" X 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description:

Pursuant to a 2004 legal settlement, the Newport Yacht Club is proposing to dredge 35,407 cubic yards of sediment from an area within and adjacent to the existing yacht club marina. Under the current proposal, the proposed dredge area includes the marina interior (where necessary), a portion of the marina entrance, and the remaining part of the embayment area to the south of the marina. Sideslopes will be graded to a stable angle for the materials present (approximately 4:1 maximum) to achieve a water depth of approximately 12 feet within and adjacent to the marina at ordinary high water. Removal of dredge materials will occur using a barge with a clamshell bucket. The U.S. Army Corps of Engineers' Dredged Material Management Office has approved open water disposal of the dredged materials at the Elliott Bay disposal site.

The nearshore portion of the southernmost marina dock ("D" dock), which historically had been designed as a "fish passage opening" is currently completely blocked by sediments and will be re-opened to allow for fish movements along the shore once again. Additionally, the existing pier skirting, put in place along 350 feet of "D" dock to protect the marina from sediments, will be removed in order to enhance fish migration and improve habitat conditions. This is possible only if the marina and surrounding area is dredged to a stable condition. The need for pier skirting becomes unnecessary with removal of existing sediments. The extent of the dredging as proposed will limit the likelihood of future dredging and provide improved conditions for nearshore fish migration.

A combination of log structures will be placed along the remaining sediment wedge adjacent to the mouth of Coal Creek and along the south side of the embayment to help retain sediment and provide improved habitat to the aquatic environment. Finally, one set of "V"-shaped logs will be installed at the mouth of Coal Creek. The logs are intended to augment four existing sets of "V" logs previously installed at the mouth of the creek. The logs function by suspending sediment, causing it to discharge into deeper portions of the lake.

2. Acreage of site: **Project area (limits of dredge) is approximately 145,000 square feet.**
3. Number of dwelling units/buildings to be demolished: **None**
4. Number of dwelling units/buildings to be constructed: **None**
5. Square footage of buildings to be demolished: **0**
6. Square footage of buildings to be constructed: **0**
7. Quantity of earth movement (in cubic yards): **35,407 cubic yards of sediment will be removed from Lake Washington.**
8. Proposed land use: **The proposed project will not change existing land uses within the area.**
9. Design features, including building height, number of stories, and proposed exterior materials: **The proposed project will remove 35,407 cubic yards of sediment from an area between the Newport Yacht Club and the mouth of Coal Creek. Additionally, large woody debris is proposed along a portion of the newly graded sideslope. No structures are proposed.**
10. Other

Estimated date of completion of the proposal or timing of phasing:

**It is proposed that all dredging activities and log structure installation will occur during the established in-water work windows for the project area (July 16 – July 31 and November 16 – December 31)**

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**No.**

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

**The Watershed Company. September 2006. Coal Creek Salmon Channel Enhancement Plan, 75 Skagit Key, Bellevue WA.**

**The Watershed Company. March 2008. Sampling and Analysis Plan, Proposed Newport Yacht Club Dredging Project at the mouth of Coal Creek on Lake Washington, Bellevue, WA.**

**Associated Earth Sciences, Inc. July 2008. Environmental Sampling and Analysis Report, Coal Creek Dredging Project, Newport Shores, Washington.**

**The Watershed Company. July 2010. Biological Evaluation for Sensitive Fish and Wildlife Species at the Proposed Coal Creek Dredging Project, 81/79/77 Skagit Key, Bellevue, WA.**

**The Watershed Company. July 2010. JARPA prepared for submittal to U.S. Army Corps of Engineers, Washington Department of Ecology, and Washington Department of Fish and Wildlife.**

**The Watershed Company. July 2010. Technical Memorandum: LWD Installation, Newport Yacht Club.**

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

**No other applications are pending at this time for the above mentioned properties.**

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

- **U.S. Army Corps of Engineers Section 404 and 10 permits**
- **Washington Department of Fish and Wildlife Hydraulic Project Approval**
- **Washington Department of Ecology 401 Water Quality Certification and Coastal Zone Management Certification**
- **Washington State Department of Natural Resources Site Use Authorization**
- **City of Bellevue Shoreline Substantial Development**
- **City of Bellevue Critical Areas Land Use Permit**
- **City of Bellevue Clearing & Grading Permit**

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

- Land Use Reclassification (rezone)  
Map of existing and proposed zoning

- Preliminary Plat or Planned Unit Development  
Preliminary plat map
- Clearing & Grading Permit  
Plan of existing and proposed grading  
Development plans
- Building Permit (or Design Review)  
Site plan  
Clearing & grading plan
- Shoreline Management Permit  
Site plan

## A. ENVIRONMENTAL ELEMENTS

### 1. EARTH

- a. General description of the site (circle one):  Flat  Rolling  Hilly  Steep slopes  Mountains  Other: **The project site (Coal Creek delta) is relatively flat.**

- b. What is the steepest slope on the site (approximate percent slope)?

**Underwater sideslopes extend away from the delta at slopes up to approximately 25%.**

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

**According to the King County Soil Survey, the site is mapped as Briscot silt loam (Br) soils. Associated Earth Sciences, Inc. documented the delta sediments as sand and gravel in their July 7, 2008 Environmental Sampling and Analysis Report.**

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

**The precise stability of sediments within the Coal Creek delta is unknown at this time. However, Associated Earth Sciences, Inc. determined soils in the delta to be 'very loose' during their sampling activities.**

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

**35,407 cubic yards of excavation will occur as necessary to dredge the delta and place log structures.**

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

**No. All proposed activities are to occur below the ordinary high water mark. Therefore, there is no potential for upland erosion.**

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

**No new impervious surfaces are proposed as part of this project.**

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

**All clearing and grading construction would be in accordance with City of Bellevue Clearing & Grading Code (LUC 23.76), Clearing & Grading Erosion Control Standard Details (EC-1 through EC-23), Development Standards, Land Use Code, permit conditions, and all other applicable codes, ordinances, and standards.**

**Further, an in-water sediment curtain would be deployed prior to any dredging to control suspended sediments within Lake Washington.**

## 2. AIR

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

**Any air quality impacts from construction vehicle emissions would be temporary and rapidly dissipated. After project completion, no further impacts to air would occur.**

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

**There are no off-site sources of emissions that will affect the project.**

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

**Standard methods of reducing impacts to air would be utilized, and include keeping all heavy equipment in good operating condition.**

## 3. WATER

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

**The proposed project will occur entirely below the ordinary high water mark of Lake Washington (shoreline of the state), adjacent to off-site Coal Creek (Type F stream), and adjacent to an off-site wetland associated with the creek and the lake. Both Coal Creek and Lake Washington are perennial waterbodies that ultimately drain into Puget Sound.**

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

**The entire project will occur in Lake Washington. Dredging will consist of a crane barge with a clam shell bucket casting to a dump barge. Dredging will begin at the easternmost extent of the delta and proceed westward along the south edge of "D" dock. After the pier skirting is removed, divers will side cast materials from under "D" dock to areas reachable by the clam bucket. Then the remaining dredge areas will be completed. Finally, large woody debris will be placed along the newly graded south flank.**

**No work will occur within the ordinary high water mark of Coal Creek, wetland boundaries, or associated upland stream or wetland buffers.**

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

**As noted above under 1e, 35,407 cubic yards of sediments would be removed from Lake Washington.**

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

**No.**

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

**No.**

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

**No intentional discharges of waste materials would occur during project construction.**

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give a general description, purpose, and approximate quantities if known.

**There will be no withdrawal of or discharge to ground water associated with this project.**

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

**There will be no waste material from septic tanks or other sources discharged into the ground as part of this project.**

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

**As previously mentioned, all project activities will occur below the ordinary high water mark of Lake Washington. Therefore, no impacts from upland runoff or stormwater will occur.**

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

**During construction, fuel, lubricant or other material spills from equipment could enter Lake Washington.**

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

**The erosion control measures described under question 1h will help control impacts to water quality in Lake Washington. Further, a sedimentation control curtain will be installed just waterward of the waterward extent of project work to contain silt-laden water in the nearshore and allow it to settle. Hydraulic Project Approvals (HPAs) issued by Washington Department of Fish and Wildlife (WDFW) direct the contractor to take extreme care for the duration of the project to “ensure that no petroleum products, hydraulic fluid, fresh cement, sediments, sediment-laden water, chemicals, or any other toxic or deleterious materials are allowed to enter or leach into the lake.” In addition, equipment will be in good working order with no known leaks.**

#### 4. PLANTS

- a. Check or circle types of vegetation found on the site: [All vegetation mentioned below is found just off-site (with the exception of pond lily). No other vegetation is found within the proposed area of dredging.]

- deciduous tree: alder, maple, aspen, other: **Sitka willow, Pacific willow, black cottonwood**  
 evergreen tree: fir, cedar, pine, other: madrone  
 shrubs: **red-osier dogwood**  
 pasture  
 crop or grain  
 wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: **reed canarygrass, Watson's willowherb**  
 water plants: water lily, eelgrass, milfoil, other:  
 other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

**No vegetation is proposed for removal or alteration.**

- c. List threatened or endangered species known to be on or near the site.

**No threatened or endangered plant species are known to be on or near the site.**

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

**No landscaping or vegetation enhancement is proposed.**

#### 5. ANIMALS

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: **hawk, heron, eagle, songbirds**, other: **waterfowl**

mammals: deer, bear, elk, **beaver**, other: **raccoon, opossum, small mammals such as voles and shrews, muskrat, otter**

fish: **bass, salmon, trout**, herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

**Adult and juvenile chinook salmon and steelhead trout (listed as Threatened under the Federal Endangered Species Act) migrate through Lake Washington and into Coal Creek. Adults migrate upstream to reach spawning grounds; juveniles migrate downstream from their natal streams to reach the ocean. Lake Washington also contains coho salmon (Species of Concern under the Federal Endangered Species Act). Lake Washington potentially contains bull trout, a salmonid listed as Threatened under the Federal Endangered Species Act.**

**The nearest nesting bald eagle pair, a State Threatened species, is located more than one mile from the site. Bald eagles commonly forage in Lake Washington, particularly at the mouths of salmon-bearing streams such as Coal Creek.**

- c. Is the site part of a migration route? If so, explain.

**As described above, adult and juvenile salmon migrate up and downstream, respectively, through Lake Washington and Coal Creek. Migrating waterfowl may use the lake as resting and foraging areas during spring and fall migrations.**

- d. Proposed measures to preserve or enhance wildlife, if any:

**The proposed project includes several features that will enhance wildlife habitat: 1) dredging of sediments and removal of skirting will improve fish passage conditions in the nearshore area; and 2) installation of large woody debris below the OHWM will further enhance nearshore habitat complexity and maximize nearshore shallow-water habitat for fish species. The woody debris will allow for attachment of periphyton and aquatic insects, which provide valuable nutrients for the fish community. Further, all work will occur within the construction window established by state and federal agencies to minimize or avoid impacts to fish and wildlife.**

## 6. ENERGY AND NATURAL RESOURCES

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

**No energy will be necessary after project completion.**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

**No.**

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

**No measures are proposed.**

## 7. ENVIRONMENTAL HEALTH

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

**Typical hazards related to heavy equipment fuels are associated with the proposed project.**

- 1) Describe special emergency services that might be required.

**Emergency services are not anticipated at the site. In the unlikely event that an accident (spill, fire, other exposure) occurs involving toxic chemicals or hazardous wastes, the local Fire Department's Hazardous Materials Team would respond. If necessary, local medical services might also be required. The full range of safety and accident response supplies would be on-site to treat any emergency.**

- 2) Proposed measures to reduce or control environmental health hazards, if any:

**Standard precautions will be taken to ensure the safety of the work crew. The construction manager would be contacted by a crew member immediately upon discovery of a spill. The**

**construction manager would then ensure that the spill is cleaned up in the manner dictated by the chemical use instructions and would contact the appropriate authorities.**

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

**There is no noise in the area that would affect this project.**

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**Noise associated with the proposed project would be restricted to the use of dredging equipment. Pursuant to LUC 9.18.020.C, construction noise would be limited to normal daytime working hours - 7:00 a.m. to 6:00 p.m. on weekdays, and 9:00 a.m. to 6:00 p.m. on Saturdays. There would be no long-term noise associated with the proposed project.**

3) Proposed measures to reduce or control noise impacts, if any:

**As mentioned above, noise would be limited to normal working hours. All dredging equipment would be equipped with appropriate noise shielding devices.**

## 8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

**The existing dredge area is located below the ordinary high water mark of Lake Washington and is therefore, not zoned for any use. With the exception of the marina, all properties within the vicinity of the dredge area contain single-family residences.**

b. Has the site been used for agriculture? If so, describe.

**No.**

c. Describe any structures on the site.

**The only structures located within the dredge area are the existing docks of the Newport Yacht Club marina.**

d. Will any structures be demolished? If so, what?

**No structures will be demolished; although the wood skirting located along the southernmost dock ("D" dock) will be removed. The skirting is approximately 3 inches thick and runs along approximately 350 feet of "D" dock.**

e. What is the current zoning classification of the site?

**Upland portions of the project area are zoned Single-Family Residential (R-2.5).**

f. What is the current comprehensive plan designation of the site?

**Upland portions of the project area are designated Single-Family Medium Density (SF-M).**

- g. If applicable, what is the current shoreline master program designation of the site?

**Residential.**

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

**Lake Washington is a shoreline of the state. Off-site sensitive areas include Coal Creek (designated as a Type F stream), and the wetland associated with Lake Washington/Coal Creek.**

- i. Approximately how many people would reside or work in the completed project?

**No structures are proposed as part of the project. Therefore, no persons will reside or work in the completed project.**

- j. Approximately how many people would the completed project displace?

**No person will be displaced as a result of this project.**

- k. Proposed measures to avoid or reduce displacement impacts, if any:

**Does not apply.**

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

**The proposed project does not affect existing or proposed land uses or plans.**

## 9. HOUSING

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

**No housing units will be provided as part of the proposed project.**

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

**None.**

- c. Proposed measures to reduce or control housing impacts, if any:

**Does not apply.**

## 10. AESTHETICS

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**The tallest height of any portion of the proposed project is likely to be log structures that may extend up to 1-2 feet in height above the ordinary high water mark.**

- b. What views in the immediate vicinity would be altered or obstructed?

**Removal of 35,407 cubic yards of sediment from Lake Washington will alter views within the immediate vicinity. In its existing condition, the Coal Creek delta could be considered an eyesore, particularly during those months of the year in which the lake's water level is below the elevation of the delta. Removal of the sediments from this area will return the area to a "deep water" condition more common to the lakeshore, thereby improving views throughout the year. Additionally, installation of habitat log structures will provide more aesthetically pleasing views within the area.**

- c. Proposed measures to reduce or control aesthetic impacts, if any:

**No measures are necessary.**

## 11. LIGHT AND GLARE

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

**The removal of sediments will return the area to a "deep water" condition. Therefore, Lake Washington may reflect the sun more during late afternoon and evening hours.**

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

**No.**

- c. What existing off-site sources of light or glare may affect your proposal?

**None.**

- d. Proposed measures to reduce or control light and glare impacts, if any:

**No measures are necessary.**

## 12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity?

**Lake Washington provides boating, fishing and wildlife viewing opportunities.**

- b. Would the proposed project displace any existing recreational uses? If so, describe.

**No. In fact, implementation of the proposed project will improve recreational opportunities within the area by opening up several slips that have been inundated with sediments and preserving the viability of the entire marina.**

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

**No measures are necessary.**

## 13. HISTORIC AND CULTURAL PRESERVATION

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

**No places or objects of this type are known to exist on the project site.**

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

**There are no landmarks or evidence of such in the immediate vicinity.**

- c. Proposed measures to reduce or control impacts, if any:

**Should historic, archeological, scientific or cultural significant items be encountered during implementation of this project, work would be temporarily stopped while the appropriate agencies are notified.**

#### 14. TRANSPORTATION

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

**The Newport Yacht Club is served by a driveway off of Skagit Key, with easy access to and from Interstate 405 via Coal Creek Parkway/Lake Washington Boulevard SE.**

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

**The nearest King County Metro transit stop is 0.7 mile southeast of the project site at the intersection of I-405 and Coal Creek Parkway SE.**

- c. How many parking spaces would the completed project have? How many would the project eliminate?

**No parking spaces will be eliminated or constructed as part of the proposed project.**

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

**This project will not affect public roads in any way.**

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

**Removal of sediments from the lake will be conducted from a barge. The barge will dispose of sediments in Elliott Bay.**

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

**No vehicle trips would be generated by the completed project.**

- g. Proposed measures to reduce or control transportation impacts, if any:

**None.**

**15. PUBLIC SERVICES**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

**The need for public services in the area would not increase as a result of the proposed project.**

- b. Proposed measures to reduce or control direct impacts on public services, if any.

**None.**

**16. UTILITIES**

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

**No utilities are currently available to the dredge area.**

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

**No utilities are proposed for the project.**

**Signature**

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature

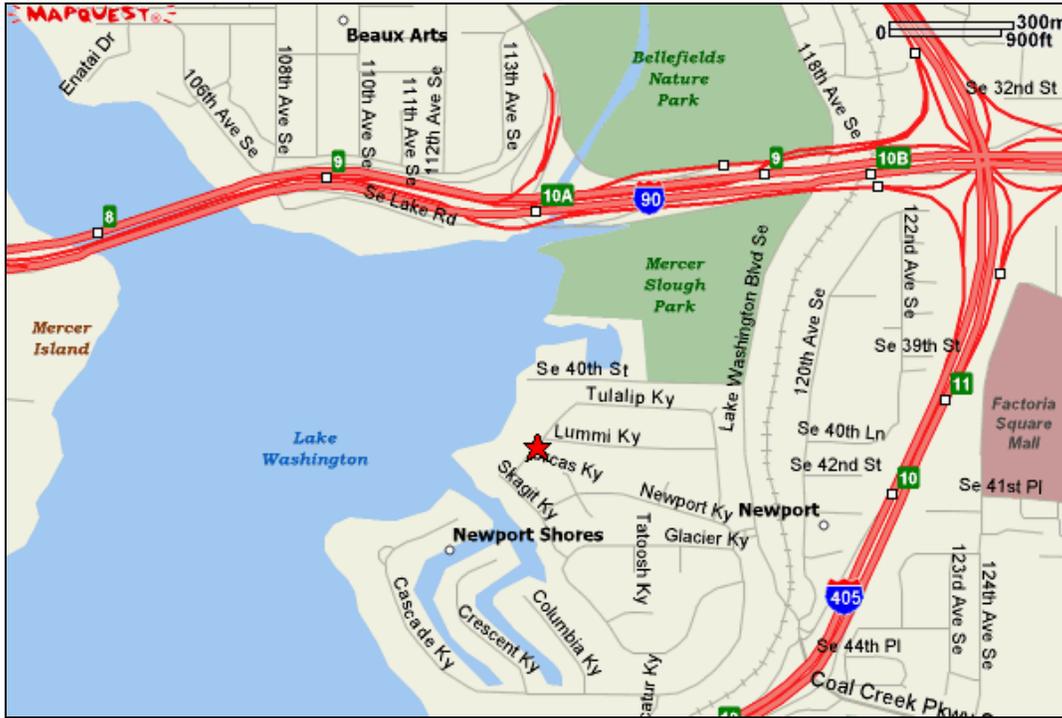


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Kenny Booth, AICP  
Associate Planner

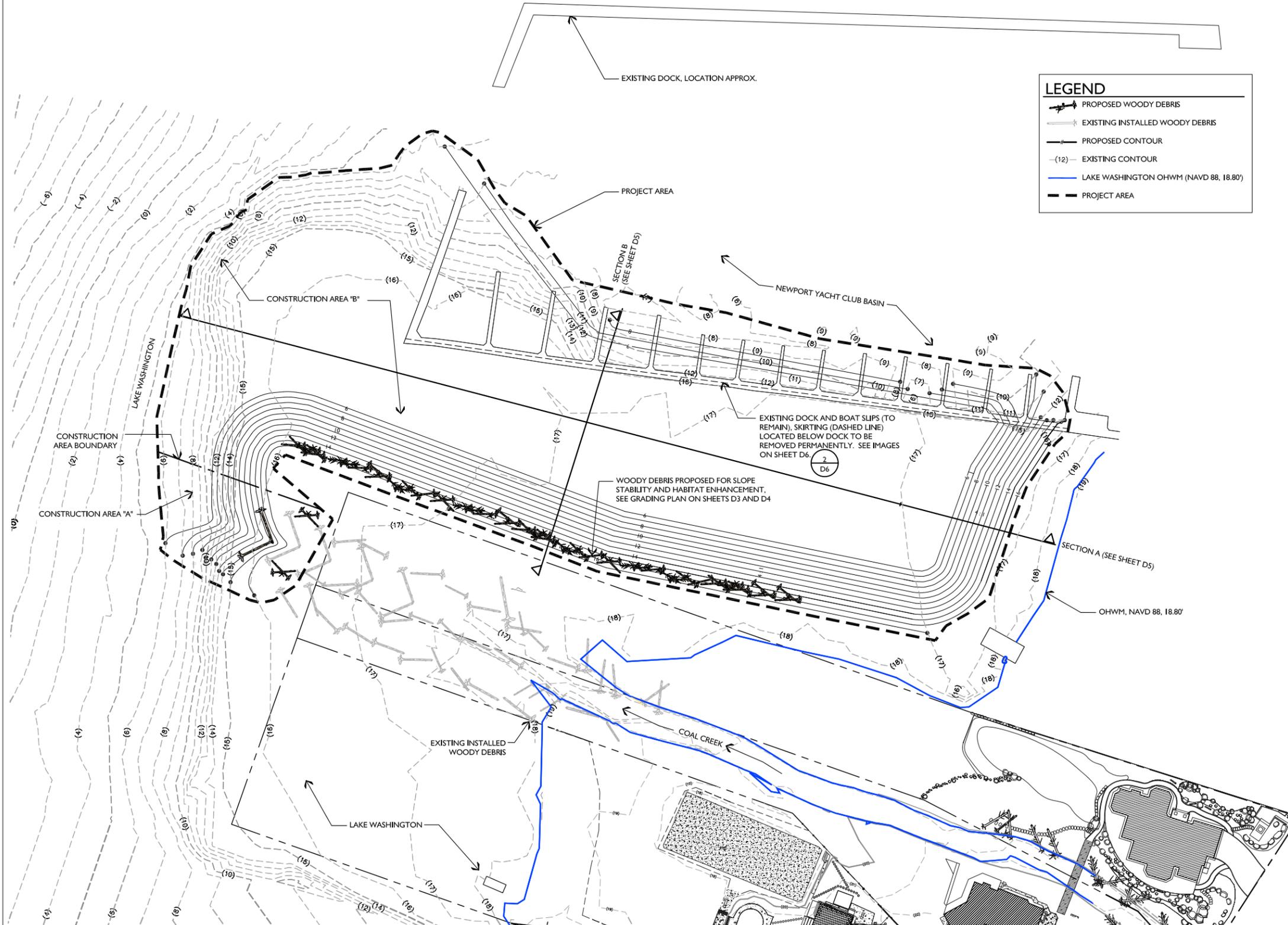
Date Submitted: July 7, 2010

**Vicinity Map** from MapQuest (top) and King County iMAP (bottom)



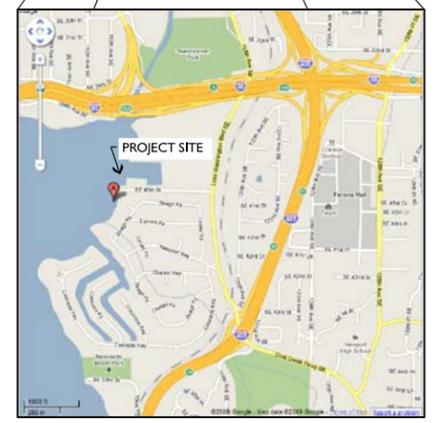
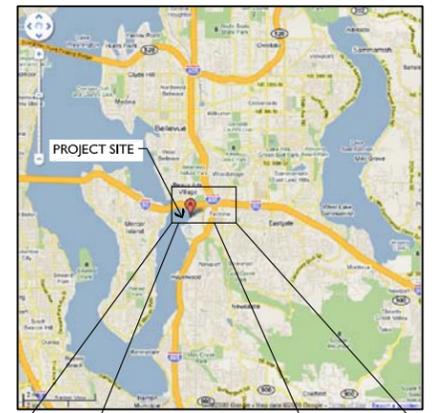
# NEWPORT YACHT CLUB

## DREDGING PLAN



**LEGEND**

- PROPOSED WOODY DEBRIS
- EXISTING INSTALLED WOODY DEBRIS
- PROPOSED CONTOUR
- EXISTING CONTOUR
- LAKE WASHINGTON OHWM (NAVD 88, 18.80')
- PROJECT AREA



VICINITY MAPS

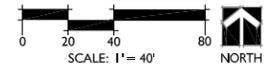
**CONTACTS**

<b>ENVIRONMENTAL CONSULTANT:</b>	<b>THE WATERSHED COMPANY</b>
<b>ADDRESS:</b>	750 SIXTH STREET SOUTH KIRKLAND, WA 98033
<b>CONTACT:</b>	KENNY BOOTH, PROJECT MGR.
<b>PHONE:</b>	(425) 822-5242

**SHEET INDEX**

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D6	CONSTRUCTION DETAILS (1 OF 2)
D7	CONSTRUCTION DETAILS (2 OF 2)

**PROJECT OVERVIEW**



**THE WATERSHED COMPANY**

750 Sixth Street South  
Kirkland WA 98033  
p 425.822.5242 f 425.827.8136  
www.watershedco.com  
Science & Design

**NEWPORT YACHT CLUB**  
DREDGING PLAN  
C/O PAUL NICHOL  
NEWPORT YACHT CLUB  
81 SKAGIT KEY  
BELLEVUE, WA 98004

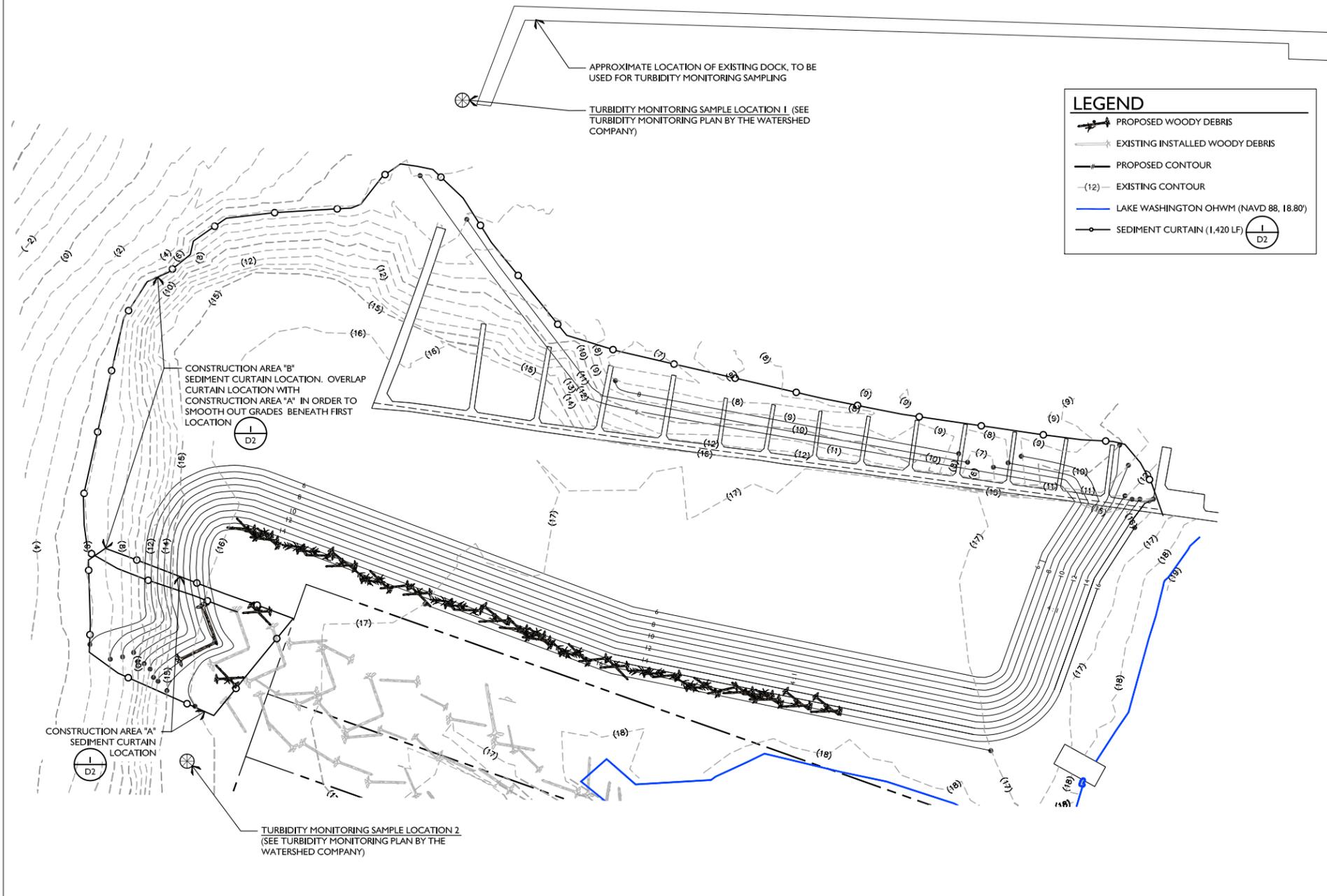
**SUBMITTALS & REVISIONS**

NO.	DATE	DESCRIPTION	BY
1	12-12-09	INTERNAL REVIEW	ML,CL
2	01-08-10	REVIEW SET	MG
3	02-08-10	PRE-APP	CL
4	03-01-10	REVIEW SET	CL
5	07-07-10	CITY SUBMITTAL	CL

**SHEET SIZE:**  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

**PROJECT MANAGER:** KB  
**DESIGNED:** ML,CL  
**DRAFTED:** CL  
**CHECKED:** KB, MG  
**JOB NUMBER:** 051126  
**SHEET NUMBER:** D1 OF 7

DATE: 7/7/2010  
PRINTED BY: COURTNEY LANDOLL  
FILENAME: W0501126-REV1.DWG



**LEGEND**

- PROPOSED WOODY DEBRIS
- EXISTING INSTALLED WOODY DEBRIS
- PROPOSED CONTOUR
- EXISTING CONTOUR
- LAKE WASHINGTON OHWM (NAVD 88, 18.80')
- SEDIMENT CURTAIN (1.420 LF)

- CITY OF BELLEVUE CLEARING AND GRADING STANDARD NOTES**
- All clearing & grading construction must be in accordance with City of Bellevue (COB) Clearing & Grading Code, Clearing & Grading Erosion Control Standard Details (EC-1 through EC-23), Development Standards, Land Use Code, Uniform Building Code, permit conditions, and all other applicable codes, ordinances, and standards. The design elements within these plans have been reviewed according to these requirements. Any variance from adopted erosion control standards is not allowed unless specifically approved by the City of Bellevue Department of Planning & Community Development (PCD) prior to construction. It shall be the sole responsibility of the applicant and the professional civil engineer to correct any error, omission, or variation from the above requirements found in these plans. All corrections shall be at no additional cost or liability to the COB. All details for structural walls, rockeries over four feet in height, geogrid reinforced rockeries and geogrid reinforced modular block walls, must be stamped by a professional engineer.
  - A copy of the approved plans must be on-site during construction. The applicant is responsible for obtaining any other required or related permits prior to beginning construction.
  - All locations of existing utilities have been established by field survey or obtained from available records and should, therefore, be considered only approximate and not necessarily complete. It is the sole responsibility of the contractor to independently verify the accuracy of all utility locations and to discover and avoid any other utilities not shown which may be affected by the implementation of this plan.
  - The area to be cleared and graded must be flagged by the contractor and approved by the Clearing and Grading Inspector prior to beginning any work on the site.
  - A reinforced silt fence must be installed in accordance with COB EC-5 and shall be located as shown on the approved plans or per the Clearing and Grading Inspector, along slope contours and down slope from the building site.
  - A hard-surface construction access pad is required per Clearing & Grading Standard Detail EC-1 or EC-2. This pad must remain in place until paving is installed.
  - Clearing shall be limited to the areas within the approved disturbance limits. Exposed soils must be covered at the end of each working day when working from October 1st through April 30th. From May 1st through September 30th, exposed soils must be covered at the end of each construction week and also at the threat of rain.
  - Any excavated material removed from the construction site and deposited on property within the City limits must be done in compliance with a valid clearing & grading permit. Locations for the mobilization area and stockpiled material must be approved by the Clearing and Grading Inspector at least 24 hours in advance of any stockpiling.
  - To reduce the potential for erosion of exposed soils, or when rainy season construction is permitted, the following Best Management Practices (BMPs) are required.
    - Preserve natural vegetation for as long as possible or as required by the Clearing and Grading Inspector.
    - Protect exposed soil using plastic (EC-14), erosion control blankets, straw or mulch (COB Guide to Mulch Materials, Rates, and Use Chart), or as directed by the Clearing and Grading Inspector.
    - Install catch basin inserts as required by the Clearing and Grading Inspector or permit conditions of approval.
    - Install a temporary sediment pond, a series of sedimentation tanks, temporary filter vaults, or other sediment control facilities. Installation of exposed aggregate surfaces requires a separate effluent collection pond onsite.
  - Final site grading must direct drainage away from all building structures at a minimum 2% slope, per the Uniform Building Code.
  - The contractor must maintain a sweeper on site during earthwork and immediately remove soil that has been tracked onto paved areas as result of construction.
  - Turbidity monitoring may be required as a condition of clearing and grading permit approval. If required, turbidity monitoring must be performed in accordance with the approved turbidity monitoring plan and as directed by the Clearing and Grading Inspector. Monitoring must continue during site (earthwork) construction until the final sign-off by the Clearing and Grading Inspector.
  - Any project that is subject to Rainy Season Restrictions will not be allowed to perform clearing and grading activities without written approval from the PCD Director. The rainy season extends from November 1st through April 30th, as defined in section 23.76.093A of the Clearing and Grading Code.

**CONSTRUCTION NOISE NOTES**  
 Construction noise outside the allowable hours is prohibited per BCC 9.18.040. To be considered a violation, the construction-related noise must be audible across a property line or at least 75 feet from the source. Any violation is a civil infraction and the City may assess a monetary penalty to the individual creating the noise. The penalties are:

- A warning will be issued if no construction noise violation has been committed by the same person within the previous two years at any location within the City.
- A citation will be issued and a \$125 fine imposed if one previous violation has been committed by the same person within the previous two years at any location within the City.
- A citation will be issued and a \$250 fine imposed if two or more previous violation have been committed by the same person within the previous two years at any location within the City.

**FOR ALL COMMERCIAL, MULTI-FAMILY, AND NEW SINGLE-FAMILY HOMES:**  
 Construction-related noise is allowed:  
 • 7 am to 6 pm on weekdays  
 • 9 am to 6 pm on Saturdays

Construction-related noise is not allowed:  
 • Outside of allowable hours  
 • Legal holidays  
 • Sundays

**MOBILIZATION/STOCKPILE AREA NOTES**  
 Any excavated material removed from the construction site and deposited on property within the City limits must be done in compliance with a valid clearing & grading permit. Locations for the mobilization area and stockpiled material must be approved by the PCD inspector at least 24 hours in advance of any dumping.

**STREET SWEEPING NOTE**  
 Contractor shall immediately sweep the paved City Right-of-Way when dirt or other construction related debris is deposited.

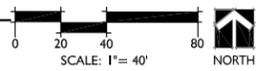
**DUST SUPPRESSION**  
 Dust from clearing, grading, and other construction activities shall be minimized at all times. Any dust suppressants used shall be approved by the director. Petrochemical dust suppressants are prohibited. Watering the site to suppress dust is also prohibited unless it can be done in a way that keeps sediment out of the public drainage system.

**DESIGN CHANGES AFTER PERMIT ISSUANCE**  
 If utilities design changes result in changes to the clearing limits shown on these plans, the applicant must submit a revision to the clearing and grading permit that indicates the location of the new clearing limits.

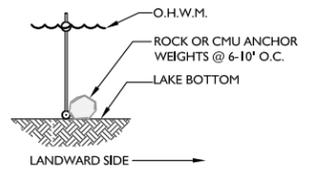
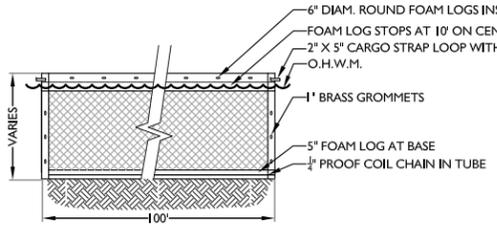
**GEOTECHNICAL NOTES**  
 The project geotechnical engineer of record or his representative must be onsite during critical earthwork operations. The geotechnical engineer shall observe all excavations and fill areas. In addition, the engineer shall inspect the soil cuts prior to construction of the rockeries and inspect the compaction in fill areas. The engineer must submit field reports in writing to the PCD Inspector for soils verification and foundation construction. All earthwork should be in conformance with the recommendations in the geotechnical report.  
 The geotechnical engineer must be present at the pre-construction meeting. In addition, the following construction stages must be inspected, monitored, and tested as necessary by the geotechnical engineer of record:

- Site clearing and stripping of organic topsoil for all areas to receive structural fill, pavements, or foundations.
- Cut slopes over four feet high.
- Benching for fill to be placed on slopes.
- Inspection of proposed import fill material, prior to placement.
- Placement of structural fill, including observation of proper moisture content, lift thickness, and minimum compaction.
- Subgrades for retaining walls, foundations, and for the base of rockeries.
- Installation of subsurface drainage facilities.
- Utility trench bedding and backfill, including observation of proper moisture content, lift thickness, and minimum compaction.
- Utilities on steep slopes; slope anchors and/or backfill slope stabilization.
- Any unusual seepage, slope, or subgrade condition as delineated in the geotechnical report or discovered in the field.
  - At the end of the construction, the geotechnical engineer shall submit a final summary letter verifying that critical stages of the construction have been inspected and are in conformance with Geotechnical Report.

**TESC PLAN**



**NOTE:**  
 1. HEIGHT OF CURTAIN WILL VARY. SEDIMENT CURTAIN MUST FULLY CONTAIN WORK AREA - INSURE THAT CURTAIN REACHES COMPLETELY TO THE LAKE BOTTOM, INSTALL DEEPER CURTAIN AS-NEEDED.  
 2. INSTALL PER MANUFACTURER'S DIRECTIONS



ELEVATION

SECTION

**1 PREFABRICATED SEDIMENT CURTAIN/CONTAINMENT BOOM DETAIL**

NTS

**THE WATERSHED COMPANY**  
 750 Sixth Street South  
 Kirkland WA 98033  
 P 425.822.5242 F 425.827.8136  
 www.watershedco.com  
 Science & Design

**NEWPORT YACHT CLUB**  
 DREDGING PLAN  
 C/O PAUL NICHOL  
 NEWPORT YACHT CLUB  
 81 SKAGIT KEY  
 BELLEVUE, WA 98004

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5	07-07-10	CITY SUBMITTAL	CL

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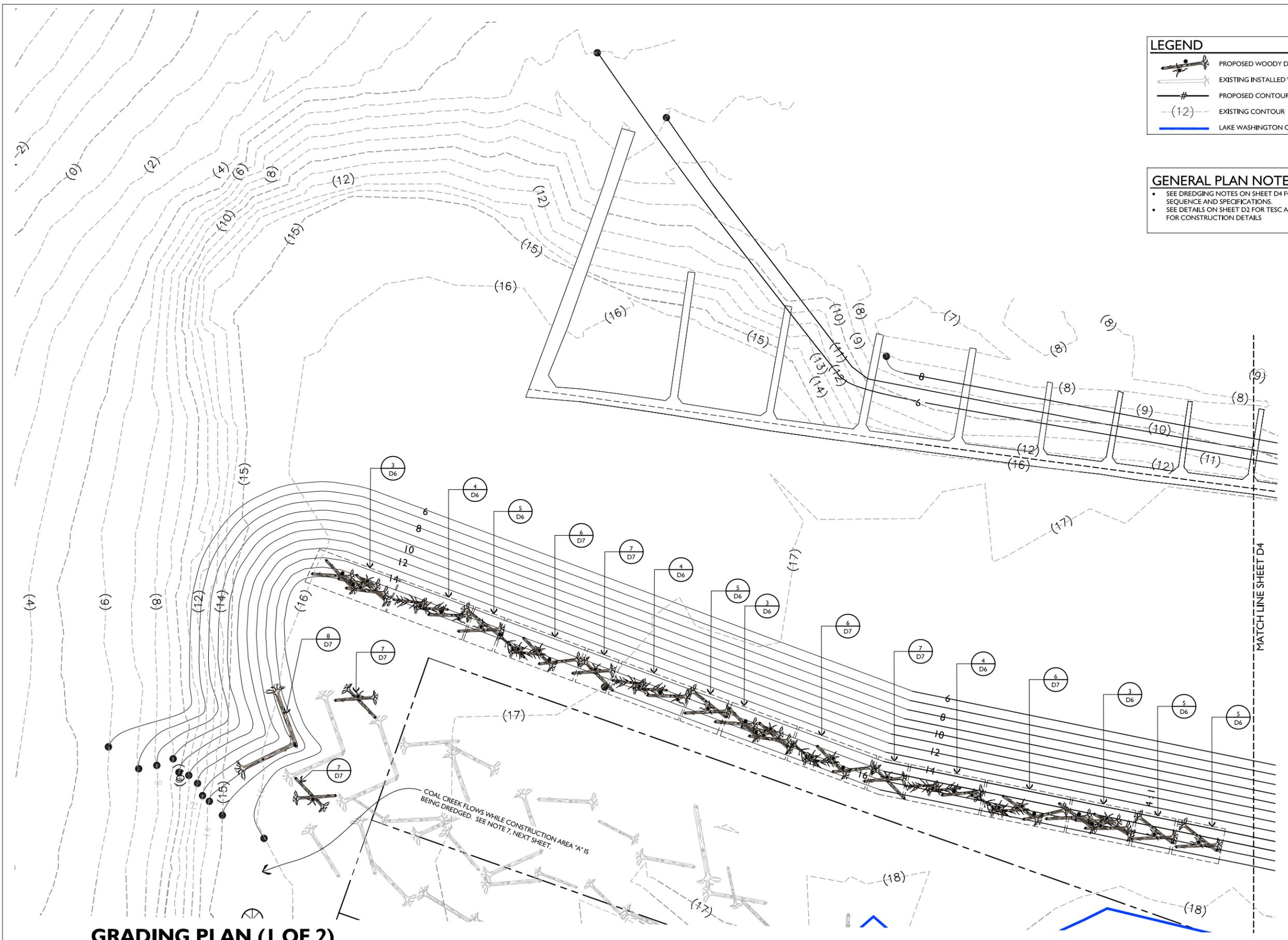
PROJECT MANAGER: KB  
 DESIGNED: MI,CL  
 DRAFTED: CL  
 CHECKED: KB, MG  
 JOB NUMBER:

051126  
 SHEET NUMBER:  
**D2 OF 7**

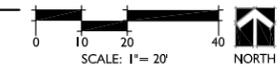
LEGEND	
	PROPOSED WOODY DEBRIS
	EXISTING INSTALLED WOODY DEBRIS
	PROPOSED CONTOUR
	EXISTING CONTOUR
	LAKE WASHINGTON OHWM (NAVD 88, 18.80')

**GENERAL PLAN NOTES**

- SEE DREDGING NOTES ON SHEET D4 FOR CONSTRUCTION SEQUENCE AND SPECIFICATIONS.
- SEE DETAILS ON SHEET D2 FOR TESC AND SHEETS D6 AND D7 FOR CONSTRUCTION DETAILS



**GRADING PLAN (1 OF 2)**



**NEWPORT YACHT CLUB**  
DREDGING PLAN  
C/O PAUL NICHOL  
NEWPORT YACHT CLUB  
81 SKAGIT KEY  
BELLEVUE, WA 98004

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051126  
**SHEET NUMBER:**  
D3 OF 7

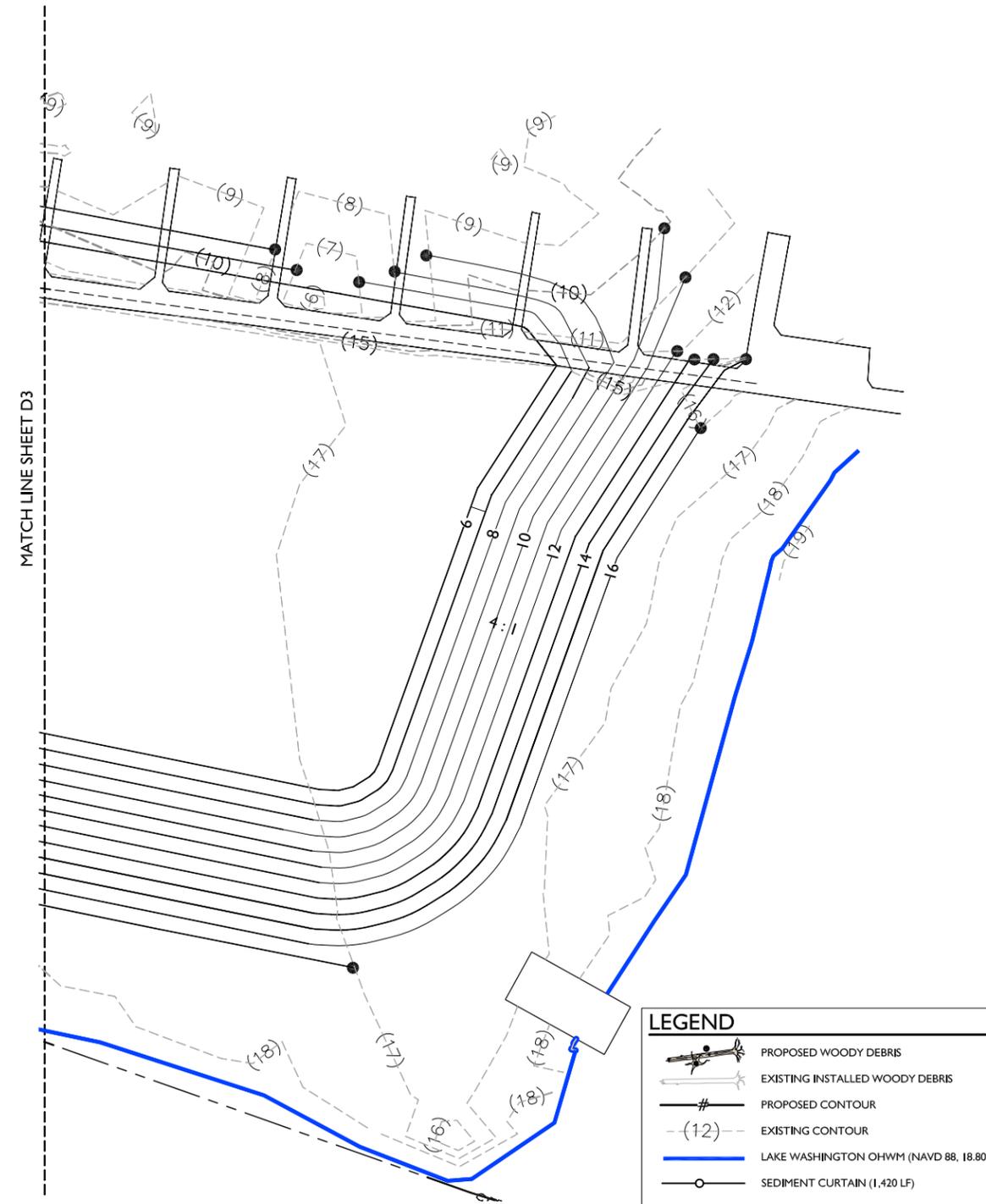
**DREDGING PLAN NOTES**

**CONSTRUCTION SEQUENCE**

1. WORK ON THIS PLAN SHALL NOT COMMENCE UNTIL THERE HAS BEEN A PRECONSTRUCTION MEETING BETWEEN THE CONTRACTOR, THE CITY, AND THE LAKE RESTORATION CONSULTANT. NOTE: THIS PROJECT HAS AN IN-WATER WORK WINDOW OF 16 NOVEMBER TO 31 DECEMBER AND 16 JULY TO 31 JULY.
2. IDENTIFY AND PROTECT ALL UTILITIES THAT MAY EXIST IN THE CONSTRUCTION AREA. ANY DAMAGE TO UTILITIES, EVEN IF NOT IDENTIFIED ON PLAN, SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
3. INSTALL ALL TEMPORARY EROSION CONTROL MEASURES, GENERAL AND SITE-SPECIFIC, AS NOTED ON THE PLANS AND SUPPORTING DOCUMENTS OR AS REQUIRED BY VARIOUS PERMIT CONDITIONS AND AUTHORIZATIONS.
4. SEDIMENT CURTAINS SHALL BE INSTALLED AND FUNCTIONING AROUND ALL IN-WATER WORK AREAS AND SHALL REMAIN IN PLACE UNTIL ALL TURBIDITY IN THE WORK AREA HAS DISSIPATED. TURBIDITY MONITORING SHALL BE REQUIRED PER CITY OF BELLEVUE STANDARDS. SEE SHEET D2 FOR TURBIDITY MONITORING LOCATION AND THE TURBIDITY MONITORING PLAN PREPARED BY THE WATERSHED COMPANY.
5. IT IS EXPECTED THAT SEDIMENT WILL BE REMOVED USING A BARGE-MOUNTED CRANE WITH A CLAMSHELL BUCKET, OR SIMILAR DEVICE. AN ADDITIONAL BARGE (OR BARGES) MAY BE USED TO TRANSPORT EXCAVATION SPOILS TO THE APPROVED IN-WATER DISPOSAL SITE IN ELLIOTT BAY.
6. WORK WILL PROCEED FROM DEEPER WATER TOWARDS SHALLOWER WATER, ALLOWING THE BARGE TO MOVE SHOREWARD AS SUFFICIENT WATER DEPTH IS ACHIEVED. IT IS EXPECTED THAT THE EXCAVATION PRISM WILL BE OF SUFFICIENT DEPTH AND WIDTH TO ALLOW BARGE ACCESS TO ALL AREAS PROPOSED FOR EXCAVATION. **THE CONTRACTOR SHALL NOT BE ALLOWED TO TEMPORARILY OVER-EXCAVATE IN ORDER TO IMPROVE ACCESS TO THE SITE.**
7. DURING CONSTRUCTION, THE DREDGE AREA NEAR THE MOUTH OF COAL CREEK MAY NEED TO BE CONSTRUCTED SEPARATELY SUCH THAT THE FLOW OF THE CREEK IS ALLOWED TO MOVE AROUND THE CONTAINMENT BOOM, NOTED AS CONSTRUCTION AREA "A" AND "B."
8. ONCE SUFFICIENT DEPTH IS ACHIEVED ADJACENT TO THE PIER, THE WOOD SKIRTING ON THE PIER MAY BE REMOVED. SKIRTING SHALL BE REMOVED FULLY AND CLEANLY, WITH ALL FASTENERS REMOVED OR CUT FLUSH WITH THE REMAINING STRUCTURE.
9. EXCAVATION OF THE SEDIMENT DEPOSITED BETWEEN THE FINGERS OF THE PIER MAY BE ACCOMPLISHED USING THE CLAMSHELL BUCKET, SMALLER BARGE-BASED EQUIPMENT, HAND LABOR, OR ANY COMBINATION THEREOF. FOR EXAMPLE HAND LABOR MAY BE USED TO SLOUGH MATERIAL FROM BETWEEN THE FINGERS TO THE DEEPER WATER SOUTH OF THE PIER FOR REMOVAL WITH THE CLAMSHELL BUCKET.
10. INSTALL LARGE WOODY DEBRIS STRUCTURES AS SHOW ON THE GRADING PLAN ON SHEETS D3 AND D4 AND PER THE APPROPRIATE DETAILS ON SHEETS D6 AND D7.

**SPECIFICATIONS**

- **LAKE SHORE RESTORATION CONSULTANT:** REPRESENTATIVE FROM THE WATERSHED COMPANY (425) 822-5242, OR OTHER QUALIFIED ENVIRONMENTAL CONSULTING FIRM FAMILIAR WITH THESE PLANS.
- **BANK LOG** SHALL CONSIST OF SOUND, ROT- AND DISEASE-FREE, RELATIVELY STRAIGHT DOUGLAS-FIR OR WESTERN RED CEDAR LOGS WITH ROOTWADS ATTACHED, MIN. 20' LONG AND MIN. 16" DIAMETER AT TIP. EACH BANK LOG TO BE ATTACHED WITH **ANCHORS**. SEE APPROPRIATE WOODY DEBRIS DETAILS ON SHEETS D6 AND D7 FOR NUMBER OF **ANCHORS** AND REFER TO THE **ANCHOR** DETAIL ON SHEET D6 FOR INSTALLATION INSTRUCTIONS.
- **FALLEN TREE** SHALL CONSIST OF SOUND, ROT- AND DISEASE-FREE, RELATIVELY STRAIGHT DOUGLAS FIR OR WESTERN RED CEDAR TREE, MIN. 16' LONG AND MIN. 12" DIAMETER AT TIP, WITH ROOTWAD AND MIN. FIVE BRANCHES ATTACHED. SEE APPROPRIATE WOODY DEBRIS DETAILS ON SHEETS D6 AND D7 FOR NUMBER OF **ANCHORS** AND REFER TO THE **ANCHOR** DETAIL ON SHEET D6 FOR INSTALLATION INSTRUCTIONS.
- **ROOTWAD** SHALL CONSIST OF SOUND, ROT AND DISEASE-FREE, RELATIVELY STRAIGHT DOUGLAS FIR OR WESTERN RED CEDAR TREE, MIN. 10' TALL AND WITH A TRUNK DIAMETER MIN. 12". ROOTWAD TO BE DRIVEN TRUNK-DOWN INTO SUBSTRATE, WITHIN 30 DEGREES OF VERTICAL, UNTIL AT LEAST 8' IS SUBMERGED IN THE SUBSTRATE. AFTER BEING ALLOWED TO SET FOR 24 HOURS, ROOTWAD SHOULD BE FIRM TO UP TO 5,000 LBS PULL IN BOTH HORIZONTAL AND VERTICAL DIRECTIONS. IF NECESSARY, MORE TIME MAY BE GIVEN TO ACHIEVE DESIRED SETTING STRENGTH OR A LONGER ROOTWAD MAY BE USED. IF RECOMMENDED LOAD STRENGTH CANNOT BE ACHIEVED, THEN TWO **ANCHORS** SHALL BE ATTACHED PER ROOTWAD.
- **"PILE" LOGS** SHALL CONSIST OF SOUND, ROT AND DISEASE-FREE, RELATIVELY STRAIGHT DOUGLAS FIR OR WESTERN RED CEDAR TREE, MIN. 12' TALL AND MIN. 12" DIAMETER AT TIP, WITH NO ROOTS ATTACHED. PILE LOG TO BE DRIVEN INTO SUBSTRATE WITHIN 30 DEGREES OF VERTICAL, UNTIL AT LEAST 8' IS SUBMERGED IN THE SUBSTRATE. AFTER BEING ALLOWED TO SET FOR 24 HOURS, PILE SHOULD BE FIRM TO UP TO 5,000 LBS PULL IN BOTH HORIZONTAL AND VERTICAL DIRECTIONS. IF NECESSARY, MORE TIME MAY BE GIVEN TO ACHIEVE DESIRED SETTING STRENGTH OR A LONGER PILE MAY BE USED. IF RECOMMENDED LOAD STRENGTH CANNOT BE ACHIEVED, THEN TWO **ANCHORS** SHALL BE ATTACHED PER PILE.
- **V-LOGS** SHALL CONSIST OF SOUND, ROT AND DISEASE FREE, RELATIVELY STRAIGHT DOUGLAS FIR OR WESTERN RED CEDAR LOGS WITH ROOTWADS ATTACHED MIN. 22' LONG AND MIN. 12" DIAMETER AT THE SMALLEST POINT. EACH PAIR OF V-LOGS TO BE ATTACHED TO THREE **ANCHORS** AS SHOWN ON APPROPRIATE DETAIL. WHERE V-LOGS INTERSECT, EACH LOG SHALL BE NOTCHED APPROXIMATELY 1/2 LOG DIAMETER, SUCH THAT THE NOTCHES FIT TOGETHER SECURELY. ANCHOR AT INTERSECTION TO BE CONNECTED TO BOTH V-LOGS.
- **ANCHORS** SHALL CONSIST OF MANTA RAY MR-2 EARTH ANCHORS OR EQUIVALENT. ANCHORS ARE TO BE DRIVEN MINIMUM 18 FEET INTO GROUND AT AN ANGLE APPROXIMATELY 30° FROM VERTICAL AIMED AWAY FROM THE LOG. PREVIOUS SITE WORK IN THE VICINITY INDICATES THAT A 2-4" THICK SAND/GRAVEL LAYER EXISTS AT A DEPTH OF 10-15' BELOW THE EXISTING SURFACE. WHERE FEASIBLE, ANCHORS SHOULD BE DRIVEN INTO AND THROUGH THAT SAND/GRAVEL LAYER. ALL ANCHORS SHALL BE LOAD TESTED TO MIN. 5,000 LBS. IF MR-2 ANCHORS ARE UNABLE TO ACHIEVE SPECIFIED LOAD RATING, THEN A LARGER ANCHOR SHALL BE SUBSTITUTED THAT MEETS SPECIFIED LOAD RATING. ALTERNATIVELY, IF MR-2 ANCHORS ARE UNABLE TO BE DRIVEN TO DESIRED DEPTH, A SMALLER ANCHOR SHALL BE USED AND SET TO THE SAME LOAD RATING.
- **CHAIN** SHALL CONSIST OF 1/2" LONG-LINK LASHING CHAIN SECURED WITH SHACKLES OR OTHER APPROVED DEVICE RATED TO PERMANENTLY HOLD THE SAME LOAD AS SPECIFIED FOR THE ANCHOR.



**NEWPORT YACHT CLUB**

**DREDGING PLAN**  
C/O PAUL NICHOL  
NEWPORT YACHT CLUB  
81 SKAGIT KEY  
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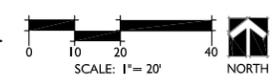
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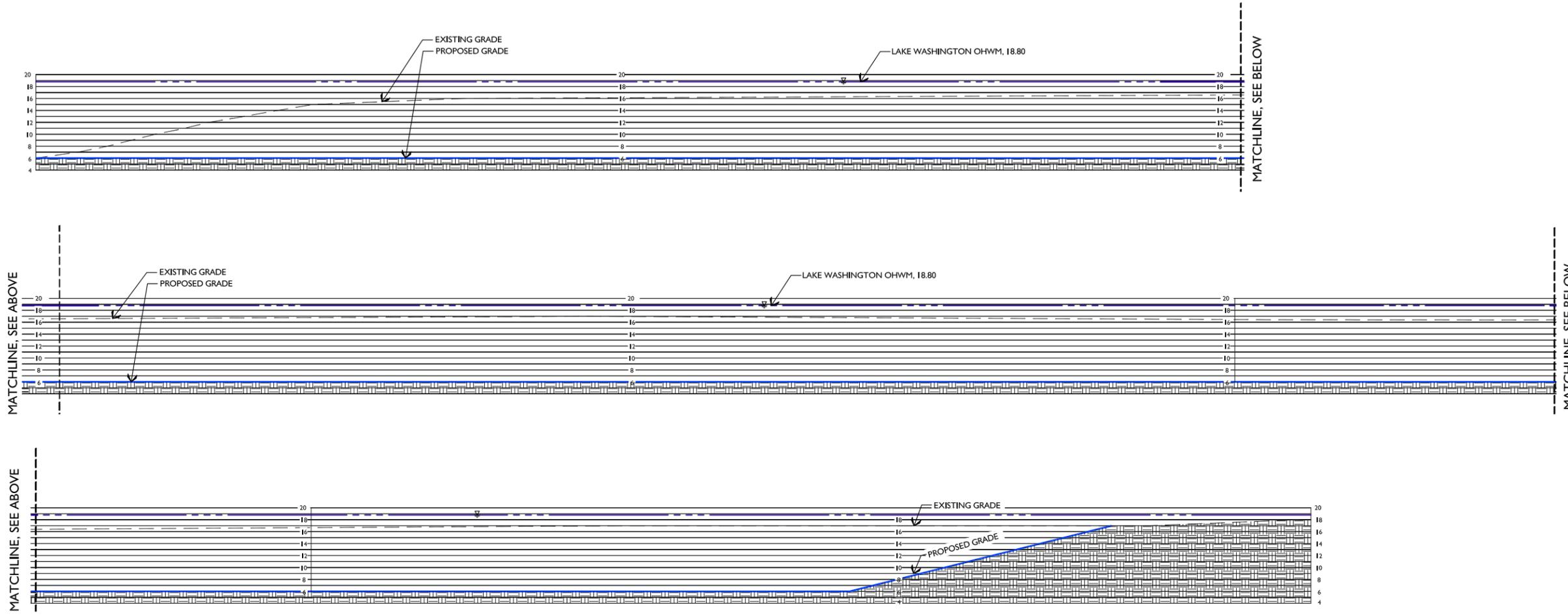
PROJECT MANAGER: KB  
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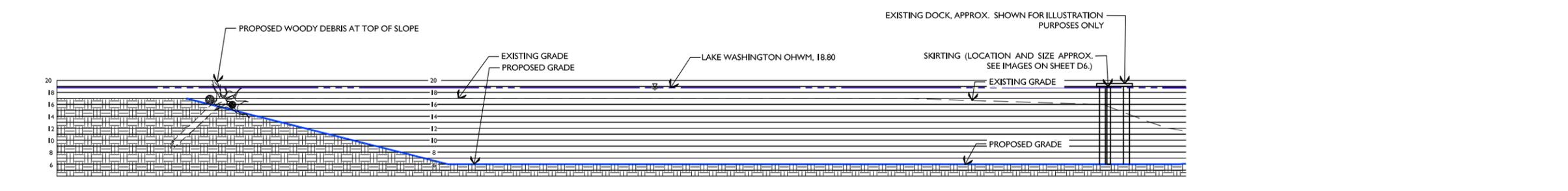
SHEET NUMBER:  
D4 OF 7

**DREDGING PLAN NOTES AND GRADING PLAN (2 OF 2)**





**SECTION A** 0 5 10 20  
SCALE: 1"=10'



**SECTION B** 0 5 10 20  
SCALE: 1"=10'

**CROSS SECTIONS**

**NEWPORT YACHT CLUB**  
DREDGING PLAN  
C/O PAUL NICHOL  
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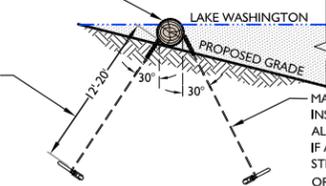
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**D5 OF 7**

CHAIN LOG TO MANTA RAY ANCHORS, ONE ON EACH SIDE, USING 1/2" INCH DIA. MIN. LONG-LINK STEEL LASHING CHAIN. MAKE TWO COMPLETE WRAPS AROUND LOG AND SECURE W/ SHACKLES OR OTHER APPROVED CONNECTION DEVICE. CONNECTION DEVICES MUST HOLD THE SAME LOAD AS SPECIFIED FOR THE ANCHOR. SCORE LOG 1/2" TO 3/4" DEEP TO RECESS CHAIN.

NOTE: NEARBY ANCHOR INSTALLATIONS HAVE ENCOUNTERED A MORE RESISTANT LAYER AT A DEPTH OF 12 TO 16 FEET BELOW PRESENT SURFACE. WHERE FEASIBLE, ANCHOR SHOULD BE DRIVEN BELOW THAT LAYER.



MANTA RAY MR2 ANCHOR OR EQUIVALENT. INSTALLED PER MANUFACTURER'S SPECIFICATIONS. ALL ANCHORS MUST BE LOAD TESTED TO 5,000 LBS. IF ANCHOR CANNOT ACHIEVE DESIRED LOAD STRENGTH, MR1 OR LARGER MAY BE SUBSTITUTED, OR ANCHOR MAY BE DRIVEN DEEPER.

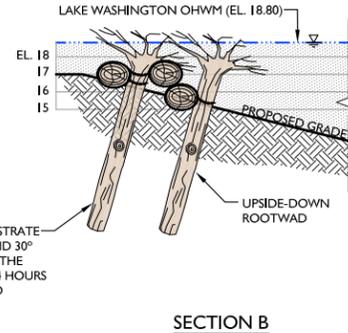
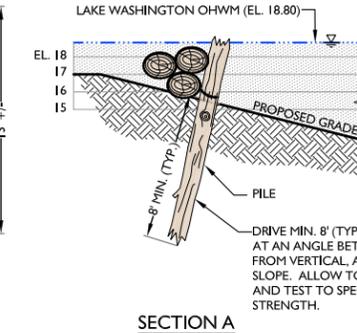
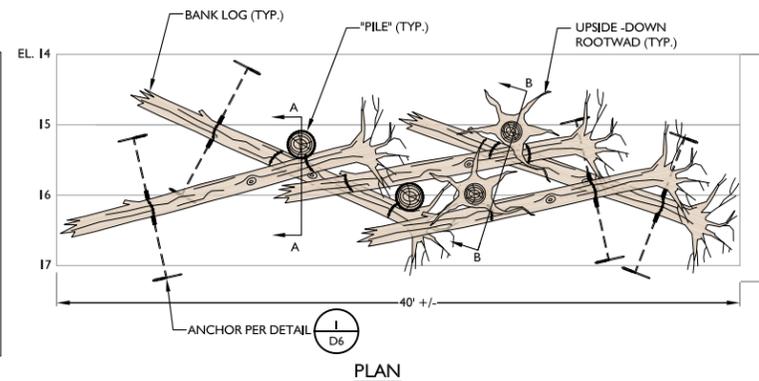


NON-STRUCTURAL SKIRTING TO BE REMOVED

1 ANCHOR DETAIL  
NTS

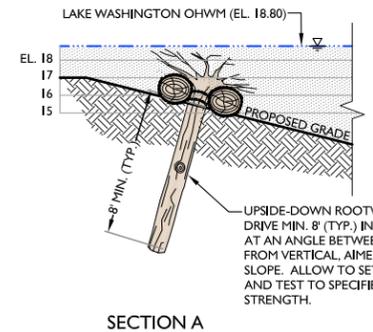
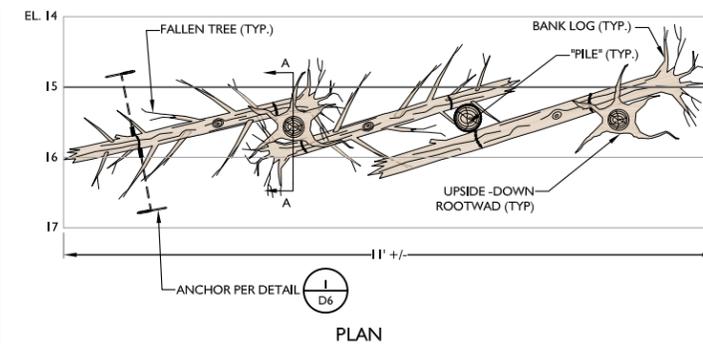
2 IMAGE OF SKIRTING TO BE REMOVED  
NTS

NOTES:  
1. ALL LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR.  
2. UPSIDE-DOWN ROOTWAD TO BE MINIMUM 10' LONG FROM BASE OF TRUNK TO TIP (NOT INCLUDING ROOTS) AND 12" DIAMETER AT SMALLEST POINT, DRIVEN MIN. 8' INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.  
3. BANK LOGS TO BE MINIMUM 20' LONG AND 16" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED.  
4. "PILE" TO BE MIN. 12' LONG AND 12" DIAMETER AT SMALLEST POINT, DRIVEN MIN. 8' INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.  
5. WHERE LOGS CROSS OR MEET WITH ROOTWAD/PILE, LASH TOGETHER USING ANCHOR CHAIN IN A SIMILAR MANNER TO ANCHOR DETAIL.



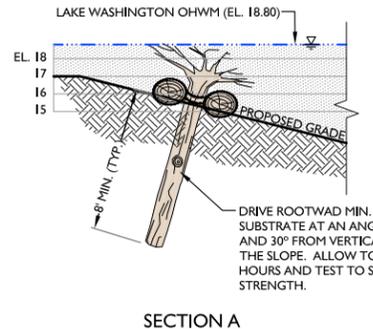
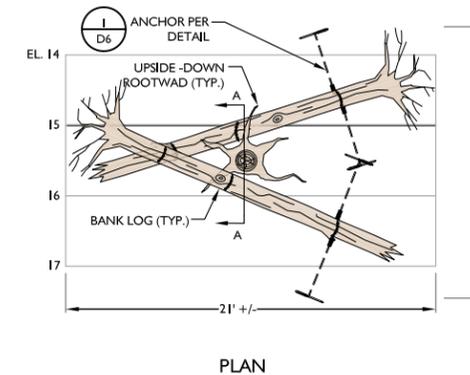
3 CLUSTER STRUCTURE DETAIL  
NTS

NOTES:  
1. ALL LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR.  
2. UPSIDE-DOWN ROOTWAD TO BE MINIMUM 10' LONG FROM BASE OF TRUNK TO TIP (NOT INCLUDING ROOTS) AND 12" DIAMETER AT SMALLEST POINT, DRIVEN MIN. 8' INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.  
3. BANK LOGS TO BE MINIMUM 20' LONG AND 16" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED.  
4. FALLEN TREES TO BE MINIMUM 16' LONG AND 12" DIAMETER AT SMALLEST POINT, WITH ROOTWAD ATTACHED AND MIN. 5 BRANCHES INTACT.  
5. "PILE" TO BE MIN. 12' LONG AND 12" DIAMETER AT SMALLEST POINT, DRIVEN MIN. 8' INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.  
6. WHERE LOGS CROSS OR MEET WITH ROOTWAD/PILE, LASH TOGETHER USING ANCHOR CHAIN IN A SIMILAR MANNER TO ANCHOR DETAIL.



4 PARALLEL STRUCTURE DETAIL  
NTS

NOTES:  
1. ALL LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR.  
2. UPSIDE-DOWN ROOTWAD TO BE MINIMUM 10' LONG FROM BASE OF TRUNK TO TIP (NOT INCLUDING ROOTS) AND 12" DIAMETER AT SMALLEST POINT, DRIVEN MIN. 8' INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.  
3. BANK LOGS TO BE MINIMUM 20' LONG AND 16" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED.  
4. WHERE LOGS CROSS OR MEET WITH ROOTWAD/PILE, LASH TOGETHER USING ANCHOR CHAIN IN A SIMILAR MANNER TO ANCHOR DETAIL.



LOG QUANTITIES	
FALLEN TREES	12
BANK LOGS	35
"PILE" LOGS	10
ROOTWADS	24
V-LOGS	2
ANCHORS	94

5 "A" STRUCTURE DETAIL  
NTS

NEWPORT YACHT CLUB

DREDGING PLAN  
C/O PAUL NICHOL  
NEWPORT YACHT CLUB  
81 SKAGIT KEY  
BELLEVUE, WA 98004

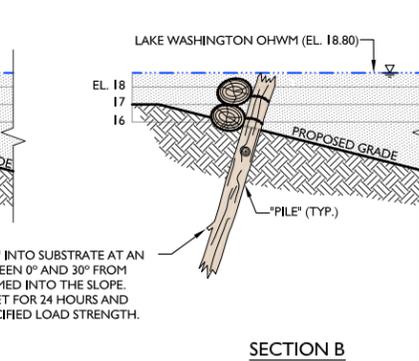
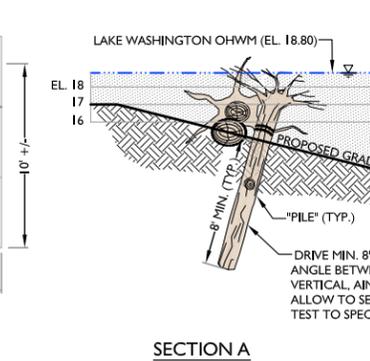
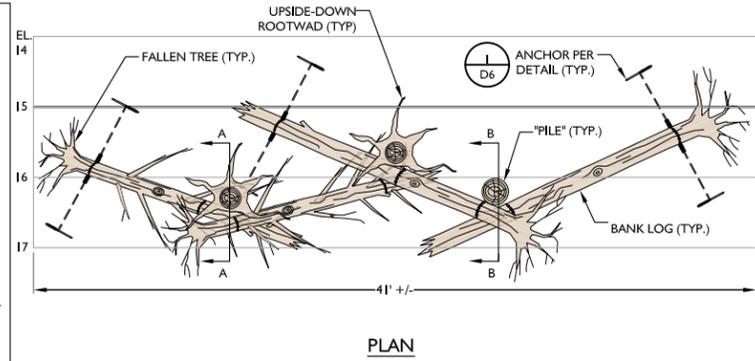
SUBMITTALS & REVISIONS								
NO.	DATE	DESCRIPTION	BY	ML/CL	MG	CL	CL	CL
1	12-12-09	INTERNAL REVIEW	ML/CL					
2	01-08-10	REVIEW SET	MG					
3	02-08-10	PRE-APP	CL					
4	03-01-10	REVIEW SET	CL					
5	07-07-10	CITY SUBMITTAL	CL					

SHEET SIZE:  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER: KB  
DESIGNED: MI, CL  
DRAFTED: CL  
CHECKED: KB, MG

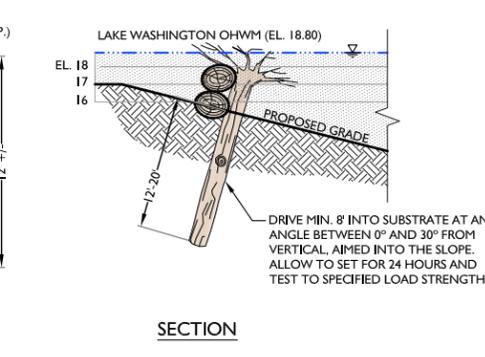
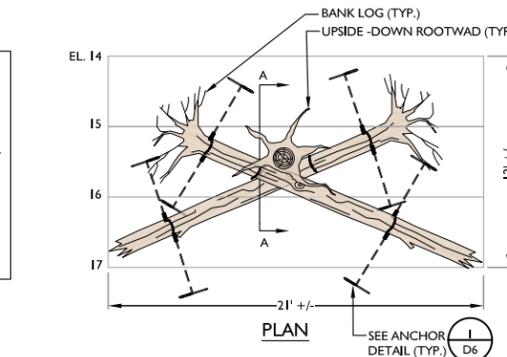
JOB NUMBER:  
051126  
SHEET NUMBER:  
D6 OF 7

- NOTES:**
1. ALL LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR.
  2. UPSIDE-DOWN ROOTWAD TO BE MINIMUM 10' LONG FROM BASE OF TRUNK TO TIP (NOT INCLUDING ROOTS) AND 12" DIAMETER AT SMALLEST POINT. DRIVEN MIN. 8" INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.
  3. BANK LOG TO BE MINIMUM 20' LONG AND 16" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED.
  4. FALLEN TREE TO BE MINIMUM OF 16' LONG AND 12" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED AND A MINIMUM OF 5 BRANCHES ATTACHED.
  5. WHERE LOGS CROSS OR MEET WITH ROOTWAD/PILE, LASH TOGETHER USING ANCHOR CHAIN IN A SIMILAR MANNER TO ANCHOR DETAIL.
  6. "PILE" TO BE MIN. 12' LONG AND 12" DIAMETER AT SMALLEST POINT. DRIVEN MIN. 8" INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.



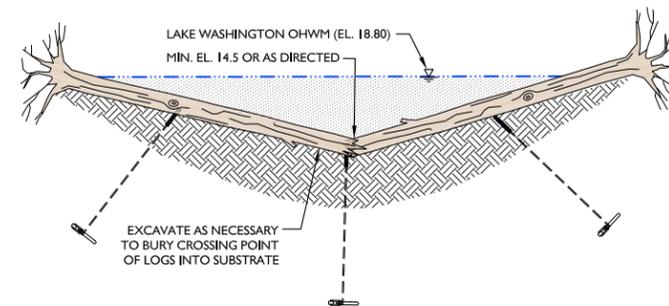
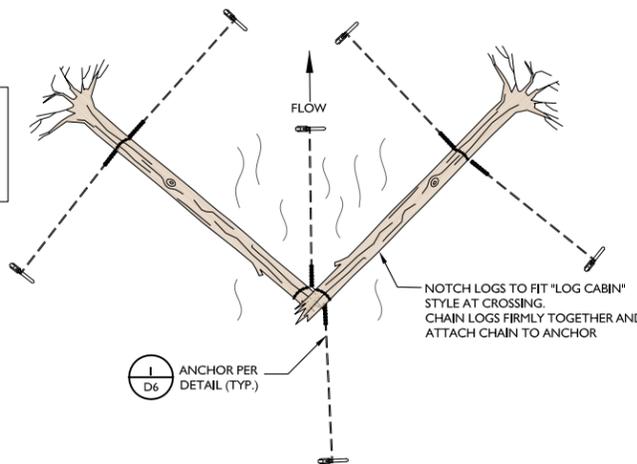
6 "W" STRUCTURE DETAIL  
NTS

- NOTES:**
1. ALL LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR.
  2. UPSIDE-DOWN ROOTWAD TO BE MINIMUM 10' LONG FROM BASE OF TRUNK TO TIP (NOT INCLUDING ROOTS) AND 12" DIAMETER AT SMALLEST POINT. DRIVEN MIN. 8" INTO SUBSTRATE. END IN GROUND MAY BE BEVELED TO FACILITATE INSTALLATION.
  3. BANK LOGS TO BE MINIMUM 20' LONG AND 16" DIAMETER AT SMALLEST POINT WITH ROOTWAD ATTACHED.
  4. WHERE LOGS CROSS OR MEET WITH ROOTWAD/PILE, LASH TOGETHER USING ANCHOR CHAIN IN A SIMILAR MANNER TO ANCHOR DETAIL.



7 "X" STRUCTURE DETAIL  
NTS

- NOTES:**
1. LOGS TO BE WESTERN RED CEDAR OR DOUGLAS FIR W/ ROOTS ATTACHED, MIN. 22' IN LENGTH AND MIN. 12" IN DIAMETER AT THE SMALLEST POINT.



8 "V" STRUCTURE DETAIL  
NTS

CONSTRUCTION DETAILS (2 OF 2)

NEWPORT YACHT CLUB

DREDGING PLAN  
C/O PAUL NICHOL  
NEWPORT YACHT CLUB  
81 SKAGIT KEY  
BELLEVUE, WA 98004

SUBMITTALS & REVISIONS		BY	DATE	NO.
DESCRIPTION	DATE <td>NO. <td>BY <td></td> </td></td>	NO. <td>BY <td></td> </td>	BY <td></td>	
INTERNAL REVIEW	12-12-09	1	MI,CL	
REVIEW SET	01-08-10	2	MG	
PRE-APP	02-08-10	3	CL	
REVIEW SET	03-01-10	4	CL	
CITY SUBMITTAL	07-07-10	5	CL	

SHEET SIZE:  
ORIGINAL PLAN IS 22" x 34".  
SCALE ACCORDINGLY.

PROJECT MANAGER: KB  
DESIGNED: MI,CL  
DRAFTED: CL  
CHECKED: KB, MG  
JOB NUMBER:  
051126  
SHEET NUMBER:  
D7 OF 7

**Newport Yacht Club**  
**Critical Areas Land Use/Shoreline Substantial Development Permit**  
**Narrative Description**  
**July 7, 2010**

**1. Description of the project site, including landscape features, existing development, and site history as applicable.**

**Response:** The Newport Yacht Club is located along the eastern shoreline of Lake Washington at 81 Skagit Key (Parcel #6065311330), within the Newport Shores community, approximately 200 feet north of the mouth of Coal Creek. Sediment discharging from Coal Creek has caused an expansion of the delta, particularly towards the north and west. As a result, the embayment between the southernmost marina dock ("D" dock) and the northern bank of Coal Creek to the south consists of an expansive sand and gravel delta that is exposed during the winter months, when the level of Lake Washington is lowered, and shallowly inundated during the summer months.

The club's marina was constructed in 1977 to harbor recreational watercraft for the residents of the Newport Shores neighborhood and surrounding communities. The marina has three piers and 119 slips ranging in length from 26 to 60 feet. The Newport Yacht Club leases out 49 of the marina's slips on yearly contracts, while the remaining 70 slips are held under 75-year license agreements with the Club that began in 1978. Skirting was installed at the marina along the south edge of the approximately 500-foot-long "D" dock around 1987 in order to minimize sediment intrusion into the marina. "D" dock contains 15 double-width boat slips along the 5 ½-foot wide wooden dock, which is supported by wooden pilings. The three-inch thick wooden skirt was installed along the southern side of the support pilings from the shoreline to the western edge of the 13th boat slip, approximately 350 feet from shore. The presence of the skirt also functions as a fish passage barrier.

Little vegetation is present below the ordinary high water mark on the delta. Within the proposed dredge area only a few non-native white pond lily (*Nuphar luteum*) are found between boat slips north of "D" dock. A fringe of emergent vegetation is found alongside the edge of the shoreline, but this is entirely outside of the dredge area and is off-site (see further description, below). Therefore, due to the low amount of vegetative cover provided by this vegetation (less than 5%), the portion of the delta proposed for dredging does not qualify as a wetland. The area would technically be classified as a deepwater habitat.

The vegetated shores east and southeast of the embayment area just above the OHWM of Lake Washington contain a mix of emergent, scrub-shrub and forested vegetation. The current conditions are typical of other lake fringe areas along the shores of Lake Washington. The dominant vegetation is mostly emergent along areas closest to the lakeshore. The dominant emergent vegetation includes common cattail (*Typha latifolia*) and hardstem bulrush (*Scirpus acutus*) along the eastern shore and cattails with some reed canarygrass (*Phalaris arundinacea*) along the southeastern shore. The vegetation transitions directly into mowed lawn inland from the eastern shore, while the southeastern shore transitions into scrub shrub vegetation dominated by Sitka willow (*Salix sitchensis*), Pacific willow (*Salix lucida*) and red-osier dogwood (*Cornus sericea*). Some red alder (*Alnus rubra*) and black cottonwood (*Populus balsamifera*) trees are interspersed throughout the area as well. Directly south of the embayment area, separating the dredge area from Coal Creek, is a narrow strip of gravel and cobble with little vegetation.

The banks of Coal Creek have previously been lined with large woody debris to protect against erosion and to constrain future sediment deposition. Additionally, four "V-shaped" log structures have been installed near the mouth of the creek as an aid to fish passage and as a way of suspending sediment, causing it to discharge into deeper portions of Lake Washington. This has led to the accumulation of a sediment mound that extends approximately 120 feet beyond the apex of the westernmost log structure.

In 2004, the Newport Yacht Club reached a legal agreement with the City of Bellevue and King County regarding compensation of expenses to "design, permit, construct, and otherwise conduct navigation maintenance dredging in the following specified areas:

- (a) Newport Yacht Club marina;
  - (b) Entrance to Grand Canal;
  - (c) South side of D dock at the Newport Yacht Club Marina; and
  - (d) The edges of the Coal Creek Delta for navigational maintenance dredging."
- (United States District Court 2004).

The legal agreement came as a result of a lawsuit between the Newport Yacht Club and the City of Bellevue and King County over sediment buildup near the mouth of Coal Creek. As Coal Creek empties into Lake Washington, it deposits high volumes of sediment that settle in the stream, in the embayment area south of the marina, and within the marina itself. Sediment deposition in this area affects operations at the marina, as several slips along the southwestern portion of the marina are now

unusable due to the sediment build-up. Additionally, the entrance to the Newport Yacht Club marina is becoming compromised as sediment continues to build-up in that area as well.

**2. *A description of how the design constitutes the minimum necessary impact to the critical area.***

**Response:** The current proposal constitutes the minimum necessary impact to the critical area. Dredging will be accomplished from a barge positioned waterward of the ordinary high water mark. All work will be conducted from the barge; no land-based excavation will occur. The barge is not to disturb the lake bottom. Dredged materials are to be stockpiled on the barge for dewatering and then immediately transported to the Elliott Bay open-water disposal site. Further, an in-water sediment curtain will be deployed prior to any dredging to control suspended sediments within Lake Washington. It is estimated that approximately 50 barge trips to the disposal site will be necessary to remove all of the sediments from the project area.

Accomplishing all dredge activities from a barge will allow sediments to be removed in the most efficient manner, thereby minimizing impacts to the critical area and also preventing impacts to the adjacent wetlands. All impacts to the project area will be temporary. The amount of dredge material proposed for removal is also the minimum necessary to return the marina to its original condition and also to prevent new sediments from entering the marina. Further, in addition to stabilizing the newly graded slope, the placement of large woody debris along the south flank of the dredge prism will provide nearshore habitat along the shoreline, thereby improving the overall ecological function of the area for a variety of species.

**3. *A description of why there is no feasible alternative with less impact to the critical area, critical area buffer, or critical area structure setback.***

**Response:** There is no feasible alternative with less impact to the critical area and buffer. Dredging will be accomplished from a barge positioned waterward of the ordinary high water mark. This will prevent permanent impacts and minimize temporary impacts and allow sediments to be removed in the most efficient manner. Dredged materials are to be stockpiled on the barge for dewatering purposes and then immediately transported to the Elliott Bay open-water disposal site. Further, an in-water sediment curtain will be deployed prior to any dredging to control suspended sediments within Lake Washington.

Alternatively, upland removal of the sediments would require extensive shoreline buffer and wetland impacts as heavy equipment would have to be positioned above the OHWM. Dewatering of the material would also likely have to occur in the buffer. Once sediments were ready for transport, in excess of 800 truck trips would be necessary to remove all of the sediments from the site. This number of trips would heavily impact the local neighborhood. Therefore, there is no feasible alternative with less impact to the critical area and critical area buffer.

**4. A description of alternatives considered and why the alternative selected is preferred.**

**Response:** Given the impaired status of the existing marina, no alternative to dredging the sediments is feasible. Without dredging, sediments will continue to ‘creep’ into the marina compromising additional slips and eventually sealing off the entrance to the marina. The only way to reclaim full use of the marina and to prevent near term reentry of sediments is to dredge the marina and the area to the south.

Removal of the sediments can be done in one of two ways, land-based or water-based. As discussed in the previous response, water-based removal will result in less impact on the critical area and is therefore the preferred alternative.

**5. A summary of how the proposal meets each of the decision criteria contained in Land Use Code Section 20.30P.**

**20.30P.140 Critical Areas Land Use Permit Decision Criteria**

**A. The proposal obtains all other permits required by the Land Use Code.**

**Response:** The proposed project will be required to obtain a Shoreline Substantial Development Permit (WG) (with SEPA review), a Critical Areas Land Use Permit (LO) and a Clearing and Grading Permit (GH). No additional City of Bellevue land use permits will be required of the proposed project.

**B. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact of the critical area and critical area buffer.**

**Response:** Dredging will consist of a crane barge with a clam shell bucket casting to a dump barge. Dredging will begin at the easternmost extent of the delta and proceed westward along the south edge of “D” dock. After the pier skirting is removed, divers will side cast materials from under “D” dock to areas

reachable by the clam bucket. Then the remaining dredge areas will be completed. Finally, large woody debris will be placed along the newly graded slope using a barge.

The proposed construction methods will result in the minimum necessary impact to the critical area. Dredging will be accomplished from a barge positioned waterward of the ordinary high water mark. All work will be conducted from the barge; no land-based excavation will occur. The barge is not to disturb the lake bottom. Removed materials are to be stockpiled on the barge for dewatering and then immediately transported to the Elliott Bay open-water disposal site. Further, an in-water sediment curtain will be deployed prior to any dredging to control suspended sediments within Lake Washington.

Accomplishing all dredging from a barge will allow sediments to be removed in the most efficient manner, thereby resulting in the least impact to the critical area and critical area buffer. Further, water-based removal of the sediments will result in no impact to the adjacent wetlands.

- C. The proposal incorporates the performance standards of Part 20.25H LUC to the maximum extent practicable.*

**Response:** See Response 6 below.

- D. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.*

**Response:** The existing marina is served by adequate public facilities including streets, fire protection and utilities. The proposed dredging project will not alter existing utilities and it will not increase the size of the marina or the number of slips. Therefore, there will be no demand for additional public facilities.

- E. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.i shall not require a mitigation or restoration plan.*

**Response:** The proposed project includes no permanent impacts. Only temporary impacts to water quality below the OHWM will occur. These impacts will persist only during the work and for a short settling period immediately following the work. No impacts to existing vegetated or other refuge/forage habitats will take place. Therefore, pursuant to LUC 20.25H.220.H a restoration

plan is not required. Instead, compliance with the following requirements is necessary:

1. *All areas of temporary disturbance shall be identified in the plans approved with the Critical Areas Land Use Permit or allowed use or development and shall be the minimum necessary to allow the completion of the approved use or development. For uses and development involving the repair or renovation of existing structures that can be accessed from non-critical area or critical area buffer, the minimum necessary area of temporary disturbance shall be no greater than 10 feet around the perimeter of the existing structure. Proposals involving areas of greater disturbance shall require a full restoration plan under this section. The Director may impose conditions requiring areas of temporary disturbance to be marked in the field through the use of markers, fencing, or other means;*

**Response:** Areas of temporary disturbance include the entirety of the proposed dredge area. This area is labeled on Sheet D1 as 'Project Area'. The size of the 'Project Area' is the minimum necessary in order to dredge the marina, the south side of "D" dock and the edges of the Coal Creek delta, as outlined in the 2004 legal agreement.

2. *The condition of the areas of temporary disturbance existing prior to undertaking any development activity shall be documented with the proposal. The Director may require photographic evidence, site plans showing the size, location and type of existing vegetation, or other materials to document existing conditions;*

**Response:** The entirety of the proposed project will take place below the OHWM. Further, no emergent or aquatic vegetation is present in the dredge area. As mentioned, the project site consists entirely of inundated sand and silt.

3. *The Director shall impose a condition that the area be restored to existing conditions prior to final approval of the work performed, or within 30 days following completion of the work if no final approval is required; and*

**Response:** The applicant is agreeable to restoring all temporarily disturbed areas within 30 days following completion of the work.

4. *The Director shall impose a condition requiring monitoring of the restored area and additional restoration to achieve existing conditions, consistent with subsection D of this section; provided, that the Director may reduce*

*the monitoring period to not less than one year from completion of the original restoration.*

**Response:** No vegetation will be impacted as part of the proposed dredging activities. Rather, temporarily disturbed areas will be returned to their pre-existing condition and/or enhanced with the placement of large woody debris. Therefore, restoration of areas of temporary disturbance does not involve the planting of any new vegetation. As a result, monitoring will not be required for areas of temporary disturbance.

*F. The proposal complies with other applicable requirements of this code.*

**Response:** The proposed project complies with all other applicable City of Bellevue Land Use Code requirements, including 20.25H, 20.25E and 23.76.

*6. A summary of how the proposal meets each of the criteria and performance standards contained in Land Use Code Section 20.25H associated with the critical area you are modifying.*

Land Use Code Section (LUC) 20.25H.055.B outlines “*additional shoreline-specific uses or development*” that are allowed within shoreline critical areas. These provisions can be found in LUC 20.25E. Specifically, LUC 20.25E.080 documents the Shoreline Performance Standards that regulate development in the Shoreline Overlay District. Dredging is an allowed use pursuant to the performance standards found within Subsection I. Further, Subsection B details the general regulations applicable to all activities and Subsection G details the regulations applicable to projects involving clearing and grading. Compliance with each performance standard from all three subsections is documented below.

**20.25E.080.B General Regulations Applicable to All Land Use Districts and Activities.**

*1. Where applicable, all federal and state water quality and effluent standards shall be met.*

**Response:** All applicable federal and state water quality and effluent standards will be met. The proposed project will require Section 401 and 404 Clean Water Act permits from the Department of Ecology and the Army Corps of Engineers.

*2. If a property extends into the Shoreline Overlay District, the Shoreline Master Program Policies and these use regulations shall apply only to that portion of the property lying within the Shoreline Overlay District.*

**Response:** The entirety of the proposed project lies within the Shoreline Overlay District. Therefore, the Shoreline Overlay District regulations will apply to all proposed activities.

*3. All development within the Shoreline Overlay District shall be accompanied by a plan indicating methods of preserving shoreline vegetation and for control of erosion during and following construction in accordance with Part 20.25H LUC, City of Bellevue Clearing and Grading regulations, Chapter 23.76 BCC, and the Comprehensive Plan.*

**Response:** No existing vegetation will be impacted by the proposed project. Rather, all impacts will occur below the OHWM, where vegetation is not present. Applicable erosion control measures, as required by LUC 23.76 will be implemented. These measures include preparation of a turbidity monitoring plan and a stormwater pollution prevention plan, as well as the use of an in-water sediment control curtain.

*4. Special care shall be exercised to preserve vegetation in wetland, shoreline and stream corridor bank areas in order to prevent soil erosion. Removal of vegetation from or disturbance of shoreline critical areas and shoreline critical area buffers, and from other critical area and critical area buffers shall be prohibited, except in conformance with Part [20.25H](#) LUC and the specific performance standards of this section.*

**Response:** No impacts to vegetation are proposed. Temporary impacts to existing substrate will occur below the OHWM and will be done in accordance with the requirements of LUC 20.25H and 20.25E.

*5. Maximum height limitation for any proposed structure within the Shoreline Overlay District shall be 35 feet, except in land use districts with more restrictive height limitations. The method of measuring the maximum height is described in WAC 173-14-030(6). Variances to this height limitation may be granted pursuant to Part [20.30H](#) LUC.*

**Response:** No new structures are planned as part of the proposed dredging project. Proposed log structures may extend slightly (approximately 1 foot) above the lake's OHWM.

**6. *The Bellevue Shoreline Master Program, in conjunction with existing Bellevue land use ordinances and Comprehensive Plan policies, shall guide all land use decisions in the Shoreline Overlay District.***

**Response:** The proposed dredging project is specifically authorized by the City's Shoreline Master Program (LUC 20.25E.080.I.2.a).

**7. *Any development within the Shoreline Overlay District shall comply with all applicable Bellevue ordinances, including but not limited to the Bellevue Land Use Code, Sign Code, and clearing and grading regulations.***

**Response:** The proposed dredging project will comply with all applicable City of Bellevue standards and regulations, including LUC 20.25H, 20.25E, and 23.76.

**8. *The dead storage of watercraft seaward of the ordinary high water mark of the shoreline is prohibited.***

**Response:** No 'dead' storage of watercraft is planned as part of, or will result from the proposed dredging project.

**9. *Where applicable, state and federal standards for the use of herbicides, pesticides and/or fertilizers shall be met, unless superseded by City of Bellevue ordinances. Use of such substances in the shoreline critical area and shoreline critical area buffer shall comply with the City's "Environmental Best Management Practices."***

**Response:** The proposed project does not include the use of herbicides, pesticides or fertilizers.

**10. *Adequate storm drainage and sewer facilities must be operational prior to construction of new development within the Shoreline Overlay District. Storm drainage facilities shall be separated from sewage disposal systems.***

**Response:** No new development is planned as part of the proposed dredging project.

#### **20.25E.080.G Clearing and Grading Regulations.**

**1. *All clearing, grading, excavating, and fill in the Shoreline Overlay District shall comply with the provisions of Chapter [23.76](#) BCC, now or as hereafter amended.***

**Response:** All construction activities will comply with the provisions of LUC 23.76.

- 2. No clearing, grading, excavating, or fill shall be allowed within the shoreline critical area or shoreline critical area buffer except as permitted by this Part [20.25E](#), or in association with activities allowed under Part [20.25H](#) LUC.*

**Response:** The proposed dredging project is specifically authorized by the City's Shoreline Master Program (LUC 20.25E.080.I.2.a).

- 3. Wherever the City determines that the act or intended act of clearing, grading, excavation or fill has become or will constitute a hazard to life or limb, or endangers property, or adversely affects the safety, use of, or stability of a public way, drainage channel or natural stream corridor, including siltation and sedimentation therein, the owner of the property upon which the clearing, excavation or fill is located or other person or agent in the City shall, within the period specified therein, terminate such clearing, grading, excavation, embankment or fill, or eliminate the same from the development plan, or modify the plans, as may be required so as to eliminate the hazard and be in conformance with the requirements of this Code.*

**Response:** The applicant acknowledges this performance standard.

#### **20.025E.080.I Dredging Regulations.**

*Dredging in the shoreline critical area or shoreline critical area buffer is allowed in compliance with this subsection I.*

- 1. Dredging for the sole purpose of obtaining fill or construction material is prohibited.*

**Response:** The proposed project has been initiated to solve the over-accumulation of sediment within and adjacent to the Newport Yacht Club marina. The sole purpose of the project is to remove the sediment and return the marina to its pre-existing level of navigability. The dredged material is to be disposed of and will not be used as a construction material or commodity. As previously mentioned, the 2004 legal agreement allows the applicant to conduct 'navigation maintenance dredging' in the areas proposed.

- 2. Dredging shall be permitted only in the following cases:*

- a. To maintain navigability to the extent of previously dredged and/or existing authorized location, depth, and width;*

**Response:** The existing Newport Yacht Club marina was constructed in 1977 to harbor recreational watercraft for the residents of the Newport Shores neighborhood and surrounding communities. The marina has three piers and 119 slips ranging in length from 26 to 60 feet.

The marina has primarily operated without major issues involving sediment until the last two decades. However, in recent years, Coal Creek has deposited high volumes of sediment in the area along the southern boundary of the existing marina. Sediment found in this area had begun to affect operations at the Newport Yacht Club. Prior actions have attempted to resolve the situation. Skirting was installed along the south edge of the “D” dock at the marina around 1987 in order to minimize the sediment intrusion into the marina. The skirting extends from the shoreline out approximately 350 feet, leaving approximately 140 feet of un-skirted pier at the end of the pier. Further, a small portion of the entrance to the marina and the four southwestern most slips were dredged around 2002 to remove sediment. However, dredging for that project did not extend any further south than the southernmost pier (“D” dock).

Currently, several slips along the southwestern portion of the marina have become virtually unusable due to the continued sediment build-up. Additionally, the entrance to the Newport Yacht Club marina is becoming compromised as sediment continues to build-up in that area as well.

The proposed dredging project is intended to return the marina to its pre-existing condition by dredging sediments both within and adjacent to the marina. Dredging activities will allow the marina to function in a capacity similar to its original condition.

- b. To improve water flow or water quality;*

**Response:** While the intent of the proposed project is to maintain navigability for the Newport Yacht Club marina (see Dredging Response 2.a), water flow and water quality within the area will improve as a result of the dredging project. Currently, skirting and an extensive amount of sediment are present along the southernmost boundary of the marina.

This blockage prevents a free exchange of water from passing through the marina from the south. Therefore, areas within the marina contain stagnant and partially polluted water that does not get 'flushed' from the marina. Dredging will remove the areas of sediment south and west of the marina, allowing the skirting to be removed. These actions will allow water to once again flow through the marina, resulting in improved water flow and water quality.

*c. To mitigate conditions which could endanger public health or safety;*

**Response:** The loss of navigability in and around the Newport Yacht Club marina could be considered a danger to public safety as watercraft navigating to and from boat slips encounter water depths too shallow for safe boating. Outside the marina to the south areas that appear deep to approaching watercraft are in fact only a few inches deep. Implementation of the proposed project will allow the marina to function in a capacity similar to its original condition; one which allows unencumbered navigability both within and around the marina.

*d. To carry out a habitat improvement project approved pursuant to LUC 20.25H.055;*

**Response:** While the intent of the proposed project is to maintain navigability for the Newport Yacht Club marina (see Dredging Response 2.a), habitat conditions will be improved as a result of the dredging project. It is proposed that log structures be placed along the southern limits of the dredge area. The logs are intended to hold the newly graded slope in place, prevent new sediments from reaching the dredged area, and provide additional habitat to the aquatic environment. The addition of large woody debris will further enhance nearshore habitat complexity and maximize nearshore shallow-water habitat for fish species. The woody debris will allow for attachment of periphyton and aquatic insects, which provide valuable nutrients for the fish community. Further, removal of the existing, treated-lumber skirting along the south side of "D" dock will improve fish passage conditions in the nearshore area.

*e. To provide for the drainage of surface waters for approved development purposes, including existing legally established agricultural activities.*

**Response:** The intent of the proposed project is to maintain navigability for the Newport Yacht Club marina (see Dredging Response 2.a). Surface waters will not be affected by the proposed project.

3. *The lateral spread of resuspended sediment created by a dredging operation shall be contained within previously approved limits.*

**Response:** An in-water sediment curtain will be utilized for the proposed project. The curtain will completely cordon off the work limits from the remainder of the lake, thereby preventing turbid water from escaping the work area. Turbidity levels will be monitored from outside of the sediment curtain to ensure that the curtain is functioning properly. The curtain will not be removed until after all suspended sediments have dissipated and turbidity levels have returned to normal (see Turbidity Monitoring Plan by The Watershed Company).

4. *Dredging spoils shall be deposited at dumping sites which are set back an adequate distance to prevent impairment of water quality. Dumping sites shall not be allowed except in areas designated by the City of Bellevue.*

**Response:** It is proposed that sediment removed from the project site will be placed on a barge and transported outside City of Bellevue limits to the Elliott Bay open water disposal site (Latitude 47° 35.92', Longitude, 122° 21.38'). The U.S. Army Corps of Engineers has issued a Suitability Determination (dated January 16, 2009) approving open-water disposal at a Dredge Material Management Program non-dispersive disposal site (of which Elliott Bay is one).

5. *Dredging spoils stored at the dredging site shall be adequately contained to prevent leakage. Any drainage of the spoils shall be filtered sufficiently to prevent reentrance of sediments into the water.*

**Response:** Dredged spoils are to be dewatered on a barge while still inside the sediment curtain prior to transport to the Elliott Bay disposal site. No upland storage of dredged spoils will occur. Adequate BMPs will be followed to prevent the reentrance of sediments while in transit through areas outside of the sediment control curtain.

6. *Areas of new permanent disturbance and all areas of temporary disturbance within the shoreline critical area and shoreline critical area buffer shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.*

**Response:** The proposed project includes no permanent impacts to the shoreline critical area or shoreline critical area buffer. Only temporary impacts below the OHWM (and thus to the shoreline critical area) will occur. Therefore, pursuant to LUC 20.25H.220.H, a restoration plan is not required. Temporary impacts consist of disturbance of the substrate. Restoration of the impacts will involve grading the newly configured slopes to a gentle gradient and placing large woody debris along the southern edge of the work area. No part of the project will be within a critical area buffer.

**LUC 20.25H.080.A & 100, Stream and Wetland Performance Standards**

*A. Lights shall be directed away from the stream/wetland.*

**Response:** No new lights are planned as part of the proposed dredging project.

*B. Activity that generates noise such as parking lots, generators, and residential uses, shall be located away from the stream/wetland, or any noise shall be minimized through use of design and insulation techniques.*

**Response:** No new development or change in use of existing development is planned as part of the proposed dredging project.

*C. Toxic runoff from new impervious area shall be routed away from the stream/wetlands.*

**Response:** No new impervious surfaces are planned as part of the proposed dredging project.

*D. Treated water may be allowed to enter the stream/ wetland critical area buffer.*

**Response:** No new water (treated or untreated) is anticipated to enter the stream or wetland critical area buffers as a result of the proposed dredging project.

*E. The outer edge of the stream/wetland critical area buffer shall be planted with dense vegetation to limit pet or human use.*

**Response:** The outer edge of the closest critical area buffers are entirely outside of the project area. Much of the existing wetland and stream buffers are covered with dense vegetation in their present state. Therefore, no new vegetation is proposed as part of the dredging project.

*F. Use of pesticides, insecticides and fertilizers within 150 feet of the edge of the stream buffer shall be in accordance with the City of Bellevue's "Environmental Best Management Practices," now or as hereafter amended.*

**Response:** The proposed project does not require the use of pesticides, insecticides, or fertilizers.

*7. A summary of how the proposal meets each of the criteria contained in Land Use Code Section 20.25H.230 as required for applications proposing a modification through the Critical Areas Report Process.*

**Response:** Not applicable; the applicant does not propose a modification through the Critical Areas Report process.

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#### **LUC 20.30R.155.B Shoreline Substantial Development Permit Director's Decision Criteria**

*The Director of Planning and Community Development may approve or approve with modifications if:*

*1. The applicant has carried the burden of proof and produced evidence sufficient to support the conclusion that the application merits approval or approval with modifications.*

**Response:** This narrative provides documentation of project compliance with:

- The City's Critical Areas Overlay District (LUC 20.25H) regulations, including the performance standards for streams and wetlands and the Critical Areas Land Use Permit Decision Criteria; and
- The City's Shoreline Master Program (LUC 20.25E) regulations, including the general, clearing and grading, and dredging performance standards; and the Shoreline Substantial Development Permit Director's Decision Criteria.

The provided documentation provides the evidence necessary to support a conclusion that the application merits approval.

*2. The applicant has demonstrated that the proposal complies with the applicable decision criteria of the Bellevue City Code.*

**Response:** The project applicant has demonstrated compliance with all applicable decision criteria of the Bellevue Land Use Code both through this document and the attached application materials and project plans.

**3. *The applicant has demonstrated that the proposal is consistent with the policies and procedures of the Shoreline Management Act and the provisions of Chapter 173-14 WAC and the Master Program.***

**Response:** The project applicant has demonstrated compliance with the Shoreline Management Act by proposing a project consistent with the standards set forth in Bellevue LUC 20.25E. Additionally, the proposed project is consistent with the provisions from the Washington State Department of Ecology Chapter 173-14.

## TECHNICAL MEMORANDUM

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Date: 8/21/09                      August 21, 2009  
To:                                      File  
From:                                 Senior Ecologist H. Mortensen, PWS  
Project Number:                 051126  
Project Name:                     Newport Yacht Club

### **Subject: Dredge Area Wetland Evaluation**

On August 20, 2009 I visited the Newport Yacht Club dredge area beneath and south of D Dock for the purpose of determining jurisdictional wetland conditions. This memo relates the findings of this investigation.

The dredge area consists of shallowly inundated sand and silt transported by Coal Creek and deposited in the small embayment between the Newport Yacht Club marina "D" Dock and the Coal Creek delta to the south. The deposited sediment at the time of the fieldwork was observed as inundated by approximately 6- to 12-inches of water on average. Closer to the vegetated shores of the delta the sediment was marginally above the current water level. Beneath D Dock, sediment was inundated by only 6 inches in places.

Between D Dock and the delta no rooted emergent or aquatic vegetation was noted. A thin layer of algae covered some of the sediment near the dock. A few isolated white water pond lily (*Nuphar luteum*) plants were noted just north of the dock amongst individual piers. Small patches of lily were noted farther north of D Dock. A patch of submerged aquatic vegetation was noted north of D Dock along its landward third.

Since the dredge area is almost entirely non-vegetated, it does not qualify as a jurisdictional wetland.

Despite its shallowness, most of the dredge area appears to meet the definition of a "Deepwater Aquatic Habitat as found in the *Washington State Wetlands Delineation Manual* (Ecology 1997). Areas with submergent aquatic vegetation would qualify as vegetated shallows. The definition is as follows:

- a.        **Definition.** Deepwater aquatic habitats are areas that are permanently inundated at mean annual water depths >6.6 ft or permanently inundated areas ≤6.6 ft in depth that do not support rooted-emergent or woody plant species.\*\*

- b. **Criteria.** Deepwater aquatic habitats meet the following criteria:
- (1) **Vegetation.** No rooted-emergent or woody plant species are present in these permanently inundated areas.
  - (2) **Soil.** The substrate technically is not defined as a soil if the mean water depth is .6.6ft or if it will not support rooted emergent or woody plants.
  - (3) **Hydrology.** The area is permanently inundated at mean water depths .6.6ft.

\*\*Areas  $\leq$  6.6ft mean annual depth that support only submergent aquatic plants are vegetated shallows, not wetlands.

Since jurisdictional wetland areas are not present within the proposed dredge area, no compensatory mitigation for wetland loss should be required.