



City of Bellevue  
Development Services Department  
Land Use Staff Report

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**Proposal Name:** Newport Yacht Club Dredging

**Proposal Address:** 81 Skagit Key

**Proposal Description:** The applicant requests a Shoreline Substantial Development Permit and Critical Areas Land Use Permit for the dredging of approximately 34,000 cubic yards of lakebed sediment and the installation of several log structures in Lake Washington.

**File Number:** 10-117464 WG & 10-117462 LO

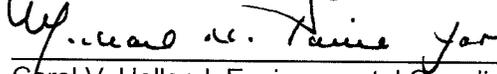
**Applicant:** Newport Yacht Club

**Decisions Included:** Shoreline Substantial Development Permit & Critical Areas Land Use Permit (Process II. LUC 20.30P)

**Planner:** Kevin LeClair, Planner

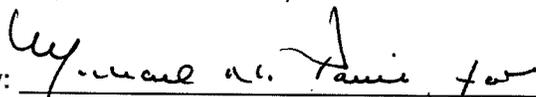
**State Environmental Policy Act  
Threshold Determination:**

**Determination of Non-Significance**

  
\_\_\_\_\_  
Carol V. Helland, Environmental Coordinator  
Development Services Department

**Director's Decision:**

**Approval with Conditions**  
Michael Brennan, Director  
Development Services Department

**By:**   
\_\_\_\_\_  
Carol V. Helland, Land Use Director

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Application Date: July 7, 2010  
Notice of Application Publication Date: July 22, 2010  
Decision Publication Date: April 14, 2011

Deadline For Appeal of Process II Administrative Decisions:

SEPA and Critical Areas Land Use Permit:  
April 28, 2011 (14 days following publication of a notice of decision)

Shoreline Substantial Development Permit:  
May 5, 2011 (21 days following publication of a notice of decision)

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For information on how to appeal a project proposal, visit the Permit Center at City Hall or call 425-452-6800. Appeal of any Process II Administrative decision must be made by 5 p.m. on the date noted for appeal of the decision. Appeal of the SEPA Threshold Determination and/or Critical Areas Land Use Permit must be made to the City of Bellevue City Clerk's Office. Appeal of the Shoreline Substantial Development Permit must be made to the Washington State Shoreline Hearings Board (contact the project planner for more information on how to file an appeal with the Shoreline Hearings Board).

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DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 100<sup>th</sup> Ave NE., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

**PROPONENT:** Newport Yacht Club

**LOCATION OF PROPOSAL:** 81 Skagit Key

**NAME & DESCRIPTION OF PROPOSAL:**

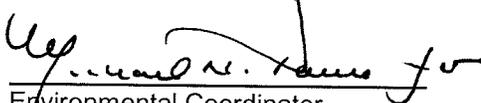
The applicant requests a Shoreline Substantial Development Permit and Critical Areas Land Use Permit for the dredging of approximately 34,000 cubic yards of lakebed sediment and the installation of several log structures in Lake Washington.

**FILE NUMBER:** 10-117464 WG & 10-117462 LO

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on \_\_\_\_\_.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on April 28, 2011.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

  
Environmental Coordinator

April 14, 2011  
Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

State Department of Fish and Wildlife  
State Department of Ecology,  
Army Corps of Engineers  
Attorney General  
Muckleshoot Indian Tribe



City of Bellevue  
 Development Services Department  
 P.O. Box 90012, Bellevue, WA 98009-9012  
 (425) 452-6800 Fax (425) 452-5225

**Shoreline Management Act of 1971  
 Permit for Shoreline Management Substantial  
 Development  
 Conditional Use and/or Variance**

Application No. 10-117464 WG

Date Received 07/07/2010

Approved / Date 4/14/2011  
 Denied / Date \_\_\_\_\_

Type of Action:

- Substantial Development Permit
- Conditional Use Permit
- Variance Permit

Pursuant to Chapter 90.58 RCW, a permit is hereby granted to: **Newport Yacht Club**

to undertake the following development:

Dredging of approximately 34,000 cubic yards of sediment from the Newport Yacht Club Marina and an area to the south side of the D dock, along with the installation of several log structures and a v-log structure at the mouth of Coal Creek in Lake Washington.

upon the following property: **81 Skagit Key**

within Lake Washington

and/or its associated wetlands. The project will be located within Shorelines of Statewide Significance (RCW 90.58.030). The project will be located within a Shoreline Overlay District designation. The following master program provisions are applicable to this development:

- Land Use Code(LUC) Section 20.25E.080(B)General Regulations Applicable to all Land Use Districts & Activities:
- LUC Section 20.25E.080.I Dredging Regulations; LUC Section 20.30R.155 Shoreline Substantial Development Permit
- Bellevue Comprehensive Plan, Shoreline Management Program Element, Policy SH-15

Development pursuant to this permit shall be undertaken in accordance with the following terms and conditions:

**Conditions of approval on next page**

This permit is granted pursuant to the Shoreline Management Act of 1971 and nothing in this permit shall excuse the applicant from compliance with any other federal, state or local statutes, ordinances or regulations applicable to this project, but not inconsistent with the Shoreline Management Act (Chapter 90.58 RCW).

This permit may be rescinded pursuant to RCW 90.58.140(8) in the event the permittee fails to comply with the terms and conditions hereof. Construction pursuant to this permit, or substantial progress toward construction, must be undertaken within two years of the date of final approval. This permit shall expire five years from the date of local approval.

Construction pursuant to this permit will not begin or is not authorized until twenty-one (21) days from the date of filing, as defined in RCW 90.58.140(6) and WAC 173-27-130, or until all review proceedings initiated within twenty-one (21) days from the date of such filing have terminated; except as provided in RCW 90.58.140(5) (A) (B) (C).

April 14, 2011

Date

  
 City of Bellevue, Land Use Division

CC: Attorney General, Department of Ecology, Northwest Region  
 Dept. of Fish and Wildlife, 1775 12th Ave. NW Suite 201 Issaquah, WA 98027  
 DOE, Dave Radabaugh, 3190 160<sup>th</sup> Avenue SE, Bellevue, WA 98008-5452

## Conditions of Approval:

**1. State and Federal Permits Required:** Prior to the issuance of the required clearing and grading permit, the applicant shall produce evidence of receipt of required state and federal permits for the dredging, large woody debris installation and skirting removal.

Authority: Land Use Code 20.30R.155

Reviewer: Kevin LeClair, Land Use

**2. Construction Stormwater Pollution Prevention Plan:** To ensure federal and state water quality and effluent standards are met, and all dredging in the Shoreline Overlay District comply with the provision of Chapter 23.76 BCC, a Construction Stormwater Pollution Prevention Plan is required to be submitted for review and approval as part of the clearing and grading permit.

Authority: Bellevue City Code 23.76

Reviewer: Janney Gwo, Clearing & Grading

**3. Turbidity Monitoring Plan:** Turbidity Monitoring Plan shall be approved by the Clearing and Grading Division prior to commencement of construction activities. The Turbidity Monitoring Plan shall be included with the required clearing and grading permit.

Authority: Clearing and Grading Code BCC 23.76

Reviewer: Janney Gwo, Clear and Grade

**4. Lake Washington Allowed In-Water Work Windows:** To protect habitat associated with migrating anadromous fish within Lake Washington, the dredging approved by this permit shall only be allowed to occur between the following dates:

- July 16 - July 31 and
- November 16 - December 31

Any deviation from this approved schedule must be approved in writing from the Washington Department of Fish and Wildlife.

Authority: Land Use Code 20.25H.160

Reviewer: Kevin LeClair, Land Use

**5. No New Pier Skirting:** To prevent further habitat degradation presented by the D dock and existing pier skirting, no additional skirting shall be installed.

Authority: Land Use Code 20.25E.080.N.3.b

Reviewer: Kevin LeClair, Land Use

**6. Noise Control:** Noise related to construction is exempt from the provisions of BCC 9.18 between the hours of 7 am to 6 pm Monday through Friday and 9 am to 6 pm on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Noise emanating from construction is prohibited on Sundays or legal holidays unless expanded hours of operation are specifically authorized in advance. Requests for construction hour extension must be done in advance with submittal of a construction noise expanded exempt hours permit.

Authority: Bellevue City Code 9.18

Reviewer: Kevin LeClair, Land Use

**7. Removal of Pier Skirting:** As mitigation for the temporary disturbance associated with the dredging activities south of the D dock, the skirting under D dock shall be removed. No skirting is allowed to be reinstalled under the dock without permission issued from the Development Services Department.

Authority: Land Use Code 20.25E.080

Reviewer: Kevin LeClair, Land Use

**8. Large Woody Debris Installation:** To stabilize the artificially created slopes from the existing Coal Creek delta to the final lake bed elevation resulting from the dredge south of the D dock, a series of log structures shall be installed at the top of the dredge prism in an irregularly spaced pattern. The log structures should be anchored to the lake bed in a fashion that will prevent their future movement.

Authority: Land Use Code 20.25H.220

Reviewer: Kevin LeClair, Land Use

**9. Mitigation Planting and Monitoring Plan:** As mitigation for temporary disturbance associated with the dredging activities south of D dock, the applicant shall attempt to establish native vegetation along the fringe of existing vegetation south of the Newport Yacht Club and north of the mouth of Coal Creek (on 79 and 77 Skagit Key adjacent the mouth of Coal Creek). As necessary, innovative design techniques, based on best available science, may be utilized to establish native shrubs and/or emergent plants amongst and adjacent to areas of existing vegetation. A planting plan, identifying the species, size, and quantity of proposed plantings, along with documentation of how the plantings will be installed shall be submitted to the City of Bellevue for approval prior to issuance of the Clearing and Grading Permit. The planting plan shall also include a monitoring and reporting plan that describes the performance standards related to plant establishment. Performance standards may be flexible as they relate to successful plant establishment due to unique site conditions. Contingency planning for the mitigation plan should be responsive to species and techniques that appear successful. The monitoring and reporting on performance standards should establish a record that instructs subsequent restoration efforts at this site or elsewhere.

Authority: Land Use Code 20.25H.255

Reviewer: Kevin LeClair, Land Use

**10. Right-of-Entry of Affected Property Owners:** To ensure full disclosure and approval of proposed dredge activities, including large woody debris installation, mitigation plantings, and mitigation monitoring, the applicant shall submitted signed right-of-entry agreements between the applicant and the owners of each of the three properties to the south of the Newport Yacht Club and the north of the mouth of Coal Creek (79 Skagit Key, 77 Skagit Key).

Authority: Bellevue City Code 23.76.040.C

Reviewer: Kevin LeClair, Land Use

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### **Attachments**

1. Environmental Checklist
2. Revised Newport Yacht Club Dredging Plans 12-21-2010
3. Draft Biological Evaluation with Dredging and LWD Construction Plans – In File
4. WG-LO Application Narratives – In File
5. Alternatives Analysis for the Newport Yacht Club Dredging Project 12-21-2010 – In File
6. LWD Installation – Technical Memorandum – In File
7. Dredge Area Wetland Evaluation – Technical Memorandum – In File
8. Turbidity Monitoring Plan – In File

## **I. Proposal Description**

The Newport Yacht Club is requesting a Shoreline Substantial Development Permit and a Critical Areas Land Use Permit in order to dredge approximately 34,000 cubic yards of sediment from an approximately 4-acre area within and adjacent to the existing yacht club marina. Under the current proposal, the proposed dredge area includes a portion of the marina entrance and a portion of the embayment area to the south of the marina's dock "D". 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 "D" dock (the southernmost marina dock) has pier skirting on its south side that was installed to prevent sediment transport and delta formation into the marina. At some time in the past a nearshore portion of the skirting was removed to allow fish passage through the opening. However, that opening has since filled in with sediment. The existing pier skirting along with the delta formation presents a complete fish barrier along the shoreline.

The proposal calls for the complete removal of the pier skirting to enhance fish migration potential and improve light penetration under the "D" dock. The extent of the dredging as proposed is intended to extend the useful life of the dredge, limit the likelihood of future dredging and improve conditions for nearshore fish migration. The pier skirting is no longer necessary if the marina and surrounding area is dredged as proposed because the anticipated suspended sediments will settle out in the dredge area to the south of the "D" dock.

A combination of log structures are proposed to 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 is proposed 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 by causing turbid water to be directed further to the west whereby the suspended sediment will settle into a deeper portion of the lake.

## **II. Site Description, Zoning, Land Use and Critical Areas**

### **A. Site Description**

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 (1-2 feet deep) during the summer months.



Figure 1: Coal Creek Delta (Dept. of Ecology, 2007)

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 to limit 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 skirting functions as a fish passage barrier along the eastern edge of the nearshore.

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, outside of the dredge area. Due to the low amount (less than 5%) of vegetative cover, the portion of the delta proposed for dredging does not qualify as a wetland. The area is 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 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 redosier 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.

As Coal Creek empties into Lake Washington, it deposits sediment at the mouth of the creek, in the embayment area south of the marina, and within the marina itself. Sediment deposition in the marina affects marina operations, 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.

## **B. Zoning**

The property is zoned R-2.5. The property is also located within the Shoreline Overlay District per LUC 20.25E and the Critical Areas Overlay District per LUC 20.25H.

## **C. Land Use Context**

The Newport Yacht Club, located within the Newport Shores neighborhood, includes a clubhouse with kitchen, bathrooms/changing rooms, office, three tennis courts, seasonal heated swimming pool with lifeguards, sand volleyball court, children’s play area, basketball area and a marina with 119 boat slips. There is a full time, year round manager and swimming and tennis coaches in the summer. The club functions much like any other neighborhood recreation club. The only difference is the recreational

boating component, which is key characteristic of the Newport Shores neighborhood.

The Newport Yacht Club is a unique, lakeside water-oriented recreation resource. Membership is required to use the facilities of the club, memberships and boat slip lease agreements are available for the general public.

#### **D. Critical Areas Functions and Values**

##### **i. Shorelines**

Shorelines provide a wide variety of functions related to aquatic and riparian habitat, flood control and water quality, economic resources, and recreation, among others. Each function is a product of physical, chemical, and biological processes at work within the overall landscape. In lakes, these processes take place within an integrated system (ecosystem) of coupled aquatic and riparian habitats. Hence, it is important to have an ecosystem approach which incorporates an understanding of shoreline functions and values.

##### **ii. Wetlands, Streams and Riparian Areas**

A healthy aquatic environment relies on processes sustained by dynamic interaction between the wetland, stream and the adjacent vegetated riparian area. Riparian vegetation in floodplains and along stream banks provides a buffer to help mitigate the impacts of urbanization. Health riparian zones support healthy stream and wetlands.

Riparian vegetation, particularly forested riparian areas, affect water temperature by providing shade to reduce solar exposure and regulate high ambient air temperatures, slowing or preventing increases in water temperature. Upland and wetland riparian areas retain sediments, nutrients, pesticides, pathogens, and other pollutants that may be present in runoff, protecting water quality in streams. The roots of riparian plants also hold soil and prevent erosion and sedimentation that may affect spawning success or other behaviors, such as feeding.

Both upland and wetland riparian areas reduce the effects of flood flows. Riparian areas and wetlands reduce and desynchronize peak crests and flow rates of floods. Uplands and wetlands allow water to infiltrate, which is released later as stream baseflow.

Stream riparian areas can be a significant factor in determining the quality of wildlife habitat. For example, buffers comprised of native vegetation with multi-canopy structure, snags, and down logs provide habitat for the greatest range of wildlife species. Vegetated riparian areas also provide a source of large woody debris that helps create and maintain diverse in-stream habitat, as well as create woody debris jams that store sediments and moderate flood velocities.

Wetlands provide important functions and values for both the human and biological environment—these functions include flood control, water quality improvement, and nutrient production. These “functions and values” to both the environment and the citizens of Bellevue depend on their size and location within a basin, as well as their diversity and quality. While Bellevue’s wetlands provides various beneficial functions, not all wetlands perform all functions, nor do they perform all functions equally well. However, the combined effect of functional processes of wetlands within basins provides benefits to both natural and human environments. For example, wetlands provide significant stormwater control, even if they are degraded and comprise only a small percentage of area within a basin.

**iii. Habitat Associated with Species of Local Importance**

Urbanization, the increase in human settlement density and intensification of land use, has a profound and lasting effect on the natural environment and wildlife habitat and is a major cause of local, native species extinctions. Cities tend to be located along rivers, on coastlines, or near large bodies of water. The associated floodplains and riparian systems make up a relatively small percentage of land cover, yet provide habitat for rich wildlife communities, which in turn provide a source for urban habitat patches or reserves. Consequently, urban areas can support rich wildlife communities. In fact, species richness peaks for some groups, including songbirds, at an intermediate level of development. Protected wild areas alone cannot be depended on to conserve wildlife species. Impacts from catastrophic events, environmental changes, and evolutionary processes (genetic drift, inbreeding, colonization) can be magnified when a taxonomic group or unit is confined to a specific area, and no one area or group of areas is likely to support the biological processes necessary to maintain biodiversity over a range of geographic scales. As well, typological approaches to taxonomy or the use of indicators present the risk that evolutionary potential will be lost when depending on reserves for preservation. Therefore, urban habitat, especially along shorelines and riparian zones, is vital in the process of wildlife conservation in the U.S.

**III. Consistency with Land Use Code Requirements:**

**A. Zoning District Dimensional Requirements:**

The site is located in the R-2.5 land use zoning district. There are no structures proposed to be installed or removed as part of the proposed project, therefore the dimensional requirements of the land use district do not apply.

**B. Shoreline Master Program Requirements LUC 20.25E:**

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

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

*The project is required to perform and record turbidity before, during and immediately following the dredge activities to ensure water quality standards are met. The sediments to be dredged and have been tested and deemed suitable for disposal an approved open water disposal site in Elliot Bay by the Dredged Material Management Office.*

**b. 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.**

*The entire project is within Lake Washington and therefore, is entirely within the Shoreline Overlay District.*

**c. 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.**

*The proposed dredge is not proposing to remove any vegetation. The dredge area is considered deep water habitat in Lake Washington, but is an exposed mud/sand flat for a portion of the year, which prevent the establishment of either wetland or emergent vegetation.*

*The proposal includes methods for preventing lateral dispersion of suspended sediments during the dredge activities. The applicant is proposing to use a clam shell bucket to perform the dredge activities. The clamshell barge will operate within the sediment containment area and then load the sediments onto a sediment barge that is outside of the contained area. When the barge's capacity has been reached, it will be detached from the sediment curtain and make its way to Elliot Bay for disposal of the sediments. The deck of the sediment barge will be lined with filter fabric so sediments can dewater while on the deck without contaminating the surrounding water body. If this is determined to be insufficient, additional sediment containment measures will be enacted.*

**d. 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.**

*No vegetation is proposed for removal.*

- e. 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.**

*No structures are proposed for development.*

- f. 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.**

*The proposal is consistent with the Comprehensive Plan Policies that make up the city's Shoreline Master Program. Although POLICY-SH15 discourages dredging in the shoreline area, the policy is followed by a discussion that states, "dredging may be permitted where necessary for the maintenance or restoration of shoreline property where no other practical alternatives are available." "Also, landfill and dredging may be permitted if there is no net reduction of surface waters of the lake and no significant adverse impact to fish, wildlife, and adjacent property."*

*The proposal is striving to perform maintenance dredging to restore the affected property (Newport Yacht Club @ 81 Skagit Key) to a condition that existed prior to excessive sediment deposition caused by the transport of sediment by Coal Creek into Lake Washington.*

*The applicant has prepared both a biological analysis and an alternatives analysis that finds that the proposal is the only practical alternative to obtain the project objective and prevent additional sediment entering the marina area. The proposed dredge has been designed to result in no significant adverse impact to fish and wildlife habitat. Adjacent properties will be unaffected.*

- g. 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.**

*The proposal will be required to obtain a clearing and grading permit where the final Construction Stormwater Pollution Prevention Plan and Turbidity Monitoring Plan will be reviewed for compliance with the clearing and grading regulations. Approval and permit issuance will be verification of compliance with applicable regulations.*

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

*No dead storage of watercraft is proposed.*

- i. 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."**

*No herbicides, pesticides and/or fertilizers are proposed for use.*

- j. 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.**

*No new development requiring storm or sewer drainage facilities is proposed.*

**ii. Dredging Regulations LUC 20.25E.080.I**

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

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

*The purpose of the propose dredge is to restore navigability to the entrance of the Newport Yacht Club marina area and the westernmost slips of the D dock of the yacht club, which have been rendered unusable because of sediment transported down Coal Creek and into Lake Washington.*

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

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

*The extent of the dredge area restores navigability to the Newport Yacht Club and an area to the south of the D dock to prevent rapid re-sedimentation of the marina.*

- (2)** To improve water flow or water quality; or

- (3)** To mitigate conditions which could endanger public health or safety; or

- (4)** To carry out a habitat improvement project approved pursuant to LUC 20.25H.055; or

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

Dredging shall be limited to the minimum extent necessary to accomplish its permitted purpose.

*Dredging limited to the areas inside of the marina is the minimum necessary to restore navigability to the marina itself. Dredging an area south of the D dock is the minimum necessary to achieve other project goals, which are to extend the useful life of the dredge by creating additional sediment storage in the embayment area and to improve fish passage in the nearshore environment when coupled with the condition to remove the existing skirting on the south side of the D dock and installation of large woody debris.*

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

*Based on analysis performed by the applicant's consultant, it is likely the lateral spread of resuspended sediment will reoccupy an area similar to the area that*

*is being dredged. The applicant is proposing to remove skirting from the underside of the D dock which will likely allow more sediment to travel further into the marina itself. The tradeoff is that fish passage will be enhanced. Furthermore, the applicant is proposing to install an additional v-log structure to the mouth of Coal Creek, which will serve to extend the sediment deposition into a deeper portion of Lake Washington during normal stream flows.*

- d. 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.**

*The applicant has received approval to dump the dredged material at an approved open water disposal site in Elliot Bay.*

- e. 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.**

*The applicant has submitted plans for containment of the dredged sediments on the sediment barge while allowing the spoils to dewater. The leakage is to be filtered through a silt-fence on the edge of the barge deck.*

- f. 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.**

*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.*

### **C. Critical Areas Overlay Requirements LUC 20.25H:**

**i. Critical Areas Performance Standards LUC 20.25H.055**

*For the application of the critical areas overlay district performance standards, the proposal is characterized as an “additional shoreline-specific use or development.” Shoreline specific uses or development are allowed in critical areas and critical area buffers provided demonstration of compliance with shoreline performance standards. Compliance with shoreline performance standards is discussed in the previous subsection.*

**ii. Performance standards for streams LUC 20.25H.080**

- a. Lights shall be directed away from the stream.**

*No lights are proposed.*

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

*There will be temporary noise associated with the dredge activities, but these impacts will be minor and transitory.*

- c. Toxic runoff from new impervious area shall be routed away from the stream.**

*There will be no new impervious surfaces created as part of this project.*

- d. Treated water may be allowed to enter the stream critical area buffer.**

*There will be no water treatment required as no new storm water management systems will be developed as part of this project.*

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

*The edge of the project area and the stream critical area buffer for this proposal is within Lake Washington. This area is unlikely to support vegetation due to the inundated state for nearly half of the year. For this reason, no planting is required at the edge of the stream critical area buffer. The applicant has proposed in the installation of a combination of log structures at the edge of the dredge prism. These structures will hinder navigation at the edge of the dredge area that is currently not navigable due to the silt/sand flat.*

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

*No pesticide, insecticides and/or fertilizers are proposed to be used.*

**iii. Performance standards for wetlands LUC 20.25H.100**

- a. Lights shall be directed away from the wetland.**

*No lights are proposed.*

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

*There will be temporary noise associated with the dredge activities, but these impacts will be minor and transitory.*

- c. Toxic runoff from new impervious area shall be routed away from the wetlands.**

*There will be no new impervious surfaces created as part of this project.*

- d. Treated water may be allowed to enter the wetland critical area buffer.**

*There will be no water treatment required as no new storm water management systems will be developed as part of this project.*

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

*The edge of the project area and the stream critical area buffer for this proposal is within Lake Washington. This area is colonizing with vegetation adapted to the inundated state for nearly half of the year (primarily reed canary grass and cattails). The applicant is proposing no planting at the edge of the stream critical area buffer. The applicant has proposed in the installation of a combination of log structures at the edge of the dredge prism. As a condition of approval, the city is requiring supplemental native plantings along the periphery of the currently vegetated shoreline.*

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

*No pesticide, insecticides and/or fertilizers are proposed to be used.*

**iv. Performance standards for habitat associated with species of local importance LUC 20.25H.160**

*Compliance with the performance standards for habitat associated with species of local importance entails the implementation of best management practices for dredging operations such as sediment containment within the work area and transport of dredge spoils to the open water disposal site. Although there will be temporary impacts associated with the proposal, the long term impacts associated with the removal of the dock skirting and the installation of the log structures on the south edge of the dredge prism will mitigate for these impacts.*

#### **IV. Public Notice and Comment**

Application Date: July 7, 2010  
Public Notice (500 feet): July 22, 2010  
Minimum Comment Period: August 23, 2010

The Notice of Application for this project was published in the City of Bellevue weekly permit bulletin on July 22, 2010. It was mailed to property owners within 500 feet of the project site. One email commenting on the proposal was received as of the writing of this staff report.

The following is a summary of questions and responses to an August 23, 2010 email from Karen Walter with the Muckleshoot Indian Tribe Fisheries Division.

The first question asked how the historical depth of the marina was determined. The applicant's consultant (The Watershed Company (TWC)) provided historical information relative to the construction of the marina accompanied by information from the City of Bellevue Coal Creek Stabilization Environmental Impact Statement which

mapped the historical spread of the sediment fan below the mouth of Coal Creek.

The second question asked how the submitted proposal was determined to be the minimum impact to the Coal Creek delta. TWC responded with a discussion of the logistical factors of performing the dredge and the width and depth required to safely operate the dredge equipment. In a subsequent submittal, TWC submitted an alternatives analysis that compared several alternatives against the desired objectives.

The third question asked how the proposal was determined to limit the likelihood of the need for future dredging. TWC responded with an explanation of their understanding of the sediment deposition patterns in the delta area and that the newly created deep water, along with the habitat log structures would encourage sediment to either be pushed into deeper water in Lake Washington or the dredged area to the south of the D dock.

The fourth question asked what the navigational impacts would be of the sediment deposition into the deeper waters west of the mouth of Coal Creek caused by the installation of the additional v-log structure. TWC replied that the addition of one v-log structure at the mouth of Coal Creek is not expected to result in impacts to navigation on Lake Washington because dredging will occur in the area up to approximately 100 feet west of the proposed v-log, providing a gradual drop off at the mouth of the creek. This will allow new sediment to settle in deeper water and not any further waterward than the limits of the existing delta that currently extends approximately 165 feet west of the marina.

The fifth comment and question cited research from Tabor et al (2002) that speaks to the value of shallow water habitat and then asked how the project evaluated the impact on shallow water habitat. TWC asserted that the shallow water habitat benefit is largely negated by the hydraulic controlling of the lake levels by the Army Corps of Engineers which leaves much of the delta above the water line for much of the year and especially during the period February through June, when juvenile Chinook use of Lake Washington is most prevalent. The subsequent alternatives analysis quantified shallow water habitat, based on a number of parameters, and determined that the shallow water habitat would be decreased by nearly 5,000 square feet. However, the analysis assigns qualitative value to certain shallow water habitat and finds that the high quality habitat areas are unchanged through the implementation of the preferred alternative.

The sixth question asked how the city had arrived at its SEPA determination of non-significance based on the loss of shallow water habitat. The city's response was that it had not yet reached a threshold determination.

The seventh question asked if trees or shrubs could be planted as mitigation along the shoreline. TWC stated that because much of the existing adjacent upland areas are

covered with dense vegetation in their present state, no new vegetation is proposed.

The eighth question asked for details on how the log structures would be constructed and if they were to be placed on state-owned aquatic lands. TWC responded that the structures would be placed at the top of the slopes created by the dredge and that an Authorization to Use State Owned Aquatic Lands will be obtained from the Department of Natural Resources.

The ninth question asked how the city would ensure the log structures would remain in perpetuity following the project. The response is that any future proposal to remove installed woody debris would require authorization from the City of Bellevue, the Corps of Engineers, the Department of Ecology, the Department of Fish and Wildlife and possibly the Department of Natural Resources.

The tenth and final comment pertained to the project's affect on the Tribe's fishing activities. The response stated that the barge activities, including transport of sediments from the dredge site will only occur during the Corps' established work windows for the project area (July 16 – July 31 and November 16 – December 31).

## **V. Summary of Technical Reviews**

### **Clearing and Grading:**

The Clearing and Grading Division of the Development Services Department has reviewed the proposed development for compliance with Clearing and Grading codes and standards. The Clearing and Grading staff found no issues with the proposed development.

## **VI. State Environmental Policy Act (SEPA)**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate potential environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements.

### **A. Earth and Water**

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. 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. All proposed activities are to occur below the ordinary high water mark. There is a potential for contamination of the water column with suspended sediment from the dredge spoils, but all clearing and grading will 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. See Section X for a related condition of approval.

#### **B. Animals**

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.

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.

#### **C. Plants**

No plants are proposed for removal or installation as part of the current proposal. Plant installations are required as a condition of approval if dredging occurs south of the D dock, in order to improve the shallow water habitat conditions create along the edge of the dredge prism.

#### **D. Noise**

The site is adjacent to single-family residences whose residents are most sensitive to disturbance from noise during evening, late night and weekend hours when they are likely to be at home. Construction noise will be limited by the City's Noise Ordinance

(Chapter 9.18 BCC) which regulates construction hours and noise levels. See Section X for a related condition of approval.

## **VII. Changes to proposal as a result of City review**

The applicant's original proposal called for a dredge total of 35,407 cubic yards of sediment from the marina entrance and the south side of the D dock, along with a combination of log structures at the edge of the dredge area and at the mouth of Coal Creek. The original proposal did not adequately address the requirement that the dredge be the minimum necessary to achieve the permitted purpose.

The city requested additional analysis of the proposal, as well as a range of alternatives. The applicant supplied an alternatives analysis that looked at a range of alternatives compared to a series of decision criteria. The result of the analysis was a modified proposal that reduced the dredge area and the total amount of dredge spoils to 33,891 cubic yards of sediment. The total number of log structures was reduced. The edge of the dredge area was modified from a straight edge to a meandering edge that increased shoreline complexity and increased shallow water habitat.

Based on the information contained in the alternatives analysis it was determined that the applicant's preferred alternative could be the minimum necessary to meet the project purpose given the trade-off between effects of frequent smaller-scale dredges when considered along with the proposed and required mitigation.

## **VIII. Decision Criteria**

### **A. Shoreline Substantial Development Permit Decision Criteria 20.30R**

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; and**

**Finding:** The applicant has submitted a complete proposal and documentation to support their request to dredge a portion of Lake Washington in and near the Newport Yacht Club marina in order to restore navigability and use to a portion of the marina currently rendered unusable by sediment deposition from Coal Creek.

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

**Finding:** The applicant has submitted a complete proposal and documentation to support their request to dredge a portion of Lake Washington in and near the Newport Yacht Club marina in order to restore navigability and use to a portion of the marina currently rendered unusable by sediment deposition from Coal Creek.

**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.**

**Finding:** The proposal is consistent with the Comprehensive Plan Policies that make up the city's Shoreline Master Program. Although POLICY-SH15 discourages dredging in the shoreline area, the policy is followed by a discussion that states, "dredging may be permitted where necessary for the maintenance or restoration of shoreline property where no other practical alternatives are available." "Also, landfill and dredging may be permitted if there is no net reduction of surface waters of the lake and no significant adverse impact to fish, wildlife, and adjacent property." The dredge is proposed to restore and maintain navigability to the Newport Shore marina facility.

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

The Director may approve or approve with modifications an application for a critical areas land use permit if:

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

**Finding:** The proposal is required to obtain a clearing and grading permit to perform the proposed activity. At this time the city will review all final sediment control and water quality protection plans. The city will require that all other state and federal approvals have been obtained before the clearing and grading permit is issued.

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

**Finding:** 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.

**3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable, and ;**

**Finding:** The applicant has demonstrated compliance with the applicable performance standard as discussed in Section III.

**4. The proposal will be served by adequate public facilities including street, fire protection, and utilities; and;**

**Finding:** The property is currently served by adequate public facilities. The proposal will not change the need for public facilities in the area.

**5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210; and**

**Finding:** 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.

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

**Finding:** As discussed in Section IV & V of this report, the proposal complies with all other applicable requirements of the Land Use Code.

## **IX. Conclusion and Decision**

After conducting the various administrative reviews associated with this proposal, including Land Use Code consistency, SEPA, City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **approve with conditions** the proposal to dredge approximately 34,000 cubic yards of sediment from Lake Washington from the entrance and south side of the Newport Yacht Club, install a combination of log structures at the south side of the dredge area and a v-log structure at the mouth of Coal Creek, and remove existing skirting from the south side of the D dock structure.

Revision to of this approval shall be in accordance with LUC 20.30R.190.

**Note- Expiration of Approval:** In accordance with LUC 20.30R.175, a Shoreline Substantial Development Permit automatically expires and is void if the applicant fails to file for a clearing and grading permit and fails to make substantial progress towards completion of the project within two years of the effective date of the Shoreline Substantial Development Permit unless the applicant has received an extension for the Shoreline Substantial Development Permit pursuant to LUC 20.30R.180.

The Critical Areas Land Use Permit shall expire and become void if the applicant fails to file for necessary development permits within two years in accordance with LUC 20.25P.150.

## X. Conditions of Approval

The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

<u>Applicable Ordinances</u>	<u>Contact Person</u>
Clearing and Grading Code- BCC 23.76	Janney Gwo, 425-452-6190
Land Use Code- BCC 20.25H	Kevin LeClair, 425-452-2928
Noise Control- BCC 9.18	Kevin LeClair, 425-452-2928

The following conditions are imposed under the Bellevue City Code or SEPA authority referenced:

**1. State and Federal Permits Required:** Prior to the issuance of the required clearing and grading permit, the applicant shall produce evidence of receipt of required state and federal permits for the dredging, large woody debris installation and skirting removal.

Authority: Land Use Code 20.30R.155

Reviewer: Kevin LeClair, Land Use

**2. Construction Stormwater Pollution Prevention Plan:** To ensure federal and state water quality and effluent standards are met, and all dredging in the Shoreline Overlay District comply with the provision of Chapter 23.76 BCC, a Construction Stormwater Pollution Prevention Plan is required to be submitted for review and approval as part of the clearing and grading permit.

Authority: Bellevue City Code 23.76

Reviewer: Janney Gwo, Clearing & Grading

**3. Turbidity Monitoring Plan:** Turbidity Monitoring Plan shall be approved by the Clearing and Grading Division prior to commencement of construction activities. The Turbidity Monitoring Plan shall be included with the required clearing and grading permit.

Authority: Clearing and Grading Code BCC 23.76  
Reviewer: Janney Gwo, Clear and Grade

**4. Lake Washington Allowed In-Water Work Windows:** To protect habitat associated with migrating anadromous fish within Lake Washington, the dredging approved by this permit shall only be allowed to occur between the following dates:

- July 16 - July 31 and
- November 16 - December 31

Any deviation from this approved schedule must be approved in writing from the Washington Department of Fish and Wildlife.

Authority: Land Use Code 20.25H.160  
Reviewer: Kevin LeClair, Land Use

**5. No New Pier Skirting:** To prevent further habitat degradation presented by the D dock and existing pier skirting, no additional skirting shall be installed.

Authority: Land Use Code 20.25E.080.N.3.b  
Reviewer: Kevin LeClair, Land Use

**6. Noise Control:** Noise related to construction is exempt from the provisions of BCC 9.18 between the hours of 7 am to 6 pm Monday through Friday and 9 am to 6 pm on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Noise emanating from construction is prohibited on Sundays or legal holidays unless expanded hours of operation are specifically authorized in advance. Requests for construction hour extension must be done in advance with submittal of a construction noise expanded exempt hours permit.

Authority: Bellevue City Code 9.18  
Reviewer: Kevin LeClair, Land Use

**7. Removal of Pier Skirting:** As mitigation for the temporary disturbance associated with the dredging activities south of the D dock, the skirting under D dock shall be removed. No skirting is allowed to be reinstalled under the dock without permission issued from the Development Services Department.

Authority: Land Use Code 20.25E.080  
Reviewer: Kevin LeClair, Land Use

**8. Large Woody Debris Installation:** To stabilize the artificially created slopes from the existing Coal Creek delta to the final lake bed elevation resulting from the dredge south of the D dock, a series of log structures shall be installed at the top of the dredge prism in an irregularly spaced pattern. The log structures should be anchored to the lake bed in a fashion that will prevent their future movement.

Authority: Land Use Code 20.25H.220  
Reviewer: Kevin LeClair, Land Use

**9. Mitigation Planting and Monitoring Plan:** As mitigation for temporary disturbance associated with the dredging activities south of D dock, the applicant shall attempt to establish native vegetation along the fringe of existing vegetation south of the Newport Yacht Club and north of the mouth of Coal Creek (on 79 and 77 Skagit Key adjacent the mouth of Coal Creek). As necessary, innovative design techniques, based on best available science, may be utilized to establish native shrubs and/or emergent plants amongst and adjacent to areas of existing vegetation. A planting plan, identifying the species, size, and quantity of proposed plantings, along with documentation of how the plantings will be installed shall be submitted to the City of Bellevue for approval prior to issuance of the Clearing and Grading Permit. The planting plan shall also include a monitoring and reporting plan that describes the performance standards related to plant establishment. Performance standards may be flexible as they relate to successful plant establishment due to unique site conditions. Contingency planning for the mitigation plan should be responsive to species and techniques that appear successful. The monitoring and reporting on performance standards should establish a record that instructs subsequent restoration efforts at this site or elsewhere.

Authority: Land Use Code 20.25H.255  
Reviewer: Kevin LeClair, Land Use

**10. Right-of-Entry of Affected Property Owners:** To ensure full disclosure and approval of proposed dredge activities, including large woody debris installation, mitigation plantings, and mitigation monitoring, the applicant shall submitted signed right-of-entry agreements between the applicant and the owners of each of the two properties to the south of the Newport Yacht Club and the north of the mouth of Coal Creek (79 Skagit Key, 77 Skagit Key).

Authority: Bellevue City Code 23.76.040.C  
Reviewer: Kevin LeClair, Land Use

**ENVIRONMENTAL CHECKLIST**

4/18/02

*Thank you in advance for your cooperation and adherence to these procedures. 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.*

**INTRODUCTION**

**Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

**Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include references to any reports or studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

**Use of a Checklist for Nonproject Proposals:** *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

**Attach an 8½" x 11" vicinity map which accurately locates the proposed site.**

**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.

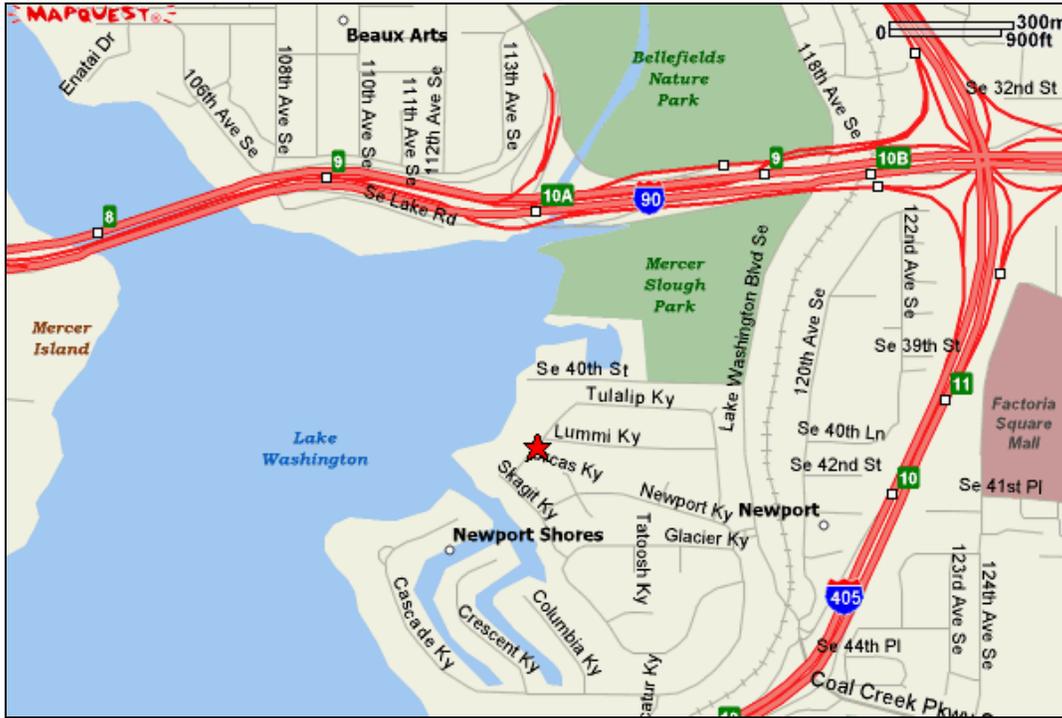
Signature



\_\_\_\_\_  
Kenny Booth, AICP  
Associate Planner

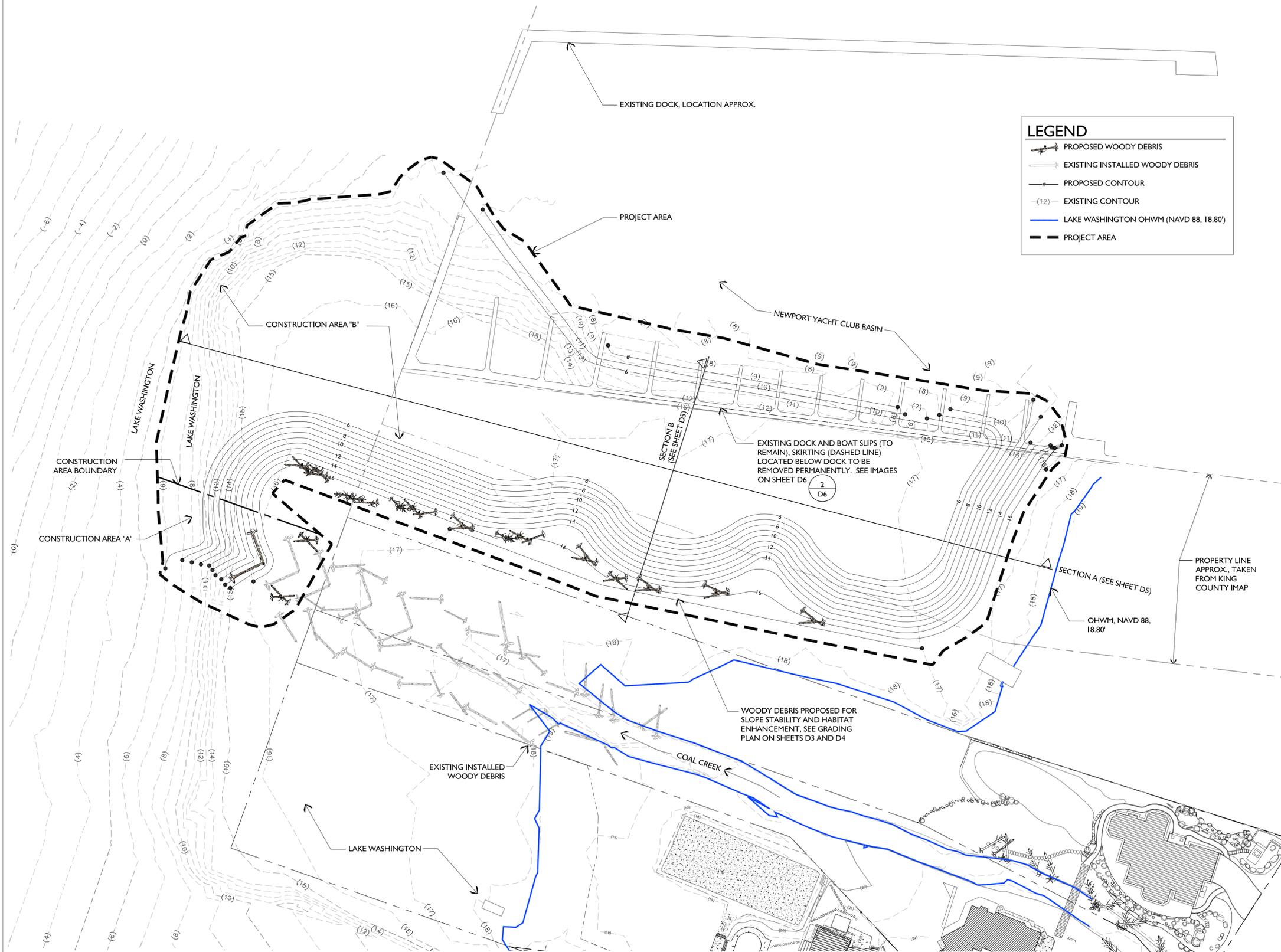
Date Submitted: July 7, 2010

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



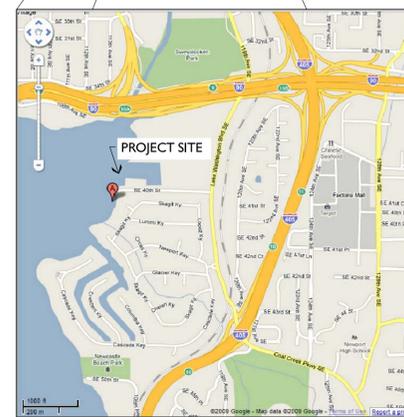
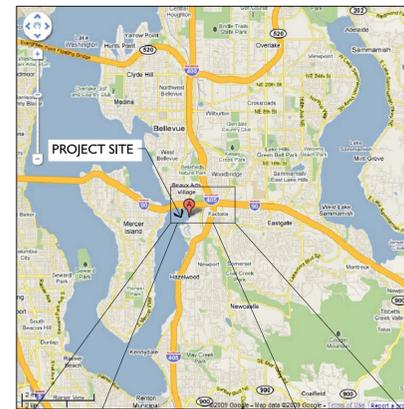
# NEWPORT YACHT CLUB

## 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**

SHEET	SHEET TITLE
D1	PROJECT OVERVIEW
D2	TESC PLAN AND CLEARING AND GRADING NOTES
D3	GRADING PLAN (1 OF 2)
D4	DREDGING NOTES AND GRADING PLAN (2 OF 2)
D5	CROSS SECTIONS
D6	CONSTRUCTION DETAILS (1 OF 2)
D7	CONSTRUCTION DETAILS (2 OF 2)

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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	ML/CL
1	12-12-09	INTERNAL REVIEW	MG	CL
2	01-08-10	REVIEW SET	CL	CL
3	02-08-10	PRE-APP	CL	CL
4	03-01-10	REVIEW SET	CL	CL
5	07-07-10	CITY SUBMITTAL	CL	CL
6	12-21-10	CITY RESUBMITTAL		

**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:**  
**D1 OF 7**

DATE: 12/21/2010  
PRINTED BY: COURTNEY LANDOLL  
FILENAME: W5051126-REV17.DWG

**PROJECT OVERVIEW**

