



State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Mailing Address: 600 Capitol Way N · Olympia, WA 98501-1091 · (360) 902-2200, TDD (360) 902-2207
Main Office Location: Natural Resources Building · 1111 Washington Street SE · Olympia, WA



December 23, 2014

Ms. Lindsey Ozbolt
Kittitas County Community Development Services
411 North Ruby Street, Suite 2
Ellensburg, WA 98926

Re: WDFW Yakima River, Highway 10 Access Project, Kittitas County

Dear Ms. Ozbolt:

The Washington Department of Fish and Wildlife (WDFW) is proposing a project on Highway 10 along the Yakima River for a new access site. This site will provide public access to the river with a new boat launch as well as a parking area and portable toilet.

In a letter dated December 4, 2014, the Kittitas County Community Development Services (KCCDS) deemed the WDFW application incomplete. The letter requested submittal of the following documents, all enclosed:

- A. Revised site plan depicting:
 - 1. Ordinary high water mark (OHWM)
 - 2. Horizontal distances from OHWM to structures
- B. Response to Kittitas County Code (KCC) Chapter 17.60A.015 questions 1-7.
- C. Response to Kittitas County Shoreline Master Program, Section 39: Conditional Uses (2)(a-e).

Please see the enclosed documents as support for the project proposal. Thank you for your assistance with this project. If you have any questions concerning this project, and for invoice payment, please contact me at (360) 902-8392, or via email at Chris.Gourley@dfw.wa.gov.

Sincerely,

Chris Gourley
Washington Department of Fish and Wildlife Biologist
Capital and Asset Management Program

Enclosures (3)

cc: Timothy W. Burns, P.E., Assistant Director
Glenn F. Gerth, P.E., Chief Engineer
Read File

WDFW Hwy 10 Boat Launch Project CU-14-00006 & SD-14-00003

17.60A.015 Review criteria.

The Director or Board, upon receiving a properly filed application or petition, may permit and authorize a conditional use when the following requirements have been met:

1. The proposed use is essential or desirable to the public convenience and not detrimental or injurious to the public health, peace, or safety or to the character of the surrounding neighborhood.

This public access site is proposed to give the public a safe and convenient way to haul out small crafts from the Yakima River. There are no safe haul-out spots along this section of the river before reaching the dam just downstream. The parking area with guardrail will add to the safety of the pullout area and a portable toilet will add extra convenience for users.

2. The proposed use at the proposed location will not be unreasonably detrimental to the economic welfare of the county and that it will not create excessive public cost for facilities and services by finding that
 - A. The proposed use will be adequately serviced by existing facilities such as highways, roads, police and fire protection, irrigation and drainage structures, refuse disposal, water and sewers, and schools; or

The new boat launch has adequate highway access, as it is a turnoff on Highway 10. The site will not require increase in county police, fire, refuse disposal, water and sewers, or schools.

- B. The applicant shall provide such facilities; or

There will be a portable toilet placed on the site that will be the responsibility of WDFW and cleaned and/or replaced as required for optimal health and convenience of users.

- C. The proposed use will be of sufficient economic benefit to offset additional public costs or economic detriment.

There will be no additional public costs or economic detriment. The access site will be paid for in full by WDFW as will its maintenance and upkeep.

3. The proposed use complies with relevant development standards and criteria for approval set forth in this title or other applicable provisions of Kittitas County Code.

The proposed use of this shoreline area for a boat launch is compliant with the Shoreline Master Plan, Section 39. Other documentation has been provided that details the compliance with this section. The use and development is also compliant with the Comprehensive Plan GPO 2.57 for Public Access and GPO 2.73 for Recreation.

4. The proposed use will mitigate material impacts of the development, whether environmental or otherwise.

Mitigation for this project will be native bank plantings approximately 500 feet upstream of the new launch. An area of approximately 2050 square feet will be planted primarily with willow stakes. This mitigation was chosen to enhance the riparian area, stabilize bank soils, and eliminate river access in this area with the new access site. A mitigation plan is attached.

5. The proposed use will ensure compatibility with existing neighboring land uses.

The addition of the improved access site will not disturb the neighboring properties. The public property is over 3 acres and the development is only a small portion of this area. There will be no impacts to neighboring land uses.

6. The proposed use is consistent with the intent and character of the zoning district in which it is located.

This area is zoned Agricultural 20, which is a Rural Working designation. The use is consistent with the zoning, specifically GPO 8.44, because it will have no impact to adjacent natural resource lands.

7. For conditional uses outside of Urban Growth Areas, the proposed use:
 - A. Is consistent with the intent, goals, policies, and objectives of the Kittitas County Comprehensive Plan, including the policies of Chapter 8, Rural and Resource Lands;

The parcel is zoned Rural Working and this project preserves the rural character of this portion of Kittitas County while providing recreational opportunities to the public.

- B. Preserves "rural character" as defined in the Growth Management Act (RCW 36.70A.030(15));

Rural character will be preserved in many ways. Though the parcel is over 3 acres, less than half an acre will be manipulated to serve as the access. This assures that RCWs 36.70A.030 (15)(a), (15)(d), and (15)(e) are met. Adding a boat ramp to a rural area fosters traditional rural lifestyles including the ability to live and work in rural areas (36.70A.030 (15)(b)). Due to the location of the parking lot and the launch, aesthetic impacts are small. The launch and parking area are not easily seen so the rural visual landscape is not impacted (36.70A.030 (15)(c)). The proposed project does not require the extension of urban governmental services ((36.70A.030 (15)(f)). Since the project does not alter or divert any flows, natural surface water and groundwater flows will be protected, as well as surface water recharge and discharge areas. A bioswale has been added to aid in recharge and reduction of sheet flows (36.70A.030 (15)(g)).

- C. Requires only rural government services; and

No additional government services will be required, but if they are, they will be minimal. This may include police or fire, but this is unexpected.

- D. Does not compromise the long term viability of designated resource lands. (Ord. 2013-012, 2013; Ord. 2013-001, 2013; Ord. 2012-009, 2012; Ord. 2007-22, 2007; Ord. 88-4 § 11 (part), 1988; Res. 83-10, 1983)

While this area is not a designated resource land, the long-term viability of the parcel and the launch along with the surrounding area will remain intact. Boat launches take a minimal amount of maintenance and provide access and recreational opportunities to the public.

WDFW Hwy 10 Boat Launch Project

CU-14-00006

Responses to Kittitas County Shoreline Master Program, Section 39: Conditional Uses (2) (a-e)

2. The applicant must supply whatever evidence, information, or agreements indicating that all of the following conditions will be met:

- a. That there is some necessity for a shoreline site for the proposed use, or that the particular site applied for is essential for this use, and that denial of the condition use request would create hardship on the applicant to locate the proposed use anywhere outside the shoreline jurisdiction area.

The proposed use is a boat launch and haul-out. It needs to be placed within shoreline jurisdiction in order to be a reasonable river access for the public. Without granting the use of this site, the access will not be able to be provided for public use.

- b. That the design of the proposed use will make it compatible with the environment it will be placed in.

The boat launch was designed to have a minimal impact on the environment and is a more primitive launch than WDFW's typical design. The launch will be angled slightly upstream to allow for easy haul-out of small crafts. This site was chosen due to its proximity to a dam just downstream and its ability to provide safe haul-out before that dam.

- c. That water, air, noise, and other classes of pollution will not be more severe than the pollution that would result from the uses which are permitted in the particular environment.

This area is zoned as Agricultural 20. In many agricultural lands, air and noise pollution are common, as is soil pollution that can seep into groundwater and run off into surface waters. This parcel is not anticipated to foster additional pollution. Vehicle emissions may cause some air pollution and there are always chances of leaks from vehicles parked on the premises. Bioswales and vegetation will reduce water pollution from the project site.

- d. That none of the Goals, Policy Statements or specific aims of the particular environments would be violated, abrogated, or ignored.

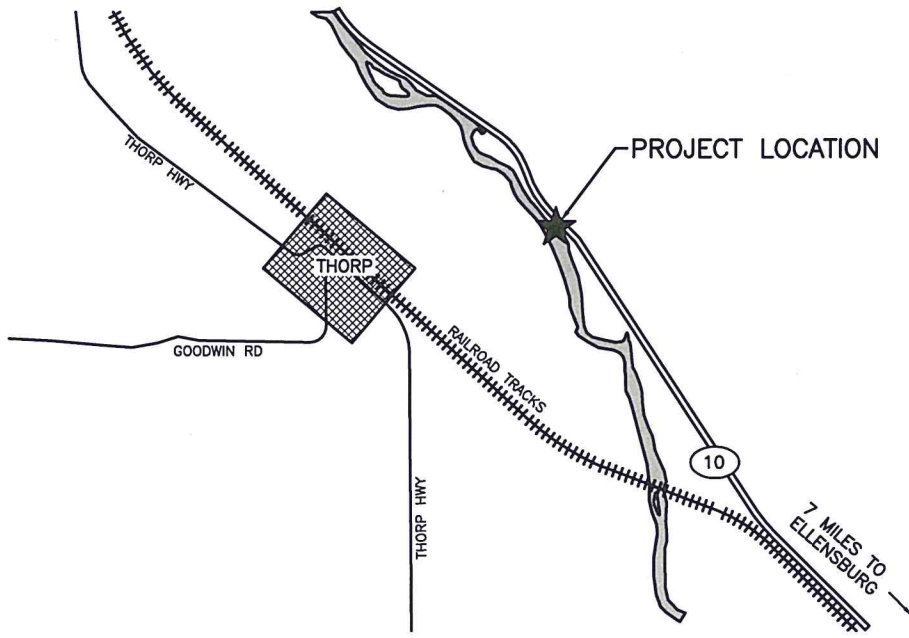
Goals, Policy Statements, and specific aims of the shoreline environment itself will not be violated, abrogated, or ignored. It is the mission of WDFW to preserve, protect, and perpetuate the state's fish and wildlife resources. Shorelines are preserved to enhance the landscape for fish and wildlife and it is in the best interest of the state to abide by regulations that protect these areas, while providing fish and wildlife related recreational opportunities, as is the case in this boat launch.

- e. That no other applicable regulations will be violated.

Regulations set forth by regulating agencies are followed by WDFW as conditions of permits. This includes all agencies issuing permits.



STATE MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

ENG. PROJECT NO. KS:A682:14-1

PORTION OF: SEC 12, T 18N, R 17E WM

REFERENCE NUMBER:
 APPLICANT:
 WASHINGTON DEPT. of FISH & WILDLIFE
 600 CAPITOL WAY N.
 OLYMPIA, WA 98501-1091

PROJECT LOCATION (ADDRESS):
 HWY 10 AT MILE POST 101.1

PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT

ADJACENT PROPERTY OWNER:

- 1.
- 2.

LAT/LONG:
 DATUM: NAVD88
 SHEET 1 OF 9 DATE: 12-8-2014

IN: YAKIMA RIVER
 NEAR/AT: YAKIMA RIVER
 COUNTY: KITTITAS
 STATE: WA



CP 1
 SET 10" GALV. SPIKE
 W/ SCRIBED "X"
 N: 633616.882
 E: 1601133.860
 ELEV. 1646.56'
 LAT: N 47°04'14.594"
 LONG: W 120°39'27.522"

100 YR FLOOD
 ELEV. 1630.00

OHW ELEV.
 1627.2

EDGE OF WATER
 ELEV. 1625.2

EDGE OF
 GRAVEL

ROAD
 SHOULDER
 ~ TYP

EDGE OF
 ASPHALT
 ROAD
 ~ TYP

200 FT
 SHORELINE
 BUFFER

HIGHWAY 10

WSDOT RW

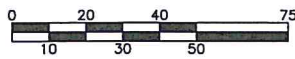
CP 2
 SET 10" GALV. SPIKE
 W/ SCRIBED "X"
 N: 633464.055
 E: 1601315.454
 ELEV. 1645.63'
 LAT: N 47°04'13.089"
 LONG: W 120°39'24.894"

CP 3
 SET 10" GALV. SPIKE
 W/ SCRIBED "X"
 N: 633409.189
 E: 1601215.277
 ELEV. 1632.17'
 LAT: N 47°04'12.545"
 LONG: W 120°39'26.340"

EDGE OF
 VEGETATION

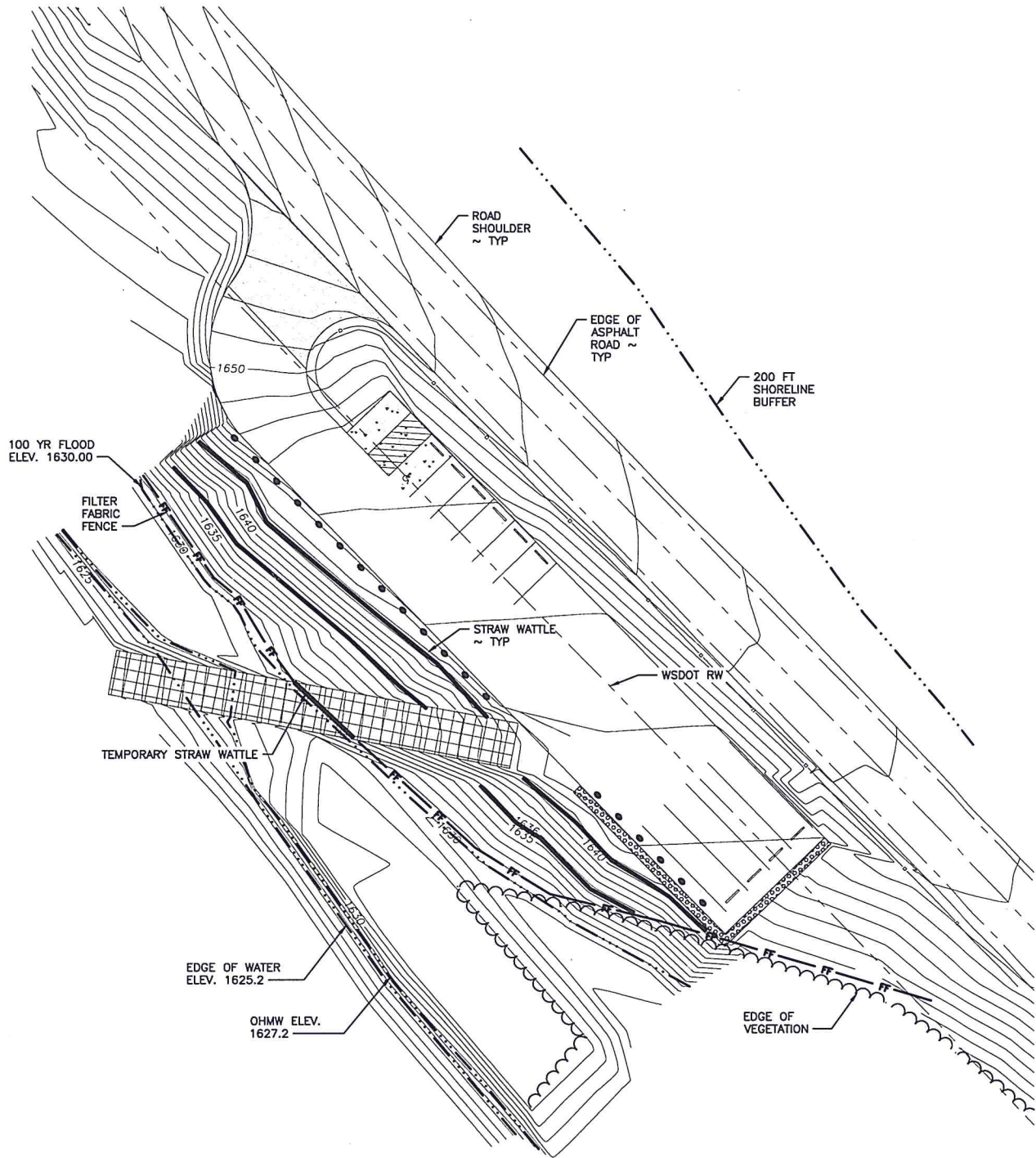
EXISTING SITE PLAN

SCALE: 1" = 50'



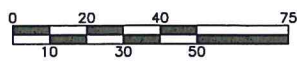
SCALE: 1" = 50'

REFERENCE NUMBER:
 APPLICANT NAME:
 WASHINGTON DEPT. of FISH & WILDLIFE
 PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT
 LOCATION: YAKIMA RIVER
 SHEET 2 OF 9 DATE: 12-8-2014



EROSION CONTROL PLAN

SCALE: 1" = 50'



SCALE: 1" = 50'

REFERENCE NUMBER:

APPLICANT NAME:

WASHINGTON DEPT. of FISH & WILDLIFE

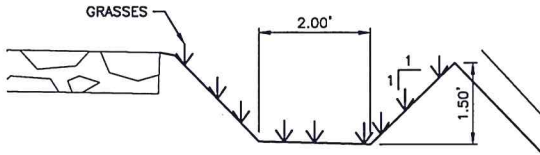
PROPOSED PROJECT:

HWY 10 ACCESS DEVELOPMENT

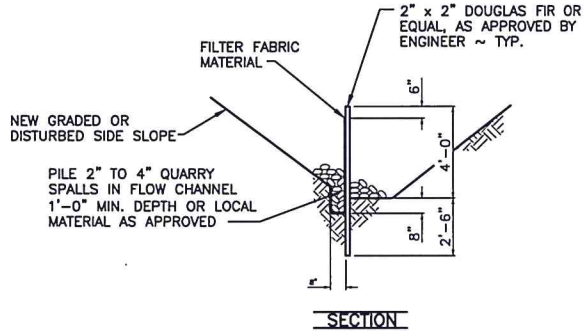
LOCATION: YAKIMA RIVER

SHEET 3 OF 9

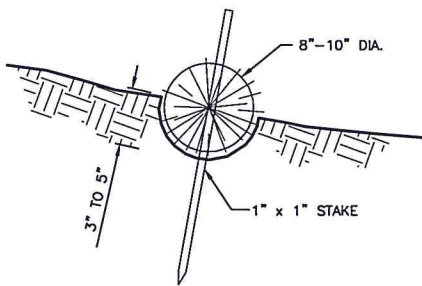
DATE: 12-8-2014



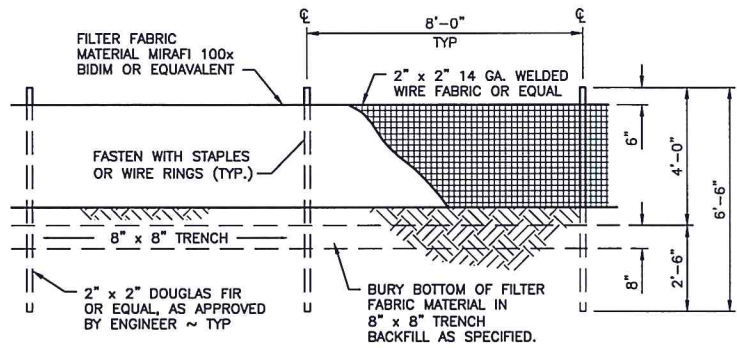
BIOSWALE
NOT TO SCALE



SECTION



STRAW WATTLE DETAIL
NOT TO SCALE



FILTER FABRIC FENCE
NOT TO SCALE

FILTER FABRIC NOTES:

1. FILTER FABRIC SHALL BE PURCHASED CONTINUOUS ROLL CUT TO LENGTH OF BARRIER AS NEEDED. IF JOINTS ARE NECESSARY FABRIC SHALL BE SPLICED TOGETHER ONLY AT SUPPORT POSTS WITH A MINIMUM OF (6) INCH OVERLAP. BOTH ENDS SHALL BE SECURED AS REQUIRED.
2. FILTER FABRIC SHALL BE INSTALLED TO FOLLOW CONTOURS. FENCE POSTS SHALL BE SPACED A MAXIMUM OF EIGHT (8) FEET APART UNLESS OTHERWISE SHOWN HEREIN. ALL POSTS SHALL BE DRIVEN INTO THE GROUND A MINIMUM OF 30 INCHES.
3. A TRENCH SHALL BE EXCAVATED, ROUGHLY EIGHT (8) INCHES WIDE BY EIGHT (8) INCHES DEEP UP SLOPE AND ADJACENT TO THE POST TO ALLOW THE FILTER FABRIC TO BE BURIED.
4. WHEN STANDARD STRENGTH FILTER FABRIC IS UTILIZED, A WIRE SINGLE SPACE MESH SUPPORT FENCE SHALL BE FASTENED TO THE UPSLOPE (OR UPSTREAM) SIDE OF THE POSTS USING ONE (1) INCH MINIMUM LENGTH WIRE STAPLES, TIE WIRE OR APPROVED HOG RINGS. ALL WIRE SUPPORT SHALL EXTEND INTO THE TRENCH A MINIMUM OF FOUR (4) INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE ORIGINAL GRADE.
5. ALL FILTER FABRIC SHALL BE STAPLED OR WIRED TO SUPPORT FENCING AND A MINIMUM OF 20 INCHES OF FABRIC SHALL BE EXTENDED INTO THE TRENCH. FILTER FABRIC SHALL NOT BE STAPLED OR FASTENED TO EXISTING TREES OR STRUCTURES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
6. IF HIGH STRENGTH FILTER FABRIC AND CLOSER SPACING ARE USED, THE WIRE SUPPORT FENCING MAY BE ELIMINATED. HIGH STRENGTH FABRIC SHALL BE STAPLED OR WIRED DIRECTLY TO POSTS AS REQUIRED BY THE ENGINEER.
7. CUTOFF TRENCH SHALL BE BACKFILLED WITH 3/4 INCH MINIMUM DIAMETER WASHED GRAVEL OR OTHER SIMILAR SOURCE AS APPROVED BY THE ENGINEER.
8. FILTER FENCING SHALL BE INSTALLED WHERE SHOWN ON THE PLAN, OR AS MARKED IN THE FIELD BY THE ENGINEER, PRIOR TO COMMENCEMENT OF WORK. ALL FENCING SHALL BE INSPECTED DAILY DURING CONSTRUCTION AND AFTER EACH SIGNIFICANT RAINFALL EVENT UNTIL SITE HAS BEEN PERMANENTLY STABILIZED. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
9. REMOVAL OF TRAPPED SEDIMENT SHALL BE PERFORMED WHEN AMOUNTS REACH APPROXIMATELY 1/3 HEIGHT OF THE FENCE.
10. FILTER FENCING SHALL REMAIN IN-PLACE UNTIL SITE HAS BEEN REVEGETATED TO ORIGINAL CONDITION OR DIRECTED BY THE ENGINEER.

CONSTRUCTION SPECIFICATIONS:

1. PREPARE THE SLOPE BEFORE THE WATTLING PROCEDURE IS STARTED.
2. SHALLOW GULLIES SHOULD BE SMOOTHED AS WORK PROGRESSES.
3. DIG SMALL TRENCHES ACROSS THE SLOPE ON CONTOUR, TO PLACE ROLLS IN. THE TRENCH SHOULD BE DEEP ENOUGH TO ACCOMMODATE HALF THE THICKNESS OF THE ROLL. WHEN THE SOIL IS LOOSE AND UNCOMPACTED, THE TRENCH SHOULD BE DEEP ENOUGH TO BURY THE ROLL 2/3 OF ITS THICKNESS BECAUSE THE GROUND WILL SETTLE.
4. IT IS CRITICAL THAT ROLLS ARE INSTALLED PERPENDICULAR TO WATER MOVEMENT, PARALLEL TO THE SLOPE CONTOUR.
5. START BUILDING TRENCHES AND INSTALL ROLLS FROM THE BOTTOM OF THE SLOPE AND WORK UP.
6. CONSTRUCT TRENCHES AT CONTOUR INTERVALS OF 3-12 FEET APART DEPENDING ON STEEPNESS OF SLOPE. THE STEEPER THE SLOPE, THE CLOSER TOGETHER THE TRENCHES. 1:1=10' 2:1=20' 3:1=30' 4:1=40'
7. LAY THE ROLL ALONG THE TRENCHES FITTING IT SNUGLY AGAINST THE SOIL. MAKE SURE NO GAPS EXIST BETWEEN THE SOIL AND THE STRAW WATTLE.
8. USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE WATTLE AND INTO THE SOIL FOR THE WILLOW OR WOODEN STAKES.
9. DRIVE THE STAKE THROUGH PREPARED HOLE INTO SOIL. LEAVE ONLY 1 OR 2 INCHES OF STAKE EXPOSED ABOVE ROLL.
10. IF USING WILLOW STAKES REFER TO LIVE STAKING BEST MANAGEMENT PRACTICES.
11. INSTALL STAKES AT LEAST EVERY 4 FEET APART THROUGH THE WATTLE. ADDITIONAL STAKES MAY BE DRIVEN ON THE DOWNSLOPE SIDE OF THE TRENCHES ON HIGHLY EROSION OR VERY STEEP SLOPES.
12. INSPECT THE STRAW ROLLS AND THE SLOPES AFTER SIGNIFICANT STORMS. MAKE SURE THE ROLLS ARE IN CONTACT WITH THE SOIL.
13. REPAIR ANY RILLS OR GULLYS PROMPTLY.
14. RESEED OR REPLANT VEGETATION IF NECESSARY UNTIL THE SLOPE IS STABILIZED.

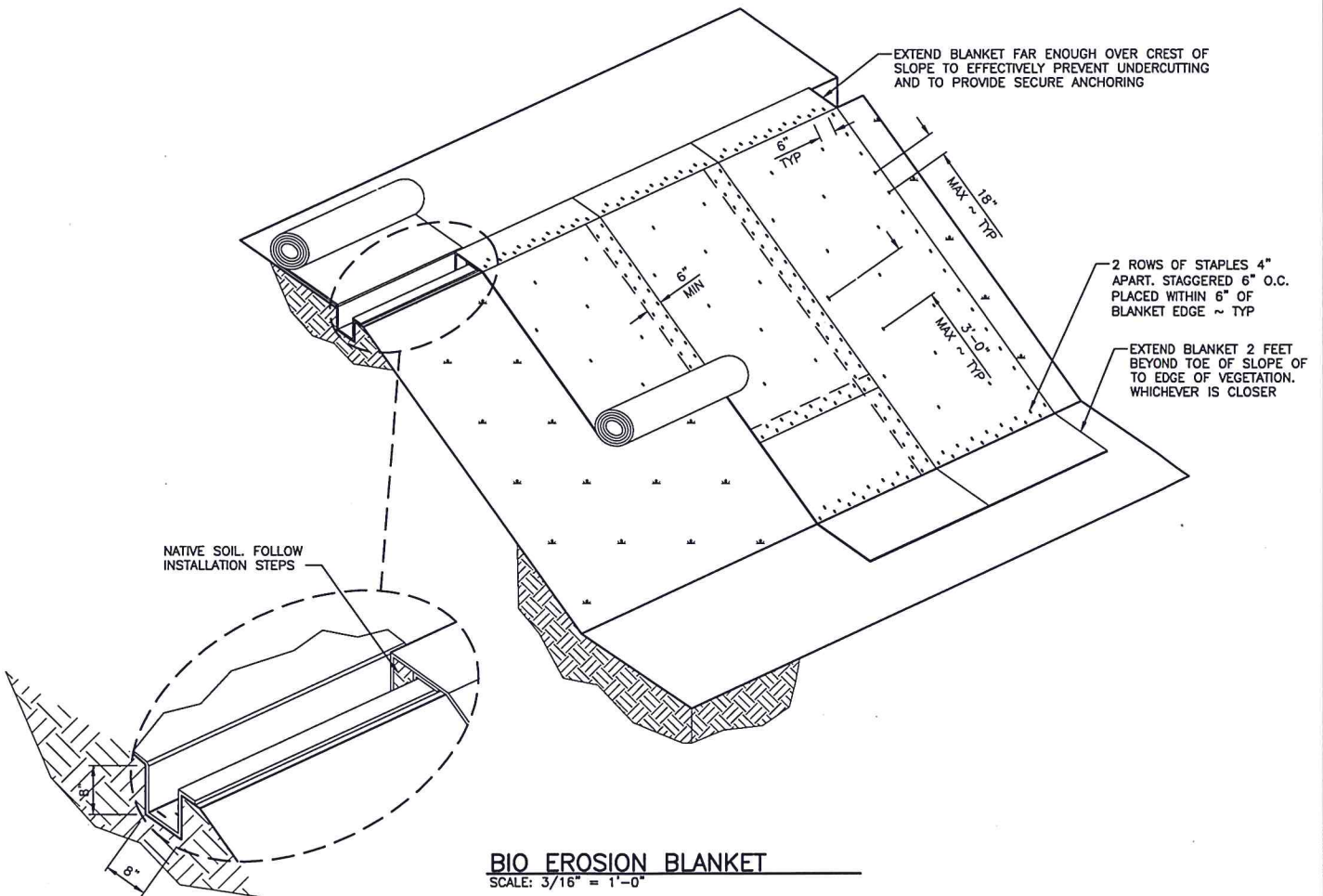
REFERENCE NUMBER:
 APPLICANT NAME:
 WASHINGTON DEPT. of FISH & WILDLIFE
 PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT
 LOCATION: YAKIMA RIVER
 SHEET 4 OF 9 DATE: 12-8-2014

INSTALLATION NOTES:

1. PREPARE SMOOTH SLOPES
2. AMEND SOIL AND SEED, AS SPECIFIED
3. DIG ANCHOR TRENCH, SET ASIDE NATIVE SOIL REMOVED FROM TRENCH
4. SECURE BLANKET IN ANCHOR TRENCH STAKING OR STAPLING BLANKET AS SHOWN
5. REPLACE NATIVE SOIL PREVIOUSLY REMOVED FROM TRENCH
6. ROLL BLANKET DOWN THE SLOPE IN A CONTROLLED MANNER, TAKING CARE TO REMOVE EXCESS SLACK AND TAKING CARE NOT TO STRETCH BLANKET
7. STAKE OR STAPLE BLANKET AS SHOWN SO THERE ARE NO GAPS BETWEEN THE BLANKET AND THE SOIL. STAPLE WHILE UNROLLING BLANKET TO MINIMIZE WALKING ON BLANKET

NOTES:

- A. MORE THAN THE MINIMUM OF ONE FASTENER PER SQUARE YARD MAY BE REQUIRED DUE TO THE CONDITIONS SUCH AS BLANKET COMPOSITION, SOIL TYPE, SURFACE UNIFORMITY, AND SLOPE STEEPNESS
- B. SEE WSDOT STANDARD SPECIFICATION 8-01.3(3) AND 9-14.5(2)
- C. USE THE MANUFACTURER'S REQUIREMENTS. WHEN MANUFACTURER'S REQUIREMENTS ARE NOT PROVIDED, USE INSTALLATION REQUIREMENTS SHOWN ON STANDARD PLANS.
- D. ADDITIONAL STAPLES MAY BE REQUIRED ON SLOPES GREATER THAN 3H:1V



BIO EROSION BLANKET

SCALE: 3/16" = 1'-0"

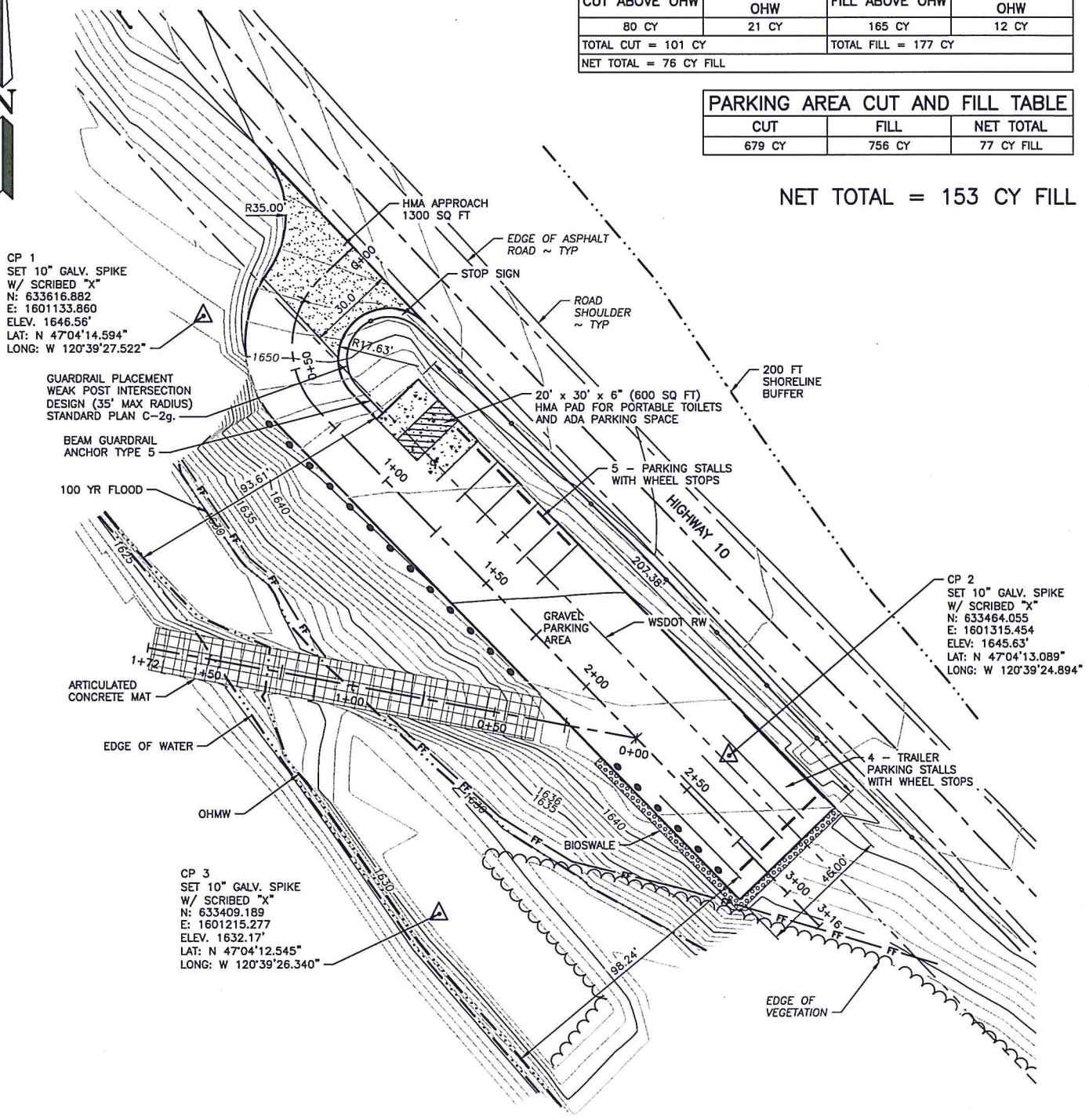
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HWY 10 ACCESS DEVELOPMENT
LOCATION: YAKIMA RIVER
SHEET 5 OF 9 DATE: 12-8-2014



RAMP CUT AND FILL TABLE			
CUT ABOVE OHW	CUT BELOW OHW	FILL ABOVE OHW	FILL BELOW OHW
80 CY	21 CY	165 CY	12 CY
TOTAL CUT = 101 CY		TOTAL FILL = 177 CY	
NET TOTAL = 76 CY FILL			

PARKING AREA CUT AND FILL TABLE		
CUT	FILL	NET TOTAL
679 CY	756 CY	77 CY FILL

NET TOTAL = 153 CY FILL



CP 1
SET 10" GALV. SPIKE
W/ SCRIBED "X"
N: 633616.882
E: 1601133.860
ELEV. 1646.56'
LAT: N 47°04'14.594"
LONG: W 120°39'27.522"

GUARDRAIL PLACEMENT
WEAK POST INTERSECTION
DESIGN (35' MAX RADIUS)
STANDARD PLAN C-2g.

BEAM GUARDRAIL
ANCHOR TYPE 5

100 YR FLOOD

ARTICULATED
CONCRETE MAT

EDGE OF WATER

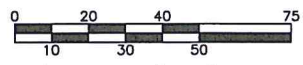
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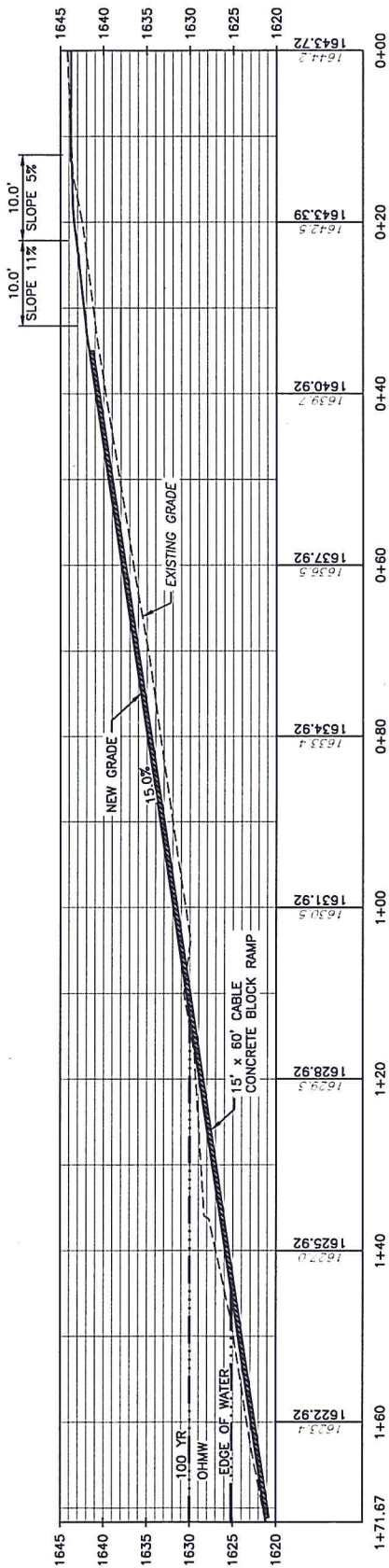
NEW SITE PLAN

SCALE: 1" = 50'



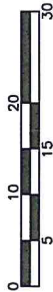
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PROPOSED PROJECT:
HWY 10 ACCESS DEVELOPMENT
LOCATION: **YAKIMA RIVER**
SHEET 6 OF 9 DATE: 12-8-2014

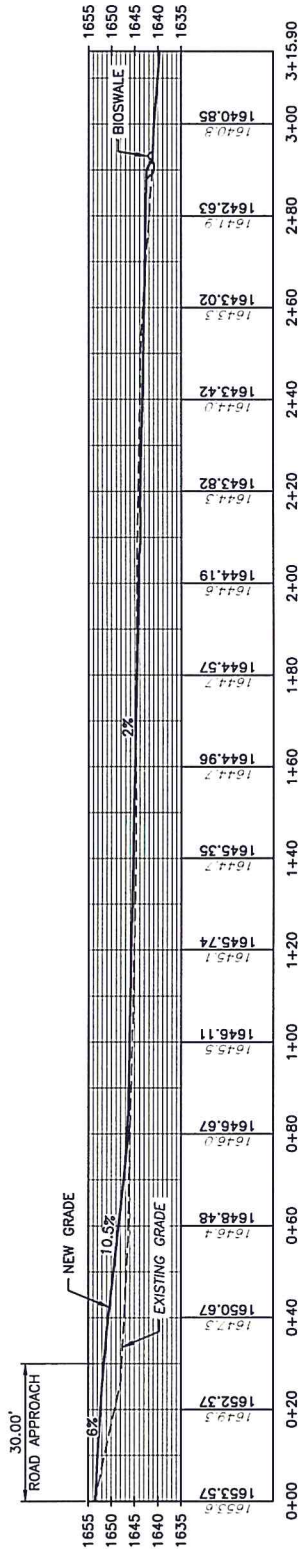


RAMP PROFILE

SCALE: 1" = 20'



SCALE: 1" = 20'



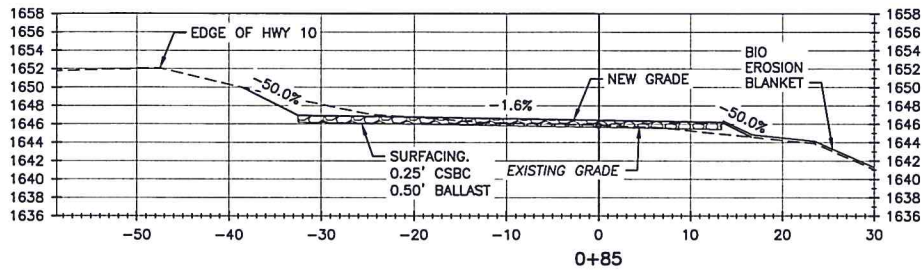
ACCESS ROAD PROFILE

SCALE: 1" = 40'

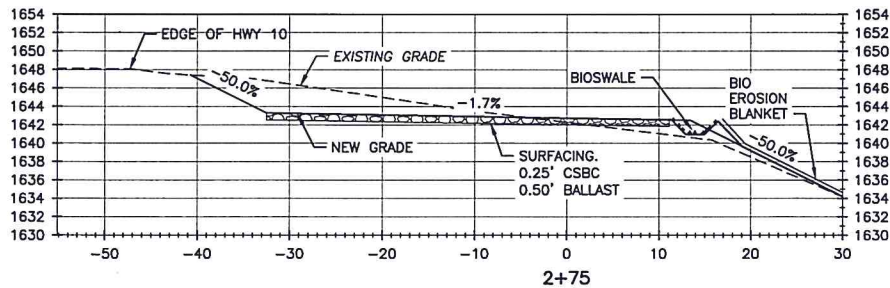
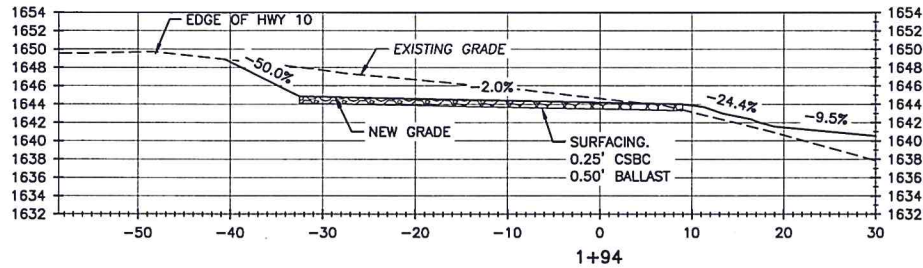
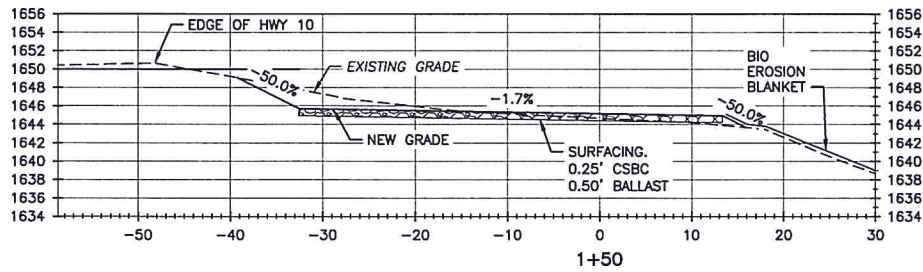


SCALE: 1" = 40'

REFERENCE NUMBER:
 APPLICANT NAME:
 WASHINGTON DEPT. of FISH & WILDLIFE
 PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT
 LOCATION: YAKIMA RIVER
 SHEET 7 OF 9 DATE: 12-8-2014

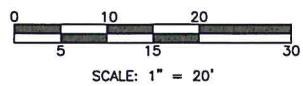


NOTE:
 OHW = 1625.2 ±
 100 YR = 1630 ±

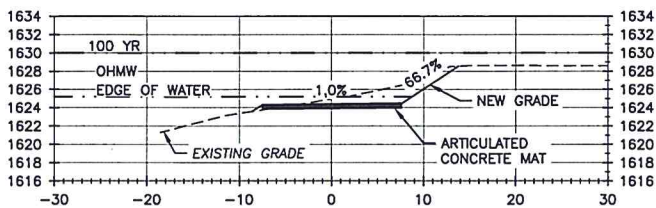
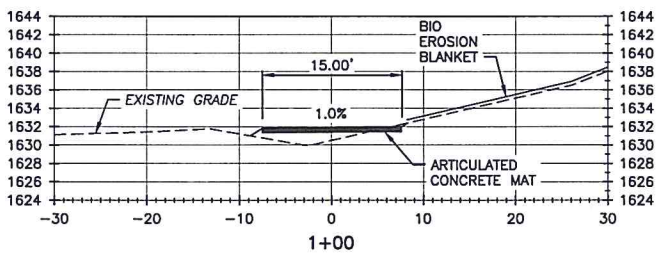
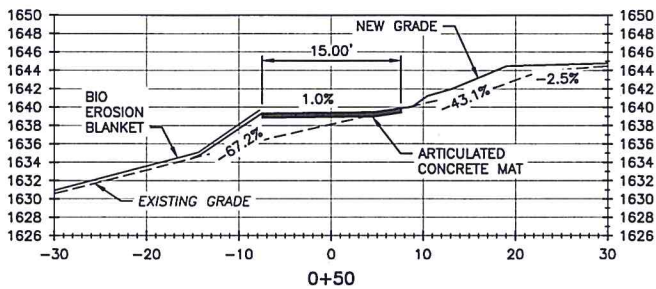


ACCESS ROAD SECTIONS

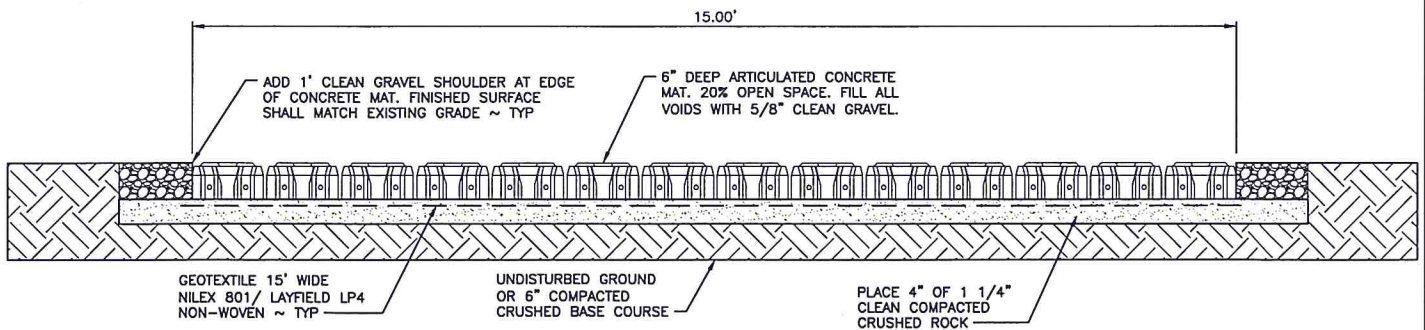
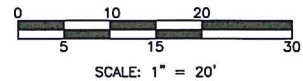
SCALE: 1" = 20'



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 PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT
 LOCATION: YAKIMA RIVER
 SHEET 8 OF 9 DATE: 12-8-2014



RAMP SECTIONS
SCALE: 1" = 20'



ARTICULATED MAT SECTION
NOT TO SCALE

REFERENCE NUMBER:
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 WASHINGTON DEPT. of FISH & WILDLIFE
 PROPOSED PROJECT:
 HWY 10 ACCESS DEVELOPMENT
 LOCATION: YAKIMA RIVER
 SHEET 9 OF 9 DATE: 12-8-2014