

Salmon Recovery Funding Board

Individual Comment Form



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|-------------------------|---------------------------------|
| Lead Entity: | Upper Columbia Sal Rec BD LE |
| Project Number: | 18-1815 |
| Project Name: | Peshastin Creek Barrier Removal |
| Project Sponsor: | Chelan Co Natural Resource |
| Grant Manager: | Duboiski, Marc |

| | Date | Status²⁶ |
|------------------|-------------|----------------------------|
| Post-Application | 9/26/18 | POC |
| Final | 10/25/18 | POC |

PROJECT SUMMARY *(for Review Panel reference only)*

This project will remove a partial fish passage barrier culvert from Peshastin Creek (near RM 15.5) and replace it with a bridge under Scotty Creek road, improving fish passage for steelhead to 3.5 miles of upper Peshastin and Scotty Creek.

FINAL REVIEW PANEL COMMENTS

Date: 10/25/18
Full Panel Review

Final Project Status: POC

1. If the project is a POC, please identify the SRFB criteria used to determine the status of the project:

Criterion 1. It is unclear there is a problem to salmonids the project is addressing.

Criterion 4. The project has a high cost relative to the anticipated benefits and the project sponsor failed to justify the costs to the satisfaction of the review panel.

This particular road crossing presents only a partial (33%) barrier. Steelhead spawning is documented upstream. Chinook are not currently identified near the site and intrinsic potential models map the upper end of potentially productive habitat 0.25 mile below this site. These factors contribute to Review Panel Criteria 1 and 4. The panel appreciates the sponsor's response to concerns about suction dredge mining. The panel recognizes the permitting requirements placed on these activities by WDFW, but believes that the impacts from heavy mining activities in this reach also play a role in the cost-benefit evaluation of proposed restoration actions. The combination of 67% passability at this culvert combined with extensive disturbance associated with section dredge mining in this reach, results in a high cost relative to the benefits that are likely to be realized.

2. If the project is Conditioned, the following language will be added to the project agreement:

3. Other comments:

The panel appreciates the participation of the region on behalf of the sponsor at the 10/23 meeting. As we indicated at that meeting the existing 67% degree of passability and documented steelhead spawning above the culvert led to the inclusion of Criterion 1. As noted previously, the cost-benefit criterion is applied as a combination of factors, including existing 67% passability and disturbance resulting from suction dredge mining. The 67% passability of the culvert limits the magnitude of benefit that can be achieved at this location. The extent of habitat disturbance also limits the magnitude of benefit that can be achieved. While permitting and enforcement of suction dredge mining is noted, we still believe the habitat condition as it is affected by mining activities factors into the cost-benefit criteria.

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POST-APPLICATION REVIEW PANEL COMMENTS

Date: 9/26/18

Project Status: POC

Full Panel Review

1. If the project is a POC, identify the SRFB criteria used to determine the status of the project:

Criterion 1. It is unclear there is a problem to salmonids the project is addressing.

Criterion 4. The project has a high cost relative to the anticipated benefits and the project sponsor failed to justify the costs to the satisfaction of the review panel.

This particular road crossing presents only a partial (33%) barrier. Steelhead spawning is documented upstream. Chinook are not currently identified near the site and intrinsic potential models map the upper end of potentially productive habitat 0.25 mile below this site. These factors contribute to Review Panel Criteria 1 and 4. The panel appreciates the sponsor's response to concerns about suction dredge mining. The panel recognizes the permitting requirements placed on these activities by WDFW, but believes that the impacts from heavy mining activities in this reach also play a role in the cost-benefit evaluation of proposed restoration actions. The combination of 67% passability at this culvert combined with extensive disturbance associated with section dredge mining in this reach, results in a high cost relative to the benefits that are likely to be realized.

2. If the project is a POC, identify the changes that would make this a technically sound project:

Given the existing degree of passability, the panel does not believe that the concerns raised can be overcome.

3. If the project is Conditioned, the following language will be added to the project agreement:

4. General comments:

²⁶CLEAR=Cleared to proceed; CONDITIONED=Cleared to proceed with a condition; NMI=Needs More Information; POC=Project of Concern; NOTEWORTHY=Exemplary Project

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SPONSOR RESPONSE INSTRUCTIONS

If your project is not cleared (i.e. has a status of NMI, Conditioned, or POC) you must update your proposal, PRISM questions, or attachments as necessary to address the review panel's comments. Use track changes when updating your proposal. Fill out the section at the end of your project proposal to document how you responded to comments.

DRAFT APPLICATION / SITE VISIT REVIEW PANEL COMMENTS

Note that comments provided in this section are preliminary and based on basic information provided in the project pre-application and site visit. Full Review Panel review will occur after the final application materials are submitted for the project and may identify technical issues not previously discussed or identified.

Date: 5/10/18

Project Site Visit?

☒ Yes ☐ No

Review Panel Member(s): Toth and Tyler

1. Recommended improvements to make this a technically sound project according to the SRFB's criteria:

If the previous design work for the culvert replacement was a bridge, please load the preliminary design onto PRISM.

2. Review Panel Comments:

With nearly 20% of the wild steelhead run utilizing Peshastin Creek, this creek sees more wild steelhead adults than any other single tributary in the Wenatchee basin. However, the extensive suction dredge mining that is permitted along this reach of Peshastin Creek calls into question whether we want to try to make this a more attractive destination for these fish. Steelhead spawning is already documented above this 33% barrier at RM 15.5; intrinsic potential models map 3.5 miles above the partial barrier as potential steelhead spawning and rearing habitat. Chinook are not currently identified near the site. Documented presence stops roughly 1 mile below this partial barrier; however intrinsic potential models map potentially productive Chinook habitat at 0.25 miles below this barrier.

The road has been identified as having potential to fail, given the flow and floodplain constriction. The USFS has designated this road for upgrades in forest planning documents. With the importance of this road to mining claims, Weyerhaeuser lands, recreation areas, vegetation management areas, and fire/fuels reduction areas, improvements at this crossing appear to be more appropriately covered by USFS as part of their roads maintenance and operations activities. Given the 67% passability of this culvert and the extensive disturbance associated with section dredge mining in this reach, the benefits of this project appear to be more heavily weighted toward transportation and other forest uses than salmon.

3. Staff Comments:



SPONSOR RESPONSE INSTRUCTIONS

Revise your project proposals using "track changes" and update any relevant PRISM questions and attachments. Fill out the section at the end of your project proposal to document how you responded to comments.