

# Land Use Application

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Applicant(s): **Klickitat County**

Property Owner(s): **Klickitat County /**

**Others**

Mailing Address: **228 W Main , MS CH 19**

Mailing Address:

**Goldendale, WA 98620**

Phone: **509-773-2370**

Phone:

Email: **seths@klickitatcounty.org**

Email:

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## Location of property:

Township: **3N**

Range: **11E**

Parcel address: **Courtney Road**

Section & Qtr. Section:  
**27, 28 & 34**

County: **Klickitat**

Tax Lot No(s): **See attached**

Parcel Size (acres):

Existing use of parcel: **Public  
Right of Way, Forest Land &  
Residential**

Use of adjacent parcels: **Public  
Right of Way, Forest Land &  
Residential**

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**Project description:** This should include all proposed activities and details on size, height, exterior colors, and construction materials of proposed structures. Any areas of ground disturbance and landscaping details should also be described. It is important to describe all aspects of your project so that you may gain approval for all of the development activities you plan to do.

## **Courtney Road Project County Road Project (CRP): 342 & 343**

### **Location:**

This project consists of two pieces of Courtney Road located in Sections 27, 28 & 34 of Township 3 North, Range 11 E.W.M.

The first section is referred to as Courtney Road Overlay, CRP 343, its limits extend from MP 0.04 (approximately 228 feet north of its intersection with State Route 14) north to MP 2.20 (approximately 11,598 feet north of State Route 14).

The second section of the project is referred to as Courtney Road CRP 342, its limits extend from MP 2.97 (approximately 15,703 feet north of its intersection with State Route 14) north to MP 4.36 (approximately 23,012 feet north of State Route 14). There is a section of this project (approximately MP 4.07 to 4.36) that fall outside the jurisdiction of the Gorge Scenic Area and is not included in this description, exhibits or permit application.

***Project's Purpose:***

The overall project was scoped to create: an alternative evacuation route for the Bristol and Snowden areas, create an alternative route for Emergency Services and create a complete roadway that will be easier to maintain year round access in and out of the area. If a natural disaster, such as a fire, were to close any of the main roads, such as Snowden Road, there would be no other viable evacuation route for the densely populated plateau of Bristol or Snowden. Alternatively, upgrading this roadway will allow Emergency Services to respond to residents within the boundaries of the project year-round and in all conditions.

Currently Courtney Road (between MP 2.97 and MP 4.36) consists of a 10-15 foot wide gravel road with tight curves, and limited site distance on a steep gradient. This causes restrictions on vehicles being able to pass each other in sections, which limits the size of vehicles (including some emergency vehicles) in addition to a restriction of maintenance activities such as snowplowing at times.

***Project Description:***

***Courtney Road Overlay, CRP 343:***

This project will consist of a Hot Mix Asphalt (HMA) overlay project with pavement repair and minor widening in the first 485 feet of the project to develop a 10 foot wide shoulder. This widening will provide for better safety of pedestrians and bikes at the busy trailhead just east of the project limits. The project will also replace a failing drainage culvert, add and replace sections of guardrail and signing improvements.

The minor widening will consist of approximately 3,900 CY of excavation. It will require vegetation removal and ditching. The widening will be a paved surface when completed and the ditch and slopes will be re-seeded with the grass seed mix listed in Appendix I. See Appendix A for location of the widening and its extents. See Appendix E for grading details.

The whole of this project will have sections of pavement repair, where the existing pavement will be removed and any underlying soft materials will be excavated and replaced with a structural gravel section, then a pavement patch will be installed. Once all pavement repair has been completed, the road will be overlaid with a 3 inch mat of HMA. The goal will be to create at minimum, a 22 foot wide roadway with the new HMA (See appendix C for typical roadway section).

Garry Oak dominates some portions of the proposed alignment of the roadway and will be removed within the boundaries of the widening limits. Mitigation for this and Gray Squirrel Habitat will be the protection of 1,300 Garry Oaks within the project limits and oak woodland enrichment by 2 acres of conifer thinning parallel to the road alignment (this will occur along the Courtney Road, CRP 342 project limits). This is in alignment with forest enrichment happening on forest lands adjacent to the project and from suggestions received from the Washington Department of Fish and Wildlife (WDFW). See Appendix N Wildlife and Rare Plant Survey Technical Memo and Appendix O Biological Evaluation for more details.

A historical and archeological survey was performed on the project's limits and it was determined that there were no sites within the boundaries of the work proposed. See Appendix J for the survey report and the Department of Archeological and Historical Preservation office's concurrence.

Sections of damaged guardrail and outdated terminal ends will be replaced and sections of new guardrail will be placed within the project limits (see Appendix A for locations). All steel elements will either be powder coated dark brown or stained dark brown in color.

Permanent signing along the project limits will be evaluated and replaced to meet current federal requirements outlined in the Manual on Uniform Traffic Control Devices. All posts, brackets and backs of new signs will be painted dark brown in color.

***Courtney Road, CRP 342:***

This project will consist of reconstructing this section of roadway to create at minimum, a 24 foot wide surfaced roadway (See appendix C for typical roadway section). This construction will involve: major improvements to vertical and horizontal alignments to remove tight corners and improve site distances, replacement of all drainage structures, and construction of stormwater treatment areas, installation of new guardrail, permanent signs and improvements to driveway and roadway intersections to meet current standards. A new

structural section of road base will be installed and a Bituminous Surface Treatment (BST) will be installed as a final road surface. (See Appendix A for locations and details of the above and Appendix B for roadway profile data).

The construction will consist of approximately 165,800 CY of excavation and approximately 140,000 CY of embankments. Slopes will be set as steep as possible to limit overall impact on the surrounding landscape and properties. Slopes will vary from 1 foot horizontal to 1 foot vertical (1h:1v) at the steepest cuts to 1 foot vertical to 3 foot horizontal (3h:1v) in fill sections. See Appendix E for grading details and Appendix K for a geotechnical report for slope recommendations. For steeper slopes where, during the construction the geotechnical engineer deems necessary for stability and reduction of erosion on slopes, a rockery slope treatment will be installed (See Appendix G for an photo example. The locations of this treatment will be unknown until construction is happening at each slope, but it can be assumed that all areas with slopes of 1:1 will receive this treatment.

All vegetation will be removed between the cut/ fill limit on the left side of the roadway to the cut/fill limit on the right side of the roadway. Erosion control measures both temporary and permanent will be employed during and at the completion of construction. A General Construction Stormwater Permit will be obtained from the Washington Department of Ecology (WDOE) and a Stormwater Pollution Prevention Plan will be required to be developed by and enforced by the contractor during construction all in accordance with WDOE and the Stormwater Management Manual for Eastern Washington. At the completion of the project, all bare soil will be seeded, fertilized and mulched with the seed mix listed in Appendix I. The exception to this will be the wetland mitigation area, which will be planted with various species of plants as outlined in the mitigation plan in appendix M.

As mentioned above, there is one wetland that has been identified within the project limits. Fill slopes in this area have been steepened and the profile adjusted to minimize the impact to this wetland. Some impacts will occur and a mitigation plan has been developed to compensate for those impacts. See Appendix L for the Wetland Delineation Report and Appendix M for the Wetland Mitigation Plan. A permit through the Army Corps of Engineers will be applied for prior to construction occurring in the wetland area.

Garry Oak dominates some portions of the proposed alignment of the roadway and will be removed within the boundaries of the construction limits. Mitigation for this and Gray squirrel habitat will be the protection of 1,300 Garry Oaks within the project limits and oak woodland enrichment by 2 acres of conifer thinning parallel to the road alignment. This is in

alignment with forest enrichment happening on forest lands adjacent to the project and from suggestions received from WDFW. See Appendix N Wildlife and Rare Plant Survey Technical Memo and Appendix O Biological Evaluation for more details.

A historical and archeological survey was performed on the project's limits and it was determined that there was a site in close proximity of the work proposed. The alignment was adjusted to its current location to avoid the site's boundaries. In addition, an archaeologist will be on-site to observe construction activities that occur within a 1000 foot radius of the archaeological site's boundaries. See Appendix J for the survey report and DAHP concurrence.

Sections of new guardrail will be placed within the project limits (see Appendix A for locations). All steel elements will either be powder coated dark brown or stained dark brown in color.

Permanent signing along the project limits will be evaluated and replaced to meet current federal requirements outlined in the Manual on Uniform Traffic Control Devices. All posts, brackets and backs of new signs will be painted dark brown in color.

Any fencing being replaced within the project limits will be replaced with barbwire and either wood posts or steel posts painted green in their entirety.

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**Application checklist:** The following is required to complete your application:

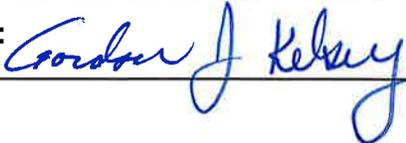
- Application form completed and signed
- Site plan
- Key viewing areas checklist, elevation drawings, and landscape details, if required
- Names and addresses of adjacent property owners, if required
- Any additional information as required

Signature of the property owner(s) indicates that the property owner(s) is/are aware that an application is being made on the subject property. **Signature of the property owner(s) also authorizes the Gorge Commission or the Commission's designee(s) reasonable access to the site in order to evaluate the application.**

**Applicant(s) signature:**  date 10/8/19

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date

**Property owner(s) signature:**  date 10/8/2019

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date

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## **Site Plan**

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A plan drawn in black ink at a scale of 1 inch equals 200 feet (1:2400) or at a scale providing greater detail must be included with the application.

If the parcel is very large, you may show on the portion of the parcel affected by the proposed use. Be sure, however, to show enough of the parcel or some adjacent features, such as roads, so that the planners can orient themselves on your map. A small vicinity map showing the subject parcel and surrounding parcels may help.

At a minimum, you must show the following features; other site plan information may be required depending on the type or location of development being proposed.

- applicant(s) name
- location and width of existing and proposed roads, driveways, and trails
- scale and north arrow
- location and size of all existing and proposed structures
- boundaries of parcel with dimensions and size
- location of existing and proposed services including wells or other water supplies, sewage disposal systems, power and telephone poles and lines and outdoor lighting
- significant terrain features or landforms
- location and depth of all proposed grading and ditching
- groupings and species of trees or other vegetation on the parcel
- location and species of vegetation that would be removed or planted
- bodies of water and water courses



**OPEN HOUSE**  
for the  
**Courtney Road Project.**

The Courtney Road project is located in two sections. The first section is an overlay project with minor widening from SR 14, north approximately 2.15 miles to Rainbow's End Drive. The second section is a reconstruction project that extends from the end of pavement at milepost 3.00 to the beginning of pavement at milepost 4.69.

Klickitat County will be holding an informal open house where you can learn more about the project. There will be maps, exhibits and other informational materials about the project and staff will also be available to answer questions about this project.

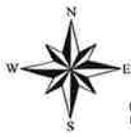
There will not be a formal presentation, therefore visitors may drop by anytime between 6:00 p.m. and 7:00 p.m.

Thursday May 30<sup>th</sup>  
White Salmon Meeting Room  
Pioneer Center  
501 NE Washington Street  
White Salmon, WA

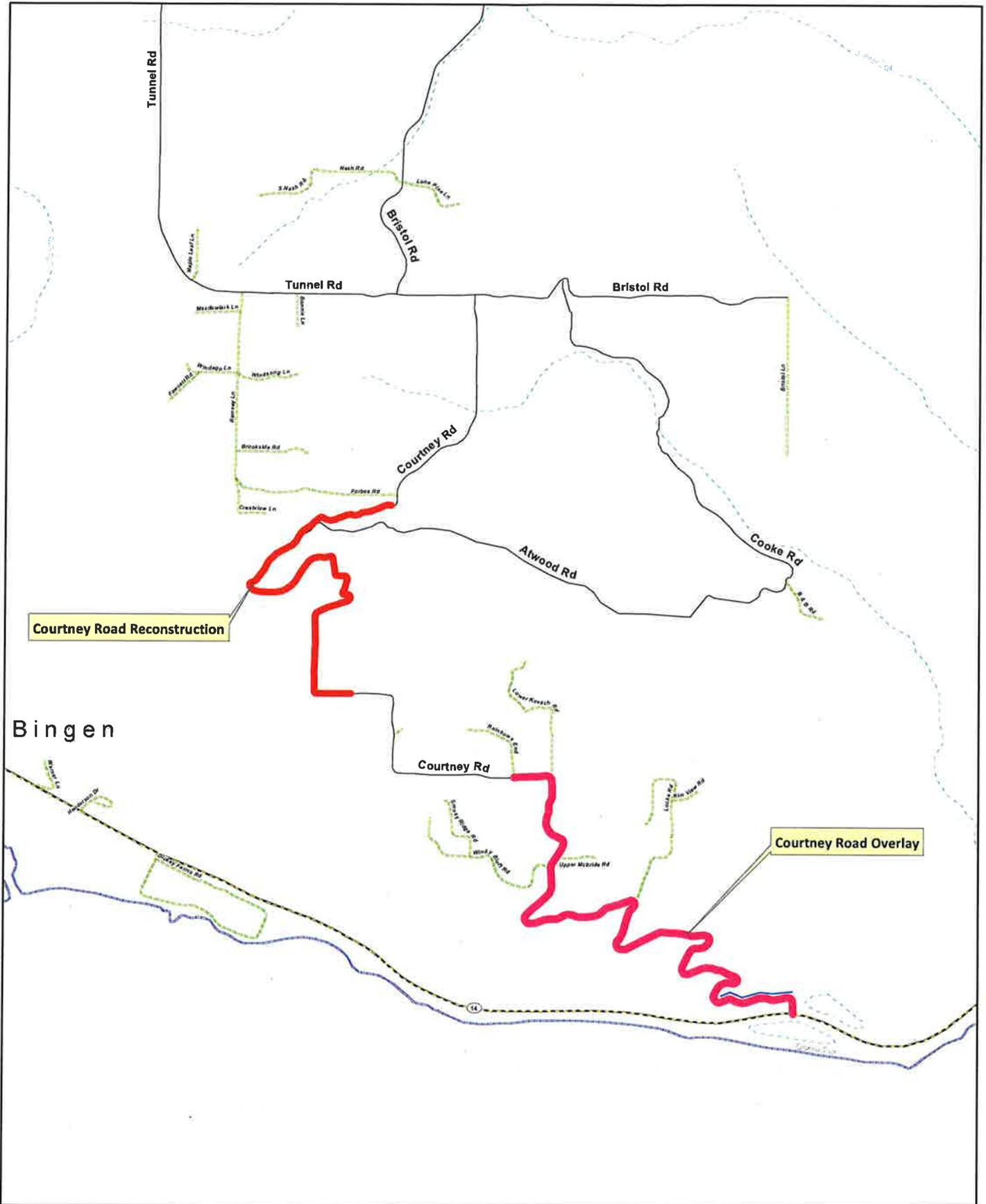
Questions? Need Special Accommodations? Please call the  
Klickitat County Public Works Department at 1-800-583-8074 or (509) 773-4616

Klickitat County Public Works would also like to inform you that they will be submitting a Land Use Application for the project through the Columbia River Gorge Commission as a portion of the project falls within the boundaries of the National Scenic Area.

Klickitat County assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Klickitat County further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.



# COURTNEY ROAD CONSTRUCTION



## **Key Viewing Areas:**

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Key viewing areas are important public viewpoints and areas that afford opportunities to view the Gorge scenery. Key viewing areas are listed below.

Please check those sites which can be seen from your property:

- Historic Columbia River Highway
- Old Highway 8 (County Road 1230)
- Highway I-84
- Washington State Route 142
- Washington State Route 14
- Washington State Route 141
- Panorama Point Park
- Columbia River
- Rowena Plateau and Nature Conservancy Viewpoint
- Cook-Underwood Road

If your project would be visible from one or more key viewing areas, then you must submit elevation drawings and landscaping details.

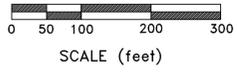
**Elevation drawings** must show the sides of proposed buildings which would be visible from key viewing areas, including:

- the appearance of proposed buildings over 400 square feet in size*
- surrounding final grades*

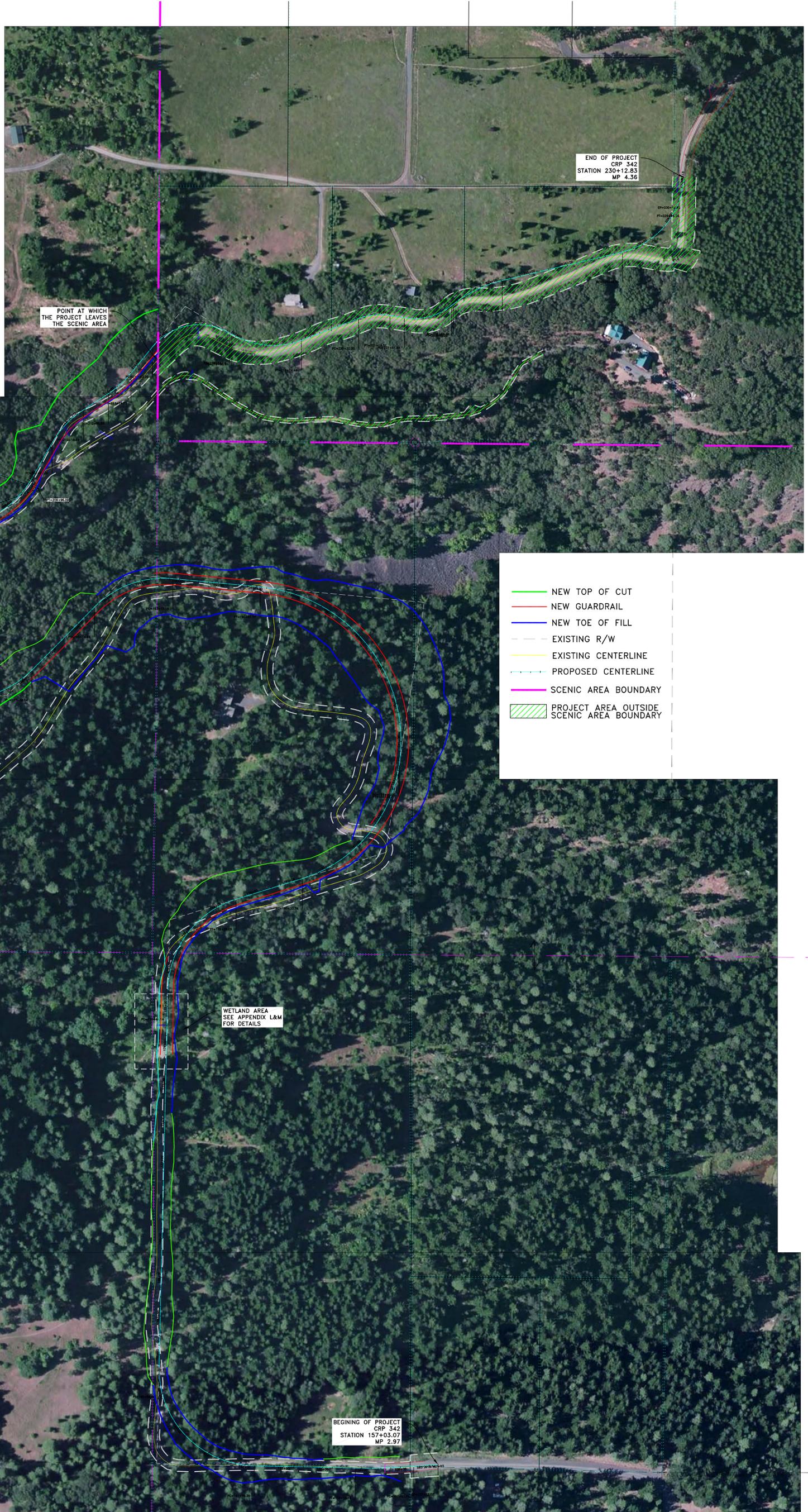
**Landscape details** must show how your project will be screened from key viewing areas, including:

- location of plants used*
- number of plants*
- size of plants*
- type of plants*
- irrigation provisions or other measures to ensure the survival of landscaping planted for screening purposes*
- location of existing and proposed topographical features which would screen your project.*

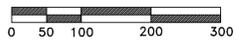
# Courtney Road CRP 342



SCALE (feet)



# Courtney Road CRP 342



SCALE (feet)  
CONTOUR INTERVAL: 5 Feet

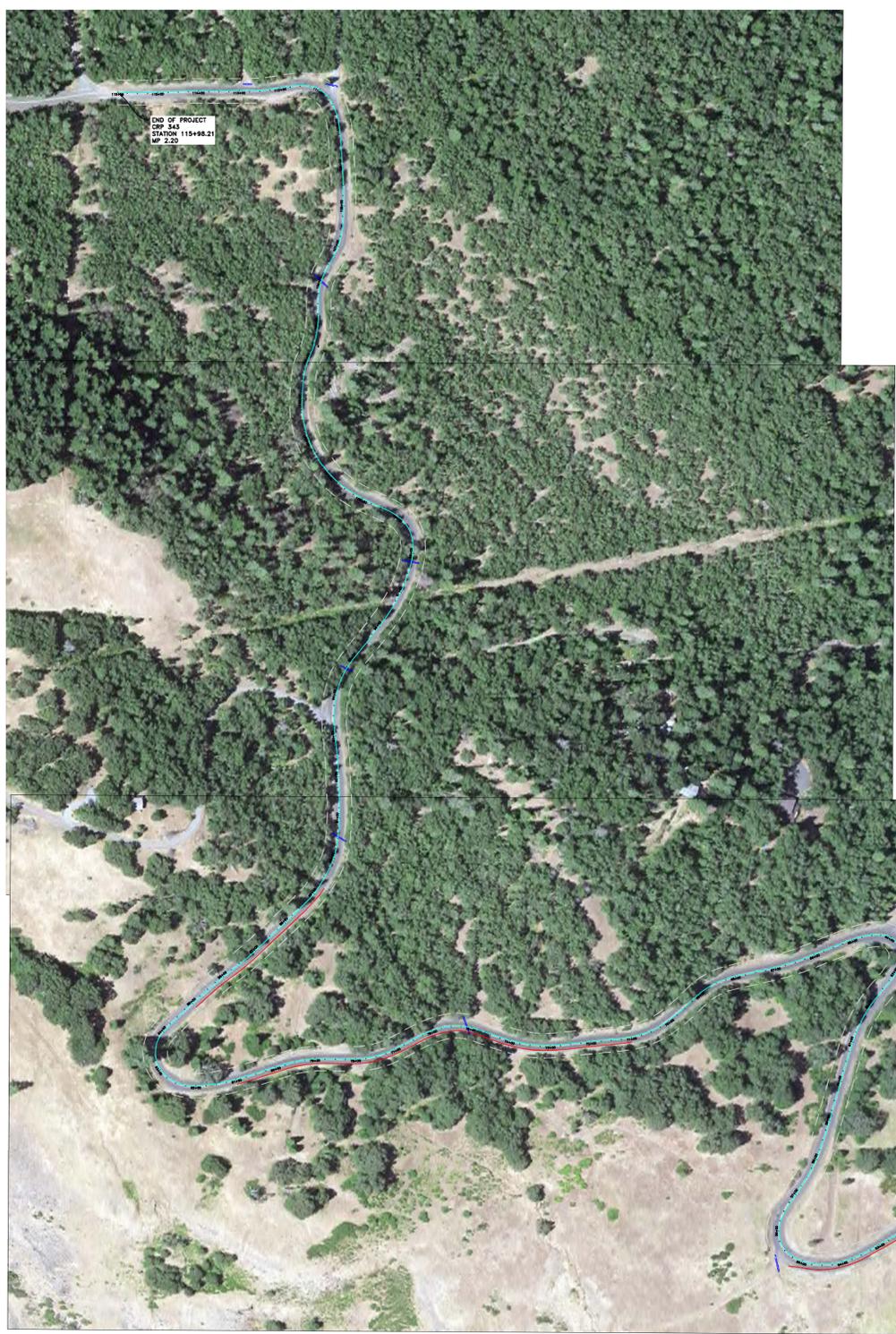
POINT AT WHICH  
THE PROJECT LEAVES  
THE SCENIC AREA

END OF PROJECT  
CRP 342  
STATION 230+12.83  
MP 4.36

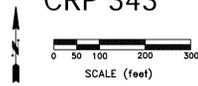
- NEW TOP OF CUT
- NEW GUARDRAIL
- NEW TOE OF FILL
- EXISTING R/W
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- SCENIC AREA BOUNDARY
- PROJECT AREA OUTSIDE SCENIC AREA BOUNDARY

WETLAND AREA  
SEE APPENDIX L&M  
FOR DETAILS

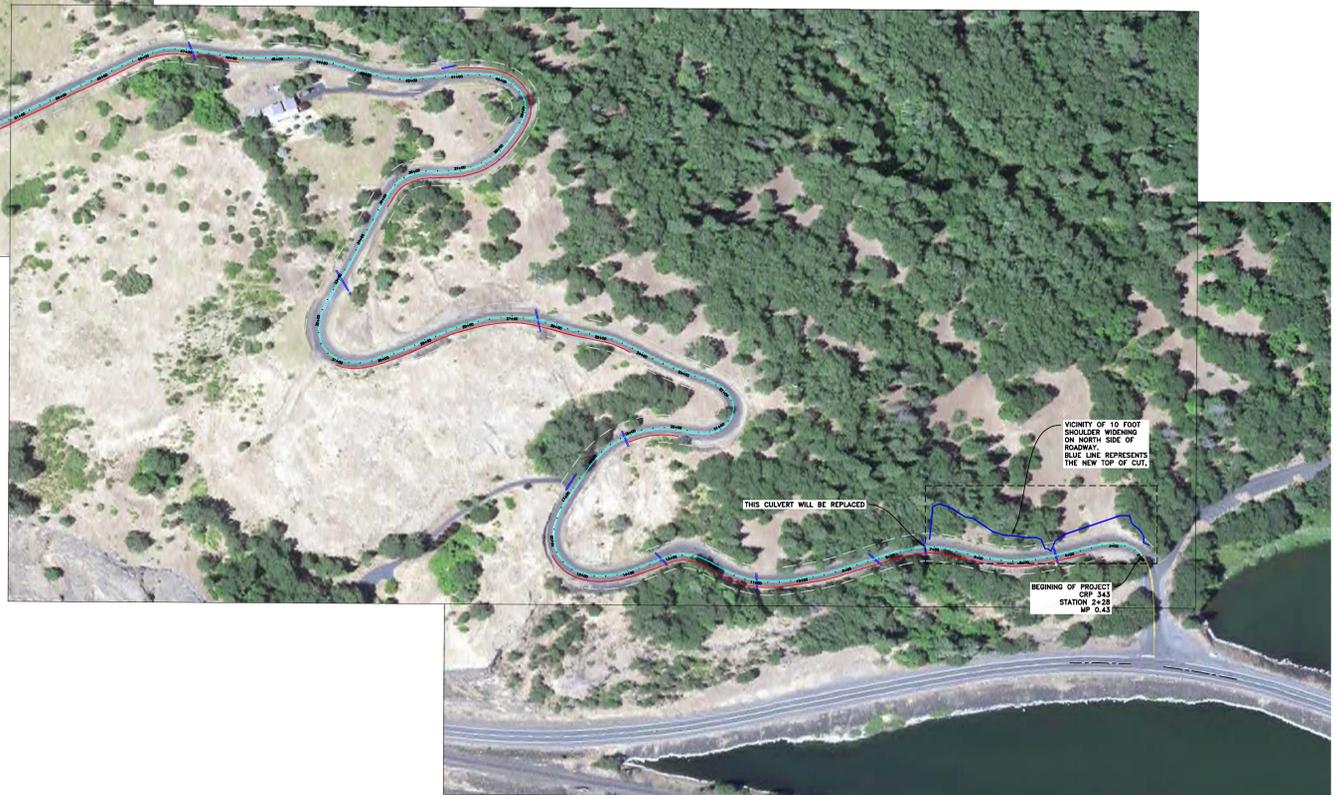
BEGINNING OF PROJECT  
CRP 342  
STATION 157+03.07  
MP 2.97

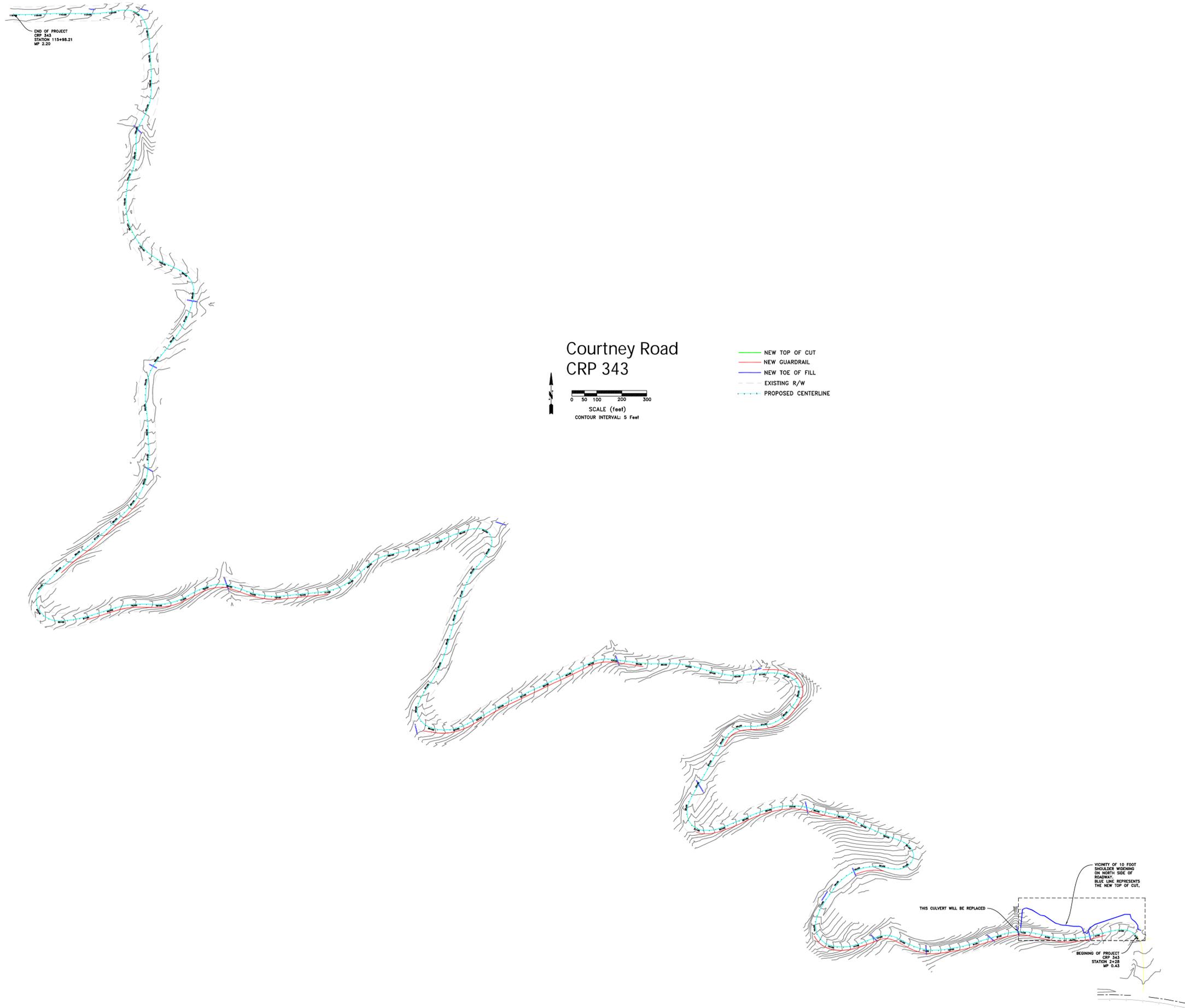


### Courtney Road CRP 343

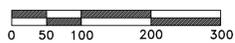


- NEW TOP OF CUT
- NEW GUARDRAIL
- NEW TOE OF FILL
- EXISTING R/W
- PROPOSED CENTERLINE





# Courtney Road CRP 342



SCALE (feet)  
CONTOUR INTERVAL: EXISTING CONTOURS: 5 Feet  
PROPOSED CONTOURS: 2 Feet

POINT AT WHICH  
THE PROJECT LEAVES  
THE SCENIC AREA

END OF PROJECT  
CRP 342  
STATION 230+12.83  
MP 4.36

WETLAND AREA  
SEE APPENDIX L&M  
FOR DETAILS

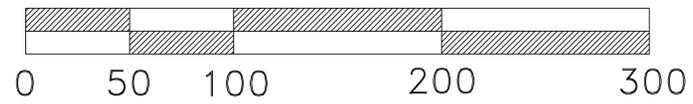
BEGINNING OF PROJECT  
CRP 342  
STATION 157+03.07  
MP 2.97

EXISTING CONTOURS

PROPOSED CONTOURS

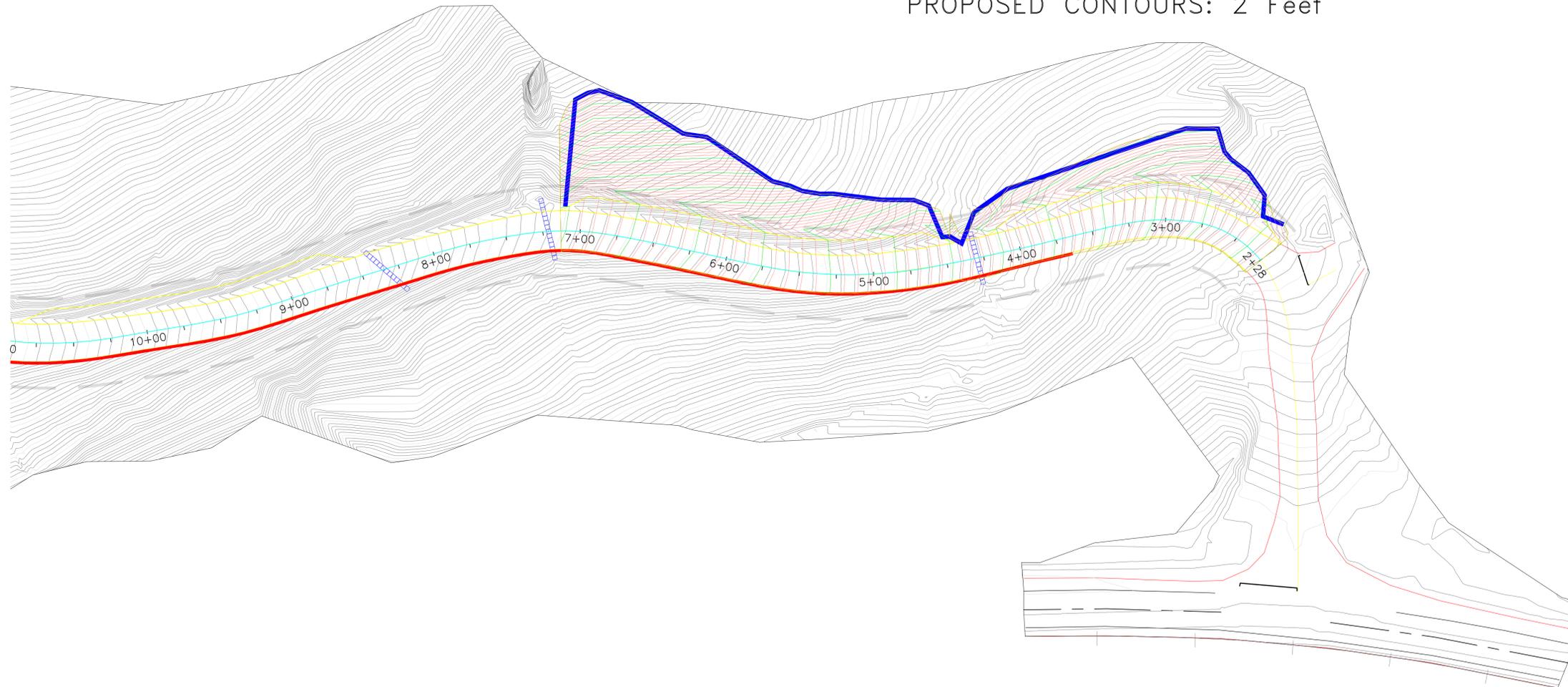
- EXISTING R/W
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- SCENIC AREA BOUNDARY
- PROJECT AREA OUTSIDE SCENIC AREA BOUNDARY

# Courtney Road CRP 343



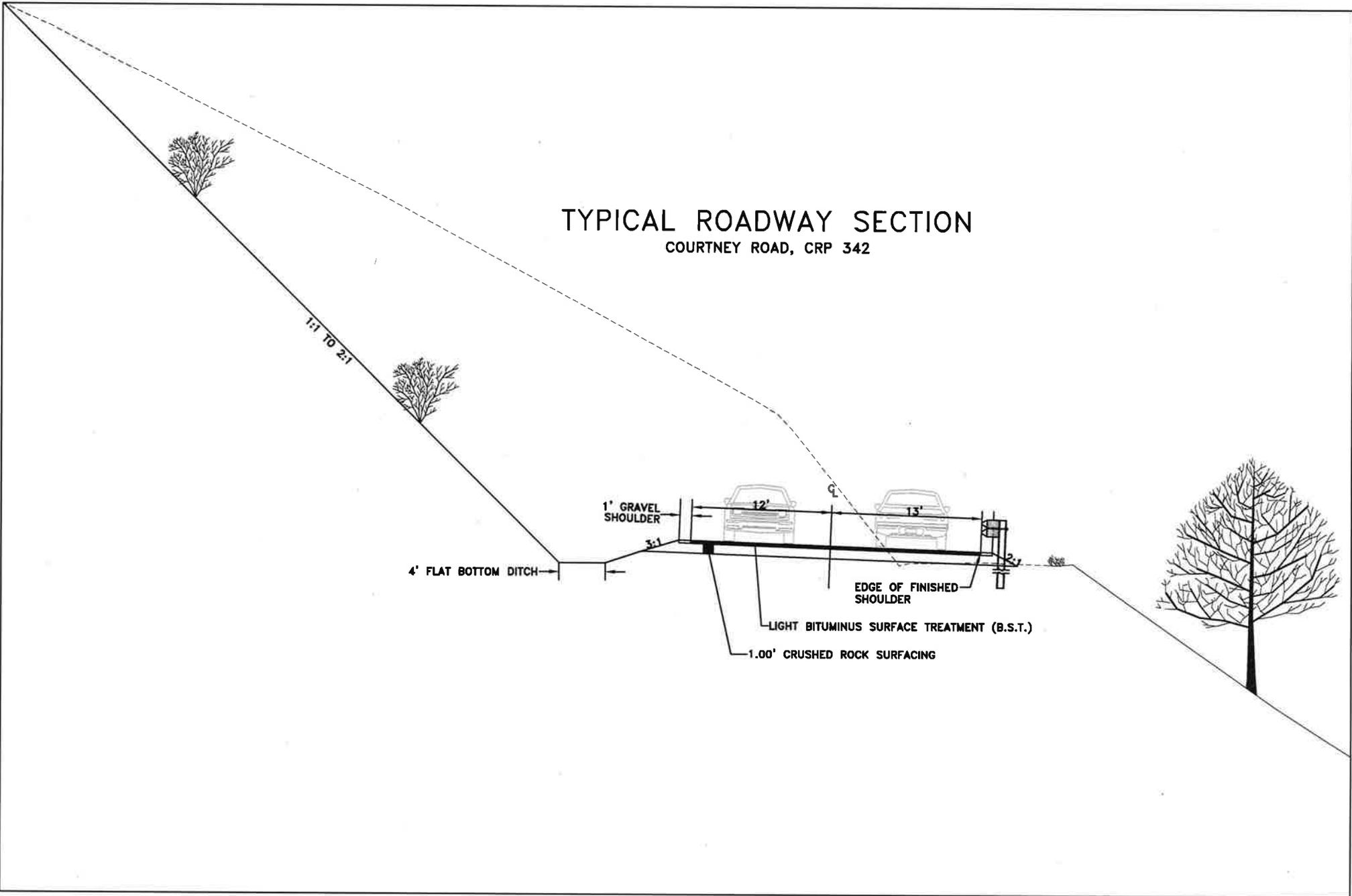
SCALE (feet)

CONTOUR INTERVAL: EXISTING CONTOURS: 5 Feet  
PROPOSED CONTOURS: 2 Feet



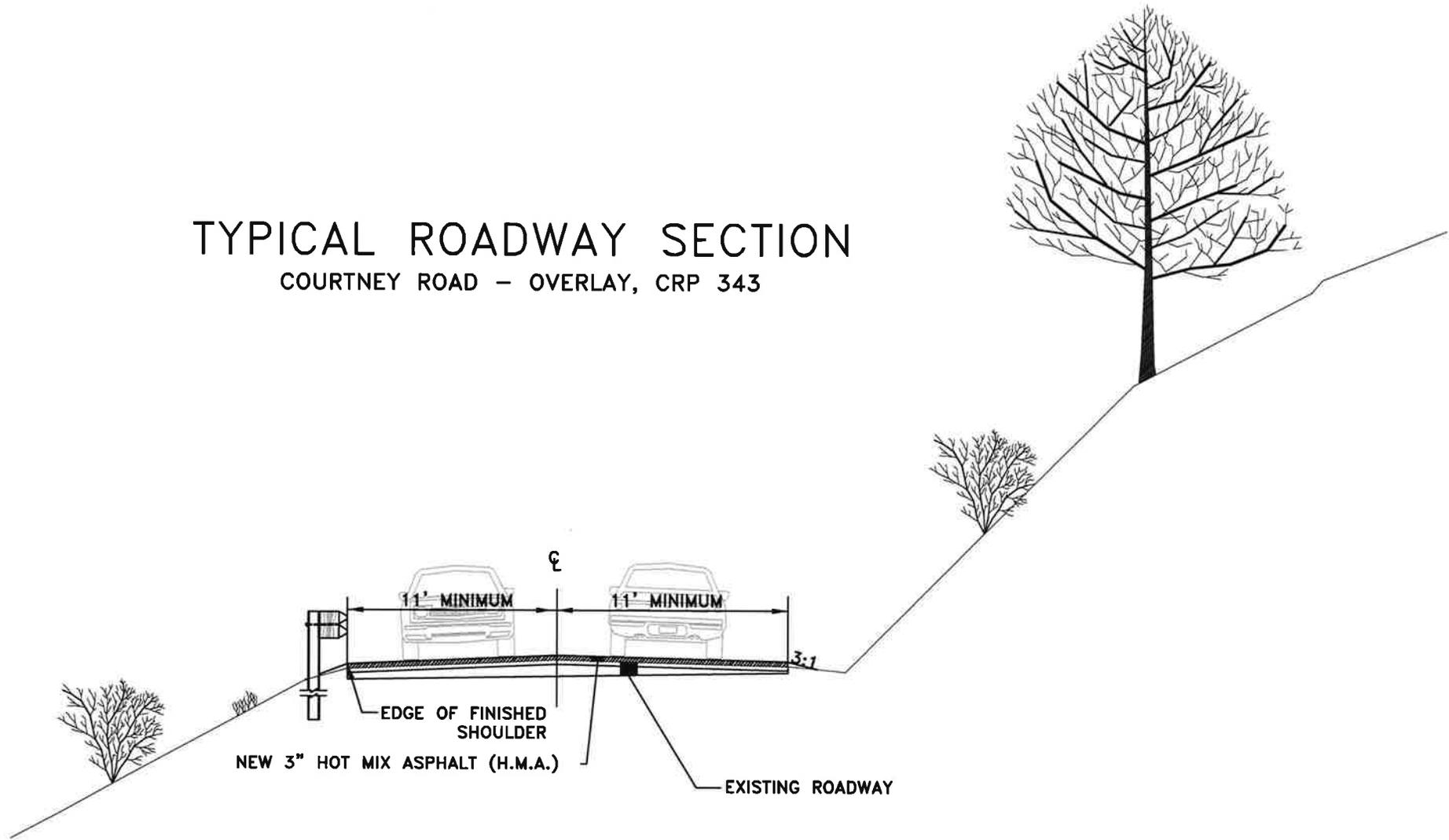
# TYPICAL ROADWAY SECTION

COURTNEY ROAD, CRP 342



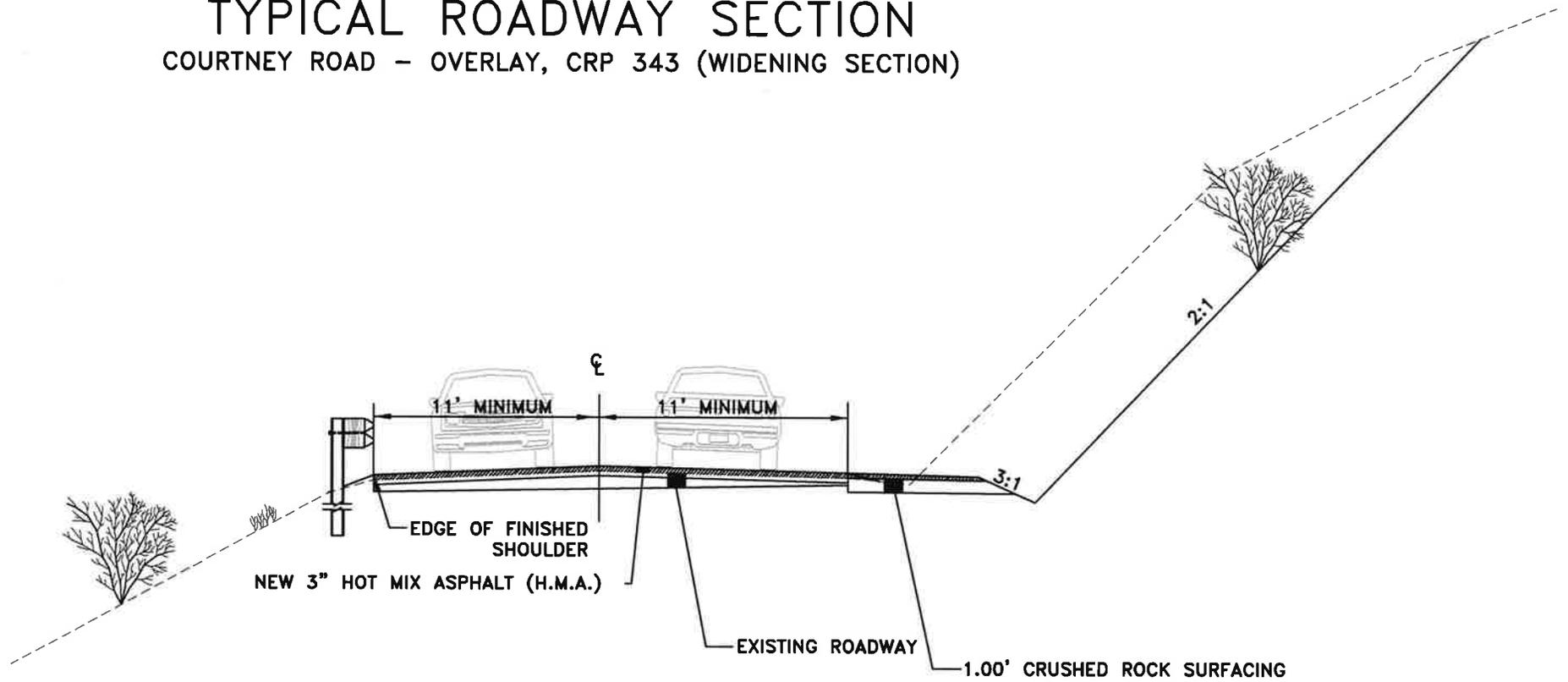
# TYPICAL ROADWAY SECTION

COURTNEY ROAD - OVERLAY, CRP 343



# TYPICAL ROADWAY SECTION

COURTNEY ROAD - OVERLAY, CRP 343 (WIDENING SECTION)



Appendix G  
Slope Protection Example

