

**DUNGENESS RIVER MANAGEMENT TEAM  
REVIEWER/MEMBER COMMENTS  
2011 NOBLE Project Proposals**

[A] = WA Harbor Restoration Project: Construction Phase  
[B] = Meadowbrook Creek and Dungeness River Reconnection  
[C] = McDonald Creek Barrier Rehabilitation

**REVIEWER 1:**

**All projects:** All 3 of the projects did not have much socio-political benefits, as defined by DRMT's criteria. This was the reason for a lower score than 10 because, otherwise, all of these projects have significant merit. Also, the PowerPoint presentations, and presenters themselves were impressive/well-done, particularly Randy Johnson's presentation on Washington Harbor. Each of these projects deserves funding and it's hard to rank any above the other, but I did my best.

**[Project A]:** The graphics were very helpful and high quality. Randy showed that it's a cost-effective project though it is very expensive. That alleviated one of the few concerns I did have with the project. Randy also thoroughly documented the benefit to fish. If I have to offer criticism, there was limited/no community benefit of this project as it's a gated area and a private road. I know this category of criteria is hard to address, though. Also, there still appears to be uncertainty about who would maintain the road.

**[Project B]:** One concern I had with this project was the uncertainty that the project would endure, but Byron addressed this concern by explaining that they are choosing the cheapest alternative at this time, with limited funding in State coffers, and if it doesn't work, they might try a more expensive but more assured alternative in the future. I really support this project because it's in an area with many conservation easements which will ensure that neighboring land uses will not compromise the restoration project. There is also significant match from Dungeness Farms, which shows the community support. This project is the only one of the 3 that seemed to have socio-political benefit because it's a public road and Dungeness Farms is contributing match and there are many easements around it.

**[Project C]:** This project does not have as much urgency, which is why I ranked it the lowest, but I applaud the Tribe for taking advantage of the planning option that SRFB offers. Planning grants often lead to stronger projects, as is the case with Project A.

**REVIEWER 2:**

**[Project A]:** A project that will restore a large and significantly important ecosystem into functionality at a reasonable cost per acre.

**[Project B]:** The Meadowbrook project is important, but not to the extent that Washington Harbor is. Much of the project may not be needed, and can be added to if and when it is found that it is needed.

**[Project C]:** The McDonnell Creek project is relatively inexpensive, and could be done whenever the funds were found to be available. It is all on DOT land, and therefore, timing does not seem to be an issue.

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**REVIEWER 3:**

**All projects:** [Project A], Dungeness River Corridor Protection, is ranked higher than [Project] B McDonald Creek Large Wood Recovery, because it is closer to the direct mission of DRMT. Both are extremely worthy projects and have need for "timely" action to avail opportunities that may not last long. Regarding "Certainty of Success," the "M" [medium] rating for [Project] A is related to recent death of willing property owner and questions of current accuracy of valuation. [The "M" rating for Project B's "Certainty of Success" is in regards to questions] about stability of LWD placement in the long term.

**[Project B]:** While all three proposals offer significant improvements for habitat restoration, project B (Meadowbrook) is assessed/assigned highest values since it is most directly related to DRMT mission, can provide restoration of a Dungeness River tributary function and provides ~ 20 acres (and~ 1 mile stream length) of improved habitat for various salmonids. (The NOPLE comments for this project also express [our] considerations.) For net taxpayer cost of ~\$140k, B reflects interests of several entities and has received private donor support.

**[Project A]:** [We] also acknowledge/hold some of NOPLE-expressed comment concerns about project A (WA Harbor). Sequim's inability to provide additional flexibility or responsibility regarding this proposed restoration effort has led to additional expense and questions about possible long-term reliability/success. [Our] earlier enthusiasm for endorsing this project has therefore been diminished, as reflected by less than originally intended score/support.

There is some question as to why A, involving such a large area/overall expense only needs ~\$3500 in permits, but B shows ~\$10k. (?)

**[Project C]:** Because of imminent 101 construction activity, Project C (McDonald) has been given a higher score than A (but < B), since C's proposed design/information could be efficaciously incorporated as improvements that can be accomplished in an already scheduled major project which presumably has budgeting that can/must address SEPA/EIS/ESA issues. Also, C involves willing/interested parties.

**REVIEWER 4:**

**[Project A]:** Estaurine habitat is extremely limited in the area, this will restore some.

**[Project B]:** This will restore some important types of habitat low in the river.

**[Project C]:** Rated lowest due to this not being chinook habitat and being a third-tier project for NOPLE.

**REVIEWER 5:**

**REVIEWER 6:**

**[Project A]:** A Key stop on a key migratory corridor.

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**[Project B]:** High value for juvenile fish

**[Project C]:** This project, while worthy, feels very infrastructure-intense. How will it be maintained?

**REVIEWER 7:**

**All projects:** All three projects have merit, and hopefully all can be implemented.

**[Project A]:** Allows access by fish to 37 previously inaccessible acres of important estuarine habitat. In addition to other important ecological processes, the bridge construction would increase wave energy and the wood supply to the area - another improvement to the current habitat conditions in the area. The project is well-thought out, with a thorough geomorphic analysis including an exploration of three restoration alternatives.

There is somewhat of an urgency to fund the project as soon as possible, as a large portion of already obtained funding will be lost if construction doesn't happen in 2012. Preconstruction tasks have been completed, so the project is ready to go, and the sponsor's previous experience in restoration projects is positive/successful. For all of these reasons, this project is scored higher than the other proposals.

**[Project B]:** This is a good project that is part of a long-term, ongoing effort to restore the lower Dungeness River and floodplain, which has been a high priority for the DRMT. It will restore habitat benefits for fish in Meadowbrook Creek and Slough, both of which are heavily used by juvenile salmon, including Chinook, summer chum and steelhead - all ESA-threatened. Although the project will provide high benefits to salmon and ecosystem functions, it ranks lower than Project A due to the uncertainty of success (uncertainty about the current changes (e.g. aggradation) along the shoreline, as well as uncertainty about support of project by 3-Crabs restaurant owner. Project A is more urgent due to the amount of habitat it will provide, and the timeline of the funding that is already in hand.

**[Project C]:** While this project has definite merits, and the area has been a problem for a very long time, the other two proposals are ready to be implemented and appear to have more significant/wide-spread benefits to salmon. This project is urgent, as it was recognized as a problem a long time ago and continues to be a current detriment to salmon and salmon passage. It is also timed right for coordination with upcoming Department of Transportation work. However, it would be best if it was a "ready-to-implement" project, to compete with the other two.