

## APPENDIX B

Issues contained in the 1998 Upper Yakima CFHMP but removed from the 2007 Update.

1998 Rank	2004 Rank	2006 Rank	Issue	Reason for Elimination
3	2	None	<b>MR5-Development near Hartford Road</b>	This issue has been rendered moot by the property transactions in the area. All of the developable parcels in this area have been purchased by the US Bureau of Reclamation and may be used as a gravel source for restoration activities in the future. There still may be concerns regarding future use of these properties, but increased residential development in this area is very unlikely to occur.
5	None	None	<b>UR2 – Development of Pomona, East Selah, Selah Areas</b>	Resolved in Plan 2015 through the creation of the Valley Rural zone.
7	None	None	<b>RW11 – Inconsistent Land Use and Zoning in the Floodplain</b>	This issue has been largely solved by Plan 2015 and the zoning designations therein.
13	13	None	<b>LR2 – Protection of Private Property Below SR24</b>	The BOR has purchased much of the land below SR24 so there is very little private property needing protection.
15	14	None	<b>RW14 – Use of Nonstructural versus Structural Protection</b>	Land uses have changed. Recreational uses and other uses that are compatible with floodplains and river channels are now more prevalent. Structural protection is not required and nonstructural measures will meet existing land use demands.
17	None	None	<b>MR1 – Gordon Lake Levee</b>	The Gordon Lake Levee was raised by the City of Yakima, certified the COE and is reflected in the new floodplain maps.
22	None	None	<b>LR4 – Development near Riverside Road</b>	Resolved in Plan 2015 through the creation of the Valley Rural zone.
34	31	None	<b>MR3 – KOA Campground Levee</b>	See also LR5. The damage to the KOA levee is directly related to its location adjacent to SR 24 and the other levees. Reconfiguration of this levee as recommended in LR5 will solve this problem.
31	28	None	<b>MR4 – Right Bank Yakima River Levee Near Boise Cascade Pond</b>	This Levee does not meet FEMA freeboard standards, and the cost of upgrading this dike is so prohibitive that the issue will be dropped. In addition, the I-82 freeway meets FEMA standards.

New Issues Contained in the 2007 update that were not in the 1998 CFHMP

1998 Rank	2004 Rank	2006 Rank	Issue	Reason for Inclusion
1 partially	1	1	<b>LR5- Aggradation/reduced flood capacity upstream of SR 24 Bridge; Flood damage to SR 24 Bridge, Yakima Regional Wastewater Treatment Plant Levee, and DID #1 levee</b>	Parts of this issue were in the 1998 plan, and was titled "Additional Flood Protection Below SR 24" but it has been greatly expanded to include other issues associated with this site. The reasons this issue was expanded were the information that came out of the Reaches Report (Stanford, et. al. 2003) even prior to that reports release, and the need and purpose for WSDOT to replace the existing SR 24 bridge which was primarily repeated damage during flood events. The process used by WSDOT in design and permitting of the bridge was somewhat broader than that used to develop the original CFHMP, and the analysis developed of the conditions in that reach much more detailed than the information in the original CFHMP.
None	4	4	<b>LR7-Capture of Edler Ponds</b>	Capture of these ponds occurred in 2002, and the potential effects of this capture were not apparent until the flood event of 2003. Current processes indicate that a similar avulsive event to the events of 1972, changing of the river channel towards I-82 through capture of a former gravel pit will occur.
None	None	6	<b>NA1- Bedload Movement and Channel Instability of Naches River</b>	Repeated flood damage at the 16 <sup>th</sup> Ave. exit of SR 12, and at the Fruitvale Diversion since the 1998 plan warrant inclusion of this issue. This action is contained in the Lower Naches River Coordination Project and has been included here since this location is within the current plan area. It has undergone SEPA. The Lower Naches River Coordination Project (Calvin et al., 2005) was started in 2003 by the City of Yakima, Washington State Department of Transportation, and Yakima County. to coordinate implementation of numerous capital projects that each jurisdiction is going to undertake in this reach. All proposed projects will undergo SEPA.
None	None	5	<b>RW20 - Loss of channel capacity due to sediment accumulation</b>	Ongoing sediment accumulation in the channels of the Naches and Yakima Rivers has required raising of the levees in the past, and may require further raising of these levees in the future. In order to minimize expense and flood hazard, alternatives to raising these levees should be explored. This recommendation supports other recommendations in this plan and would be required to initiate funding several of the recommendations

