

## MEMORANDUM

**To:** Jack Kennedy, US Army Corps of Engineers, Regulatory Branch

**From:** Nicole Faghin, Keri Adams-Lee

**Date:** September 8, 2003

**File No.:** 24-01-012-004-01

**Subject:** Visibility of Thorndyke Resource Operational Complex (T-ROC) Central Conveyor and Pier - Preliminary Analysis

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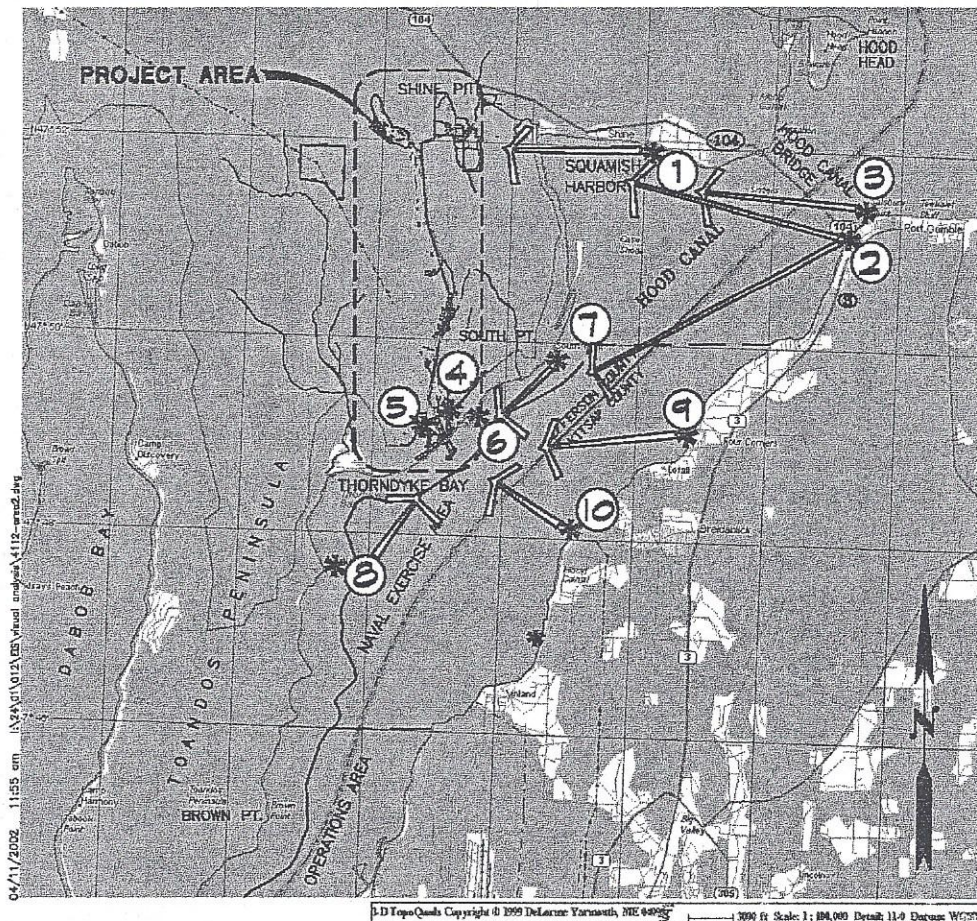
This memorandum describes the information prepared to date on visibility of the proposed Thorndyke Resource Operational Complex (T-ROC) Central Conveyor and Pier.

A preliminary existing visual conditions analysis has begun for components of the T-ROC Project. The conveyor project has been divided into the four following sections:

1. Twin Conveyor Alignment
2. Thorndyke Road Overcrossing Area
3. Single Conveyor Alignment
4. T-ROC Beach Environs (Hood Canal Sand and Gravel Company Property).

This preliminary analysis includes identifying 11 potential viewpoints from which a portion or portions of the project would be visible (see Figure 1). **Potential Views** are defined as probable locations from which the project site can be viewed. Photographs were obtained for most of these potential viewpoints to allow further analysis that may be required as a part of the upcoming SEPA review process.

In addition, the *Wahl Visual Impact Study* prepared earlier this year for Jefferson County, thoroughly analyzes the visibility of Shine Pit and the portion of proposed conveyors as they enter Shine Pit.



\* POTENTIAL VIEWPOINT

Reid/Middleton

VIEWPOINT LOCATION MAP

FIGURE 1

THORNDYKE CONVEYOR & DOCK

The four sections and associated potential viewpoints are described below.

### **1. Twin Conveyor - From Shine Pit to Beginning of Single Conveyor**

Because of the topography, vegetation, and especially distance from public roads and surrounding properties, there is no indication that this area has visual access from outside the Pope Resources property except where the proposed and potential future conveyors connect to the existing Shine Pit area (see *Wahl Visual Impact Study*). Consequently, the only viewpoints that have been identified for this portion of the project relate to where the proposed conveyors enter Shine Pit. See Viewpoints 1, 2, and 3.

### **2. Thorndyke Road – Overcrossing Area**

At the point the single conveyor will cross over Thorndyke Road, the road lies in a cut. Wooded slopes wall the road corridor. Traveling southwesterly on the road, the road slopes upward. When traveling northeasterly, the road slopes down, opening up a view of Hood Canal and the Hood Canal Bridge, framed by the wooded slopes. This view is an important aspect of the scenery along this section of the road. Two potential viewpoints have been identified for this overcrossing. See Viewpoints 4 and 5.

### **3. Single Conveyor - Thorndyke Road to Beach**

The upland area southeast of Thorndyke Road slopes gently to moderately toward Hood Canal. At the edge of this upland area, the slopes steepen toward ravines located to the northeast and southwest of the proposed Single Conveyor alignment and toward Hood Canal where the slope forms a bluff along the beach. This bluff is approximately 120 feet high. Visual access to this area is generally limited. No viewpoints are associated with this area.

Views of the single conveyor from Thorndyke Road (beyond the over-crossing) are blocked because the road is located in a cut and wooded slopes block views. No viewpoints are associated with this area.

Views of this section of the single conveyor from beach properties and boaters are limited. Views of this area from across Hood Canal are obscured by distance. An analysis of any visual impact here is better integrated with discussion of the impacts associated with the beach area. See Section 4 below.

### **4. T-ROC Beach Environs (including conveyor from top of slope to pier, gantry, and marine loading area in Hood Canal)**

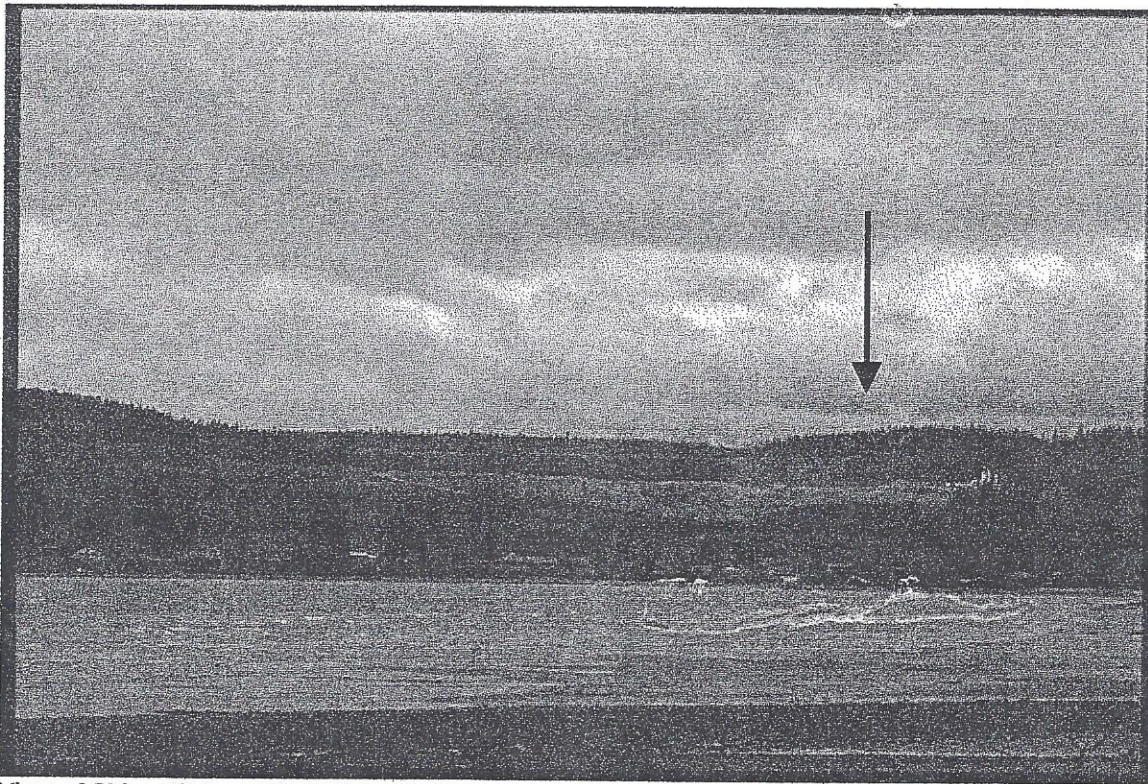
Several potential viewpoints are identified for this portion of the proposed project. See Viewpoints 6 – 11.

A more detailed description of each of the potential viewpoints and a discussion of project visibility follows. This includes an initial assessment of the following three viewer issues:

1. the relative number of viewers;
2. duration of viewing time; and
3. the degree of public interest that refers to whether the view is from a public viewing area such as public parks or roads. High public interest relates to public viewing locations, whereas low public interest indicates locations accessed only by a limited number of people.

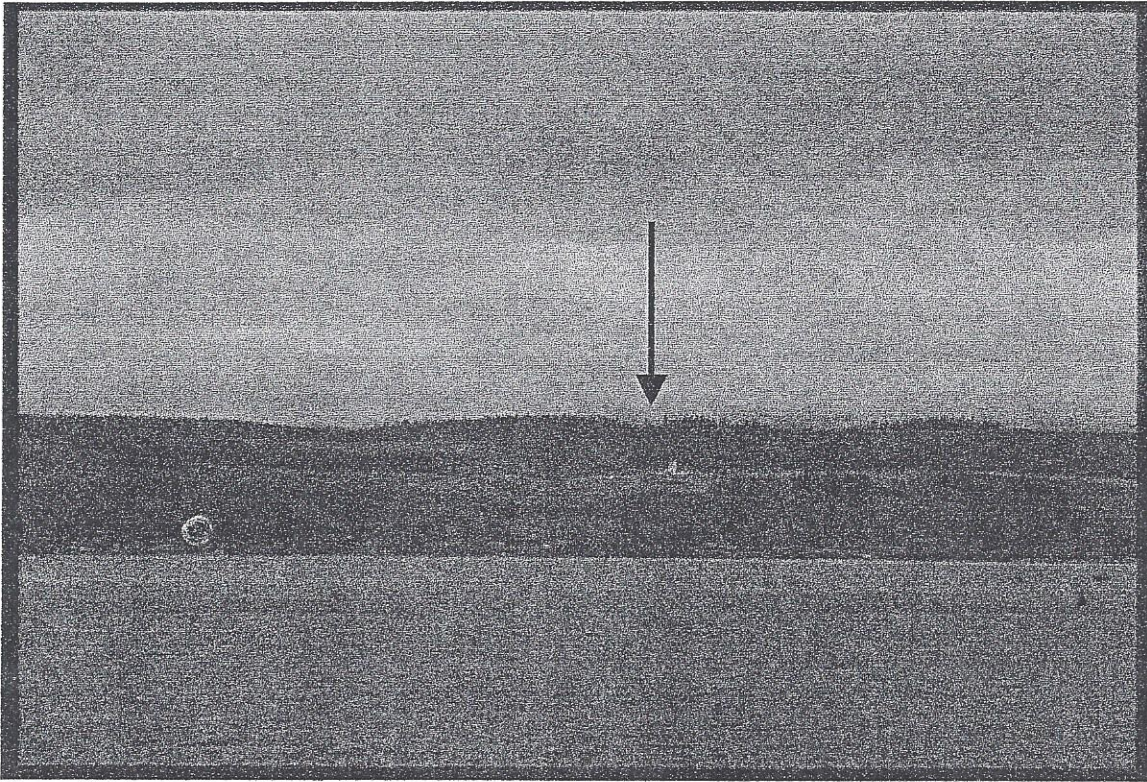
Arrows or thick black lines on the photo indicate the approximate location of the applicable portion of the project or project site.

### *Preliminary Key Viewpoints*

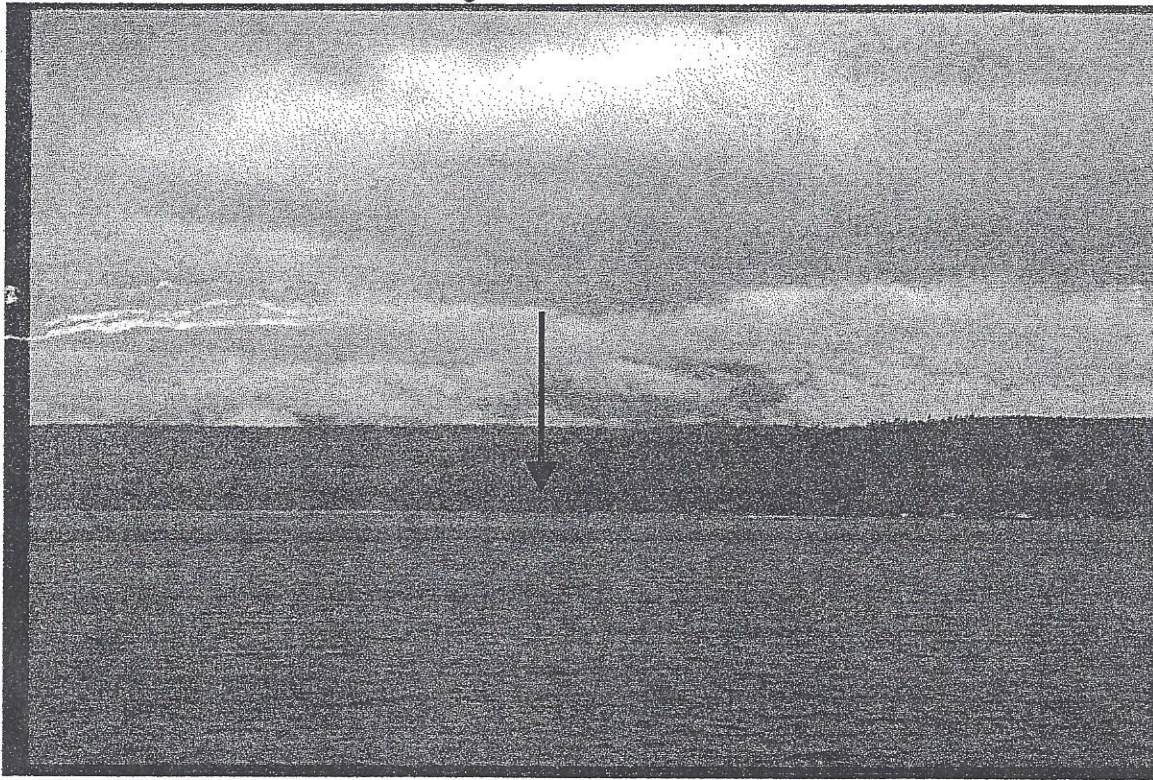


View of Shine Pit from WHR Hicks Park

**Viewpoint #1** represents views from across Squamish Bay from WHR Hicks Park (Shine Park) looking toward Shine Pit. These views are characterized by a medium number of viewers with a medium to long viewing time and a medium to high degree of public interest. Views of Shine Pit are relatively unobscured, but only a small amount of the Central Conveyor will be visible from this view.



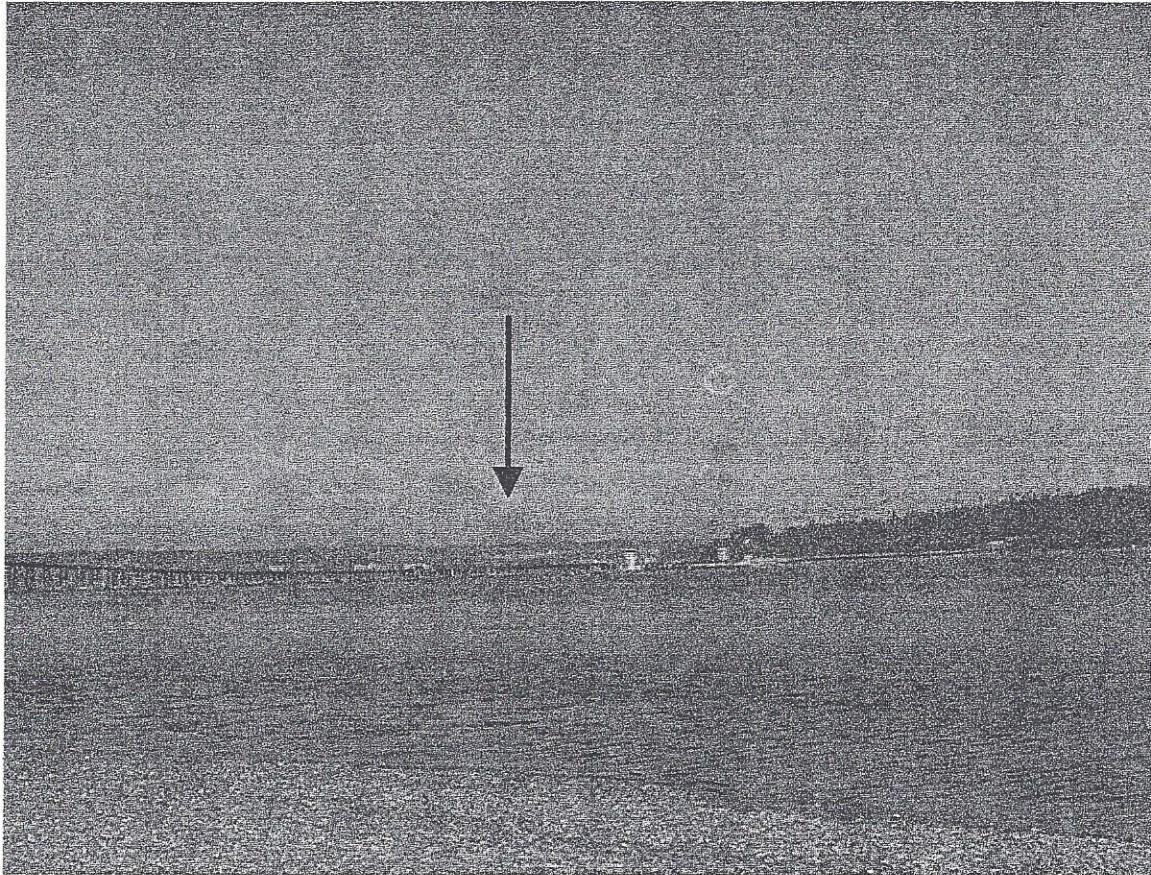
View of Shine Pit from Hood Canal Bridge



View from Hood Canal Bridge looking toward the proposed pier location

**Viewpoint #2** represents views from the east end of Hood Canal Bridge looking toward Shine Pit and toward the proposed Pier. These views are characterized by a large number of viewers

with a short viewing time. This viewpoint has a high degree of public interest. Views of the Project Area are obscured by distance.



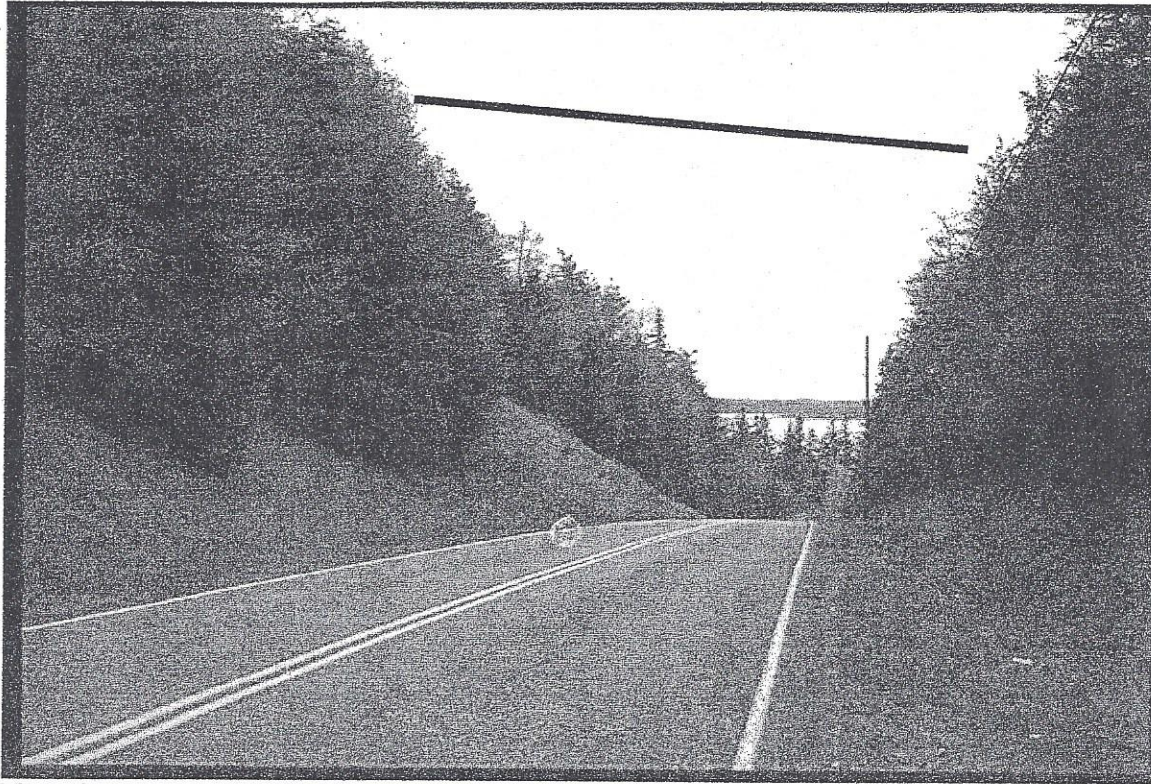
**View of Shine Pit from Salisbury Point Park**

**Viewpoint #3** represents views from Salisbury Point Park toward Shine Pit. This view is characterized by a medium number of viewers with a medium amount of viewing time and has a high degree of public interest. These views are obscured by distance and the bridge in the foreground.



**View of Thorndyke Road looking southwest toward the proposed overcrossing location**

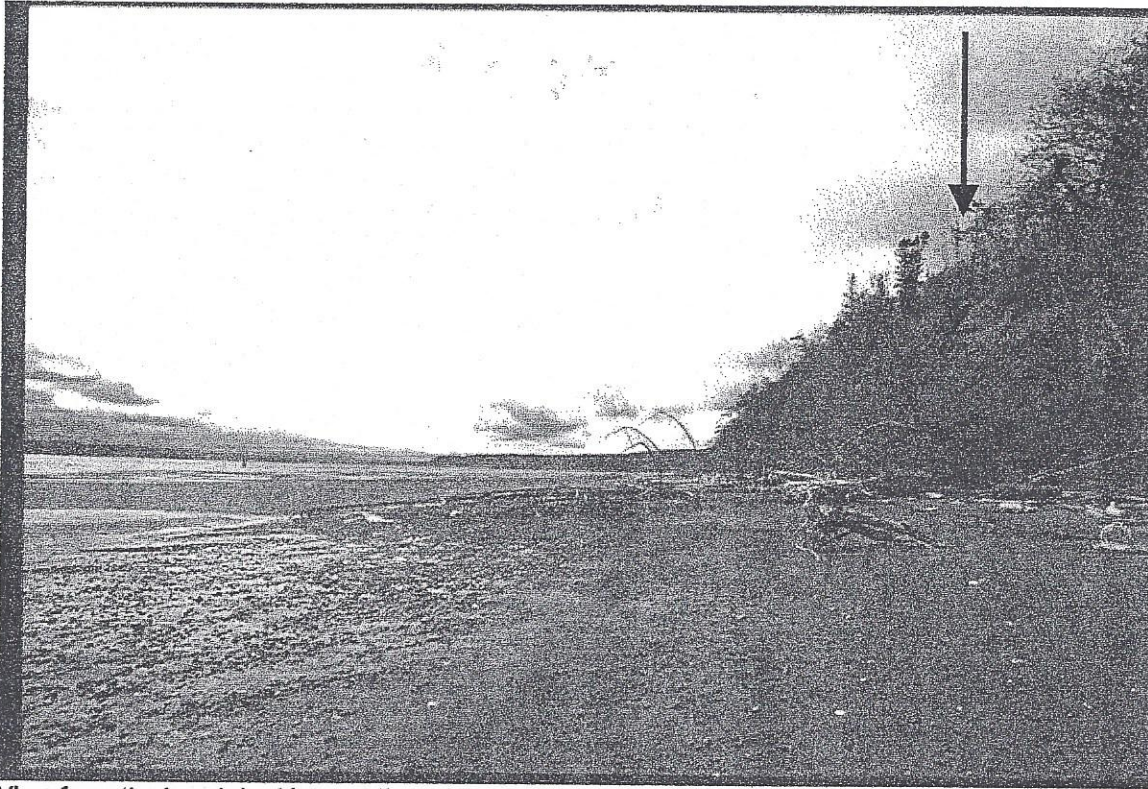
**Viewpoint #4** represents views from Thorndyke Road looking southwest at the proposed Single Conveyor road overcrossing. This view is characterized by medium to relatively higher numbers of viewers with a short viewing time and with a high public interest. Only the overcrossing will be visible from Thorndyke Road since the road is located in a cut at this location.



**View of Thorndyke Road looking northeast toward the proposed overcrossing**

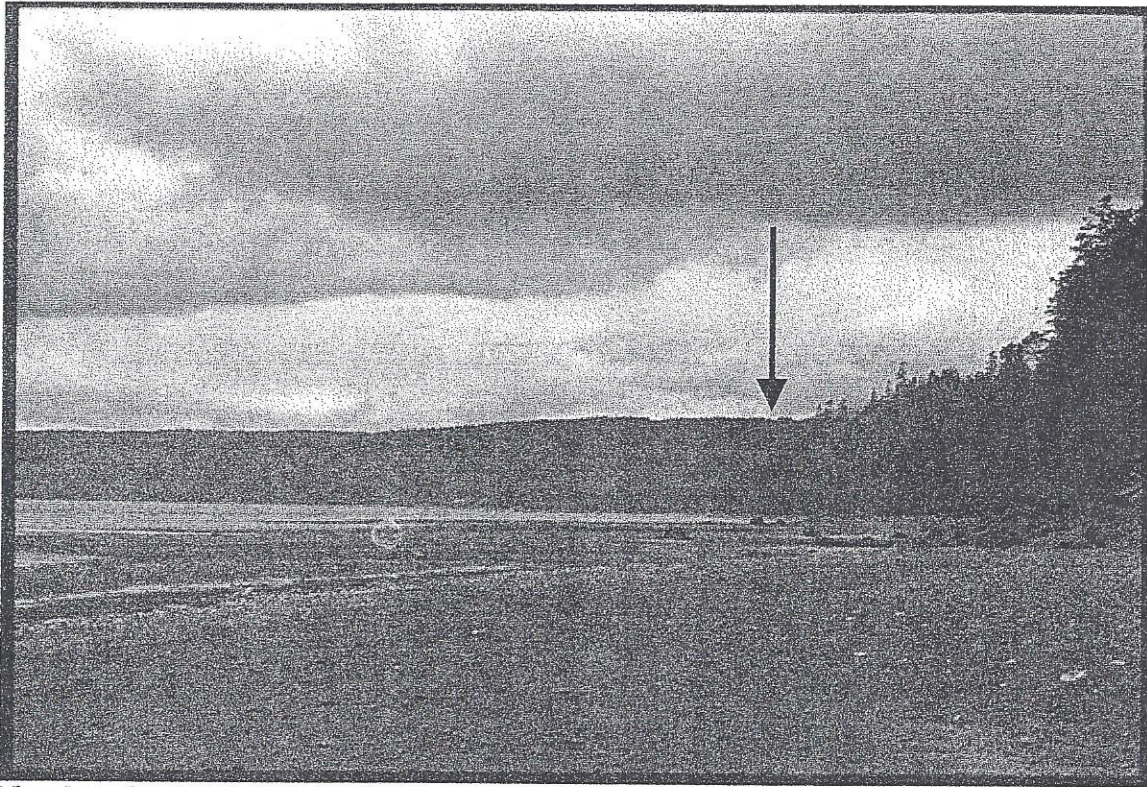
**Viewpoint #5** represents views from Thorndyke Road looking northeast at the Single Conveyor road overcrossing. This view is characterized by medium to relatively higher numbers of viewers with a short viewing time and with a high public interest especially considering the view of Hood Canal and the Hood Canal Bridge in the background.





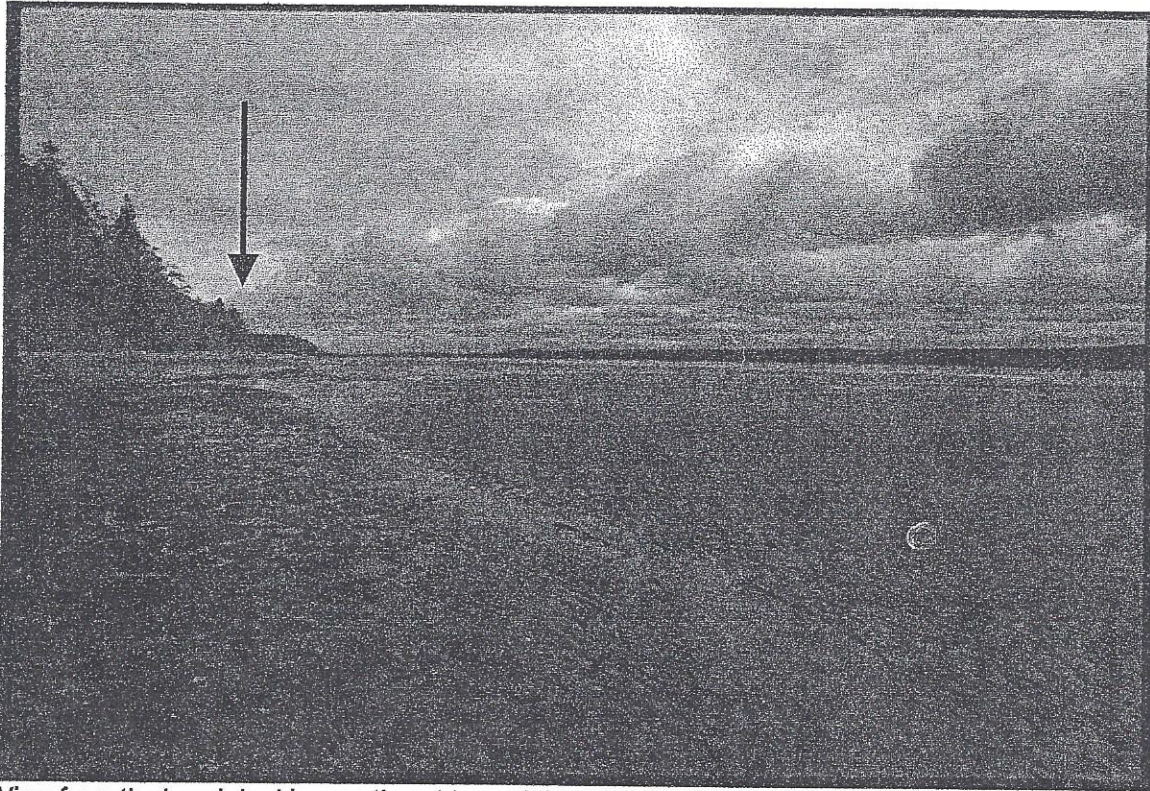
**View from the beach looking southwest toward the proposed pier location**

**Viewpoint #6** represents views from the residential properties northeast of the area of the proposed pier looking southwest at the Hood Canal Beach Property. This view is characterized by a low number of viewers with an extended viewing time and with a low degree of public interest. Homes northeast of the proposed pier are oriented northeast away from the project and views of the project may be blocked or obscured by intervening topography and vegetation.



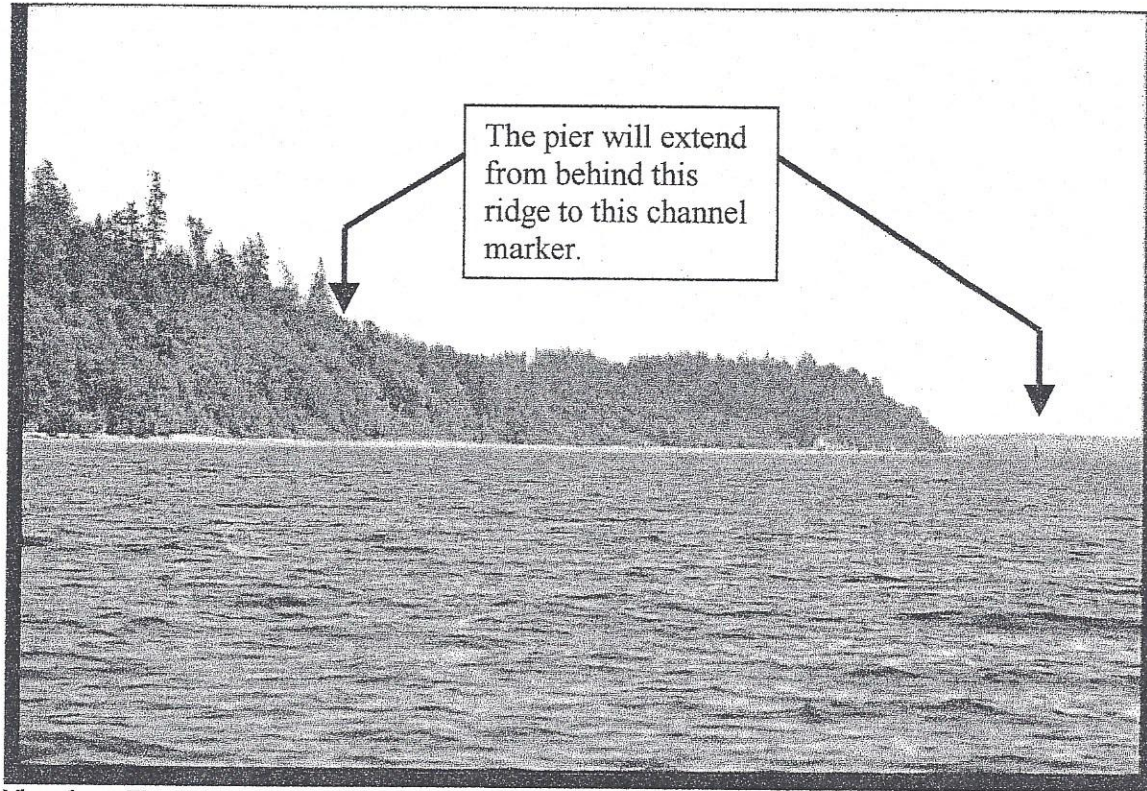
View from South Point looking southwest toward the proposed pier location

**Viewpoint #7** represents views from South Point looking southwest at the Pier and Hood Canal Beach Property. This view is characterized by low to medium numbers of viewers with a medium to higher viewing time and with a range from low to medium public interest.



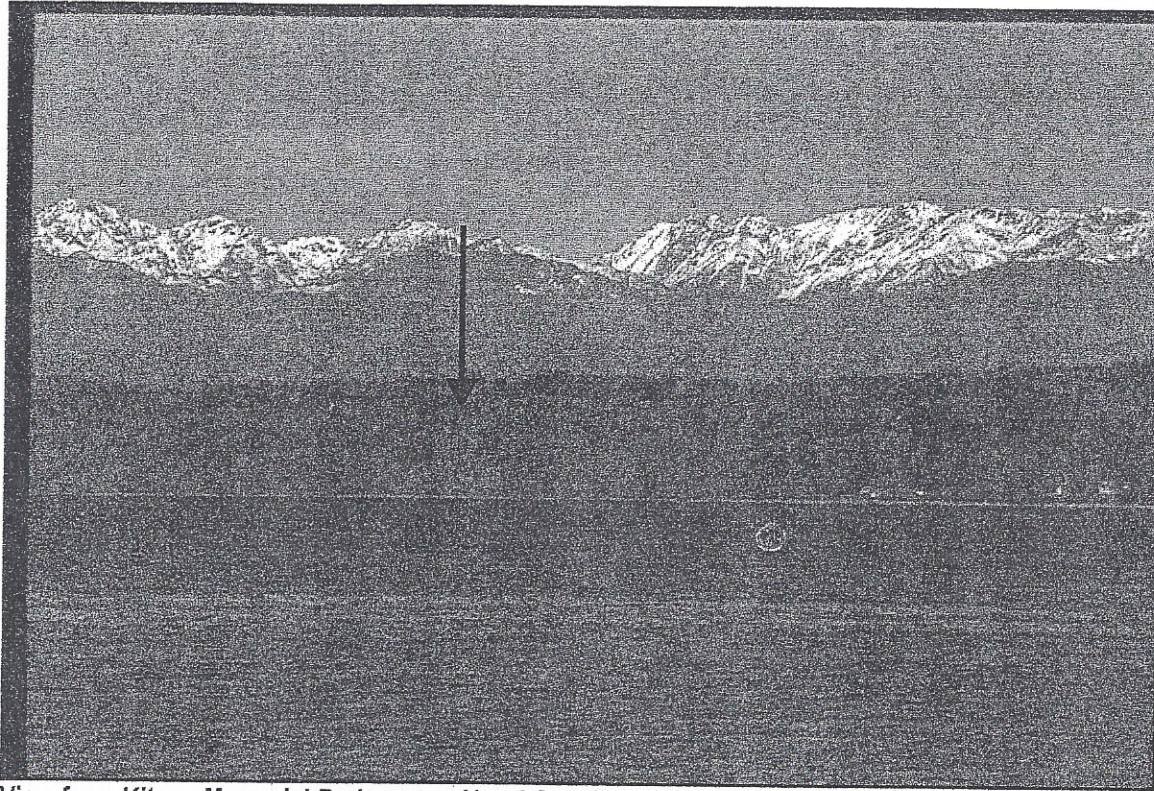
View from the beach looking northeast toward the proposed pier location

**This photograph** represents views from the southwest beach looking northeast at the Pier and Hood Canal Beach Property. This view is characterized by a low number of viewers with an extended viewing time and with low public interest. Homes immediately southwest of the proposed pier are oriented southeast away from the project and views of the project are blocked or obscured by intervening topography and vegetation. Consequently, a potential viewpoint has not been identified at this time.



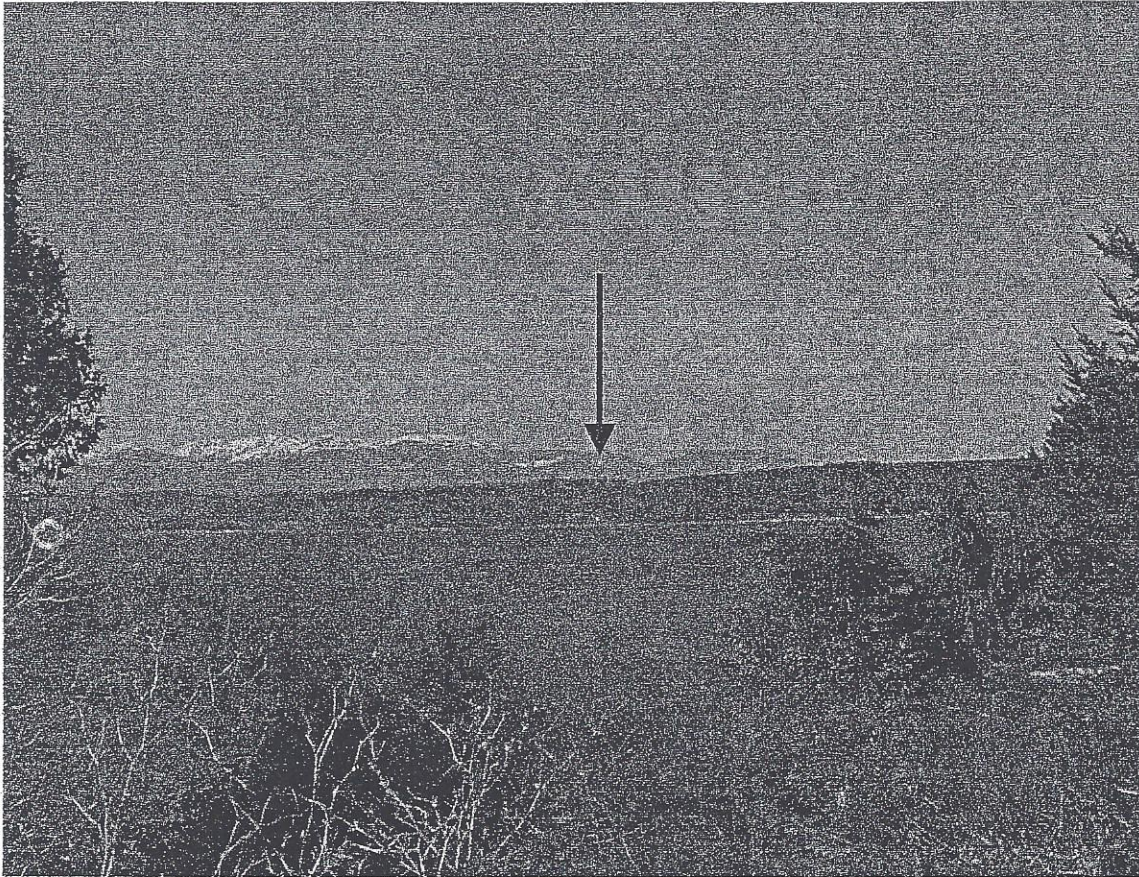
View from Thorndyke Bay looking northeast toward the proposed pier location

**Viewpoint #8** represents views from south of Thorndyke Bay looking northeast at the Pier and Hood Canal Beach Property. Much of the project would be blocked by topography and vegetation and obscured by distance. This view is characterized by a low number of viewers with an extended viewing time and with low public interest.



**View from Kitsap Memorial Park across Hood Canal**

**Viewpoint #9** represents views from across Hood Canal from Kitsap Memorial Park looking toward the proposed Pier and Hood Canal Beach Property. This view is characterized by a moderate number of viewers with a moderate viewing time and with high public interest.



View of Beach Environs from across Hood Canal

**Viewpoint #10** represents views from across Hood Canal from residential neighborhoods (lying south of Kitsap Memorial Park) looking toward the proposed Pier and Hood Canal Beach Property. This view is characterized by a low number of viewers with an extended viewing time and with low public interest.

A full visual analysis study will be completed to comply with the Jefferson County State Environmental Policy Act (SEPA) requirements.