

# Draft Environmental Impact Statement

Thorndyke Resource | June 25, 2014

Jefferson County Department of Community Development

## Appendix A

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## Cover Letter



THE LAW OFFICES OF  
**JAMES C. TRACY**

ATTORNEY & COUNSELOR AT LAW  
OLYMPIC PEAKS BUILDING  
18887 STATE HWY #305 NE - SUITE 500  
POULSBO, WA. 98370-7401  
Ph: (360) 779-7889 Fax: (360) 779-8197

March 27, 2003

Mr. Al Scalf, Director  
Jefferson County Department of Community Development  
621 Sheridan St.  
Port Townsend, WA 98368

In Re: Fred Hill Materials, Inc. - Application for Central Conveyor and Pier, Thorndyke  
Resource Operations Complex (T-ROC)

Dear Mr. Scalf:

On behalf of the applicant, Fred Hill Materials, Inc. (FHM), this letter transmits the necessary application materials for the project known as the Central Conveyor and Pier, Thorndyke Resource Operations Complex (T-ROC). Also included is a check in payment for the appropriate application fee(s), the amount and sufficiency of which has been provided and assured by Jefferson County. In the event any additional fees are determined necessary, FHM will provide these in a timely manner.

As you know, Jefferson County recently approved a Mineral Resource Overlay (MRL 02-235) which designated and classified approximately 690 acres of land west of FHM's current operation at Shine as Mineral Resource Land of Long Term Commercial Significance. This action has been appealed to the Western Washington Growth Management Hearings Board, but the County's action is presumed valid and does not bar consideration of the application(s) presented here. (See Growth Management Act, RCW 36.70A.320(1).) FHM has entered this appeal as an Intervenor, and will actively and aggressively assist the County in defending what it considers to be a spurious and groundless appeal.

As stated many times throughout the consideration of MRL 02-235, the action of designating mineral lands of long term significance in the Jefferson County Comprehensive Plan did not and does not authorize any specific mining activity proposal.

However, this MRL action by Jefferson County assured that adjacent property owners would

receive the specific and required notice provided by the terms of the Growth Management Act, the protections accorded mineral resource lands and activities by both the GMA and the Jefferson County Comprehensive plan and Unified Development Code, and the ability to present project applications for mining activities to Jefferson County in what FHM believes are more commercially and environmentally appropriate activity segments of approximately 40 acres in size.

The Central Conveyor and Pier application does not require or rely upon the County's MRL approval (the Central Conveyor and Pier are allowed uses/activities subject to applicable permits, including a Jefferson County Conditional Use Permit, and the mineral resources to support this infrastructure could be provided by sequential application for and approval of mining segments less than ten acres in size which under the UDC do not require an MRL designation/classification). As FHM has repeated stated on the record, however, that there is a tangential relationship between the MRL, the Central Conveyor and Pier application, and expected application(s) for mineral extraction activities in the MRL - the mineral resources in the MRL would likely be utilized at a faster rate if a marine transport capability were developed, in addition to the use of the MRL materials to support FHM's existing and expanded ground-transport based operations into the indeterminate future.

As you will recall, FHM agreed, during a pre-application meeting with County Staff last year, that this project would require preparation of an Environmental Impact Statement (EIS) as part of the application/review process by the County. FHM now formally requests that Jefferson County commence the scoping process for the EIS pursuant to WAC 197-11-408 in an expeditious manner.

Preparation and circulation of this EIS will facilitate and enable broad review and comment on the proposal by regulatory agencies as well as interested public and private groups and individuals. This EIS procedure will further expand the already existing opportunities for public and private review and comment provided by the required public hearing before the Jefferson County Hearing Examiner as part of the Conditional Use Permit Review process.

FHM has stated on the record and repeats here that it is willing and prepared to follow, observe, and comply with all applicable regulations and required mitigation measures and/or approval conditions (i.e. those conditions and mitigations which are statutorily required and/or reasonably related to an identified probable significant adverse impact of the proposal).

Although FHM understands that Jefferson County may request additional information it feels necessary for review of this proposal in the future, it is our good faith belief that the information submitted herewith is correct and accurate. In the event that any of this information reasonably requires correction or amendment or supplementation as a result of this project permit review, FHM stands ready to do so. FHM requests that Jefferson County determine that this application is complete and issue the appropriate notice of complete application to FHM at their earliest opportunity.

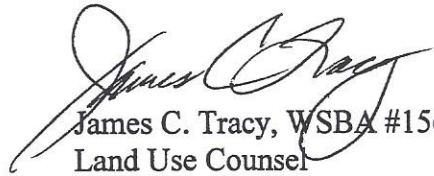
FHM looks forward to working with Jefferson County and its citizens to implement this project permit review and gain approval for this project. FHM firmly believes that this project can and

will be constructed in an environmentally sound manner, to benefit not only the applicant but also the taxpayers of the county, the region, and the state.

Please feel free to contact me if you have any questions or require any additional information or clarification. All official communications from Jefferson County regarding this project permit application should be directed to this office.

Thank you for your attention to this matter.

Sincerely,



James C. Tracy, WSBA #15656  
Land Use Counsel  
Fred Hill Materials, Inc.



January 6, 2003

Mr. Al Scalf, Director  
Jefferson County Department of Community Development  
621 Sheridan Street  
Port Townsend, WA 98368

Subject: Authorization for Fred Hill Materials, Inc. Application(s) – Wahl Lake  
Extraction Area & T-ROC Central Conveyor (Pit-to-Pier)

Dear Mr. Scalf,

Hood Canal Sand and Gravel LLC (HCSG) is the owner of certain property included in the application(s) referenced above.

HCSG hereby designates Fred Hill Materials, Inc. as our agent for the specific purposes of preparation and submittal of these applications, and representation of our company during their consideration through all applicable governmental approval processes. This agency designation includes the authority of Alex J. Hill or James C. Tracy to execute any necessary application forms or documents appurtenant to these governmental approval processes on behalf of HCSG.

I have the authority to make this agency designation and authorize the submittal of the Jefferson County Master Land Use Application on behalf of Hood Canal Sand and Gravel.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alex J. Hill".

Alex Hill, Manager  
Hood Canal Sand and Gravel, LLC

January 7, 2003

Mr. Al Scalf, Director  
Department of Community Development  
Jefferson County  
621 Sheridan Street  
Port Townsend, WA 98368

Subject: Application for Approval of the T-ROC Central Conveyor and Pier

Dear Mr. Scalf;

On behalf of Hood Canal Sand and Gravel (HCSG) LLP, I acknowledge that we are owners of certain property included within the application submitted by Fred Hill Materials for approval of the T-ROC Central Conveyor and Pier. HCSG consents to submittal of the application.

As Manager of Hood Canal Sand and Gravel LLP, I have the authority to execute all necessary documents and applications in this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alex J. Hill".

Alex J. Hill, Manager  
Hood Canal Sand and Gravel LLP

## Central Conveyor and Pier Project Description

# **CENTRAL CONVEYOR AND PIER PROJECT DESCRIPTION**

## **Purpose**

This application is for a permit to build a Central Conveyor and Pier to move sand and gravel from the T-ROC Operations Hub to Hood Canal for marine transport by barges and ships.

## **Introduction**

Fred Hill Materials, Inc. (FHM) conducts its primary sand and gravel mining and processing operations in Jefferson County at the existing Shine Pit, which is the Operations Hub for the Thorndyke Resource Operations Complex (T-ROC). T-ROC encompasses both existing and proposed expanded operations in and around the Shine Pit.

FHM has undertaken a planning and development process to identify and then pursue its business objectives into the mid-21<sup>st</sup> century. As a result of this planning process, including analysis of the geologic resources and critical environmental areas within the Thorndyke Management Area (Thorndyke Block), FHM has established a series of proposals, which, if approved, would result in:

- Continued growth of existing activities (Shine Pit), including opening of new extraction areas approximately one mile west and south of the Shine Pit (Wahl and Meridian)
- Development of a marine transportation system for the delivery of sand and gravel (Central Conveyor and Pier)

## **General Location**

T-ROC is located within the approximately 21,000-acre Thorndyke Block, which is a portion of the Pope Resources 72,000-acre Hood Canal Tree Farm. The Thorndyke Block is located in Jefferson County on the Toandos Peninsula, which is south and west of the Hood Canal Bridge. The area is locally known as the Upper Coyle Peninsula.

## **General Description of Central Conveyor and Pier**

The proposed four-mile Central Conveyor originates at the southwest corner of the Shine Pit, travels south through the Thorndyke Block (within an approximately 34-acre easement), bridges



over Thorndyke Road (just south of mile post 3), crosses a 14.7-acre parcel of waterfront property (owned by Hood Canal Sand and Gravel, LLC) and terminates at the end of the proposed 1,000-foot Pier on Hood Canal.

The Pier will originate at Hood Canal Sand and Gravel's waterfront property approximately five miles southwest of the Hood Canal Bridge, one mile northeast of Thorndyke Bay, and 1.25 miles southwest of South Point.

The Central Conveyor's route was specifically selected to avoid and/or minimize impacts to environmentally sensitive areas (steep slopes, wetlands, streams, and their associated buffers). An Environmental Impact Statement (EIS) will be prepared that will examine any identifiable probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.

The Pier is designed for ships and barges of various sizes and displacements to transport sand and gravel. Only ships will require opening of the Hood Canal Bridge. Only U.S. flagged ships will call at the Pier. At this time, the particular ships required for transport of sand and gravel at the proposed Pier are not available on the West Coast. It is anticipated that these ships will become available in approximately eight to 12 years after the Pier's construction and will be used subject to market demand.

### **Proposed Pier Operations**

Initially, only barges will call at the Pier. Typical barge capacity is 5,000 dead-weight U.S. short tons (dwt).

In Year 1 of Pier operations, it is anticipated that the volume of sand and gravel transported by barge will be 2 million U.S. short tons (tons).

By Year 10, the volume of sand and gravel transported by barge is expected to reach 4 million tons annually.

In the first year that U.S. flagged ships become available (Year 8 to 12 of Pier operations), it is anticipated that 600,000 tons of sand and gravel will be transported by ship.

By Year 25, the volume of sand and gravel transported by ship is expected to reach 2.75 million tons annually.

By Year 25, it is anticipated that the combined volume of sand and gravel transported by ship and barge will reach 6.75 million tons annually (i.e. 4 million tons via barge and 2.75 million tons via ship), subject to market demand.

(For further details, see *Central Conveyor and Pier Facts Sheet*.)



## History

The Thorndyke Block was logged in the early 1900s, with most of the logging having taken place in the 1930s. After a significant forest fire in 1939, much of the forest re-seeded naturally.

Currently, the area is managed as commercial forestland with periodic logging of small acreage units and predominant replanting of Douglas fir. Much of the commercial forestland crossed by the proposed Central Conveyor was logged within the past 10 years. Old tree stumps, small Douglas firs, forest brush, and shrubs dominate the landscape. In areas that were recently logged, second growth Douglas fir and stands of alder dominate.

Mining of sand and gravel in the general area of the Shine Pit began in 1959 to supply materials for the building of the Hood Canal Bridge revetment on the Jefferson County side. Since that time, various operators have mined sand and gravel in the same vicinity and provided truck delivery of materials.

In December 1979, FHM took over operation of the Shine Pit and obtained a Surface Mine Reclamation Permit (No. 70-011936) issued by the Washington State Department of Natural Resources (WSDNR). Since then, FHM has continuously operated the pit.

In addition to the WSDNR surface mining reclamation permit, FHM operates under a Washington State Department of Ecology (WSDOE) Sand and Gravel General Permit (No. WAG 50-1120), which regulates the treatment and control of stormwater. All stormwater that falls on the existing 144-acre Shine Pit is prevented from leaving the site through application of infiltration techniques.

In June 1999, Ace Paving obtained a Jefferson County Conditional Use Permit (No. ZON98-0041) to operate a portable asphalt batch plant located on five acres within the 144-acre Operations Hub/Shine Pit. Ace Paving operates under its own Washington State Department of Ecology (WSDOE) Sand and Gravel General Permit (No. WAG 50-1237). The stormwater that runs off the asphalt batch plant site goes directly into FHM's central stormwater treatment and control system.

In March 2001, to prepare for the impending depletion of sand and gravel supplies at the existing Shine Pit, FHM submitted to WSDNR a preliminary application for the 156-acre Wahl Extraction Area as an expansion of the existing Shine Pit

In April 2002, FHM submitted a Mineral Resource Lands Overlay (MRL) application to Jefferson County. The submission complied with the new requirements (effective January 2001) of the Jefferson County Unified Development Code (UDC).

In September 2002, WSDNR determined that the March 2001 FHM application for the Wahl Extraction Area would need to be resubmitted as a new permit, independent of the existing permit. In addition, Jefferson County UDC requirements will be applicable.

In December 2002, Jefferson County approved a modified application for MLA-02-235, a Mineral Resource Land Overlay (MRL) designation for 690 acres, located approximately a mile west and south of FHM's existing T-ROC Operations Hub. This MRL designation formally recognizes the existence of commercially viable deposits of sand and gravel; provides for appropriate notification of adjacent landowners regarding likely future mineral resource activities in this designated area; and allows FHM to apply for specific excavation permits greater than 10 acres in size under the requirements of the Jefferson County UDC. The MRL designation alone does not authorize specific mining activities within the MRL.

### **Existing T-ROC Operations**

T-ROC *currently* consists of five major activity components at the existing 144-acre Shine Pit:

1. Sand and gravel extraction area
2. Operations Hub, including
  - portable crushing, washing, and sorting equipment for sand and gravel
  - portable equipment for recycling of concrete waste
  - stockpile areas
  - trucks and loaders
  - scale house, maintenance building, caretaker home, well, and outbuildings
  - Rock-To-Go access road (forestry service road T-3100) to Hwy. 104
3. Portable conveyors used to move sand and gravel from the extraction area to the Hub
4. Asphalt batch plant (operated by Ace Paving)
5. Mined acreage in various stages of reclamation

In 2003, it is anticipated that the volume of sand and gravel transported by truck will be 500,000 tons, including sand and gravel used in asphalt mix. In approximately 10-15 years, the annual volumes of sand and gravel transported by truck are projected to reach 750,000 tons and remain constant due to the saturation of the local market.

Current and future volumes of sand and gravel transported by truck will be supported by the existing configuration of the T-ROC Operations Hub.

### **Continued Growth of Existing Activities**

Current truck-based operations are expected to deplete the sand and gravel extraction area at the existing Shine Pit by 2004, requiring the opening of a new extraction area.

The analysis of geological resources within the Thorndyke Block, combined with the public concern with the visual impacts of existing mining operations, led FHM to propose a new extraction area approximately a mile west and south of the existing Shine Pit. This new extraction area (Wahl) is outside the public's general view shed.



The proposed 156-acre Wahl Extraction Area is located west of Wahl Lake and is anticipated to have sufficient volumes of sand and gravel to supply truck-based operations for 20 years. After the Wahl Area is depleted, new permits would be sought to mine in the Meridian Extraction Area (a portion of MLA-02-0235).

Sand and gravel will be transported from the proposed Wahl and prospective Meridian Extraction Areas to the T-ROC Operations Hub via a 1.25-mile conveyor (located in an easement of approximately nine acres) referred to as the Wahl Conveyor. This conveyor will be built adjacent to an approved forestry service road. Much of the commercial forestland crossed by the proposed Wahl Conveyor has been logged within the past 10 years.

Since the extraction area located in the existing Shine Pit is nearing exhaustion, FHM reiterates that the proposed Wahl Extraction Area and Conveyor (a portion of MLA-02-235) are necessary to provide a continued supply for *existing* FHM truck-based operations.

Application for the Wahl Extraction Area and Wahl Conveyor has been initiated and will be considered in parallel to this application for the Central Conveyor and Pier.

In addition, FHM has initiated the process of gaining permission to accept concrete rubble from outside sources.

### **Development of Marine Transportation System**

Should FHM receive necessary approvals for the proposed Central Conveyor and Pier, the extraction rates from the Wahl Extraction Area will accelerate due to the added marine delivery. This acceleration would advance the time frame for application for excavation permits in some or all of the remaining MRL area (Meridian Extraction Area).

The prospective 525-acre Meridian Extraction Area is located generally south of Wahl Lake, and contains the remainder of MLA-02-235. FHM expects that as excavation is completed in the Wahl Extraction Area, permits for expansion of mining into some or all of the Meridian Extraction Area will be submitted. The exact timing of a prospective application for the Meridian Extraction Area will be a function of numerous variables, including but not limited to future market demand and successful development of marine transport capabilities (i.e. the Central Conveyor and Pier).

Upon construction of the Central Conveyor and Pier, reconfiguration of the T-ROC Operations Hub will be needed to accommodate the processing of increased volumes of sand and gravel. The reconfigured Operations Hub will be located on a 100-acre area within the existing 144-acre Shine Pit.

## Summary

Under currently planned proposals, if approved, T-ROC would include:

- a 100-acre **Operations Hub** located within the existing Shine Pit, where up to 7.5 million tons of sand, gravel and recycled concrete will be processed annually and transported by trucks (750,000 tons), barges (4 million tons), and ships (2.75 million tons)
- a proposed 156-acre extraction area (**Wahl Extraction Area**), where sand and gravel would be mined to supply truck-based operations and initial years of marine operations
- a prospective 525-acre extraction area (**Meridian Extraction Area**), where up to 40 years of sand and gravel would be mined
- a proposed 1.25-mile conveyor (**Wahl Conveyor**) connecting the Wahl Extraction Area and subsequent Meridian Extraction Area to the Operations Hub
- a proposed 4-mile conveyor (**Central Conveyor**) connecting the Operations Hub to a 1,000-foot Pier located on Hood Canal, where ships and barges would be loaded up to 300 days a year, up to 24 hours a day

# **CENTRAL CONVEYOR AND PIER FACTS SHEET**

## **1.0 CENTRAL CONVEYOR**

The proposed Central Conveyor will move sand and gravel from the T-ROC Operations Hub (at the existing Shine Pit) to a Pier on Hood Canal for marine transport by barges and ships. The Central Conveyor will be approximately four miles long and is made up of the Twin Conveyors and Single Conveyor. The Twin Conveyors are located at the northern portion of the Central Conveyor originating at Shine Pit. The Single Conveyor is located at the southern portion of the Central Conveyor, originating at the end of the Twin Conveyors and terminating at the end of the Pier.

Central Conveyor belts travel on self-lubricating rollers forming a U-shaped trough that carries sand and gravel. Failsafe sensors on each head pulley motor automatically shut down operation along the entire conveyor system in case of belt failure. Covers are installed over the Central Conveyor's belts to keep out rain and wind, preventing fugitive dust, sand, or gravel from escaping. Pans are installed under the Central Conveyor's return belt over all stream crossings. Conveyor enclosures are at the Thorndyke Road crossing and from the shoreline to the end of the Pier. Enclosures include a roof, painted metal siding and solid floor (or a grated walkway with a pan under the return belt).

Each of the six segments of the Central Conveyor terminates at a transfer point, where sand and gravel on the incoming conveyor segment will drop into a hopper and funnel onto the next conveyor segment. The Central Conveyor shifts direction slightly at Transfer Points 2, 3, 4, and 5. A utility shed at each transfer point will enclose the conveyor and hopper to protect electrical equipment, contain fugitive dust, and minimize noise. This shed will include a head pulley and electric motor, unpowered tail pulley, hopper, and the return belt cleaning equipment.

### **Twin Conveyors**

Location:	Station 25+23.69 to 200+00
Easement:	60 feet
Length:	3.3 miles long
Width (each conveyor)	5 feet wide
Gap between conveyors:	4 feet
Segments between transfer pts:	4 of varying lengths

### **Single Conveyor**

Location:	Station 200+00 to 237+90
Easement:	60 feet north of Thorndyke Road; 300 feet south of Thorndyke Road
Length:	0.7 miles long
Width:	6 feet
Segments between transfer points:	2 of varying lengths

### **Color**

Scheme:	Natural to blend into environment
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<b>Belts</b>	Power:	Electric motor at head pulley (tail pulley unpowered)
	Rollers:	Self-lubricating
	Material:	Composite
	Speed (approx.):	6 miles per hour
<b>Assembly</b>	Frame:	Steel channel, open box
	Height (approx.):	5 feet
	Vertical support:	Pair of steel channel, open box legs at 20-foot intervals
	Color(s):	Natural to blend into existing environment
<b>Cover</b>	Material:	Light metal
	Shape:	Half-moon
	Height above belt:	2 feet 6 inches
	Height above ground:	7 to 8 feet
	Location:	Station 25+23.69 to 211+50 (to Thorndyke Road)
<b>Pan</b>		Station 214+00 to 228+00 (beginning of Pier)
	Location:	Station 144+00 to 165+00 (at stream crossings)
	Ground clearance:	Approximately 2 feet
	Location:	Station 226+00 to 228+00 (bluff to Pier)
<b>Enclosures</b>	Ground clearance:	Approximately 5 to 60 feet
	Location:	Thorndyke Road (Station 211+50 to 214+00)
	Components:	Metal roof/siding, solid floor
	Dimensions:	12 feet high by 13 feet wide
	Location:	Shoreline (Station 228+00 to 234+35)
	Components:	Metal roof/siding, pan under return belt, grated walkway
	Dimensions:	10-12 feet high by 13 feet wide
	Location:	Pier Loadout (Station 234+35 to 237+90)
<b>Transfer Point</b>	Components:	Metal roof/siding, solid floor
	Dimensions:	15 feet high by 15-18 feet wide
	Transfer Point 1:	Station 25+23.69
	Transfer Point 2:	Station 39+27.09
	Transfer Point 3:	Station 87+16.4
	Transfer Point 4:	Station 134+44.87
	Transfer Point 5:	Station 200+00
	Transfer Point 6:	Station 221+55
<b>Utility Shed</b>	Size:	12 feet by 16 feet
	Material:	Wood and metal
	Lighting:	Interior only
	Location:	Transfer Points 1, 2, 3, 4, 5, and 6
<b>Wiring</b>	Electrical Power:	Underground
	Control Lines:	Underground
<b>Wildlife Crossings</b>		
	Typical clearance:	2 feet below return belt
	Large mammal crossings:	4-6 feet clearance below return belt every 300 feet (approx.)

## **2.0 PIER**

The proposed Pier consists of a stationary and retractable load-out conveyor supported on pilings spaced at 100-foot intervals and two support structures. Perpendicular to the Pier in deep water are eight dolphins (six breasting and two mooring dolphins) connected by a grated catwalk. The Pier will be painted to blend into the existing environment and constructed in a manner that will minimize visual intrusion and glare. While the conveyor supported by the Pier will be enclosed, the Pier will be constructed largely of open steel girders to minimize shading effects. The Pier begins at approximately the Ordinary High Water (OHW) mark. Pilings will support the trusses (and enclosed conveyor), support structures, and breasting and mooring dolphins.

Two open steel structures will support the conveyor near the end of the Pier. The first structure is located approximately 650 feet from the shoreline. It supports the conveyor and has an overall height of 91 feet above MLLW (85 feet MSL). The second structure supports both the conveyor and the retractable (load-out) conveyor. The load-out conveyor will have an overall height of 76 feet above MLLW (70 feet MSL).

Two maintenance/storage buildings will be located on dolphins. An enclosed control room with access stairways, storage area, restroom, and holding tank is located within the second support structure. These facilities will not increase the area of over-water coverage.

Lighting of the intertidal and subtidal portions of the Central Conveyor and Pier will be kept to the minimum required for safe operation. Lighting of the water surface will be minimized with location, color, shielded and/or directional fixtures. During non-operation hours, lights will be turned off except as needed for maritime safety requirements.

<b>Pier</b>	Location:	5 miles southwest of Hood Canal Bridge; 1 mile northeast of Thorndyke Bay; 2 miles southwest of the community of Shine; 1.25 miles southwest of Southpoint
	Total Length:	990 feet, measured at Ordinary High Water (OHW) mark
	Stationary Conveyor:	Station 228+00 to 236+75
	Length:	875 feet
<b>Station 228+00 to 233+00</b>		Station 228+00 is supported by pilings, marks the beginning of the Pier at approximately the OHW mark.
	Length:	500 feet
	Truss Height:	10 feet
	Truss Width:	13 feet
	Top Elevation:	32 feet above MLLW (26 feet MSL)
	Invert Elevation:	22 feet above MLLW (16 feet MSL)
	Clearance (Water):	11 feet MHHW (16 feet MSL)
	Clearance (Beach):	25 feet above MLLW (19+ feet MSL)
<b>Station 233+00 to 234+35</b>		Station 233+0 begins the incline toward the first support structure.
	Length:	135 feet
	Truss Height:	12 feet
	Truss Width:	13 feet

	Top Elevation:	Slopes from 32 feet MLLW to 91 feet MLLW (26 feet MSL to 85 feet MSL)
	Invert of Conveyor:	Slopes from 22 feet MLLW to 76 feet MLLW (16 feet MSL to 70 feet MSL)
	<b>Station 234+35 to 236+75</b>	Station 234+35 is supported by the first steel support structure. Station 236+75 is supported by the second steel support structure.
	Length:	240 feet
	Truss Height:	15 feet
	Truss Width:	18 feet
	Top Elevation:	91 feet above MLLW (85 feet MSL)
	Invert of Conveyor:	76 feet above MLLW (70 feet MSL)
	<b>Station 236+75 to 237+90</b>	This modular enclosed distribution (load-out) conveyor pivots and retracts to conform to various vessel loading configurations.
	Length:	180 feet (extended)
	Truss Height:	15 feet
	Truss Width:	15 feet
	Top Elevation:	76 feet above MLLW (70 feet MSL)
	Invert of Conveyor:	61 feet above MLLW (55 feet MSL)
	Channel Elevation at end of Pier:	-79 feet MLLW (-73 feet MSL)
<b>Color Pilings</b>	Scheme:	Blend into existing environment
	Material:	Hollow steel round
	Diameter:	18-inch (truss supports)
		30-inch (support structures)
		30-inch (dolphins)
		18-inch (catwalk supports)
	Spacing:	100-foot (truss supports)
		50 feet (catwalk supports)
	Number:	4 each (truss supports)
		16 each (support structures)
		12 each (dolphins)
		3 each (catwalk supports)
	<b>Support Structures</b>	
	Support No. 1:	Station 234+35 to 234+65 (approximately 650 feet from shoreline, as measured from center)
	Materials:	Steel
	Dimensions:	30 feet by 30 feet
	Top Elevation:	76 feet above MLLW (70 feet MSL)
	Overall Height (including conveyor):	91 feet above MLLW (85 feet MSL)
	Channel Elevation (measured at center of support):	-13 feet MLLW (-7 feet MSL)



	Support No. 2:	Station 236+55 to 236+95
	Materials:	Steel
	Dimensions:	40 feet by 40 feet
	Top Elevation:	61 feet MLLW (55 feet MSL)
	Overall Height	
	(at conveyor):	91 feet MLLW (85 feet MSL)
	(at load-out conveyor):	76 feet above MLLW (70 feet MSL)
	Channel Elevation	
	(measured at center of support):	-52 feet MLLW (-46 feet MSL)
<b>Control Room</b>	Location:	Support Structure No. 2
	Dimensions:	20 feet by 40 feet by 20 feet
	Material:	Metal
<b>Maintenance and Storage Buildings</b>		
	Location:	Two innermost breasting dolphins
	Dimensions:	10 feet by 10 feet
	Material:	Metal roof/siding, solid floor
<b>Breasting and Mooring Dolphins</b>		
	Water depth range:	-37 feet to -64 feet MLLW (-43 feet to -58 feet MSL)
	Typical depth:	-50 feet MLLW (-42 feet MSL)
	Shallowest depth:	-37 feet MLLW (-31 feet MSL)
	Pilecap dimensions:	20 feet by 20 feet, 7-feet thick
	Pilecap material:	Concrete
	Pilecap invert elevation:	15 feet MLLW (9 feet MSL)
<b>Maintenance Catwalk</b>		
	Material:	Galvanized aluminum or steel
	Width:	5 feet
	Length:	710 feet
	Railings:	36 to 42 inches high
	Elevation:	22 feet MLLW (16 feet MSL)

### **3.0 ROADS AND PARKING**

A gravel forestry service road will provide access for forest firefighting, logging, and Central Conveyor maintenance. It will parallel the Central Conveyor and connect to the network of existing forestry service roads in the Thorndyke Block. The majority of the route realigns an existing forestry service road; abandoned routes will be re-graded and reforested. A turnout/parking area for a maintenance vehicle will be provided at each transfer point.

Access to the Central Conveyor south of the Thorndyke Road will be via an existing gravel road that leads to a parking area for employees working at the Pier. The southernmost portion of the road/walkway will be constructed of concrete for greater erosion protection.

<b>Gravel Road</b>	Location:	Central Conveyor (Station 25+23.69 to 211+50, 214+00 to 217+50)
	Width:	14 feet
	Length:	3.6 miles
<b>Concrete Road</b>	Location:	Single Conveyor (Station 217+50 to 222+00)
	Width:	24 feet
	Length:	450 feet
<b>Concrete Walkway</b>	Location:	Single Conveyor (Station 222+00 to 226+00)
	Width:	12 feet
	Length:	400 feet
<b>Parking</b>	Location:	Employee Pier Parking (Station 214+50 to 215+50)
	Number of stalls:	10
	Surface:	Gravel
<b>Parking/Turnout</b>	Location:	Transfer Points 2, 3, 4, and 5
	Surface:	Gravel
	Location:	Transfer Point 6
	Surface:	Concrete
<b>Roads, Walkways</b>		
<b>And Parking</b>	New:	7.3 acres
	Abandoned roads:	6.3 acres
	Net increase:	1.0 acres

## **4.0 VESSEL DESCRIPTIONS**

The Pier is designed for ships and barges of varying sizes and displacements to transport sand and gravel. Only ships will require opening of the Hood Canal Bridge. It is anticipated that the first ships will call at the Pier 8 to 12 years after the Pier's construction.

	<b>Barge</b>	<b>Typical Barge</b>	<b>Ship</b>
Maximum Length (feet)	400	240	745
Maximum Width (feet)	100	60	110
Maximum Draft (feet)	25	16	45
Volume Range (dwt's)	2,500 to 20,000	5,000 to 7,000	20,000 to 65,000
Estimated Loading Time (hrs.)	1 to 8	2 to 3	8 to 24

## **5.0 PROJECTED VOLUMES\***

In U.S. Short Tons (tons)

<b>Individual Year of Operation</b>	<b>Barge</b>	<b>Ship</b>	<b>Combined</b>
Year 1 of Pier Operation	2,000,000	0	2,000,000
Year 10 of Pier Operation	4,000,000	**600,000	4,600,000
Year 25 of Pier Operation	4,000,000	2,750,000	6,750,000

\* Subject to market demand.

\*\* First year shipping volume. U.S. flagged ships are projected to become available in Years 8 to 12 of Pier operation and not specifically in Year 10.

## **6.0 OPERATION**

The Pier will be used up to 300 days a year, which excludes 65 days annually for holidays, tribal fishing, inclement weather, and periods of non-use.

<b>Frequencies</b>	<b>Barge</b>	<b>Ship</b>
Avg. Berthings Per Day	3	---
Avg. Berthings Per Month	---	0 to 6
Max. Berthings Per Day (either/or)	6	1
Max. Number of Vessels Berthed		
At Any Given Time (either/or)	2	1

## Master Land Use Application





# JEFFERSON COUNTY

## DEPARTMENT OF COMMUNITY DEVELOPMENT

621 Sheridan Street • Port Townsend • Washington 98368  
360/379-4450 • 800/831-2678 • 360/379-4451 Fax  
www.co.jefferson.wa.us/commdevelopment

### Master Land Use Permit Application Form

#### PROPERTY INFORMATION

Tax Parcel Number: ☐☐☐☐☐☐☐☐☐☐  
Subdivision Name: Central Conveyor and Pier Lot Number: See Attached Legal Desc.  
Property Size: N/A (acres/square feet) Existing Use of Property: Comm. Forest & Vacant Residential Land  
Site Address and/or Directions to Property: Shine Pit (9868 Hwy #104, Port Ludlow, WA) (See Attached Site and Vicinity Maps)

#### APPLICANT & OWNER INFORMATION

Applicant (if applicable): Fred Hill Materials, Inc. Telephone: (360) 779-4431  
Address: PO Box 6  
City: Poulsbo State: WA Zip Code: 98370 Email Address: alexh@fredhillmaterials.com  
Applicant's Signature: \_\_\_\_\_  
Pope Resources (360) 697-6626  
Property Owner(s) of Record: Hood Canal Sand and Gravel LLC Telephone: (360) 779-4431  
Address: See attached letters, incorporated herein.  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Email Address: alexh@fredhillmaterials.com

I acknowledge that the applicant above is applying for a building permit on my property.

Owner's Signature: \_\_\_\_\_

I hereby designate \_\_\_\_\_ to act as my agent in matters relating to this application for permit(s).

(PROPERTY OWNER SIGNATURE)

(DATE)

#### DESCRIPTION OF PROPOSED USE OR ACTIVITY (include separate sheets as necessary)

(See project description, attached)

#### [THIS SECTION FOR OFFICE USE ONLY]

Refer to the specific sections of the UDC referenced below for more information and further requirements. An asterisk (\*) indicates that a supplemental application or questionnaire may be required.

##### Type I Permits

- ☐ Septic Permit/Evaluation of Existing System (EES)
- ☐ Building/Demolition Permit
- ☐ Allowed "Yes" Use Consistency Analysis
- ☐ Home Business
- ☐ Stormwater Management \*
- ☐ Road Access\*
- ☐ Boundary Line Adjustment\*
- ☐ Minor PRRD Amendments
- ☐ Sign Permit\*
- ☐ Site Plan Approval Advance Determination (SPAAD)
- ☐ Shoreline Master Program Exemption/Permit Revisions
- ☐ Temporary Use (based on use may be Type II or Type III)\*

##### Refer to:

UDC Section 6.4.1 and Chapter 8.15 JCC  
UDC Section 3.2.1 and Table 3-1  
UDC Section 3.2.1 and Table 3-1  
Table 3-1 and UDC Section 4.20  
UDC Section 6.7  
UDC Section 6.8  
UDC Section 7.2  
UDC Section 3.6.13.15  
UDC Section 6.15  
UDC Section 8.7  
UDC Section 5  
UDC Sections 4.38 and 4.39

(OVER)

**Type II Permits**

- ☐ Discretionary "D" or Unnamed Use Classification  
☐ Cottage Industry  
☐ Short Plat, Preliminary and Final\*  
☐ Binding Site Plan\*  
☐ Conditional (Administrative) "C(a)" Use  
☐ Conditional (Discretionary) "C(d)" Use  
  
☐ Variance, Minor\*  
☐ Wireless Telecommunication  
☐ Shoreline Substantial Development (Primary Use)  
☐ Forest Practices Act/Release of Six-Year Moratorium for Single-Family Residence  
☐ Appeal

**Refer to:**

UDC Sections 3.2.1, 3.2.2 and Table 3-1  
 UDC Section 7.3 and Table 3-1  
 UDC Section 7.3  
 UDC Section 7.5  
 UDC Table 3-1 and Section 8.8  
 UDC Table 3-1 and Section 8.8 (Discretionary Permit Review Process Determined by Administrator)  
 UDC Section 8.9  
 Ordinance 06-0712-99 (UDC Appendix C)  
 UDC Section 5  
 UDC Section 4.16.5(c)  
  
 UDC Section 8.4.2                      SEPA 8.10.12(b)

**Type III Permits**

- ☐ Conditional "C" Use  
☐ Long Plat, Preliminary\*  
☐ Planned Rural Residential Development Preliminary Approval (PRRD) and Major Amendments\*  
☐ Plat Vacation/Alteration  
☐ Variance, Major\*  
☐ Reasonable Economic Use Variance\*  
☐ Wireless Telecommunication  
☐ Shoreline Management Substantial Development, Secondary Use\*  
☐ Shoreline Management Conditional Use\*  
☐ Shoreline Management Variance\*  
☐ Appeal

UDC Section 8.8  
 UDC Section 7.4  
 UDC Section 3.6.13 (must be in conjunction with an underlying land division application)  
 UDC Section 7.1.3(d)  
 UDC Section 8.9  
 UDC Section 3.6.4(h)  
 Ordinance 06-0712-99 UDC Appendix C  
 UDC Section 5  
 UDC Section 5  
 UDC Section 5  
 UDC Section 8.4.3                      SEPA 8.10.12 (c)

**Type IV Permits**

- ☐ Long Plat, Final  
☐ PRRD, Final

UDC Section 7.4  
 UDC Section 3.6.13

**Type V Permits**

- ☐ Special Use (Essential Public Facilities)  
☐ Jefferson County Comprehensive Plan/UDC/Land Use District Map Amendment\*  
☐ Jefferson County Shoreline Master Program Amendment\*  
☐ Appeal of SEPA

UDC Section 3.3.5  
 UDC Section 9  
  
 UDC Section 5  
 UDC Section 8.10.12(d)

**Other Local, State or Federal Permits**

- ☐ Please identify any other local, state or federal permits required for this proposal, if known: \_\_\_\_\_

**ACKNOWLEDGEMENTS [PLEASE NOTE THAT TWO SIGNATURES ARE REQUIRED]**

By signing the application form, the applicant/owner attests that the information provided herein is true and correct to the best of their knowledge. I also certify that this application is being made with the full knowledge and consent of all owners of the affected property. Any material falsehood or any omission of a material fact made by the applicant/owner with respect to this application packet may result in this permit being null and void.

I further agree to save, indemnify and hold harmless Jefferson County against all liabilities, judgments, court costs, reasonable attorney's fees and expenses which may in any way accrue against Jefferson County as a result of or in consequence of the granting of this permit.

I further agree to provide access and right of entry to Jefferson County and its employees, representatives or agents for the sole purpose of application review and any required later inspections. This right of entry shall expire when the County (through the Administrator or the Administrator's representatives) concludes the application has complied with all applicable laws and regulations. Access and right of entry to the applicant's property shall be requested and shall occur only during regular business hours.

1. Alvin G. Quinn                      David L. Nunn                      1/7/03  
 (PROPERTY OWNER OR AUTHORIZED REPRESENTATIVE SIGNATURE)                      (Pope Resources)                      (DATE)

The action or actions Applicant will undertake as a result of the issuance of this permit may negatively impact upon one or more threatened or endangered species and could lead to a potential "take" of an endangered species as those terms are defined in the federal law known as the "Endangered Species Act" or "ESA." Jefferson County makes no assurances to the applicant that the actions that will be undertaken because this permit has been issued will not violate the ESA. Any individual, group or agency can file a lawsuit on behalf of an endangered species regarding your action(s) even if you are in compliance with the Jefferson County development code.

The Applicant acknowledges that he, she or it holds individual and non-transferable responsibility for adhering to and complying with the ESA. The Applicant has read this disclaimer and signs and dates it below.

2. Alvin G. Quinn                      David L. Nunn                      1/7/03  
 (PROPERTY OWNER OR AUTHORIZED REPRESENTATIVE SIGNATURE)                      (Pope Resources)                      (DATE)



January 6, 2003

Mr. Al Scalf, Director  
Jefferson County Department of Community Development  
621 Sheridan Street  
Port Townsend, WA 98368

Subject: Authorization for Fred Hill Materials, Inc. Application(s) – Wahl Lake  
Extraction Area & T-ROC Central Conveyor (Pit-to-Pier)

Dear Mr. Scalf,

Hood Canal Sand and Gravel LLC (HCSG) is the owner of certain property included in the application(s) referenced above.

HCSG hereby designates Fred Hill Materials, Inc. as our agent for the specific purposes of preparation and submittal of these applications, and representation of our company during their consideration through all applicable governmental approval processes. This agency designation includes the authority of Alex J. Hill or James C. Tracy to execute any necessary application forms or documents appurtenant to these governmental approval processes on behalf of HCSG.

I have the authority to make this agency designation and authorize the submittal of the Jefferson County Master Land Use Application on behalf of Hood Canal Sand and Gravel.

Sincerely,



Alex Hill, Manager  
Hood Canal Sand and Gravel, LLC

January 7, 2003

Mr. Al Scalf, Director  
Department of Community Development  
Jefferson County  
621 Sheridan Street  
Port Townsend, WA 98368

Subject: Application for Approval of the T-ROC Central Conveyor and Pier

Dear Mr. Scalf;

On behalf of Hood Canal Sand and Gravel (HCSG) LLP, I acknowledge that we are owners of certain property included within the application submitted by Fred Hill Materials for approval of the T-ROC Central Conveyor and Pier. HCSG consents to submittal of the application.

As Manager of Hood Canal Sand and Gravel LLP, I have the authority to execute all necessary documents and applications in this matter.

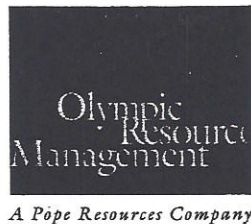
Sincerely,

A handwritten signature in cursive script, appearing to read "Alex J. Hill".

Alex J. Hill, Manager  
Hood Canal Sand and Gravel LLP



David L. Nunes  
President and CEO



January 7, 2003

Mr. Al Scalf, Director  
Department of Community Development  
Jefferson County  
621 Sheridan Street  
Port Townsend, WA 98368

Re: Application for Approval of the T-ROC Central Conveyor and Pier

Dear Mr. Scalf:

On behalf of Pope Resources, a Delaware Limited Partnership, I acknowledge that we are the owners of the property included within the application submitted by our tenant and easement holder, Fred Hill Materials, Inc., for approval of the T-ROC Central Conveyor and Pier. Pope Resources consents to submittal of the application.

As the Chief Executive Officer of Pope Resources, I have the authority to execute all necessary applications and documents relevant to this matter.

Sincerely,

David L. Nunes  
President and CEO  
Pope Resources

## **TROC CENTRAL CONVEYOR EASEMENT**

THAT PORTION OF SECTIONS 6, 7, 18 AND 19, TOWNSHIP 27 NORTH, RANGE 1 EAST, W.M., IN JEFFERSON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

A 60-FOOT WIDE STRIP, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 6; THENCE NORTH  $87^{\circ}46'49''$  WEST ALONG THE NORTH LINE THEREOF 838.53 FEET TO THE POINT OF BEGINNING OF THIS CENTERLINE; THENCE SOUTH  $69^{\circ}02'13''$  WEST 1371.68 FEET TO TRANSFER POINT 2; THENCE SOUTH  $4^{\circ}38'14''$  EAST 4806.53 FEET TO TRANSFER POINT 3; THENCE SOUTH  $17^{\circ}29'28''$  EAST 4725.52 FEET TO TRANSFER POINT 4; THENCE SOUTH  $11^{\circ}44'30''$  WEST 6538.33 FEET TO TRANSFER POINT 5; THENCE SOUTH  $22^{\circ}32'59''$  EAST 1263 FEET, MORE OR LESS, TO THE NORTHERLY RIGHT-OF-WAY LINE OF THORNDYKE ROAD AND THE POINT OF TERMINATION OF THIS CENTERLINE;

THE SIDELINES OF THIS EASEMENT SHALL BE LENGTHENED OR SHORTENED, AS THE CASE MAY REQUIRE, SO THAT THE NORTHERLY END TERMINATES AT THE NORTH LINE OF SAID SECTION 6 AND THAT THE SOUTHERLY END TERMINATES AT THE NORTHWESTERLY RIGHT-OF-WAY LINE OF THORNDYKE ROAD;

ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 2; THENCE NORTH  $69^{\circ}02'13''$  EAST 49.38 FEET; THENCE NORTH  $20^{\circ}57'47''$  WEST 30.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH  $20^{\circ}57'47''$  WEST 20.00 FEET; THENCE SOUTH  $69^{\circ}02'13''$  WEST 86.84 FEET; THENCE SOUTH  $4^{\circ}38'14''$  EAST 86.84 FEET; THENCE NORTH  $85^{\circ}21'46''$  EAST 20.00 FEET TO THE WEST EDGE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 2; THENCE NORTH  $69^{\circ}02'13''$  EAST 65.38 FEET; THENCE SOUTH  $20^{\circ}57'47''$  EAST 30.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH  $32^{\circ}11'59''$  WEST 68.67 FEET TO THE EAST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

ALSO

THAT PORTION OF THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT SHALL BE AN 80-FOOT WIDE EASEMENT FOR A DISTANCE OF 72.25 FEET ON EACH SIDE OF THE ABOVE DESCRIBED TRANSFER POINT 3;



**TROC CENTRAL CONVEYOR EASEMENT  
(CONTINUED)**

ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 4; THENCE NORTH 17°29'28" WEST 80.45 FEET; THENCE SOUTH 72°30'32" WEST 30.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 2°52'29" EAST 140.56 FEET TO THE WEST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 5; THENCE NORTH 11°44'30" EAST 35.95 FEET; THENCE SOUTH 78°15'30" EAST 30.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 78°15'30" EAST 30.00 FEET; THENCE SOUTH 11°40'33" WEST 70.69 FEET TO THE EAST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

ALSO

A 300-FOOT WIDE STRIP, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS: COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 19; THENCE NORTH 88°43'16" WEST ALONG THE EAST-WEST CENTER OF SECTION LINE 233.54 FEET TO THE POINT OF BEGINNING OF THIS CENTERLINE; THENCE NORTH 22°32'59" WEST 1140 FEET, MORE OR LESS, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THORNDYKE ROAD AND THE POINT OF TERMINATION OF THIS CENTERLINE;

THE SIDELINES OF THIS EASEMENT SHALL BE LENGTHENED OR SHORTENED, AS THE CASE MAY REQUIRE SO THAT THE NORTHERLY END TERMINATES AT THE SOUTHERLY RIGHT-OF-WAY LINE OF THORNDYKE ROAD AND THAT THE SOUTHERLY END TERMINATES AT THE EAST-WEST CENTER OF SECTION LINE.

### **TROC CENTRAL CONVEYOR EASEMENT**

THAT PORTION OF SECTIONS 6, 7, 18 AND 19, TOWNSHIP 27 NORTH, RANGE 1 EAST, W.M., IN JEFFERSON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

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ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 2; THENCE NORTH 69°02'13" EAST 65.38 FEET; THENCE SOUTH 20°57'47" EAST 30.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 32°11'59" WEST 68.67 FEET TO THE EAST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

ALSO

THAT PORTION OF THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT SHALL BE AN 80-FOOT WIDE EASEMENT FOR A DISTANCE OF 72.25 FEET ON EACH SIDE OF THE ABOVE DESCRIBED TRANSFER POINT 3;



**TROC CENTRAL CONVEYOR EASEMENT  
(CONTINUED)**

ALSO

THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 4; THENCE NORTH 17°29'28" WEST 80.45 FEET; THENCE SOUTH 72°30'32" WEST 30.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 2°52'29" EAST 140.56 FEET TO THE WEST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

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THAT PORTION WHICH ADJOINS THE ABOVE DESCRIBED 60-FOOT WIDE EASEMENT AND IS BOUNDED BY THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE ABOVE DESCRIBED TRANSFER POINT 5; THENCE NORTH 11°44'30" EAST 35.95 FEET; THENCE SOUTH 78°15'30" EAST 30.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 78°15'30" EAST 30.00 FEET; THENCE SOUTH 11°40'33" WEST 70.69 FEET TO THE EAST LINE OF THE ABOVE DESCRIBED 60-FOOT EASEMENT AND THE POINT OF TERMINATION;

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JARPA

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# AGENCY USE ONLY

Agency Reference #:

Date Received:

Circulated by:

(local govt. or agency)

## JOINT AQUATIC RESOURCES PERMIT APPLICATION FORM (JARPA)

(for use in Washington State)

**PLEASE TYPE OR PRINT IN BLACK INK**



- ☐ Application for a Fish Habitat Enhancement Project per requirements of RCW 77.55.290. You must submit a copy of this completed JARPA application form and the (Fish Habitat Enhancement JARPA Addition) to your local Government Planning Department and Washington Department of Fish & Wildlife Area Habitat Biologist on the same day.
- NOTE: LOCAL GOVERNMENTS – You must submit any comments on these projects to WDFW within 15 working days.**

Based on the instructions provided, I am sending copies of this application to the following: (check all that apply)

- ☒ Local Government for shoreline: ☒ Substantial Development ☒ Conditional Use ☐ Variance ☐ Exemption ☐ Revision  
☐ Floodplain Management ☐ Critical Areas Ordinance
- ☒ Washington Department of Fish and Wildlife for HPA (Submit 3 copies to WDFW Region)
- ☒ Washington Department of Ecology for 401 Water Quality Certification (to Regional Office-Federal Permit Unit)
- ☒ Washington Department of Natural Resources for Aquatic Resources Use Authorization Notification
- ☒ Corps of Engineers for: ☒ Section 404 ☒ Section 10 permit
- ☐ Coast Guard for General Bridge Act Permit
- ☐ For Department of Transportation projects only: This project will be designed to meet conditions of the most current Ecology/Department of Transportation Water Quality Implementing Agreement

**SECTION A - Use for all permits covered by this application. Be sure to ALSO complete Section C (Signature Block) for all permit applications.**

### 1. APPLICANT

Fred Hill Materials, Inc. (Alex J. Hill)

#### MAILING ADDRESS

PO Box 6, Poulsbo, WA 98370

#### WORK PHONE

(360) 779-4431 ext. 139

#### E-MAIL ADDRESS

alexh@fredhillmaterials.com

#### HOME PHONE

N/A

#### FAX #

(360) 779-5509

**If an agent is acting for the applicant during the permit process, complete #2. Be sure agent signs Section C (Signature Block) for all permit applications**

### 2. AUTHORIZED AGENT

James C. Tracy, Esq.

#### MAILING ADDRESS

18887 Hwy #305 – Suite 500, Poulsbo, WA 98370

#### WORK PHONE

(360) 779-7889

#### E-MAIL ADDRESS

jctesq@aol.com

#### HOME PHONE

#### FAX #

(360) 779-8197

3. RELATIONSHIP OF APPLICANT TO PROPERTY: ☐ OWNER ☐ PURCHASER ☒ Agency ☐ OTHER:

4. NAME, ADDRESS, AND PHONE NUMBER OF PROPERTY OWNER(S), IF OTHER THAN APPLICANT:

Pope Resources, LP

19245 10<sup>th</sup> Avenue

Poulsbo, WA 98370

(360) 697-6626

Hood Canal Sand and Gravel, LLC

P.O. Box 6

Poulsbo, WA 98370

(360) 779-4431

5. LOCATION (STREET ADDRESS, INCLUDING CITY, COUNTY AND ZIP CODE, WHERE PROPOSED ACTIVITY EXISTS OR WILL OCCUR)

The proposed project is located in the eastern portion of Jefferson County southwest of the Hood Canal Bridge and northeast of Thorndyke Bay. The project area is located in the east halves of Sections 6, 7, 18, and 19, and west halves of Sections 8



SEPARATION OF DRAWINGS: SEE SAMPLE DRAWINGS AND GUIDANCE FOR COMPLETING THE DRAWINGS. **ONE SET OF ORIGINAL OR GOOD QUALITY REPRODUCIBLE DRAWINGS MUST BE ATTACHED.** NOTE: APPLICANTS ARE ENCOURAGED TO SUBMIT PHOTOGRAPHS OF THE PROJECT SITE, BUT THESE DO NOT SUBSTITUTE FOR DRAWINGS. **THE CORPS OF ENGINEERS AND COAST GUARD REQUIRE DRAWINGS ON 8-1/2 X 11 INCH SHEETS. LARGER DRAWINGS MAY BE REQUIRED BY OTHER AGENCIES.**

DESCRIBE THE PURPOSE OF THE PROPOSED WORK AND WHY YOU WANT OR NEED TO PERFORM IT AT THE SITE. PLEASE EXPLAIN ANY SPECIFIC NEEDS THAT HAVE INFLUENCED THE DESIGN.

The purpose of the proposed project is to transport clean sand and gravel extracted from the Shine Pit to inland water markets (Puget Sound) and to coastal markets. Material from the Shine Pit is especially "clean" (i.e., has a very low silt and clay content) which is rare in the Puget Sound area. (See attached Geologic Report) The composition of the material makes it especially suitable for both construction projects and environmental mitigation/enhancement projects such as beach restoration. Marine transportation of the material significantly reduces transportation costs, and the environmental impacts of moving similar volumes of material by truck on Puget Sound roadways.

The proposed conveyor corridor was chosen after review of several potential sites; this review included issues such as geologic hazard areas, environmentally sensitive areas, wildlife, and residential development. The proposed corridor was determined to have the least impact of all the potential sites.

7c. DESCRIBE THE POTENTIAL IMPACTS TO CHARACTERISTIC USES OF THE WATER BODY. THESE USES MAY INCLUDE FISH AND AQUATIC LIFE, WATER QUALITY, WATER SUPPLY, RECREATION, and AESTHETICS. IDENTIFY PROPOSED ACTIONS TO AVOID, MINIMIZE, AND MITIGATE DETRIMENTAL IMPACTS, AND PROVIDE PROPER PROTECTION OF FISH AND AQUATIC LIFE. IDENTIFY WHICH GUIDANCE DOCUMENTS YOU HAVE USED. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

The following technical reports have been prepared in response to the direction of this section. These reports are attached to this application and incorporated herein as though fully set forth.

- *Preliminary Report of Geological Visual Site Reconnaissance*, Krazan & Associates, February 11, 2003
- *Preliminary Wetland Delineation and Biological Inventory*, Krazan & Associates, February 11, 2003
- *Preliminary Geotechnical Report, Single Conveyor and Pier*, Shannon & Wilson, February, 2003
- *Preliminary Storm Drainage Report*, Team4 Engineering, February 10, 2003.
- *Preliminary Report, Potential Effects on Longshore Sediment Transport and Shoreline Processes*, Anchor Environmental, L.L.C., February, 2003
- *Biological Evaluation, Central Conveyor and Pier*, Pentec Environmental, March 17, 2003

An Environmental Impact Statement will be prepared for this project and will identify and evaluate any probable significant adverse impacts from the proposed project.

FOR IN WATER CONSTRUCTION WORK, WILL YOUR PROJECT BE IN COMPLIANCE WITH THE STATE OF WASHINGTON WATER QUALITY STANDARDS FOR TURBIDITY

WAC 173.201A-110? ☒ YES ☐ NO (SEE USEFUL DEFINITIONS AND INSTRUCTIONS)

WILL THE PROJECT BE CONSTRUCTED IN STAGES?

☐ YES ☒ NO

PROPOSED STARTING DATE: Fall, 2003

ESTIMATED DURATION OF ACTIVITY: Duration of Construction – 1 year (approx.)  
Operation of the Conveyor – Indefinite



nd 17, Township 27 North, Range 1 East, W.M. The proposed project site is approximately 2 miles southwest of the community of Shine and about 1.25 miles west of the community of South Point.

ee attached project location and vicinity map for further detail on location of project.

LOCAL GOVERNMENT WITH JURISDICTION (CITY OR COUNTY): Jefferson County

WATERBODY YOU ARE WORKING IN <u>Hood Canal</u>				TRIBUTARY OF		WRIA # WRIA # 17 – Quilcene/Snow
THIS WATERBODY ON THE 303(d) LIST? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						
IF YES, WHAT PARAMETER(S)? <u><a href="http://www.ecy.wa.gov/programs/wq/links/impaired_wtrs.html">http://www.ecy.wa.gov/programs/wq/links/impaired_wtrs.html</a></u> WEBSITE FOR 303d ST						
SECTION East half West half	SECTION 6, 7, 18, 19 8, 17	TOWNSHIP 27N	RANGE 1 East	GOVERNMENT LOT	SHORELINE DESIGNATION Conservancy and Aquatic	
ATTITUDE & LONGITUDE:				ZONING DESIGNATION		
ier: Latitude and Longitude		N 47 degrees W 122 degrees	48' 42'	57" 52"	Commercial Forest (CF-80), and Rural Residential (RR 1:5)	
hine Pit: Latitude and Longitude		N 47degrees W 122 degrees	52' 42'	10" 37"		
X PARCEL NO: Legal Description and list of parcels attached				DNR STREAM TYPE, IF KNOWN Several Type 5 streams are located within the conveyor corridor.		

DESCRIBE THE CURRENT USE OF THE PROPERTY, AND STRUCTURES EXISTING ON THE PROPERTY. HAVE YOU COMPLETED ANY PORTION OF THE PROPOSED ACTIVITY ON THIS PROPERTY? ☐ YES ☒ NO FOR ANY PORTION OF THE PROPOSED ACTIVITY ALREADY COMPLETED ON THIS PROPERTY, INDICATE MONTH AND YEAR OF COMPLETION.

**i-ROC Central Conveyor and Pier**

The northern end of the Central Conveyor will be located within a portion of the area known as the Thorndyke Resource Management Area or Thorndyke Block, which is approximately 21,000 acres of current long-term forest production land. The Thorndyke Block was logged in the 1930s, and wildfires spread through it in 1939. The forest re-seeded itself and second-growth timber predominates through the area. Various portions of the conveyor corridor have been logged within the past 10 years and are either clear of vegetation, or covered with forest brush and shrubs.

The southern end of the Central Conveyor will cross an undeveloped approximate 14.7acre parcel (designated for residential use) to a pier and load-out conveyor. The pier will extend over undeveloped tidelands and beach on the north side of Hood Canal.

THE PROPERTY AGRICULTURAL LAND? ☐ YES ☒ NO ARE YOU A USDA PROGRAM PARTICIPANT? ☐ YES ☒ NO

a. DESCRIBE THE PROPOSED WORK THAT NEEDS AQUATIC PERMITS: COMPLETE PLANS AND SPECIFICATIONS SHOULD BE PROVIDED FOR ALL WORK WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE, INCLUDING TYPES OF EQUIPMENT TO BE USED. IF APPLYING FOR A SHORELINE PERMIT, DESCRIBE ALL WORK WITHIN AND BEYOND 200 FEET OF THE ORDINARY HIGH WATER MARK. IF YOU HAVE PROVIDED ATTACHED MATERIALS TO DESCRIBE YOUR PROJECT, YOU STILL MUST SUMMARIZE THE PROPOSED WORK HERE. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

The pier portion of the conveyor is located approximately three miles south of the Hood Canal Bridge The Pier extends approximately 1,000 feet from the Hood Canal shoreline to approximately -50 feet MLLW. The end of the Pier will consist of six pile-supported breasting dolphins and two pile-supported mooring dolphins located in water depths of -40 feet to -50 feet MLLW. Each dolphin will be supported on twelve 30-inch steel piles and include a 20-foot by 20-foot, 7-foot-thick concrete pilecap. The pile-supported breasting and mooring dolphins will be connected by a five-foot grated maintenance walkway. An elevated load out system, including control office, restroom and storage area will be constructed at the pier's end.

A detailed project description is attached.

9. CHECK IF ANY TEMPORARY OR PERMANENT STRUCTURES WILL BE PLACED:

- ☒ WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH OR TIDAL WATERS; AND/OR  
☒ WATERWARD OF MEAN HIGHER HIGH WATER LINE IN TIDAL WATERS

10. WILL FILL MATERIAL (ROCK, FILL, BULKHEAD, OR OTHER MATERIAL) BE PLACED: **NO**

- ☐ WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH WATERS?  
☐ WATERWARD OF THE MEAN HIGHER HIGH WATER FOR TIDAL WATERS?

IF YES, VOLUME (CUBIC YARDS) /AREA (ACRES)  
IF YES, VOLUME (CUBIC YARDS) AREA (ACRES)

11. WILL MATERIAL BE PLACED IN WETLANDS?

IF YES:

☐ YES ☒ NO

A. IMPACTED AREA IN ACRES:

B. HAS A DELINEATION BEEN COMPLETED? IF YES, PLEASE SUBMIT WITH APPLICATION.

☐ YES ☐ NO

C. HAS A WETLAND REPORT BEEN PREPARED? IF YES, PLEASE SUBMIT WITH APPLICATION.

☐ YES ☐ NO

D. TYPE AND COMPOSITION OF FILL MATERIAL (E.G., SAND, ETC.):

E. MATERIAL SOURCE: N/A

F. LIST ALL SOIL SERIES (TYPE OF SOIL) LOCATED AT THE PROJECT SITE, & INDICATE IF THEY ARE ON THE COUNTY'S LIST OF HYDRIC SOILS. SOILS INFORMATION CAN BE OBTAINED FROM THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS):

G. WILL PROPOSED ACTIVITY CAUSE FLOODING OR DRAINING OF WETLANDS?

☐ YES ☐ NO

IF YES, IMPACTED AREA IS \_\_\_\_\_ ACRES OF DRAINED WETLANDS.

NOTE: If your project will impact greater than 1/2 of an acre of wetland, submit a mitigation plan to the Corps and Ecology for approval along with the JARPA form

NOTE: a 401 water quality certification will be required from Ecology in addition to an approved mitigation plan if your project impacts wetlands that are: a) greater than 1/2 acre in size, or b) tidal wetlands or wetlands adjacent to tidal water. Please submit the JARPA form and mitigation plan to Ecology for an individual 401 certification if a) or b) applies.

12. STORMWATER COMPLIANCE FOR NATIONWIDE PERMITS ONLY:

THIS PROJECT IS (OR WILL BE) DESIGNED TO MEET ECOLOGY'S MOST CURRENT STORMWATER MANUAL, OR AN ECOLOGY APPROVED LOCAL STORMWATER MANUAL ☒ YES ☐ NO

IF YES - WHICH MANUAL WILL YOUR PROJECT BE DESIGNED TO MEET 2001, STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON

IF NO - FOR CLEAN WATER ACT SECTION 401 AND 404 PERMITS ONLY - PLEASE SUBMIT TO ECOLOGY FOR APPROVAL, ALONG WITH THIS JARPA APPLICATION, DOCUMENTATION THAT DEMONSTRATES THE STORMWATER RUNOFF FROM YOUR PROJECT OR ACTIVITY WILL COMPLY WITH THE WATER QUALITY STANDARDS, WAC 173.201(A)

13. WILL EXCAVATION OR DREDGING BE REQUIRED IN WATER OR WETLANDS?

IF YES:

☐ YES ☒ NO

A. VOLUME: (CUBIC YARDS) /AREA (ACRES)

B. COMPOSITION OF MATERIAL TO BE REMOVED:

C. DISPOSAL SITE FOR EXCAVATED MATERIAL:

D. METHOD OF DREDGING:

14. HAS THE STATE ENVIRONMENTAL POLICY ACT (SEPA) BEEN COMPLETED?

☐ YES ☒ NO

SEPA LEAD AGENCY: **Jefferson County**

SEPA DECISION: **EIS (Voluntary)**

DECISION DATE (END OF COMMENT PERIOD): \_\_\_\_\_

SUBMIT A COPY OF YOUR SEPA DECISION LETTER TO WDFW AS REQUIRED FOR A COMPLETE APPLICATION

15. LIST OTHER APPLICATIONS, APPROVALS, OR CERTIFICATIONS FROM OTHER FEDERAL, STATE OR LOCAL AGENCIES FOR ANY STRUCTURES, CONSTRUCTION, DISCHARGES, OR OTHER ACTIVITIES DESCRIBED IN THE APPLICATION (I.E., PRELIMINARY PLAT APPROVAL, HEALTH DISTRICT APPROVAL, BUILDING PERMIT, SEPA REVIEW, FEDERAL ENERGY REGULATORY COMMISSION LICENSE (FERC), FOREST PRACTICES APPLICATION, ETC.) ALSO INDICATE WHETHER WORK HAS BEEN COMPLETED AND INDICATE ALL EXISTING WORK ON DRAWINGS.

NOTE: FOR USE WITH CORPS NATIONWIDE PERMITS, IDENTIFY WHETHER YOUR PROJECT HAS OR WILL NEED AN NPDES PERMIT FOR DISCHARGING WASTEWATER AND/OR STORMWATER.

TYPE OF APPROVAL	ISSUING AGENCY	IDENTIFICATION NO.	DATE OF APPLICATION	DATE APPROVED	COMPLETED?
Shoreline Permits (Conditional Use, Substantial Development)	Jefferson County				
Conditional Use Permit - Land Use	Jefferson County				
Section 10 permit	US Army COE				
Hydraulic Project Approval	WDFW				
SEPA Determination	Jefferson County				

16. HAS ANY AGENCY DENIED APPROVAL FOR THE ACTIVITY YOU'RE APPLYING FOR OR FOR ANY ACTIVITY DIRECTLY RELATED TO THE ACTIVITY DESCRIBED HEREIN? ☐ YES ☒ NO IF YES, EXPLAIN:



**SECTION B - Use for Shoreline and Corps of Engineers permits only:**

17a. TOTAL COST OF PROJECT. THIS MEANS THE FAIR MARKET VALUE OF THE PROJECT, INCLUDING MATERIALS, LABOR, MACHINE RENTALS, ETC.

\$20 million

17b. IF A PROJECT OR ANY PORTION OF A PROJECT RECEIVES FUNDING FROM A FEDERAL AGENCY, THAT AGENCY IS RESPONSIBLE FOR ESA CONSULTATION. PLEASE INDICATE IF YOU WILL RECEIVE FEDERAL FUNDS AND WHAT FEDERAL AGENCY IS PROVIDING THOSE FUNDS. SEE INSTRUCTIONS FOR INFORMATION ON ESA\*\*

FEDERAL FUNDING ☐ YES ☒ NO IF YES, PLEASE LIST THE FEDERAL AGENCY \_\_\_\_\_

18. LOCAL GOVERNMENT WITH JURISDICTION:

Jefferson County

19. FOR CORPS, COAST GUARD, AND DNR PERMITS, PROVIDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF ADJOINING PROPERTY OWNERS, LESSEES, ETC...

PLEASE NOTE: SHORELINE MANAGEMENT COMPLIANCE MAY REQUIRE ADDITIONAL NOTICE — CONSULT YOUR LOCAL GOVERNMENT.

NAME	ADDRESS	PHONE NUMBER
See Attached Sheet		

**SECTION C - This section MUST be completed for any permit covered by this application**

20. APPLICATION IS HEREBY MADE FOR A PERMIT OR PERMITS TO AUTHORIZE THE ACTIVITIES DESCRIBED HEREIN. I CERTIFY THAT I AM FAMILIAR WITH THE INFORMATION CONTAINED IN THIS APPLICATION, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, SUCH INFORMATION IS TRUE, COMPLETE, AND ACCURATE. I FURTHER CERTIFY THAT I POSSESS THE AUTHORITY TO UNDERTAKE THE PROPOSED ACTIVITIES. I HEREBY GRANT TO THE AGENCIES TO WHICH THIS APPLICATION IS MADE, THE RIGHT TO ENTER THE ABOVE-DESCRIBED LOCATION TO INSPECT THE PROPOSED, IN-PROGRESS OR COMPLETED WORK. I AGREE TO START WORK ONLY AFTER ALL NECESSARY PERMITS HAVE BEEN RECEIVED.

SIGNATURE OF APPLICANT

*Alex J. Hill*

DATE

3/27/03

SIGNATURE OF AUTHORIZED AGENT

*Alex J. Hill*  
Alex J. Hill

DATE

3/27/03

I HEREBY DESIGNATE

TO ACT AS MY AGENT IN MATTERS RELATED TO THIS APPLICATION FOR PERMIT(S). I UNDERSTAND THAT IF A FEDERAL PERMIT IS ISSUED, I MUST SIGN THE PERMIT.

*Alex J. Hill*

3/27/03

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF LANDOWNER (EXCEPT PUBLIC ENTITY LANDOWNERS, E.G. DNR)

*Alex J. Hill**David K. Nunn* (for Pope Resources) 3/27/03THIS APPLICATION MUST BE SIGNED BY THE APPLICANT AND THE AGENT, IF AN AUTHORIZED AGENT IS DESIGNATED.

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years or both.

**COMPLETED BY LOCAL OFFICIAL**

A. Nature of the existing shoreline. (Describe type of shoreline, such as marine, stream, lake, lagoon, marsh, bog, swamp, flood plain, floodway, delta; type of beach, such as accretion, erosion, high bank, low bank, or dike; material such as sand, gravel, mud, clay, rock, riprap; and extent and type of bulkheading, if any)

B. In the event that any of the proposed buildings or structures will exceed a height of thirty-five feet above the average grade level, indicate the approximate location of and number of residential units, existing and potential, that will have an obstructed view:

C. If the application involves a conditional use or variance, set forth in full that portion of the master program which provides that the proposed use may be a conditional use, or, in the case of a variance, from which the variance is being sought:

These Agencies are Equal Opportunity and Affirmative Action employers.  
For special accommodation needs, please contact the appropriate agency in the instructions.



Shoreline Management  
Permit Application

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## JEFFERSON COUNTY

### DEPARTMENT OF COMMUNITY DEVELOPMENT

621 Sheridan Street ☞ Port Townsend ☞ Washington 98368  
360/379-4450 ☞ 800/831-2678 ☞ 360/379-4451 Fax

## Stormwater Management Permit

### Purpose

All new development and redevelopment must conform to the standards and minimum requirements set by the Washington Department of Ecology *Stormwater Management Manual for the Puget Sound Basin (SMM)* currently adopted by Jefferson County and be accompanied by a stormwater management permit if required by Section 6.7.6 of the Jefferson County Unified Development Code (UDC). You will submit a Master Land Use Application Form in conjunction with this supplemental application. The Administrator may require additional measures as indicated by the environmental review or other site plan review. *For projects that involve a building or land use permit, stormwater review will occur as part of your overall application review. A stand alone stormwater management permit is required for clearing and grading activities that do not involve a building permit or other land use approval (ie. preparing land for future construction, clearing for speculative purposes, etc.).*

A stormwater management permit is required for the following activities:

- ?? All grading of 500 cubic yards or more; except for those activities exempted under UDC section 6.6.5(b)
- ?? All clearing and grading activities within environmentally sensitive areas as defined within Section 3.6.4 of the UDC;
- ?? Land-disturbing activities of 10,000 square feet or more; or
- ?? Creation of 5,000 square feet or more of impervious surface

### Exempt Grading Activities

The following activities are exempt from the requirements for a stormwater management permit (if located outside of an environmentally sensitive area) under the provisions of Section 6.6.5(b) of the UDC:

- ?? Maintenance of gravel roads;
- ?? A SEPA-exempt residential driveway;
- ?? Construction of a Class I-III logging road (per RCW 76.09.050 and WAC 222);
- ?? Construction of drainage improvements in accordance with the UDC; or
- ?? Construction of a pond of one-half acre or less which is not in a regulated wetland.

### Stormwater Disposal Policy Along Marine Shorelines

Pursuant to UDC section 3.6.5(c)(3) all new development activity, including single-family residential construction, located on Marrowstone Island, Indian Island and within 500 feet of any marine shoreline is required to infiltrate stormwater runoff onsite, to the maximum extent practicable. This provision is intended to prevent seawater from intruding into underground aquifers, reduce non-point source pollution to marine waters, and reduce the potential for shoreline erosion due to tightline failure. This provision is interpreted as establishing a hierarchy in which the first and best alternative is on-site infiltration using drywells or other methods, the second best alternative is upland off-site disposal, and the least preferred alternative is direct discharge into marine waters through a stormwater tightline. In order to utilize the least preferred alternative, a stormwater tightline discharging directly into marine waters, applicants must demonstrate through a geotechnical or similar report prepared by a licensed professional that both on-site infiltration and upland off-site disposal are not practicable or feasible. The report must include cost figures for comparison.

Please note that if a stormwater runoff tightline that terminates at or near the marine shoreline is allowed to be included in a development application, review under the *Jefferson County Shoreline Master Program*, the State Environmental Policy Act (SEPA) and other agency approvals (such as Hydraulic Project Approval from the Department of Fish and Wildlife) may be required as well. A Joint Aquatic Resources Permit Application (JARPA) form would need to accompany any permit application which includes a stormwater tightline at or below the ordinary high water mark.

## **Criteria**

Prior to issuance of a stormwater management permit, the applicant shall submit a Master Land Use Application (MLA) and the required stormwater management plans to the Administrator for review and approval. The development definitions, criteria and thresholds for determining stormwater management plan requirements from the adopted Stormwater Management Manual (SMM) are found in Section 6.7 of the UDC. This includes minimum requirements and thresholds for developing a:

- ?? Small Parcel Erosion and Sediment Control Plan;
- ?? Large Parcel Erosion and Sediment Control Plan;
- ?? Permanent Stormwater Quality Control Plan (PSQC)

## **Process**

The Administrator of the Department of Community Development will issue the stormwater management permit consistent with a Type I (administrative) permit process only upon a finding that the proposed use or activity meets all applicable requirements of Sections 6.6 and 6.7, and any other applicable requirements of the UDC.





## JEFFERSON COUNTY

### DEPARTMENT OF COMMUNITY DEVELOPMENT

621 Sheridan Street Port Townsend Washington 98368  
360/379-4450 800/831-2678 360/379-4451 Fax

### Stormwater Management Permit Supplemental Application

MLA # \_\_\_\_\_

PROJECT/APPLICANT NAME: \_\_\_\_\_

**T-ROC CENTRAL CONVEYOR/PIER**

Applications for grading projects or land-disturbing activities which require a stormwater management permit shall include the following information. This information may also be provided on other diagrams, plans, studies, or attachments submitted with the project application. If so, please indicate such on this permit application. The Administrator may waive specific submittal requirements determined to be unnecessary for review of the application.

1. Source of fill material and deposition of excess material. \_\_\_\_\_  
On-site (SEE ATTACHED Storm Drainage Report and Wetland Delineation Report for specification and detail for each section of this Application Form)
2. Physical characteristics of fill material: \_\_\_\_\_  
Sandy loam, Gravelly loamy sand, etc.
3. Proposed methods of placement and compaction consistent with the applicable standards on Appendix Chapter 33 of the Uniform Building Code. \_\_\_\_\_  
Place fill in lifts of 6-8 inches and compact to 95% in accordance with UBC.
4. Proposed surfacing material. \_\_\_\_\_  
Gravel; concrete
5. Proposed method(s) of drainage and erosion control. \_\_\_\_\_  
Infiltration, Full Dispersion, Direct Discharge (See Storm Drainage Report for details)
6. Methods for restoration of the site. \_\_\_\_\_  
Douglas fir and hydroseed plantings; mulch as necessary.
7. Demonstrate that instream flow of water will remain unobstructed. \_\_\_\_\_  
Culverts removed from old roadbeds (See Wetland Delineation Report for details); culverts added at new drainage crossings (See detail Sheet C1.9).
8. Demonstrate that erosion and sedimentation from outflow channels will be minimized by vegetation or other means, and demonstrate that pond runoff will be controlled to protect adjacent property damage. \_\_\_\_\_  
Replaced roads will be planted and restored to commercial forest condition. Areas disturbed by construction activities will be hydroseeded and/or planted.

By signing the application form, the applicant/owner attests that the information provided herein is true and correct to the best of their knowledge. I also certify that this application is being made with the full knowledge and consent of all owners of the affected property.

Alex D. Dine  
(APPLICANT OR AUTHORIZED REPRESENTATIVE SIGNATURE)

1/08/03  
(DATE)

## Stormwater Calculations

### IMPERVIOUS SURFACE

#### NEW

Structures (all roof area)	1,152	sq/ft
Driveway	316,936	sq/ft
Sidewalks	n/a	sq/ft
Patios	n/a	sq/ft
Solid Decks	n/a	sq/ft
Other	186,955	sq/ft
<b>Total New</b>	<b>504,659</b>	<b>sq/ft</b>

#### EXISTING

Structures (all roof area)	0	sq/ft
Driveway	-275,105	sq/ft
Sidewalks	0	sq/ft
Patios	0	sq/ft
Solid Decks	0	sq/ft
Other	0	sq/ft
<b>Total Existing</b>	<b>-275,105</b>	<b>sq/ft</b>

**TOTAL NEW + TOTAL EXISTING\*** Nt 229,554 sq/ft

\*This amount will be used to check total lot coverage

Please also indicate the amount of land disturbing activity, in addition to the creation of impervious surface, that will take place:

### LAND DISTURBING ACTIVITY

Drainfield area cleared	n/a	sq/ft	Well, Structures, Utilities, etc.	3,000	sq/ft
Driveway	87,000	sq/ft	Other	0	sq/ft
<b>Total Land Disturbance</b>	<b>89,000</b>	<b>sq/ft</b>			

Jefferson County Unified Development  
Code Conditional Use Permit  
Consistency Analysis

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**T-ROC CENTRAL CONVEYOR AND PIER**  
**Jefferson County Unified Development Code**  
**Conditional Use Permit Consistency Analysis**

The proposed Thorndyke Resource Operations Complex (T-ROC) Central Conveyor and Pier lies, in part, within Commercial Forest (CF-80) and Rural Residential (RR 1:5) zoning districts with a portion located over water on a proposed Pier (see Project Description) and outside of the designated Mineral Resource Land (MRL) overlay zones.

The Jefferson County Planning Department has determined that the proposed project is a "Mineral Processing Activity Accessory to Extraction," a conditional use per Table 3-1 of the Jefferson County Unified Development Code (UDC) requiring approval of a Conditional Use Permit (CUP). The following analysis evaluates the proposed Central Conveyor and Pier (hereafter "Conveyor" and/or "Pier" and/or "Project") for consistency with the requirements for approval of a CUP under Section 8.8.5 of the UDC. (Note: UDC citations in **bold type**; Comprehensive Plan citations in non-bold/italic; consistency analysis in *italic type*.)

**UDC Sec. 8.8.5 - Approval Criteria for All Conditional Uses:**

**a. The county may approve or approve with modifications an application for a conditional use permit (i.e. uses listed in Table 3-1 as "C(a)," "C(d)" or "C") if all of the following criteria are satisfied:**

**1. The conditional use is harmonious and appropriate in design, character and appearance with the existing or intended character and quality of the development in the vicinity of the subject property and with the physical characteristics of the subject property;**

*The initial 3.8-mile segment of the Conveyor is situated within an easement that partially follows a ridge line from the Shine Pit across a 21,000-acre area designated in both the Jefferson County Comprehensive Plan (JCCP) and Unified Development Code (UDC) as Forest Resource Land of Long Term Commercial Significance (managed by its owners primarily as commercial forest [CF-80]) to a point approximately 1,150 feet south of Thorndyke Road. The only development other than commercial forest operations within this area or within the near vicinity is the existing development in the T-ROC Hub/Shine Pit and its buildings, machinery, and other improvements related to the extraction, processing and transport of sand and gravel (including Ace Paving's asphalt batch plant). The Conveyor's design, character and appearance are consistent with existing and intended character and quality of development and improvements in this commercial forest area.*

*From a point approximately 1,150 feet south of Thorndyke Road to the Hood Canal shoreline, a distance of approximately 360 feet, the Conveyor crosses an approximately 14.7-acre undeveloped parcel designated in the UDC as Rural Residential-1 Dwelling Unit Per 5 Acres (RR 1:5). At the shoreline of this parcel, owned by Hood Canal Sand and Gravel, LLC, the Conveyor descends a gradual/moderate slope, drops over a marine bluff to the Hood Canal shoreline, and then continues approximately 1,000 feet over water to the marine load-out facility. The RR 1:5 Zone permits a wide variety of uses, either outright (e.g. Agricultural Uses and Activities, Mobile Home Parks, and Home Businesses) or with Conditional Use Permit approval of Jefferson County (e.g. Nursing/Convalescent/Assisted Living Facilities, Commercial Animal Shelters & Kennels, Mineral Extraction Activities w/o MRL Overlay, Correctional Facilities, Solid Waste Handling and Disposal Facilities, Inpatient Substance Abuse and Mental Health Facilities, Wastewater Treatment Facilities, Major Utility Developments, etc.).*

*While the immediate vicinity of the Conveyor is undeveloped, two single-family dwellings are located approximately 1,050 to 1,400 feet west of the project site, atop the marine bluff, and one single-family dwelling is located approximately 1,290 feet to the east, north of Thorndyke Road. On the upland, the Conveyor will be substantially screened from adjacent properties by vegetation. Within the last 400 feet approaching the bluff, the Conveyor will be screened by its location in an excavated area designed to reduce the gradient over which the conveyor will travel. The over-water structures will be painted a natural color(s) to blend into the background landscape. The conveyor will be covered to control any potential fugitive dust/spillage.*

*The conditional use is harmonious and appropriate in design, character and appearance with the existing or intended character and quality of the development (both existing and permitted) in the vicinity of the subject property.*

*Regarding the physical characteristics of the subject property, the proposed location of the Conveyor and Pier was specifically chosen to avoid and/or minimize impacts to all environmentally sensitive areas along its alignment. An Environmental Impact Statement (EIS) will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

**2. The conditional use will be served by adequate infrastructure including roads, fire protection, water, wastewater disposal, and storm water control;**

*The Conveyor and Pier application includes the infrastructure required, including but not limited to appropriate access, fire protection, water, electrical power, and storm drainage facilities. Restroom facilities (with a holding tank) will be provided at the Pier pursuant to Jefferson County Health Department approval.*

*Maintenance access to the Conveyor will be provided via a new forestry service road located within the Conveyor corridor. Maintenance access along the over-water segment of the Conveyor will be via an enclosed walkway adjacent to the conveyor belt.*



*Perpendicular to the Pier in deep water are eight dolphins (six breasting and two mooring) connected by a 5-foot wide grated catwalk.*

*The application includes a preliminary stormwater drainage plan for the Conveyor and Pier, prepared consistent with requirements of the State of Washington Department of Ecology's Stormwater Management Manual for Western Washington (2001).*

**3. The conditional use will not be materially detrimental to uses or property in the vicinity of the subject parcel;**

*The Conveyor will not be materially detrimental to uses or property within the 3.8-mile corridor across commercial forest lands or the adjacent area managed for commercial forest or the portion of the Conveyor in the shoreline. Other than the residential structures indicated above, there are no other uses or property owners in the immediate vicinity of this portion of the Conveyor. An EIS will be prepared that will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*Potential users of the shoreline area are thought to be primarily pedestrians and small boaters. These uses/users will not be materially affected. The spacing of the pilings (100 feet apart) and the height of the conveyor over the beach (19+ feet MSL; 25+ feet MLLW) and the water (11 feet MHHW; 16 feet MSL) will allow for passage beneath.*

*Portions of the Conveyor and Pier will be visible from the closest residential properties located over 1,000 feet away, within the Rural Residential zoning district along the Hood Canal shoreline. The Conveyor and Pier will be colored and painted to match surrounding environments and constructed and operated to minimize visual intrusion while still meeting the design parameters necessary for the facility to achieve its intended purpose. The Conveyor and marine load-out facility/Pier will be operational 24 hours per day and will operate at night, requiring the use of lights. These lights will be shielded to eliminate glare toward the shoreline and adjacent residential properties. A visual analysis (including lighting considerations) which may identify additional mitigation recommendations will be prepared as part of the EIS being prepared for the project. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal, and if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*Noise from the Pier will be audible to properties in the vicinity, particularly during quiet times such as evening hours. Noise levels at the adjacent residential areas, however, will not exceed the permitted maximum levels for residential areas under Jefferson County Code 18.30.100. The maximum noise level permitted in residential areas from an industrial source is 60 dBA during the day and 50 dBA during the evening. A study examining the noise impacts from the project is being prepared as part of the EIS for the project. The EIS will further examine any identified probable significant adverse*



*environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

**4. The conditional use will not introduce noise, smoke, dust, fumes, vibrations, odors, or other conditions or which unreasonably impact existing uses in the vicinity of the subject site.**

*The Conveyor will not generate smoke, fumes, vibrations, or odors, which unreasonably impact existing uses in the project vicinity.*

*An EIS will be prepared that will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*Noise levels at the adjacent residential areas will not exceed the permitted maximum levels for residential areas under Jefferson County Code 18.30.100. The maximum noise level permitted in residential areas from an industrial source is 60 dBA during the day and 50 dBA during the evening.*

*Potential sources of dust from the Conveyor include Conveyor loading at the Shine Pit, maintenance vehicles traveling on the forestry service access road, the Conveyor's six transfer points, and at the marine load-out facility/Pier. Dust impacts will not be significant, due to both the remote location of the Conveyor and measures proposed as part of this application to control the generation of dust. Dust from loading at the Shine Pit will be limited to the pit area and will be controlled through the use of occasional watering. The minor amount of maintenance traffic on the Conveyor access road will not generate significant dust. Dust at the transfer points will be minimized through use of a return belt sweeper (to clean dust from the upper section of the Conveyor) and enclosures at the transfer points. The Conveyor will be covered or enclosed along its entire length, including the crossing over Thorndyke Road thus minimizing potential spillage and/or dust emissions.*

**5. The location, size, and height of buildings, structures, walls and fences, and screening vegetation for the conditional use will not unreasonably interfere with allowable development or use of neighboring properties.**

*The location, size, and height of the Conveyor will not interfere with the commercial forest use.*

*From a point approximately 1,150 feet south of Thorndyke Road to the Hood Canal shoreline, a distance of approximately 360 feet, the Conveyor crosses a 14.7-acre undeveloped parcel designated in the UDC as Rural Residential – 1 Dwelling Unit Per 5 Acres (RR 1:5), and is owned by Hood Canal Sand and Gravel, LLC. At the shoreline of*

*this parcel, the Conveyor descends a gradual/moderate slope, drops over a marine bluff to the Hood Canal shoreline, and then continues approximately 1,000 feet over water to the marine load-out facility. The RR 1:5 Zone permits a wide variety of uses, either outright (e.g. Agricultural Uses and Activities, Mobile Home Parks, and Home Businesses) or with Conditional Use Permit approval of Jefferson County (e.g. Nursing/Convalescent/Assisted Living Facilities, Commercial Animal Shelters & Kennels, Mineral Extraction Activities w/o MRL Overlay, Correctional Facilities, Solid Waste Handling and Disposal Facilities, Inpatient Substance Abuse and Mental Health Facilities, Wastewater Treatment Facilities, Major Utility Developments, etc.).*

*While the immediate vicinity of the Conveyor is undeveloped, two single-family dwellings are located approximately 1,050 to 1,400 feet west of the project site, atop the marine bluff, and one single-family dwelling is located 1,290 feet to the east, north of Thorndyke Road. On the upland, the Conveyor will be substantially screened from adjacent properties by vegetation. Within the last 400 feet approaching the bluff, the Conveyor will be screened by its location in an excavated area designed to reduce the gradient over which the Conveyor will travel. The over-water structures will be painted a natural color(s) to blend into the background landscape and be enclosed to control any potential fugitive dust and/or spillage.*

*Over water, the Conveyor will cross private tidelands owned by the applicant and aquatic lands owned by the Washington State Department of Natural Resources (DNR). The applicant will be required to obtain a lease from DNR for that portion of the Conveyor over state-owned aquatic lands. Such event is not expected to unreasonably interfere with the intended use of the near shore area.*

**6. The pedestrian and vehicular traffic associated with the conditional use will not be hazardous to existing and anticipated traffic in the vicinity of the subject parcel;**

*The Conveyor will generate only minimal vehicular maintenance traffic and will not interfere with existing or anticipated pedestrian or vehicular traffic in the project vicinity. Maintenance traffic will access the Conveyor via a forestry service access road constructed along the full length of the Conveyor within the upland area. At Thorndyke Road, the Conveyor will cross 60 feet above the road and will be fully enclosed. A gravel parking area for 10 vehicles will be located off Thorndyke Road where the Conveyor crosses the road to provide employee parking for the Pier. The Conveyor will not cross any private driveways.*

**7. The conditional use complies with all other applicable criteria and standards of this Code and any other applicable local, state or federal law; and more specifically, conforms to the standards contained in Sections 4 and 6 of this Code.**

*The Conveyor and Pier will comply with all applicable criteria and standards of this Code and any other applicable local, state or federal law; and more specifically, conform to the standards contained in Sections 4 and 6 of this Code.*



*Approval of the T-ROC Central Conveyor will require the following approvals:*

- *Conditional Use Permit for a "Mineral Processing Activity Accessory to Extraction" (Jefferson County);*
- *Stormwater Management Permit (Jefferson County and the State of Washington Department of Ecology);*
- *Shoreline Conditional Use Permit (Jefferson County and the State of Washington Department of Ecology);*
- *Building Permit (Jefferson County);*
- *Hydraulic Project Approval (Washington State Department of Fish and Wildlife);*
- *Section 10 Permit (U.S. Army Corps of Engineers, with NOAA Fisheries and U.S. Fish and Wildlife Service concurrence);*
- *Class 3-30 Forest Practices Permit for a Forestry Access Road (Washington State Department of Natural Resources).*

*The proposed Conveyor complies with Section 4.24, Performance and Use-Specific Standards for Activities Associated With Mineral Extraction. Section 6, Development Standards, will be addressed and complied with during preparation of construction drawings and the building permit application.*

**8. The proposed conditional use will not result in siting of an incompatible use adjacent to an airport or airfield.**

*The proposed Conveyor is not located in the vicinity of an airport or airfield.*

**9. The conditional use will not cause significant adverse impacts on the human or natural environments that cannot be mitigated through conditions of approval.**

*The proposed alignment for the Conveyor was chosen after investigating several potential corridors from the Shine Pit to the Hood Canal shoreline. In choosing a corridor, impacts to both the human and natural environments were considered. The proposed route selected avoids or minimizes adverse impacts to critical areas or adjacent properties and/or uses.*

*An EIS will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*The proposed corridor transits a primarily undeveloped area, most of which is used and managed as commercial forest. Review of a variety of potential corridors indicated some impacts on single-family residences. This proposed particular alignment provided the least residential impacts. The southern 360 feet of the upland portion of the single Conveyor lies within an area zoned and developed for rural residential uses; scattered single-family homes are located within approximately one-half mile of the Conveyor. The majority of the upland portion of the Conveyor will not be visible to adjacent*



*property owners (the over-water Conveyor and marine load-out facility/Pier will, however, be visible). Any visible or audible impacts of the upland and over-water Conveyor portions of the marine load-out facility/Pier will not cause significant adverse impacts on the human environment. It will be possible to adequately mitigate any potential impacts through conditions of approval.*

*Impacts to the natural environment are generally confined to the shoreline area. The Conveyor alignment was selected after technical studies were conducted to determine geologic conditions, the presence of wetlands, streams and other critical areas, and the presence of endangered and threatened plant and animal species and habitat. The Conveyor is aligned to avoid or minimize impacts to critical areas and plant and animal habitat; however, some impacts are anticipated. While the impacts will not cause significant adverse effects, mitigation measures are proposed to reduce the impacts.*

#### **10. The conditional use has merit and value for the community as a whole.**

*The purpose of the proposed Project is to facilitate the essential activity of mining sand and gravel by developing a marine transportation system to deliver high quality sand and gravel to local, intrastate and interstate markets for both construction and environmental mitigation/enhancement activities..*

*The composition of the sand and gravel makes it especially suitable for both construction projects and environmental enhancement/mitigation projects such as beach restoration. Testing of the materials to be mined has confirmed that this material is especially "clean" (i.e., has a very low silt and clay content) which is rare in the Puget Sound region. In addition to being "clean," this material's unique strength and degradation qualities yield highly desirable sand and gravel for primary building material – concrete and special finishing materials such as plaster, stucco, and other surface finishes for the building industry.*

*Marine transportation of sand and gravel reduces transportation costs, and allows more material to be moved while minimizing the impacts of increased truck traffic. The location of the Shine Pit with respect to marine transport results in short access routes to the Puget Sound inland water ports and the Pacific Ocean. This is especially important when combined with the high value, large source of supply, and the long-term building needs for the West Coast of the United States. For many years, the gravel pit at Steilacoom, Washington, had been the accepted standard for aggregate materials for concrete. Testing of the material from the Shine Pit has demonstrated that this material may become the new world standard for concrete aggregate, making this source extremely valuable and important for providing a much-needed high quality, consistent, economical, and long-term source of sand and gravel for the West Coast building industry.*

*An additional rare and valuable quality of this material is that it can provide a long-term (40+ years) economical source of material for beach restoration. This material is geologically the same as the components that line much of the Puget Sound and is needed*

*to repair damaged shorelines and re-vitalize drift cells that maintain virtually all near-shore habitats for salmon and other marine species along the shores of the Puget Sound and West Coast.*

*Operation of the Conveyor and Pier will also benefit the community and local economy by generating new family-wage jobs.*

*Currently, sand and gravel from the Shine Pit is delivered exclusively by truck. The existing haul route is SR 104 and SR 3 and various local access roads at delivery points. If output from the pit is increased, delivery demands will need to be met with either more trucks or a marine transport system. Marine delivery of this material will result in more cost effective, environmentally friendly, and timely delivery by reducing both truck traffic on the public road system and material cost. The quantity of material that can be delivered by truck is limited by the volume of truck traffic that can efficiently access and travel on the local highway system. Use of an alternate marine transport site would require truck delivery to that site. Increased truck traffic would result in both increased traffic congestion, increased wear and tear on the public roads, and increased potential for truck/auto accident in direct proportion to the increase in truck-miles traveled.*

#### **11. The conditional use is consistent with all relevant goals and policies of the Jefferson County Comprehensive Plan; and**

##### Economic Activity Outside of Rural Commercial Areas

Jefferson County will allow the following types of economic activities in order to provide employment opportunities outside of designated Rural Village Centers and Rural Crossroads:

1. New industrial uses may be allowed in rural areas when they are resource-based pursuant to RCW 36.70A.365, in that they are dependent on a location near the forest, mining, agricultural, or aquaculture resource. Goals and policies in the Natural Resources element provide for protection of the resource activity as well as of surrounding land uses. Resource-based industries must be in compliance with environmental regulations.

*The Conveyor is resource-based, in that it will be used to transport mined sand and gravel, and its location is dependent upon the proximity of the source of the material to the shoreline of Hood Canal. The Conveyor will be constructed and operated in compliance with all applicable environmental regulations.*

##### Industrial Land Use

Goal:

LNG 12.0 Locate new natural resource-based industries in rural lands and near the resource upon which they are dependent, in accordance with RCW 36.70A.365.



Policies:

LNP12.1 Encourage the establishment of sustainable natural resource-based industrial uses in rural areas to provide employment opportunities.

LNP12.2 Natural resource-based industries shall be located near the agricultural, forest, mineral, or aquaculture resource lands upon which they are dependent.

*The proposed use is consistent with the noted goals and policies regarding industrial land uses. This water dependent use is located in a rural commercial forest and rural area near the dependent natural resource. It is anticipated that when complete and fully operational, the Conveyor and Pier will generate new family-wage jobs.*

Natural Resource Lands

Goal:

LNG 13.0 Conserve and manage the forest, agriculture, aquaculture, and mineral resources of Jefferson County for sustainable natural resource-based economic activities that are compatible with surrounding land uses.

Policies:

LNG13.1 Conserve natural resource lands through land use designations and encourage resource-based industries that provide rural employment opportunities.

LNG 13.3 Work with resource-based industries to achieve compliance with all applicable regulations to protect environmental values and to protect surrounding land uses.

*The majority of the Conveyor is located in a long-term commercial forest production area. The purpose of the Conveyor is to transport sand and gravel from the existing Shine Pit (and adjacent excavation areas) in the approved Mineral Resource Land Overlay, which is a permitted facility operating in compliance with all local and state regulations. The Conveyor will be constructed and operated in compliance with all applicable environmental regulations including conservation measures and environmental protection measures. The marine load-out facility/Pier is located within the shoreline jurisdiction. The nearest uses are residential uses to the northwest and southeast at a distance of approximately 1,000 feet. Operation of the Conveyor and Pier will not create unreasonable impacts with nearby residential uses.*

*An EIS will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

Environment

Goal:



LNG14.0 Preserve the functions and values of critical environmental areas and protect development from the risks of environmental hazards.

Policies:

LNG14.1 Ensure that land use decisions are based on land use ordinances which are in compliance with the Critical Areas Ordinance and all applicable state and federal environmental laws.

LNG 14.2 Locate and design residential, commercial, and industrial development to minimize risk from flooding, earth movement, shoreline erosion, and other natural hazards.

LNG 14.4 Ensure that land use decisions along Jefferson County shorelines protect the shoreline environment, facilitate public access, recognize the needs of water-oriented activities and cooperate with regional plans for protection and management of shorelines. In areas of the County under jurisdiction of the Shoreline Management Act (Chapter 90.58 RCW), activities which are water-oriented will be preferred over those activities which are not, all other factors being equal, consistent with the Shoreline Management Act and the land use designations, goals, and policies of this Comprehensive Plan.

*The location of the Conveyor, including the Pier, was chosen because the location does not change the functions and values of critical environmental areas, and avoids and/or minimizes risks of environmental hazards. The Project's impacts on the shoreline environment are minimized through mitigation measures integrated into design of the Pier. General public access to the shoreline at this location is not feasible due to the site's topography and the presence of environmentally critical areas. The Project is water-oriented since the key component is marine transport of sand and gravel.*

Transportation

Goal:

LNG17.0 Ensure that transportation is safe, efficient, multi-modal, and based on levels of service that correspond to the land use densities in the Comprehensive Plan.

Policies:

LNG 17.1 Encourage development and land use proposals that utilize existing transportation systems and provide non-motorized transportation opportunities.

LNG 17.3 Include provisions to reduce access from main arterials.

LNG 17.4 Site transportation facilities in locations that minimize the disruption of natural habitat, floodplains, wetlands, geologically sensitive areas, resource lands, and other priority systems.

LNP 17.5 Establish criteria to identify roadways and areas with significant rural quality and character and protect these areas from incompatible road construction and traffic impacts.

*The proposed Project will not generate significant vehicular or truck trips. The Project will not, therefore, contribute significantly to increased traffic congestion or substantial wear and tear on the road surface. In fact, the proposed Project will reduce the potential for increased truck traffic as the Shine Pit increases the quantities of materials to be delivered throughout the Puget Sound. Instead of delivering all materials by truck, the proposed Project will provide for delivery of sand and gravel by vessels.*

*A traffic analysis will be prepared as part of the EIS, which will examine the impact of the proposed Project on the area road system in detail. For comparison purposes, the traffic analysis will also examine the impacts of delivery of the same quantities of aggregate by truck.*

*Maintenance access to the Conveyor will be provided via a new forestry service access road located within the Conveyor corridor. (Access to this road will be provided by a number of existing forest service roads.) Sections of the existing forest service roads will be abandoned and replanted, and the new road will be located to minimize disruption of environmentally critical areas and resource lands.*

### Rural Character

#### Goal:

LNP18.0 Protect and foster the County's rural character. Rural character is defined by local rural lifestyle, local rural visual landscapes, resource productivity, environmental quality, and significant open space.

#### Policy:

LNP 18.2 The maintenance of environmental quality is critical to the preservation of rural character. Develop and strictly enforce environmental functions which protect the value and functions of the environment.

#### Goal:

LNP 21.0 Ensure that development is accomplished in a manner that protects the long-term habitability, historically significant areas, and natural beauty of Jefferson County.

#### Policy:

LNP21.2 Encourage project proponents to mitigate potential adverse impacts to public health, safety, and welfare as a result of a proposed project, action, or use concurrent with project development.



Goal:

LNG 24.0 Foster sustainable natural resource-based industry in rural areas through the conservation of forest lands, agricultural lands, mineral lands, and aquaculture lands in order to provide economic and employment opportunities that are consistent with rural character.

Policies:

LNP 24.1 The County has identified resource lands as an integral part of rural character. Resource-based uses that are compatible with the conservation and sustainable use of the County's resources shall be permitted.

LNP 24.2 Natural resource-based industry shall not interfere with the designated uses of surrounding lands.

*Rural character in the vicinity of the Project area (i.e., along the Hood Canal shoreline) will not be negatively affected. (See discussion at No.1, supra).*

*The Conveyor will be located within an approximately four-mile long corridor extending from the existing Shine Pit to a Pier on Hood Canal. The first 3.8 miles of the Conveyor lie within a 21,000-acre area zoned and managed as second-growth commercial forest. The proposed Conveyor corridor avoids and/or minimizes impacts to environmentally sensitive areas within this corridor and is consistent with the use of the area as commercial forest.*

*The Conveyor will traverse a Rural Residential area containing scattered single-family homes for a distance of approximately 360 feet between Thorndyke Road and Hood Canal. The upland portion of this general area is heavily wooded with fir trees and thick under story brush and is occupied by scattered, single-family residential development. Given the local topography, it is not anticipated that the immediate area will experience substantial new residential development.*

*Properties adjacent to the Conveyor will be able to see the approximately 1,000-foot over-water section of the Conveyor and Pier, but little or none of the upland portion of the Conveyor.*

*Loading operations at the Pier may be audible to the closest residences during quiet times such as evening hours, but it is not anticipated that Jefferson County noise standards will be exceeded. A detailed noise study will be prepared as part of the EIS that will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

Natural Resource Lands

Goal:



NRG 1.0 Encourage the conservation of resource lands and the long-term sustainable use of natural resource-based economic activities throughout Jefferson County.

Policies:

NRP 1.5 Support resource-based economic activities that comply with applicable federal, state, and local regulations.

NPR 1.8 Locate natural resource-based economic activities throughout rural areas in close proximity to designated agricultural, forest, or mineral resource lands upon which they are dependent.

Goal:

NRG 2.0 Encourage resource-based economic activities that are compatible with environmental quality.

Policies:

NRP 2.1 Regulate resource-based economic activities so as to mitigate adverse impacts to the environment and adjacent properties.

NRP 2.2 Regulate resource management and harvest practices in a manner consistent with local, state, and federal regulations for the protection of environmental quality and critical areas. Work with stakeholders in cooperative processes to protect the long-term viability of resource lands consistent with watershed management and fisheries recovery plans developed in response to proposed listings of fish species under the Endangered Species Act.

NRP 2.3 Protect the environment from cumulative adverse impacts resulting from resource management practices.

NRP 2.4 Provide incentives to encourage compliance with "best management practices" by resource-based economic activities.

*As noted above, the Conveyor will support an existing resource-based use. The Conveyor will transport high quality sand and gravel from Shine Pit, an existing resource use that is fully permitted. The Shine Pit is located in a resource management area, and the overwhelming majority of the proposed Conveyor will be located in a resource management area zoned and managed as second-growth commercial forest. The Shine Pit currently employs 6-10 people, and completion of the Conveyor and Pier are expected to generate new family-wage jobs. The Conveyor and Pier have been designed and are proposed to be constructed and operated in compliance with all applicable environmental and operational standards and will employ Best Management Practices wherever applicable.*

Economic Development

Goal:

EDG 4.0 Encourage and support appropriate rural economic development throughout Jefferson County.

Policies:

EDP 6.2 Encourage the establishment of new sustainable natural resource-based activities in rural areas to increase employment opportunities.

EDP 6.2.1 Natural resource-based activities shall be located near the agriculture, mineral, aquaculture, or forest resource upon which they are dependent.

*The proposed activity will promote economic development. The Project is a natural resource-based activity located within rural Jefferson County, dependent on the Shine Pit gravel operation. The activity will create additional employment opportunities within rural Jefferson County. The Shine Pit currently employs 6-10 people; operation of the Conveyor and Pier is expected to generate 30 new family-wage jobs.*

Shorelines

Goal:

ENG 4.0 Preserve the long-term benefits of shoreline resources.

Policies:

ENP 4.1 Shoreline shall be managed according to the following order of preferred uses as established in the Shoreline Management Act (RCW 90.58.020):

1. Recognize and protect the statewide interest over local interest.
2. Preserve the natural character of the shoreline.
3. Result in long-term over short-term benefit.
4. Protect the resources and ecology of the shoreline.
5. Increase public access to publicly owned areas of the shoreline.
6. Increase recreational opportunities for the public in the shoreline.
7. Provide for any other element as defined under RCW 90.58.100 deemed appropriate and necessary.

Goal:

ENG 5.0 Allow development along shorelines which is compatible with the protection of natural processes, natural conditions, and natural functions of the shoreline environment.

Policies:

ENP 5.1 Regulate shoreline land use activities based on the best available scientific information.

ENP 5.2 Protect nearby properties and the shoreline environment from the individual or cumulative effects of development that may interfere with the functions of sediment transport systems along the shoreline.

ENP 5.4 Coordinate with Department of Ecology water resources management and comprehensive watershed plans in order to protect water resources along shorelines and to prevent, minimize, and mitigate salt water intrusion of coastal aquifers.

ENP 5.5 Coordinate with the Department of Fish and Wildlife to protect and enhance fish and wildlife habitat and other marine resources.



ENP 5.6 Manage shoreline hazard areas such as unstable bluffs and erosion and coastal flood hazard areas to protect public safety and public and private property.

ENP 5.7 Manage storm water for proposed and existing development in a manner, which prevents erosion, land instability, and flooding.

*The Shoreline Conditional Use Permit analysis attached to this application addresses how the long-term benefits of shoreline resources will be maintained and how the proposed activity complies with the policies of RCW 90.58.020.*

### Air Quality

#### Goal:

ENG 6.0 Protect air quality from the adverse impacts of land use and development and improve it where it is degraded.

#### Policy:

ENP 6.2 Land use activities that create or compound air quality problems should be avoided or mitigated.

*Installation and operation of the Conveyor and Pier will not create probable significant adverse air quality impacts. Temporary air quality disturbances are anticipated during construction of the upland Conveyor sections; however, these are not expected to be significant. Potential sources of dust from the Conveyor include loading at the Shine Pit, maintenance vehicles traveling on the forestry service access road, the Conveyor's six transfer points, and the vessel loading facility. Dust impacts will not be significant, due to both the remote location of the Conveyor and measures proposed to control the generation of dust. Dust from loading at the Shine Pit will be limited to the pit area and will be controlled through the use of occasional watering. The minor amount of maintenance traffic on the Conveyor access road will not generate significant dust. Dust at the transfer points will be minimized through use of a return belt sweeper (to clean dust from the upper section of the Conveyor). The Conveyor will be covered or enclosed along its entire length, including the crossing over Thorndyke Road, thus minimizing potential spillage and/or dust emissions.*

### View and Noise Conditions

#### Goal:

ENG 8.0 Protect the habitability, environmental quality, and natural beauty of Jefferson County from the adverse impacts of development.

#### Policy:

ENP 8.2 Include in the public planning process a discussion regarding limiting noise pollution impacts through ordinance provisions which may require appropriate mitigation such as vegetative buffers, setbacks, acoustical walls, and termination of activities.



*Portions of the Conveyor and Pier will be visible from adjacent residential properties within the Rural Residential zoning district along the Hood Canal shoreline. The Conveyor and Pier will be painted to match surrounding environments and constructed to be as unobtrusive as possible while still meeting the design parameters necessary for the facility to function for its intended purpose. These actions will aid in minimizing view impacts to surrounding properties. A visual analysis will be prepared as part of the EIS that will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*The EIS will also consider noise impacts from the Conveyor. Potential operational sources of noise for the Conveyor include the six transfer points, the Conveyor, and the marine load-out facility/Pier. Potential noise impacts are anticipated only at the marine load-out facility/Pier. Preliminary findings suggest that noise from the marine load-out facility/Pier will be audible to properties in the vicinity, particularly during quiet times, such as evening hours. Noise levels at the adjacent residential areas, however, will not exceed the permitted maximum levels for residential areas under Jefferson County Code 18.30.100. The maximum noise level permitted in residential areas from an industrial source is 60 dBA during the day and 50 dBA during the evening.*

#### Critical Areas Regulated Under the Critical Areas Ordinance

##### Goal:

ENG 9.0 Prevent adverse impacts to public health and safety, to public and private property, and to the environment in landslide and erosion hazard areas.

##### Policies:

ENP 9.1 Review standards to minimize adverse impacts to public health and safety and to public and private property for areas where risk may occur from hazards such as landslides, erosion, subsidence, and other impacts associated with geologic hazards.

ENP 9.3 Land uses in geologic hazard areas should be allowed only when appropriate mitigation is provided to protect public safety and the environment.

##### Goal:

ENG 10.0 Minimize seismic risk to life and property on new and existing structures.

##### Policies:

ENP 10.3 Locate and construct transportation facilities, utilities, and essential public facilities to minimize adverse impacts from seismic events.

*(See No. 9 of the Approved Criteria for All Conditional Uses, supra).*

*An EIS will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

#### Fish and Wildlife Habitat

**Goal:**

ENG 12.0 Protect and enhance fish and wildlife habitat throughout Jefferson County.

**Policies:**

ENP 12.4 Promote the protection of wildlife habitat corridors that connect otherwise isolated habitat areas.

ENP 12.6 Coordinate with appropriate agencies to avoid adverse impacts to fish and wildlife habitat in the review and approval of development proposals.

*An EIS will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

#### Wetlands

**Goal:**

ENG 14.0 Protect and enhance wetlands in all their functions.

**Policy:**

ENP 14.2 Land use activities that may impacts wetlands should be reviewed in the context of a comprehensive watershed and habitat conservation plans.

*The proposed Project will be consistent with the goals and policies of the Wetlands section of the Jefferson County Comprehensive Plan.*

*An EIS will be prepared. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal (including, but not limited to noise, dust, lighting/glare, aesthetics, etc.) and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

**12. The public interest suffers no substantial detrimental effect. Consideration shall be given to the cumulative effect of similar actions in the area.**



*The public interest will suffer no substantial detrimental effect from construction and operation of the Conveyor and marine load-out facility/Pier. The likelihood of similar conveyor projects being constructed in the area is very low if not non-existent. Many specific and unique circumstances must be present for a project of this type and scale to be feasible. Similar circumstances, while possible, are unlikely.*

*Installation of a similar conveyor is cost-prohibitive, in terms of construction and operation, unless there is a large holding of a high quality natural resource requiring bulk transport. Large holdings of remote, sparsely inhabited land suitable for installation of a conveyor and pier and access to a deep-water load-out point also need to be available. The number of land tracts in the area meeting these requirements is very limited. The presence of environmentally sensitive areas in the nearby region and the high cost associated with construction of a conveyor and pier is also prohibitive. In sum, lack of properties with adequate size and physical characteristics, and the high cost of construction and operation associated with a conveyor severely limit the likelihood of similar projects being constructed in the area.*

Jefferson County Shoreline Management  
Master Program Conditional Use Permit  
Consistency Analysis

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**T-ROC CENTRAL CONVEYOR AND PIER  
Jefferson County Shoreline Management Master Program  
Conditional Use Permit Consistency Analysis**

The following analysis evaluates the proposed Thorndyke Resource Operations Complex (T-ROC) Central Conveyor and Pier Project (hereafter "Conveyor" and/or "Pier" and/or Project") for consistency with the requirements for approval of a Conditional Use Permit under the Jefferson County Shoreline Management Master Program (JCSMMP). The JCSMMP requires consistency evaluation for three specific elements:

1. The Shoreline environmental designation policies and performance standards for the environmental designation in which the Project is located as set forth in JCSMMP 4.10 et seq.; and,
2. The general criteria applicable for Conditional Use Permits as set forth in JCSMMP 4.203; and,
3. The Policies and Performance Standards for the applicable activity as set forth in JCSMMP 5.10 et seq.

**I. Shoreline Environment Designation**

The Jefferson County Shoreline Master Program (SMP) designates the shoreline environment for the over-water portion of the Conveyor as "Aquatic." The adjacent upland portion is designated "Conservancy." Following are definitions of the "Aquatic" and "Conservancy" environments and their respective Management Policies and performance standards.

**JCSMMP 4.101 - Aquatic Environment**

**Definition.** "The Aquatic designation refers to all water bodies, including marine waters, lakes, rivers, and streams, and their respective water columns and underlying lands that are defined as shorelines of the state."

Development in the Aquatic Environment must be consistent with the following Management Policies and Performance standards (**bold face type**). (Note: Jefferson County Shoreline Management Plans appear in non-bold/italic; consistency analysis in *italic face type*.)

**Aquatic Environment Management Policies**

1. **The aquatic environment should be managed for appropriate use activities, allowing either multiple use or single dominant use in areas of unique conditions,**

**while recognizing and ensuring compatibility with adjacent upland shoreline designation;**

*The over-water portion of the Conveyor is in the Aquatic environment where a single dominant use, i.e. the Conveyor and Pier, is allowed. (The adjacent upland is designated "Conservancy" environment. The proposed use is consistent with the upland shoreline designation of "Conservancy," see below). The Project is a permitted conditional use in both environments.*

- 2. Abandoned structures within the Aquatic designation should be removed when they no longer serve their permitted use unless retaining such structures will provide a net environmental benefit, for example, artificial reef effect of concrete anchors.**

*There are no existing abandoned structures within the Aquatic environment in the Project area. (See also, Aquatic Environment Performance Standard No. 1, below.)*

- 3. All structures placed on the water's surface should have as low a profile as possible to minimize visual intrusion;**

*The Pier is the only structure to be placed above the water's surface and will be as low profile as possible. For the first approximately 500 feet of the Pier, the top of the Conveyor will be approximately 32 feet above MLLW (26 feet MSL). As the Conveyor rises over the support structures to the final distribution conveyor, the highest point will be approximately 91 feet above MLLW (85 feet MSL). The top of the load-out conveyor will be approximately 76 feet MLLW (70 feet MSL). The Pier will be painted natural color(s) to blend into the existing environment and constructed in a manner that will minimize visual intrusion and glare.*

- 4. Potential conflicts with adjacent uses such as commercial fishing, recreation, and navigation should be considered in the review of the proposed aquatic developments. Development should not be permitted where they would materially interfere with existing uses;**

*The proposed Project will not interfere with commercial fishing, recreational boating, and navigation. The proposed Project is on Hood Canal at a point where there is approximately 10,000 feet of width in the channel. A Naval Exercise Area is located further water ward of the Pier; this area is marked on navigation charts to indicate that the Navy may be conducting activities in the area. Any short-term restrictions within the area are announced with a Broadcast Notice to Mariners or Notice to Mariners. No permanent restrictions have been identified by the U.S. Navy or the U.S. Army Corps of Engineers (COE). The Exercise Area does not include "exclusive navigation lanes" one-fourth nautical mile along the west shore.*

*The Coast Guard will review the Project as part of COE permit application for determination of any required condition and/or mitigating measure to assure compliance with applicable regulations.*



- 5. Aquatic developments should not locate in areas where the ecological quality of the shoreline environment would be significantly degraded.**

*A series of environmental reports have been prepared to evaluate the impact(s) of the proposed Project on the shoreline environment. These reports discuss impacts to marine habitat (including eelgrass), ESA listed species, forage fish, priority habitats, the shoreline wetland, and sediment transport; the reports are attached to and incorporated into the application. The reports conclude that the proposed Project will not significantly degrade the ecological quality of the shoreline. The size, location, and design of the Pier were selected to accomplish Project objectives while minimizing impacts on the shoreline.*

- 6. Aquatic developments should be designed and located to ensure that they do not have a significant adverse impact on the natural dynamic process of shoreline formation or change;**

*A sediment transport study has been prepared for this Project to assess the impacts of the development on the physical characteristics of the shoreline. The study is attached to and incorporated into the application package. According to the study, the pilings, the breasting dolphins, and barges and/or ships moored along the Pier are not expected to significantly affect sediment transport in the nearshore environment, because scouring impacts would be short term and localized, and propeller wash would not have an impact on shoreline processes or beach stability. (See Potential Effects on Longshore Sediment Transport and Shoreline Processes, Anchor 2003.)*

- 7. Aquatic developments should make minimal and appropriate use of approved pesticides, herbicides, antibiotics, vaccines, growth stimulants, or other chemical. Operators shall receive prior review and approval for their use from the appropriate federal and state agencies.**

*Not applicable to this proposal.*

- 8. Only Federal and State approved anti-fouling agents should be used in aquatic developments.**

*If needed the proposed Project will utilize only Federal and State approved anti-fouling agents.*

#### Aquatic Environment Performance Standards

- 1. Structures, equipment, and materials shall be removed as soon as practicable upon the cessation of a Project's operation or a structure's useful life. Any structure that is damaged or breaks away in the water shall be repaired or removed by the permittee as soon as practicable. Permittees who anticipate a**



temporary interruption of the use of a facility or structure may be allowed to keep it in its permitted location provided they notify and receive written concurrence from the Jefferson County Planning and Building Department. Any structure not utilized for over one (1) year shall be removed regardless of future anticipated use unless prior permission has been granted by the Jefferson County Planning and Building Department upon showing of good cause.

*The applicant agrees to the above requirement.*

2. Permittees for developments in the Aquatic designation shall be required to post a performance bond or other suitable guarantee to ensure removal of all structures, equipment, and materials, should the Project cease operation. The County may require security beyond that required by the state if it is determined that state requirements are not adequate to secure removal of structures.

*The applicant will secure a performance bond or other suitable surety/guarantee instrument acceptable to Jefferson County.*

3. Permittees shall be liable for all damages to public and private property should their structures fail. The County may require liability insurance beyond that required by the State if it is determined that state requirements are not adequate to cover damages.

*The applicant agrees to be liable for all damages to public and private property directly caused by the failure of the structures.*

4. Aquatic developments shall not be approved in narrow channels, shipping lanes, or in other areas, where there are a significant hazard to navigation;

*The proposed Project is located on Hood Canal in an area that is neither a narrow channel nor a shipping lane and will not cause a significant hazard to navigation. A Naval Exercise Area is located further water ward of the Pier; this area is marked on navigation charts to indicate that Navy may be conducting activities in the area. Any short-term restrictions are announced with a Broadcast Notice to Mariners or Notice to Mariners. No permanent restrictions have been identified by the U.S. Navy or the U.S. Army Corps of Engineers (COE). The Exercise Area does not include "exclusive navigation lanes" one-fourth nautical mile along the west shore.*

*The Coast Guard will review the Project as part of COE permit application for determination of any required condition and/or mitigating measure to assure compliance with applicable regulations.*

5. All structures that could interfere with navigation shall be marked in accordance with the U.S. Coast Guard Private Aids to Navigation.

*Any structure that could potentially interfere with navigation will be marked in accordance with the requirements of the U.S. Coast Guard. The Coast Guard will review the Project as part of COE permit application for determination of any required condition and/or mitigating measure to assure compliance with applicable regulations.*

- 6. The maximum level for noise generated in the Aquatic designation shall be 50dBA at a distance of 100 feet. This standard shall not be applicable to vessels underway. All feasible methods shall be employed to minimize over-water noise generation;**

*The applicant will comply with this performance standard. A noise study is being prepared as part of an Environmental Impact Statement (EIS) that will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

- 7. Structures placed in the Aquatic designation shall blend into the surroundings to the greatest extent feasible utilizing appropriate color(s), textures, non-reflective materials, and other design characteristics.**

*The structures will be painted with natural colors to match the surrounding environment to the greatest extent possible and be constructed to minimize visual intrusion and glare.*

#### **JCSMMP 4.103 - Conservancy Environment**

Applicable to the upland Conveyor (200 feet from Ordinary High Water)

**Definition.** An area with valuable natural, cultural, or historical resources or environmental conditions that should be protected, conserved, and managed to the extent that a continual supply of those resources such as soil, water, timber, fish, shellfish, or wildlife are not degraded or depleted but are maintained. Also included are areas containing sensitive environmental conditions that may limit the potential for development or use, including but not limited to steep slopes, flood prone areas, eroding bluffs, marshes, bogs, swamps, and accretion shore forms.

**Conservancy Environment Management Policy.** "To protect, conserve, and manage existing resources and valuable historical and cultural areas in order to ensure sustained resource stabilization and that sensitive natural conditions are not subject to inappropriate uses."

*The Project site is not a location of significant historical and/or cultural value. A cultural resources report will be prepared as part of an EIS examining the impacts from the Project. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will*



*propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County.*

*Technical studies have been prepared to evaluate the impacts of the proposed Project on sensitive natural areas such as wetlands, streams, steep slopes, and wildlife habitat. These studies are attached to and incorporated into the application and generally conclude that the proposal will not have significant adverse impacts on the environment.*

*The Conveyor crosses a marine bluff, known to be a landslide area, as it approaches the shoreline. The Conveyor has been designed to cross the most stable portion of this bluff. To minimize any potential landslide, seismic and erosion hazards associated with unmanaged stormwater runoff, a preliminary stormwater drainage plan has been prepared in accordance with the requirements of the State of Washington Department of Ecology's Stormwater Management Manual for Western Washington (2001). The plan outlines a number of specific methods that will be used to manage stormwater. The recommendations of this plan have been incorporated into the proposal.*

*At the base of the bluff, the Conveyor is suspended over a portion of a wetland. A portion of the wetland is naturally disturbed from previous landslide activities. A concrete block used to buttress a thrust restraint for stormwater management, along with erosion protection, will be placed in the naturally disturbed area of this wetland. Indirect effects such as shading will be minimal. (See Preliminary Wetland Delineation and Biological Inventory study, and Wetland Mitigation Plan prepared for this Project, Krazan 2003.)*

There are no Performance Standards identified for the Conservancy Environment.

## II. Conditional Use Permit Criteria

The T-ROC Central Conveyor is classified as an "Industrial and Port Facility" use by the Jefferson County Shoreline Master Program (SMP). Industrial and Port Facilities are defined as follows:

"Industry applies to those businesses or uses involved in the production, processing, manufacturing, or fabrication of goods. Warehousing and storage of materials or products is considered part of the industrial process. Water dependent industries are those that require location on the shoreline by reason of the nature of their business."

The upland portion of the Conveyor is located within a "Conservancy" shoreline environment. The over-water portion of the Conveyor is located within the "Aquatic Environment." Section 4.40 – Classification Table of the SMP classifies Industrial and Port Facility uses in the Conservancy and Aquatic Environments, as a Conditional Use.



Use Designation	Conservancy Environment	Aquatic Environment
Industrial and Port Facilities (Water-related)	Conditional	Conditional

#### Conditional Use Approval Criteria:

For conditional uses, the Jefferson County Shoreline Program requires a proposed Project to comply with five standard approval criteria. Following is an analysis of the Central Conveyor's consistency with each of these approval criteria.

#### **1. The proposed use is consistent with the policies of RCW 90.58.020 and the policies of the Master Program.**

RCW 98.58.020 provides (in pertinent part):

"...It is the policy of the state to provide for the **management** of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

The legislature declares that the interest of all of the people shall be paramount in the management of shorelines of statewide significance. The department, in adopting guidelines for shorelines of statewide significance, and local government, in developing master programs for shorelines of statewide significance, shall give preference to uses in the following order of preference which:

- (1) Recognize and protect the statewide interest over local interest;
- (2) Preserve the natural character of the shoreline;
- (3) Result in long term over short-term benefit;
- (4) Protect the resources and ecology of the shoreline;
- (5) Increase public access to publicly owned areas of the shorelines;
- (6) Increase recreational opportunities for the public in the shoreline;
- (7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline. Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for single family residences and their appurtenant structures, ports, shoreline recreational uses including but not limited to parks, marinas, Piers, and other improvements facilitating public access to shorelines of the state, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the state and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state. Alterations of the natural condition of the shorelines and shorelands of the state shall be recognized by the department. Shorelines and shorelands of the state shall be appropriately classified and these classifications shall be revised when circumstances warrant regardless of whether the change in circumstances occurs through man-made causes or natural causes. Any areas resulting from alterations of the natural condition of the shorelines and shorelands of the state no longer meeting the definition of "shorelines of the state" shall not be subject to the provisions of chapter 90.58 RCW.

Permitted uses in the shorelines of the state shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water." (RCW 90.58.020, emphasis added.)

*In summary, it is the policy of the Shoreline Management Act (SMA) to "foster all reasonable and appropriate uses" in a manner which "... while allowing for limited reduction of rights of the public in navigable waters, (that) will promote and enhance the public interest."*

*Further, the interests of all of the people (of the state) shall be paramount in the management of shorelines of statewide significance. Uses permitted on the shorelines shall, insofar as practical, minimize damage to the environment and interference with the public's use of the water.*

*Finally, in developing programs and regulations, preference shall be given to uses which:*

**(1) Recognize and protect the state-wide interest over local interest:**

*The purpose of the proposed Project is to facilitate the essential activity of mining sand and gravel by developing a marine transportation system to deliver high quality sand and gravel to local, intrastate and interstate markets for both construction and environmental mitigation/enhancement activities. The Project will support the local, state and national economies by assuring and enhancing availability of high quality*



sand and gravel by the most economical and environmentally sensitive manner. The Project will not only increase both direct and indirect local employment and local government tax revenues, but will also provide the citizens of the state with more affordable and practical approaches to needed public and private projects in the future. Finally, the proposed Project would provide an alternative delivery system for these essential materials in the event of disruption of the existing surface transportation system.

*This high quality sand and gravel may also be used for ecological restoration projects in the Puget Sound region. This deposit represents one of the few sources of material similar in character to the existing natural material found on inland beaches.*

*The interests of the citizens of this state are best served by a balancing of appropriate environmental regulation with the production and conservation of these high quality materials.*

## ***(2) Preserve the natural character of the shoreline;***

*The Conveyor and Pier will not significantly alter the natural shoreline environment and will preserve the natural character of the shoreline to the maximum extent feasible while conducting this essential activity in the most economical and environmentally sound manner. Technical studies related to potential geotechnical hazards, wetlands, marine habitat, eelgrass, and sediment transport have been completed and are incorporated into this application.*

*The proposed Pier consists of a Conveyor supported on pilings spaced at 100-foot intervals, open steel conveyor support structures, and eight dolphins (six breasting and two mooring). No shoreline modifications such as a bulkhead or rip-rap, or dredging are proposed.*

*A sediment transport study has been prepared to evaluate the impacts of the development on the physical characteristics of the shoreline. The pilings, the breasting dolphins, and vessels moored along the Pier are not expected to significantly affect sediment transport in the nearshore environment. Scour of bed sediment due to vessel propeller wash is anticipated to occur only in the case where the propeller wash is directed toward the shoreline, or if the tug operates in water depths shallower than 50 feet. Under most anticipated operating conditions, tugboats are expected to operate in water depths of 60 to 70 feet or greater and at angles that would not allow an unobstructed propeller jet to be directed perpendicularly onshore. Scouring impacts would be short term and localized. According to a study prepared for this Project, propeller wash should not have an impact on shoreline processes or beach stability (see Potential Effects On Longshore Sediment Transport and Shoreline Processes, Anchor 2003).*

## ***(3) Result in long term over short-term benefit;***



*The purpose of the proposed Project is to facilitate the essential activity of mining sand and gravel by developing a marine transportation system to deliver high quality sand and gravel to local, intrastate and interstate markets for both construction and environmental mitigation/enhancement activities. The Project will support the local, state and national economies by assuring and enhancing availability of high quality sand and gravel by the most economical and environmentally sensitive manner. The Project will not only increase both direct and indirect local employment and local government tax revenues, but will also provide the citizens of the state with more affordable and practical approaches to needed public and private projects in the future. Finally, the proposed Project would provide an alternative delivery system for these essential materials in the event of disruption of the existing surface transportation system.*

*This high quality sand and gravel may also be used for ecological restoration projects in the Puget Sound region. This deposit represents one of the few sources of material similar in character to the existing natural material found on inland beaches.*

*The interests of the citizens of this state are best served by a balancing of appropriate environmental regulation with the production and conservation of these high quality mineral materials.*

#### ***(4) Protect the resources and ecology of the shoreline;***

*The Conveyor and Pier will not significantly alter the natural shoreline environment and will preserve the natural character of the shoreline to the maximum extent feasible while conducting this essential activity in the most economical and environmentally sound manner. Technical studies related to potential geotechnical hazards, wetlands, marine habitat, eelgrass, and sediment transport have been completed and are incorporated into this application.*

*The proposed Pier consists of a Conveyor supported on pilings spaced at 100-foot intervals, open steel conveyor support structures, and eight dolphins (six breasting and two mooring). No shoreline modifications such as a bulkhead or rip-rap, or dredging are proposed.*

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*for this Project (see Potential Effects On Longshore Sediment Transport and Shoreline Processes, Anchor 2003), propeller wash should not have an impact on shoreline processes or beach stability.*

**(5) Increase public access to publicly owned areas of the shorelines;**

*There is no developed public access to the shoreline in the vicinity of the Project site. An undeveloped 30-foot public right-of-way is located along the east line of the Project site, and this right-of-way does extend to the shoreline. However, because the right-of-way crosses a shoreline bluff, developed public access is not feasible.*

**(6) Increase recreational opportunities for the public in the shoreline;**

*The Pier will be used for industrial purposes and will therefore be closed to the public.*

*Existing public use of the beach is limited due to limited development in the area and lack of public access. The Conveyor and Pier will be located 25+ feet MLLW (19+ feet MSL) and thus will not materially interfere with public use and/or transit of the beach. Recreational boating opportunities also will not be materially affected as the Pier will be located approximately 11 feet above MHHW (16 feet MSL) and on pilings spaced 100 feet apart.*

**(7) Provide for any other element as defined in RCW 90.58.100 as deemed appropriate or necessary.**

*The applicant will comply with all applicable laws and regulations.*

**2. The proposed use will not interfere with the normal public use of public shorelines.**

*There is no existing public access in the vicinity of the proposed Project. The nearest public shoreline access is located at the Shine Tidelands State Park, on the north side of the Hood Canal Bridge.*

*As stated above, because of its height above the beach, the Conveyor and Pier will not interfere with public use and/or transit of the beach. Recreational boating opportunities also will not be materially affected as the Conveyor structure will be located approximately 11 feet above MHHW and on pilings spaced 100 feet apart.*

**3. The proposed use of the site and design of the Project is compatible with other permitted uses in the area.**

*There is a wide variety of uses, including the proposed action, permitted outright or as conditional uses within this Shoreline designation and general area.*



*The siting and design of the proposed Project have been selected to minimize impacts to the both natural environment and other land uses in the area. Within the shoreline area, uses in the vicinity of the Project include scattered single-family homes and vacant land. The nearest residential use is approximately 1,040 feet west of the center line of the proposed Conveyor. Portions of the Conveyor and Pier will be visible from adjacent residential properties. The Conveyor and Pier will be painted natural colors to blend into the existing environment and will be constructed in a manner that will minimize visual intrusion and glare. A visual impact study will be prepared as part of the EIS examining the impacts from the Project. The EIS will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County. Additionally, the Pier's design and construction are designed to minimize impacts to the shoreline environment.*

*Noise levels at the adjacent residential areas are not anticipated to exceed the permitted maximum levels for residential areas under Jefferson County Code 18.30.100. The maximum noise level permitted in residential areas from an industrial source is 60 dBA during the day and 50 dBA during the evening. A detailed noise study will be prepared as part of the EIS that will further examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures that could become conditions of approval if accepted by Jefferson County. (See also, Aquatic Environment Management Policy No. 6, supra.)*

*The Conveyor and Pier will be operational 24 hours per day and require the use of lights. These lights are necessary for maritime safety and will be minimized by color, location, shielding and/or directional fixtures to minimize glare toward the shoreline and adjacent residential properties.*

**4. The proposed use will cause no unreasonable adverse effects to the shoreline environment in which it is to be located.**

*The proposed Conveyor and Pier will not cause unreasonable adverse effects to the shoreline environment. Technical studies have been prepared to analyze the existing shoreline characteristics and to identify the environmental factors to be considered when reviewing the Conveyor and Pier alignment. These studies address slope stability, wetlands locations, eelgrass locations, sediment transport and marine habitats. All these factors were considered in locating and designing the Conveyor and Pier in order to minimize impacts to the shoreline environment.*

**5. The public interest shall suffer no substantial detrimental effect. In those limited instances where a conditional use is proposed, consideration shall be given to the cumulative impact of additional requests for similar actions in the area.**

*The public interest will not suffer a substantial detrimental effect from the construction of the proposed Project. (See also, RCW 90.58 policy analysis, supra.)*

*The proposed Conveyor and Pier is a unique project, and therefore, no cumulative impacts are expected. To be feasible, construction of a conveyor and pier for marine transportation of sand and gravel requires a combination of at least the following factors. First, an existing sand and gravel deposit must be large enough and of high enough quality to support the costs of constructing, maintaining, and operating a marine load-out facility. Second, there must be a continuous ownership from the source of sand and gravel to the marine load-out site. Third, design and construction of the conveyor within the corridor must be able to minimize impacts to sensitive environmental areas. Fourth, the conveyor should be located within an unpopulated or sparsely populated area. Fifth, the location of the marine load-out facility must meet the needs of the vessels calling at the facility (i.e., water depth, exposure to wind, etc.). Sixth, the marine construction of the load-out facility must be accomplished in a manner that minimizes environmental impacts to the nearshore environment.*

*There are no other known sand and gravel mining opportunities in this area with a combination of the above factors.*

### III. Use Regulations and Performance Standards

In addition to complying with the conditional use approval criteria, the Jefferson County Shoreline Master Program requires that a proposed development be consistent with the adopted policies and performances standards for the applicable use designation – in this case, “Industrial and Port Facilities.” Following is an analysis of the consistency of the proposed Project with the policies and performance standards of Industrial and Port Facilities uses.

#### **JCSMMP 5.90 - Industrial and Port Facilities**

##### **Industrial and Port Facilities Policies**

- 1. Water dependent industries should be given priority over other industrial uses.**

*The proposed use is a water-dependent use.*

- 2. Port facilities should be designed to permit viewing harbor areas from viewpoints and public facilities that would not interfere with port operations or endanger public health and safety.**

*Not applicable. The proposed use is not a port or a public facility.*

- 3. Sewage treatment, water reclamation, desalinization, and power plants should be located where they do not interfere and area compatible with**



recreational, residential, or other public uses of the water and shorelands. Waste treatment ponds for water related industries should occupy as little shoreline as possible.

*Not applicable. The proposed use is not a power plant or sewage treatment, water reclamation or desalinization facility.*

4. **The cooperative use of docking, parking, cargo handling, and storage facilities should be strongly encouraged in waterfront industrial areas.**

*There are no other waterfront industrial uses located in this area.*

5. **Land transportation and utility corridors serving ports and water-related industry should follow the guidelines provided under the sections dealing with utilities and road and railroad design and construction. Where feasible, transportation and utility corridors should be located upland to reduce pressures for the use of waterfront signs.**

*No new land transportation or major utility corridors are proposed within the shoreline jurisdiction.*

6. **Since industrial docks and Piers are often longer and greater in bulk than recreational and residential Piers, careful planning must be undertaken to reduce the adverse impact of such facilities on other water dependent uses and shoreline resources.**

*No other water dependent industrial uses are located in the vicinity of the Project. Careful planning was undertaken in siting and design of the Project to minimize any adverse impacts on shoreline resources. The Conveyor and the Pier are located to avoid native eelgrass patches and designed to minimize impacts on non-native eelgrass patches. Other mitigation measures include minimization of Conveyor width, enclosing the conveyor belt to contain fugitive dust and/or spillage, and pilings spaced at 100-foot intervals. (See also, multiple discussions of environmental impact consideration and mitigations, supra.)*

7. **Because heavy industrial activities are associated with industrial Piers and docks, the location of these facilities must be considered a major factor in determining the environmental compatibility of such facilities.**

*The proposed Conveyor will serve only T-ROC operations at Shine Pit. No additional heavy industrial uses are proposed. (See also, discussion of cumulative impacts, supra.)*

## Industrial and Port Facilities Performance Standards

1. **Only shoreline dependent industry shall be permitted on shoreline locations. The only exception to this rule shall be when other shoreline-oriented industry can clearly demonstrate that no other site location is feasible.**

*The proposed use is a shoreline dependent industry. The Project will allow economical and environmentally sound marine transportation of sand and gravel to areas within and outside of the Puget Sound region otherwise not feasible by land transportation.*

2. **Industrial development shall be located, designed, constructed, and operated in such a manner that it would minimize adverse effects on aquatic life.**

*The proposed Conveyor and Pier have been located, designed and will be constructed and operated in a manner that minimizes adverse effects on aquatic life. The location of the Pier avoids known patches of native eelgrass and is sited to minimize impacts on non-native eelgrass. Other mitigation measures include minimization of Conveyor width, enclosing the conveyor belt to contain fugitive dust and/or spillage, and pilings spaced at 100-foot intervals. (See also, multiple discussions of environmental impact consideration and mitigations, supra.)*

3. **Industrial developments shall comply with all federal, state, regional, and local requirements regarding air and water quality. No pollution of air by fly-ash, dust, vapors, odors, smoke, or other substances shall be permitted that are harmful to health, animals, vegetation, or other property, or that can cause excessive soiling.**

*The proposed Project will comply with federal, state and local air and water quality standards.*

*Potential sources of dust from the Conveyor include conveyor loading at the Shine Pit, maintenance vehicles traveling on the forestry service access road; the Conveyor's six transfer points; and at the vessel loading facility. Dust impacts will not be significant, due to both the remote location of the Conveyor and control measures proposed to control the generation of dust. The minor amount of maintenance traffic on the Conveyor access road will not generate significant dust. Dust at the transfer points will be minimized through use of a return belt sweeper (to clean dust from the upper section of the Conveyor) and enclosures located at each transfer point. The Conveyor will be covered or enclosed along its entire length, including the crossing over Thorndyke Road thus minimizing potential spillage and/or dust emissions. A detailed air quality study will be prepared as part of the EIS, which will examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures which could become conditions of approval if accepted by Jefferson County.*



*The Conveyor will be constructed and operated in compliance with the Washington State Department of Ecology's Stormwater Management Manual for Western Washington (2001). Recommendations from the storm drainage report prepared for the Project will be implemented. These include, but are not limited to the use of infiltration trenches, vegetated flowpaths for sheet flow, trench drains, and culverts, where necessary.*

*During construction of the Pier, in-water work will temporarily degrade water quality. Construction activities will be in full compliance with required federal, state and local permits. These issues are fully discussed in the Biological Evaluation prepared for this Project, attached and incorporated by reference as though fully set forth.*

*A hazardous material spill clean up kit will be available at the marine load-out facility/Pier site and crews will be trained in their use.*

- 4. Industrial facilities shall be located, designed, constructed, and operated to minimize unnecessary interference with the right of adjacent property owners, as well as adjacent shoreline or water uses.**

*Adjacent properties along the Hood Canal shoreline are occupied by scattered single-family homes. Expected visual and noise impacts of the Project will not be significant enough to interfere with the rights of adjacent property owners. (See discussion regarding potential impacts and mitigating measures, supra.)*

- 5. Industrial and port facilities shall not duplicate but share over-water structures such as docks and Piers whenever practicable. Any activity involving the use or storage of flammable or explosive materials shall be protected by adequate fire-fighting and fire prevention equipment and by such safety devices that are normally used in the handling of any such material. Such hazards shall be kept removed from adjacent activities to a distance that is compatible with the potential danger involved.**

*There are no similar structures within the vicinity of the Project site nor are any expected. (See cumulative impact discussion, supra.) The activity does not involve the use or storage of flammable or explosive materials. All vessels calling at the Pier will carry their own fire-fighting equipment.*

- 6. Industrial and port facilities shall make adequate provisions to minimize the probability of spills of fuel or other toxic substances. Provisions shall be made to handle accidental spills that occur.**

*The facility is designed to minimize risk of fuel or toxic substance spills. On-site crews will be trained in the use of spill clean-up kits and these kits will be available on site and routinely maintained.*

- 7. No activity shall emit dangerous radioactivity at any point, or electrical disturbances adversely affecting the operation of any equipment at any point other than that of the creation of such disturbance.**

*The proposed activity will not emit any dangerous radioactivity or electrical disturbances.*

- 8. Objectionable noise that is due to volume, frequency, or beat shall be muffled or otherwise controlled.**

*Noise levels at the adjacent residential areas are not anticipated to exceed the permitted maximum levels for residential areas under Jefferson County Code 18.30.100. The maximum noise level permitted in residential areas from an industrial source is 60 dBA during the day and 50 dBA during the evening.*

*A detailed noise study will be prepared as part of the EIS, which will examine any identified probable significant adverse environmental impacts of the proposal and, if required, will propose and evaluate possible mitigating measures which could become conditions of approval if accepted by Jefferson County. (See Aquatic Environment Management Policy No. 5, supra.)*

- 9. No vibration shall be permitted that is discernible without instruments on any adjoining lot or property.**

*There will be no vibrations discernible without instruments on adjacent properties resulting from operation of the Conveyor.*

- 10. Industrial facilities shall assure that no direct or reflected glare is visible from adjacent properties, streets, or water areas.**

*Non-reflective materials and surfaces will be utilized for the water ward portion of the Conveyor and the Pier to minimize glare to adjacent properties, and water areas.*

- 11. Industrial facilities shall be so located, designed, and operated to eliminate all unnecessary noxious odors.**

*The proposed activity does not include the use of any chemicals or materials that results in noxious odors.*

- 12. Port and industrial facilities shall provide public access to shoreline areas when feasible, taking into consideration public safety, health, and security.**

*Public access to the shoreline is not feasible. The upland portion is heavily vegetated and a steep bank is present near the shore.*



13. **Waste treatment ponds shall be located as far inland as practicable.**

*There are no waste treatment ponds proposed as part of this Project.*

14. **Port and industrial facilities shall be located, designed, and constructed to permit viewing of harbor areas or other recognized or officially delineated vistas.**

*There are no recognized or officially delineated vistas in the vicinity.*

15. **Upland commercial or industrial structures in Suburban or Conservancy designations shall be screened from view from adjacent residential or recreational areas by fences, berms, and/or vegetative buffers.**

*The upland portion of the Conveyor is screened from adjacent properties by vegetation and by the fact that within the last 400 feet approaching the bluff, the Conveyor will be located within a cut.*

## T-ROC Ownership



Project Area Parcels  
Contiguous Ownership  
Jefferson County Parcels

0.9 0 0.9 1.8 2.7 Miles





Area	Perimeter	Countyall	Countyall	Pin	Pin_string	Size	Size_ref	Area	Perimeter	Manager	Owner	Acres_lega
1092730	4276.73003	18857	22730	801122002	801122002	25.08563	AC	1067016	4818	PO	PR	265
5589943	21711.9872	18899	22962	801261002	801261002	128.3274	AC	775645	3744	PO	PR	161
1776521	5332.0726	18904	22988	801281001	801281001	40.78331	AC	1646666	5672	PO	PR	400
1749058	5291.06445	18905	22987	801281001	801281001	40.15285	AC	1646666	5672	PO	PR	400
3492107	7904.85776	19014	22351	801021007	801021007	80.16775	AC	650110	3225	PO	PR	160
7092429	10653.53115	19016	22307	801012003	801012003	162.8198	AC	879081	4406	PO	PR	228
3505993	7917.10483	19039	22352	801024002	801024002	80.48652	AC	326553	2426	PO	PR	81
2548399	7805.35184	19084	22642	801101001	801101001	58.50318	AC	330418	2455	PO	PR	80
5222512	10558.16625	19087	22716	801111001	801111001	119.8924	AC	498042	3254	PO	PR	122
3447031	7873.40587	19088	22729	801122001	801122001	79.13295	AC	329605	2425	PO	PR	79
877129.3	3895.9378	19099	22628	801101001	801101001	20.13612	AC	330418	2455	PO	PR	80
1744156	5282.86326	19105	22717	801111002	801111002	40.04032	AC	1177800	6561	PO	PR	280
3432136	7850.64424	19106	22727	801122002	801122002	78.791	AC	1067016	4818	PO	PR	265
62451.2	2787.57298	19123	22648	801101001	801101001	1.43368	AC	330418	2455	PO	PR	80
8598.498	1087.64477	19124	22649	801101001	801101001	8598.498	SF	330418	2455	PO	PR	80
5317184	10662.54763	19131	22698	801111002	801111002	122.0658	AC	1177800	6561	PO	PR	280
5248974	10591.9083	19133	22715	801111002	801111002	120.4999	AC	1177800	6561	PO	PR	280
6827779	10444.0367	19135	22738	801122002	801122002	156.7442	AC	1067016	4818	PO	PR	265
1721533	6989.57923	19175	22794	801154001	801154001	39.52096	AC	695587	4601	PO	PR	181
33241.1	1021.35698	19180	22720	801122002	801122002	0.76311	AC	1067016	4818	PO	PR	265
19983.84	599.65487	19181	22797	801154002	801154002	0.45877	AC	2948	223	PO	PR	0
26951265	26141.5341	19183	22771	801141001	801141001	618.7159	AC	2666094	6532	PO	PR	640
461152.5	7395.23731	19184	22773	801141001	801141001	10.5866	AC	2666094	6532	PO	PR	640
3540911	9622.78526	19188	22757	801132001	801132001	81.28813	AC	1781812	7278	PO	PR	440
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1585779	7795.40692	19208	22776	801154001	801154001	36.40447	AC	695587	4601	PO	PR	181
4399670	9592.36599	19209	22793	801154001	801154001	101.0025	AC	695587	4601	PO	PR	181
668611.5	4025.31807	19216	22782	801154001	801154001	15.34921	AC	695587	4601	PO	PR	181
12810307	15127.92695	19240	22934	801224001	801224001	294.0842	AC	56437	1151	PO	PR	13
126535.2	1636.92381	19242	22943	801224001	801224001	2.90485	AC	56437	1151	PO	PR	13
537459	3185.08661	19244	22944	801224001	801224001	12.33836	AC	56437	1151	PO	PR	13
19725666	18937.42676	19245	22949	801231001	801231001	452.839	AC	1704369	5629	PO	PR	400
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6004141	13027.73782	19255	22948	801231001	801231001	137.8361	AC	1704369	5629	PO	PR	400
1972423	8046.62653	19258	22947	801231001	801231001	45.2806	AC	1704369	5629	PO	PR	400
6160600	10619.30312	19266	22891	801214002	801214002	141.4279	AC	571983	3239	PO	PR	140



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1034352	4203.94577	19311	22990	801281001	801281001	23.74544	AC	1646666	5672	PO	PR	400
14102144	15907.57385	19313	22993	801281001	801281001	323.7407	AC	1646666	5672	PO	PR	400
14078956	15974.49972	19314	22970	801273001	801273001	323.2084	AC	1787366	7363	PO	PR	444
20890951	36548.74242	19315	22961	801261001	801261001	479.5902	AC	32252	842	PO	PR	8
524636.5	3333.23661	19318	22966	801261001	801261001	12.044	AC	32252	842	PO	PR	8
5300118	10638.07689	19326	22969	801273001	801273001	121.674	AC	1787366	7363	PO	PR	444
841594.5	3919.18505	19328	22974	801274002	801274002	19.32035	AC	71988	1146	PO	PR	20
3443602	7902.07717	19332	22968	801274004	801274004	79.05422	AC	297082	2289	PO	PR	80
85925.93	2055.25278	21349	26529	821192002	821192002	1.97259	AC	1277295	5609	PO	PR	314
1738297	5274.93384	21932	27686	821291002	821291002	39.90581	AC	657970	3245	PO	PR	160
160710.7	2465.81675	21933	27691	821302001	821302001	3.68941	AC	74058	1153	PO	PR	20
12212.71	611.48676	21934	27715	821324002	821324002	12212.71	SF	507030	3371	PO	PR	119
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2882118	7148.91616	22716	26229	821181001	821181001	66.16432	AC	283645	2251	PO	PR	65
1729060	5261.32482	22879	26460	821181011	821181011	39.69375	AC	142654	1510	PO	PR	40
44167.65	840.87414	22927	26461	821181008	821181008	1.01395	AC	3758	246	PO	PR	1
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3310.906	334.48755	22942	26519	821181002	821181002	3310.906	SF	345177	2557	PO	PR	81
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94980.35	1755.20487	23071	26516	821191001	821191001	2.18045	AC	15712	657	PO	PR	3
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6836852	10460.14039	23517	27680	821291002	821291002	156.9525	AC	657970	3245	PO	PR	160
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6725817	10376.52049	23615	27681	821291002	821291002	821291002	154.4035	AC	657970	3245	PO	PR	160
3447018	7861.99231	23620	27679	821291002	821291002	821291002	79.13263	AC	657970	3245	PO	PR	160
5226596	9342.97413	23624	27664	821281003	821281003	821281003	119.9861	AC	155945	2181	PO	PR	50
1744988	7181.8404	23626	27666	821281003	821281003	821281003	40.05942	AC	155945	2181	PO	PR	50
1676783	6188.61682	23651	27690	821302001	821302001	821302001	38.49363	AC	74058	1153	PO	PR	20
6480278	9986.23338	23691	27701	821311001	821311001	821311001	148.7667	AC	17106	636	PO	PR	5
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1718216	5243.79096	23755	27756	821331005	821331005	821331005	39.4448	AC	232052	1936	DE	OP	60
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821104	3824.83648	24598	28970	701251001	701251001	18.84995	AC	935853	5340	PO	PR	254
621251.9	4060.30223	24599	28968	701251001	701251001	14.26198	AC	935853	5340	PO	PR	254
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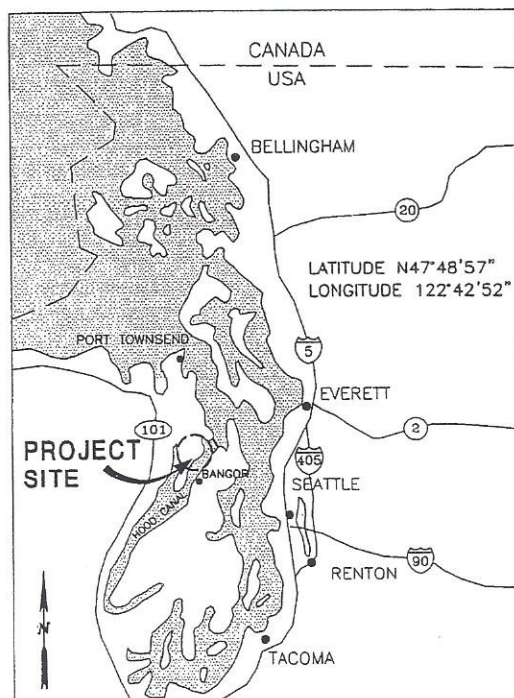
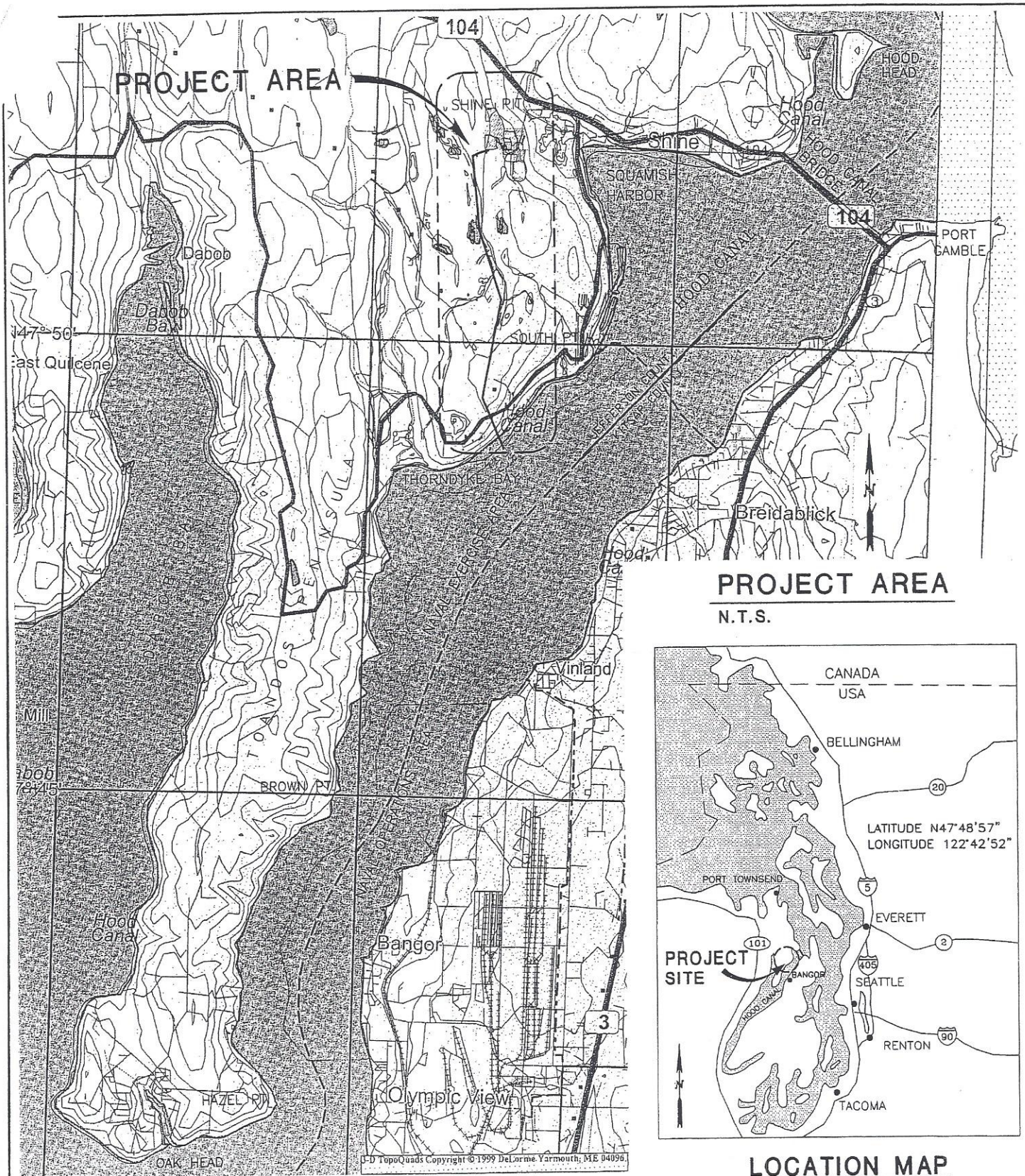


3493468	8131.22965	35128	27720	821322001	821322001	80.19899	AC	24549	967	PO	PR	5
3352553	15032.14918	35142	27732	821324001	821324001	76.96402	AC	420516	3330	PO	PR	125
1867930	5470.04448	35190	27722	821324001	821324001	42.88177	AC	420516	3330	PO	PR	125
1041264	4211.74707	35392	28272	701031001	701031001	23.90414	AC	347223	2480	PO	PR	74
2360731	6472.49086	35396	28273	701031001	701031001	54.19493	AC	347223	2480	PO	PR	74
27785394	21076.10201	35407	28265	701021002	701021002	637.8649	AC	2571543	6412	PO	PR	640
239830.2	1962.15101	35417	27723	821323004	821323004	5.50574	AC	20796	577	PO	PR	5
27090886	25266.33511	35455	28262	701011001	701011001	621.9212	AC	2540399	6376	PO	PR	640
25894330	22055.26771	35487	31135	721062001	721062001	594.452	AC	2567710	6410	PO	PR	624
7340309	10844.13266	35522	31130	721051001	721051001	168.5103	AC	1290293	4845	PO	PR	320
3454792	7883.05236	35538	31131	721054002	721054002	79.31111	AC	1247093	4784	PO	PR	301
2563729	7267.62813	35549	31063	721054002	721054002	58.85511	AC	1247093	4784	PO	PR	301
27885500	21122.75865	35696	28514	701121001	701121001	640.163	AC	2569893	6413	PO	PR	640
26135848	24812.84064	35697	31139	721072001	721072001	599.9965	AC	2551472	6390	PO	PR	635
20983679	21138.29207	35729	28517	701131001	701131001	481.719	AC	1903056	6373	PO	PR	480
27484164	20972.50201	35732	31789	721182001	721182001	630.9496	AC	2519798	6343	PO	PR	639
13846198	20645.67712	35788	28955	701244001	701244001	317.865	AC	341346	4023	PO	PR	200
2164103	6583.69492	35790	31814	721191001	721191001	49.68098	AC	36688	766	PO	PR	9
10963621	23163.90795	35792	28956	701244001	701244001	251.6901	AC	341346	4023	PO	PR	200
349397.5	2423.40036	35813	31803	721191001	721191001	8.02106	AC	36688	766	PO	PR	9
440621.7	2655.29672	35818	31798	721192007	721192007	10.11528	AC	39428	795	PO	PR	9
53717.24	1187.60011	35835	31802	721191001	721191001	1.23318	AC	36688	766	PO	PR	9
310202.1	2352.0628	35857	31800	721192007	721192007	7.12126	AC	39428	795	PO	PR	9
79538.95	1291.5002	35860	31804	721192007	721192007	1.82596	AC	39428	795	PO	PR	9
507491.9	3368.99458	35863	31809	721191001	721191001	11.65041	AC	36688	766	PO	PR	9
731536.4	3807.27826	35875	31799	721191001	721191001	16.79377	AC	36688	766	PO	PR	9
242285	2013.37767	35879	31861	942300051	942300051	5.5621	AC	160688	1605	PO	PR	39
81367.25	1723.41389	35896	31823	942300001	942300001	1.86794	AC	5970	453	PO	PR	0



## Project Drawings





PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## REGIONAL LOCATION MAP

T-ROC CENTRAL CONVEYOR  
AND PIER

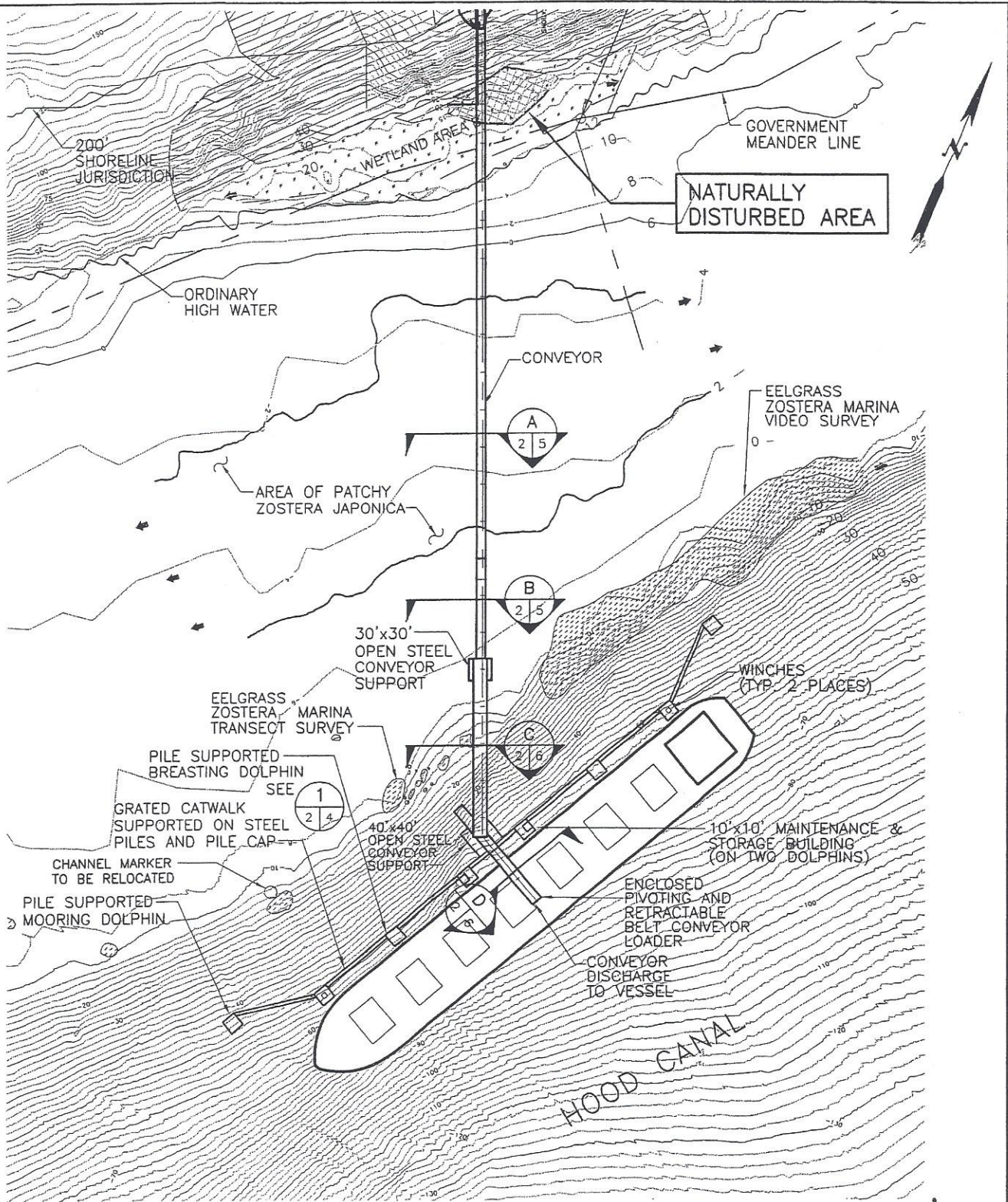
ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E  
IN: HOOD CANAL  
AT: THORNDYKE  
COUNTY OF: JEFFERSON  
APPLICATION BY: FRED HILL MATERIALS  
SHEET 1 OF 16  
DATE: 2-11-03





PLAN  
SCALE: 1" = 200'

11/08/2002 10:55 am I:\24\01\012\ConceptDesign\COE-PERMIT\4112-S2A-COE.dwg

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## SINGLE CONVEYOR AND PIER SITE PLAN

T-ROC CENTRAL CONVEYOR  
AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

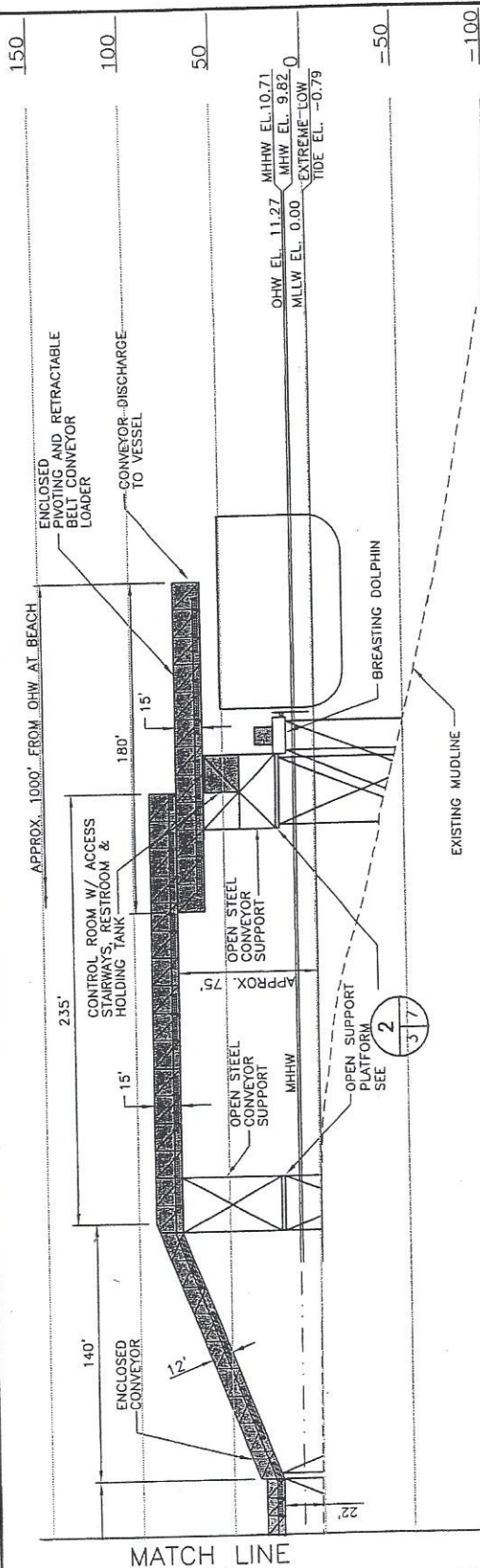
COUNTY OF: JEFFERSON

APPLICATION BY: FRED HILL MATERIALS

SHEET 2 OF 16

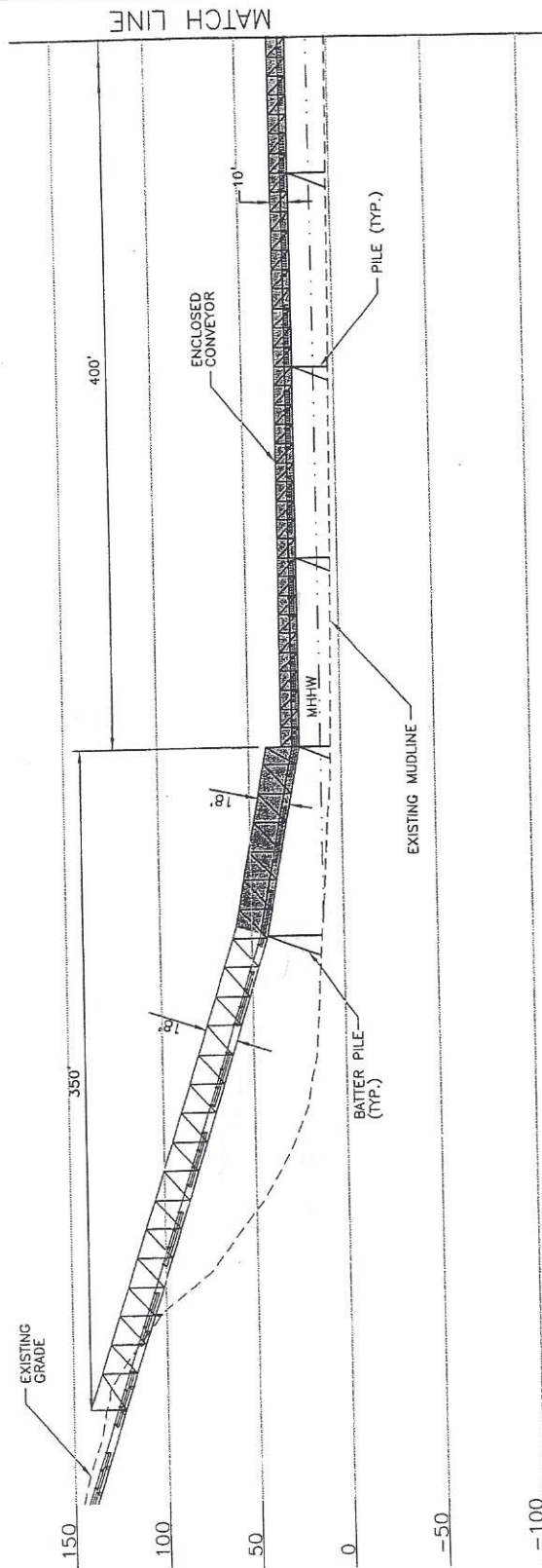
DATE: 2-11-03





### PROFILE

SCALE: 1" = 100'



### PROFILE

SCALE: 1" = 100'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## SINGLE CONVEYOR PROFILE

T-ROC CENTRAL CONVEYOR  
AND PIER

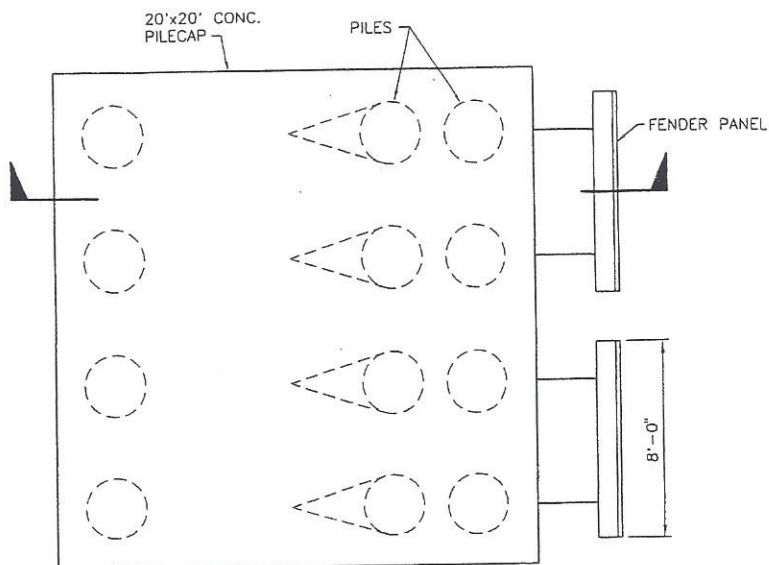
ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

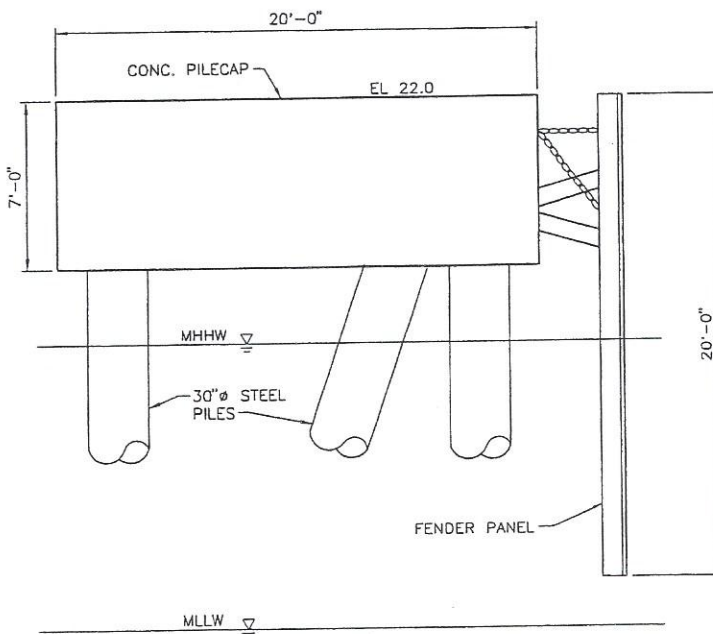
SEC. 19 T 27N. RGE. 1E  
IN: HOOD CANAL  
AT: THORNDYKE  
COUNTY OF: JEFFERSON  
APPLICATION BY: FRED HILL MATERIALS  
SHEET 3 OF 16  
DATE: 2-11-03





NOTE:  
MOORING DOLPHIN SIMILAR BUT WITHOUT  
FENDER PANELS.

PLAN



SECTION



BREASTING DOLPHIN

SCALE: 1/8" = 1'-0"

10/22/2002 2:44 pm I:\24\01\012\ConceptDesign\COE-PERMIT\4112-S4-9COE.dwg

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## SINGLE CONVEYOR DETAIL

T-ROC CENTRAL CONVEYOR  
AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

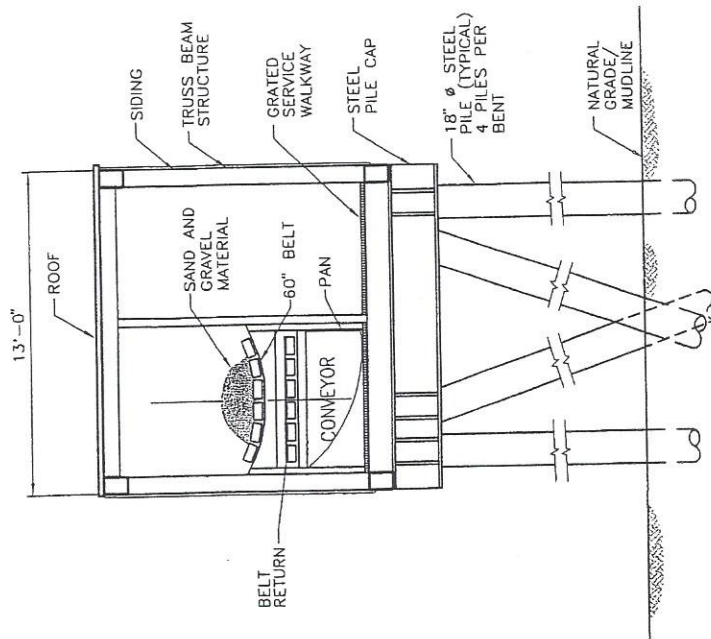
AT: THORNDYKE

COUNTY OF: JEFFERSON

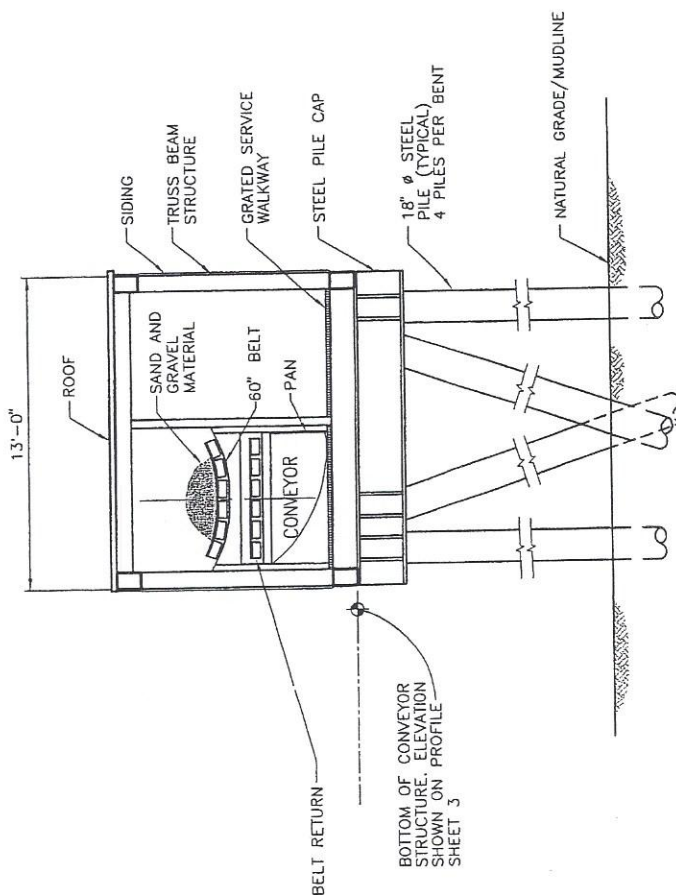
APPLICATION BY: FRED HILL MATERIALS

SHEET 4 OF 16

DATE: 2-11-03



**B** CONVEYOR SECTION  
2 | 5  
SCALE: 1/8" = 1'-0"



**A** CONVEYOR SECTION  
2 | 5  
SCALE: 1/8" = 1'-0"

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PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## SINGLE CONVEYOR SECTIONS

T-ROC CENTRAL CONVEYOR  
AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBRO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

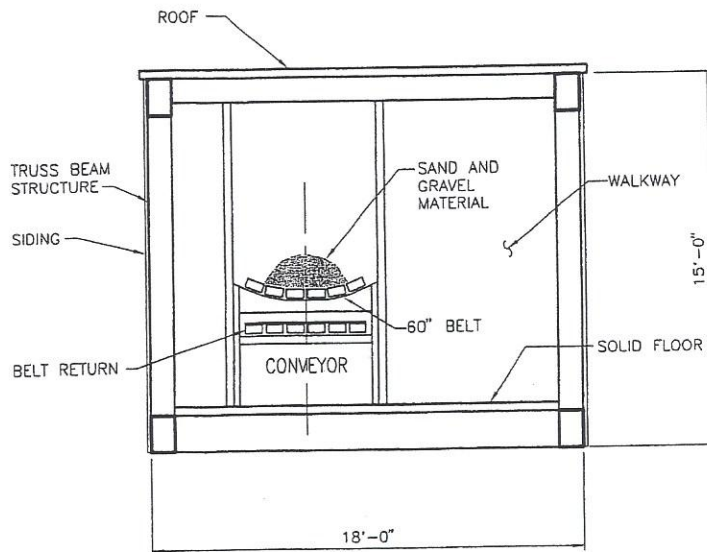
COUNTY OF: JEFFERSON

APPLICATION BY: FRED HILL MATERIALS

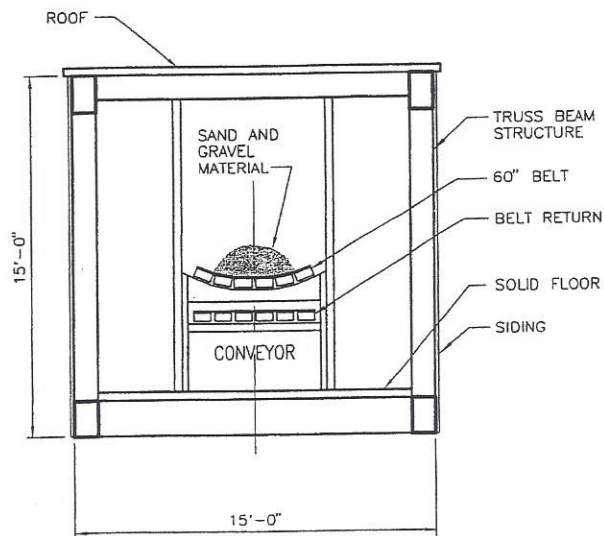
SHEET 5 OF 16

DATE: 2-11-03





**C** CONVEYOR SECTION  
 2 6 SCALE: 1/8" = 1'-0"



**D** CONVEYOR LOADER SECTION  
 2 6 SCALE: 1/8" = 1'-0"

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PURPOSE: CONSTRUCT CONVEYOR AND  
 PIER FOR MARINE TRANSPORT OF SAND  
 AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
 HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
 (SEE ATTACHED LIST)

## SINGLE CONVEYOR SECTIONS

T-ROC CENTRAL CONVEYOR  
 AND PIER

ADDRESS: FRED HILL MATERIALS  
 P.O. BOX 6  
 POULSB0, WA 98370

**Reid Middleton**

728 134th Street SW • Suite 200  
 Everett, Washington 98204  
 Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

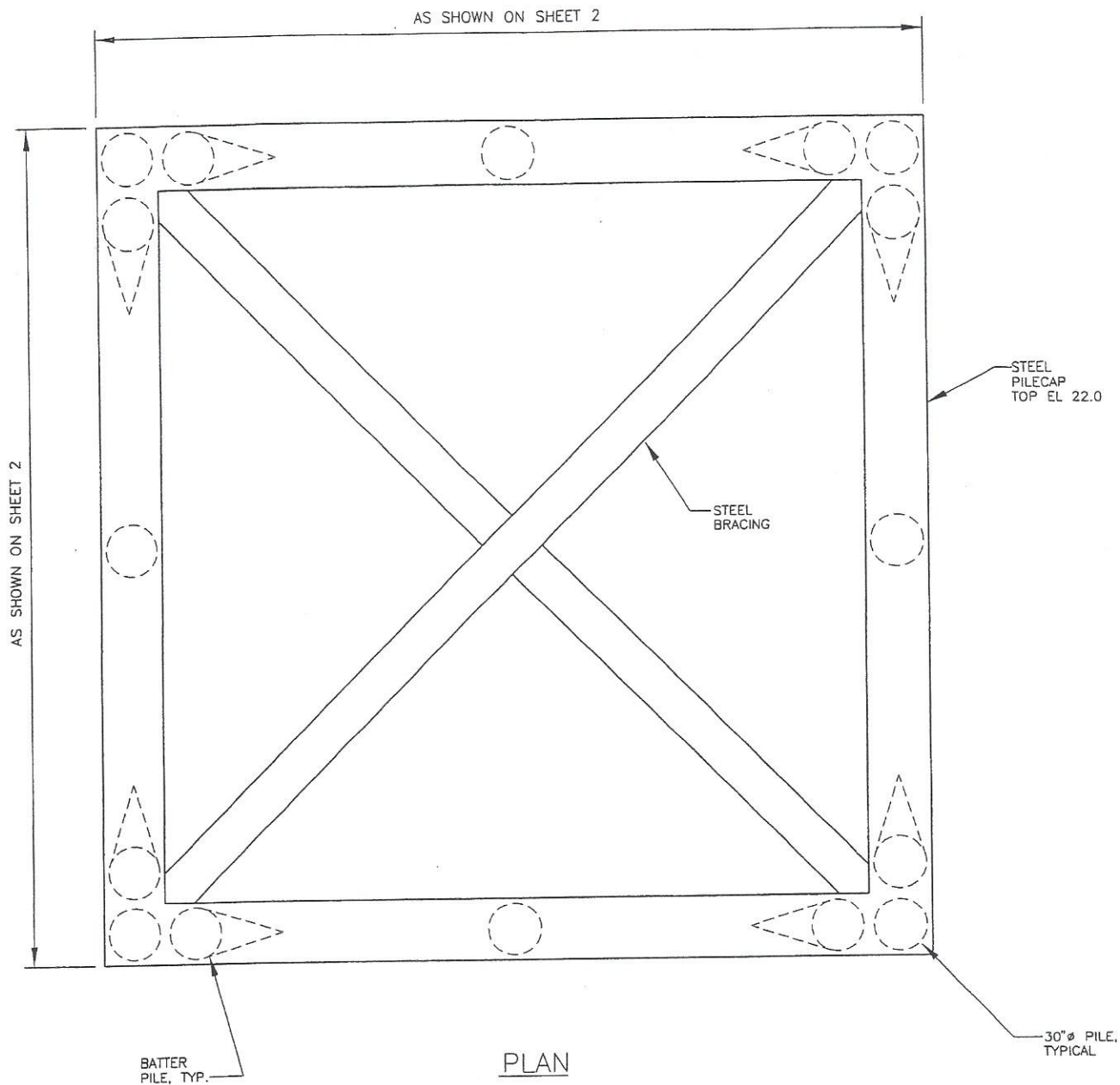
AT: THORNDYKE

COUNTY OF: JEFFERSON

APPLICATION BY: FRED HILL MATERIALS

SHEET 6 OF 16

DATE: 2-11-03



2  
 3 7  
 OPEN SUPPORT PLATFORM  
 SCALE: 1/8" = 1'-0"

10/22/2002 2:44 pm k:\24\01\012\ConceptDesign\COE-PERMIT\4112-S4-9COE.dwg

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: MLLW  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## SINGLE CONVEYOR DETAIL

T-ROC CENTRAL CONVEYOR  
AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

COUNTY OF: JEFFERSON

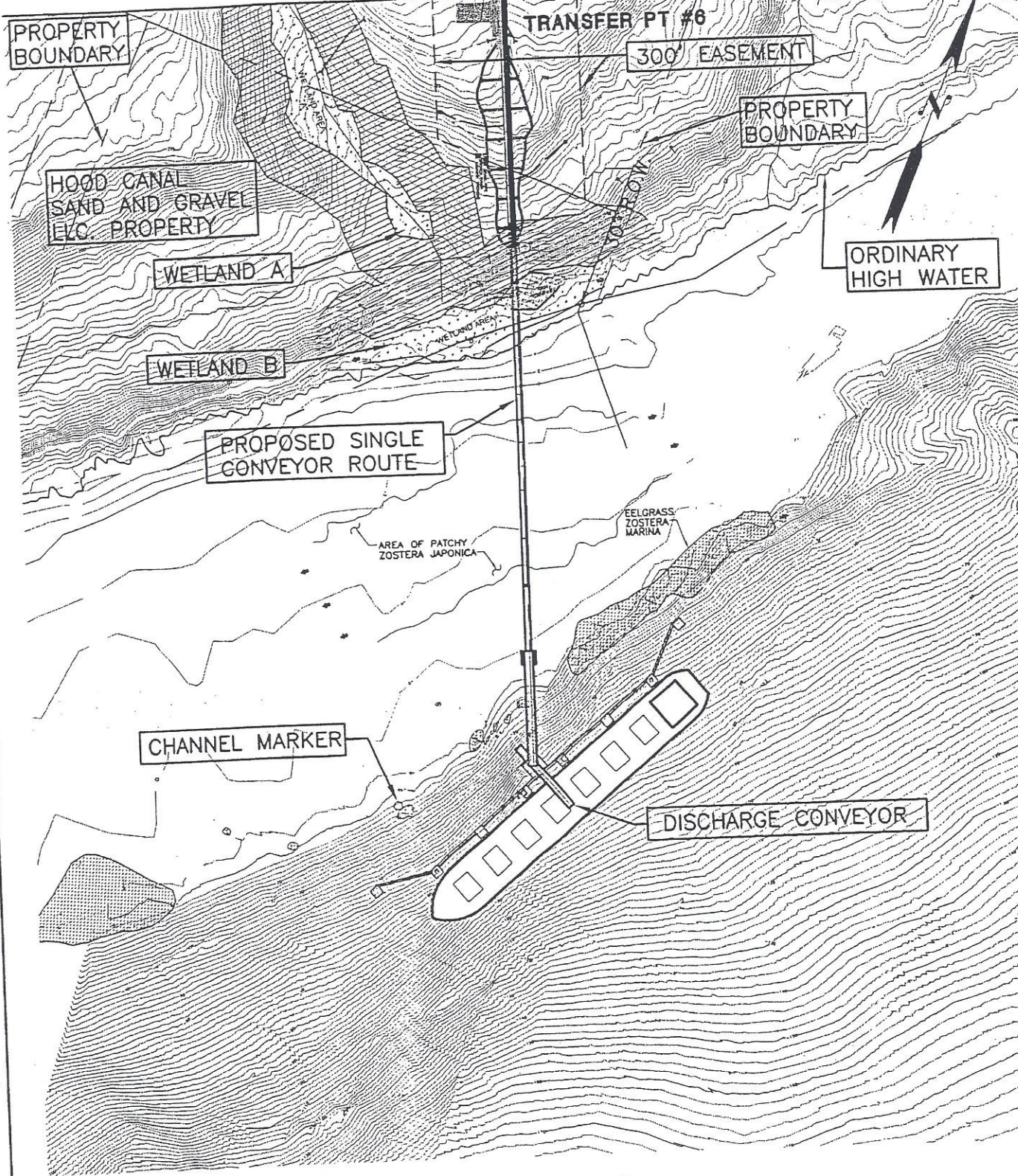
APPLICATION BY: FRED HILL MATERIALS

SHEET 7 OF 16

DATE: 2-11-03



MATCH LINE SEE SHEET 9



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SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

COUNTY OF: JEFFERSON

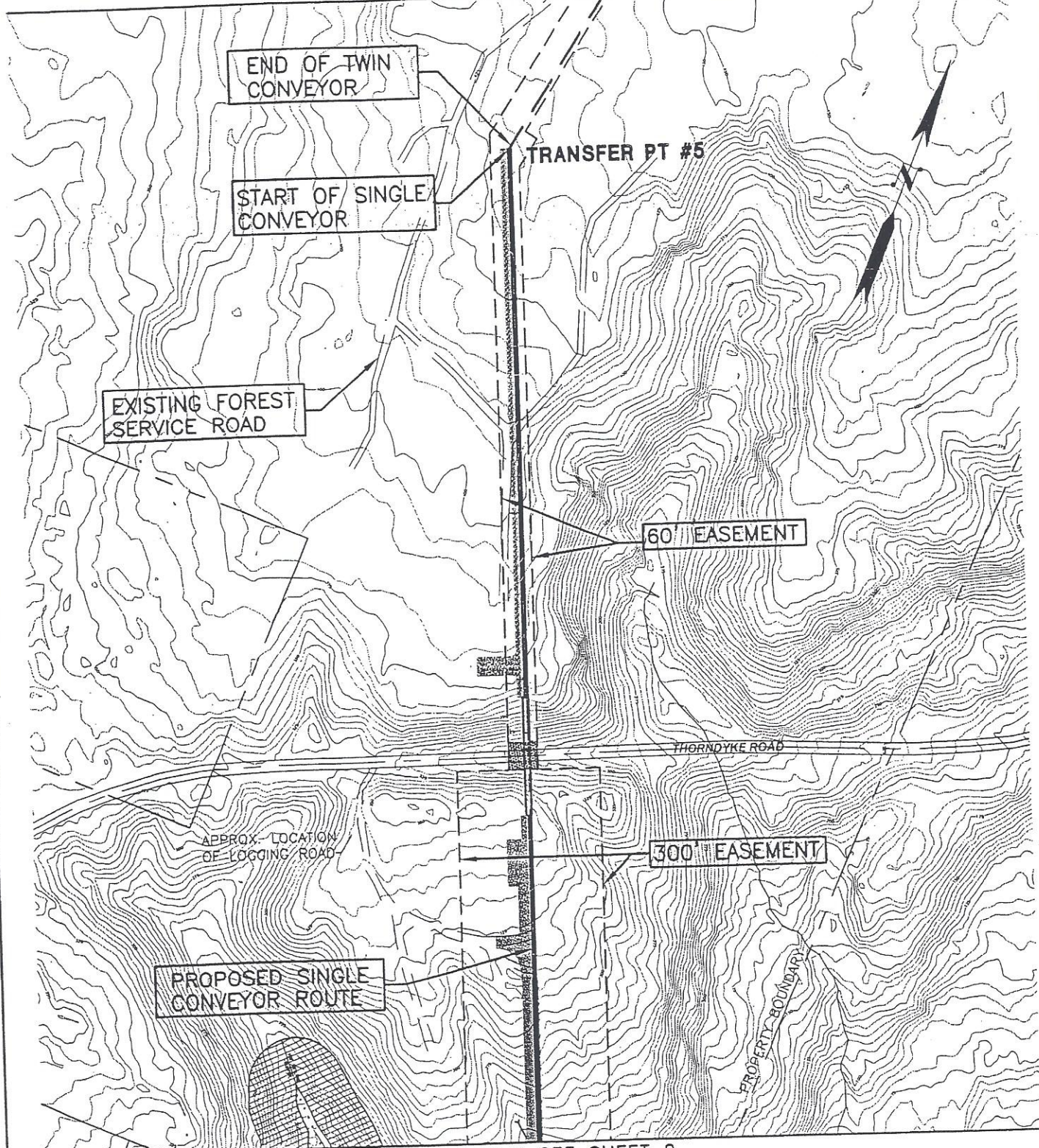
APPLICATION BY: FRED HILL MATERIALS

SHEET 8 OF 16

DATE: 2-11-03



MATCH LINE SEE SHEET 10



MATCH LINE SEE SHEET 8  
SCALE: 1"=300'

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PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

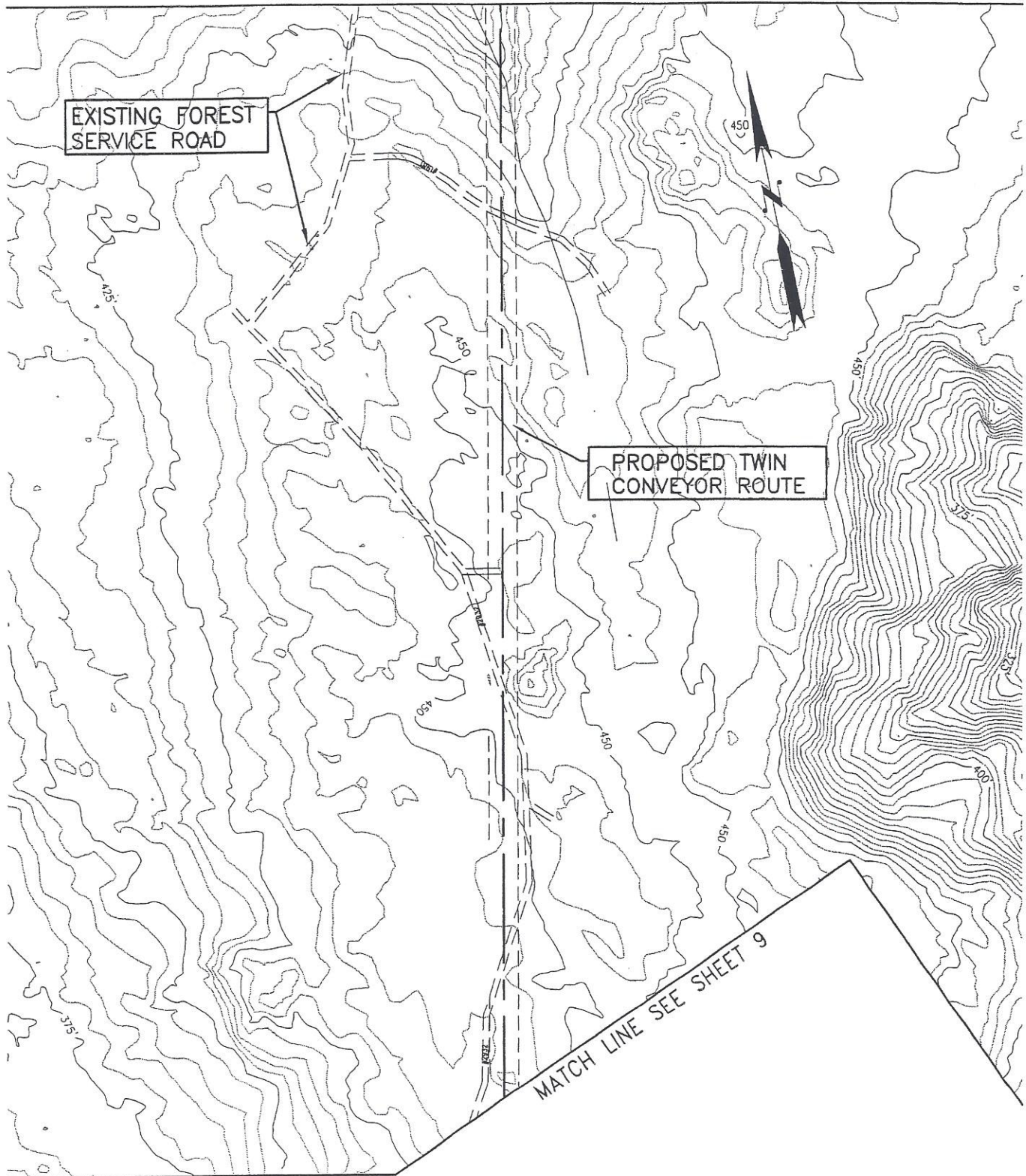
**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E  
IN: HOOD CANAL  
AT: THORNDYKE  
COUNTY OF: JEFFERSON  
APPLICATION BY: FRED HILL MATERIALS  
SHEET 9 OF 16  
DATE: 2-11-03



MATCH LINE SEE SHEET 11



SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG, 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

COUNTY OF: JEFFERSON

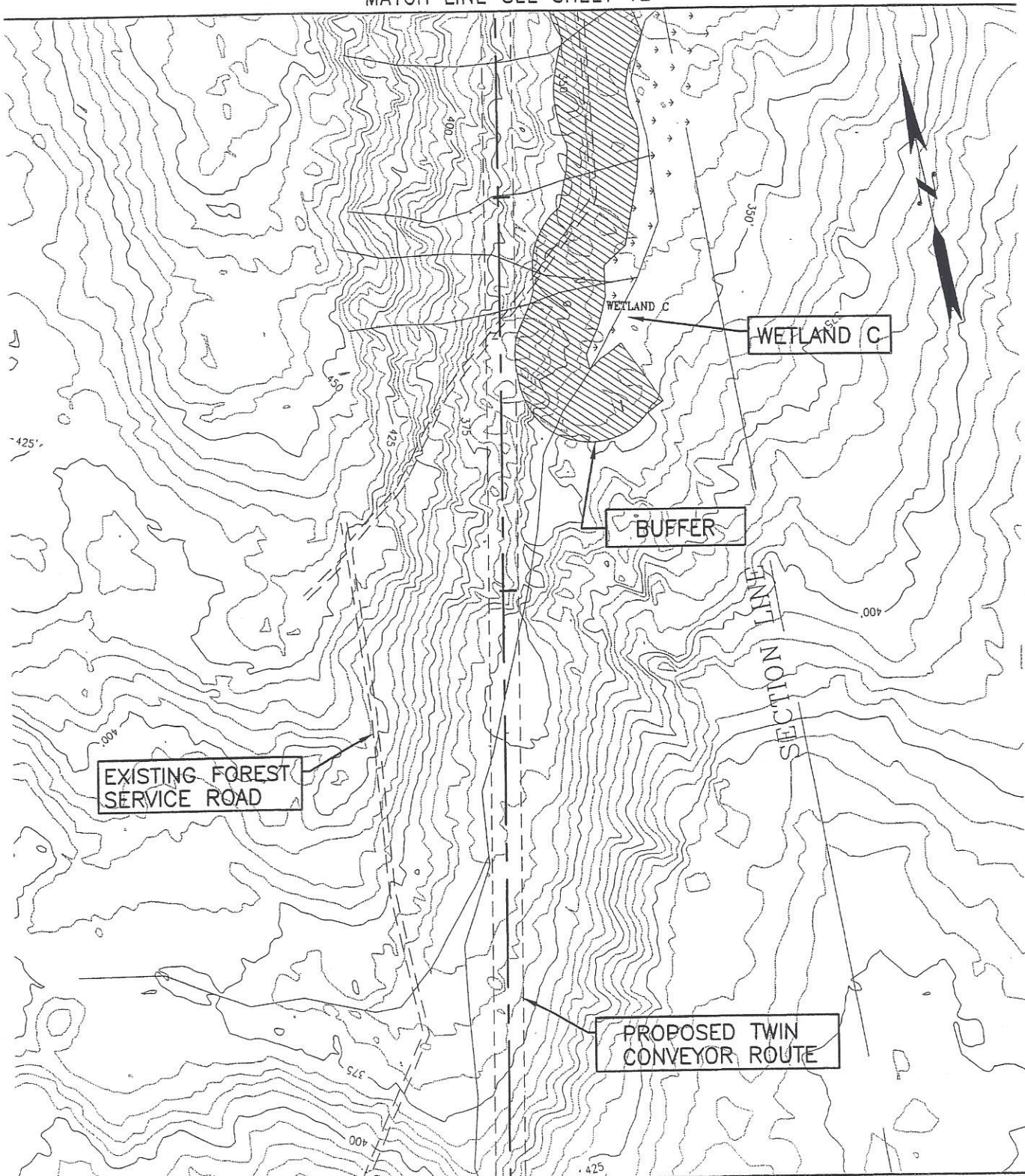
APPLICATION BY: FRED HILL MATERIALS

SHEET 10 OF 16

DATE: 2-11-03



MATCH LINE SEE SHEET 12



MATCH LINE SEE SHEET 10  
SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE

### T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

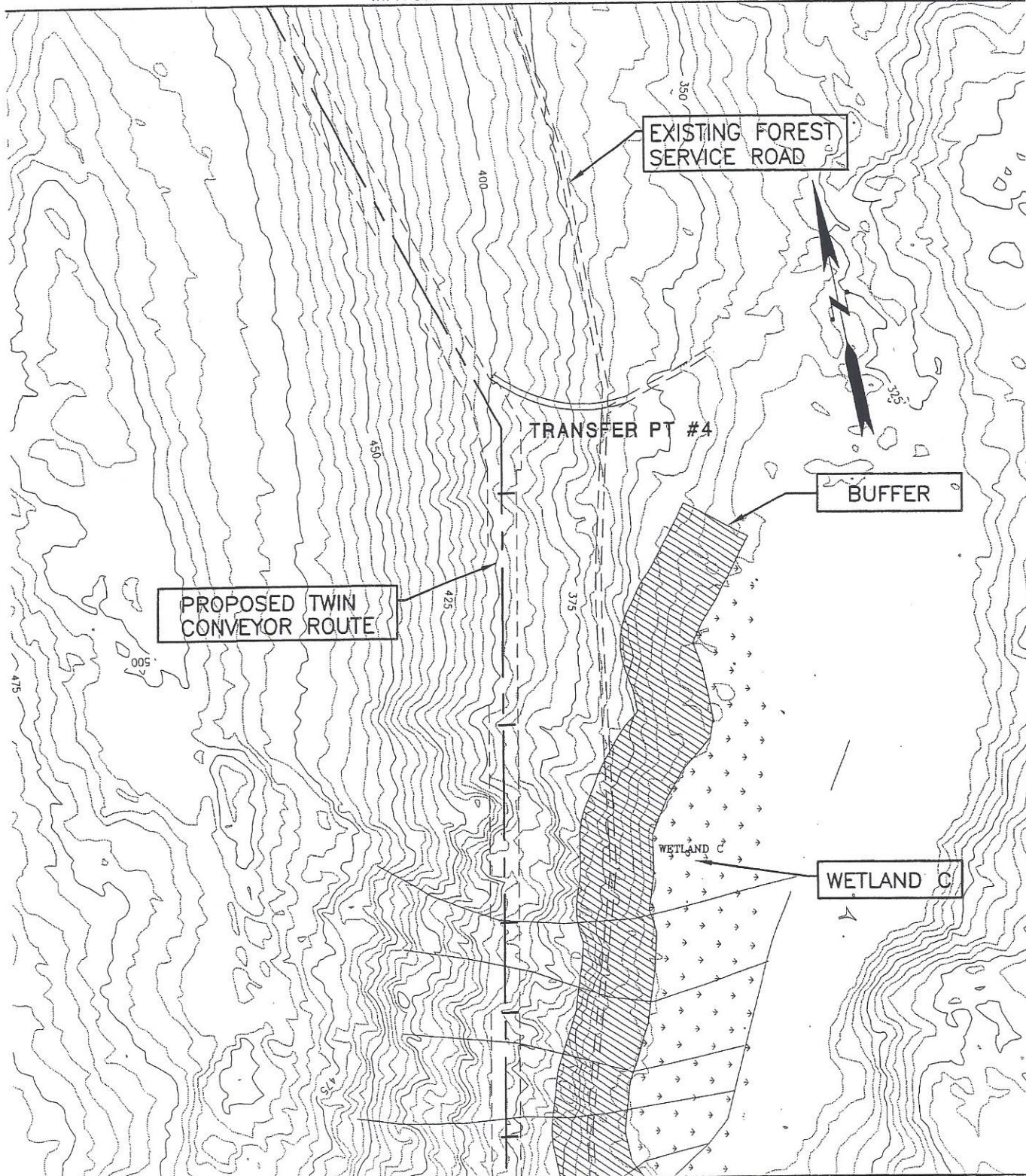
**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E  
IN: HOOD CANAL  
AT: THORNDYKE  
COUNTY OF: JEFFERSON  
APPLICATION BY: FRED HILL MATERIALS  
SHEET 11 OF 16 DATE: 2-11-03



MATCH LINE SEE SHEET 13



MATCH LINE SEE SHEET 11  
SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

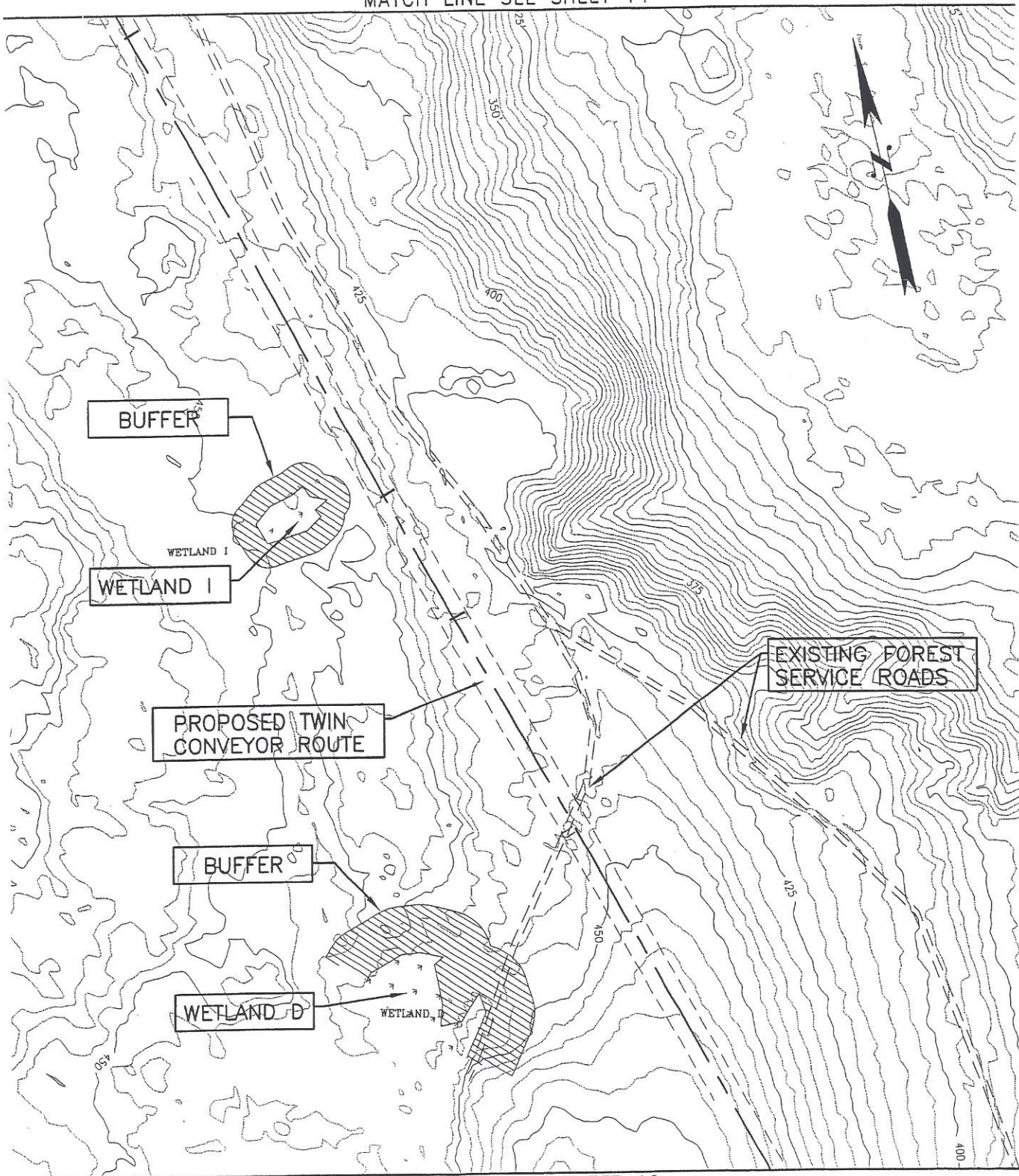
**Reid Middleton**

728 134th Street SW · Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E  
IN: HOOD CANAL  
AT: THORNDYKE  
COUNTY OF: JEFFERSON  
APPLICATION BY: FRED HILL MATERIALS  
SHEET 12 OF 16 DATE: 2-11-03



MATCH LINE SEE SHEET 14



MATCH LINE SEE SHEET 12  
SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE T-ROC CENTRAL CONVEYOR AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

COUNTY OF: JEFFERSON

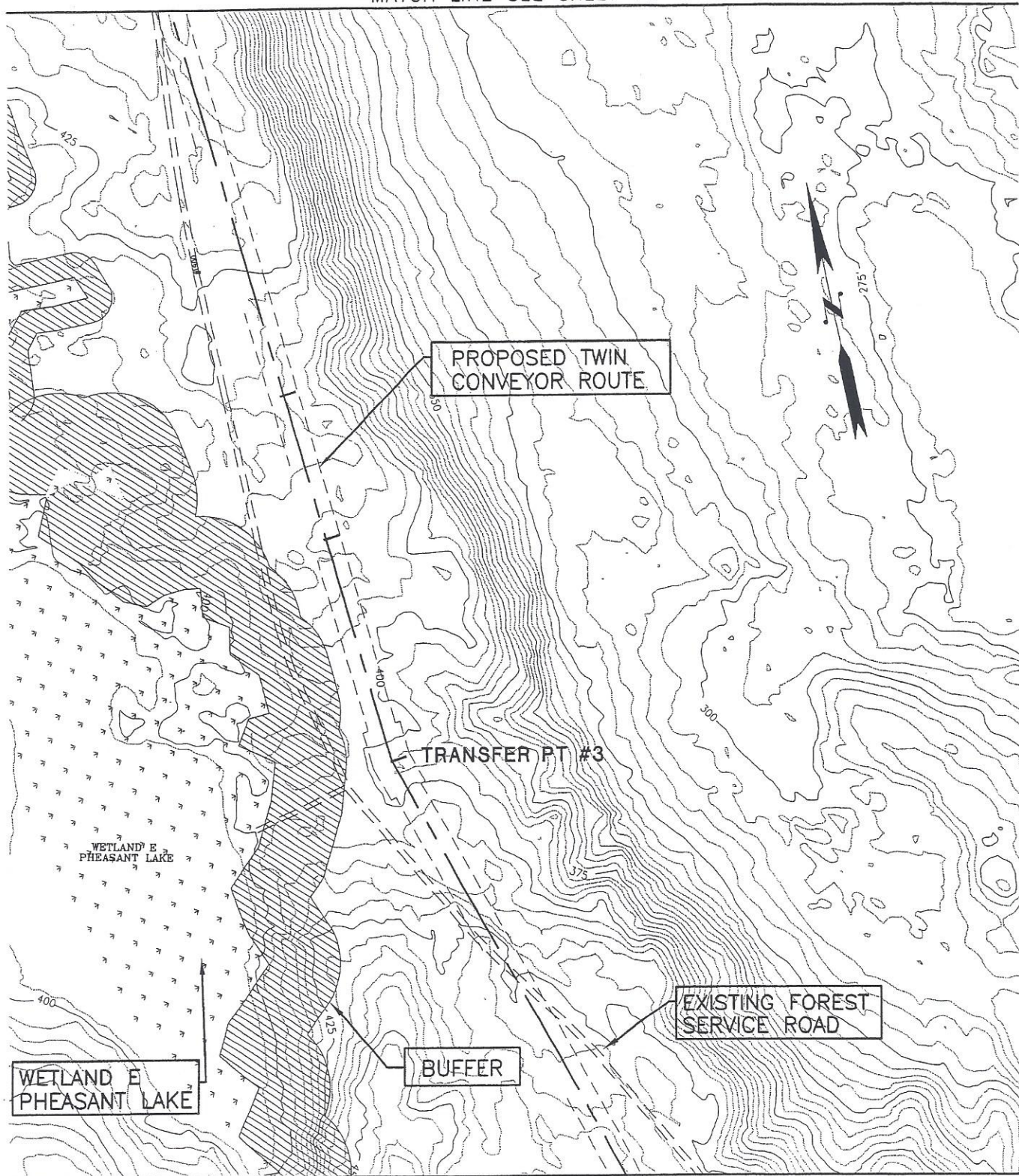
APPLICATION BY: FRED HILL MATERIALS

SHEET 13 OF 16

DATE: 2-11-03



MATCH LINE SEE SHEET 15



MATCH LINE SEE SHEET 13  
SCALE: 1"=300'

PURPOSE: CONSTRUCT CONVEYOR AND  
PIER FOR MARINE TRANSPORT OF SAND  
AND AGGREGATE MATERIALS

VERTICAL DATUM: NVDG 1929  
HORIZONTAL DATUM: NAD 1983/1991

ADJACENT PROPERTY OWNERS:  
(SEE ATTACHED LIST)

## PROPOSED CONVEYOR ROUTE

T-ROC CENTRAL CONVEYOR  
AND PIER

ADDRESS: FRED HILL MATERIALS  
P.O. BOX 6  
POULSBORO, WA 98370

**Reid Middleton**

728 134th Street SW - Suite 200  
Everett, Washington 98204  
Ph: 425 741-3800

SEC. 19 T 27N. RGE. 1E

IN: HOOD CANAL

AT: THORNDYKE

COUNTY OF: JEFFERSON

APPLICATION BY: FRED HILL MATERIALS

SHEET 14 OF 16

DATE: 2-11-03