

CHAPTER 4 – DESCRIPTION OF ALTERNATIVES REVIEWED AND IMPACTS

This section describes the Alternatives evaluated under the DEIS. Relevant background pertinent to the planning process is included under the appendices. The alternatives to be considered are "no action" (assuming the Master Plan proposal is withdrawn or denied, and the area develops under current zoning), the Brinnon Subarea plan (BSAP), and the Hybrid plan. The Brinnon Subarea plan and Hybrid plan look to the development of the balance of the property within the area indicated in the Subarea Plan as appropriate for inclusion in a proposed Master Planned Resort.

The Brinnon Subarea plan alternative assumes that the entire area is included within the Master Plan, and as such is subject to the Master Planned Resort limitations on resort-based urban development.

The Hybrid proposal presumes that the lands outside the Statesman proposal develop under the current zoning, but that such development may be accelerated under the current proposal and developed on a timetable in concert with the Master Planned Resort.

In evaluating the alternatives, many of the consequences of onsite development are similar. For example, the proposal, the Brinnon Subarea plan, and the hybrid model all presume significant resort development on the Black Point MPR property. The means of addressing development and environmental protection will be the same for issues such as overall site impacts, water and wastewater service and treatment, and protection of stormwater and critical areas and resulting protection of fish, shellfish, critical areas, water quality, cultural resources, and other scoped issues.

The BSAP resort and hybrid alternatives east of US HWY 101 are all urban uses presuming urban water, wastewater, and stormwater control systems serving an urban intensity development. The location, configuration, and topography of the site allow for little variation for intense development. The BSAP alternative has urban uses west of US HWY 101; the Hybrid alternative examines rural tourist uses that may be permitted under current zoning if the Statesman proposal is constructed across the street.

The no action alternative presumes the resort features do not get constructed and the proposal area is developed with a more locally-oriented development consistent with existing and allowed uses in rural zones.

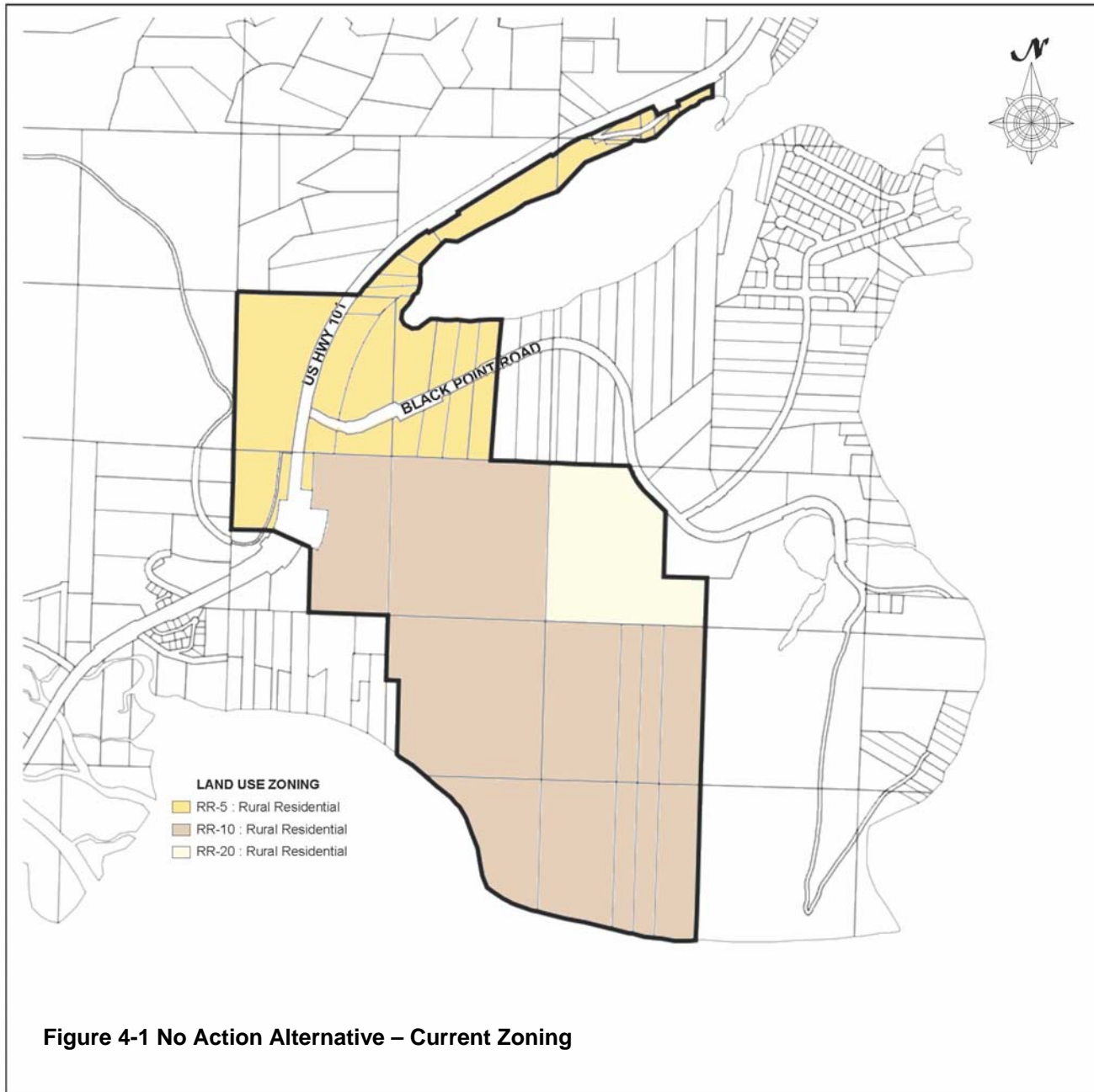
The review in the alternatives sections examine the differences, where impacts may be greater, lesser, or simply different from the proposal to permit an adequate evaluation of the land use choice and consequences of the proposal and alternate programs.

The purpose of the alternative section is to examine reasonably probably alternatives, not maximum achievable densities or worst-case scenarios.

4.1 No Action Alternative

In this No Action Alternative (Figure 4-1) Black Point would continue to develop as a single-family residential area, consisting of both year-round and seasonal residents, the latter gradually decreasing as more people take up permanent residence. However, as noted above, for purposes of comparison in this DEIS it is assumed that Black Point will fully develop with full-time residents.

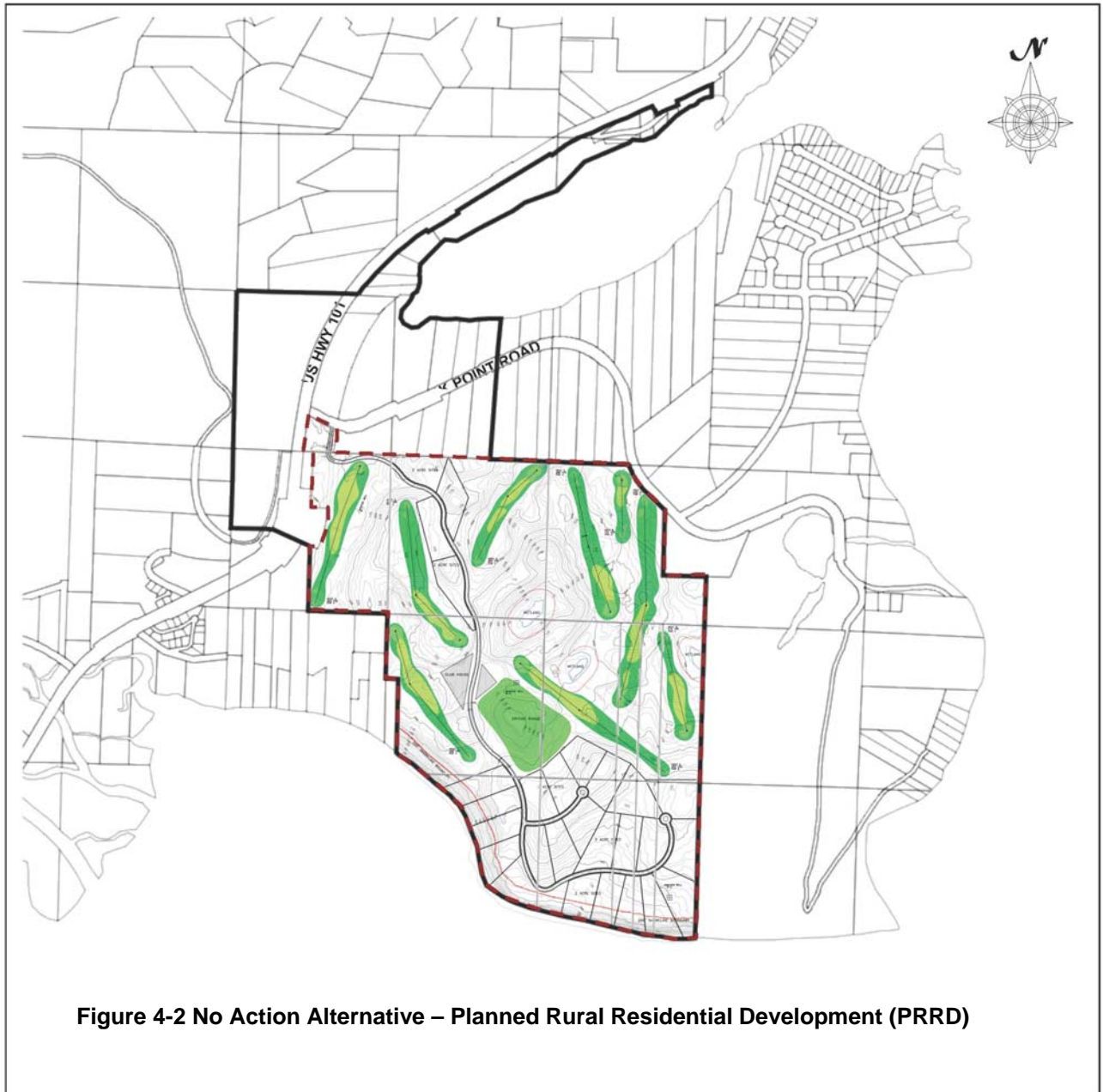
The underlying zoning for Black Point is rural residential, with minimum lot sizes of 5, 10 and 20 acres per dwelling unit. Of the 710 acres on Black Point, approximately 382 acres are in 1:5 zoning, 188 acres in 1:10, and 140 acres in 1:20.



The golf course area of the master plan includes about 160 acres zoned RR 1-10; 31 acres zoned RR1-20; and the balance zoned 1-5, but already divided into smaller lots by previous platting and the County road.

The Maritime Village area is zoned RR 1-5, but is already more heavily developed with the marina and existing lots smaller than one to 5.

The No Action Alternative on the golf course site assumes a planned rural residential development with a golf course. See Figure 4-2.



The no action alternative assumes that the golf course and marina area continue development under the provisions of the Jefferson County Code now in place.

The residential development in the golf course area would likely occur predominately along the southern shoreline, served by the existing water system and water rights, with approximately 24 new residential houses, and a small 9-hole golf course serving the local area similar to the Bayshore Golf Course in Mason County, as allowed in County Rural zones through a Planned Rural Residential Development (PRRD) process. The Tudor and Jupiter property across US HWY 101 to the west could develop as currently planned, with a 5,000 square foot, small-scale rural tourist facility (small restaurant, gift shop, and office) and the Jupiter site with a rural gas station and service facility for RVs and other vehicles.

The marina area has several (6) existing lots that could be developed under the current zoning and shoreline program into single-family residences, for a total of 30 new residences for the Master Planned Resort area.

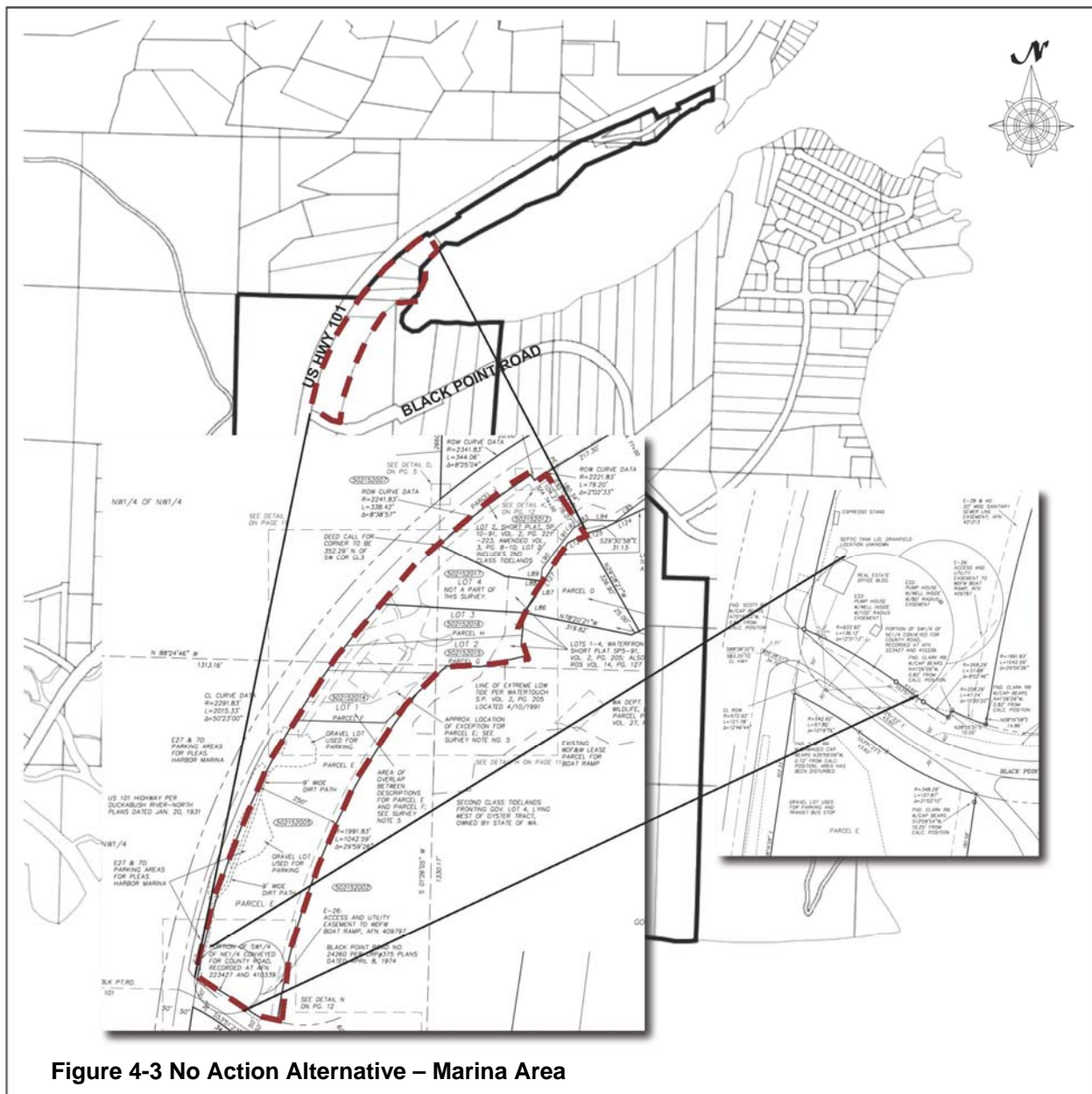


Figure 4-3 No Action Alternative – Marina Area

The U.S. Census shows that the average number of people in each household is 1.9 within the Brinnon Subarea Plan. While many of the homes on Black Point and the nearby Hood Canal area are seasonal or second homes, the ratio of second homes to permanent residences is dropping as retirees choose to make Jefferson County their permanent home. Assuming that the split between seasonal and permanent homes for the new development would be approximately 50%, one half would be second homes. Under that circumstance, if all of the remaining lots on Black Point were developed with residences, it would result in an increase of a total of approximately 30 homes, but a permanent population increase in the area of only 15-20 people.

The boat launch, beach, parking area, and approximately 30 acres of forest owned by the WDFW would remain and likely see a modest increase in use commensurate with local population growth trends and regional increases in tourism.

It is assumed that the cottage businesses in the immediate vicinity would continue operations, including the B&B, real estate office, vehicle/boat maintenance and repair shop, welding service shop, and vehicle and boat storage facility. Pleasant Harbor Marina would also continue operation and remain relatively unchanged, providing moorage and fuel services, and limited shopping and food service. The only new traffic would come from the PRRD development of the golf course area and the addition of a 5,000 square foot office and tourist service center on the Tudor property. The Jupiter property would have a service station and RV repair to serve tourists.

Water for Black Point and Pleasant Harbor would continue to be provided either by the existing community wells or individual wells, and sewage and wastewater would continue to be treated by individual septic systems and drain fields.

The alternative certainly has a significantly lower density and intensity from the Master Planned Resort. Looking at the overall impacts and differences in impacts from the Master Planned Resort, the impact of the no action alternative on the factors addressed in the scoping notice may be summarized as follows.

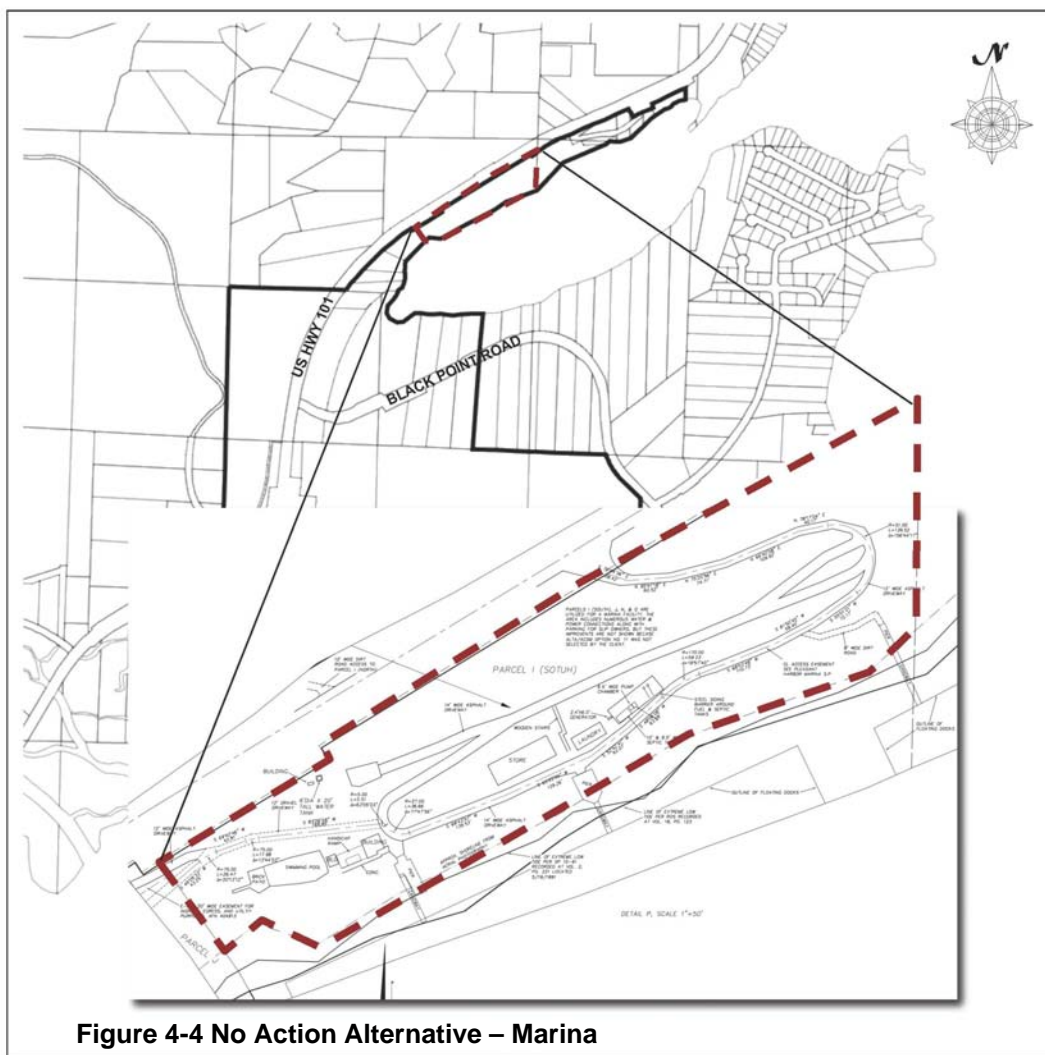


Figure 4-4 No Action Alternative – Marina

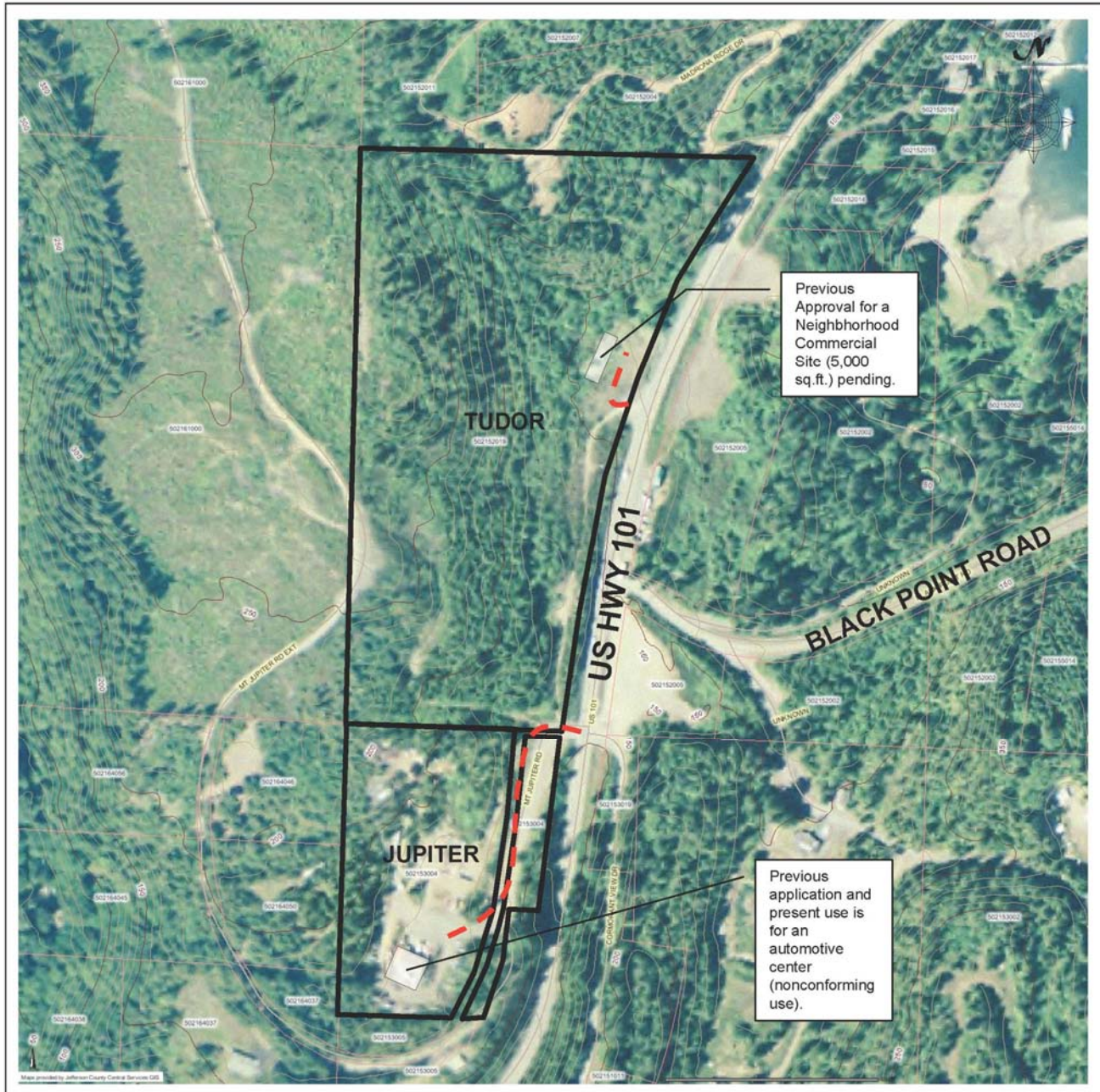


Figure 4-5 No Action Alternative – West of US

4.1.1 Shellfish

The no action alternative would permit the development of individual lots along the southern shore of the master plan property, where homeowners would seek shoreline access and significant views. When compared with the proposed resort the overall impervious surface coverage would be much less for single-family homes and the small community golf course. Development under this alternative would be served by septic tanks, which have historically been a potential problem on Hood Canal. Mitigation for water quality in Hood Canal to protect fish and shellfish would have to be accomplished through buffers and setbacks. Under the PRRD model, which has been identified as a reasonable approach to development of such a large parcel, the lots would be long enough and deep enough

(approximately 2 acres average size) to accommodate the house and related structures well back from the top of the bluff to permit retention of a band of native vegetation to help control runoff, and the septic tanks may be located well inland (within the smaller golf course property) to retain separation between the septic tanks and the beach.

The residences would most likely retain ownership and access to the beach and would upgrade the present beach access at least for pedestrian access. The reestablishment of beach access to serve the plat and its residents would lead to some additional beach use adjacent to the Duckabush tidelands, over the proposal, but the shellfish beds have been operational adjacent to much higher existing density along US HWY 101 to the west over the past decades and the addition of 24 homes, with septic tanks well upland, should not pose an additional problem if properly situated and maintained. The County's proposed shellfish protection district provides additional attention and potential conditions to assure protection of water quality.

There is no shellfish harvesting in the harbor, due to the presence of the marina. New homes would have to be located on septic tanks and the current Maritime Village would remain on septic. This is a less desirable alternative than the sewer system, but authorized under both state and County regulations. Any sale of the homes or upgrade of the marina facilities would entail inspection of the septic tanks and drainfield systems and requirements for upgrade for those found inadequate.

The no action alternative is not expected to have any discernable impact on shellfish if properly permitted. Mitigation to achieve shellfish protection under the no action alternative would include requirements to retain a vegetated buffer to protect the southerly bluff to control stormwater, and a requirement that septic tanks and drainfields be upgraded to meet current water quality protection standards.

4.1.2 Water

The site presently has 28 acre feet of water rights per year remaining from past practices, which is sufficient to serve the proposed no action alternative. The pumping of that water to allowed limits has not created salt water intrusion risk in the past and given the water profile for the area (see Water Supply and Groundwater Impact Analysis at Appendix 5), no impact from the water use for domestic purposes is anticipated. The small golf course on the reserve tract would require approximately 31 acre feet of additional water rights, but the hydrologic report suggests that such water rights could be available for the site to achieve permitted uses.

The additional lots within the MPR area, both on the water side and west across US HWY 101 will be served by individual wells and septic tanks and would have to locate such tanks well away from the shoreline in the marina area. The topography and proximity to the water make it likely that such development would occur on drainfields centrally located on Black Point away from the shorelines or streams to avoid potential contamination to the harbor. Both the Tudor and Jupiter sites would be served by individual exempt wells for residential purposes, but would have to secure a small water right to serve rural tourist, small-scale commercial uses. The hydrology report suggests that such water rights may be available to permit the development of these limited rural tourist uses.

No significant adverse impact to the area water supply system or water quality is anticipated through the no action alternative. No additional mitigation is required beyond keeping septic systems well away from the water's edge and requiring WDOE confirmation of existing water rights and approval for new water rights for the anticipated uses. See Table 2 of Water Supply and Groundwater Impact Analysis at Appendix 5.

4.1.3 Transportation

The no action alternative is the alternative with the least traffic impact.

Intersection controls at Black Point Road and US HWY 101 will need to be addressed to create safe turning movements for the anticipated additional traffic, the no action property, and the Black Point area

as a whole. In addition, any plat approval requires the abutting Black Point Road to be brought up to County standards, so the no action alternative would be expected to upgrade the existing roadway deficiencies.

Such a plat would have little if any internal circulation (except a common pathway to the beach along the existing trail/roadway serving the plat).

The Maritime Village area would remain essentially unchanged, since the lots in existence are already less than allowed in the district and no subdivision upgrades would be expected. As such, development review in the Maritime Village area for new houses would be limited to individual septic and water source requirements under the County Health Code.

The small-scale commercial services proposed on the Tudor and Jupiter properties along US HWY 101 would seek individual access points on US HWY 101 that are offset from Black Point Road. The State Highway Department controls access to US HWY 101 and any permit approval would require safe site distance and separation between the entrances. The offset access points eliminate any direct cross US HWY 101 movement, and the small size of the uses proposed would limit pedestrian or non motorized access to the very occasional crossing, as now occurs elsewhere generally along US HWY 101.

Table 4-1 No Action Alternative: Trip Generation

No Action Alternative							
ITE Trip Generation Manual, 7th Edition							
	LU		PM Peak			Daily	
New	Code	Units	Enter	Exit	Trips	Trips	
Golf Course	430	9	11	14	25	300	<i>Black Pt</i>
Single Family Unit	210	30	19	11	30	300	<i>Black Pt</i>
Specialty Retail	814	5	6	8	14	200	<i>Tudor Property</i>
Gas Station with Convenience Store	945	4	27	27	54	700	<i>Jupiter Property</i>
<i>Less Passby Trips (56%)</i>			-15	-15	-30	-400	<i>56%</i>
Gross Total Trip Generation			48	44	92	1,100	
<i>Less Internal Trips - Assume 20% Total</i>			-10	-9	-18	-200	<i>20%</i>
Net Project Trip Generation			38	36	74	900	
Single Family Unit	210	24	15	9	24	230	<i>s-o Black Pt</i>
Single Family Unit	210	6	4	2	6	57	<i>n-o Black Pt</i>

LOS comparison is at Table 3-9.

4.1.4 Public Services

The public service demands from an increase in the overall housing density of 30 units in the Master Planned Resort area are significantly less than the planned resort, but with correspondingly less revenue from the development to support additional services. On a prorata basis, the addition of 30 homes is approximately 4-5% of the people in the overall service area and a corresponding increase in public service calls. Such increase is within the overall planned growth of the area through normal growth and attrition and no special action impacts have been identified and no specific mitigation is identified at this plan level. The analysis holds true for police, fire, emergency services, and schools.

All new development (except single-family homes on existing lots) requires environmental review and as such public service demands on a project basis are reviewed and addressed.

4.1.5 Shorelines

The Rural zone on Pleasant Harbor would limit the residential development to 5-6 additional homes only on existing lots. Special care needs to be taken with septic siting for such homes to assure a fully functioning system does not adversely affect Pleasant Harbor. No additional pressure on the shoreline other than that already present with the existing lots would be anticipated on the Pleasant Harbor side. The siting of individual homes by owners for their own use does not require a shoreline permit and as such, if the lots are simply sold (which requires no regulatory oversight), the lots could be developed simply with the controls of a building permit, which does address setback requirements, and septic and water approval through the health department.

The “conservancy” shoreline to the south has a much lower density allowed than the marina area, but the no action PRRD alternative is achievable under the County zoning that fronts the southern shore on the Master Planned Resort side. The homes would need to be set well back from the bluff’s edge to meet geologic hazard limits and Hood Canal water quality concerns, and as such the biggest impact likely is the removal of additional vegetation along the shore to promote views and yards.

The impact of additional buildings on the separate lots on the harbor may lead to a demand for additional single-purpose docks, and the shoreline trail on the south shore will require adequate design and controls to assure that it does not lead to contamination of the abutting shellfish beds. Shoreline permits are required as part of any subdivision development of the shoreline and would be able to impose appropriate construction and post-construction mitigation.

4.1.6 Fish and Wildlife

Patches of natural habitat (trees and shrubs) remain on the Maritime Village side and can be protected to provide riparian protection for the existing intermittent stream beds. The old campground site was substantially disturbed during the RV resort use for nearly 20 years, but has regrown and provides habitat for small mammals, deer, and birds, but has no primary association with endangered species. See Fish and Wildlife Habitat Assessment, Appendix 7. The existing wetlands and buffers provide isolated wetland habitat, which in the no action alternative would be left undisturbed.

The small 9-hole golf course will have more open space than the 18-hole course and will retain more open space and wetland buffers than the proposal.

The alternative would have some greater impact on the natural habitat on the southern beachfront riparian edge. The no action alternative may have greater impact to Hood Canal front habitat and less impact in the central area. Given the zoning, however, and proximity to Hood Canal, development and resulting habitat impacts are to be expected. Mitigation would occur through project review and habitat mitigation plans. The fishery is not expected to be affected, assuming septic tanks are maintained well inland, and provision is made in the plat approval to avoid direct runoff to the bay of untreated storm or landscape water (conditions required of the Master Planned Resort).

4.1.7 Rural Character/Population

The loss of the Master Planned Resort limits the economic development potential for the area as the key large parcel that could be devoted to major economic development will be turned over to very low density development. The losses would be felt in significantly reduced tax revenues, reduced demand for local services and supplies, reduced employment opportunities, and an inability to realize the vision of the Brinnon Subarea Plan of a major resort providing an economic center for the south county region to replace lost resource-related industries.

4.1.8 Archeological and Cultural Resources

The Master Planned site has been examined for archeological and cultural resources, and no significant resources were found. The creation of 24 home sites and a small golf course will cover much of the same area, so project-level observations will be maintained during construction, but the likelihood of significant adverse impact is considered remote. No specific mitigation requirements would be required other than notification of appropriate offices should any new evidence be identified during construction. Such condition would be imposed during the plat approval phase for any no action proposal.

4.1.9 Critical Areas

4.1.9.1 Wetlands

The development of a PRRD subdivision with shoreline lots and an internal golf course allows the development to retain the existing wetlands and buffers on the MPR site following the priority preference to avoid impacts to wetlands, rather than modification and mitigation which is required by the resort-based alternatives. No wetlands were identified on the marina, Tudor, or Jupiter sites. Stormwater control plans would assure protection of a buffer and water regime to maintain functions and values. Restoration would be possible through removal of invasive weeds and a weed protection program.

4.1.9.2 Aquifer protection

The residential and septic use are permitted uses under the no action alternative in areas designed to serve as groundwater recharge areas and compliance with local health rules about setbacks from wellheads should be sufficient to avoid any material impacts.

The stormwater and critical area rules will provide some protection for the small intermittent streams on the marina side, but additional capture and treatment facilities are required to avoid the direct runoff of untreated storm water that is now occurring. Such upgrades to stormwater control would be piecemeal, added in concert with the development or redevelopment of each site. This is considered a disadvantage over the proposal, which provides a comprehensive treatment, but over time the sites would be required to meet current stormwater requirements as properties develop or redevelop.

No additional area-wide mitigation would be available where the property builds out on individual lots, unless the County elects to install public facilities.

4.1.9.3 Steep slopes

New homes on the south shore would need to be set back the minimum distance to assure safe construction under the County geologic hazard regulations. On the marina side, existing lots may be developed, even where steep lots exist, where engineering reports demonstrate safety. No significant adverse impact is expected. The Tudor and Jupiter sites can be developed without material steep slope issues, but would be required to comply where slopes do exist.

4.1.9.4 Fish and wildlife habitat

This has been addressed above.

4.1.9.5 Flood hazard

Not present.

4.1.10 Community Impacts

Under this Alternative, the local economy would continue its current trends of modest growth from tourism as the Puget Sound region as a whole grows. A variety of new businesses are allowed such as home businesses, cottage industries, and small-scale tourist recreation uses under the existing UDC.

New business development would respond to resident town growth. The area would require substantially less in the way of public services and facilities, but would be more dependent upon residential property taxes due to the absence of a commercial tax base.

4.1.11 Summary of Impacts and Mitigation Issues under the No Action Alternative

1. The plat for the golf course side will require a native vegetation setback from the steep bluffs, a setback into the reserve area for septic tanks, a construction and operation plan for the trail to the south shore to protect shellfish beds, and approval of new water rights for the golf course.
2. The Maritime Village area will be required to upgrade stormwater control facilities as new development occurs, and to site structures consistent with the shorelines and steep slope setbacks. On-site wells would serve new uses, but septic facilities would have to be located off site, away from the shoreline to protect water quality in the harbor. Building permits and shoreline permits will provide adequate controls for the piecemeal development under the no action alternative.
3. The Jupiter and Tudor sites will be required to secure access permits for US HWY 101 to serve the new development and new water rights secured for commercial uses.

4.2 Brinnon Subarea Plan Alternative

The Brinnon Subarea Plan (BSAP) Alternative (Figure 4-6) includes the entirety of the area identified in the Brinnon Subarea plan as potentially suitable for a Master Planned Resort.

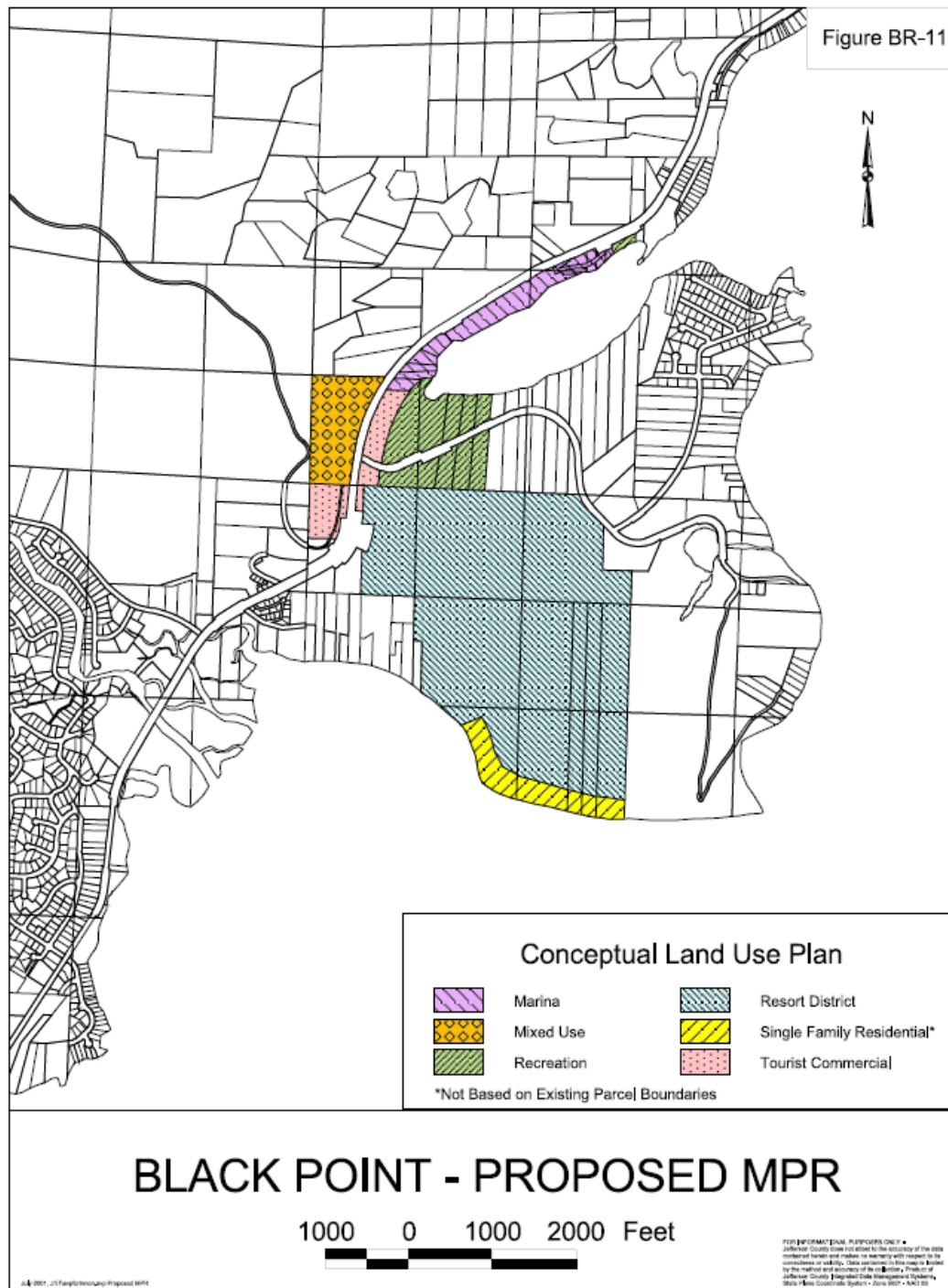


Figure 4-6 BSAP Alternative from Subarea Plan

The area in question is 310 acres in size and would also include the RV campground properties, the existing Pleasant Harbor Marina complex and marina to the north, and the Tudor and Jupiter properties west of US HWY 101 parcels opposite and immediately south of the Black Point Road intersection.



Figure 4-7 BSAP Alternative – 18-Hole Golf Course and 24 Homes

This alternative assumes that all ownerships agree to participate in a Master Planned Resort program, and thus have the properties limited to the uses permissible under the Master Planned Resort provisions of the GMA and the County regulations.

In many ways the Brinnon Subarea development would resemble the current proposal as the marina and resort would be upgraded and served by sewer and a central water system. The biggest change

would be on those properties outside of the present proposal, which could build out at urban resort densities and not be limited to rural-scale development identified in the no action and hybrid alternatives.

For comparison purposes, the resort area has been reconfigured to a hotel-centered resort with density and intensity appropriate to the size and topography of the site. The marina expansion at Pleasant Harbor mirrors the expansion planned in the Master Planned Resort, as the site is very confining and few alternatives are available. Similarly, the marina to the north is constrained and little additional development is anticipated. The most significant change would be that both would move from wells and individual septic tanks to central water and sewer facilities, and on-site stormwater treatment and disposal would be substantially upgraded over the current conditions.

Another change would be in the allowance of urban uses west of US HWY 101 on the Tudor and Jupiter properties (approximately 24 acres). Here the provision of sewer and water allows resort-level intensity of development and the provision of sewer and water, but also limits all uses to those appropriately serving the resort and its customers.

The specifics area as follows:

- Development of an 18-hole golf course, with an associated clubhouse and pro shop. The layout would be substantially similar to that of the Master Plan proposal due to topographic and critical area limits.
- Construction of a 200-room hotel that would include a conference center, health/athletic facilities, restaurant and gallery. This facility would be located in approximately the same area as the central facility in the Master Plan proposal due to access and topographic concerns.
- Six bed and breakfast units at the waterside lots.
- Construction of 25 single-family and duplex units on 15 lots along the southern shore, which are the premium lots and would be used for the seasonal residents.
- The marina complex would be remodeled to approximately 7,000 square feet of small retail spaces, with 20 hotel units above the retail, and the existing B&B would be retained and expanded to provide a more intimate inn-type setting for small groups.
- The existing real estate office area would be developed into a 2,500 square foot gift shop and office and tour center, which would be the hub for local tours and third party vendors.
- The parcel to the west across from the US HWY 101/Black Point Road intersection would be integrated into the Master Planned Resort and provide a resort village and the commercial center of the resort, including:
 - 20,000 square foot village center building (on the Tudor property) with restaurant, grocery, convenience, and gifts, as well as resort management and real estate sales office.
 - A 20-unit Inn on the highest point, providing views over the entire complex and a degree of privacy for smaller groups, 20 town houses near the village center, and a village gas and service facility (on the Jupiter site).
- The 30 acre WDFW site would be included, with modest upgrades to the existing boat launch.

Any proposed MPR would have to respond to the same site constraints and opportunities (e.g. topography, land forms), so it is expected that the design and layout of the golf course would be relatively similar to the Statesman proposal. Access to the golf course portion of the MPR would also necessarily be located in the northeast corner of the site, where it abuts Black Point Road.

Elements in common with the Master Plan proposal:

- Water quality and protection of Hood Canal would be of the highest priority.
- Protection of the traveling public and safety on US HWY 101 will be of the highest priority.
- A public water system and public sewer system with Class A recycled water system for irrigation would be required with no off-site discharge. (This is a requirement of the Brinnon Subarea Plan, which provides a Master Planned Resort is appropriate with an on-site system.)
- Stormwater would need to be retained, treated to Puget Sound water quality standards (2005 Manual) and infiltrated on site to avoid offsite discharges.
- Water rights would have to be secured, though the quantity would increase due to the increased urban service area and uses.
- Traffic would require a controlled intersection or grade separation at US HWY 101. With the additional uses on both sides of the highway, increased right of way width and controls would be required to provide both pedestrian and vehicle safety.
- The Pleasant Harbor Marina would build out on sewer and water. Marina activities would be within the framework of current approvals, but the facilities would be significantly upgraded to eliminate the Tunicate infestation and to improve storm water controls.

Elements different from the Master Plan proposal:

- Sewer and water service could be extended to the marina facility to the north and to the Tudor and Jupiter sites to the west, enabling urban levels of intensity, not rural as would exist under the no action, Master Plan/Hybrid proposal, where such lands are excluded from the urban services available inside the approved resort Master Plan.
- The overall population, traffic, and intensity of development would be increased by the development of the resort village west of US HWY 101. Such facilities make the resort more self sustaining (that is, services and supplies may be obtained in the resort rather than in Brinnon), which may reduce some traffic trips, but may also divert tourist dollars from Brinnon to the resort.
- The full build out model in the BSAP proposal takes advantage of the waterfront lots potentially available along the Canal shoreline for the seasonal tourist, and would require special attention to protect water quality in the Canal.

Where the Tudor and Jupiter properties are included in the Master Planned Resort, the intensity west of US HWY 101 takes on a distinctly urban feel as the area becomes the commercial village center. A detail of the development which could occur under such model is shown in Figure 4-8.

The specific elements of the scoping notice can be reviewed, then, in the context of the differences between the Brinnon Subarea Plan under review and the Master Plan alternative.

4.2.1 Shellfish

The BSAP alternative within the Master Plan alternative would have substantially the same foot print as the Master Plan proposal and would be subject to the same conditions to eliminate off-site discharge and protect shellfish. The biggest difference would be the addition of housing along the southern shoreline. The use of this area as increased density and impervious surface would require plat and shoreline conditions to control storm water, including a 100-foot setback from the top of the bluff for any structure, and a 50-foot native vegetation strip to control stormwater discharge.

The additional density west of US HWY 101 will significantly increase impervious surface and sewer and water use, but as long as all stormwater is infiltrated onsite and all waste water is treated to Class A recycled standards, no additional impact from the physical development is anticipated on shellfish.

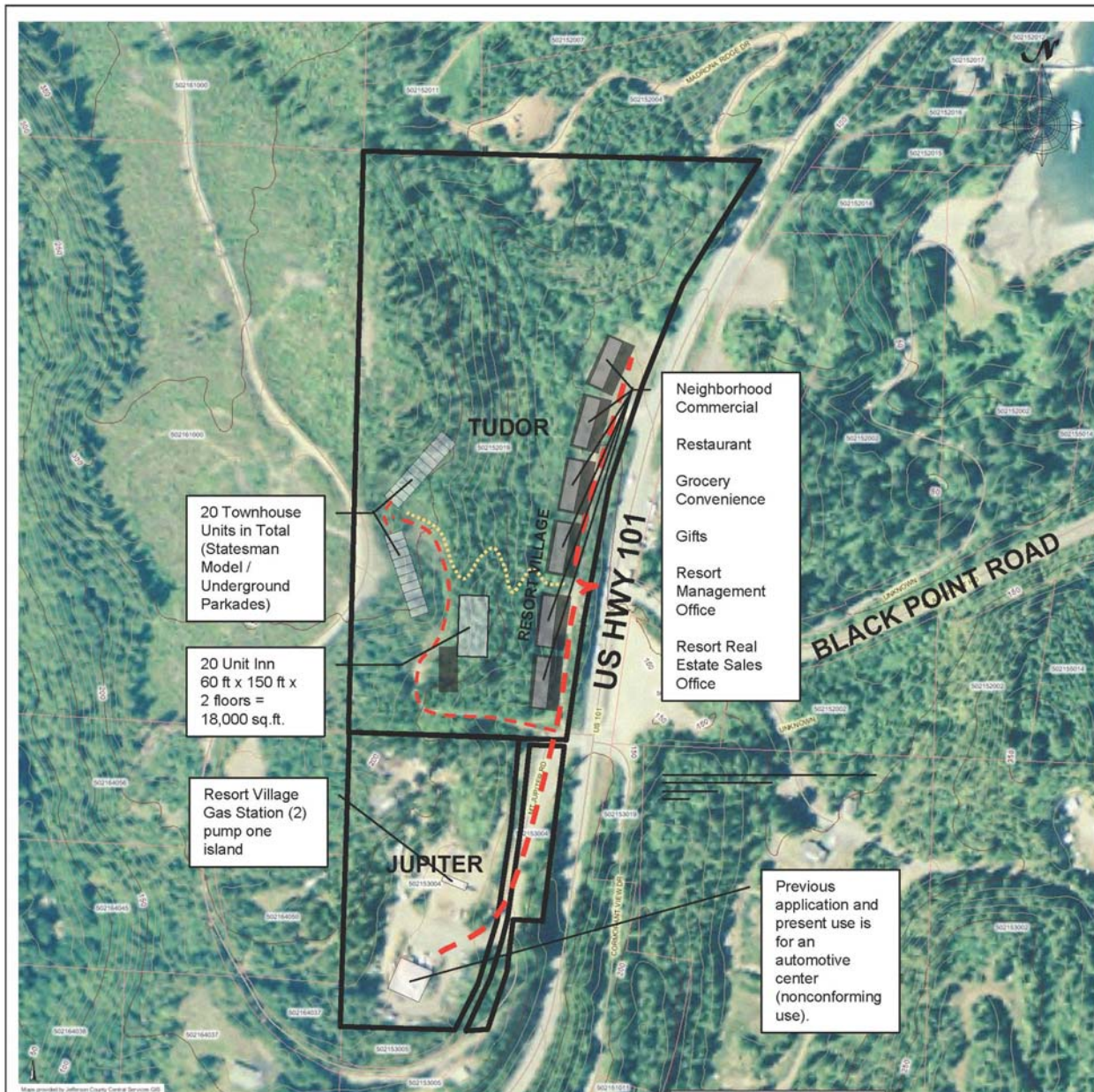


Figure 4-8 BSAP Alternative – West of US HWY 101

Construction period impacts, including cuts and fills and grading, would mirror the Master Plan proposal east of US HWY 101, and would be increased west of US HWY 101. The additional grading west of US HWY 101 is not anticipated to be material as most of the area has previously been logged and stormwater can be controlled prior to crossing US HWY 101 to provide protection to the waters of the harbor and Hood Canal.

The increase in impervious surfaces and potential for increased storm water runoff will require that all stormwater from the new development be treated so no contaminated or turbid stormwater from the Hybrid areas enter the storm discharge ditches crossing the highway and entering the harbor. The best way to achieve this result is to require all stormwater within the BSAP alternative to be infiltrated onsite and eliminate off-site discharges, except the marina, where treatment is required before discharge. The mitigating conditions would be the same as the proposal, but the scope of coverage would be the

full 310-acre site. These conditions will be enforced at the time of BSAP area development through plat or site plan review controls.

4.2.2 Water

The BSAP area would be under the water system and sewer system limits of the Master Plan. Water rights would be a limiting factor as the addition of a restaurant and shops and would increase the overall water demand. Here again, as with the Master Plan alternative, the total water demand would be reduced by the use of a reuse recycling wastewater treatment facility, and the adaptation of rainwater harvesting techniques to limit total consumptive use to much less. According to the hydrogeology reports, the ground water in the area could accommodate the use without affecting other senior rights, or creating the risk of groundwater intrusion. Both points would be required to be demonstrated during the plat approval for any phase of the Brinnon Subarea Plan.

The BSAP alternative provides the benefit of creating well locations farther upland than the Master Plan alternative if appropriate well locations can be sited west of US HWY 101 and such action would reduce any limited risk of salt water intrusion as a result of the increased water demand of the larger BSAP model. See Table 2 of Water Supply and Groundwater Impact Analysis at Appendix 5.

4.2.3 Transportation

The biggest impact of extending the resort both north to the northerly marina and westerly across US HWY 101 is a significant increase in local traffic at the Black Point intersection. US HWY 101 access points will have to be limited to a single access point for the westerly properties at Black Point Road and speed and turning controls instituted to assure that the overall LOS of "C" is retained, as is adequate sight distance and queuing room. Provision must also be made for pedestrian crossing and to accommodate both crossing and through non motorized traffic (particularly bicycles).

The configuration of US HWY 101 at this location, together with the inability to install a signal at this location, suggests that the only way to accommodate traffic successfully would be to prohibit a crossing movement and use an overpass to achieve east side west side connectivity.

The traffic report shows the BSAP proposal as an overall matter can be accommodated by the existing roads and highways without the need for significant off-site changes.

Table 4-2 Brinnon Subarea Plan Alternative: Trip Generation

Brinnon Subarea Plan ITE Trip Generation Manual, 7th Edition							
New	LU Code	Units	PM Peak			Daily	
			Enter	Exit	Trips	Trips	
Golf Course	430	18	22	28	49	600	<i>Black Pt</i>
All Suites Hotel	311	200	36	44	80	1,000	<i>Black Pt</i>
Conference Facility (Salish Lodge)	n/a	250	25	35	60	400	<i>Black Pt</i>
Single Family Unit	210	25	16	9	25	200	<i>Black Pt</i>
Specialty Retail	814	20	24	30	54	900	<i>w-o Black Pt - Tudor Side includes 20,000 sf commercial bldg with 20-unit inn & 20 townhouses</i>
Motel	320	20	5	4	9	100	<i>Rooms</i>
Condominiums/Townhouses	230	20	7	3	10	200	<i>w-o Black Pt - Tudor Side includes 20,000 sf commercial bldg with 20-unit inn & 20 townhouses</i>
Gas Station with Convenience Store	945	4	27	27	54	1,000	<i>Jupiter Property</i>
<i>Less Passby Trips (56%)</i>			-15	-15	-30	-600	
Gross Total Trip Generation			146	166	312	3,800	56%
<i>Less Internal Trips - Assume 20% Total</i>			-29	-33	-62	-800	20%
Net Project Trip Generation			117	133	250	3,000	

LOS comparison is at Table 3-9.

4.2.4 Public Services

The BSAP alternative would decrease the overall population at the resort and increase the commercial service areas by about 100%, adding proportionally to the EMS, fire service, public health and safety demands, but not significantly different for schools and other services. Adequate potable water and fire flow will be required for all of the new structures and the Memorandum of Understanding (MOU) process identified for the Master Plan proposal would be in place to address the size and frequency of

public service needs and would have to be approved prior to preliminary plat approval. The differences in the level of activity required are viewed as differences due to increased demand, but not different in kind from the Master Plan program, and the MOU process is an appropriate means of addressing specific mitigation requirements in view of specific plans proposed consistent with the Master Plan.

4.2.5 Shorelines

The BSAP development looks to increased development on the west side of US HWY 101 and as such, with the stormwater, well, and sewer controls discussed above no significant adverse impact to the shorelines are anticipated. Both marinas would operate within previously approved permit levels and as such no material impact would be expected over the Master Plan proposal.

Incremental use of the shoreline would be promoted by the introduction of additional residential units along the southern shoreline, which would be similar to the residential uses in the hybrid alternative and would require similar conditions. Access to the beach areas would be increased, which is a Shoreline priority, but careful controls would have to be imposed through the shoreline process to assure that water quality would be protected. The harbor shorelines would be subject to development very similar to the Master Plan proposal and no material differences, or different conditions would be anticipated.

4.2.6 Fish and Wildlife

Fisheries-related issues are protected by the requirement to maintain and protect water quality through managed stormwater, water system, and sewer system developments that eliminate off-site discharge of water on the site.

Much of the BSAP area has already been logged, cleared, and otherwise used for tourist and public use activities. As with the Master Plan proposal, the site has occasional use by local wildlife. Further, the proximity to US HWY 101 makes the site a hazard for wildlife crossing, so development that discourages wildlife in this particular area (with a busy intersection) would not have a material impact on wildlife migration or habitat areas. As with the Master Plan program/Hybrid alternative, the Tudor/Jupiter property development west of US HWY 101 would be required to provide buffer and screening from excess noise and light to adjoining undeveloped areas and would need to create and enforce a waste and garbage disposal program reflecting the fact that bears are found in the area. Such conditions would be imposed at the plat, binding site plan, and conditional use permit review period.

4.2.7 Rural Character/Population

The Pleasant Harbor Master Planned Resort provides the basic economic boost to the community anticipated in the comprehensive plan and discussed in more detail in conjunction with the proposal. The BSAP alternative provides a different employment and revenue boost to the community, with substantially less resort development and the shift of commercial sales from Brinnon to the resort village center. The BSAP model would provide an employment base to serve the resort village similar to the proposed alternative, but here again, the increase in employment onsite would be offset by a reduction of employment in the facilities which would otherwise serve the project in the RVC and overall no significant net increase in overall population would be anticipated.

The principal difference between the proposal and the BSAP model is that the proposal is financed by owners who purchase units and have them managed in a resort pool. The BSAP is dependent upon a single owner manager with a much smaller residential base to support the facility. Such facilities are much more susceptible to market swings and thus less likely to be funded in the first place and more likely to be closed in a significant economic downturn than one which has multiple owners in more than 800 units.

4.2.8 Archeological and Cultural Resources

The BSAP sites added to the Master Plan would have to be examined as a prerequisite to building, but as no significant resources were found on the Master Planned Resort site, no change to cultural resources is expected under the BSAP proposal.

4.2.9 Critical Areas

4.2.9.1 Wetlands

No wetlands are identified on the west side of US HWY 101 and thus no wetland impacts are expected. The golf course for the BSAP alternative will skirt the wetlands on the east side of US HWY 101 and the topography of the site, together with the need for a major pond to retain storm and recycled waters, mean that the conversion of one of the kettles to the waste water management and irrigation systems would likewise be required. As such, the wetlands impacts would be the same and similar mitigation requirements to replace lost wetlands and buffers would be imposed. Under County rules one difference is that the BSAP proposal which includes development of the south shore as a residential area, would not be able to create the larger patch buffer proposed for the Master Plan and would rely more on linear wetlands and buffers. A detailed wetland mitigation plan to identify specific impacts to wetlands and a demonstration that wetland and buffer replacement under County guidelines are feasible would be a requirement of preliminary plat approval.

4.2.9.2 Aquifer protection

The addition of the west side properties allows the potential for wells to be located even farther from the water than those in the Master Plan proposal, increasing the ability to pump the aquifer without creating any risk of sea water intrusion. The golf course management under King County rules recognized by the County, or substantially equivalent, will also reduce the likelihood of ground water contamination and would be substantially similar to the Master Plan proposal. The elimination of septic tanks for the marina to the north, and for the Tudor and Jupiter properties, would have the benefit of eliminating septic facility impact to the aquifer, harbor, and canal. Such use would be beneficial to the marina, but of limited benefit to the Tudor and Jupiter properties, which are already substantially removed from the water's edge. No material impact to the aquifer different from that of the Master Plan proposed is anticipated for aquifer protection.

4.2.9.3 Steep slopes

The development of the south shore for residential purposes will require steep slope limitations on any development to protect the bluffs and public safety. The BSAP would recommend a building setback from steep slopes of 100 feet (closer than the Hybrid alternative due to the additional activity on the site) and the same native vegetation strip to control drainage. For the balance of the BSAP property, the County steep slope buffers would control development, whether under Master Plan, no action BSAP, or Hybrid alternatives. The principal constraint is a requirement to set back from the top of banks, which can be accommodated under all of the alternatives, including the BSAP proposal.

4.2.9.4 Fish and wildlife habitat

This has been addressed above.

4.2.9.5 Flood hazard

Not present.

4.2.10 Summary of impacts and mitigation requirements under the BSAP Alternative

- All of the conditions of the proposed Master Plan would be included.
- Additional services from the increased tourist area would be addressed in the MOU program, which must be in place by the time of preliminary plat approval.
- The area would benefit from the northern marina being added to the sewer service area, eliminating a commercial septic from the harbor area.

Summary of different impacts:

- The traffic impacts of the greater commercial development west of US HWY 101 will be substantially greater as additional right of way, pedestrian, and traffic safety improvements will be greater than the Master Plan proposal and would likely require overpass crossings for both pedestrians and vehicles, a significantly limiting factor.
- The property value reduction and shift of commercial revenues from the Brinnon commercial area to the resort owners reduces the efforts to expand commercial activity in Brinnon.
- Water use is likely to be no impact, as in the proposal, as rainwater harvesting/recycling can serve the facility on a zero net increase to the aquifer.
- Critical area protection, habitat protection, shellfish protection, and cultural resources will remain the same as the proposal.

4.3 Hybrid Plan

The Hybrid Alternative (Figure 4-9) is the proposal with the balance of the properties and particularly those west of US HWY 101 developing under the County RR1-5 guidelines. RR-1-5 guidelines are restrictive with one unit per five acre the base density for residential purposes with very limited business allowed and multifamily prohibited. The land west of US HWY 101 is in a series of ownerships and is compressed against US HWY 101 with limited access possibilities due to the need to align intersections with Black Point Road and the general limitation on state highway access.

Assuming approximately 24 acres in size, the range of alternatives for the Hybrid development west of US HWY 101 would be as follows:

Four residential units with accessory units available for rental, one or more of which could be a small bed and breakfast to serve the traveling public. The area could include a small tourist information center, which could include a small gift shop as accessory use. Lands located off the US HWY 101 frontage may be developed into a small RV park to accommodate the small number of RV users who still use the Black Point site and will be displaced by the resort, and the RV park could have a small restaurant/convenience center associated with the RV park and generally rural, recreational, and tourist uses.

The hybrid alternative looks at the development of the area, including the Master Planned Resort, so the Master Planned Resort impacts and mitigation previously discussed would be part of the analysis. The incremental impact of the Hybrid alternative is discussed below. As the Hybrid alternative is not part of the Master Planned Resort, the utilities and facilities must be rural, not urban, in nature, and any such development would be on individual wells and septic tanks.

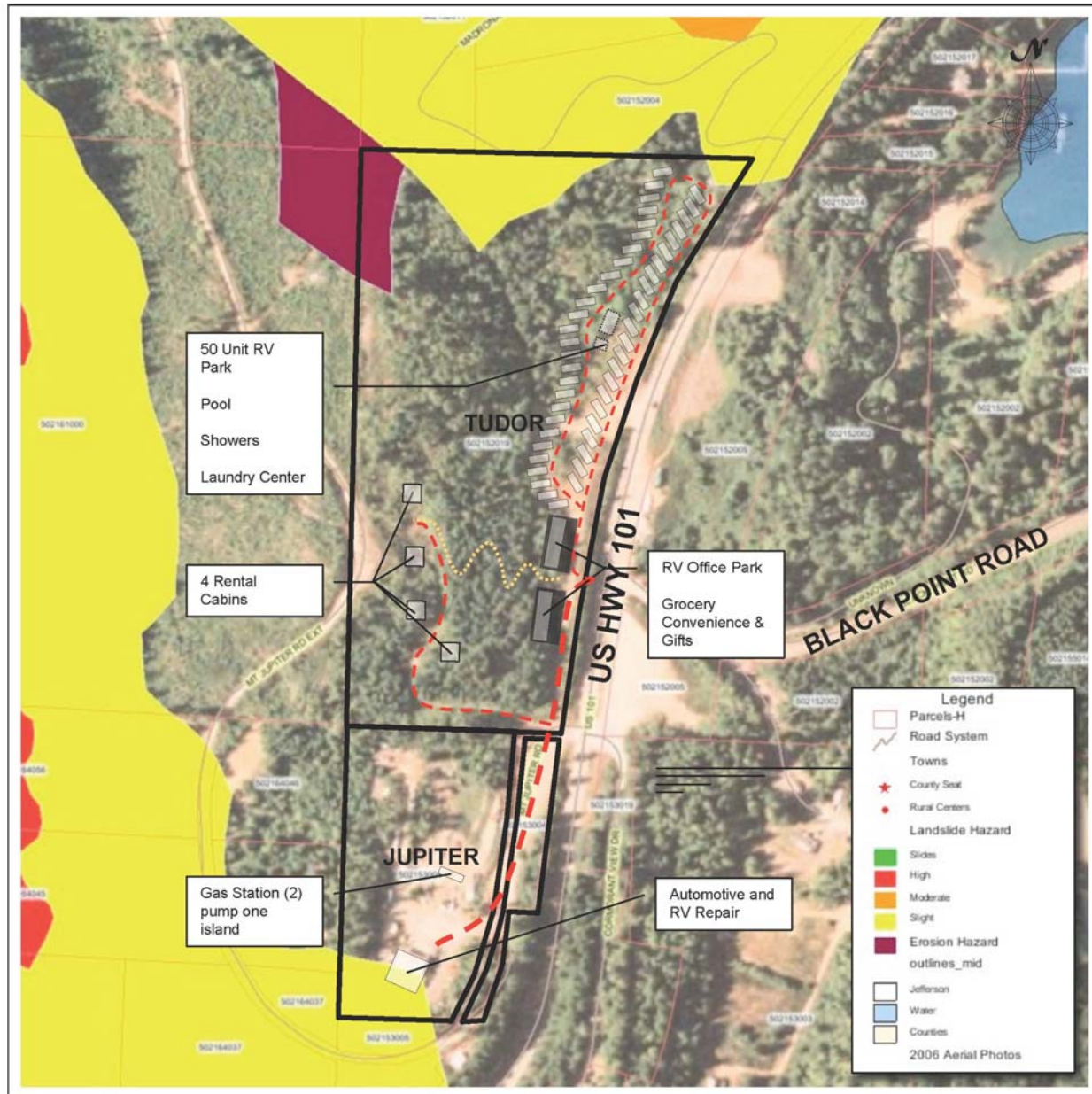


Figure 4-9 Hybrid Alternative – West of US HWY 101

4.3.1 Shellfish

The hybrid alternative would be west of US HWY 101 and therefore have no direct contact with the harbor or Hood Canal. Nevertheless, the increase in impervious surfaces and potential for increased stormwater runoff will require that all stormwater from the new development be treated so no contaminated or turbid stormwater from the hybrid areas enter the storm discharge ditches crossing the highway and entering the harbor. This condition will be enforced at the time of Hybrid area development through plat or site plan review controls.

4.3.2 Water

Under the Hybrid program the Master Plan would operate as identified in Chapter 3. The Hybrid area is outside the Master Planned Resort and thus limited to 5,000 gallons per day for residential uses (per existing lot or project) or approximately 10,000 gallons per day with the Hybrid area developed by two separate owners. A small public water supply would be required to serve the RV park and any environmental review of the park requires the applicant to demonstrate (1) adequate water is in fact available from wells at the time of development and (2) that such withdrawal will not affect the aquifer or create a potential for salt water intrusion. (Environmental review at the time of plat or binding site plan and conditional use approval would require supplemental reports on both topics before development approval would be granted.)

The Hybrid facilities would not have access to the MPR sewer system and would be limited to septic tanks under the control and standards of the County Health Department. The Hybrid areas are several hundred to 1,000 feet away from the shoreline and properly functioning septic systems should pose no material health or safety issues.

As with the Statesman and BSAP alternatives, there is a negligible aquifer impact due to the Hybrid alternative. Once water harvesting rights are acquired, there will be a slight positive impact to the aquifer as it will receive greater recharge than under predevelopment conditions. See Table 2 of Water Supply and Groundwater Impact Analysis at Appendix 5.

4.3.3 Transportation

The key transportation issue is US HWY 101, which carries high levels of traffic during the summer time, though well within the allowed "C" levels of service required for State highways. The key mitigation will be a controlled intersection with left turn and passing lanes at an intersection serving both the resort and the westerly development, with both sides then served by frontage roads or internal circulation. Implementation of this condition will be through plat, binding site plan, and conditional use controls at the time of development. Even with these controls, the inability to signal US HWY 101 at Black Point Road will be a limiting feature. A pedestrian overpass would likely be appropriate, reflecting the amount of non-motorized traffic anticipated between the west areas and the resort, and road access points carefully sited to avoid crossing movements and providing adequate queuing for turning movements. Traffic access may well be a limiting factor in the hybrid alternative unless an overpass is provided as with the BSAP alternative.

With the hybrid model proposed, the LOS for key intersections still remains within acceptable levels, assuming the intersection issues at Black Point Road are properly addressed.

Table 4-3 Hybrid Alternative: Trip Generation

Land Use	ITE Land Use Code	Size	P.M. Peak			Daily Trips
			Enter	Exit	Trips	
Resort Rentals - ITE All Suites Hotel	311	154	28	34	62	800
Condominiums/Townhouses	230	216	76	37	113	1,200
Recreational Homes/Adult Community	260	420	45	64	109	1,300
Golf Course	430	123	4	8	12	200
Specialty Retail	824	16.5	18	26	45	700
Low-Rise Apartments	221	100	45	22	68	700
Conference Facility (Salish Lodge)	n/a	250	25	35	60	400
Marina (existing vested use)	420	311	35	24	59	900
RV Park	416	50	13	6	19	200
Recreational Homes	260	4	0	1	1	10
Gas Station with Convenience Store	945	4	27	27	54	1,000
<i>Less Pass-by Trips (56%)</i>			-15	-15	-30	-600
Gross Total Trip Generation			301	269	570	6,800
<i>Less Internal Trips - Assume 20% Total Marina (Existing Uses)</i>			-60	-54	-114	-1,400
			-25	-35	-60	-400
Net Project Trip Generation			216	180	396	5,000

LOS comparison is at Table 3-9.

4.3.4 Public Services

The public service demands of the Hybrid alternative would add additional tourist facilities to the community, which imposes police, EMS, and fire service demands, but not significantly different than the facilities presently in place in the Brinnon area being displaced by the Master Planned Resort. Adequate potable water and fire flow will be required for all of the new structures. Binding site plan conditions would identify the full scope of necessary services, but the increased demand is well within the planned development for the area and poses no new or unanticipated demands on the County system. The MOU approach used by the proposal to address public service demands is suggested for the hybrid approach as specific public service demands are very program dependent. The MOU provides a regulatory tool to assure that mitigation is appropriate and proportionate to the new demands created by the hybrid options.

4.3.5 Shorelines

The Hybrid development looks to development on the west side of US HWY 101 and thus, with the stormwater, well, and septic controls discussed above, no significant adverse impact to the shorelines are anticipated.

Incremental use of the shoreline would be promoted by the Hybrid alternative, but the additional use brought to the area by a 50-unit RV park is not considered material in light of the number of camping spaces already in the area through both the state park and national park system.

4.3.6 Fish and Wildlife

The Hybrid area is characterized by some clearing and logging with patches of trees. No critical areas were identified from review of air photos. (See Figure 4-9.)

The Tudor site does have trees onsite that provide habitat for common species (deer and birds). The sites are sandwiched between Mt. Jupiter Road and US HWY 101 and as such are not considered

prime habitat. Development of the Hybrid alternative would reduce tree cover and would introduce activity for the RV park and commercial center.

Site-specific wildlife assessment would be required, but the site does have the ability to buffer surrounding lands and topography creates a physical separation for activity on the lower shelf on the Tudor property from the less developed areas to the west. The Jupiter site is substantially cleared and little additional impact is expected.

Much of the Hybrid area has already been logged and cleared on site. Further, the proximity to US HWY 101 makes the site a hazard should wildlife populate the area, so development that discourages wildlife in this particular area (with a busy intersection) would be a general benefit, rather than detriment. The RV park needs to provide buffer and screening from excess noise and light to adjoining undeveloped areas and needs to create and enforce a waste and garbage disposal program reflecting the fact that bears are found in the area. Such conditions would be imposed at the plat, binding site plan, and conditional use permit review period.

4.3.7 Rural Character/Population

The Pleasant Harbor Master Planned Resort provides the basic economic boost to the community anticipated in the comprehensive plan and discussed in more detail in conjunction with the proposal. The Hybrid, non-resort rural development expected to develop in concert with the resort, but under rural rules, provides an incremental employment and revenue boost to the community, but at a very small scale (less than a dozen employees likely).

4.3.8 Archeological and Cultural Resources

The Hybrid sites would have to be examined and as no significant resources were found on the Master Planned Resort site, no change to cultural resources is expected.

4.3.9 Critical Areas

4.3.9.1 Wetlands

No wetlands are identified on the Hybrid side of US HWY 101 and thus no wetland impacts are expected.

4.3.9.2 Aquifer protection

The residential and septic uses are permitted uses in areas designed to serve as groundwater recharge areas and compliance with local health rules about setbacks from wellheads should be sufficient to avoid any material impacts.

The stormwater and critical area rules will provide some protection for the small intermittent streams on the marina side, but additional capture and treatment facilities are required to avoid the direct runoff of untreated storm water that is now occurring.

4.3.9.3 Steep slopes

Access in the northern Hybrid area is affected by steep slopes (see Figure 4-5), but access and the frontage roads may be designed to avoid the steep slopes and achieve the necessary protection required by the critical area ordinance. These conditions would be imposed at plat, site plan review, and conditional use permit proceedings.

4.3.9.4 Fish and wildlife habitat

This has been addressed above.

4.3.9.5 Flood hazard

Not present.

4.3.10 Summary of Impacts and Mitigation Requirements under the Hybrid Alternative

- The area east of US HWY 101 is subject to all mitigation outlined in Chapter 3.
- The uses west of US HWY 101 must be limited in scale to uses consistent with small-scale resort and tourist service use under the rural zones of the Jefferson County Code.
- The uses west of US HWY 101 shall be limited to onsite well and wastewater disposal and may not hook to urban utilities from the Master Planned Resort.
- All development west of US HWY 101 shall be subject to development conditions identified in an approved stormwater management plan, wastewater disposal plan (septic approval under Jefferson County Health Code), and Public Works Department standards for roads and road frontage improvements.
- All traffic access to US HWY 101 shall be supported by a detailed traffic study and approval of WSDOT and Jefferson County Department of Public Works for motorized and nonmotorized transportation.

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