

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Wednesday, March 08, 2017 4:02 PM
To: John Cooper
Subject: FW: PDS Comments

From Dept Email

Lori Anderson, Permit Technician
Skagit County Planning & Development Services
1800 Continental Place
Mount Vernon, WA 98273
360-416-1320
loria@co.skagit.wa.us

www.skagitcounty.net/planning

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Wednesday, March 08, 2017 3:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Linda Parks
Address : 5402 Parkridge Pl
City : Sedro Woolley
State : Washington
Zip : 98284
email : dldmm@yahoo.com
Phone : 9713370581
PermitProposal : Permit PL16-0097
Comments : To whom it may concerned.

I am very concerned with the Concrete NW gravel operation proposed off Grip Road, Permit PL16-0097.

Issues are 24 hour operation, noise, property values, road upkeep, road improvements that would be needed, road and accident safety, car damage from gravel, school bus safety. .

I would like to your attention this is an old highway that has many curves that are quite small and short to next turn.

Your traffic figures are old, you cannot compare July 2013 to today. There has been increase of traffic every year as I have driven this way every time I go to town, work, or anywhere.

I do not believe you have considered the severe traffic concerns that will occur and probably increase in severe traffic accidents with large Trucks holding tons of gravel.

Your map does justly show the short quick curves on Prairie Road as it comes off Highway 99 going to the cite from I5.

There are school Buses and left hand turn off Prairie Road to Parkridge lane just after the curves as trucks cross highway and enter Prairie Road

This is our only access to this large neighborhood and School Buses pick up and drop off here as well as other

homes which driveways are left and right turns for access.

Also, I question that the bridge going over the Friday Creek will stay in good condition and can support the continual traffic of Gravel trucks carrying their 34 ton each loads of gravel daily.

The sharp turns and bridge as well as the condition of this road will definitely need continual additional upkeep and improvements for safe travel.

Safety and accident concerns me greatly, Road signs and speed limits are also a concern, in a short distance it goes from 15 mph to 35 mph to 50 mph just before this left on Parkridge lane where all the residents as well as school buses continually pull in and out to access our homes.

The large number of gravel trucks will assuredly create many broken windshields and dented vehicles, this also will cost the county plenty of money should they not address this as well as possible accidents with the slowing and stopping of cars to make turns off this highway to access property. Several times I have had small car drivers don't see (especially in fog) or ignore my left blinker signals as they speed up to 50 MPH and almost miss hitting me or end up passing me on the road on the left as I am getting ready to turn left; what about a large truck with a huge load of gravel that is beginning to accelerate? Or if someone's blinker happens to go out for turn signal? I cannot imagine a large truck just starting to accelerate; trying to hit the brakes for those of us and school buses as they stop to make our left hand turns into Parkridge lane (and other driveways). I know occasionally gravel trucks drive road to take to individuals, but it is not common or often, so I think drivers would be more careful when not familiar with the road. However, as a daily driving of multiple large loaded trucks; Is the county going to maintain the road for safety and signs to ensure prevention of accidents, and have some kind of an indemnify plan families if injuries and or loss of life created due to this Gravel pit heavy load trucks traveling daily on the road?

The noise with explosives (explosives at some future date) and gravel will definitely impact our property values.

These will be daily noise when I try to sell our property people will not want to purchase in this area.

Many of us have high end homes and are planning to sell for retirement within the next 3-5 years; Is the counting willing to compensate the property owners for loss of value and buy our homes for the value they should have sold for if no-one will buy our property due to this gravel pit? This could have a huge financial impact to those of us including ourselves. Our property taxes are too high to afford to maintain and live in this area during retirement and I cannot afford this financial impact! There needs to be payment to property owners and guarantee for those who fall in this category if you allow this Gravel Pit to open!

I know there are many other concerns; the above are the main issues I have with this Concrete NW gravel operation. I just found out recently and your first meeting for public comment is already past. This is such a short period to notify of concerns and to top that off it is after you allowed years of planning (your planning for road volume is from 2013). That seems a little dishonest for the people living in the area! Is this going to end up like a typical bureaucratic procedural thing the county does and then the county just bypass neighbor concerns and does not put in place indemnification plans? I hope that is not what happens with this proposed Gravel pit!

Concerned Citizen,
Linda Parks

From Host Address: 75.233.105.64

Date and time received: 3/8/2017 3:35:14 PM

John Cooper

From: Paula Shafransky <pshafransky@gmail.com>
Sent: Sunday, March 12, 2017 5:26 PM
To: John Cooper
Subject: March 29th meeting

Dear Mr. Cooper,

I sent a comment letter in December and expressed my concerns and ideas regarding CNW Special Use Permit #PL-0097 and as of March XX, 2017 I have still have not received or seen the County's response or actions regarding these concerns. As a concerned community member, please let me know what is being done to address these serious issues.

I request that the County and Concrete Nor'West representatives attend the Community Meeting scheduled for Wednesday March 29th at the Samish School.

Thank you.

John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, March 13, 2017 11:00 AM
To: John Cooper
Subject: Gravel Mine

Dear Mr. Cooper,

I submitted a comment letter on December 30th, 2016 expressing my concerns and ideas regarding CNW Special Use Permit #PL-0097 and as of March 13, 2017 I have still have not received or seen the County's response or actions regarding these concerns. As a concerned community member, please let me know what is being done to address these serious issues.

I also request that the County and Concrete Nor'West have representatives attend the Community meeting at Samish Elementary School that is scheduled for March 29th, 2017 at 6:30.

Sincerely,
Nicole Nickelson

John Cooper

From: Martha Bray <mbray1107@gmail.com>
Sent: Tuesday, March 14, 2017 1:50 PM
To: John Cooper; 'Dan Cox'
Cc: Commissioners; Dale Pernula; Dan Berentson; 'Linda Walsh'
Subject: Invitation to Community Meeting 3/29/17 regarding proposed gravel mine

Dear John Cooper and Dan Cox;

I am writing on behalf of a group of local residents in regard to the proposed gravel mine near Grip and Prairie Road. As you know there is considerable concern about this proposal in our neighborhood; community members have many unanswered questions, and do not know if their concerns are being addressed or taken seriously.

We respectfully request your attendance at a Community Meeting on Wednesday March 29th at 6:30 to 8:30PM at Samish Elementary School (located at the corner of Prairie Road and State Route 9).

The purpose of the meeting is to inform the community of the status of the proposal, answer our questions, and to give people a chance to talk directly with County officials and CNW representatives about their concerns. At our expense, we are hiring an independent facilitator (Max Collette) to ensure that we have a productive and respectful discussion.

After months of comment submission with no substantive information forthcoming, it's time for the County and Concrete Nor'West to speak directly to the community about this proposal. We feel this meeting is separate and different from any forthcoming public hearing, and could in-fact help clear up misunderstandings and misinformation. It serves no one to keep the public in the dark, and we have a right to be truly informed in advance of a formal hearing. We ask that a representative from County Planning as well as Public Works attend this meeting since many of our concerns are related to traffic and roads.

So that we can plan appropriately, please let us know as soon as possible if representatives will be attending, and if so who. **If we do not hear from you by Friday March 24th, we will assume that you and/or your representatives will not be attending.**

Please let me know if I can answer any questions. Thank you for your time and consideration.

Sincerely,

Martha Bray

John Cooper

From: Brandon Black
Sent: Wednesday, March 15, 2017 4:21 PM
To: John Cooper
Cc: Linda Christensen
Subject: FW: PDS Comments

This would be for John.

Brandon Black
Senior Planner – Team Supervisor
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

PHONE: (360) 416-1326
EMAIL: brandonb@co.skagit.wa.us

“Helping You Plan and Build Better Communities”

From: Planning & Development Services
Sent: Wednesday, March 15, 2017 4:08 PM
To: Brandon Black
Subject: FW: PDS Comments

Is this yours?

Linda

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, March 15, 2017 11:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Rick Brumfield
Address : 5318 Cedar Ridge Pl
City : Sedro-Woolley
State : WA
Zip : 98284
email : rbb123@frontier.com
Phone : 2536703606

PermitProposal : PL16-0097

Comments : 1. Traffic Flow & Safety:

- a. Additional traffic flow from volume of truck trips call for new roundabouts at:
 - i. Old 99 and Prairie (traffic is already getting heavier and heavier all the time ... the additional truck trip would seem to mandate a roundabout at this location), and at
 - ii. Grip and Prairie (A very dangerous intersection already. Additional truck volumes would only make it much worse.)
- b. Trucks exiting to the gravel pit from Grip presumably be coming from the west. New truck traffic calls for an

extended (300 ft.?) center lane for the left turning trucks to allow traffic to pass and not back up.

c. The truck trip volume estimates vary widely (the 12/08/2016 Skagit Valley Herald article mentioned 46 truck trips per day (23 in and 23 out) but also mentioned 30 per hour (one every two minutes or 720 per day!) ... so, which is it?) ... implications for limiting operating hours?

2. Road Maintenance:

a. Heavy trucks will damage Grip (shoulders on Grip already rapidly deteriorate with existing traffic. New truck trips would only exacerbate the problem) ... require periodic maintenance and inspections ... maintain to county specs.

b. White line the road edges on Grip (similar to how Prairie is lined now). Currently Grip only has a center line marked.

3. Property Values:

If there is a negative effect on surrounding property values from the gravel pit operation, there should be corresponding compensation.

4. Noise [The existing race track is about 3 miles due west (as the crow flies). The proposed gravel pit would be much closer to homes in the area and presumably create an unacceptable level of noise for much longer and sustained periods of time.]:

Excess noise gives rise to issues such as limited operations hours, maximum noise levels allowed, noise dampening required?

All these issues would seem to require a full EIS ... if in fact an MDNS has been issued without following proper protocols there would appear to be a legal problem.

I have these comments in a Word file if that would help ... little better formatting.

Rick Brumfield
rbb123@frontier.com

From Host Address: 50.34.100.190

Date and time received: 3/15/2017 11:44:58 AM

John Cooper

From: Brandon Black
Sent: Wednesday, March 15, 2017 4:21 PM
To: John Cooper
Cc: Linda Christensen
Subject: FW: PDS Comments

This would be for John.

Brandon Black
Senior Planner – Team Supervisor
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

PHONE: (360) 416-1326
EMAIL: brandonb@co.skagit.wa.us

"Helping You Plan and Build Better Communities"

From: Planning & Development Services
Sent: Wednesday, March 15, 2017 4:08 PM
To: Brandon Black
Subject: FW: PDS Comments

Is this yours?

Linda

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, March 15, 2017 11:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Rick Brumfield
Address : 5318 Cedar Ridge Pl
City : Sedro-Woolley
State : WA
Zip : 98284
email : rbb123@frontier.com
Phone : 2536703606
PermitProposal : PL16-0097

Comments : 1. Traffic Flow & Safety:

- a. Additional traffic flow from volume of truck trips call for new roundabouts at:
 - i. Old 99 and Prairie (traffic is already getting heavier and heavier all the time ... the additional truck trip would seem to mandate a roundabout at this location), and at
 - ii. Grip and Prairie (A very dangerous intersection already. Additional truck volumes would only make it much worse.)
- b. Trucks exiting to the gravel pit from Grip presumably be coming from the west. New truck traffic calls for an

extended (300 ft.?) center lane for the left turning trucks to allow traffic to pass and not back up.

c. The truck trip volume estimates vary widely (the 12/08/2016 Skagit Valley Herald article mentioned 46 truck trips per day (23 in and 23 out) but also mentioned 30 per hour (one every two minutes or 720 per day!) ... so, which is it?) ... implications for limiting operating hours?

2. Road Maintenance:

a. Heavy trucks will damage Grip (shoulders on Grip already rapidly deteriorate with existing traffic. New truck trips would only exacerbate the problem) ... require periodic maintenance and inspections ... maintain to county specs.

b. White line the road edges on Grip (similar to how Prairie is lined now). Currently Grip only has a center line marked.

3. Property Values:

If there is a negative effect on surrounding property values from the gravel pit operation, there should be corresponding compensation.

4. Noise [The existing race track is about 3 miles due west (as the crow flies). The proposed gravel pit would be much closer to homes in the area and presumably create an unacceptable level of noise for much longer and sustained periods of time.]:

Excess noise gives rise to issues such as limited operations hours, maximum noise levels allowed, noise dampening required?

All these issues would seem to require a full EIS ... if in fact an MDNS has been issued without following proper protocols there would appear to be a legal problem.

I have these comments in a Word file if that would help ... little better formatting.

Rick Brumfield
rbb123@frontier.com

From Host Address: 50.34.100.190

Date and time received: 3/15/2017 11:44:58 AM

John Cooper

From: Paula Shafransky <pshafransky@gmail.com>
Sent: Wednesday, April 05, 2017 5:05 PM
To: John Cooper
Subject: EIS

Dear Mr. Cooper,

I am writing to request a full environmental impact statement/review be done on the proposed open pit gravel mine near Grip and Prairie Roads. Thank you for your consideration in this matter.

Sincerely,

Paula Shafransky

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Wednesday, March 08, 2017 4:02 PM
To: John Cooper
Subject: FW: PDS Comments

From Dept Email

Lori Anderson, Permit Technician
Skagit County Planning & Development Services
1800 Continental Place
Mount Vernon, WA 98273
360-416-1320
loria@co.skagit.wa.us

www.skagitcounty.net/planning

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Wednesday, March 08, 2017 3:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Linda Parks
Address : 5402 Parkridge Pl
City : Sedro Woolley
State : Washington
Zip : 98284
email : dldmm@yahoo.com
Phone : 9713370581
PermitProposal : Permit PL16-0097
Comments : To whom it may concerned.

I am very concerned with the Concrete NW gravel operation proposed off Grip Road, Permit PL16-0097.

Issues are 24 hour operation, noise, property values, road upkeep, road improvements that would be needed, road and accident safety, car damage from gravel, school bus safety. .

I would like to your attention this is an old highway that has many curves that are quite small and short to next turn.

Your traffic figures are old, you cannot compare July 2013 to today. There has been increase of traffic every year as I have driven this way every time I go to town, work, or anywhere.

I do not believe you have considered the severe traffic concerns that will occur and probably increase in severe traffic accidents with large Trucks holding tons of gravel.

Your map does justly show the short quick curves on Prairie Road as it comes off Highway 99 going to the cite from I5.

There are school Buses and left hand turn off Prairie Road to Parkridge lane just after the curves as trucks cross highway and enter Prairie Road

This is our only access to this large neighborhood and School Buses pick up and drop off here as well as other

homes which driveways are left and right turns for access.

Also, I question that the bridge going over the Friday Creek will stay in good condition and can support the continual traffic of Gravel trucks carrying their 34 ton each loads of gravel daily.

The sharp turns and bridge as well as the condition of this road will definitely need continual additional upkeep and improvements for safe travel.

Safety and accident concerns me greatly, Road signs and speed limits are also a concern, in a short distance it goes from 15 mph to 35 mph to 50 mph just before this left on Parkridge lane where all the residents as well as school buses continually pull in and out to access our homes.

The large number of gravel trucks will assuredly create many broken windshields and dented vehicles, this also will cost the county plenty of money should they not address this as well as possible accidents with the slowing and stopping of cars to make turns off this highway to access property. Several times I have had small car drivers don't see (especially in fog) or ignore my left blinker signals as they speed up to 50 MPH and almost miss hitting me or end up passing me on the road on the left as I am getting ready to turn left; what about a large truck with a huge load of gravel that is beginning to accelerate? Or if someone's blinker happens to go out for turn signal? I cannot imagine a large truck just starting to accelerate; trying to hit the brakes for those of us and school buses as they stop to make our left hand turns into Parkridge lane (and other driveways). I know occasionally gravel trucks drive road to take to individuals, but it is not common or often, so I think drivers would be more careful when not familiar with the road. However, as a daily driving of multiple large loaded trucks; Is the county going to maintain the road for safety and signs to ensure prevention of accidents, and have some kind of an indemnify plan families if injuries and or loss of life created due to this Gravel pit heavy load trucks traveling daily on the road?

The noise with explosives (explosives at some future date) and gravel will definitely impact our property values.

These will be daily noise when I try to sell our property people will not want to purchase in this area.

Many of us have high end homes and are planning to sell for retirement within the next 3-5 years; Is the counting willing to compensate the property owners for loss of value and buy our homes for the value they should have sold for if no-one will buy our property due to this gravel pit? This could have a huge financial impact to those of us including ourselves. Our property taxes are too high to afford to maintain and live in this area during retirement and I cannot afford this financial impact! There needs to be payment to property owners and guarantee for those who fall in this category if you allow this Gravel Pit to open!

I know there are many other concerns; the above are the main issues I have with this Concrete NW gravel operation. I just found out recently and your first meeting for public comment is already past. This is such a short period to notify of concerns and to top that off it is after you allowed years of planning (your planning for road volume is from 2013). That seems a little dishonest for the people living in the area! Is this going to end up like a typical bureaucratic procedural thing the county does and then the county just bypass neighbor concerns and does not put in place indemnification plans? I hope that is not what happens with this proposed Gravel pit!

Concerned Citizen,
Linda Parks

From Host Address: 75.233.105.64

Date and time received: 3/8/2017 3:35:14 PM

John Cooper

From: Martha Bray <mbray1107@gmail.com>
Sent: Wednesday, April 12, 2017 2:35 PM
To: John Cooper
Cc: 'linda wa'
Subject: status of CNW Gravel mine proposal

Hello John,

I am checking in on the status of the CNW Grip Road gravel mine project. Have you heard anything from CNW since your March 14, 2017? Do you know when you might expect the additional information from CNW that was requested, and what the SEPA review timeline might look like from this point forward?

Also, we continue to believe, based on our reading of the County Road Standards** (shown below), that at least a Level I Traffic Impact Analysis should be required. If it is not being required, what is the rationale for this decision? Your March 14 letter cites "additional traffic models and road tests" that Public Works is going to do. But how do we know what work is actually being done, and how do we access that information in a format that makes sense? How can community members know if our questions are being addressed when there is so little public information provided on this key topic?

I appreciate your time and consideration.

Thank you,
Martha Bray

**County Road Standards 2000, incorporated into SCC 14.36 by reference:

4.00 TRAFFIC ANALYSIS

All applications for land division and changes of land use shall include sufficient data to determine the amount of additional traffic generated by the development. Such data shall also be used as a guideline for access road and/or driveway requirements.

4.01 Traffic Impact Analysis

The purpose of a Traffic Impact Analysis (TIA) is to:

- A. Determine the safety impacts a particular development will have on the regional road network;
- B. Establish whether the development will meet the County's level of service standards as adopted within the County's Comprehensive Plan;
- C. Determine mitigating measures necessary to alleviate safety issues and to meet the adopted level of service standards;
- D. Developments that are small and generate less than 25 AM or PM peak hour trips may be reviewed for concurrency without an in-depth TIA by identifying influence zones for roads that are approaching or have exceeded their capacity.

4.02 Level of Analysis and Warrants

A. A Level I TIA (trip generation and distribution study) shall be required if any one of the following warrants are met:

- 1. The project generates 25 or more PM peak hour trips; or
- 2. The project is not categorically exempt under the County's SEPA provisions in Skagit County Code Chapter 14.12

A Level I TIA may be required by the County to determine the need and

scope of a Level II TIA. A level I TIA shall be expanded to a Level II TIA if any of the Level II warrants are met.

B. A complete Level II TIA shall be required if the project generates more than 50 peak hour trips and any one of the following warrants is met:

1. The development is within the Urban Growth Area and there is not an interlocal agreement with the city to use city design standards;
2. The development is within the Urban Growth Area and a TIA is required by the city where there is an interlocal agreement for the use of city design standards between the city and the County;
3. The development will generate 100 or more AM or PM peak hour trips within the rural areas as defined by the Urban Growth Boundary;
4. The County has required that an Environmental Assessment or Impact Statement be prepared;
5. A rezone of the subject property is being proposed;
6. If there exists any current traffic problems in the local area as identified by the County or a previous traffic study has identified high accident locations, poor roadway alignment or capacity deficiencies.
7. The current or projected level of service of the roadway system in the vicinity of the development will exceed County adopted level of service standards.

John Cooper

From: website
Sent: Sunday, April 16, 2017 10:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jonathan Fish

Address : 5043 Wildlife Acres Lane

City : Sedro-Woolley

State : WA

Zip : 98284

email : jfish326@gmail.com

Phone : 3607089526

PermitProposal : Special Use Permit Application PL16-0097

Comments : We own property adjacent to the proposed gravel pit and are very concerned about the impact this will have on our quality of life, property values, and safety on local roads. Additionally we are very concerned about the environmental impact of this area. To this end, we would like for the county to reconsider its decision not to ask for a full environmental impact statement. We believe that this decision is extremely short sided.

Please order a formal EIS before this project proceeds any further.

Thank you,

Jonathan Fish

From Host Address: 162.72.158.1

Date and time received: 4/16/2017 10:39:09 PM

John Cooper

From: website
Sent: Sunday, April 16, 2017 8:55 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Charles Michael Schultz

Address : 2302 20th PL

City : Anacortes

State : WA

Zip : 98221

email : fbcschultz@comcast.net

Phone : (360) 293-3098

PermitProposal : PL16-0097; Concrete NW Gravel Mine on Grip Road

Comments : I request that the County require an EIS for the proposed gravel quarry. My primary concern is road safety, both for vehicle drivers/passengers and for bicyclists. Secondary concerns that an EIS should address are impacts to the ground water/storm water in the area of the mine.

Thank you.

From Host Address: 174.61.143.71

Date and time received: 4/16/2017 8:50:50 PM

John Cooper

From: PDS comments
Sent: Monday, April 17, 2017 1:44 PM
To: John Cooper
Subject: FW: Gravel mine

-----Original Message-----

From: David Goehring [<mailto:davidgoehring@gmail.com>]
Sent: Monday, April 17, 2017 1:00 PM
To: PDS comments
Subject: Gravel mine

I am one of the county residents who will be impacted by the proposed gravel mine in the Samish River valley. In fact I am the one resident who has already been impacted to the tune of a \$1500 car repair bill when I was side-swiped while parked alongside Grip Road at one of the community meetings held to discuss this proposal. I was stuck with a cheap rental car almost all winter.

My neighbors tell me we should be respectful when submitting comments to the county, but it is getting increasingly difficult to do so frankly. I feel as if the county should be the entity showing more respect here. It is the county after all that was ready to approve this proposal, endangering the lives of every one of us who use either Grip Road, Prairie Road, or both, without even bothering to notify us. I have now been informed that the county is conducting its own traffic analysis rather than commissioning an independent study. This is not acceptable. Personally, I feel as if one drive up and down Grip and out onto Prairie should be enough to convince any reasonable person of the dangers of this proposal. If we are going to expend our tax dollars to determine that the obvious is true, however, then this should be done by independent experts, not by the county themselves. If the proposal were to be approved without having an independent traffic study performed, the county would bear significant liability when the inevitable collisions occur, especially after they have been publicly warned.

I am also very disappointed that an EIS has not yet been required as a condition of this permit. We are talking about a 600+ acre mining site adjacent to one of the most productive salmon streams in Washington State. I have been a supporter of all of the efforts that have been made to clean up the Samish River, even though I have to pay more for septic inspections than other residents in the watershed, and I am disturbed that my county government would even consider approving something like this proposal without an EIS. It really saddens me actually that my county is not more environmentally conscious.

I frankly don't care that this area is zoned for resource extraction, or how much money the gravel company has spent to acquire this land. If the gravel can't be extracted without harming the environment, and without physically endangering the local residents, then the mine proposal shouldn't be approved. The fact that the gravel company couldn't even be bothered to attend the most recent community meeting, after they were invited to do so, tells me all I need to know about how much they care about our concerns.

David Goehring
20002 Double Creek Lane
Sedro Woolley
360-661-0818

John Cooper

From: website
Sent: Monday, April 17, 2017 4:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Andrea Garcia
Address : 22199 Grip RD
City : Sedro Woolley
State : WA
Zip : 98284
email : garcia4@wavecable.com
Phone : 360/982/1715
PermitProposal : PL 16-0097
Comments : Dear John,

We have lived on Grip Road for 20 years. This is where my children have been and are currently being raised. This is a safe, quiet community.

My daughter (17 years old) jogs, as well as drives, on Grip and the surrounding roads. My son (13 years old) rides his bike to friend's houses on Grip Road. Often times, during the summer, they will ride down to Samish River for an afternoon of swimming. I am an expert on this community and I don't want the safety or peacefulness, of my community, destroyed by Concrete Northwest.

Some of my concerns are as follows:

1. Road safety, and destruction to the road created by large trucks, especially on Grip Road. There are no fog line strips. It's a struggle to keep vehicles from using the unpaved outside edges of the road. Yet, many vehicles do use the unpaved gravel/dirt edges of the road creating a problem for our ditches, which in turn, during the rainy season, creates large pools/rivers of water on roadways. As for road safety isn't it obvious, there are many 90 degree twists and turns on Grip Road how can a double trailer, empty or full, navigate this without using the oncoming lanes? Impossible! Not to mention the exit onto Prairie Road from Grip Rd. Only a fool would think this was safe! A full traffic impact study must be done by an independent consultant.

2. The environment! Good grief, I have to have my septic system inspected every three years, to the tune of a couple of hundred dollars, and now it's okay for a gravel pit, full of equipment running oil and diesel fuel to be digging into my water table, polluting Samish Creek and various other creeks? This is unacceptable, it is recipe for disaster. Our community cares about the preservation of the Samish Creek. This is a salmon safe area and we would like to keep it that way. A full environmental impact statement must be done, how could it NOT be done? My environment will be impacted as well as my natural environment.

3. What about my property values? How do you think a 50-700 acre mine will affect my property value? Increase or decrease? This mine will bring noise, vibration, traffic, destruction of roads, destruction of wildlife, and destruction of the peaceful gentlemen farmer's community that we live in.

We do not want a 50-700 acre gravel pit in our backyard! Would you?

Andrea Garcia

John Cooper

From: website
Sent: Monday, April 17, 2017 2:05 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Nancy Swalling
Address : 22649 Grip Rd
City : Sedro-Woolley
State : WA
Zip : 98294

email : swalling@wavecable.com

Phone : 360 856-6549

PermitProposal : Proposed Grip Rd Gravel Mine

Comments : I am requesting a complete EIS on this project as it will directly effect my life style and possibly my safety.

From Host Address: 204.195.10.178

Date and time received: 4/17/2017 2:03:52 PM

John Cooper

From: website
Sent: Monday, April 17, 2017 3:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Dale R. Abbott
Address : P.O. Box 804
City : Burlington
State : WA
Zip : 98233
email : d_abbott@hotmail.com
Phone : 360-856-0418
PermitProposal : PL16-0097

Comments : I have serious concerns about the potential impact that the proposed Concrete Norwest mine (Special Use Permit Application PL16-0097) will have on the environment of the Samish River drainage system. In particular, I am disturbed by the proximity of the mine to the river itself and whether the 200 ft. setback is sufficient to protect the groundwater and surface run-off from entering the Samish (particularly during heavy rainstorms). Then there is the effect this mine will have on the indigenous wildlife of that area. I have seen a bobcat within half a mile of the proposed mine, and my neighbor has seen cougar within a mile of the mine. Of course deer, raccoons, opossums, bald eagles, great blue herons, red tailed and sharp shinned hawks, barn and barred owls are frequently seen in this area as well as western tanagers, pileated woodpeckers, Steller's jays and more. In the 25 years that I have lived on Prairie road, I have seen all of those critters on my property which is located within 1 mile of the proposed mine.

I wonder what all the truck oil, gasoline fumes, grease, exhaust, noise, and dust will do to this region. In addition to all the heavy truck traffic on those narrow roads which are not built to handle heavy commercial traffic, I understand that the mine operators will be hauling 20+ water trucks daily to the mine site since they are prohibited from drilling a well for water there. Presumably they will also have to haul human waste and garbage away from the work site, and that will entail additional truck traffic and the potential for toxic spills. It is only a matter of time before the operators will decide to request a transfer of water rights from some other property they own in the area to this new mine, and we all know that there is a big difference between locations in a river drainage when considering the hydrology. Pulling water from their pit on the west side of I-5 would clearly not have the same impact as pulling water from upriver at the proposed mine site. Although they claim that they will not try to obtain groundwater rights, they have a history of requesting and receiving a transfer of water rights from one location to another, and I believe that we need to know now what kind of impact that would have on the river system in anticipation of their request in the future.

When will the county need to replace the old bridges in this area after heavy truck traffic has worn them down? How much will that cost? It is clear to me that the Samish River bridges at F&S and Grip roads will be particularly affected.

For these reasons I believe that the county should request that a full and complete Environmental Impact Statement before giving final approval for the proposed Concrete Norwest Samish gravel mine. Thank you for your consideration.

Sincerely,

Dale R. Abbott
22290 Prairie Road
Sedro-Woolley, WA 98284

John Cooper

From: website
Sent: Monday, April 17, 2017 11:05 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Paula Shafransky
Address : 22461 Prairie Road
City : Sedro Woolley
State : WA
Zip : 98284

email : pshafransky@gmail.com

Phone : 3608561637

PermitProposal : Permit Application PL16-0097

Comments : I am asking the county to require an environmental impact statement for the proposed Grip Road gravel mine.

Thank you for your consideration in this matter.

From Host Address: 24.113.225.148

Date and time received: 4/17/2017 11:00:48 AM

Name: John W. Day
Address: 6368 Erwin Ln.
City: Sedro-Woolley
State: WA
Zip: 98284
email: jday0730@gmail.com
Phone: 360-856-0644
Permit Proposal: Concrete Nor'west Gravel Operation Near Grip Road, Special Use Permit Application PL16-0097

Skagit County Senior Planner John Cooper's letter dated March 14, 2017 to Concrete Nor'West (CNW) is a step in the right direction with regard to the additional information it requires CNW provide for its Grip Road gravel mine application, but it still falls far short of the mark. Given the potential significant environmental impacts associated with the proposed mine, Skagit County should **require that the applicant prepare a full Environmental Impact Statement (EIS)**. At a minimum, these impacts include traffic and road safety, damage to streams and wetlands, impacts associated with upgrading the private access road to meet county standards, onsite hazardous materials storage, disturbance/damage to cultural resources, offsite noise and dust pollution, hours of operation, the potential future expansion of the mine to include more of CNW's contiguous ownership in the Mineral Resource Overlay, and the potential future addition of gravel processing to the project.

With regard to traffic and road safety, Cooper's letter includes the following statement:

As you know, the second public comment period for Concrete Nor'West's gravel mining application has resulted in over one hundred comment letters. The comments indicated great concern about truck traffic and road safety. To address these concerns, Skagit County Public Works will run additional traffic models and road tests to ensure compliance.

I very much appreciate that Skagit County PDS is now paying attention to the concerns of local residents with regard to the traffic and road safety implications of CNW's proposed gravel mine. However, I believe that the above statement is seriously flawed. Given the significance of the traffic and road safety concerns in conjunction with the other potential impacts of the mine, Skagit County needs to require that Concrete Nor'West provide a Level II Traffic Impact Analysis per Skagit County Road Standards (2000).

Skagit County Road Standards (2000) 4.00, Traffic Analysis, states as follows:

All applications for land division and changes of land use shall include sufficient data to determine the amount of additional traffic generated by the development. Such data shall also be used as a guideline for access road and/or driveway requirements.

Under 4.02, Level of Analysis and Warrants, the regulation states that if the project is not categorically exempt under the County's SEPA provisions in Skagit County Code Chapter 14.12, at least a Level I Traffic Impact Analysis (TIA) is required. It goes on to state that the Level I TIA shall be expanded to a Level II TIA if **any** of the Level II warrants are met. Included in the Level II warrants are the following:

4. The County has required that an Environmental Assessment or Impact Statement be prepared;
6. If there exists [sic] any current traffic problems in the local area as identified by the County or a previous traffic study has identified high accident locations, poor roadway alignment or capacity deficiencies.
7. The current or projected level of service of the roadway system in the vicinity of the development will exceed County adopted level of service standards.

I believe that warrant numbers 6 and 7 above are already met and, as stated previously, number 4 should also be met.

Another aspect of Cooper's statement that concerns me is that he says that "Skagit County Public Works will run additional traffic models and road tests to ensure compliance". Does this mean that Skagit County Public Works will conduct the required study for the project to meet its own Level II TIA requirements? If so, this should be clearly stated. On the other hand, why would Skagit County Public Works even conduct this work, presumably at county taxpayers' expense, when the burden of proof is clearly on the applicant? This makes no sense to me and raises the additional concern of a potential conflict of interest on the part of Public Works, which should be participating in the review of the applicant's submissions, not conducting work effectively on behalf of the applicant.

The time for half-measures with regard to this project application is over. Skagit County needs to step up NOW and really do its job.

John Cooper

From: website
Sent: Monday, April 17, 2017 8:00 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Frank L Phillips
Address : 22461 Prairie RdConcrete Nor
City : Sedro Woolley
State : WA
Zip : 98284
email : fphillips67@gmail.com
Phone : 3608561637
PermitProposal : PL16-0097

Comments : I am a concerned citizen living on Prairie within a mile of the proposed gravel mine by Miles sand and gtavel. I want a full EIS done to determine the full impact this mine will have on our community and our lives. I have enjoyed living in this area for over 25 years and now own our property. We are now retired and look forward to more good years living here, but I believe this mine will lower our hard earned property values, be cause of unwanted pollutions, and unsafe roads too drive on. In fact I will and think other neighbors will now go to Bellingham and Whatcom county to shop as to drive Prairie Rd into Burlington/Mt Vernon. This is tax revenue now leaving Skagit county. I also feel that Miles sand and gravel have future plans for this area and need to be transparent in these plans.

Thank you
Frank Phillips

From Host Address: 24.113.225.148

Date and time received: 4/17/2017 7:58:54 AM

John Cooper

From: website
Sent: Monday, April 17, 2017 7:55 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Jim Morrell
Address : 22777 Nature View Dr
City : Sedro-Woolley
State : WASHINGTON
Zip : 98284
email : jmrrll@frontier.com
Phone : 3608549319

PermitProposal : Special Use Permit Application PL16-0097

Comments : I live in proximity of a gravel mine, off of Grip Road, proposed by Miles Sand and Gravel. I have grave concerns about the impact this mine would have on those of us in the surrounding area. Maintenance of water quality, wildlife, noise pollution, traffic on a poorly designed road are some of the concerns. As we live on a well, what is to insure the aquifer that supplies are well is going to be maintained and not breached? The quality of life that we have come to know could be tainted by such a mine and the above concerns. I am requesting that a full EIS (environmental impact statement) be done in order for this mine to receive a permit. There are too many concerns that have not been addressed by the county's permit application process.

Your consideration will be greatly valued.

Thank you,

Jim Morrell
22777 Nature View Dr.
Sedro-Woolley, WA. 98284
360/854-9319

From Host Address: 24.19.60.63

Date and time received: 4/17/2017 7:50:07 AM

John Cooper

From: PDS comments
Sent: Tuesday, April 18, 2017 6:52 AM
To: John Cooper
Subject: FW: Special Use Permit Application PL16-0097

From: Nadine Degolier [<mailto:nadinedegolier@yahoo.com>]
Sent: Monday, April 17, 2017 6:09 PM
To: PDS comments
Subject: Special Use Permit Application PL16-0097

Skagit County Planning and Development Services,

April 17, 2017

I am writing to request that an Environmental Impact Statement be required for Concrete Nor'west for their planned sand and gravel pit near Prairie Road and Grip Road. Their permit application number (Special Use Permit Application PL16-0097).

I am Nadine M. DeGolier, 32620 – 80th Drive NW, Stanwood, WA 98292. I own property in Skagit County, Parcel # P 130919. My father, Elmer S. Wolf bought this property in 1948 and it has been in our family for 69 years. We border the Concrete Nor'west property and are downhill from them. I am very concerned about having a noisy gravel pit uphill from my property. I request that the Concrete Nor'west Environmental Impact Statement include a clear review of the following areas:

1. Road safety and damage to road infrastructure
2. Noise pollution and visual blight
3. Decline in property values and quality of life
4. Habitat degradation and impacts of wildlife
5. Groundwater, well-water and storm-water concerns

My father, Elmer S. Wolf farmed this property for 50 years and then he passed his 65 acres down to me and my brother and sister. We each own 20 acres and a 5 acre easement into the property. We each have plans to build on our property and pass the land on to our children. Our property is not "throw away" property that no one cares about. A large company should not be allowed to put a gravel pit right beside us and destroy the value of our property.

Thank you for your consideration,

Nadine DeGolier

32620 – 80th Drive NW

Stanwood, WA 98292

John Cooper

From: website
Sent: Tuesday, April 18, 2017 11:45 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Dian Jahn

Address : 4501 Fidalgo Bay Rd, 901

City : Anacortes

State : WA

Zip : 98221

email : dian.jahn@gmail.com

Phone : 425-830-5381

PermitProposal : PL16-0097

Comments : To revise my comments, I feel it is VERY important and necessary to require a full Environmental Impact Study for the proposed Gravel Pit located in the Grip and Prarie Roads in Skagit County...I made an typo error in my first response.

From Host Address: 73.239.34.238

Date and time received: 4/18/2017 11:44:48 AM

John Cooper

From: website
Sent: Tuesday, April 18, 2017 11:40 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Dian L Jahn
Address : 4501 Fidalgo Bay Rd, 901
City : Anacortes
State : Wa
Zip : 98221
email : dian.jahn@gmail.com
Phone : 425-830-5381
PermitProposal : PL16-0097

Comments : I do not feel there is sufficient concerns for safety of motorists, cyclist and pedestrians (especially school children/bus) to implore Skagit County to require a full Environmental Impact Statement (EIS), before they make any further decisions about proposed gravel mine near Grip and Prairie Roads.

From Host Address: 73.239.34.238

Date and time received: 4/18/2017 11:39:07 AM

John Cooper

From: website
Sent: Tuesday, April 18, 2017 12:30 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Donald James Allgire
Address : 1607 Birch Court
City : Mount Vernon
State : Wa
Zip : 98274
email : dkallgire@hotmail.com
Phone : 360-421-2630
PermitProposal : PL 16-0097

Comments : I request a EIS be required for this permit. We lived at 17939 Valley Ridge Lane near the Meridian Rock Quarry from 1993 until 2004. We were assured by a Quarry Representative at an open house that the quarry would close and be turned into a park by about 2005. The state would not allow my wife, Karolyn Allgire , to volunteer to clean the shoulders of the road because it was too dangerous. As of 2017 the Quarry is still in operation.

The proposed quarry,stands to create hazards for Bicyclists and motorists with no long turn plan. Please do not rubber stamp this as having no significant impact.

From Host Address: 107.77.205.92

Date and time received: 4/18/2017 12:27:35 PM

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Wednesday, April 19, 2017 8:29 AM
To: John Cooper
Subject: FW: PDS Comments

From Dept Email

Lori Anderson, Permit Technician
Skagit County Planning & Development Services
1800 Continental Place
Mount Vernon, WA 98273
360-416-1320
loria@co.skagit.wa.us

www.skagitcounty.net/planning

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Tuesday, April 18, 2017 6:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Timothy P. Merriman
Address : 4214 State Route 9
City : Sedro Woolley
State : Wa
Zip : 98284

email : timothy.p.merriman@gmail.com

Phone : (360) 399-1750

PermitProposal : Special Use Permit Application PL16-0097 - Proposed Grip Road Gravel Mine

Comments : Please require a full Environmental Impact Statement (EIS) for the project.

Lummi Nation, Nooksack Tribe, Swinomish Tribe and Upper Skagit tribe should all be contacted regarding their former occupation of the location and burial grounds.

They should also be contacted regarding how this project might affect their treaty fishing rights. The Samish River contributes to the Salmon in the Puget Sound.

From Host Address: 24.113.228.154

Date and time received: 4/18/2017 6:19:53 PM