

John Cooper

From: website
Sent: Wednesday, January 25, 2017 1:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Indra Pernell
Address : 4505 Prairie Lane
City : Sedro Woolley
State : WA
Zip : 98284
email : ipernell72@gmail.com
Phone : (360) 399-1621
PermitProposal : PL16-0097 & PL16-0098
Comments : Thank you for extending the comment period!!!

When we bought our place on Prairie Lane, the lovely quiet curving road to it was one of the great selling points! I am so distressed about it becoming an industrial and high traffic rd, instead of quiet and pastoral. Up to 30 trucks per hour?!! NO.

Here are some other concerns:

1. Who guarantees the safety of our water table? We depend on our well water. They plan to fuel trucks there. Local families need that water safe. FUEL OFFSITE, where there is no risk to well water.
2. Water table depth SHOULD BE ASSESSED THROUGHOUT the property to be mined. If water table is punctured all locals lose well water. Assessment should be done by an agency who has people's welfare in mind. Not done by the gravel co.
3. The number of trucks allowed per hour should be limited to a more reasonable number! How about 5 TRUCKS PER HOUR. 30/hr is not reasonable.
4. Hours of operation should not be during kids bus rides. School bus stops on blind corners, and heavy trucks DO NOT MIX! Lets NOT wait for a tragedy.
5. Hours of operation should not be all night. We live here because it is quiet! Property values and quality of life are at stake. DAYTIME HOURS OF OPERATION. Sound travels in a quiet valley.

Let us not be another Flint Michigan. We matter. We require water. Our water should be safe and protected. The quality of our life matters. The land that we inhabit is our habitat. Protect our quiet, safe, healthy, enjoyable habitat.

.. and while we're at it:

6. An assessment of the impact on animal habitats should be done. WHY WAS THIS NOT DONE?

I trust that the comments submitted will be valued and considered. Thank you for your time today.

From Host Address: 24.113.133.82

John Cooper

From: website
Sent: Wednesday, January 25, 2017 3:00 PM
To: Planning & Development Services
Subject: PDS Comments

Name : J. Michael Newlight
Address : 897 Chuckanut Shore RD
City : Bellingham
State : WA
Zip : 98227
email : jmnewlight@comcast.net
Phone : 360-734-5890

PermitProposal : PL16-0097 & PL16-0098

Comments : I am lienholder on one of the five-acre parcels on Prairie Lane, where my daughter and her family have made a home. Thus maintaining quality of life and property value is important to us. I strongly object to the creation of a working gravel pit near this property. The entire Samish River watershed, particularly between Highway 9 and Old 99, no longer qualifies as a wilderness resource extraction area, but has become an increasingly populated residential extension of Sedro-Woolley. It is no longer reasonable to zone acreage for a gravel pit in the center of it – destruction of fish and wildlife habitat, threat to water quality, traffic, noise pollution and all the rest. The days in which such an intrusive and environmentally threatening use of this property would be appropriate are long past.

From Host Address: 98.247.180.61

Date and time received: 1/25/2017 2:59:12 PM



January 25, 2017

Skagit Board of County Commissioners

The (Miles Sand & Gravel, LISA Inc.) {Permit #s PL 16-0093, PL 16-0097 & PL 16-0098} proposed gravel mining along the Samish River. The 3 parcel #s involved are as follows; p125644, p125645, & p50155. Skagit County, [SECTION 27, TOWNSHIP 36, Range 4 EAST]. The Samish is under fecal coliform pollution and low water flow watch & has enough problems supporting salmon spawning and shellfish in the watershed. To be subject to the potential of further jeopardy is a great concern. Commerce is important to the county but so is the environment, What steps have been or will be taken to guarantee there will be no runoff of mud or leaching of machine fuel and oil into the Samish River? The County Health Department has gone to great lengths to inform locals of the hydraulic effects on the River of septic systems and even the effect of our pets pottying on our land. What is good for the Goose is also good for the Caterpillar? Good analogy. Right?

Noise and air pollution also concerns me. There are large numbers of rural homes east of the site and because of the elevation and adjacent hill long hours of operation (24-7) will become noise disruptive. We can hear the SKAGIT Speedway and it is almost twice as far away One night a week in the summer is a far cry from digging, washing, sorting, loading and hauling potentially 24/7.

What does the Skagit Health Dept. say in response to this proposal and the Samish Low Flow concern for shell fisheries in Samish Bay.

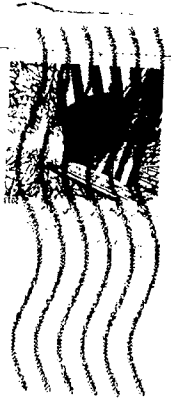
Thank you

Kathy Arentzen

Kathleen Arentzen
4808 State Route 9
Sedro Woolley WA 98284-7858

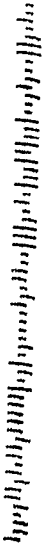
SEATTLE WA 980

30 JAN 2017 PM 41



Sagit County Board of Commissioners
1800 Continental Place Suite 100
MT. Vernon WA 98273

98273-562500



John Cooper

From: website
Sent: Thursday, January 26, 2017 7:20 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Dan VerMulm
Address : 491 N Burlington Blvd.
City : Burlington
State : WASHINGTON
Zip : 98233
email : dvermulm@be.wednet.edu
Phone : 360-757-3386
PermitProposal : PL16-0097

Comments : Thank you for your consideration for all traffic safety.

Burlington Edison SD Buses travel Prairie Road from Parson Creek Rd to Hwy 99. The 2 mile stretch of Prairie Road from Grip to Hwy 99 that this effects is where BESD currently has one bus travel 4 different times of day, 6:45 AM, 8:05 AM, 3:15 PM and 4:15 PM. Situations that would increase our exposure would be if pre-school students or special needs students in the area that would require a special bus. Transportation Supervisor BESD

From Host Address: 152.157.10.103

Date and time received: 1/26/2017 7:15:12 AM

RECEIVED
JAN 30 2017
SKAGIT COUNTY
PDS

January 27, 2016

VIA REGULAR U.S. MAIL AND E-MAIL

johnc@co.skagit.wa.us

John Cooper
Skagit County Planning and Development
1800 Continental Place
Mount Vernon, WA 98273

RE: SPECIAL USE PERMIT APPLICATION NO. PL 16-0097

Dear Mr. Cooper:

Our firm represents a group of concerned citizens who live near the proposed Concrete NorWest gravel mine that is the subject of the above-referenced permit application. We understand that you are the point of contact for this permit.

We request that notice of any action, including without limitation actions taken under SEPA, notice permit hearing, and the issuance of any staff reports, including supplemental or revised staff reports, be forwarded to our office. We further request that our office be kept abreast of developments, including revised proposals by the applicant in this matter.

Thank you, and please don't hesitate to contact us with any questions.

Sincerely,

CHMELIK SITKIN & DAVIS P.S.



Jonathan K. Sitkin
Nolan F. Davidson

JKS/NFD/hn
cc: Client

January 29, 2017

Dear Mr. Cooper,

This letter is concerning PL16-0097. I took a closer look at Grip Road itself and the F&S Grade Road intersection with Prairie Road.

Here are a few examples of typical geometrics and hazards on Grip Road:



This picture is taken looking West on Grip Road to the East of the Samish River and Swede Creek.

The narrowest point is at Swede Creek (nearest sign on the right).

Notice there is not a fog line.



This picture is taken looking East on Grip Road to the East of the Samish River and Swede Creek.

No fog lines in this direction either.

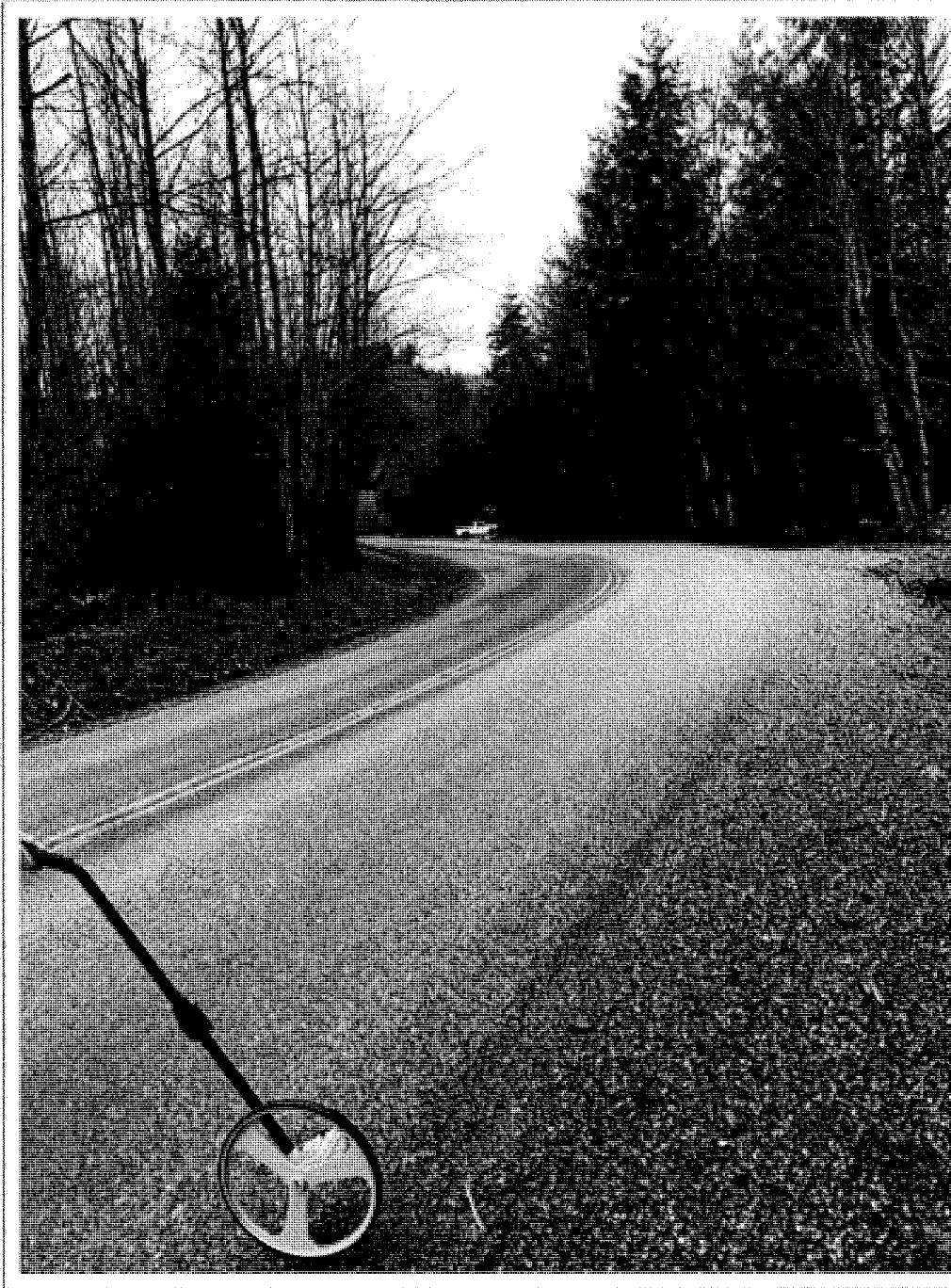
Very abrupt lane edge on the left side of the picture.



This a closer look at the abrupt lane edge.

Notice the pole in the middle of the ditch. I assume this is due to only having a 40' right of way.

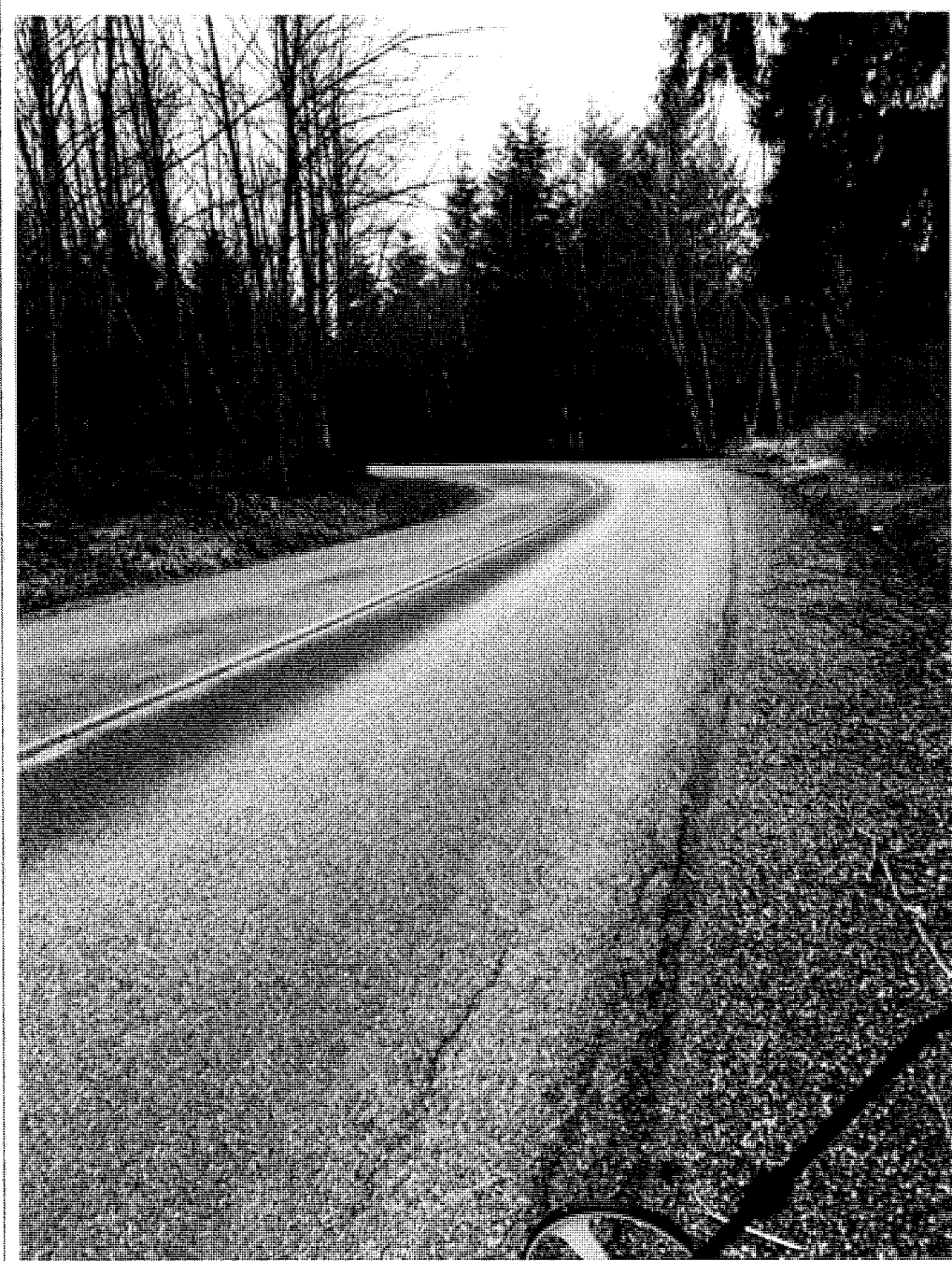
The following two pictures are of the Grip Road entrance to the proposed gravel pit:



This picture is looking West on Grip Road.

The white truck is parked in the entrance to the proposed gravel pit. This picture was taken 374' from the entrance.

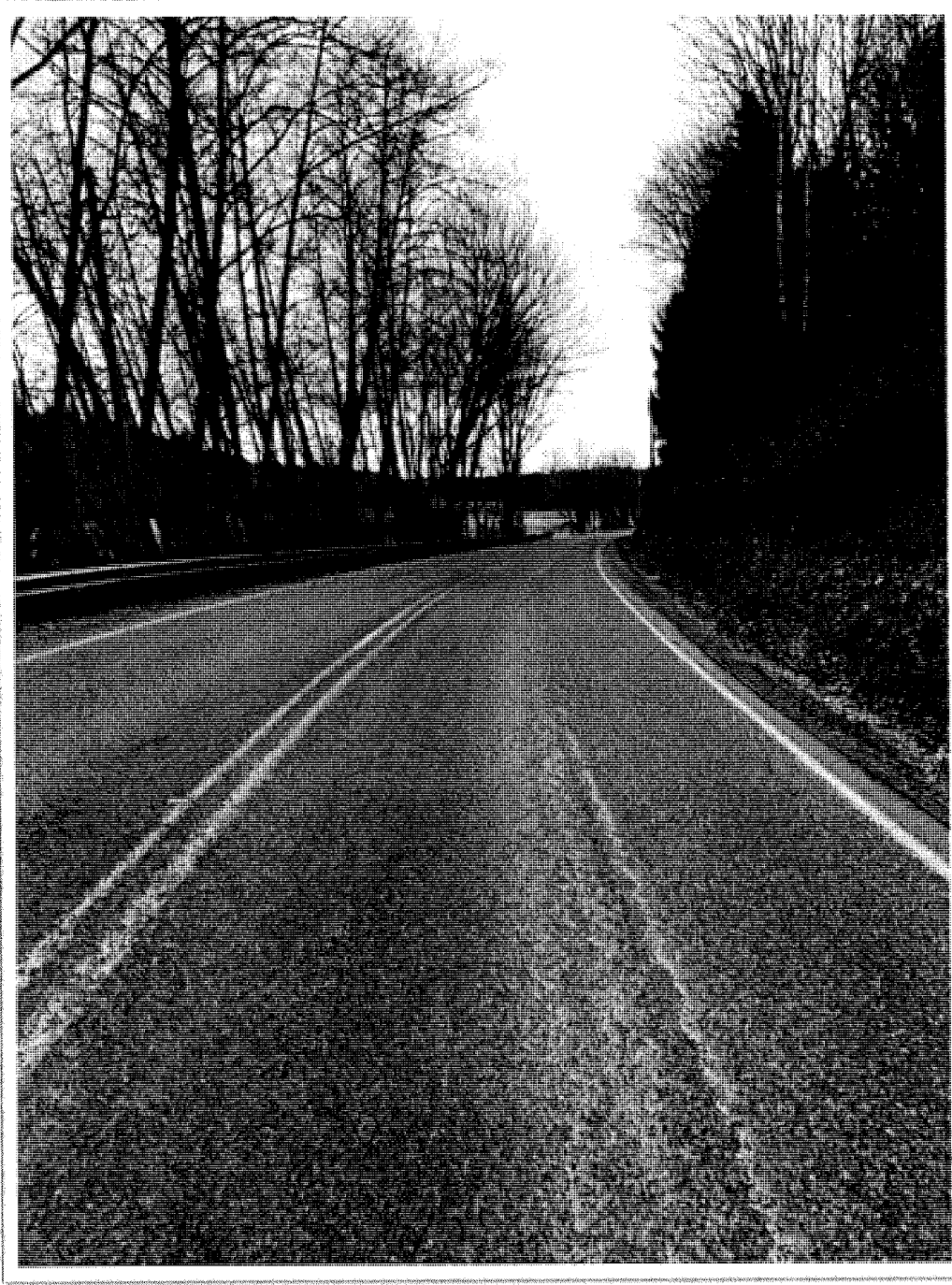
Notice the absence of fog lines in this section of road, as well.



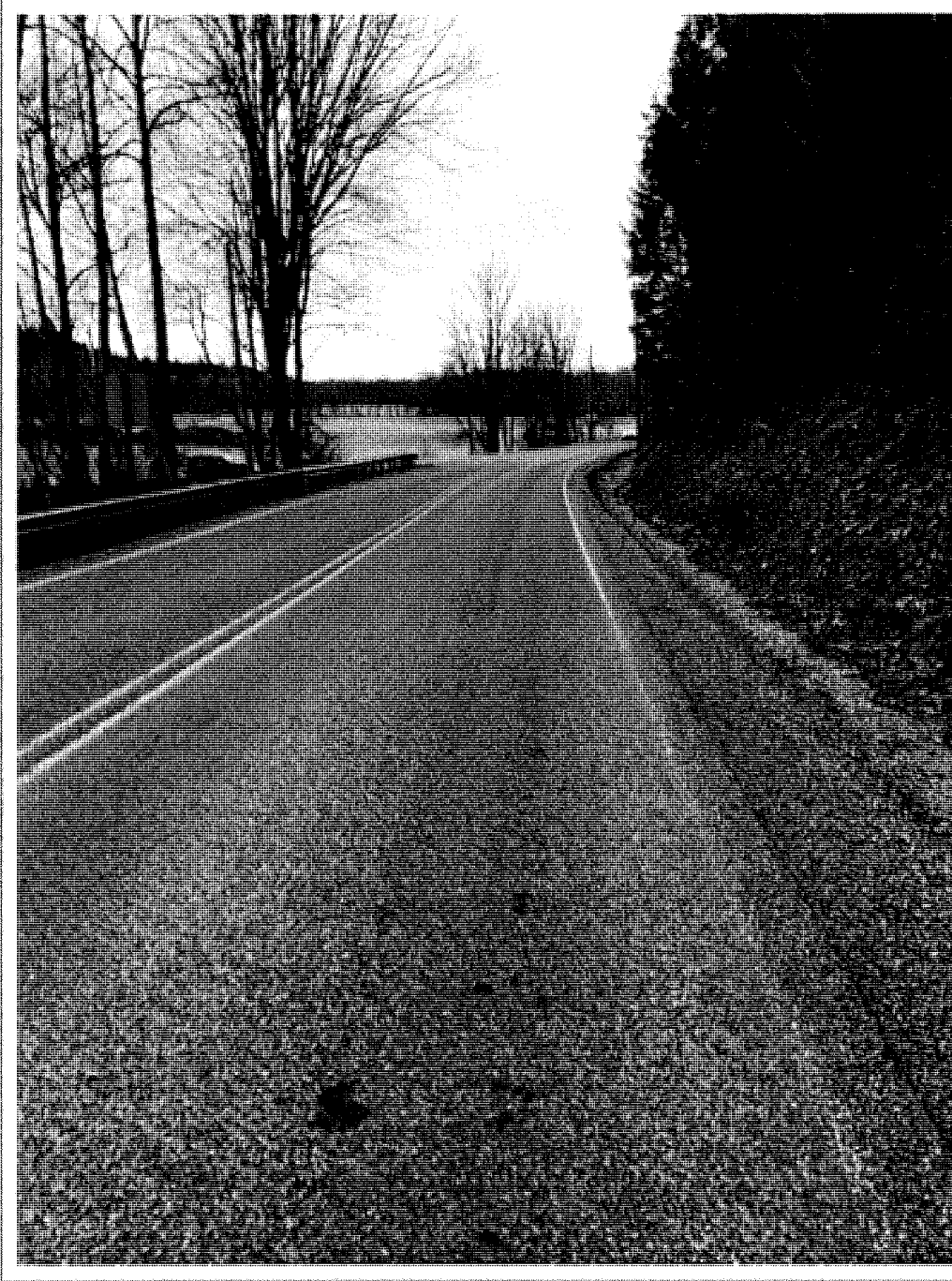
This picture is looking West on Grip Road, 445' from the entrance to the proposed gravel pit. The white truck is no longer visible.

Based on the requirements stated in the DN Traffic Consultants report, the entrance from the gravel pit onto Grip Road has a sub-standard value for sight distance in the westbound direction.

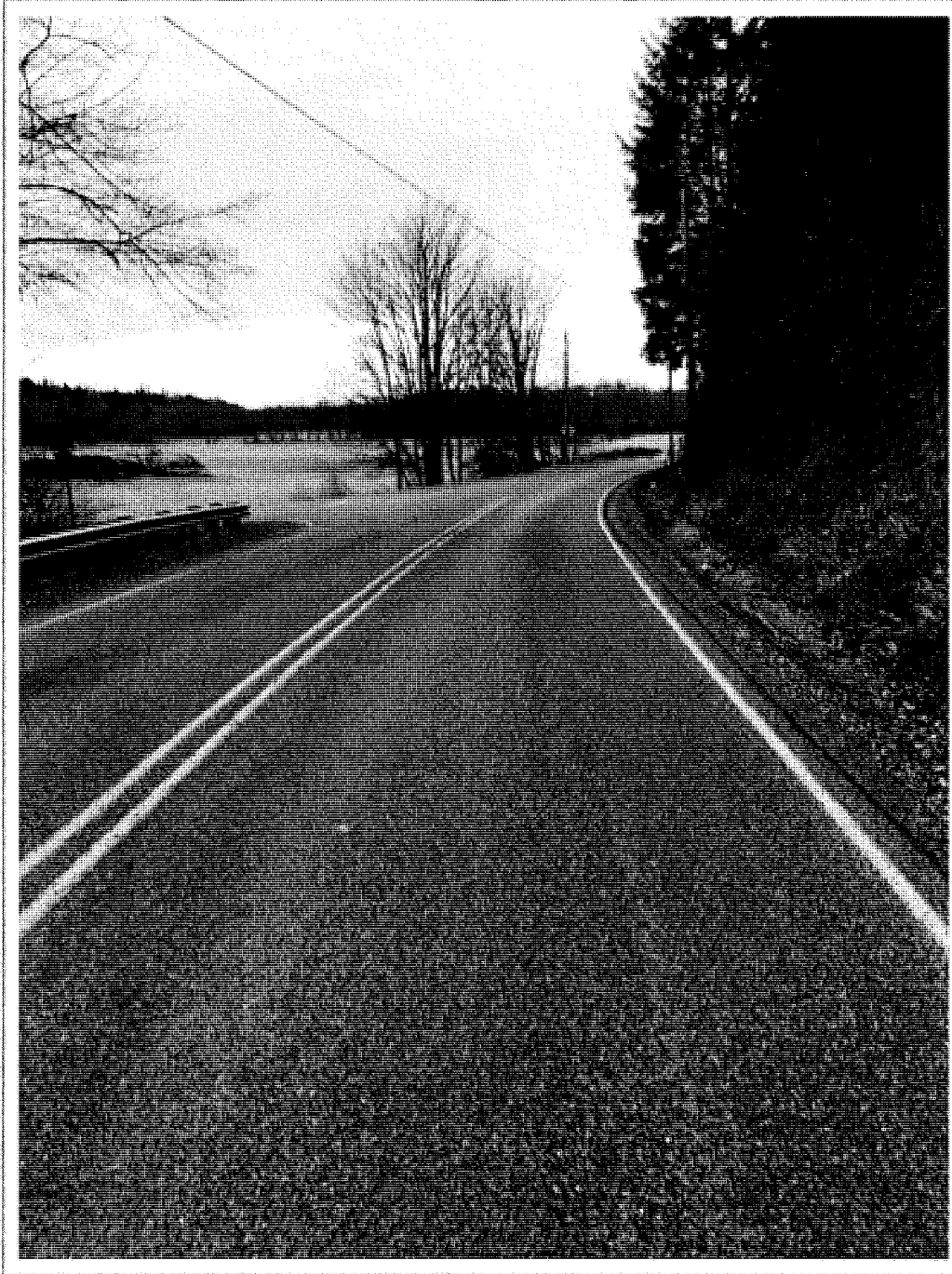
The five pictures below are of the intersection of F&S Grade Road and Prairie Road, focusing on westbound Prairie Road traffic.



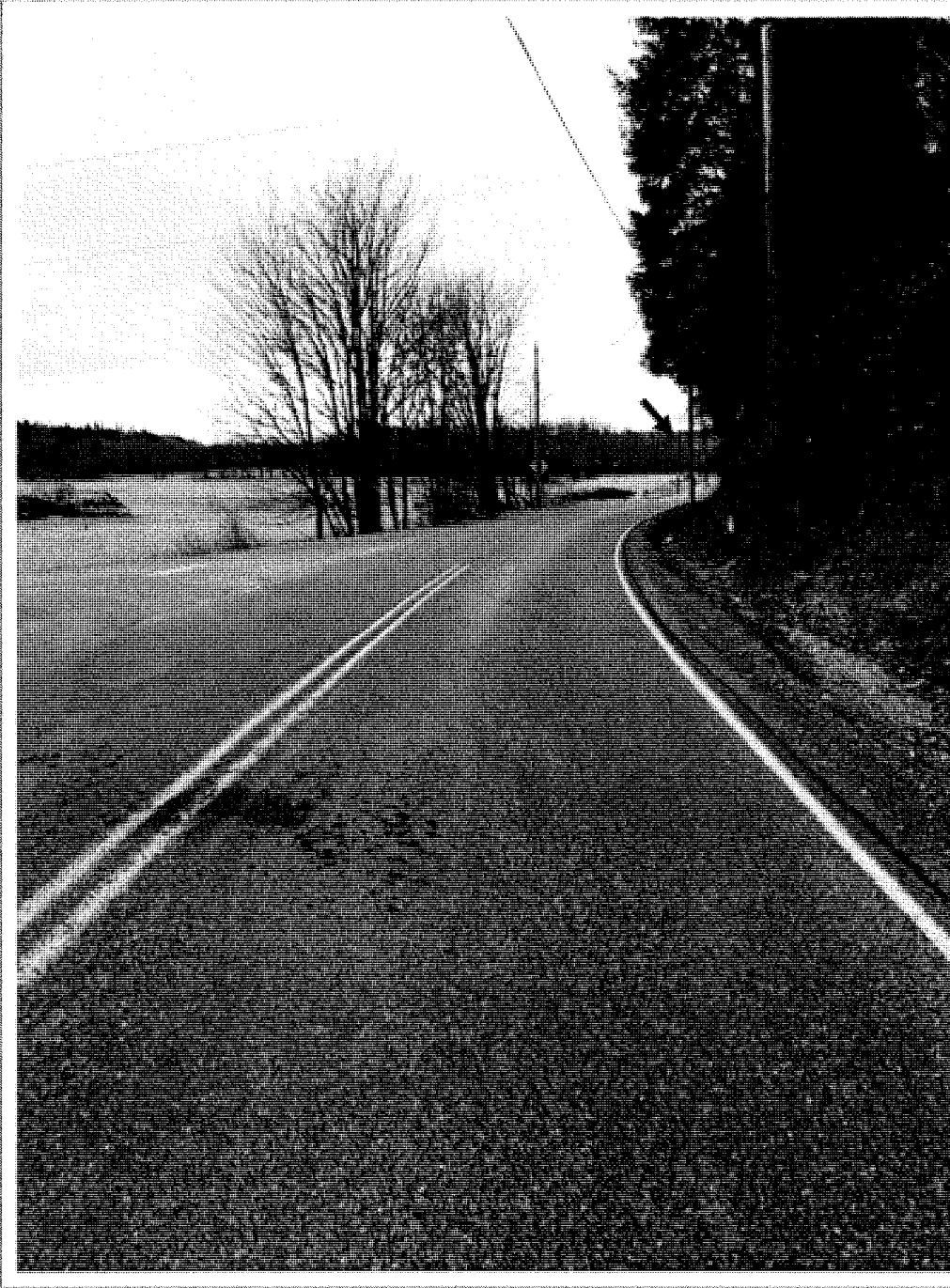
This is the view of the F&S Grade Road intersection from westbound Prairie Road at 445'.



This is the view of the F&S Grade Road intersection from westbound Prairie Road at 200'.

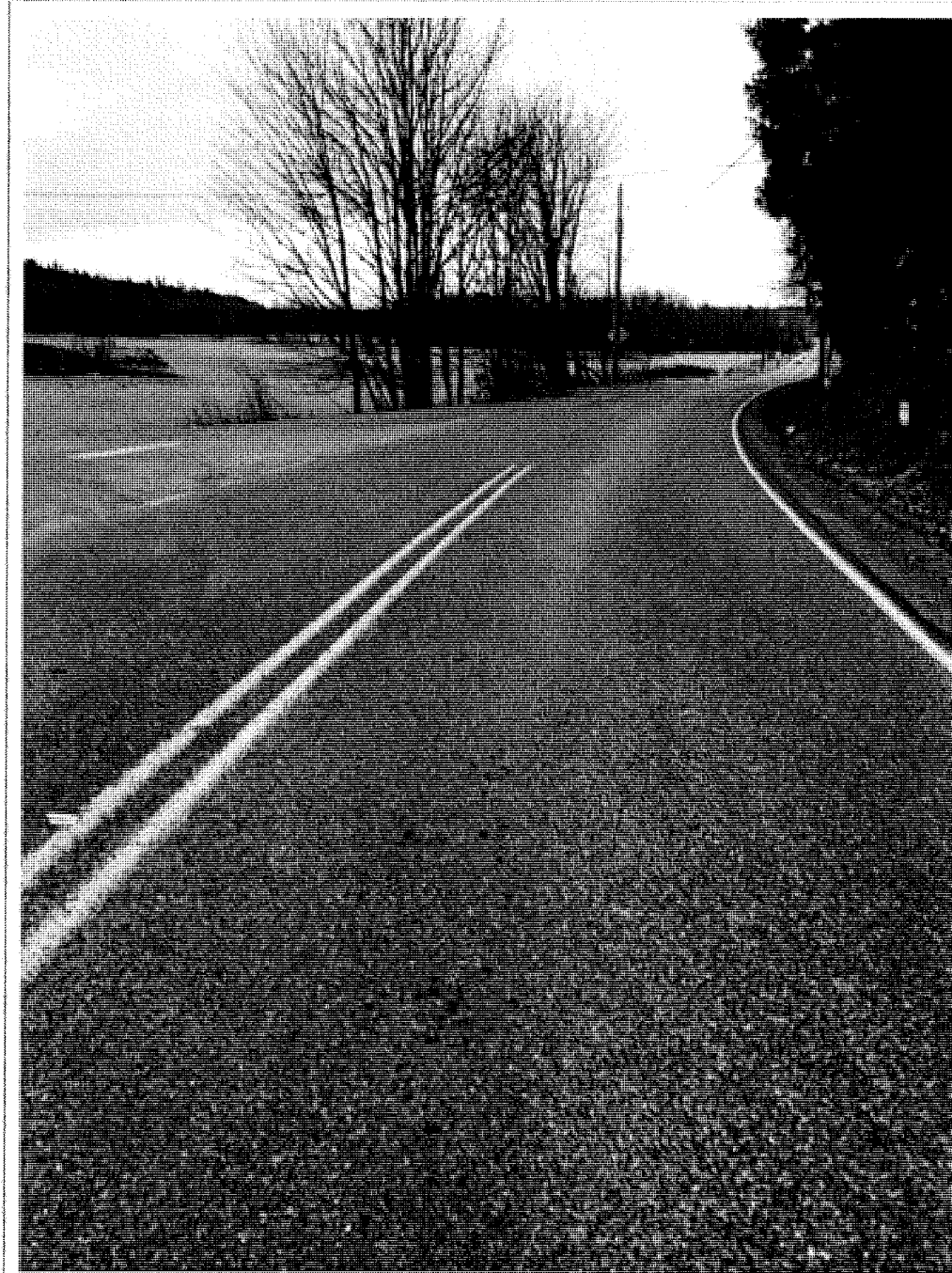


This is the view of the F&S Grade Road intersection from westbound Prairie Road at 100'.



This is the view of the F&S Grade Road intersection from westbound Prairie Road at 50'.

The pole in the distance with the arrow pointing at it is approximately 445' from the intersection



This is the view of the F&S Grade Road intersection from westbound Prairie Road at 25'.

Per information in the DN Traffic Consultants report, Westbound Prairie Road traffic making a left on F&S Grade Road has an extremely sub-standard value for sight distance.

Westbound Prairie Road traffic making a left turn on Grip Road has a very similar (possibly worse) sight distance issue. I did not include pictures of the intersection because I did not feel I could take them safely.

Brian Bowser
21110 Parson Creek Road
Sedro Woolley, WA 9828

January 30, 2017

Dear Mr. Cooper,

This letter is concerning PL16-0097 and is specifically addressing the hours of operation as stated throughout Concrete Nor'West's permit application and supporting documents.

Job Site Hours

Concrete Nor'West has requested unlimited operating hours at the proposed gravel mine located off Grip Road. This is possible per SSC 14.16.440 (10)(i)(i) where it states the operating hours "may be unlimited". Concrete Nor'West has also described the "typical operating hours" in multiple documents turned in to Skagit County but has not been consistent in its statements:

1. "Concrete Nor'West Grip Road Special Use Narrative" dated March 7, 2016 by Skagit County stated the typical operating hours would be Monday through Saturday 7am to 5pm. Section A of the same document states "normal hours would be 7:00 a.m. to 5:00 p.m., Monday through Friday.
2. Email from Dan Cox to John Cooper dated 8/11/16 states that normal operating hours will be Monday through Saturday 6am to 6pm.
3. Staff report states the hours of operation "will generally be limited to Monday through Saturday, from dawn till dusk. The applicant proposes that the hours of operation may be expanded based on market conditions and seasonal demands."

I would like additional details from Concrete Nor'West to help me understand what "typical operating hours" are. What are the real "typical operating hours"? Do the operating hours only apply only to mining on-site or do they extend to hauling the gravel off-site also? What does "typical" mean? How many "typical" days are there in a year? Is "typical" in June the same as "typical" in December?

Will there be any notification requirements to county, school districts, fire departments, the public, etc. when Concrete Nor'West extends their operating hours?

I would also expect this information to be important to the Hearing Examiner in order to understand if Concrete Nor'West's operation will create "significant adverse impacts to existing adjacent land uses" as called out in SSC 14.16.440 (10)(i)(i). This is the criteria that the Hearing Examiner may use to limit operating hours at the site.

I am quite confident residences near the mining operation and/or along the haul route to Grip Road will be adversely impacted by extended operating hours. Additionally, residences along the haul route will also be adversely impacted by extended operating hours.

Brian Bowser
21110 Parson Creek Road
Sedro Woolley, WA 9828

John Cooper

From: PDS comments
Sent: Monday, January 30, 2017 7:31 AM
To: John Cooper
Subject: FW: Special Use Permit Application PL16-0097 public comment

From: Nicole Petersen [mailto:ThePetersenRanch@hotmail.com]
Sent: Saturday, January 28, 2017 4:43 PM
To: PDS comments
Subject: Special Use Permit Application PL16-0097 public comment

This comment is in regards to **Special Use Permit Application PL16-0097** Concrete Nor'west Gravel Operation Near Grip Road

I am a concerned resident of the area. I currently live on F & S Grade Rd but grew up on Prairie Road. This large-scale mining operation proposed in that area is disheartening at best. The information provided in the many different forms is vague and open ended in many instances.

When the proposed site operation hours are discussed they mention being able to have unlimited hours. However, they do state typical hours to be 7am to 5pm Monday through Friday but open to change as market demands. Their traffic report however only recommends they operate from 9am to 3pm to avoid peak hours for traffic safety.

Also, stated in the traffic report is "it is expected that additional traffic analysis will be required as proposed gravel pit is defined" and this as far as I can tell from the information available has not been required of them. The traffic report they did have done has minimal information and only focuses on two intersections, the one from the site to Grip, and the one from Grip to Prairie. They left out any considerations of the road quality, shoulder and lane width, other hazardous sharp corners on the route. No consideration of the high traffic intersection of Prairie and Old Hwy 99 was given even though a left turn onto Old 99 would need to be taken to head to their proposed processing plant. And the report also failed to mention any of the alternate routes available to the private truck drivers coming to and from the mine.

In the paperwork, they state an average of 8 trucks an hour on that route, that is a truck every 7.5 minutes at those intersections. That is heavy traffic on roads that were not built for it. They have zero mitigation proposals for improving nor even maintaining the roads with their increased use. It should not be the taxpayer's money going towards these repairs and improvements, we receive absolutely zero benefit from the mining of that land and the resulting trucks.

The one mitigation they propose for traffic concerns is a flashing light at the intersection of Grip and Prairie to alert motorists to merging trucks. This is a laughable precaution and doesn't do anything to actually solve the substandard sight line problems in that area. The light was even said to be considered a temporary measure until the county pays for improvements or the gravel pit justifies the cost of the improvements needed. If Concrete Nor'West isn't going to be initially required to make the improvements I highly doubt that they will be willing to shell out the money to do so later, and the tax payers should not have to since it is not their mining operation that would be affecting the traffic safety and road quality.

In the traffic report the intersection of the mine's site to Grip road is also mentioned as being a substandard sight distance, but no mitigating precautions are even proposed for it.

Also, I have not seen any information regarding the closure of Old Hwy 99's overpass in the near future until 2018 and what that might mean for truck traffic on those inadequate side roads.

Looking at the environmental reports I have some concerns too. Starting with its designation of relative to moderate intensity land use. I do not understand how this scale of operation, removing 4.3 million cubic yards on 51 acres is considered to have "activity limited to relatively low volumes". This size of mine requiring the stripping of 50+ acres digging up to 90 feet should be designated as high intensity and given the restrictions due in that category of land use. Their own highest estimate put the possibility of 720 trucks a day in and out of the mine. That does not seem to be in any way "relatively low volume".

The environmental reports I read also fail to address any of the private gravel road and surrounding land that they cross. No impact information was given for the bridge crossing Swede creek that leads to Samish River. They talk about watering down the roadways during the dry season for dust reduction and I would reasonably suspect that some of those hundreds of gallons of water sprayed onto the gravel road and the dirt and pollutants it washes away with it, would make its way into the creek and therefore Samish River.

I believe the effect on property values and continued quality of rural life of the surrounding area needs to be taken into consideration, too. For the most part these are landowners who own multiple acres purposefully separating themselves from their neighbors. A mine of this proposed size would become the worst kind of neighbor. They would affect the quiet with loud beeping and engine noise of the machinery echoing from the mine, the crash and bang of the loading of trucks, the noise and vibrations of those trucks driving by the homes on the route every few minutes. Not to mention the displacement of the wildlife in the area therefore affecting the serene nature of living rurally.

Thank you for your time,
Nicole Petersen
528 F and S Grade Rd
Sedro Woolley, WA 98284