



Skagit River System Cooperative

11426 Moorage Way • P.O. Box 368 LaConner, WA 98257-0368
Phone: 360-466-7228 • Fax: 360-466-4047 • www.skagitcoop.org

RECEIVED
APR 07 2016
SKAGIT COUNTY
POB

April 5th, 2016

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

Reference: Concrete Nor'West gravel pit

Dear John;

The Skagit River System Cooperative (SRSC) has reviewed the proposal by Concrete Nor'West for a gravel pit near the Samish River (PL16-0097 and PL16-0098). The steelhead and coho salmon that spawn and rear in the Samish River and its tributaries are important tribal resources, so we are submitting comments on behalf of the Swinomish Indian Tribal Community and Sauk-Suiattle Indian Tribe.

We agree with the habitat assessment by Graham & Bunting that the ordinary high water mark (OHWM) of the Samish River should be placed at the toe of the slope to the south of the river, along the limit of the riverine wetlands, and that the extent of the gravel pit development should remain outside of the 200-foot buffer from the OHWM. We understand from the project plans that the extent of gravel mining will not go deeper than 10-feet higher than the groundwater levels surrounding the Samish River. Limiting the depth of excavation should prevent the gravel pit from becoming a pond, and from river water being affected by groundwater interaction. For clarity and certainty, we would like the specific elevation of final excavation to be established as part of the permitting process, and that elevation should be based on Samish River water surface elevations at normal winter flow, not during summer low flow. We expect there to be no surface runoff from the gravel mine, as pits create a topographically closed depression. Finally, we expect there to be no on-site processing of gravel, as stated in the plans.

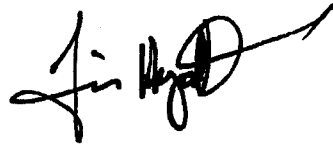
The mine reclamation plan for this site should specify access controls that are adequate to assure that no dumping will occur, either by Concrete Nor'West or any authorized or unauthorized parties. Obsolete gravel pits have a tendency to become dumping grounds for all kinds of waste and trash. If some of that trash were to leach toxic materials into the permeable gravel at the pit, the result could be devastating for Samish River fish. A robust plan to prevent dumping at the pit would be a prudent step at this stage of permitting the mine.

The road accessing the gravel pit crosses Swede Creek approximately 1.4 miles south of the pit and 0.35 miles north of Grip Road. The bridge at this crossing appears adequate to carry the increased truck traffic from the mine, but the approaches to the bridge do not. The north

approach in particular appears to need some work to bring it up to the standards for logging roads (WAC 222-24). Skagit County may have higher standards for roads servicing mining areas. The north approach should be wider, and with enhanced drainage on the north (uphill) side. It may also need new cross-drains. Because the north approach is immediately upslope from Swede Creek, and is quite steep where it climbs out of the Swede Creek ravine, it should be enhanced to assure that the road will not fail during gravel hauling or in wet weather. Re-aligning the road for a less-steep north approach may be warranted before the mine is permitted.

As always, SRSC appreciates the opportunity to comment on this proposal, and we look forward to continuing our collaboration with the County on these matters. If you have any questions about our comments, or if there is anything that we can provide, please don't hesitate to call me at (360) 466-7308 or email at thyatt@skagitcoop.org

Sincerely,

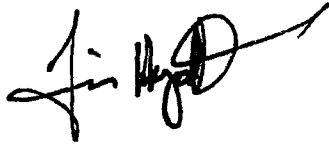
A handwritten signature in black ink, appearing to read 'Tim Hyatt', with a stylized flourish extending from the end.

Tim Hyatt
Environmental Protection Ecologist
Skagit River System Cooperative

approach in particular appears to need some work to bring it up to the standards for logging roads (WAC 222-24). Skagit County may have higher standards for roads servicing mining areas. The north approach should be wider, and with enhanced drainage on the north (uphill) side. It may also need new cross-drains. Because the north approach is immediately upslope from Swede Creek, and is quite steep where it climbs out of the Swede Creek ravine, it should be enhanced to assure that the road will not fail during gravel hauling or in wet weather. Re-aligning the road for a less-steep north approach may be warranted before the mine is permitted.

As always, SRSC appreciates the opportunity to comment on this proposal, and we look forward to continuing our collaboration with the County on these matters. If you have any questions about our comments, or if there is anything that we can provide, please don't hesitate to call me at (360) 466-7308 or email at thyatt@skagitcoop.org

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Hyatt", with a stylized flourish extending from the end.

Tim Hyatt
Environmental Protection Ecologist
Skagit River System Cooperative

JohnCooper

From: LoriAnderson on behalf of Planning & Development Services
Sent: Friday, April 08, 2016 8:31 AM
To: JohnCooper
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: Thursday, April 07, 2016 2:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Doug Gresham
Address : 3190 160th Ave SE
City : Bellevue
State : WA
Zip : 98008
email : doug.gresham@ecy.wa.gov
Phone : (425) 649-7199

PermitProposal : PL16-0097 and PL16-0098

Comments : As a wetland specialist with the Washington Department of Ecology, I wish to enter my comments into the public record for this gravel mining operation by Concrete NW. Wetland impacts should be avoided by: not allowing any excavation within the buffer area associated with the Samish River and its associated riparian wetlands, don't excavate below the groundwater table to prevent dewatering the Samish River, and maintain a earthen berm between the gravel pit and the Samish River so storm water runoff can not discharge directly. Any wetlands identified on the property that would be impacted should be delineated and permits should be submitted to Ecology.

From Host Address: 198.239.77.118

Date and time received: 4/7/2016 2:41:22 PM

JohnCooper

From: Martha Bray <mbray1107@gmail.com>
Sent: Thursday, April 07, 2016 10:39 AM
To: JohnCooper
Subject: CNW proposal

Hi John,

Thanks for the phone information today on CNW Permit # PL160098 (Forest Practice Conversion) and PL160097 (Special Use Permit for gravel mining). As discussed, I would appreciate some info on these permits via email if possible. If it's not too much work, please send me the SEPA checklists, short project descriptions, and any site maps that are already in PDF form; also, if possible, a description of any required mitigation or conditions that the Planning Dept has already placed on the activities. I would also appreciate knowing what the permitting schedule/time frame is for the mining special use permit.

Thanks again,
Martha Bray
856-0644



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JohnCooper

From: PDS comments
Sent: Friday, April 15, 2016 9:30 AM
To: JohnCooper
Subject: FW: PL16-0097 & PL16-0098

This was in the pdscomments inbox. Debbie

From: Martha Bray [<mailto:mbray1107@gmail.com>]
Sent: Thursday, April 14, 2016 4:23 PM
To: PDS comments
Subject: RE: PL16-0097 & PL16-0098

Dear Mr. Cooper,

This email is to register our concern about Concrete Nor'west's (CNW) applications for forest practice conversion, PL16-0098 and mining special use permit, PL16-0097, located on CNW's property near Grip Road. Please keep us informed of deadlines for comments, hearings, actions and decisions taken related to these applications. As of this date, we have not had time to come to the County offices to review the application materials in detail, but intend to do so. We live in the Grip Road area, and are concerned about several aspects of this proposal including: impact to wetlands and the Samish River, fragmentation of habitat, noise, and the volume of truck traffic expected on Grip and Prairie Roads. We also serve as the volunteer steward of the Skagit Land Trust's nearby Tope Ryan Natural Area, which is on the Samish River downstream of this proposal; this property is important habitat for numerous native species, and the impact of the mining proposal on this property needs to be considered.

We are also concerned that the people living in the vicinity of this proposal may not be aware of it since there has been little publicity about it. Families living on Grip Road north of the site and west on Prairie Road, who will experience very heavy truck traffic for the foreseeable future, especially need to know. It is our understanding, based on a recent phone inquiry to you that there will be further opportunity for public involvement in relation to the special use permit, even though the legal notice published in the Skagit Valley Herald stated that written comments must be received by April 15, 2016. We certainly hope there will be more thorough notice and information provided to the public, and more time for review and comment, as fifteen days published notice is insufficient; and written notification to landowners only within 300 feet of the development proposal does not seem adequate given the large scale of the mining activity. This proposal will have significant impacts to a much larger neighborhood for many years to come.

Thank you for the opportunity to comment. We look forward to learning more.

Sincerely,

Martha Bray and John Day
6368 Erwin Lane
Sedro Woolley, WA 98284



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JohnCooper

From: linda wa <walshL2006@hotmail.com>
Sent: Friday, April 15, 2016 4:05 PM
To: JohnCooper
Subject: concrete nor west application

hello.. sorry this is a typed mess i am trying to do it from my phone.. i am a home owner with property which will be impacted by file#pl16-0097 & pl16-0098 and have several questions and concerns regarding the developement. some of the main concerns for us 1. noise levels 2. traffic 3. dust and pollution 4. impact of water run off after forest is harvested.. 5. accelerating erosion operating near samish river due to land clearing. 6. trucks entering prairie road off of grip road which is a 90 degree corner.. 7. will there be blasting to mine the rock. 8. how will it impact the wildlife currently present.. 9. it will have a very negative impact on our property value is there anything that can be done..

these are just a few of the questions and concerns we have as long time residents at 21710 prairie road.. please let us know the proper steps to follow to allow our voices to be heard during the process. thank you robert and linda walsh

JohnCooper

From: PDS comments
Sent: Monday, April 18, 2016 6:51 AM
To: JohnCooper
Subject: FW: CNW Gravel pit Grip Rd

Categories: Red Category

From the pdscomments inbox.

From: Steve Garey [<mailto:swgarey@gmail.com>]
Sent: Friday, April 15, 2016 5:00 PM
To: PDS comments
Subject: CNW Gravel pit Grip Rd

Mr. Cooper, in regard to the recent notice, this community deserves much greater opportunity to comment. My family lives in this neighborhood. There are many concerns that should be addressed before permits are granted for the proposed gravel mine. Heavy truck traffic on narrow roads. Many residents and others using Grip and Prairie roads to avoid congestion to the south. Environmental concerns with the Samish river. Many more. This community should have more time to have their concerns considered. Steve Garey.

JohnCooper

From: LoriAnderson on behalf of Planning & Development Services
Sent: Tuesday, April 19, 2016 11:09 AM
To: JohnCooper
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: Friday, April 15, 2016 4:35 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jim Swift
Address : P.O. Box 4227
City : Bellingham
State : Washington
Zip : 98227
email : juliette@raptorgroup.co
Phone : 3609208737

PermitProposal : PL16-0097 & PL16-0098

Comments : I am a large property owner in the area and am concerned about the impact of this project. I would very much like to be notified of any public hearings regarding this proposed project.

From Host Address: 66.114.34.130

Date and time received: 4/15/2016 4:30:41 PM



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office 3190 160th SE Bellevue, Washington 98008-5452 (425) 649-7000

June 1, 2016

John Cooper, Natural Resource Planner
Skagit County Planning and Development Services Department
1800 Continental Place
Mt. Vernon, WA 98273

**RE: Ecology Comments on the Grip Road Gravel Mine
Project File # PL16-0097 and PL16-0098**

Dear Mr. Cooper:

Thank you for sending information on the Grip Road Gravel Mine to the Washington State Department of Ecology (Ecology) for our review and comment. As the Ecology Wetland Specialist responsible for Skagit County, I wish to have the following comments entered into the record. The project submittal provided to us included a mitigated determination of nonsignificance, SEPA environmental checklist, and engineering drawings.

Concrete Nor'west has submitted an application for a forest practice conversion and mining special use permit to develop a gravel mining operation. This 68-acre property consists of three lots (Parcels P125644, P125645, and P50155) that are located northwest of Sedro Woolley in unincorporated Skagit County. The property is located north of Grip Road, south of Prairie Road, and is bisected by the Samish River. The Skagit County iMAP shows the Samish River flowing across the northeast corner of the property in the Warner Prairie area.

The proposed action involves harvesting approximately 50,000 board feet of timber, removing the stumps, and converting the property to a gravel mining operation. This gravel mining operation will remove approximately 4,280,000 cubic yards of gravel over a 25 year period. Gravel will be removed by truck and trailer (generating about 46 truck trips per day) to one of Concrete Nor'wests nearby facilities for processing.

The gravel mine will cover 51 acres and be excavated to within 10 feet of the groundwater table. A 200' buffer of undisturbed vegetation will be provided between the Samish River and the gravel mine. A 50' setback will also be provided along the remaining perimeter of the gravel mine where no grading will occur. All storm water runoff generated within the gravel mine excavation should flow into the closed depression and be prevented from reaching the Samish River.

John Cooper
June 1, 2016
Page 2

According to the SEPA environmental checklist, a Fish and Wildlife Site Assessment was prepared by Graham-Bunting Associates. They stated that the toe of the slope adjacent to the Samish River was mapped using LIDAR data. The engineering drawings show the 200' setback from wetlands associated with the Samish River, which I assume occurs at the toe of slope. However, there weren't any maps showing associated wetlands or the ordinary high water mark (OHWM) of the Samish River.

Any wetlands that occur on the property would be waters of the state subject to the applicable requirements of state law (see RCW 90.48 and WAC 173.201A) and Section 401 of the Clean Water Act (33 USC §1341) and 40 CFR Section 121.2. If any wetland impacts do occur, the applicant shall obtain all necessary state and federal authorizations prior to beginning any ground-disturbing activities or vegetation removal. To obtain state and federal authorization, the following items are required:

- A delineation of all wetlands on the property by a qualified wetland biologist, and survey of the delineated wetland boundaries;
- Flagging of the OHWM along the Samish River banks by a qualified biologist, and survey of the boundaries;
- A jurisdictional determination from the U.S. Army Corps of Engineers stating whether the delineated wetlands on the property are under federal jurisdiction;
- Ratings of all wetlands on this property using the current *Washington State Wetland Rating System for Western Washington*;
- A critical area report describing wetland conditions on the property, wetland data sheets, wetland rating forms, and photographs;
- A Joint Aquatic Resources Permit Application form for impacts to jurisdictional wetlands and the Samish River; and
- A mitigation plan for unavoidable wetland and buffer impacts following the standards in *Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance* (Ecology Publication #06-06-011a).

If you have any questions or would like to discuss my comments, please give me a call at (425) 649-7199 or send an email to Doug.Gresham@ecy.wa.gov.

Sincerely,



Doug Gresham, PWS
Wetland Specialist
Shorelands and Environmental Assistance Program

DG:awp

From: McEwan, Ray D. [<mailto:McEwanR@wsdot.wa.gov>]

Sent: Wednesday, June 15, 2016 1:56 PM

To: JohnCooper

Subject: WSDOT Comments - PL16-0097 & PL16-0098

Dear Mr. John Cooper:

Thank you for giving WSDOT the opportunity to review and comment on SEPA Case Number:

- **PL16-0097**
- **PL16-0098**

For proponent – Concrete Nor' west. WSDOT requests a copy of the traffic study prepared by DN Traffic Consultants, to review and comment. If you have any questions, please feel free to contact me at **(360) 757-5964**.

Regards,

Ray McEwan

Development Services-Access Engineer

Mt Baker Area Headquarters Office

1043 Goldenrod Rd, Ste 101

Burlington, WA 98233

mcewanr@wsdot.wa.gov

(360) 757-5964

JohnCooper

From: McEwan, Ray D. <McEwanR@wsdot.wa.gov>
Sent: Tuesday, June 21, 2016 8:52 AM
To: JohnCooper
Subject: RE: WSDOT Comments - PL16-0097 & PL16-0098

Dear Mr. John Cooper:

Thank you for giving WSDOT the opportunity to review and comment on SEPA Case Number:

- **PL16-0097**
- **PL16-0098**

For proponent – Concrete Nor' west. WSDOT has no comments regarding the subject development as presented in the submittal .

However, should any changes be made to the proposal that would alter Trip generation, distribution or use of the site, WSDOT reserves the right to comment on this proposal again. If you have any questions, please feel free to contact me at (360) 757-5964.

Regards,

Ray McEwan
Development Services-Access Engineer
Mt Baker Area Headquarters Office
1043 Goldenrod Rd, Ste 101
Burlington, WA 98233
mcewanr@wsdot.wa.gov
(360) 757-5964

From: JohnCooper [<mailto:johnc@co.skagit.wa.us>]
Sent: Thursday, June 16, 2016 10:00 AM
To: McEwan, Ray D. <McEwanR@wsdot.wa.gov>
Subject: RE: WSDOT Comments - PL16-0097 & PL16-0098

Ray, Aa per your request, attached is a copy of the traffic plan. Shane with public works is reviewing the plan now to determine if it is adequate.

John Cooper, LG. LHg
Senior Natural Resource Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273
www.skagitcounty.net/planning
Ph 360-416-1334
johnc@co.skagit.wa.us

JohnCooper

From: PDS comments
Sent: Monday, June 13, 2016 6:48 AM
To: JohnCooper
Subject: FW: PL16-0097 & PL16-0098

Importance: High

From: Martha Bray [mailto:mbray1107@gmail.com]
Sent: Friday, June 10, 2016 4:50 PM
To: PDS comments
Subject: RE: PL16-0097 & PL16-0098

Dear Mr. Cooper,

This email is in response to the Mitigated Determination of NonSignificance (MDNS) issued on Concrete Nor'west's (CNW) applications for forest practice conversion, PL16-0098, and mining special use permit, PL16-0097, located on CNW's property near Grip Road. We submitted comments on April 14, 2016 in response to the initial legal notice for this proposal. After reviewing the MDNS and the referenced "supporting documents" that we could track down (February 8, 2016 "Traffic Memo" and May 18, 2015 "OHWM Determination"), we feel that the concerns we expressed in our original comments are not addressed. The conditions placed on this proposal do not seem to mitigate the impacts of this project; instead, it appears that existing regulations are simply restated. This project is of a scale that needs much more thorough evaluation and review with real mitigation measures required to reduce the impacts. Either that, or the scale of the project needs to be reduced to a size that is more appropriate to the existing roads and neighborhood.

Our concerns include:

- **Impact of truck traffic on Grip and Prairie Roads:** The proposal states that the project will generate "about 46 [gravel] truck trips a day over a 25 year period". This is more than 5 gravel trucks per hour/ 8 hours a day/ 5 days a week for 25 years. This is a stunning amount of truck traffic on small country roads! These roads are not constructed for this kind of industrial level traffic. These roads have little or no shoulder, and this stretch of Grip Road, in particular, is already in poor condition. The traffic "study" only made a perfunctory evaluation of two intersections. It did not address safety in relation to: existing road width and the functionality of the road shoulders; entrance and exit of vehicles from existing farm roads and homes, or the safety of pedestrians and bicyclists (Grip and Prairie Roads are part of a very popular bicycling route). The increased need for road maintenance over time was not addressed. Who will pay for the inevitable damage from the gravel hauling? In addition, the recommendations in the "study" to address the limited sight distance at the intersection of Prairie and Grip Roads was vague and inconclusive, and no reference was made to these recommendations in the MDNS. This is a dangerous intersection already, with a sharp curve and limited visibility on Prairie Road just to the northeast. What will be done about this intersection? Mitigation of all of these issues, including ongoing maintenance and appropriate upgrades to the roads needs to be commensurate with the significant scale of this project. How much additional weight will be carried on these roads with this new gravel truck traffic? What percentage of all of the vehicle traffic is this? Please also consider the impact to the roads over the entire lifetime of the project.
- **Impact to fish and wildlife habitat.** The site of this proposed mine is between Butler Hill and Anderson Mountain; these forested hills remain largely undeveloped and provide important habitat for many native

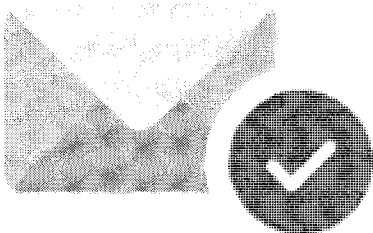
species. This larger landscape is still capable of supporting cougar and bear (which have been seen in the area fairly recently). These animals require open land to move across the landscape where they do not conflict with humans. At the scale this project is proposed, it will severely reduce the potential for wildlife passage from the north to south between these two areas. A wider setback from the mining operation and the property boundaries would at least provide some undisturbed area for a wildlife corridor. (This could also help to create a better buffer for the noise impacts from the mining activity.) In addition, the project is adjacent to the Samish River which has been the focus of considerable planning effort to prevent further water quality degradation. The river also provides important wildlife cover and travel corridors. A wider buffer on the river and associated wetlands would seem a small price to pay to help maintain a healthy river system and landscape connectivity, especially given the level of noise generated from this project. Finally, what is the impact of the loss of forest cover and mining activity on the hydrology of Swede Creek and the Samish River? This does not appear to be addressed in the proposal. These waterways are already subject to very 'flashy' conditions during rain events that cause problems to public infrastructure, as well as exacerbating water quality concerns.

- **Quality of life.** We continue to be concerned that many people who will be heavily impacted by this proposal are unaware of it. It is not sufficient to simply notify landowners adjacent to the site. What about all the people living on Grip and Prairie Roads who will experience 45 more gravel trucks a day passing by their house, and will be subject to the noise from mining activities for the next 25 years? Don't they deserve to know about this and have some sort of voice in how the project is permitted?

Thank you for the opportunity to comment. Please keep us informed as to the next steps in this permitting process, and any additional conditions placed on the proposed activities.

Sincerely,

Martha Bray and John Day
6368 Erwin Lane
Sedro Woolley, WA 98284



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JohnCooper

From: Martha Bray <mbray1107@gmail.com>
Sent: Thursday, April 07, 2016 10:47 AM
To: 'Martha Bray'; JohnCooper
Subject: RE: CNW proposal

PS: It is fine if I don't get this info til next week sometime.
Martha

From: Martha Bray [<mailto:mbray1107@gmail.com>]
Sent: Thursday, April 7, 2016 10:39 AM
To: 'johnc@co.skagit.wa.us'
Subject: CNW proposal

Hi John,

Thanks for the phone information today on CNW Permit # PL160098 (Forest Practice Conversion) and PL160097 (Special Use Permit for gravel mining). As discussed, I would appreciate some info on these permits via email if possible. If it's not too much work, please send me the SEPA checklists, short project descriptions, and any site maps that are already in PDF form; also, if possible, a description of any required mitigation or conditions that the Planning Dept has already placed on the activities. I would also appreciate knowing what the permitting schedule/time frame is for the mining special use permit.

Thanks again,
Martha Bray
856-0644



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Robert & Linda Walsh
21710 Prairie Road
Sedro Woolley WA 98284 (360) 708 7736 phone

Owners of Parcels #P50099, P50100 & P50105

Our property is adjacent to the Concrete Nor'West property. I am representing my husband, our 4 children and their significant others and our 5 grandchildren. Our children grew up on the Samish property and continue to enjoy the peace, beauty and wildlife of a park like setting with their families. We are concerned this type of industry will be very disruptive to this area.

Our first concern is safety. There are many bicycles, people walking dogs etc and no shoulders. We will have more young drivers on the road in a few short years and our little prairie road is curvy and has no shoulder and with large dump truck with trailers constantly using it causes us all some concern. The information does not say which road they will come out on but we are assuming it would be from Grip Road onto Prairie. If this is the case I encourage all of you in the decision making process to take a drive out to our area and imagine a constant stream of large trucks with two way traffic. Grip Road joins Prairie Road at a nearly 90degree corner which is less than favorable for large trucks to be pulling out onto. If it were just a few trucks it would be one thing but the truck numbers reported in the paper are approximately 6 trucks per hour which is a truck every 10 minutes, virtually all day long. Where does a bicyclist or person walking go if there are met with trucks going both ways. The roads are only chipped sealed and are not in the greatest of shape as it is and all this heavy traffic will break the road down very fast will there be any additional road improvements due to this?

Should we expect this mining will cause a sharp decline in our property value due to all the factors and especially as the years move forward and the Pit becomes more noticeable?

Below are some of our concerns and we would like to know how they will be addressed:

The proposed land is within several hundred feet of the Samish River.

We have enjoyed the Nesting Eagles for decades and are wondering what the impact will be on them. The constant noise and vibration of getting the gravel will be very disturbing to them and their young, how can this be dealt with?

The Salmon run in the Samish and there are already restrictions, what will Concrete Nor'west have to do to protect the habitat.

Eagles and fish are only a few of the animals which use that habitat, to name a few more there are deer, coyotes, rabbits, possums, squirrels, raccoons and various birds. We live out here because we enjoy the outdoors and wildlife and they will be displaced having a great impact on the area.

What will be done to control erosion from the mining and the logging that will need to be done in order to get to the gravel? Removing all the trees, which absorb many thousands of gallons of water each year will leave the land unprotected from all our rain and increase the potential of flooding.

How close to our property line will they be able to mine? As the years go and the mine becomes a large Open PIT how is our land that is adjacent to it protected from the ledge that will be created? What happens when it is all mined out.... What do the proposed reclamation plans look like? Who will protect our property from damage?

Will there be any type of Blasting to get the rock? If so what safety measures and other measures will

be in place to protect us and the wildlife?

We would like to know what the hours of operation will be.

We are asking that it be restricted, just like it is in Mount Vernon and Clear Lake.

If this is allowed to go forward we hope the hours will be restricted to weekdays limited hours.

Special care being given to early hours and end of the day hours when the School buses are running. As I said earlier, come on out and drive the road, even better have a dump truck and trailer (or 46) come out with you and see how much room is left on the road. Especially the drivers are there to make money and will be going the maximum speed limit, just as we see other large trucks do, often taking the corners over the mid -line.

Below is a Summary of our questions and concerns we would like addressed.

Safety- roads - Additional repairs and maintenance - Mud and gravel left on the roadway from trucks. Also rocks flying off trucks

Erosion - What Buffer Zone will we have between our properties to control erosion.. What will protect our property in years to come if there is damage due to the mining?

Buffer Zone between the mining and the river? What Happens if the Pit floor drops below the floor of the Samish River.. can it change the course of the River?

Will there be a Open pit hole left with water when the mining is complete years from now? What are reclamation plans?

Eagles, Salmon and other wildlife - How are they protected from all the constant Noise and Dust and Vibrations. Even as I type this letter I can hear the Eagles "talking" outside. They do not like loud noises.

Blasting- will there be any?

Will there be any requirements for them to provide land owners some privacy from the ugliness of the mining?

The Dust created will have an impact on animals and the hay and other nearby crops as well, what can be done?

Will the hours of operation be restricted to weekdays with limited hours?

Who has surveyed the property so the boundaries are clearly defined?

Should we expect a decline in our property value?

John Cooper

From: Donald Butterfield <acupuncturedoeswork@gmail.com>
Sent: Wednesday, December 07, 2016 8:12 AM
To: John Cooper
Subject: concrete northwest

I have looked on your site to try and write a letter of concern about the proposed Concrete NW request for a gravel pit. There is no copy of the proposal I can find. This does not make it easy to comment. This does not make it a public comment. I am against putting another gravel pit in this area with all the noise and dust it creates. It will also increase traffic in the area. I also don't know what impact it will have on streams entering the Samish basin. These would have been nice to see but again no access to the proposal. Don Butterfield

John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 7:37 AM
To: Commissioners; John Cooper; Planning & Development Services; betta@co.skagit.wa.us
Subject: Proposed Gravel Mine

To Whom It May Concern:

It has recently come to my attention that Concrete Nor'West has applied to open a gravel mine near the Samish River. As a resident on Prairie Rd I have many concerns about this proposal, including impacts to residents such as noise, visual, dust, safety and inadequate road systems. I was surprised to hear that this project has been under consideration for some time and disappointed that most local residents have not been notified and are unaware.

My understanding is that the county realized that initial notification was indeed insufficient and have now notified property owners within 300 feet of Concrete Nor'west's contiguous parcels and also re-opened the comment session for the proposal, from December 15-December 30th. While I appreciate the expansion of notification and comment session, I still have several concerns.

My first concern is that the scope of notification is too small. I am not within 300 feet of these parcels, and will not receive notification from the county. Likewise, most residents along Grip and Prairie Rd will not be notified. There are many small and private roads that use Prairie Rd daily that will not receive notification. Unfortunately, it puts a burden of both time and money on the few informed residents to spread the word up and down miles of country road to encourage people to give their feedback to the county during an open comment period of 2 weeks.

I'm sure the county would like people who give feedback to be educated on the proposal and not just respond in an emotional manner or be swayed by others opinions. This requires time to research and educate oneself. With the holidays nearing, many county employees who provide that information may understandably take vacation time away from work to spend with families. In fact, it has come to my attention that John Cooper, who is the Senior Natural Resource Planner and listed contact for this project, will be out of his office December 22nd through January 2nd and unavailable to answer questions. In addition, it is easy to imagine my neighbors will be busy with the holidays and find it difficult to spend adequate time considering and responding to this proposal. Therefore, I ask that this comment period be extended to allow residents to be informed by both the county and their neighbors.

I also ask that expanded notification be provided by mail to any resident who is within sight or sound of the proposed mine. Additionally, I request that residents who live on or near the proposed travel route of the gravel trucks be contacted and notified as well. This should include all residents along Grip Rd and Prairie Rd, as well as the small roads that are found along their length. Currently, with the exception of one, signs posted are 8 1/2x 11 inches and not readable from the road. Because our roads are narrow and without shoulders it seems dangerous to ask residents to stop and read these signs from the road nor is it fair to ask them to park on private property and return on foot to read signs. I have attached a photo as example of the sign notification that is currently in place as seen from Grip Rd.

Residents of our county have the right to be fully informed and a project of this magnitude should require notification beyond what is required for residential construction. Thank you for your time and any effort you may take to ensure that all residents have a fair opportunity to become informed in a safe and timely manner.

Sincerely,

Nicole Nickelson
20636 Prairie Rd
Sedro Woolley
360-362-9174



John Cooper

From: normfranwasson@gmail.com
Sent: Wednesday, December 21, 2016 11:42 AM
To: John Cooper
Subject: Open Pit Gravel Mine permit #PL16-0097

Dear Mr. Cooper;

I would like to express some concerns that my neighbors and I have regarding the Concrete Nor'West proposed open pit gravel mine between Grip and Prairie roads. Permit #PL16-0097.

Why is there no Environmental Impact Statement or Study required?

The Samish River flows around the gravel mine site from the Northeast to the South Southeast. What happens if this promontory suffers a devastating slide similar to what happened in Oso disaster on the Stillaguamish river several years ago? What happens to the houses and farms directly across the river from this proposed gravel pit mine site?

How will the groundwater be affected as gravel mine is excavated 50 to 90 feet deep? How will this affect the household wells of the residents sharing the plateau with this gravel pit mine?

What is the consideration for public safety as these GVW 105,000 lbs truck/ trailer combos barrel down a narrow, steep and winding Grip road to Prairie road? There are no shoulders on either of these roads that are safe for pedestrians, children or bicycles. That the entrance to Prairie road from Grip road is a totally blind corner from both directions is a disaster waiting to happen needs to be addressed.

Why are we, the property tax payers, required to finance the resurfacing of our roads, after being destroyed by these overweight trucks, for this corporations profits?

Why is there no mention of the noise, dust and vibrations from the operation of this gravel mine? And why is there no limitation on the hours of operation of this proposed open pit gravel mine so we, the residents of this rural area, may preserve our quiet country lifestyle?

Who will recompense the property owners in this area from decline in property values incurred by this gravel mine?

The Samish river is a major salmon bearing stream. How can you not have an Environmental Impact Study initiated when this gravel mine could potentially send large amounts of silt into the sensitive spawning areas downstream?

This whole gravel mine proposal has the feeling of local government jumping through the hoops of big business at the expense and disregard of the local property owners.

Thank you for your time.

Norman Wasson

20836 Prairie R

Sedro Woolley, WA 98284

(360)724-5054

Sent from Mail for Windows 10

John Cooper

From: Debra L. Nicholson
Sent: Wednesday, December 21, 2016 11:39 AM
To: John Cooper
Subject: FW: Open Pit Gravel Mine permit #PL16-0097

From: normfranwasson@gmail.com [<mailto:normfranwasson@gmail.com>]

Sent: Wednesday, December 21, 2016 11:32 AM

To: PlanningCommissioners

Subject: Open Pit Gravel Mine permit #PL16-0097

Dear Planning Commission;

This is in regards to the proposed 68 acre open gravel pit mine by Concrete Nor'west between Grip and Prairie roads. Permit #PL16-0097.

Why is there no Environmental Impact Statement or Study required?

The Samish River flows around the gravel mine site from the Northeast to the South Southeast. What happens if this promontory suffers a devastating slide similar to what happened in Oso disaster on the Stillaguamish river several years ago? What happens to the houses and farms directly across the river from this proposed gravel pit mine site?

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Thank you for your time.

Norman Wasson

20836 Prairie R

Sedro Woolley, WA 98284

(360)724-5054

Sent from Mail for Windows 10

John Cooper

From: Don and Karolyn Allgire <dkallgire@hotmail.com>
Sent: Wednesday, December 21, 2016 8:24 AM
To: John Cooper
Cc: sbc-rides@googlegroups.com
Subject: Proposed Gravel Pit

Mr. Cooper,

In 1994 I built a home for my wife and myself 17939 Valley Ridge Lane, off of Hickox Road, Mount Vernon. The truck traffic to and from the Rock Quarry was for the most part considerate of the speed limit. There was however no shoulder to walk. My wife volunteered to adopt the road and keep the litter picked up. The county however would not allow her to do so as there was no shoulder and it was too unsafe. In 2004 we sold that home and moved into Mount Vernon where we had sidewalks.

The proposed Gravel Quarry in Sedro Wooley would be useful for construction and having built a home and being a Carpenter I understand. As a cyclist it is always problematic to find a "Safe" place to ride. Providing a "Bike Lane" wide enough for truck traffic to safely pass, including the truck mirrors, in my mind should be a requirement of this project. Amortizing the cost over 25 years (the stated life of the Quarry) puts the cost into a feasible, doable perspective.

It is notable that the developers of the existing Rock Quarry on Hickox Road told us at an open house in 1996 the quarry would cease operations by 2008, which did not happen. It would be reasonable to conclude that the proposed Quarry may operate longer than 25 years spreading the cost of "Bike Lanes" over an even longer period of time.

Respectfully,
Donald Allgire, 1607 Birch Court, Mount Vernon, Wa

John Cooper

From: Vicky Gonzalez on behalf of Commissioners
Sent: Wednesday, December 21, 2016 8:11 AM
To: Dale Pernula; Ryan Walters; John Cooper
Subject: FW: GRIP RD GRAVEL PIT

Vicky Gonzalez (ext. 1311)

Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
☎ (360) 416-1311
✉ vickyg@co.skagit.wa.us

From: Rickeleazer [<mailto:rickeleazer@aol.com>]
Sent: Tuesday, December 20, 2016 8:53 AM
To: Commissioners
Subject: Re: GRIP RD GRAVEL PIT

Thank you for the update.
It's greatly appreciated.
Have a Happy Hoilday.
Thanks.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Commissioners
Sent: Tuesday, December 20, 2016 8:48 AM
To: 'Rickeleazer@aol.com'
Subject: RE: GRIP RD GRAVEL PIT

Hello, and thank you for contacting the Skagit County Commissioners with your concerns about the proposed Grip Road mining operation.

If you would like more information, the Skagit County Planning Department has a site plan and additional details about the proposed mining operation available at its office. The Planning Department is also taking comment by mail or email through February 2017 (not Dec. 30 as stated in the original letter.)

If you have feedback about the proposal and you would like it noted on the official record, you can write to:
John Cooper, Planner/Geologist

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

You can also submit comments electronically <http://www.skagitcounty.net/pdscomments>

The public meeting regarding the permit has not yet been scheduled, but would likely occur in early February 2017. Once it is scheduled, the meeting will appear on our online events and meetings calendar:

<http://skagitcounty.net/Departments/Home/EventCalendar.htm>

Thank you for your feedback, and please share this information with your neighbors as you see fit.

From: Rickeleazer@aol.com [mailto:Rickeleazer@aol.com]

Sent: Monday, December 19, 2016 5:55 PM

To: Commissioners

Subject: GRIP RD GRAVEL PIT

TO WHOM IT MAY CONCERN:

Can You Please Let Me know when the meeting is for the Gravel Pit. I want to inform others.

Also, here is a revised Letter that I'm handing out to our neighbor hood.

While walking I had seen someone else is handing out a ""Flyer" with concerns about the gravel pit.

Talked to a few people, whom have hired attorneys, I was suprised.

I guess, I'm not the only one against this.

John Cooper

From: Vicky Gonzalez on behalf of Commissioners
Sent: Wednesday, December 21, 2016 8:08 AM
To: Dale Pernula; John Cooper
Subject: FW: Proposed mine site on Grip RD

Vicky Gonzalez (ext. 1311)
Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
(360) 416-1311
vickyg@co.skagit.wa.us

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

From: garcia4@wavecable.com [<mailto:garcia4@wavecable.com>]
Sent: Tuesday, December 20, 2016 8:07 AM
To: Commissioners
Subject: Proposed mine site on Grip RD

Hello,

I have lived on Grip Road for the past 20 years. I have watched school buses and occasionally dump trucks travel our country road. There are no shoulders on our road, but residents walk their dogs, kids and ride bikes safely on my road. In fact, our road is a very popular part of many local organized bicycle rides, Cascade Bicycle Club, as well as local residents looking for some fresh country air and exercise.

The proposed mine and the 46 dump double trailer loads traveling up and down my road 6 days-a-week is unacceptable. I am concerned about the destruction of my community with unsafe double load trailers rumbling up and down my road, which was never designed for the loads that Concrete Northwest proposes. My concerns span the following: safety of pedestrians, bike riders and residents driving, integrity of the Samish River bridge, polluting the Samish River and other creeks that run in the area, the blind corner at Prairie Rd. intersecting Grip Rd., the width of roads to accommodate double trailers on the switch back hill on Grip Rd, and in general the destruction of the peaceful community my family and I have been a part of for 20 years.

There is no way Concrete Northwest can live in my community without destroying it. The residents of my community do NOT want nor welcome Concrete Northwest. This project needs to be stopped.

Steve and Andrea Garcia
22199 Grip RD.
Sedro Woolley
854/7857

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Tuesday, December 20, 2016 3:05 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: Tuesday, December 20, 2016 11:55 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Norman Wasson
Address : 20836, Prairie Road
City : Sedro Woolley
State : Washington
Zip : 98284
email : normfranwasson@gmail.com
Phone : 3607245054
PermitProposal : #PL16-0097

Comments : This is in regards to the proposed 68 acre open gravel pit mine by Concrete Nor'west between grip and Prairie roads. Permit #PL16-0097.

Why is there no Environmental Impact Statement or Study required?

The Samish River flows around the gravel mine site from the Northeast to the South Southeast. What happens if this promontory suffers a devastating slide similar to what happened in Oso disaster on the Stillaguamish river several years ago? What happens to the houses and farms directly across the river from this proposed gravel pit mine site?

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Why are we, the property tax payers, required to finance the resurfacing of our roads, after being destroyed by these overweight trucks, for this corporations profits?

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The Samish river is a major salmon bearing stream. How can you not have an Environmental Impact Study initiated when this gravel mine could potentially send large amounts of silt into the sensitive spawning areas downstream?

This whole gravel mine proposal has the feeling of local government jumping through the hoops of big business at the expense and disregard of the local property owners.

Thank you for your time.

Norman Wasson
20836 Prairie R
Sedro Woolley, WA 98284
(360)724-5054

From Host Address: 204.195.14.126

Date and time received: 12/20/2016 11:52:28 AM

John Cooper

From: garcia4@wavecable.com
Sent: Tuesday, December 20, 2016 8:12 AM
To: John Cooper
Subject: Proposed Gravel Pit on Grip RD.

Hello,

I have lived on Grip Road for the past 20 years. I have watched school buses and occasionally dump trucks travel our country road. There are no shoulders on our road, but residents walk their dogs, kids and ride bikes safely on my road. In fact, our road is a very popular part of many local organized bicycle rides, Cascade Bicycle Club, as well as local residents looking for some fresh country air and exercise.

The proposed mine and the 46 dump double trailer loads traveling up and down my road 6 days-a-week is unacceptable. I am concerned about the destruction of my community with unsafe double load trailers rumbling up and down my road, which was never designed for the loads that Concrete Northwest proposes. My concerns span the following: safety of pedestrians, bike riders and residents driving, integrity of the Samish River bridge, polluting the Samish River and other creeks that run in the area, the blind corner at Prairie Rd. intersecting Grip Rd., the width of roads to accommodate double trailers on the switch back hill on Grip Rd, and in general the destruction of the peaceful community my family and I have been a part of for 20 years.

There is no way Concrete Northwest can live in my community without destroying it. The residents of my community do NOT want nor welcome Concrete Northwest. This project needs to be stopped.

Steve and Andrea Garcia
22199 Grip RD.
Sedro Woolley
854/7857

John Cooper

From: Brandon Black
Sent: Friday, December 16, 2016 1:58 PM
To: John Cooper
Subject: FW: PDS Comments

These should have gone to you.

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: Lori Anderson **On Behalf Of** Planning & Development Services
Sent: Friday, December 16, 2016 12:13 PM
To: Annie T. Matsumoto-Grah; Brandon Black
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: Friday, December 16, 2016 10:50 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 : Concrete Nor'west Gravel Mine

Comments : I am writing to voice my concerns over the proposed gravel mine near Prairie and Grip roads. One of my concerns is the location and size of the project. I believe the scope and location of this operation would

compromise the quality of rural life in this area in terms of increased traffic and noise. I am also concerned about the number of trucks on the roads, especially at the intersection of Grip and Prairie roads. This is a blind intersection coming off of Prairie road and heading toward Highway 99. It's already a problem. Large trucks coming in and out of there many times per hour will only worsen the situation. As a resident of this area I like the feel of our rural roads and don't want to see them overrun or widened to accommodate larger vehicles. Thank you for your consideration in this matter.

From Host Address: 24.113.225.148

Date and time received: 12/16/2016 10:48:14 AM

15 December 2016

John Cooper, Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

Re: Concrete Nor'west application mining special use permit, PL 16-0097

Dear Mr. Cooper

Thank you for the opportunity to provide comments on the above referenced project.

We are in favor of the general project but have concerns regarding traffic safety due to the increase in large truck traffic on Grip Road, and both the Grip/Prairie Road and Prairie Road/Highway 99 intersections. We live on Grip Road and drive through both intersections on a daily basis. We are therefore aware of the traffic at all hours and times of the year at these intersections. Our concerns and recommendations are as follows:

We have reviewed the traffic study completed by DN Traffic Consultants dated February 8, 2016. In said study, the Prairie Road/Highway 99 has a level of service of C with the Prairie/Grip intersection having a level of service of A. Level of service is based on traffic count and resultant flow or usage. Neither of these studies includes site distance or speed.

The intersection of Prairie Road/Highway 99 is dangerous because there is no stop sign on Highway 99. We have witnessed several accidents at this location when vehicles cross Highway 99 from either Prairie Road heading west from Bow Hill Road heading east onto Prairie Road. This intersection requires a traffic calming device constructed, such as a roundabout that will slow the higher speed traffic that travels north and south on Highway 99 through this intersection without a stop sign. Such a calming device will increase safety when traffic crosses or enters travelling at this intersection. This was not addressed in the traffic study.

When one enters Prairie Road from Grip Road turning in a westerly direction, the intersection of Grip Road and Prairie Road is essentially "blind". Although we "look both ways" when entering Prairie Road from Grip Road, because the sight distance in an easterly direction is limited, traffic travelling west on Prairie Road, due to speed, comes close to us, creating a hazardous situation. This situation is indicated by the DN Traffic Consultants in their Table 2 where the observed sight distance is 202 feet with a required 445 feet.

DN Traffic Consultants offer "Alternative Mitigation" to regrade portions of the intersection and widen Prairie Road. Stating these two options "*would ultimately fix the sight distance deficiency*". However the DN Traffic Consultants next comment, "*obviously the cost of either option would be beyond what would be commiserate (sic)*"

with the mitigation required..." DN Traffic Consultants suggest a temporary solution to have a flagger control the intersection, or, to install a flashing beacon at the intersection. Both have a cost estimate and further state they are interim solutions until the "*County has sufficient funds to improve the sight distance*". DN Traffic Consultants does not provide a cost estimate for their preferred alternative to widen the intersection nor a time frame for the "temporary fix".

Now that there is a nexus for an upgrade, due to the increased traffic flow of large trucks, we encourage the county to require the following for safety.

Construct a roundabout at the intersection of Bow Hill/Prairie Road and Highway 99 to calm the flow along Highway 99 to enable those of us that use the intersection, greater safety when we cross said intersection.

Also, widen the intersection of Prairie Road and Grip Road.

Safety problems at these two intersections have been ongoing. With the traffic consultant's strong recommendation of permanent solutions, these changes must be made regardless of cost. Increased traffic (46 large truck trips per day), speed, and visibility issues will create a setting for a terrible accident. Temporary fixes foster a false sense of safety.

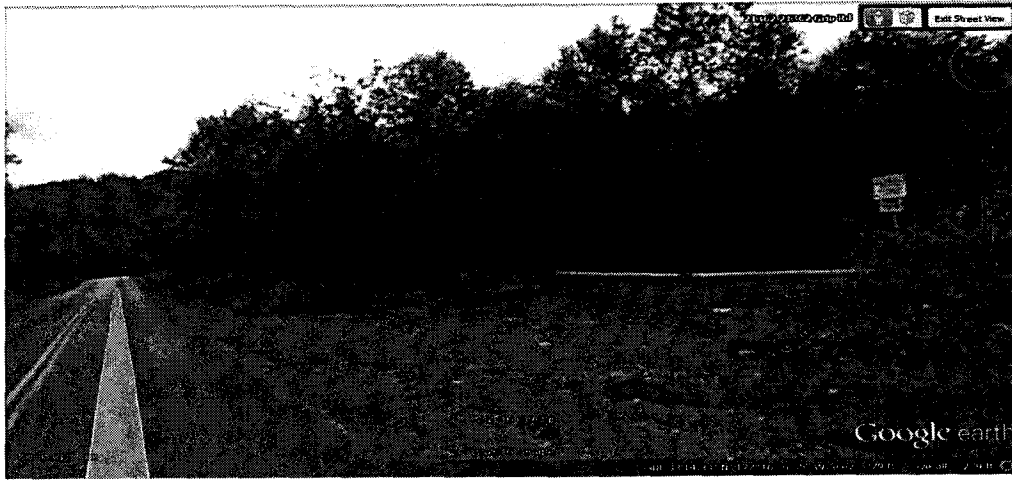
We request this letter be considered and addressed by county staff and the Hearings Examiner when this permit application comes before the court. We also request to be notified for all hearings and/or decisions as they are scheduled and determined.

Respectfully

Jim Wiggins

Abbe Rolnick

21993 Grip Road
Sedro-Woolley, WA 98284



Just found out that Concrete Nor' West wants to open a Gravel Pit on the Grip Rd, just off Prairie Rd. Which is located on the 1000 Block of Grip Road. Just above Swede Creek & the Samish River.

The Proposed Site is on the windy hill side heading off of Prairie Rd on Grip Rd. There is a yellow locked gate approx. $\frac{3}{4}$ mile to the NE side of Rd from Prairie, on Grip, to the site.

I live in this neighborhood. My concern for the Watershed, and our Natures Animals to this area. Then of Course, Pollution Run off from 46 dump trucks 6--Days a week, or more. Then to add in Sub-Contractors or Rental Dump Trucks. All the pollutants from them, will run into the ditches, which jumps into the Creeks and Rivers downstream. This will affectively in time, kill off any water migrating animals and wildlife that drink that water.

I work in heavy construction. Dump Trucks and Equipment break down. They spill Hydraulic Oil, Engine Oils, Diesel, and Anti-Freeze. They're called accidents, or Mechanical Breakdowns

Then combine this with Pedestrian and Traffic Safety, along with the Integrity of the Road. There hasn't been any "" Notice Signs"" posted on the road stating "" Proposed land Use" . There is one posting hidden off the roadway, on the proposed gravel access road to the site.

Another concern about is the structural integrity of the oil mat roadway breaking up. It's not designed for Heavy Truck Traffic. Then after repairing the oil mat roads, adding more pollutants into the waters, and storm runoff ditches, to the surrounding the areas.

The one of many concerns is for the Swede Creek Bridge. Is it designed for all that weight? Day after day. Is it Structurally Sound? Traffic Congestion at Prairie Rd & Grip intersection? ""Blind Corner"", Accidents are there all the time, poor planning. A flashing light that Concrete Nor'West is proposing to install for "caution", is ludicrous. On Grip or Prairie is horrible for us that drive that on a daily basis.

This road is not designed for heavy traffic. It's intention is for light traffic. There is no way you can have two trucks and trailers going up and down this windy road, side by side, at one time. Their trailers will swing into each other. This road is not wide enough for pedestrians, bicycles, traffic & dump trucks. It's a rural road, meant for normal residential traffic & school buses.

This project has been secretly done, with no input from the Community, or Neighborhoods. No Meeting. No effort to inform the public.

All I have heard is there is a meeting in January 2017, from King 5 News. Seattle. This is how I found out about this proposed Strip Mining and Proposed New Gravel Pit.

Please Call or Write. Skagit Co. Commissioners.-- Sedro Woolley Mayor/ Commissioners —Dept. of Ecology—Dept. of Fish and Wildlife—Governors—State Senators—Etc.

Very Concerned.

RECEIVED
DEC 19 2016
SKAGIT COUNTY
PDS

15 December 2016

John Cooper, Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

Re: Concrete Nor'west application mining special use permit, PL 16-0097

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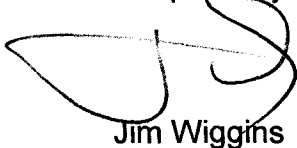
Construct a roundabout at the intersection of Bow Hill/Prairie Road and Highway 99 to calm the flow along Highway 99 to enable those of us that use the intersection, greater safety when we cross said intersection.

Also, widen the intersection of Prairie Road and Grip Road.

Safety problems at these two intersections have been ongoing. With the traffic consultant's strong recommendation of permanent solutions, these changes must be made regardless of cost. Increased traffic (46 large truck trips per day), speed, and visibility issues will create a setting for a terrible accident. Temporary fixes foster a false sense of safety.

We request this letter be considered and addressed by county staff and the Hearings Examiner when this permit application comes before the court. We also request to be notified for all hearings and/or decisions as they are scheduled and determined.

Respectfully

A handwritten signature in black ink, appearing to read 'Jim Wiggins', with a large, stylized 'J' and 'W'.

Jim Wiggins

A handwritten signature in black ink, appearing to read 'Abbe Rolnick', with a cursive style.

Abbe Rolnick

21993 Grip Road
Sedro-Woolley, WA 98284

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Monday, December 19, 2016 12:31 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: Monday, December 19, 2016 11:15 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 : Concrete Nor'West open pit gravel mine

Comments : I am against the opening of another gravel mine in this area of Skagit Co. There are already several mines in the area and to my knowledge there has not been any reclamation to these mines. The proposed mine will add additional stress to the infrastructure of roads and environment in the area. This is where we have chosen to live, because of the environment and quality of life and additional mining will negatively impact this. Concrete Nor'West is a division of Miles sand and gravel, which is not a Skagit county company and I think this is their attempt at taking our resources. Let them take resources from where they live and leave our neighborhood to the people who live here. Please do not approve this project.

Thank you,
Frank Phillips

From Host Address: 24.113.225.148

Date and time received: 12/19/2016 11:12:21 AM

John Cooper

From: Vicky Gonzalez on behalf of Commissioners
Sent: Monday, December 19, 2016 12:21 PM
To: Dale Pernula; Ryan Walters; John Cooper
Subject: FW: Concrete Nor'west open pit gravel mine

Vicky Gonzalez (ext. 1311)

Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
☎ (360) 416-1311
✉ vickyg@co.skagit.wa.us

From: Paula Shafransky [<mailto:pshafransky@gmail.com>]
Sent: Monday, December 19, 2016 11:25 AM
To: Commissioners
Subject: Concrete Nor'west open pit gravel mine

I am writing to respectfully request an extension for public comments until the end of January on this gravel mine proposal. People in the area are just now being made aware of it. The person to call for questions, John Cooper, will be out of the office from December 22nd until January 2nd. We need more time for people to submit their thoughts and concerns. Thank you for your attention to this matter.



Paula Shafransky
22461 Prairie Road
Sedro Woolley, WA 98284
360-856-1637

John Cooper

From: website
Sent: Friday, December 16, 2016 7:00 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Kathryn Longfellow
Address : 5318 Cedar Ridge Pl
City : Sedro Woolley
State : WA
Zip : 98284
email : klongfellow@frontier.com
Phone : 3608549910
PermitProposal : PL16-0097

Comments : I would like to know the method of extraction and how much noise it will create. How far away will the noise be heard? We have nesting eagles. Will this activity affect the eagles habitat? The Samish River has known pollution issues and many dollars have been spent to reduce the pollution. Will the mining of gravel create additional pollution issues? If so, how will that be mitigated? The corner of Grip and Prairie road is already a hazard with poor sight distance for vehicle drivers along with corners and elevation. Traffic revisions are needed. I think a roundabout would reduce the potential accident issues.

From Host Address: 50.34.113.131

Date and time received: 12/16/2016 6:57:50 PM

John Cooper

From: website
Sent: Sunday, December 18, 2016 12:00 PM
To: Planning & Development Services
Subject: PDS Comments

Name : David Lee, PE
Address : 4611 Prairie Lane
City : Sedro-Woolley
State : WA
Zip : 98284
email : leedd@wavecable.com
Phone : 360-856-1156
PermitProposal : PL 1 6 - 0 0 97

Comments : There should be significant concern with the site distance issues at the intersection of Grip and Prairie Road. The existing site distance issues at the intersection without the added truck trailers and trailers is dangerous. Simply adding a yellow flashing light does not solve the problem.

Realistically CNW should be required to make significant improvements at the Grip/Prairie Road intersection to remove the existing site distance issues. In particular, the site distance issues that exist while traveling westbound on Prairie Road and approaching this intersection at essentially a blind corner.

The trucks having to enter Prairie Road off Grip have to do so while on an adverse grade making acceleration onto Prairie Road very slow, especially considering that these trucks will be loaded. Westbound traffic on Prairie will not see a truck entering onto Prairie until they are nearly at the intersection.

From Host Address: 24.113.226.111

Date and time received: 12/18/2016 11:58:27 AM

John Cooper

From: website
Sent: Saturday, December 17, 2016 5:05 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jason
Address : Haugland
City : Sedro-Woolley
State : Wa
Zip : 98284
email : jhaugland3@gmail.com
Phone : 5129139936
PermitProposal : 3607245006

Comments : Hello- I'm referencing the development action file #pl16-0097 gravel mine on grip rd. They had offered all of the Prairie rd residents bordering this site money to build a bridge across the Samish river several times and were denied because of the effect it would directly have to our protected ,salmon habitat and Eagle nesting grounds. Not to mention the added unneeded traffic to a road in much need of improvements. At the proposed intersection of grip and Prairie is a dangerous blind corner and I have had a neighbor had a tragic accident there years ago when the road was able to accept the local traffickers . We as land owners have such restrictions to protect this environment how is mining 24/7! off f the corner of my property going to effect the local wildlife and local land owners? This is the worst thing that Skagit valley could possibly do to the Samish river valley. The strip logging on top of f and s grade road hill has already caused extreme run off into the Samish river this will undoubtedly add enough to possibly destroy the local salmon spawning streams with all the machinery noise and leaking fuel and oil I doubt the Eagles will remain either!! Please hear our concerns and put a stop to this. I drive my family down that section of Prairie rd everyday very cautiously as it is I can't imagine 24/7 gravel trucks turns from grip to Prairie will not result in a tragic accident once again. Hear us please!!! We weren't informed about hearings until it was too late. What else can I do to stop this please send me any information you can. All of my neighbors are up in arms about this and the environmental impact it will have. Not to mention the restrictions you have put on us as land owners how can some corporation just come in waves money and you just say ok???

Thanks Jason Haugland

From Host Address: 24.113.224.122

Date and time received: 12/17/2016 5:02:54 PM

John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 7:51 AM
To: John Cooper; commisioners@co.skagit.wa.us; Planning & Development Services
Subject: Proposed Gravel Mine

To Whom It May Concern:

It has recently come to my attention that Concrete Nor'West has applied to open a gravel mine near the Samish River. As a resident on Prairie Rd I have many concerns about this proposal, including impacts to residents such as noise, visual, dust, safety and inadequate road systems. I was surprised to hear that this project has been under consideration for some time and disappointed that most local residents have not been notified and are unaware.

My understanding is that the county realized that inital notification was indeed insufficient and have now notified property owners within 300 feet of Concrete Nor'west's contiguous parcels and also re-opened the comment session for the proposal, from December 15-December 30th.

While I appreciate the expansion of notification and comment session, I still have several concerns.

My first concern is that the scope of notification is too small. I am not within 300 feet of these parcels, and will not receive notification from the county. Likewise, most residents along Grip and Prairie Rd will not be notified. There are many small and private roads that use Prairie Rd daily that will not receive notification. Unfortunately, it puts a burden of both time and money on the few informed residents to spread the word up and down miles of country road to encourage people to give their feedback to the county during an open comment period of 2 weeks.

I'm sure the county would like people who give feedback to be educated on the proposal and not just respond in an emotional manner or be swayed by others opinions. This requires time to research and educate oneself. With the holidays nearing, many county employees who provide that information may understandably take vacation time away from work to spend with families. In fact, it has come to my attention that John Cooper, who is the Senior Natural Resource Planner and listed contact for this project, will be out of his office December 22nd through January 2nd and unavailable to answer questions. In addition, it is easy to imagine my neighbors will be busy with the holidays and find it difficult to spend adequate time considering and responding to this proposal. Therefore, I ask that this comment period be extended to allow residents to be informed by both the county and their neighbors.

I also ask that expanded notification be provided by mail to any resident who is within sight or sound of the proposed mine. Additionally, I request that residents who live on or near the proposed travel route of the gravel trucks be contacted and notified as well. This should include all residents along Grip Rd and Prairie Rd, as well as the small roads that are found along their length. Currently, with the exception of one, signs posted are 8 1/2x 11 inches and not readable from the road. Because our roads are narrow and without shoulders it seems dangerous to ask residents to stop and read these signs from the road nor is it fair to ask them to park on private property and return on foot to read signs. I have attached a photo as example of the sign notification that is currently in place as seen from Grip Rd.

Residents of our county have the right to be fully informed and a project of this magnitude should require notification beyond what is required for residential construction. Thank your for your time and any effort you may take to ensure that all residents have a fair opportunity to become informed in a safe and timely manner.

Sincerely,
Nicole Nickelson
20636 Prairie Rd
Sedro Woolley
360-362-9174



John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 7:56 AM
To: Commissioners; Planning & Development Services; John Cooper; Betta Spinelli
Subject: Proposed Gravel Mine

To Whom It May Concern:

It has recently come to my attention that Concrete Nor'West has applied to open a gravel mine near the Samish River. As a resident on Prairie Rd I have many concerns about this proposal, including impacts to residents such as noise, visual, dust, safety and inadequate road systems. I was surprised to hear that this project has been under consideration for some time and disappointed that most local residents have not been notified and are unaware.

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Sincerely,
Nicole Nickelson
20636 Prairie Rd
Sedro Woolley
360-362-9174



John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 7:37 AM
To: Commissioners; John Cooper; Planning & Development Services; betta@co.skagit.wa.us
Subject: Proposed Gravel Mine

To Whom It May Concern:

It has recently come to my attention that Concrete Nor'West has applied to open a gravel mine near the Samish River. As a resident on Prairie Rd I have many concerns about this proposal, including impacts to residents such as noise, visual, dust, safety and inadequate road systems. I was surprised to hear that this project has been under consideration for some time and disappointed that most local residents have not been notified and are unaware.

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I'm sure the county would like people who give feedback to be educated on the proposal and not just respond in an emotional manner or be swayed by others opinions. This requires time to research and educate oneself. With the holidays nearing, many county employees who provide that information may understandably take vacation time away from work to spend with families. In fact, it has come to my attention that John Cooper, who is the Senior Natural Resource Planner and listed contact for this project, will be out of his office December 22nd through January 2nd and unavailable to answer questions. In addition, it is easy to imagine my neighbors will be busy with the holidays and find it difficult to spend adequate time considering and responding to this proposal. Therefore, I ask that this comment period be extended to allow residents to be informed by both the county and their neighbors.

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Sincerely,

Nicole Nickelson
20636 Prairie Rd
Sedro Woolley
360-362-9174



John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 9:18 AM
To: John Cooper
Subject: Notified property owners

Mr. John Cooper,

Can you please provide me with the list of property owners that have been notified so far as well as the date of notification? I only have names of the people previously notified and have been unable find in public record who else has received notification. Thank you in advance for your assistance.

Sincerely,
Nicole Nickelson

John Cooper

From: NICK & NICOLE <NICNICK31@msn.com>
Sent: Monday, December 19, 2016 11:17 AM
To: John Cooper
Subject: Re: Proposed Gravel Mine

Mr. John Cooper,

Thank you for the specifics regarding Skagit County Code. I have to respectfully disagree with the interpretation that the language contains limits notification to 300 feet. "Notice of development application shall be mailed to all physical addresses and owners of record located **within** 300 feet of all subject property lines" only states the requirement that these people do have be notified. It does not state "only within these borders" or "and not beyond" so it appears to be a minimum requirement and does not specify a limit to prevent notification of further residents.

It is unfortunate that it was not determined in the pre-application period that our community would have interest in this proposal. Mistakes do happen and I would be very surprised to find that there is no system in place to correct this and expand notification to 500 feet or beyond. It would seem prudent and responsible at this time to revisit what notification boundaries to apply and also investigate if Skagit County Code 14.06.150 (2)(d)(iii) could have alternative interpretations that better serve the community.

Sincerely,
Nicole Nickelson

From: John Cooper <johnc@co.skagit.wa.us>
Sent: Monday, December 19, 2016 9:40 AM
To: 'NICK & NICOLE'
Subject: RE: Proposed Gravel Mine

Nicole, yes you will be able to comment and your comments will be part of the public record up until the public hearing or at another time as determined by the Hearing Examiner.

Unfortunately the maximum distance I can send notifications is 300 feet, not the minimum. Skagit County Code 14.06.150 (2)(d)(iii) states that the "Notice of development application shall be mailed to all physical addresses and owners of record located **within** 300 feet of all subject property lines, or, if the applicant owns property adjacent to the subject property, notice shall be given to all physical addresses and all owners of real property within 300 feet of any portion of the boundaries of such adjacent properties owned by the applicant. Further provided, however, when the Administrative Official finds that a need exists, and so informs the applicant at the preapplication meeting, notice shall be given to all physical addresses and all owners of real property within 500 feet of any portion of the applicable boundaries. For marijuana facilities, notice must be provided within 1,000 feet."

As you can see by code, for this land use, notification is limited to a distance of 300 feet from contiguous properties. If I had foreseen the public interest and notified the applicant at the pre-application meeting, I could have increased notification to 500 feet. But that is the maximum distance I am allowed.

Sincerely,

*John Cooper, LG. LHg
Senior Natural Resource Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273
www.skagitcounty.net/planning
Ph 360-416-1334
johnc@co.skagit.wa.us*

From: NICK & NICOLE [mailto:NICKNICK31@msn.com]
Sent: Monday, December 19, 2016 8:43 AM
To: John Cooper
Subject: Re: Proposed Gravel Mine

John Cooper,

Thank you for your prompt reply. My understanding from you now is that while the comment period is stated as 15 days it actually will be open until the public hearing, which is as yet undetermined? Does this mean comments will be accepted, considered and part of the public record and through the online comment section located at <http://www.skagitcounty.net/Departments/PlanningAndPermit/commentsform.htm> until that time?

While I understand that county code does not require notification of residents beyond 300 feet, I feel that for the safety and consideration of residents this should be extended. I imagine these codes are established as a minimum and are not intended to serve as a restriction for further notification when it may be in the best interest of communities. Maybe in a case like this, the county could request that the applicant help with the burden to inform all residents that may be impacted by the project. The notification in the newspaper is a nice start and I appreciate it. However it requires residents to subscribe to or purchase a copy of the local newspaper. I believe the only way to know for sure residents are informed is increased signage and a letter to each household within potential impact of noise, visual, dust, and truck traffic. Thank you for your time and consideration.

Thank you,
Nicole Nickelson

Planning and Development Services Comment Submittals

www.skagitcounty.net

Get your written comments in before the deadline. For permits and appeals, public comment is started with a Notice of Development Application, which is published ...

From: John Cooper <johnc@co.skagit.wa.us>
Sent: Monday, December 19, 2016 8:04 AM
To: 'NICK & NICOLE'
Subject: RE: Proposed Gravel Mine

Mrs. Nickelson, Skagit County code SCC 14.06.150 limits mailing and postings to those property owners within 300 feet of the contiguous properties. However, the notice was also placed in the notices section of the Skagit Valley Herald. Although SCC 14.06.150 requires the notice to have a 15 day comment period, as usual, we accept all comment letters/emails up to and through the next public hearing or until such time the Hearing Examiner closes the comment period, which at the earliest, maybe the end of January. You are welcome to come in and review the file any time at your convenience. If I am gone for the holidays, we have several planners that can help you with the file review and answer your questions.

Sincerely,

John Cooper, LG. LHg
Senior Natural Resource Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273
www.skagitcounty.net/planning
Ph 360-416-1334
johnc@co.skagit.wa.us

From: NICK & NICOLE [<mailto:NICKNICK31@msn.com>]
Sent: Monday, December 19, 2016 7:51 AM
To: John Cooper; commissioners@co.skagit.wa.us; Planning & Development Services
Subject: Proposed Gravel Mine

To Whom It May Concern:

It has recently come to my attention that Concrete Nor'West has applied to open a gravel mine near the Samish River. As a resident on Prairie Rd I have many concerns about this proposal, including impacts to residents such as noise, visual, dust, safety and inadequate road systems. I was surprised to hear that this project has been under consideration for some time and disappointed that most local residents have not been notified and are unaware.

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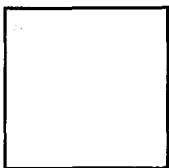
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Sincerely,
Nicole Nickelson
20636 Prairie Rd
Sedro Woolley
360-362-9174



John Cooper

From: Paula Shafransky <pshafransky@gmail.com>
Sent: Monday, December 19, 2016 10:48 AM
To: John Cooper
Subject: Fwd: Concrete Nor'west open pit gravel mine proposal

I tried to send this to betta@co.skagit.wa.us but it didn't go through. Can you please give me the correct address? Thanks - paula

----- Forwarded message -----

From: Paula Shafransky <pshafransky@gmail.com>
Date: Mon, Dec 19, 2016 at 10:41 AM
Subject: Concrete Nor'west open pit gravel mine proposal
To: betta@co.skagit.wa.us

I am writing to respectfully request an extension for public comments until the end of January on this gravel mine proposal. People in the area are just now being made aware of it. The person to call for questions, John Cooper, will be out of the office from December 22nd until January 2nd. We need more time for people to submit their thoughts and concerns. Thank you for your attention to this matter.

Paula Shafransky
22461 Prairie Road
Sedro Woolley, WA 98284
360-856-1637

John Cooper

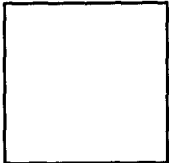
From: Vicky Gonzalez on behalf of Commissioners
Sent: Monday, December 19, 2016 12:21 PM
To: Dale Pernula; Ryan Walters; John Cooper
Subject: FW: Concrete Nor'west open pit gravel mine

Vicky Gonzalez (ext. 1311)

Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
☎ (360) 416-1311
✉ vickyg@co.skagit.wa.us

From: Paula Shafransky [<mailto:pshafransky@gmail.com>]
Sent: Monday, December 19, 2016 11:25 AM
To: Commissioners
Subject: Concrete Nor'west open pit gravel mine

I am writing to respectfully request an extension for public comments until the end of January on this gravel mine proposal. People in the area are just now being made aware of it. The person to call for questions, John Cooper, will be out of the office from December 22nd until January 2nd. We need more time for people to submit their thoughts and concerns. Thank you for your attention to this matter.



Paula Shafransky
22461 Prairie Road
Sedro Woolley, WA 98284
360-856-1637

John Cooper

From: website
Sent: Tuesday, December 20, 2016 10:05 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jason Haugland
Address : 21422 Prairie rd
City : Sedro-Woolley
State : Wa
Zip : 98284
email : Jhaugland3@gmail.com
Phone : 3607245006
PermitProposal : PL16-0097

Comments : Regarding the proposed mine with concrete Nor'West and Skagit County. This is a very dangerous road route there is going to be a high amount of traffick added to two of the most dangerous parts of these roads with very little to no shoulder. These roads have not been widened or upgraded for over 20 years! Can you honestly tell me that a truck and trailer combo can make the hair pin 15mph S corners at the end of Grip and/or Prairie rd even once without encroaching oncoming traffick or over the outside of the fog line Let alone 40+ of that at least each day with how many different drivers? Not to mention the school bus routes schedule and safety of the children waiting for the bus, bicyclists, or pedestrians? There is literally no shoulder along this whole route and hair pin corners on both Prairie and Grip that can't possibly be navigated by a pedestrian bicyclists or distressed motorist and two truck trailer combos going opposite directions. A yellow blinking light is your proposed answer for this. We need more time to mitigate this please?? We have a director of this project that we can not contact and a date encroaching that seems very unreasonable. This mine borders my property and you have advertised this proposal as a Grip rd site. It should be restated as a Samish River Valley Mine as this will effect the whole Samish river valley. I would like more time to review your environmental studies and the credentials of who decided there is no negative impact on fish and wildlife as well as the water table that my well draws from.

From Host Address: 24.113.224.122

Date and time received: 12/20/2016 10:01:33 PM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 11:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Vanoy Smith
Address : 10873 Peter Anderson Rd
City : Burlington
State : WA
Zip : 98233
email : docsmith1@frontier.com
Phone : 360 757 0886

PermitProposal : Grip and Prarie Rd Gravel Mine

Comments : I am a bicycle rider from Burlington who frequently rides on Prairie and Grip Rd. Someone will die biking on that road with the heavy truck traffic. It is bad enough now, with no shoulder and the occasional bike hater who drives by. Please, I assume the permit will pass, and I have no objection to the land use. But please, as a requirement for the operation, put in a decent protective shoulder for hikers and bikers. I have seen bike accident victims in the ER and they are not pretty!

Vanoy Smith MD

PS I was ER physician at UGH several times when there were train accidents at Cook and #99. I screamed for lights and bars and wrote letters. Finally when enough injuries and deaths occurred something was done. Please act responsibly.

Vanoy Smith MD

From Host Address: 104.235.183.16

Date and time received: 12/21/2016 11:47:41 AM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 10:35 AM
To: Planning & Development Services
Subject: PDS Comments

Name : James Douglas Koehn
Address : 21341 Prairie rd
City : Sedro Woolley
State : Wa
Zip : 98284
email : DND906@frontier.com
Phone : 3606611591
PermitProposal : 68 acre gravel pit mine on prairie rd. s.w.
Comments : I wish to request an extension on the Dec. 30 th comment period

From Host Address: 50.34.126.63

Date and time received: 12/21/2016 10:30:09 AM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 2:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Andrew & Wendi Prince

Address : 22047 Grip Rd.

City : Sedro-Woolley

State : WA

Zip : 98284

email : sitnbull@wavecable.com

Phone : 360-856-9111

PermitProposal : Concrete Nor'West #PL16-0097

Comments : We would like to be involved in this process & be notified of any public meetings regarding this plan

From Host Address: 24.113.237.6

Date and time received: 12/21/2016 2:37:30 PM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 12:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jon Kvernmo
Address : 754 Humphrey Place
City : Burlington
State : WA
Zip : 98233
email : jon.kvernmo@gmail.com
Phone : 360-333-1212

PermitProposal : Concrete NW Mining Proposal

Comments : The matter of the Concrete NW Mining Proposal as it impacts Grip Road and Prairie Road came to my attention recently. I bicycle those roads regularly, and enjoy the scenery and relatively low vehicular traffic volume. I'm a proponent of private enterprise, as it's the engine that drives our economy. However, as in any such matter where interests that could compete intersect, there should be careful consideration given to both sides. Bicyclists are the more vulnerable when it comes to the use of our county roads. I have personally had occasion to fear the prospect of personal injury when drivers are heedless, or worse, antagonistic, towards their neighbors who happen to be on the road, on a bicycle.

Paved shoulders of sufficient width to allow bicyclists and truckers to share the road safely should be required as a condition of issuing the mining and hauling permit(s). That way CNW can make money, and the bicycling community can continue to enjoy the safe use of what has been a pleasant part of our countryside.

From Host Address: 50.34.155.212

Date and time received: 12/21/2016 12:24:53 PM

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 9:45 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Thursday, December 22, 2016 8:10 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Charles Michael Schultz
Address : 2302 20th PL
City : Anacortes
State : WA
Zip : 98221
email : tbcshultz@comcast.net
Phone : (360) 293-3098

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

Comments : RE: PL16-0097, the amount of forecasted gravel truck traffic seems excessive with respect to public safety and the narrowness of the roads of the proposed route. My specific safety concerns are for pedestrians, cyclists, and vehicles that currently use the involved roadways. I suggest that a condition of the permit would be that Concrete NW be required to pay for the construction of a pedestrian/bicycle lane along Grip Road. Concrete NW should also be held liable for road repair of damage caused by their truck traffic.

From Host Address: 73.254.111.36

Date and time received: 12/22/2016 8:09:18 PM

John Cooper

From: Vicky Gonzalez on behalf of Commissioners
Sent: Friday, December 23, 2016 7:57 AM
To: Dale Pernula; Ryan Walters; John Cooper
Subject: FW: Concrete Nor West Pit

Comment

Vicky Gonzalez (ext. 1311)
Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
(360) 416-1311
vickyg@co.skagit.wa.us

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

From: joshua serface [<mailto:jcsandmedic@yahoo.com>]
Sent: Thursday, December 22, 2016 4:14 PM
To: Commissioners
Subject: Concrete Nor West Pit

Skagit County Commissioners,

This Email is in regards to the "recently discovered" special use permit for Concrete Nor West Strip Mining operation on Grip Rd in Sedro Woolley. As a resident of Sedro Woolley, Skagit County, and recently completed construction of my house within 2 miles of the proposed area. I use Grip Rd to get to work, go to the store, and get my kids to school. With no road improvements, anywhere from 30-50 truck trips per day 6 - 7 days per week, not counting the private and contracted trucks that will use it, will greatly increase the driving hazard on Grip and Prairie Roads and wear and tare. Grip Road was not constructed to handle that much heavy load and large traffic, along with the Swede Creek Bridge, which I am sure was not constructed for this type of use. Grip and Prairie Roads are dangerous enough for walkers and bicyclists without that increase in wider heavier loads. The "Yellow Flashing light at the blind corner is a Joke and will not detour accidents. Lets not forget the bling corner to the East of the proposed entrance, and the wide turns the trucks are going to have to take to get in and out is dangerous. I moved to this quiet rural farming community to get away from all the traffic and noise.

Now lets touch on the pollution aspect. I just completed construction of my house and know very well the "hoops" I had to jump through with wetland and water runoff to get my building permits, along with all the farming stipulations I have to follow and makes it more difficult to make an income. I am really hoping that big companies with big money can not buy their way around the rules and regulations set by the Skagit County Commissioners and State. You can't honestly tell me that there will no be any runoff into Swede Creek and Samish River. I know from my construction background that chemicals are used to wash the gravel and rocks. Lets think about the wildlife impact as well. As mentioned above, the increased traffic will also bring increased pollutants of hydraulic, motor, and transmission oils from both the trucks and heavy equipment being used at the site.

I can appreciate the fact that Concrete Nor West is trying to maintain a steady flow of construction material but there has to be a better way in a more deserted place that will no cause traffic congestion, collision, and pollution to our already fragile habitat. I mean, another Souther Resident Killer Whale just died yesterday. Do they have to become extinct before we say we have a problem with pollution.

John Cooper

From: Planning & Development Services
Sent: Thursday, December 22, 2016 2:14 PM
To: John Cooper
Cc: Betsy D. Stevenson; Ryan Walters
Subject: FW: PDS Comments

From the PDS mailbox

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 21, 2016 6:00 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Ken Rasmussen
Address : 6290 Ershig Road
City : Bow
State : WA
Zip : 98232
email : kayakfit@fidalgo.net
Phone : 3607668720

PermitProposal : Concrete Nor'west Gravel Quarry on Grip Road

Comments : I'm a cyclist living quite near to the proposed quarry, and I regularly ride those roads. They are among my favorite regular cycling routes. I routinely encounter cyclists who drive all the way up here from Seattle in order to cycle in unspoiled, low traffic, rural countryside. Places as beautiful for recreational activity as Skagit County are scarce, and becoming scarcer. Protecting these places from inappropriate commercial development will pay huge economic dividends in the future, when the counties that don't preserve their natural beauty are no longer competing for tourism dollars.

From Host Address: 72.106.52.216

Date and time received: 12/21/2016 5:56:19 PM

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 9:46 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Thursday, December 22, 2016 3:55 PM
To: Planning & Development Services
Subject: PDS Comments

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

PermitProposal : Concrete Nor'west Gravel Quarry on Grip / Prarie Rd

Comments : My wife and I built a house at 17939 Valley Ridge Lane, off of Hickox Rd near the existing rock Quarry in 1994-95. The quarry management told us at an open house, they would cease operations on or about 2008 which of course did not occur. My wife volunteered to adopt Hickox Road to clean up litter but was denied by the county, because there is little or no shoulder and they deemed it too dangerous. We moved into the city in 2005 allowing us a safe place to walk. The proposed Gravel Quarry is in one of the few areas of the county that is "Safe" to ride a bicycle. Adding a significant volume of truck traffic to that area would make riding a bicycle hazardous at best. I believe adding a bicycle lane wide enough to protect cyclists from trucks, and their mirrors, should be a requirement of this permit. The proposal is for 25 years but as history bears out it could be longer. Spreading the cost out over 25 years or longer makes it a feasible and reasonable requirement.

From Host Address: 166.170.5.81

Date and time received: 12/22/2016 3:52:19 PM

John Cooper

From: Planning & Development Services
Sent: Thursday, December 22, 2016 2:14 PM
To: John Cooper
Cc: Betsy D. Stevenson; Ryan Walters
Subject: FW: PDS Comments

John, I think this is for you.

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Thursday, December 22, 2016 8:40 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Thomas & Pamela Burns
Address : 4792 Wildlife Acres Lane
City : Sedro Woolley
State : WA
Zip : 98284
email : burnsp888@gmail.com
Phone : 360-724-3207
PermitProposal : PL16-0097

Comments : We are concerned about the proposed "gravel pit" in our area. Although we have concerns about the number, and frequency, of trucks on Prairie Road our main concern is noise. We moved to this area because of its quiet serene location. We fear the approval of the "pit" will not only take away this serenity it will also scare off the wildlife we enjoy so much. We are also concerned the noise will cause all of the property values, in this area, to drop. We live in a private community (HOA) with 24 other residents. Most of the properties, on the upper portion of Wildlife Acres Lane and Wildwood Place are very close to the planned "pit". We are not happy and I am sure you will hear from others in our community. Please do not approve this disaster. We do plan on attending any meetings that are planned. Please keep us informed.

Thank you

From Host Address: 24.113.254.240

Date and time received: 12/22/2016 8:37:03 AM

John Cooper

From: Vicky Gonzalez on behalf of Commissioners
Sent: Friday, December 23, 2016 7:54 AM
To: Dale Pernula; Ryan Walters; John Cooper
Cc: Bronlea Mishler
Subject: FW: Proposed open pit gravel mine

Open Inquiry #4345634

Vicky Gonzalez (ext. 1311)

Administrative Coordinator
Administrative Services
Skagit County Commissioners' Office
1800 Continental Place, Suite 100
Mount Vernon, WA 98273
☎ (360) 416-1311
✉ vickyg@co.skagit.wa.us

From: normfranwasson@gmail.com [mailto:normfranwasson@gmail.com]
Sent: Thursday, December 22, 2016 2:48 PM
To: Commissioners
Subject: Proposed open pit gravel mine

Dear Commissioners;

This is in regards to concerns about the proposed 68 acre open gravel pit mine by Concrete Nor'west between

Grip and Prairie roads. Permit #PL16-0097.

Why is there no Environmental Impact Statement or Study required?

The Samish River flows around the gravel mine site from the Northeast to the South Southeast. What happens if this promontory suffers a devastating slide similar to what happened in Oso disaster on the Stillaguamish river several years ago? What happens to the houses and farms directly across the river from this proposed gravel pit mine site?

How will the groundwater be affected as gravel mine is excavated 50 to 90 feet deep? How will this affect the household wells of the residents sharing the plateau with this gravel pit mine?

What is the consideration for public safety as these GVW 105,000 lbs truck/ trailer combos barrel down a narrow, steep and winding Grip road to Prairie road? There are no shoulders on either of these roads that are safe for pedestrians, children or bicycles. That the entrance to Prairie road from Grip road is a totally blind corner from both directions is a disaster waiting to happen needs to be addressed.

Why are we, the property tax payers, required to finance the resurfacing of our roads, after being destroyed by these overweight trucks, for this corporations profits?

Why is there no mention of the noise, dust and vibrations from the operation of this gravel mine? And why is there no limitation on the hours of operation of this proposed open pit gravel mine so we, the residents of this rural area, may preserve our quiet country lifestyle?

Who will recompense the property owners in this area from decline in property values incurred by this gravel mine?

The Samish river is a major salmon bearing stream. How can you not have an Environmental Impact Study initiated when this gravel mine could potentially send large amounts of silt into the sensitive spawning areas downstream?

This whole gravel mine proposal has the feeling of local government jumping through the hoops of big business at the expense and disregard of the local property owners.

Thank you for your time.

Norman Wasson

20836 Prairie R

Sedro Woolley, WA 98284

(360)724-5054

Sent from Mail for Windows 10

John Cooper

From: Roy Donaldson <roydonaldson4201@gmail.com>
Sent: Friday, December 23, 2016 8:33 PM
To: John Cooper
Subject: Permit #PL16-0097

Dear John Cooper, lead planner,

I request information on Concrete Northwest's new gravel pit.
Including the Staff Report/Findings of Fact, projected revenue to the County and procedure for providing my input.

As a property owner at the corner of Prairie Road and Saje Lane I am concerned about the impacts a project of this magnitude can have.

Thank you in advance for your assistance.

Roy Donaldson
4201 Saje Lane
Sedro Woolley, WA 98284

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 9:44 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Friday, December 23, 2016 6:35 PM
To: Planning & Development Services
Subject: PDS Comments

Name : DANIELLE HAUGLAND
Address : 21422 PRAIRIE RD
City : SEDRO WOOLLEY
State : WA
Zip : 98284
email : daniellehaugland@yahoo.com
Phone : 5127390544
PermitProposal : #PL16-0097; PL16-0093; PL16-0098
Comments : Dear Approvals Board,

I am extremely distressed over the gravel pit that apparently is going in our back yard, just south of the Samish River. We are long time residents of Prairie Rd and the Samish River Valley and would have expected adequate notice of such a disruptive activity so close by. While we did receive a notice of proposed use, that notice was misleading in that it identified the affected property off of Grip Rd.

The permit itself is also disturbing in a number of respects. First, I find the conclusion that the pit will have minimal impact on the environment laughable. A pit mine will be within feet of the Samish River and just above the water table. There is no serious environmental impact assessment included in the application - and I believe such an assessment was not performed.

Second, the proposed hours of operation are unacceptable. Dusk til dawn could be 4:30 am to 9:30 pm. As I mentioned, this pit mine is directly adjacent to our land and will not only be an eye sore but loud - I do not want to hear large equipment humming along at 4:30 am.

Third, the proposed number and frequency of loads is unacceptable. The narrow, two lane roads in the area - the proposed travel route - cannot accommodate 700 trucks per day. Moreover, that number of large vehicles on this road, which has no shoulders, will put pedestrians, cyclists and children waiting for school buses in danger.

Fourth, the proposed depth of the pit, mere feet above the water table, may impact local potable water sources - water that area residents use and rely on. I will be at the hearing, whenever it is scheduled, and will raise these and other concerns I have.

Thank you.

Danielle Haugland

From Host Address: 159.220.76.6

Date and time received: 12/23/2016 6:31:53 PM

John Cooper

From: Nathan.Nipges@shell.com
Sent: Friday, December 23, 2016 2:20 PM
To: PDS comments
Cc: nipges@juno.com
Subject: Concrete Nor'west gravel operation near Grip Rd

Josh Nipges
20610 Prairie Rd
Sedro Woolley, Wa 98284

Concrete Nor'west Gravel Operation Near Grip Rd

To whom it may concern,

While I understand the need for grave mining to further grow of the county. I have concerns about the truck traffic on Grip and Prairie roads. First let us look at Grip Rd. The West bounds traffic coming from the proposed pit must go down a steep grade while traveling thru numerous curves. Then trucks will be turning off of Grip Rd onto Prairie Rd at a blind corner. There is only a stop sign on Grip Rd for control of the intersection and thru traffic on Prairie Rd. Currently the speed limit on Prairie Rd is 40 mph. Most times it is barely enough time to react to a passenger vehicle entering into traffic; with a fully loaded gravel truck at 105,000 gvw I fear there is not enough stopping time. Once those trucks do enter into traffic they will be on a two lane road with no shoulders and deep ditches on each side. This road is traveled heavily in the summer by both bicyclists and motorcycles. It is hard enough when meeting a loaded log truck occasionally, little lone 46 trucks per day. Then there are the sharp s curves by Friday creek. Most commercial trucks end up in the opposite lane when negotiating them. Also, what about the load rating for the road itself or the bridges over the Samish river and Friday creek? It is a chip sealed road after all. Then once the trucks manage to make it to the intersection of Prairie Rd and Hwy 99 there is only a stop sign for East/West traffic. This corner has seen many accidents due to the fact that cross traffic does not stop and a blind corner to the north on a road that is 50mph. All these things considered the road needs vast improvement before allowing then number of trucks proposed by Concrete Nor'west.

Thank you,

Josh Nipges
20610 Prairie Rd
Sedro Woolley, Wa 98284

I AM STRONGLY AGAINST THIS PERMIT!!.

Respectfully
Joshua Serface

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 9:45 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Friday, December 23, 2016 9:45 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Doug Gresham
Address : 3190 160th Ave SE
City : Bellevue
State : WA
Zip : 98008
email : doug.gresham@ecy.wa.gov
Phone : (425) 649-7199
PermitProposal : PL16-0097
Comments : December 23, 2016

John Cooper, Natural Resource Planner
Skagit County Planning and Development Services Department
1800 Continental Place
Mt. Vernon, WA 98273

RE: Ecology Comments on the Grip Road Gravel Mine
Project File # PL16-0097

Dear Mr. Cooper:

As the Washington State Department of Ecology (Ecology) Wetland Specialist responsible for Skagit County, I wish to have the following comments entered into the record for the Grip Road Gravel Mine. In addition to my previous comments for this project submitted on June 1, 2016, I want to address additional concerns during this second public notice period.

Concrete Nor'west submitted an application for a forest practice conversion and mining special use permit to develop a gravel mining operation. This 68-acre property consists of three lots (Parcels P125644, P125645, and P50155) that are located northwest of Sedro Woolley in unincorporated Skagit County. The property is located north of Grip Road, south of Prairie Road, and is bisected by the Samish River. The Skagit County iMAP shows the Samish River flowing across the northeast corner of the property in the Warner Prairie area.

The proposed action involves harvesting approximately 50,000 board feet of timber, removing the stumps, and converting the property to a gravel mining operation. This gravel mining operation will remove approximately 4,280,000 cubic yards of gravel over a 25 year period. Gravel will be removed by truck and trailer (generating about 46 truck trips per day) to one of Concrete Nor'wests nearby facilities for processing.

I have a concern with the wetland findings by Graham-Bunting Associates. They stated there will be a 200' setback from riverine wetlands associated with the Samish River. However, if these wetlands are rated as either Category I or II, then the standard buffer width may be 300' for a high land use intensity such as a gravel mine (Skagit County Code 14.24.230). We assume the proposed footprint of the gravel mine would encroach into this larger wetland buffer so this needs to be addressed.

I also have a concern with the access road that will need to be improved to accommodate 46 truckloads a day, which could impact wetlands and streams. This access road may need to be widened, the Swede Creek bridge may need to be upgraded, and storm water drainage features may need to be reconfigured. This access road would need to be upgraded to Skagit County higher standards for roads servicing mining operations but this was not addressed.

Any wetlands that occur on the property would be waters of the state subject to the applicable requirements of state law (see RCW 90.48 and WAC 173.201A) and Section 401 of the Clean Water Act (33 USC §1341) and 40 CFR Section 121.2. If any wetland impacts do occur, the applicant shall obtain all necessary state and federal authorizations prior to beginning any ground-disturbing activities or vegetation removal.

If you have any questions or would like to discuss my comments, please give me a call at (425) 649 7199 or send an email to Doug.Gresham@ecy.wa.gov.

Sincerely,

Doug Gresham, PWS
Wetland Specialist
Shorelands and Environmental Assistance Program

From Host Address: 198.239.77.118

Date and time received: 12/23/2016 9:44:17 AM

John Cooper

From: koldow@ymail.com
Sent: Saturday, December 24, 2016 4:27 PM
To: PDS comments
Subject: Concrete Nor'West proposed new pit (Permit PL16-0097)

To whom it may concern,

I am concerned about the proposed Concrete Nor'West new proposed gravel pit permit #PL16-0097.
My concerns of a neighbor to this proposed pit, includes public safety for vehicles from large volume of truck traffic on narrow winding roads.
Noise, dust and vibrations from on site operations.
Decline of nearby property values.
Impacts to wildlife, the Samish River, and water quality.
I would like to be notified of the date and time of the Public Hearing on the Mining Special Use Permit.
In the meantime, please send me information on this proposal.
Thank you for your time,
Kathleen Oldow
5511 Park Ridge Place
Sedro Woolley, WA 98284
360-333-1826
Sent from my iPad

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 9:43 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Sunday, December 25, 2016 8:10 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 am a property owner (Parcel # P50083) near the proposed Concrete Nor'west gravel pit off of Grip Road above the Samish River. I wish to state my opposition to the proposed development on the grounds that the noise, dust, bright electric lights, and heavy traffic will have a significantly negative impact on the quality of life for my neighbors and my family and will have a very detrimental effect on property values in that area. Many of us who live on Prairie Road moved there specifically because of the clean and peaceful surroundings. We have invested much time, effort, and money to create a healthy environment to live. The people who have planned this development are not the ones who will suffer the consequences. They don't live there, but they are happy to extract their wealth from our neighborhood at the expense of the rest of us.

From Host Address: 125.236.156.198

Date and time received: 12/25/2016 8:08:03 PM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 7:45 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Tuesday, December 27, 2016 1:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Mike Hull
Address : 20575 Prairie Rd.
City : Sedro Woolley
State : WA
Zip : 98284
email : mshull@wavecable.com
Phone : 360-724-7305
PermitProposal : PL16-0097

Comments : I would like to take issue with the issuing of an MDNS concerning permit number PL16- 0097 I believe the opening of this gravel mine will have a significant impact on the livability for a large number of people residing in the surrounding area. The main areas of concern for me are noise pollution, traffic safety and deterioration of roadway infrastructure. The residents of this peaceful community have been under assault for some time concerning perceived human caused water quality issues in the Samish river and it's tributaries. It's hard for me to believe that a mining operation of this size doesn't have a potential to significantly impact water quality. That portion of GripRoad affected by this use is very steep, narrow and windy and not suitable for heavy truck and trailer traffic. I believe there is no way for a truck and trailer to stay on its side of the centerline on some of the sharper curves. I am concerned for the safety of automobile traffic using the road at the same time as the heavy truck and trailer traffic especially in snowy and icy conditions. The intersection of Grip and Prairie Roads is one of the more dangerous due to a blind corner just to the east. I cherish the right of Concrete Nor west to develop its property and to profit from it, but there is no such thing as a free lunch. There are going to be problems, it's just a matter of who is going to pay for corrections, the company who's going to profit from using the infrastructure or the tax payer and neighbors whose lives are being impacted.

From Host Address: 204.195.10.187

Date and time received: 12/27/2016 1:43:49 PM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 7:45 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Tuesday, December 27, 2016 12:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Craig Judy
Address : 20765 Prairie Road
City : Sedro Woolley
State : Washington
Zip : 98284
email : cdjudy2007@gmail.com
Phone : 3607243984

PermitProposal : #PL16-0097

Comments : To whom it may concern,

This is in regards to the proposed 68-acre open gravel pit mine by Concrete Nor'west between Grip and Prairie Rd. Permit # PL16-0097

As a resident of Prairie Rd, you do realize our safety concerns? For instance, you are going to have GVW 105,000 LB trucks/trailers (up to 46 trucks traveling per day, that's up to 30 trucks per hour or 720 trucks over a 24-hour period) on a narrow road that has no shoulders and the trucks coming from Grip road are entering Prairie Rd at a 90-degree blind corner. We have enough accidents on our road already. These 105,000 pound trucks with their trailers are not going to be able to stay in their lane, so they will be putting our lives at risk every time we are on our road!! Concrete Nor'west isn't going to make any improvements to keep accidents from happening other than " A BLINKING YELLOW LIGHT" at the base of Grip road and Prairie road?? You all need to come out and drive our road and look up online how many accidents we have had on this road thru the years. I'd like to know, who plans on paying for maintenance to Prairie road once these heavy trucks and combos start destroying it??

The Samish river is a major salmon bearing stream along Prairie Rd. How can you NOT have an environmental impact study, when this gravel mine could possible send silt into the spawning areas downstream?

Another concern I have is how will the ground water from this 90-foot-deep pit affect those of us who have our own wells?

What about noise, dust and vibrations from operating this mine all those hours? They have no limitations of hours, or days of the week of the operation or truck hauling!! As a resident of Prairie Rd, we like our quiet community.

Who is going to compensate the property owners in this area form the decline in property values brought on by this gravel pit??

Is there a reclamation after Concrete Nor'west is through using the site? Is there a mining plan that Concrete Nor'west has submitted?

Please consider these facts you are receiving from the residents that live along the Prairie rd. I've lived here all my life and this would be a horrible end to our beautiful community!! Thank you for your time.

Craig Judy
20765 Prairie Road
Sedro-Woolley WA, 98284

Permit # PL16-0097

From Host Address: 24.113.141.180

Date and time received: 12/27/2016 12:17:52 PM

John Cooper

From: Planning & Development Services
Sent: Tuesday, December 27, 2016 11:12 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Tuesday, December 27, 2016 10:00 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Renee Kenady
Address : 5319 Cedar Ridge Place
City : Sedro Woolley
State : WA
Zip : 98284

email : rkenady44@gmail.com

Phone : (360) 661-1272 or (360) 854-7780

PermitProposal : Concrete Nor'West Special Use Permit Application PL16-0097

Comments : Re:Special Use Permit Application PL16-0097

I live on the eastern border of this proposed site and commute to I-5 via Grip and Prairie Roads daily. I have many concerns regarding this development which are listed below.

- The lack of an environmental impact study by the appropriate agency rather than the completion of a "checklist".
- Traffic hazards along Grip Road, a narrow, winding county road caused by trucks operated by Concrete Nor'West, ranging from 46-720 trips per day. Accidents involving these trucks added to normal traffic (cars, pick-ups, school busses, etc) will result in the endangerment to and potential loss of life to those travelling in this area.
- The hazards at the intersection of Prairie Rd and Grip Rd which is already a very dangerous intersection. Adding trucks loaded with gravel to the mix of existing traffic has the very real potential of serious accidents and endangerment to and possible loss of life to those using this intersection. Blinking lights to be installed do not represent a viable solution in our opinion.
- The lack of structural adequacy to the bridge over Swede Creek caused by 46-720 gravel trucks crossing this bridge on a daily basis.
- Other concerns include but are not limited to noise, spills of oil and other hazardous material causing environmental impacts to rivers, creeks and wildlife in the area as well as the impact on housing and property values, damage to roads, etc.

From Host Address: 172.76.140.139

Date and time received: 12/27/2016 9:56:12 AM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 10:04 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: Feedback Submission

From: website
Sent: Wednesday, December 28, 2016 8:53 AM
To: Planning & Development Services
Subject: FW: Feedback Submission

From: feedback@co.skagit.wa.us [mailto:feedback@co.skagit.wa.us]
Sent: Tuesday, December 27, 2016 7:35 PM
To: website
Subject: Feedback Submission

Department : Planning and Development Services

Name : Laura Brakke

Email : lbrakke@hotmail.com

Other : Regarding Permit PL 16-0097

The environmental impacts of this project must include at the very least, an assessment of the impacts gravel mining will have on Samish River and Swede creek. A fish and wildlife survey must be done and any impacts must be eliminated as mitigation is often impossible when envisioning impacts that will cause harm to our salmon populations and other native wildlife.

Mining gravel off Grip Road is not a good idea, it is a residential area without the benefits of sidewalks along the road way. The number of large gravel hauling trucks was not available to me to comment on, but the amount of errant and loose gravel on the road will cause rock chips in windshields at the very least. Who will pay to repair these? The road ways will suffer from heavy trucks, will Concrete Nor'West pay for resurfacing the roads? What about safety for the residents consider the 3 to 4 90 degree bends and turns in the road to get to Hwy 9 or the blind corner as they exit Grip Rd to Prairie Rd to get to 99. What routes are they planning on using?

I am sorry I have just heard about this permit and was not able to access more information off this website. I own property along the Grip Rd and would expect degradation of my neighborhood if this is allowed to move forward.

Please send any updates to me in the future

From Host Address: 97.126.115.4

Date and time received: 12/27/2016 7:31:27 PM

John Cooper

From: Betsy D. Stevenson
Sent: Wednesday, December 28, 2016 8:00 AM
To: John Cooper
Subject: FW: PDS Comments

I see this was forwarded to John Coleman. I assume it was supposed to go to you instead.

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 7:44 AM
To: John Coleman
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Tuesday, December 27, 2016 7:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Laura Brakke
Address : 22243 Grip Rd
City : Sedro Woolley
State : WA
Zip : 98284
email : llbrakke@hotmail.com
Phone : 360-739-7400

PermitProposal : PL16-0097

Comments : I would like to copy my comments that I sent to Planning and Development Dept for the Gravel Mining permit on Grip Rd.

Laura Brakke

Regarding Permit PL 16-0097

The environmental impacts of this project must include at the very least, an assessment of the impacts gravel mining will have on Samish River and Swede creek. A fish and wildlife survey must be done and any impacts must be eliminated as mitigation is often impossible when envisioning impacts that will cause harm to our salmon populations and other native wildlife.

Mining gravel off Grip Road is not a good idea, it is a residential area without the benefits of sidewalks along the road way. The number of large gravel hauling trucks was not available to me to comment on, but the amount of errant and loose gravel on the road will cause rock chips in windshields at the very least. Who will pay to repair these? The road ways will suffer from heavy trucks, will Concrete Nor'West pay for resurfacing the roads? What about safety for the residents consider the 3 to 4 90 degree bends and turns in the road to get to Hwy 9 or the blind corner as they exit Grip Rd to Prairie Rd to get to 99. What routes are they planning on using?

I am sorry I have just heard about this permit and was not able to access more information off this website. I own property along the Grip Rd and would expect degradation of my neighborhood if this is allowed to move forward.

Please send any updates to me in the future

From Host Address: 97.126.115.4

Date and time received: 12/27/2016 7:44:02 PM

John Cooper

From: Planning & Development Services
Sent: Thursday, December 29, 2016 8:44 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 8:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Beth C VanderVeen
Address : 21994 Prairie Road
City : Sedro Woolley
State : Washington
Zip : 98284
email : beth.softballmom@gmail.com
Phone : 3607700763
PermitProposal : PL16-0097; Concrete NW Special Use Permit
Comments : To Whom It May Concern:

I am writing to you regarding the proposed land use by Concrete NW to begin mining gravel on Grip Road in Sedro Woolley. As a long time resident of the area, home owner and farm family, I have numerous concerns about the proposed land use.

My first concern is safety - the corner of Grip Road and Prairie Road is already a dangerous corner for traffic. There are blind spots coming from both directions. The number of trucks coming in and out of the gravel pit over the course of the day will only increase the likelihood of car accidents at this corner. It is not designed for the increase of traffic, let only heavy equipment traffic. Furthermore, Prairie Road is already seen an increase in traffic over the past several years, with people speeding and not paying attention to slow moving vehicles or large equipment. As someone who farms along this road, it is an every day challenge we face. The increase in traffic due to the proposed gravel pit, puts myself and my family at risk as we live and farm in this area. Prairie and Grip Roads are not designed for this level of traffic.

Secondly, I am very concerned about the impact of the proposed land use on our natural environment. As farmers and land users, the Samish River is rigorously guarded and protected by the Skagit County Commissioners, Environmental Protection Agency and the local Native American tribes. It is regularly tested for water quality and regulated so that the oyster beds and fishing environments are not negatively impacted. I cannot fathom that these agencies would agree to a land use that would disrupt the natural environment, tree coverage, water quality, salmon spawning sites of the Samish River. Furthermore, we would not want a repeat of an OSO slide type activity as the natural environment is greatly impacted through the 75' deep gravel pit that is being proposed. Finally, one can only imagine run off from the pit that will greatly impact the Samish River and it's watershed. How is this protecting a Salmon spawning stream and the fishing industry and oyster industries that rely on the Samish River?

Third - I am confused and dismayed that Concrete NW is potentially being allowed to drill a 75' gravel pit in an

area in which homeowners aren't allowed to drill additional wells because of the protection of the Samish River basin. How is this equitable? How is it in the best interest of our environment, of which, we homeowners deal with on a regular basis? Shouldn't Concrete NW be held to the same standards as local land owners?

Next - I am also concerned about the impact the proposed gravel pit will have on the land values of those residents impacted by the gravel pit. People choose to live in the Warner Prairie Valley because it is "country" living, scenic, quiet, surrounded by nature and beautiful views. The proposed land use will have a huge negative impact on this and thus potentially decrease land values. I have already spoken with two different realtors who agree that land values will decrease with the addition of the gravel pit in our area. The cause of the impact will be noise, dust, increase in traffic, essentially, living in a construction site. How are we homeowners going to overcome these negative impacts on our property values? What is the proposal to protect our properties and property values?

Finally, I am concerned that the proposed land use does not address restrictions over the course of the next 25 years in the areas of volume of trucks per hour, per day; hours of operation; noise impact and plans for reducing noise; land quality; water quality, impact on the Samish River basin; etc.

As you can tell by this email, I am greatly opposed to this proposed land use. It is not in the best interest of our community, our local residents, our livelihood as farmers and land users and our natural environment. Furthermore, as a mother of young drivers, I am scared for them to drive to/from school, work and activities with the increase in traffic, particularly at the corner of Grip and Prairie.

Sincerely,

Beth C. VanderVeen

From Host Address: 24.113.10.192

Date and time received: 12/28/2016 8:17:04 PM

December 28, 2016

Mr. John Cooper
Skagit County Planner
1800 Continental Place
Mt. Vernon, WA 98273

Dear Mr. Cooper,

In the last week, we have learned that a proposed gravel mine will be asking for a permit to operate below our property on Nature View Drive. We have several legitimate concerns over this mine.

First, both my wife and I travel Grip Road to commute to work. In particular, there is a very difficult intersection at the corner of Grip and Prairie Road. Having to fight this intersection daily, we encounter other commuters driving on Prairie Road who give no attention to the advised speed limit. Frequently, several times a week, after pulling on to Prairie Road, a car or cars come around the blind corner and are on our back bumper without notice-again due to the disregard for the advised speed limit. There is no way to avoid this situation during daylight. A blinking yellow caution light will do little or nothing to solve this problem. One can only imagine a slow, lumbering loaded gravel truck and the potential for accidents. Very likely, someone will be seriously injured if not killed because of the imminent danger of this intersection and the gravel trucks that would be frequenting the intersection.

Public safety for not only vehicles, but bicyclists and pedestrians would be severely impaired. The county roads that would be utilized, I do not believe, are engineered for the heavy truck traffic that would use Grip Road further hampering public safety. The steep grade of the road would slow traffic going both up and down Grip Road. Upgrades to the road and roadbed would have to be made in order to accommodate safety of the traveling public as well as the commercial vehicles using the pit. The inference would be that taxpaying public would have to pay for such improvements.

Secondly, the Samish River is a short distance from the proposed gravel pit. Sediment and runoff from the gravel pit would endanger salmon runs in the river, and an oil spill from a broken hydraulic hose, diesel engine malfunction, or other machinery breakdown would be disastrous for the river. Wildlife frequent this area. Daily, on our property we have deer that move through our yard, the evidence being the deer track we see in various places on the property. One can only believe that this gravel pit, its noise, silt, and vibrations will ruin the habitat of not only deer but other wildlife in the area. We have had cougar tracks also on our property. Driving deer away from the area taken by the gravel pit would logically mean displaced deer would mean more cougar preying on deer in our vicinity. Danger to children and pets in the area would be increased because of this.

Those of us who live in this area, do so because of the quiet rural lifestyle. The noise of this proposed pit would negate the quiet, peaceful atmosphere of our area. There are no proposed limits on the hours of operation that we have seen. Because of the noise, dust, and potential safety concerns, property values will be affected with no compensation proposed.

These are what I believe to be legitimate concerns over this proposed pit. Safety, first and foremost, has to be addressed, and to this point in time, there is little regard for the driving public as a result of this mine. Serious environmental concerns are not satisfied.

Finally, we do not get the newspaper. This is the first we have been made aware of this by a neighbor. I would ask, when were we to be given notice of this? A small notice in a legal column, or a small sign posted at the proposed entrance to the pit is not sufficient for alerting our neighborhood the issues of this gravel pit. Legal requirements may have been met. I question the ethics of allowing this process to continue without notification of all who would be affected by this gravel pit.

Any and all attention you would give to the issues raised in this letter will be greatly appreciated. Also, notification of a public hearing would be greatly appreciated so that I can attend.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Morrell". The signature is fluid and cursive, with the first name "Jim" and last name "Morrell" clearly distinguishable.

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

cc: Lisa Janicki, County Commissioner

John Cooper

From: Planning & Development Services
Sent: Thursday, December 29, 2016 8:44 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 8:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Riley VanderVeen
Address : 21994 Prairie Road
City : Sedro Woolley
State : Washington
Zip : 98284
email : riley.softball.12@gmail.com
Phone : 3608404292
PermitProposal : PL16-0097; Proposed Gravel Pit
Comments : To Whom It May Concern:

I am writing to you regarding the proposed land use by Concrete NW to begin mining gravel on Grip Road in Sedro Woolley. As a resident of the area and member of a family farm, I have numerous concerns about the proposed land use.

My first concern is safety - the corner of Grip Road and Prairie Road is already a dangerous corner for traffic. There are blind spots coming from both directions. The number of trucks coming in and out of the gravel pit over the course of the day will only increase the likelihood of car accidents at this corner. It is not designed for the increase of traffic, let only heavy equipment traffic. Furthermore, Prairie Road is already seen an increase in traffic over the past several years, with people speeding and not paying attention to slow moving vehicles or large equipment. As someone who farms along this road, it is an every day challenge we face. The increase in traffic due to the proposed gravel pit, puts myself and my family at risk as we live and farm in this area. Prairie and Grip Roads are not designed for this level of traffic.

Secondly, I am very concerned about the impact of the proposed land use on our natural environment. As farmers and land users, the Samish River is rigorously guarded and protected by the Skagit County Commissioners, Environmental Protection Agency and the local Native American tribes. It is regularly tested for water quality and regulated so that the oyster beds and fishing environments are not negatively impacted. I cannot fathom that these agencies would agree to a land use that would disrupt the natural environment, tree coverage, water quality, salmon spawning sites of the Samish River. Furthermore, we would not want a repeat of an OSO slide type activity as the natural environment is greatly impacted through the 75' deep gravel pit that is being proposed. Finally, one can only imagine run off from the pit that will greatly impact the Samish River and it's watershed. How is this protecting a Salmon spawning stream and the fishing industry and oyster industries that rely on the Samish River?

Third - I am confused and dismayed that Concrete NW is potentially being allowed to drill a 75' gravel pit in an

area in which homeowners aren't allowed to drill additional wells because of the protection of the Samish River basin. How is this equitable? How is it in the best interest of our environment, of which, we homeowners deal with on a regular basis? Shouldn't Concrete NW be held to the same standards as local land owners?

Next - I am also concerned about the impact the proposed gravel pit will have on the land values of those residents impacted by the gravel pit. People choose to live in the Warner Prairie Valley because it is "country" living, scenic, quiet, surrounded by nature and beautiful views. The proposed land use will have a huge negative impact on this and thus potentially decrease land values. My family has already spoken with two different realtors who agree that land values will decrease with the addition of the gravel pit in our area. The cause of the impact will be noise, dust, increase in traffic, essentially, living in a construction site. How are we homeowners going to overcome these negative impacts on our property values? What is the proposal to protect our properties and property values?

Finally, I am concerned that the proposed land use does not address restrictions over the course of the next 25 years in the areas of volume of trucks per hour, per day; hours of operation; noise impact and plans for reducing noise; land quality; water quality, impact on the Samish River basin; etc.

As you can tell by this email, I am greatly opposed to this proposed land use. It is not in the best interest of our community, our local residents, our livelihood as farmers and land users and our natural environment. Furthermore, as a commuter, I am scared to drive to/from school, work and activities with the increase in traffic, particularly at the corner of Grip and Prairie.

Sincerely,

Riley VanderVeen

From Host Address: 24.113.10.192

Date and time received: 12/28/2016 8:21:37 PM

John Cooper

From: Planning & Development Services
Sent: Thursday, December 29, 2016 8:44 AM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 8:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Larry VanderVeen
Address : 21994 Prairie Road
City : Sedro Woolley
State : Washington
Zip : 98284
email : Lbveen@wavecable.com
Phone : 3608562617
PermitProposal : PL16-0097
Comments : To Whom It May Concern:

I am writing to you regarding the proposed land use by Concrete NW to begin mining gravel on Grip Road in Sedro Woolley. As a long time resident of the area, home owner and farmer, I have numerous concerns about the proposed land use.

My first concern is safety - the corner of Grip Road and Prairie Road is already a dangerous corner for traffic. There are blind spots coming from both directions. The number of trucks coming in and out of the gravel pit over the course of the day will only increase the likelihood of car accidents at this corner. It is not designed for the increase of traffic, let only heavy equipment traffic. Furthermore, Prairie Road is already seen an increase in traffic over the past several years, with people speeding and not paying attention to slow moving vehicles or large equipment. As someone who farms along this road, it is an every day challenge we face. The increase in traffic due to the proposed gravel pit, puts myself and my family at risk as we live and farm in this area. Prairie and Grip Roads are not designed for this level of traffic.

Secondly, I am very concerned about the impact of the proposed land use on our natural environment. As farmers and land users, the Samish River is rigorously guarded and protected by the Skagit County Commissioners, Environmental Protection Agency and the local Native American tribes. It is regularly tested for water quality and regulated so that the oyster beds and fishing environments are not negatively impacted. I cannot fathom that these agencies would agree to a land use that would disrupt the natural environment, tree coverage, water quality, salmon spawning sites of the Samish River. Furthermore, we would not want a repeat of an OSO slide type activity as the natural environment is greatly impacted through the 75' deep gravel pit that is being proposed. Finally, one can only imagine run off from the pit that will greatly impact the Samish River and it's watershed. How is this protecting a Salmon spawning stream and the fishing industry and oyster industries that rely on the Samish River?

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area in which homeowners aren't allowed to drill additional wells because of the protection of the Samish River basin. How is this equitable? How is it in the best interest of our environment, of which, we homeowners deal with on a regular basis? Shouldn't Concrete NW be held to the same standards as local land owners?

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Finally, I am concerned that the proposed land use does not address restrictions over the course of the next 25 years in the areas of volume of trucks per hour, per day; hours of operation; noise impact and plans for reducing noise; land quality; water quality, impact on the Samish River basin; etc.

As you can tell by this email, I am greatly opposed to this proposed land use. It is not in the best interest of our community, our local residents, our livelihood as farmers and land users and our natural environment. Furthermore, as a father of young drivers, I am scared for them to drive to/from school, work and activities with the increase in traffic, particularly at the corner of Grip and Prairie.

Sincerely,

Larry VanderVeen

From Host Address: 24.113.10.192

Date and time received: 12/28/2016 8:18:42 PM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 3:04 PM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 2:50 PM
To: Planning & Development Services
Subject: PDS Comments

Name : John W. and Marie J. Erbstoeszzer
Address : 217 E. Division St.
City : MOUNT VERNON
State : WA
Zip : 982743917
email : erbst@cnw.com
Phone : 360-336-5896
PermitProposal : Concrete Nor'west Gravel Mining Proposal
Comments : To: Skagit County Planning Department

From: John and Marie Erbstoeszzer
217 East Division Street
Mount Vernon, WA 98274

Comments regarding: the Concrete Nor'west Gravel Mining Proposal

We have recently become aware of Concrete Nor'west's Gravel Mining Proposal in the Grip and Prairie Road areas of Sedro Woolley. As members of the Skagit Bicycle Club, we are familiar with this scenic and very desirable bicycling area.

We are concerned that the Gravel Mining Proposal will not only significantly increase truck traffic on these roads but will pose serious safety hazards for bicyclists and pedestrians. Grip and Prairie roads are already narrow roads with very limited shoulders. Adding heavy truck traffic to these roads without road improvements and cautions would present situations for serious injuries.

We know that Skagit County is committed to maintaining and improving "Population Health." Access to safe bicycling and walking areas is an important mechanism for encouraging physical activity.

We recommend that the Skagit County Planning Department take these public safety issues into consideration prior to issuing a permit.

Thank you,

John W. Erbstoeszzer, MD
Family Physician (retired)

Marie J. Erbstoesz, MHA
Consultant, Health Services Administration (retired)

From Host Address: 66.114.143.58

Date and time received: 12/28/2016 2:47:02 PM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 1:01 PM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 10:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Philip McLoud
Address : 24175 Nookachamp Hills Dr
City : MOUNT VERNON
State : WA
Zip : 98274
email : phil.mcloud@gmail.com
Phone : 336-392-0641

PermitProposal : PL16-0097 & PL16-0098 Proposed Gravel Mining Concrete Nor'west off Grip Road
Comments : I am providing comments on this proposed gravel mining operation as president of the Skagit Bicycle Club. The Skagit Bicycle Club represents approximately 200 bicyclists in the Skagit County area. The proposed gravel mining operation will add a great deal of additional truck traffic to Grip and Prairie Roads with little or no accommodation for existing users of the road. These lightly trafficked roads are frequently used by members of the Skagit Bicycle Club for week day rides as well as being part of the route of The Skagit Spring Classic. The Spring Classic is an annual event sponsored by the Skagit Bicycle Club in May that each years attracts 500 - 600 bicyclists to the county.

While the Bicycle Club is not opposed to development within the county, development should consider prior uses of areas and infrastructure. As a minimum the Skagit Bicycle Club recommends that as a condition of the mining and special use permit that the applicant be required to construct paved shoulders of sufficient width to allow bicyclists and truckers to safely share Prairie and Grip Roads.

From Host Address: 204.195.11.14

Date and time received: 12/28/2016 10:45:41 AM

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 1:01 PM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [<mailto:website@co.skagit.wa.us>]
Sent: Wednesday, December 28, 2016 10:05 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Chris Robertson
Address : 5459 Parkridge Pl
City : Sedro Wolley
State : WA
Zip : 98284
email : crobertson70@gmail.com
Phone : 360-333-7103

PermitProposal : Concrete Nor'west Gravel Pit

Comments : As a member of this community I am concerned about the seemingly expedited environmental review for such a large proposal.

my concerns:

the Samish river basin and its associated tributaries already face significant impacts from run off and sedimentation. there are already several industrial uses taking place within and along the banks of the river. the addition of this impact would further degrade habitat quality and represent a step in the wrong direction for this important ecosystem.

Secondly, the Parkridge residents already deal with a significant amount of noise from the neighboring (county authorized) speedway throughout the entire summer. the addition of the rock pit and haul route would have a significant impact on the local wildlife through noise pollution as well as negative impacts to quality of live for this once quiet community.

I ask that you carefully consider the existing impacts of the established gravel pits and there exponential growth given a new pit. I recognize this industry plays a major role in our natural resource based economy however, it must be weighed carefully with the environment and quality of life that are the foundations of this community.

From Host Address: 146.76.119.39

Date and time received: 12/28/2016 10:04:17 AM

John Cooper

From: Anthony and Randelle <triengel@frontier.com>
Sent: Wednesday, December 28, 2016 11:58 PM
To: John Cooper
Subject: Information Request: Concrete Nor'west Gravel Operation Near Grip Road Special Use Permit Application PL16-0097

Mr. Cooper,

This is a request for the following information regarding the Concrete Nor'west Gravel Operation Near Grip Road Special Use Permit Application PL16-0097.

Please email or provide a web link to the following information:

Traffic Report, DN Traffic Consultants, dated May 15, 2015

Thank you,

Anthony Engel

December 28, 2016

Mr. John Cooper
Skagit County Planner
1800 Continental Place
Mt. Vernon, WA 98273

Dear Mr. Cooper,

In the last week, we have learned that a proposed gravel mine will be asking for a permit to operate below our property on Nature View Drive. We have several legitimate concerns over this mine.

First, both my wife and I travel Grip Road to commute to work. In particular, there is a very difficult intersection at the corner of Grip and Prairie Road. Having to fight this intersection daily, we encounter other commuters driving on Prairie Road who give no attention to the advised speed limit. Frequently, several times a week, after pulling on to Prairie Road, a car or cars come around the blind corner and are on our back bumper without notice-again due to the disregard for the advised speed limit. There is no way to avoid this situation during daylight. A blinking yellow caution light will do little or nothing to solve this problem. One can only imagine a slow, lumbering loaded gravel truck and the potential for accidents. Very likely, someone will be seriously injured if not killed because of the imminent danger of this intersection and the gravel trucks that would be frequenting the intersection.

Public safety for not only vehicles, but bicyclists and pedestrians would be severely impaired. The county roads that would be utilized, I do not believe, are engineered for the heavy truck traffic that would use Grip Road further hampering public safety. The steep grade of the road would slow traffic going both up and down Grip Road. Upgrades to the road and roadbed would have to be made in order to accommodate safety of the traveling public as well as the commercial vehicles using the pit. The inference would be that taxpaying public would have to pay for such improvements.

Secondly, the Samish River is a short distance from the proposed gravel pit. Sediment and runoff from the gravel pit would endanger salmon runs in the river, and an oil spill from a broken hydraulic hose, diesel engine malfunction, or other machinery breakdown would be disastrous for the river. Wildlife frequent this area. Daily, on our property we have deer that move through our yard, the evidence being the deer track we see in various places on the property. One can only believe that this gravel pit, its noise, silt, and vibrations will ruin the habitat of not only deer but other wildlife in the area. We have had cougar tracks also on our property. Driving deer away from the area taken by the gravel pit would logically mean displaced deer would mean more cougar preying on deer in our vicinity. Danger to children and pets in the area would be increased because of this.

Those of us who live in this area, do so because of the quiet rural lifestyle. The noise of this proposed pit would negate the quiet, peaceful atmosphere of our area. There are no proposed limits on the hours of operation that we have seen. Because of the noise, dust, and potential safety concerns, property values will be affected with no compensation proposed.

These are what I believe to be legitimate concerns over this proposed pit. Safety, first and foremost, has to be addressed, and to this point in time, there is little regard for the driving public as a result of this mine. Serious environmental concerns are not satisfied.

Finally, we do not get the newspaper. This is the first we have been made aware of this by a neighbor. I would ask, when were we to be given notice of this? A small notice in a legal column, or a small sign posted at the proposed entrance to the pit is not sufficient for alerting our neighborhood the issues of this gravel pit. Legal requirements may have been met. I question the ethics of allowing this process to continue without notification of all who would be affected by this gravel pit.

Any and all attention you would give to the issues raised in this letter will be greatly appreciated. Also, notification of a public hearing would be greatly appreciated so that I can attend.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Morrell". The signature is stylized with a large, sweeping initial "J" and a cursive "Morrell".

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

John Cooper

From: Planning & Development Services
Sent: Wednesday, December 28, 2016 1:00 PM
To: John Cooper
Cc: Betsy D. Stevenson
Subject: FW: PDS Comments

From: website@co.skagit.wa.us [mailto:website@co.skagit.wa.us]
Sent: Wednesday, December 28, 2016 11:35 AM
To: Planning & Development Services
Subject: PDS Comments

Name : John Ruthford
Address : 20483 Prairie Rd.
City : Sedro Woolley
State : Washington
Zip : 98284
email : tlbtrbo@aol.com
Phone : 360 724-3903

PermitProposal : Concrete Nor'West gravel pit proposal

Comments : Please extend the comment period for an additional time period due to the Holidays falling within the current comment period. Many local residents are fully unaware of the proposal at this point, and will feel this scheduling was intentional in order to minimize resident input. We have scheduled a community meeting for Jan. 4, and would appreciate having some additional opportunity to comment following that date.

Regards, John

From Host Address: 24.113.4.18

Date and time received: 12/28/2016 11:34:08 AM

John Cooper

From: website
Sent: Thursday, December 29, 2016 10:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : John W. Day
Address : 6368 Erwin Ln.
City : Sedro-Woolley
State : WA
Zip : 98284
email : jday0730@gmail.com
Phone : 360-956-0644

PermitProposal : Concrete Nor'west Gravel Operation Near Grip Road, Special Use Permit Application PL16-0097

Comments : My wife Martha Bray and I submitted written comments on the proposal at the initial hearing before the Hearing Examiner on December 7, 2016. Martha subsequently submitted an edited version of those comments in two parts via the PDS electronic comment form on December 29, 2016. I fully concur with all of Martha's comments.

One potential adverse environmental impact discussed by Martha in her comments and by Tim Hyatt of SRSC in his comment letter on the proposal dated April 5, 2016 is silt entering Swede Creek and later the Samish River downstream from the project haul road where it crosses Swede Creek. Tim Hyatt notes in particular the steep slope of the road leading north from the bridge over Swede Creek and the likelihood that the heavy truck traffic entailed by the project on this part of the road could result in increased erosion into the creek. This potential impact has so far not been addressed by either the applicant or by PDS staff.

As the Volunteer Land Steward for Skagit Land Trust's Tope Ryan Conservation Area, which is located at the confluence of Swede Creek and the Samish River, I have a special concern for what happens upstream. The Tope Ryan property is critical habitat for a wide range of species. Salmon spawn in Swede Creek on the property and in the adjacent Samish Rive. Bald eagles feed on the salmon carcasses. Juvenile salmon use the complex network of stream channels and beaver ponds as a refuge year-round. In the springtime, the wetlands on the property teem with breeding amphibians. A wide variety of songbirds, water birds and raptors use the diverse habitats of the conservation area at different times of the year. Human visitors frequently come to the site to enjoy all of this richness.

Excessive silt carried down Swede Creek from the project haul road could negatively impact critical wildlife habitat and recreational values on the Tope Ryan property over the entire lifetime of the project. I ask that Skagit County take this risk into careful consideration and condition the project to ensure that such damage does not occur.

From Host Address: 50.34.129.47

Date and time received: 12/29/2016 10:37:13 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 7:20 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Roy Donaldson
Address : 4201 Saje Lane
City : Sedro Woolley
State : WA
Zip : 98284
email : roydonaldson4201@gmail.com
Phone : 360-856-5882
PermitProposal : #PL16-0097
Comments : Comment to Permit #PL16-0097
By: Roy Donaldson
4201 Saje Lane
Sedro Woolley, WA 98284
Phone: 360-856-5882
Email: roydonaldson4201@gmail.com

I do not oppose Contrete Nor'West opening a gravel pit on their property.

My concern is for the public safety to transport their product through the intersections at Grip & Prairie Road, and Prairie Road & Old 99.

Both intersections require the trucks to stop, then, negotiate a turn while climbing a grade. This slope slows their acceleration to merge with traffic and creates a hazard for on coming vehicles.

The Grip Road to Prairie Road intersection has a serious sight corner problem now with autos, so anything larger will be worse. Many times I have had near misses with cars as I drove around the corner. Fortunately, I slow well before the intersection because I know that Grip Road has no warning of oncoming traffic. East bound on Prairie road has more time to see an obstruction, but a long truck-trailer entering the road will be a serious hazard for vehicles approaching at 40 mph. Prairie Road is a knoll at the Grip Road intersection. I feel that this should be reduced and a level landing added on Grip Road. In addition, Prairie Road has a major line of sight problem in this area. If the North bank were leveled, it would give traffic in all directions safer visibility.

At Old 99 the trucks have much better visibility, but they are climbing a slope and entering traffic that is traveling at 50 mph. This will create backups on Prairie Road and a generally more hazardous condition for everyone.

Some form of increased traffic control should be considered for this intersection to handle the higher volume of heavy trucks.

From Host Address: 24.113.225.94

Date and time received: 12/29/2016 7:19:20 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 5:10 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Michael B. Cole
Address : 5236 Park Ridge Place
City : Sedro-Woolley
State : WA
Zip : 98284
email : mbcole70@aol.com
Phone : 360-724-3720
PermitProposal : PL16-0097

Comments : My concern is average of 46 gravel truck combos per day for 25 years with possibility of up to 30 trucks per hour over a 24 hr. period entering Prairie Rd. from Grip Rd. at a 90 degree corner. This amount of trucks will effect and possibly destroy narrow Prairie Rd. This road has no big shoulders, ditches on both sides. We have 2 school districts buses running on that road and they both turn around on Park Ridge Lane. This is going to be difficult with the truck traffic. In the summer we have many bicycles on the road. Even today when a 18 wheeler passed me it was close. I am concerned about even getting out of Park Ridge Lane to get on Prairie with all this truck traffic. I am disappointed that the environment is of no consequence in this decision-animals, fish, Skagit River, Swede Creek, Wear Creek (that crosses Prairie). My other concern is that I did not receive this notice until Dec. 24 and I am probably not the only one who was out of town for the Holidays.

From Host Address: 50.35.59.53

Date and time received: 12/29/2016 5:09:40 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 3:30 PM
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 : My wife, Kathryn Longfellow and I live on and own parcel P50710 ... very near the subject property.

We would like to "be sent all notices related to the project"(reference instructions from Betsy D. Stevenson [<mailto:betsyds@co.skagit.wa.us>] to John Guettler ... December 23, 2016 3:28 PM e-mail).

John and Sally Guettler are our next door neighbors. They shared Betsy's e-mail with us.

From Host Address: 64.134.221.91

Date and time received: 12/29/2016 3:28:53 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 12:05 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jane Fish
Address : 5043 Wildlife Acres Lane
City : Sedro-Woolley
State : WA
Zip : 98284
email : jfish1994@gmail.com
Phone : 360-708-2981
PermitProposal : PL16-0097

Comments : Our family just moved to our current location at the end of April this year. (2016) Needless to say, I was quite distressed when I heard about the proposal of Concrete Nor'west to have a gravel mining operation very close to our new home. These are my concerns:

1. Safety--the roads out here are very narrow. As everyone knows, there is a blind corner at Grip Road and Prairie Rd. The amount of trucks that would be going through that intersection and other small country roads daily is mind-boggling. I would not want any of my family members or anyone else in this area to be at risk to be involved in an accident with one of these MANY large trucks going through. THINK ABOUT THAT!
2. This proposal would DESTROY the peaceful environment that all of us desired when we chose to live here.
3. I know there are environmental issues, but I am not as well-versed on those.

Please reconsider this proposal and take your mining and big trucks somewhere else! This neighborhood does not welcome the risk and disturbance of this type of operation.

From Host Address: 172.242.250.32

Date and time received: 12/29/2016 12:01:15 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 4:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Nancy K. Taylor
Address : 21441 Prairie Rd.
City : Sedro Woolley
State : WA
Zip : 98284
email : nancyktaylor45@hotmail.com
Phone : 360-399-1969

PermitProposal : Gravel Pit by Concrete Nor'West

Comments : Concerns for public safety are obviously being neglected once again, not only for those who may be jogging, bicycling, children and vehicles just to mention a few of the more obvious concerns, not to mention the car clubs that use Prairie Rd, and the cycling clubs who continue to use Prairie Rd.(and no shoulders to speak of at all for bikes). We live on a blind curve going East & West. We personally have nearly been hit by oncoming traffic heading both directions at abnormally high speeds. The most recent incident: a car traveling West with a car in front of them and a slow farmer heading East, car proceeds to PASS an individual over to the right which was our next door neighbors driveway @ The 3 Handed Ranch went thru her driveway over her lawn, over our shop driveway then through our lawn, My husband was pulling up next to our fence and here comes this car headed right for his driver door as he is sitting IN our driveway. My husband slams the car in reverse where the car doing this maneuver just missed him. The cars on Prairie Rd. nearly always travel at high speeds, some in front of our house over 100 miles/hour. I guess for some it is more of a game going thru these curves at high speeds. Another recent incident another car traveling West flying thru actually so fast after my husband pulled out of our driveway they proceeded to flash their headlights at him. This has been an ongoing problem since we have lived here, and I know for a fact that residents on Prairie Rd. have been complaining about the speeding cars for several decades, a good example would be Jerry and Donna Marlow who also live on Prairie Rd. We have had cars hitting poles, mailboxes, fences (the fence across the street at the tree farm was recently hit). Just the speeding issues alone are a great concern as our Skagit County continues to be negligent with these current obvious issues. Our local Sherriff's Dept continues to sit on Parson Creek Rd nearly daily and we continually have Prairie Rd neglected with these high speed vehicles , motor cycles, logging trucks, milk trucks, school busses, motorcycles etc. Not only do we have to consider public safety issues, we as well now consider the ongoing increased noise, dust, and vibrations from mining and off site trucking, more damage to public roads and the impact on our water supply, water quality for personal wells, the Samish River and wildlife and property values. Are you going to be addressing ALL of these concerns with Concrete Nor'West and Skagit County Planning and Development? Because they sure are not thus far being considered now.

From Host Address: 104.129.192.110

Date and time received: 12/29/2016 4:43:58 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 2:45 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Mike & Stephanie Gahan

Address : 22035 Grip Rd

City : Sedro Woolley

State : Wa

Zip : 98284

email : Colebran1@gmail.com

Phone : 360-854-0067

PermitProposal : PL16-0097 68 acre open pit gravel mine

Comments : As a resident of Grip Rd these are a few of my concerns regarding the gravel mine proposed by Concrete Nor'west.

Public safety for vehicles, pedestrians, bicyclists (who travels these roads a ton in the spring and summer) and children from the large amounts of trucks that would travel these NARROW and winding roads is just an accident waiting to happen. Noise, dust, vibrations from on and off site mining. Damage to public roads, who will pay for that? Impact to wildlife, the Samish River and water quality.

DECLINE IN PROPERTY VALUES! NO to gravel mine!!!!

From Host Address: 66.87.138.214

Date and time received: 12/29/2016 2:42:00 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 10:25 AM
To: Planning & Development Services
Subject: FW: Feedback Submission

From: feedback@co.skagit.wa.us [<mailto:feedback@co.skagit.wa.us>]
Sent: Thursday, December 29, 2016 10:25 AM
To: website
Subject: Feedback Submission

Department : Planning and Development Services

Name : R.P. Silva

Email : petenteril@gmail.net

Other : No gravel pit should be permitted at the Prairie Rd. site. The area is too sensitive with Samish River and Swede Creek nearby. Truck travel thru the area would be far too much and would certainly cause damage to the roads. Repairs would then be put on the taxpayers backs.

No gravel pit should be permitted.

From Host Address: 72.168.145.223

Date and time received: 12/29/2016 10:24:14 AM

John Cooper

From: website
Sent: Thursday, December 29, 2016 9:30 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Joni Lee Morrell
Address : 22777 Nature View Drive
City : Sedro-Woolley
State : WA
Zip : 98284
email : joni.morrell@gmail.com
Phone : 360-854-9319

PermitProposal : Special Use Permit Application PL16-0097

Comments : I would like to go on record in opposition to the Concrete Nor'West application to mine gravel from parcels P50155, P125644, and P125645. My primary concern is the negative impact/effects of additional truck traffic (average of 46 truck trips per day) on roads and bridges that are already heavily traveled and not conducive to commercial uses. In addition, the intersection of Prairie Road and Grip Road has a blind curve that is dangerous as is and will only get worse with the addition of frequent gravel trucks.

Our property is six miles away from the Skagit Speedway, and we clearly hear the races and fireworks on summer evenings. I can only imagine how much noise a gravel mining operation less than half that distance away will impact property owners who live in this rural setting for the peaceful, quiet, serene lifestyle. No one would have anticipated that a large intrusive commercial operation might be located right down the road.

Please notify me once a hearing date has been established for this application so I can plan to attend. Thank you.

From Host Address: 50.35.39.124

Date and time received: 12/29/2016 9:27:50 AM

December 29, 2016
21804 Grip Road
Sedro Woolley, WA 98284

Planning and Development Services
1800 Continental Place
Mount Vernon WA 98273

RECEIVED

DEC 29 2016

SKAGIT COUNTY
PDS

Re: Concrete Nor'West Gravel Mine Project
Permit Application PL16-0097

Attention: Hearing Examiner and Planning Staff:

I am submitting this letter to express my concerns and opposition to Concrete Nor'West's proposed gravel mine near Prairie Road and Grip Road. This project as currently packaged has many negative and detrimental impacts to the local community, to traffic, and to the environment.

This proposed project has major consequences to everyone who lives or commutes on Grip and Prairie Roads and as such, the definition of the project boundaries is not providing due process for the impacted community to comment and input.

My concerns and suggested considerations include:

1. Truck traffic:

- The proposed 30 trucks per hour will cause traffic jams, extremely unpleasant noise, and significant odors from the diesel trucks' exhaust gases. Much lower limits on the truck numbers should be considered.
- Prairie Road is not sized for the proposed amount of truck traffic. Every home owner on Grip and Prairie Roads will be severely impacted by much slower commutes to work, to school, for shopping, and for recreational purposes. Emergency vehicle response will also be severely impeded. As a minimum, Prairie Road should be strengthened to handle the heavy truck load and upgraded to four lanes from Grip Road to Highway 99.
- There are frequent groups of bicyclists on these roads that will be significantly endangered by the number of large trucks. A bike lane addition to Prairie Road and to Grip Road should be considered.
- The blind intersection at Grip and Prairie is hazardous for even light, maneuverable traffic. Large trucks and trailers would definitely cause much higher risks for injuries and fatalities. The large volume of truck traffic (as much as 30 round trips per hour) causes this to be a continuous problem. The proposed blinking light when a truck is at the intersection is a ludicrous option. As a minimum, an additional turning lane in each directions onto and off Prairie Road needs due consideration.

- There is limited visibility at the proposed entry to/from the gravel mine at Grip Road. Turn and merge lanes need consideration as well as traffic controls.
- Grip Road has many blind curves and is not designed to handle the proposed heavy truck traffic. The steep uphill grade from Prairie Road to the mine entrance will result in trucks going extremely slow to make the grade. Consequently, we will experience frequent traffic congestion throughout Grip Road. Consideration should be given to strengthening the road bed, increasing the number of lanes from the mine entrance at Grip Road to Prairie Road, and permitting a much lower limit for the number of trucks.

2. Water run off:

- How can a minimum impact assessment be made for this project? Local property owners have been taxed significantly with special assessments for The Clean Samish Initiative. The amount of each property owner's special assessment is calculated basis the amount of surface area that is covered by buildings, by concrete, and by gravel. This allegedly reduces soil absorption of water and thereby increases runoff which negatively impacts the quality of the water entering the Samish River. With two miles of newly installed gravel road and 20 plus acres of soil removed from the mining site, the same methodology would predict a significant impact. What is expected from Concrete Nor'West to prevent this consequence?
- Spill containment – There are little provisions for oil and fuel spills and leaks. This amount of heavy equipment, trucks, hydraulic, and fuel storage will have predictable leaks. Best practices for addressing these problems are not proposed. There are literally thousands of gas stations in this country which have been forced to implement remediation projects because of leaking double bottomed tanks. Many of these leaks/spills have contaminated drinking water aquifers.

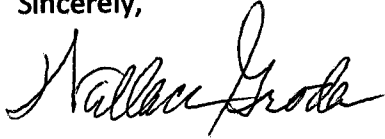
3. Community Impact:

- Rezoning this acreage from timber land to mining and permitting this project will destroy the quality of the rural residential area that attracted so many of us. Destruction of 20 to 30 acres of timberland to implant another gravel mining scar will significantly detract from the scenic beauty of the Samish watershed.
- Property values will be negatively impacted.
- The heavy truck traffic (a truck/trailer passing every 60 seconds) on Grip and Prairie Roads will add time to ever resident's commute time.
- The added heavy truck traffic will quickly damage the roadways unless improvements are required for the permit. The Skagit County taxpayers should not be expected to pay for this project's needed infrastructure improvements or for the inevitable damages caused by this mining traffic if preliminary improvements to the roadways are not made.

This proposed mining operation will have many subtle and many not so subtle impacts on the community. Because of the complexities, many of us would like to see a more structured

approach to identifying and addressing these issues prior to permitting. Many industrial projects of this nature engage community action committees to work with the project company and permitting agency. As a minimum, please consider this option of involving a few community representatives rather than hastily issuing a permit at this point.

Sincerely,

A handwritten signature in cursive script that reads "Wallace Groda".

Wallace Groda
(Farm owner at 21804 Grip Road)

cc:

Skagit County Commissioners:

- Ron Wesen
- Ken Dahlstedt
- Lisa Janicki

John Cooper

From: website
Sent: Thursday, December 29, 2016 8:35 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Martha Bray
Address : 6368 Erwin Ln
City : Sedro Woolley
State : WA
Zip : 98284
email : mbray1107@gmail.com
Phone : 360.856.0644

PermitProposal : Concrete Nor'West Gravel Mine Proposal (Permit #PL16-0097).

Comments : I am writing again regarding Concrete Nor'West's proposed gravel mine located near the Samish River. Most, but not all of these comments were delivered at the Dec.7, 2016 hearing.

I understand that the site of this proposed gravel mine is zoned appropriately for this use, and the landowner has the legal right to use the site for the purposes for which it was acquired. However, I don't think this proposal has received adequate regulatory review, and I don't think that the impact to the local community and environment has been adequately considered. In addition I question whether the public infrastructure is in place at this time to support the level truck traffic anticipated. So, my concern is with the scale, the timing and the location of the proposal.

Our home is about a mile and a quarter southeast of the project site on a dead-end road accessed via Grip Road. We have lived at this location for more than 11 years. We very much enjoy the relative peace and quiet of this rural neighborhood. We spend a lot of time outside and are actively working to restore and enhance wildlife habitat on our property.

We consider ourselves incredibly lucky that the gravel trucks leaving the proposed mine site will generally head northwest on Grip Road, not south on Grip toward our home. That said, I am sure that we (along with many other residents of this area) will hear the mine equipment daily, and especially the gravel trucks descending the big Grip Road hill. In addition, we drive down Grip Road and west on Prairie Road 3-5 times a week. We also enjoy riding our bikes on Grip and Prairie Roads -- we do this often -- sometimes 3-4 times per week all year round (and, we are not alone -- there are many recreational bicyclists that routinely ride these narrow winding country roads.) Road safety for vehicles, bicyclists and pedestrians with the proposed increase in truck traffic is a very real concern, but this is not my only concern.

My husband and I commented on this project in April 2016, when we just happened to see the first legal notice in the newspaper, and again in June when the MDNS was issued. Our concerns haven't really changed much, and unfortunately, we don't feel that they were adequately addressed through the mitigation that has been recommended in the staff report. County staff have been responsive and forthright in answering my questions, but their answers always seem to come back to regulating the project to the extent the law requires, but little more. I thought that the intent of SEPA and of permitting a "Conditional Use" was about site specific review to craft real conditions or restrictions on a proposed use. Restrictions that are appropriate for this particular site, in this particular location -- to balance the landowners' rights with environmental protection, neighborhood quality of life and public safety -- not just to apply or re-state existing regulations, which seems to be what is mostly happening here.

So, after reviewing the latest staff report as well as most of studies that it references, I offer these further comments:

- Wildlife habitat is more than fish and wetlands. I understand that no threatened or endangered species seem to be using the site, and no wetlands will be disturbed. However, what about the cumulative impact to other native species – those that are not ‘listed’ – but whose habitat is shrinking incrementally, and are gradually disappearing from western Skagit County? These slightly more ‘common’ species always seem to get short shrift through site specific review. This project will create an open pit mine 50 acres in size with a very long private haul road slicing through a contiguous forested landscape. This larger landscape is still relatively undeveloped -- extending from Butler Hill south of the site, northward to the Samish River, and then on to State forest lands on Anderson Mountain. This is a large, still functional, ecosystem is capable of supporting many native species including cougar and bear, which have been seen in the area fairly recently, but are increasingly rare in our lowlands. These animals require vegetative cover to move across the landscape in areas where they do not conflict with humans. At the scale this project is proposed, it could severely reduce the potential for wildlife passage from the north to south. A permanently protected and wider setback from the mining operation and the property boundaries, including around the associated haul roads, would at least provide some undisturbed area for a wildlife corridor; the currently proposed 100 foot vegetated buffer on the sides of the mine itself, seems minimal at best for a disturbance this large, 200 feet does not seem unreasonable.

- Samish River. The project is adjacent to the Samish River which has been the focus of considerable planning effort to prevent further water quality degradation. The river also provides important wildlife cover and travel corridors. A wider buffer on the river and associated wetlands would seem a small price to pay to help maintain a healthy watershed and landscape connectivity (especially given the level of noise generated from this project). The proposed 200 foot average buffer along the river appears to encompass mostly just the hillslope down to the river; it does not seem unreasonable to require a 300 foot buffer that takes in more area at the top of the slope. I have not been on the site, but I understand from reading comments from Skagit River System Cooperative that the haul road is steep where it crosses Swede Creek. They recommended road improvements to prevent sedimentation into Swede Creek. No conditions or mitigation has been recommended for the haul road, why not? Swede Creek already has a lot of problems farther downstream. In addition, regarding protection of groundwater -- I understand the mining will result in an excavation of 50 to 90 feet of material -- to a level just 10 feet from the groundwater. Presumably the groundwater on the site flows directly into the river. Is there some way to monitor the actual level of the groundwater and ensure that the mine is not going too deep? And, what about seasonal fluctuations of groundwater? In the part of the staff report that discusses hazardous materials (at the bottom of page 4 and top of page 5), it states: “The ongoing fuel sources combined with the increased susceptibility of the aquifer due to mining would result in low risk to water quality”. I really don’t understand this statement, and it seems contradictory. It then goes on to say that the Department “recommends” a spill response plan and BMP’s to prevent water pollution. It seems to me that the Department ought to “require” such plans and BMP’s. I was told that this is the jurisdiction of the Department of Ecology, but this is not made clear in the documents, and it seems important that there will be some sort of oversight to insure proper management of hazardous materials and protection of the groundwater.

-----NOTE -- comments are continued:

This is part one of my comments. Due to on-line word limits, the second part will be in a second submission. Thank you.

From Host Address: 50.34.129.47

Date and time received: 12/29/2016 8:34:33 PM

John Cooper

From: website
Sent: Thursday, December 29, 2016 8:55 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Martha Bray
Address : 6368 Erwin Ln
City : Sedro Woolley
State : WA
Zip : 98284
email : mbray1107@gmail.com
Phone : 360.856.0644
PermitProposal : Concrete Nor'West Gravel Mine Proposal (Permit #PL16-0097).
Comments : Below is s second submission, due to on-line word limits:

- Roads and Traffic in general. I feel that far too little consideration was given in in the proposed mitigation, to the off-site impacts from truck traffic. I am concerned about public safety, and wear and tear on the public roads, and about noise, vibration and dust, especially for my neighbors who live downstream of the truck traffic. More specifically:

- Volume of truck traffic. I found the staff report confusing when it described the number of gravel truck trips associated with the project. Page 3 of the staff report states this: "average 46 daily trips not to exceed 30 trucks per hour (potential of 720 trips per day)." After asking a lot of questions, I understand this to mean that the applicant wants maximum flexibility to haul as much gravel as possible in a short period of time, even if that means at night or even hauling 24 hours a day. Regardless, an average of 46 truck-trailer combos, per day, for 25 years is a huge amount of gravel going down Grip and Prairie Roads. And a maximum of 30 trucks per hour sounds completely crazy. Yet, page 16 of the staff report states "The applicant indicates that the truck traffic would not significantly increase traffic volumes and would not require mitigation. No significant impact to the provision of public services in surrounding areas has been identified...." I respectfully disagree -- an average of a truck every ten minutes, for 8 hours a day, 5 days a week, for 25 years is very significant. Especially for the people that live on lower Grip and Prairie Roads. This volume of truck traffic has huge impacts on the quality of life in that neighborhood, and for the many people who routinely commute on those roads.

- Wear and Tear on County Roads. Concrete Nor'West will be moving literally millions of tons of gravel on these little secondary roads. How can this not cause additional wear and tear? And yet, I was told that Public Works says the roads are fine, and no mitigation is necessary. In addition, I was told that the County Road Fund gets extra money from the trucking through the fuel tax to compensate for road wear. But, how does that money find its way back to little Grip and Prairie Roads? Especially for expensive improvements that really ought to be made to safely accommodate this volume of truck traffic (such as wider paved shoulders)? If there is no precedent for asking the project proponent to pay for road improvements or road maintenance, maybe it's time to create one.

- Public Safety. The only mitigation that has been proposed regarding road safety is to install a blinking light at the intersection of Grip and Prairie Roads. This is a dangerous intersection with limited line of sight. If this isn't enough, then who pays for something better? And again, what about other public safety concerns? What about how narrow and steep Grip Road is? Truck traffic will be going both directions -- with empty trucks returning

for another load. What about all the residential driveways that enter these roads? What about peak commute times? How long does it take a truck-trailer combo to pull out of an intersection and reach traveling speed? How much will this slow down the other vehicles?

- Bicyclists and pedestrians. Without road improvements, this volume of truck traffic would add too much risk for recreational cyclists to comfortably ride on lower Grip and Prairie Roads during hours of operation. These roads are narrow and have no hard shoulder – there is the white line on the edge of the road (or sometimes not even that) -- then soft gravel if not just a ditch. Page 19 of the staff report, regarding public recreation, states that “No substantial impacts to such [recreational] activities have been identified”. Again, I respectfully disagree. And lastly, what about kids waiting for the school bus, and pedestrians -- folks just out walking their dog? I believe County roads are meant to be for everyone, not just commercial hauling.

- In summary regarding roads. I don't feel these issues have been evaluated adequately nor the concerns of the community truly considered. Most of the gravel mines in the County that I know of are not on such narrow winding roads with as many homes – Old 99 has a nice wide shoulder, most of Kelleher Road does as well. It is the location and scale of this project that is the issue. I don't know anything about road engineering and planning, or how these issues have been addressed on other projects or jurisdictions, but there must be some better ways to protect public safety, our rural quality of life, and to better assign costs. A few ideas are to: limit the number of gravel trucks per day; limit hours of mine operation; reduce the size of the mine; restrict operations to Monday through Friday so we at least know there will be some safe times to venture out on foot or on a bike; create a mechanism whereby residents and commuters can be notified when large volumes of trucks will be on the roads; create a mechanism whereby the project proponent is required to make or pay for appropriate road maintenance and improvements. This could be phased in over time, and be based on monitoring of road conditions and identification of the most narrow and treacherous road locations.

Additional concerns:

- Why is the Special Use Permit open ended? Without an end date or renewal requirement, there is no mechanism for evaluating how well the mitigation is working, or even if the conditions and regulations are being met, or where the ground water level actually is. The actual mine site is far from a public road, with no way for the community to really to observe or comment if there is a concern. There should be some sort of renewal date for the permit to insure that the environmental protections are working, and to evaluate how the County roads are really holding up to the impacts.

- Rural character, landscape and lifestyle. Page 16 of the staff report states “Noise from mining operation and truck traffic may slightly alter the quiet lifestyle of this rural area....After completion of the mining operations, it is anticipated that the character, landscape and lifestyle will return to its previous functions.” This strikes me as a pretty cynical statement -- “slightly alter the quiet lifestyle” -- Really? And, “after completion” – let's remember, that's 25 years! What is the point of such a statement, except to somehow whitewash the real effects of the project? It begs the question: How can a fifty-acre open pit mine, fifty to ninety feet deep, next to a fragile already degraded river – a project that directs hundreds of trucks a week on to a crumbling narrow steep winding country road, past dozens of rural homes – not have significant environmental impact? And how does the mitigation that is proposed ameliorate it? Much more needs to be done to address community concerns.

From Host Address: 50.34.129.47

Date and time received: 12/29/2016 8:54:16 PM

December 29, 2016

Re: Comments on Concrete Nor'West Gravel Mine Proposal (Permit #PL16-0097).

Dear Mr. Cooper,

I am writing again regarding Concrete Nor'West's proposed gravel mine located near the Samish River. Most, but not all of these comments were delivered at the Dec.7, 2016 hearing.

I understand that the site of this proposed gravel mine is zoned appropriately for this use, and the landowner has the legal right to use the site for the purposes for which it was acquired. However, I don't think this proposal has received adequate regulatory review, and I don't think that the impact to the local community and environment has been adequately considered. In addition I question whether the public infrastructure is in place at this time to support the level truck traffic anticipated. So, my concern is with the scale, the timing and the location of the proposal.

Our home is about a mile and a quarter southeast of the project site on a dead-end road accessed via Grip Road. We have lived at this location for more than 11 years. We very much enjoy the relative peace and quiet of this rural neighborhood. We spend a lot of time outside and are actively working to restore and enhance wildlife habitat on our property.

We consider ourselves incredibly lucky that the gravel trucks leaving the proposed mine site will generally head northwest on Grip Road, not south on Grip toward our home. That said, I am sure that we (along with many other residents of this area) will hear the mine equipment daily, and especially the gravel trucks descending the big Grip Road hill. In addition, we drive down Grip Road and west on Prairie Road 3-5 times a week. We also enjoy riding our bikes on Grip and Prairie Roads -- we do this often -- sometimes 3-4 times per week all year round (and, we are not alone -- there are many recreational bicyclists that routinely ride these narrow winding country roads.) Road safety for vehicles, bicyclists and pedestrians with the proposed increase in truck traffic is a very real concern, but this is not my only concern.

My husband and I commented on this project in April 2016, when we just happened to see the first legal notice in the newspaper, and again in June when the MDNS was issued. Our concerns haven't really changed much, and unfortunately, we don't feel that they were adequately addressed through the mitigation that has been recommended in the staff report. County staff have been responsive and forthright in answering my questions, but their answers always seem to come back to regulating the project to the extent the law requires, but little more. I thought that the intent of SEPA and of permitting a "Conditional Use" was about site specific review to craft real conditions or restrictions on a proposed use. Restrictions that are appropriate for this particular site, in this particular location -- to balance the landowners' rights with environmental protection, neighborhood quality of life and public safety -- not just to apply or re-state existing regulations, which seems to be what is mostly happening here.

So, after reviewing the latest staff report as well as most of studies that it references, I offer these further comments:

- Wildlife habitat is more than fish and wetlands. I understand that no threatened or endangered species seem to be using the site, and no wetlands will be disturbed. However, what about the cumulative impact to other native species -- those that are not 'listed' -- but whose habitat is shrinking incrementally, and are gradually disappearing from western Skagit County? These slightly more 'common' species always seem to get short shrift through site specific review. This project will create an open pit mine 50 acres in size with a very long private haul road slicing through a contiguous forested landscape. This larger landscape is still relatively undeveloped -- extending from Butler Hill south of the site, northward to the Samish River, and then on to State forest lands on Anderson Mountain. This is a large, still functional, ecosystem is capable of supporting many native species including cougar

and bear, which have been seen in the area fairly recently, but are increasingly rare in our lowlands. These animals require vegetative cover to move across the landscape in areas where they do not conflict with humans. At the scale this project is proposed, it could severely reduce the potential for wildlife passage from the north to south. A permanently protected and wider setback from the mining operation and the property boundaries, including around the associated haul roads, would at least provide some undisturbed area for a wildlife corridor; the currently proposed 100 foot vegetated buffer on the sides of the mine itself, seems minimal at best for a disturbance this large, 200 feet does not seem unreasonable.

- Samish River. The project is adjacent to the Samish River which has been the focus of considerable planning effort to prevent further water quality degradation. The river also provides important wildlife cover and travel corridors. A wider buffer on the river and associated wetlands would seem a small price to pay to help maintain a healthy watershed and landscape connectivity (especially given the level of noise generated from this project). The proposed 200 foot average buffer along the river appears to encompass mostly just the hillslope down to the river; it does not seem unreasonable to require a 300 foot buffer that takes in more area at the top of the slope. I have not been on the site, but I understand from reading comments from Skagit River System Cooperative that the haul road is steep where it crosses Swede Creek. They recommended road improvements to prevent sedimentation into Swede Creek. No conditions or mitigation has been recommended for the haul road, why not? Swede Creek already has a lot of problems farther downstream. In addition, regarding protection of groundwater -- I understand the mining will result in an excavation of 50 to 90 feet of material -- to a level just 10 feet from the groundwater. Presumably the groundwater on the site flows directly into the river. Is there some way to monitor the actual level of the groundwater and ensure that the mine is not going too deep? And, what about seasonal fluctuations of groundwater? In the part of the staff report that discusses hazardous materials (at the bottom of page 4 and top of page 5), it states: *"The ongoing fuel sources combined with the increased susceptibility of the aquifer due to mining would result in low risk to water quality"*. I really don't understand this statement, and it seems contradictory. It then goes on to say that the Department "recommends" a spill response plan and BMP's to prevent water pollution. It seems to me that the Department ought to "require" such plans and BMP's. I was told that this is the jurisdiction of the Department of Ecology, but this is not made clear in the documents, and it seems important that there will be some sort of oversight to insure proper management of hazardous materials and protection of the groundwater.
- Roads and Traffic in general. There is so much to say on this topic. In general, I feel that far too little consideration was given in the staff report, and in the proposed mitigation, to the off-site impacts from truck traffic. I am concerned about public safety. I am concerned about wear and tear on the public roads. And, I am concerned about noise, vibration and dust, especially for my neighbors who live downstream of the truck traffic, who I feel were not properly notified of this proposal. More specifically:
- Volume of truck traffic. I found the staff report confusing when it described the number of gravel truck trips associated with the project. Page 3 of the staff report states this: *"average 46 daily trips not to exceed 30 trucks per hour (potential of 720 trips per day)"*. After asking a lot of questions, I understand this to mean that the applicant wants maximum flexibility to haul as much gravel as possible in a short period of time, even if that means at night or even hauling 24 hours a day. Regardless, an average of 46 truck-trailer combos, per day, for 25 years is a huge amount of gravel going down Grip and Prairie Roads. And a maximum of 30 trucks per hour sounds completely crazy. Yet, page 16 of the staff report states *"The applicant indicates that the truck traffic would not significantly increase traffic volumes and would not require mitigation. No significant impact to the provision of public services in surrounding areas has been identified...."* I respectfully disagree -- an average of a truck every ten minutes, for 8 hours a day, 5 days a week, for 25 years is very significant. Especially for the people that live on lower Grip and Prairie Roads. This volume of truck traffic has huge impacts on the quality of life in that neighborhood, and for the many people who routinely commute on those roads.

- Wear and Tear on County Roads. Concrete Nor'West will be moving literally millions of tons of gravel on these little secondary roads. How can this not cause additional wear and tear? And yet, I was told that Public Works says the roads are fine, and no mitigation is necessary. (Incidentally, I don't think many of us who live in the neighborhood would agree that the condition of Grip Road is fine, especially at the bottom of the hill where every year the ditch floods and undermines the road.) In addition, I was told that the County Road Fund gets extra money from the trucking through the fuel tax to compensate for road wear. But, how does that money find its way back to little Grip and Prairie Roads? Especially for expensive improvements that really ought to be made to safely accommodate this volume of truck traffic (such as wider paved shoulders)? If there is no precedent for asking the project proponent to pay for road improvements or road maintenance, maybe it's time to create one.
- Public Safety. The only mitigation that has been proposed regarding road safety is to install a blinking light at the intersection of Grip and Prairie Roads. This is a dangerous intersection with limited line of sight. Time will tell if this blinking light is enough -- if it isn't enough, then who pays for something better? And again, what about other public safety concerns? What about how narrow and steep Grip Road is? Truck traffic will be going both directions -- with empty trucks returning for another load. What about all the residential driveways that enter these roads? What about peak commute times? How long does it take a truck-trailer combo to pull out of an intersection and reach traveling speed? How much will this slow down the other vehicles?
- Bicyclists and pedestrians. Without road improvements, this volume of truck traffic would add too much risk for recreational cyclists to comfortably ride on lower Grip and Prairie Roads during hours of operation. These roads are narrow and have no hard shoulder -- there is the white line on the edge of the road (or sometimes not even that) -- then soft gravel if not just a ditch. If you have ever been passed by a gravel truck while riding a bike on one of these roads, especially a truck trailer-combo, you know how terrifying it is.... Page 19 of the staff report, regarding public recreation, states that "*No substantial impacts to such [recreational] activities have been identified*". Again, I respectfully disagree. And lastly, what about kids waiting for the school bus, and pedestrians -- folks just out walking their dog? I believe County roads are meant to be for everyone, not just commercial hauling.
- In summary regarding roads. I don't feel these issues have been evaluated adequately nor the concerns of the community truly considered. Most of the gravel mines in the County that I know of are not on such narrow winding roads with as many homes -- Old 99 has a nice wide shoulder, most of Kelleher Road does as well. It is the location and scale of this project that is the issue. I don't know anything about road engineering and planning, or how these issues have been addressed on other projects or jurisdictions, but there must be some better ways to protect public safety, our rural quality of life, and to better assign costs. A few ideas:
 - Limit the number of gravel trucks per day
 - Limit hours of mine operation
 - Reduce the size of the mine
 - Restrict operations to Monday through Friday so we at least know there will be some safe times to venture out on foot or on a bike
 - Create a mechanism whereby residents and commuters can be notified when large volumes of trucks will be on the roads
 - Create a mechanism whereby the project proponent is required to make or pay for appropriate road maintenance and improvements, especially better road shoulders.
 - This could be phased in over time, and be based on monitoring of road conditions and identification of the most narrow and treacherous road locations.
 - Get the local community involved in real solutions.

Additional concerns:

- Why is the permit open ended? I was surprised to learn that this Special Use Permit has no end date or renewal requirement. Without that, it seems that there would be no mechanism for evaluating how well the mitigation is working, or even if the conditions and regulations are being met, or where the ground water level actually is. The actual mine site is far from a public road, with no way for the community to really to observe or comment if there is a concern. Shouldn't there be some sort of renewal date for the permit, say in 10 years, to insure that the environmental protections are working, -- and to give the County a way to evaluate how the roads are really holding up to the impacts?

And lastly:

- Rural character, landscape and lifestyle. Also on page 16 of the staff report is this statement: *"Noise from mining operation and truck traffic may slightly alter the quiet lifestyle of this rural area....After completion of the mining operations, it is anticipated that the character, landscape and lifestyle will return to its previous functions."* With all due respect, this strikes me as a pretty cynical statement -- *"slightly alter the quiet lifestyle"* -- Really? And, *"after completion"* -- let's remember, that's 25 years! What is the point of such a statement, except to somehow whitewash the real effects of the project? It begs the question: How can a fifty-acre open pit mine, fifty to ninety feet deep, next to a fragile already degraded river -- a project that directs hundreds of trucks a week on to a crumbling narrow steep winding country road, past dozens of rural homes -- not have significant environmental impact? And how does the mitigation that is proposed ameliorate it? Much more needs to be done to address community concerns.

Thank you for your time and consideration,

Martha Bray
6368 Erwin Lane
Sedro Woolley, WA 98284



December 29, 2016
21804 Grip Road
Sedro Woolley, WA 98284

Planning and Development Services
1800 Continental Place
Mount Vernon WA 98273

Re: Concrete Nor'West Gravel Mine Project
Permit Application PL16-0097

Attention: Hearing Examiner and Planning Staff:

I am submitting this letter to express my concerns and opposition to Concrete Nor'West's proposed gravel mine near Prairie Road and Grip Road. This project as currently packaged has many negative and detrimental impacts to the local community, to traffic, and to the environment.

This proposed project has major consequences to everyone who lives or commutes on Grip and Prairie Roads and as such, the definition of the project boundaries is not providing due process for the impacted community to comment and input.

My concerns and suggested considerations include:

1. Truck traffic:

- The proposed 30 trucks per hour will cause traffic jams, extremely unpleasant noise, and significant odors from the diesel trucks' exhaust gases. Much lower limits on the truck numbers should be considered.
- Prairie Road is not sized for the proposed amount of truck traffic. Every home owner on Grip and Prairie Roads will be severely impacted by much slower commutes to work, to school, for shopping, and for recreational purposes. Emergency vehicle response will also be severely impeded. As a minimum, Prairie Road should be strengthened to handle the heavy truck load and upgraded to four lanes from Grip Road to Highway 99.
- There are frequent groups of bicyclists on these roads that will be significantly endangered by the number of large trucks. A bike lane addition to Prairie Road and to Grip Road should be considered.
- The blind intersection at Grip and Prairie is hazardous for even light, maneuverable traffic. Large trucks and trailers would definitely cause much higher risks for injuries and fatalities. The large volume of truck traffic (as much as 30 round trips per hour) causes this to be a continuous problem. The proposed blinking light when a truck is at the intersection is a ludicrous option. As a minimum, an additional turning lane in each directions onto and off Prairie Road needs due consideration.

- There is limited visibility at the proposed entry to/from the gravel mine at Grip Road. Turn and merge lanes need consideration as well as traffic controls.
- Grip Road has many blind curves and is not designed to handle the proposed heavy truck traffic. The steep uphill grade from Prairie Road to the mine entrance will result in trucks going extremely slow to make the grade. Consequently, we will experience frequent traffic congestion throughout Grip Road. Consideration should be given to strengthening the road bed, increasing the number of lanes from the mine entrance at Grip Road to Prairie Road, and permitting a much lower limit for the number of trucks.

2. Water run off:

- How can a minimum impact assessment be made for this project? Local property owners have been taxed significantly with special assessments for The Clean Samish Initiative. The amount of each property owner's special assessment is calculated basis the amount of surface area that is covered by buildings, by concrete, and by gravel. This allegedly reduces soil absorption of water and thereby increases runoff which negatively impacts the quality of the water entering the Samish River. With two miles of newly installed gravel road and 20 plus acres of soil removed from the mining site, the same methodology would predict a significant impact. What is expected from Concrete Nor'West to prevent this consequence?
- Spill containment – There are little provisions for oil and fuel spills and leaks. This amount of heavy equipment, trucks, hydraulic, and fuel storage will have predictable leaks. Best practices for addressing these problems are not proposed. There are literally thousands of gas stations in this country which have been forced to implement remediation projects because of leaking double bottomed tanks. Many of these leaks/spills have contaminated drinking water aquifers.

3. Community Impact:

- Rezoning this acreage from timber land to mining and permitting this project will destroy the quality of the rural residential area that attracted so many of us. Destruction of 20 to 30 acres of timberland to implant another gravel mining scar will significantly detract from the scenic beauty of the Samish watershed.
- Property values will be negatively impacted.
- The heavy truck traffic (a truck/trailer passing every 60 seconds) on Grip and Prairie Roads will add time to ever resident's commute time.
- The added heavy truck traffic will quickly damage the roadways unless improvements are required for the permit. The Skagit County taxpayers should not be expected to pay for this project's needed infrastructure improvements or for the inevitable damages caused by this mining traffic if preliminary improvements to the roadways are not made.

This proposed mining operation will have many subtle and many not so subtle impacts on the community. Because of the complexities, many of us would like to see a more structured

approach to identifying and addressing these issues prior to permitting. Many industrial projects of this nature engage community action committees to work with the project company and permitting agency. As a minimum, please consider this option of involving a few community representatives rather than hastily issuing a permit at this point.

Sincerely,

A handwritten signature in cursive script that reads "Wallace Groda".

Wallace Groda
(Farm owner at 21804 Grip Road)

cc:

Skagit County Commissioners:

- Ron Wesen
- Ken Dahlstedt
- Lisa Janicki

John Cooper

From: Dan Cox <Dan.Cox@miles.rocks>
Sent: Thursday, December 29, 2016 11:56 AM
To: John Cooper
Cc: 'Lynn, Bill'
Subject: PL16-0097

John,

Attached please find Title Notification – Natural Resource Lands for P50099 owned by Linda Walsh. This document demonstrates her prior knowledge of natural resource based activities and potential impacts that are allowed in Natural Resource Lands. Please accept this submittal during the comment period and include this document in the record for the Hearing Examiner.

<http://skagitcounty.net/AuditorRecording/Documents/RecordedDocuments/2015/04/28/201504280103.pdf>

Thank you,



DAN COX

LAND USE / ENVIRONMENTAL / SAFETY

Direct: 360.757.3121

Mobile: 360.770.0494

P.O. Box 280 • Mount Vernon, WA 98273-0280

WWW.MILES.ROCKS

Return Name & Address:



201504280103

Skagit County Auditor

\$72.00

4/28/2015 Page

1 of

1 1:18PM

TITLE NOTIFICATION

Development Activities On or Adjacent to Designated Natural Resource Lands
Pursuant to SCC 14.16.870

Grantor/Property Owner: WALSH ROBERT N & Linda L.

Grantee: Skagit County Planning & Development Services Assessor Tax #:360427-1-008-0003

Property I.D. #: P50099

P50100

P50105

Permit Number: BP15-0102

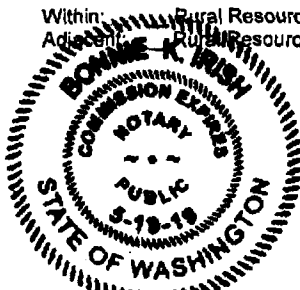
Legal Description: PTN E 40 RDS OF SW1/4 NE1/4 DAF BEG AT INT OF S LI OF RAW OF PRAIRIE RD & E LI OF SW1/4 NE1/4 TH WLY ALG SD S LI TO E LI OF CRK THRU SW1/4 NE1/4 SD PT BEING TPOB TH SLY ALG E LI OF CRK TAP 400FT S OF N LI OF SW1/4 NE1/4 TH ELY PLT S LI OF PRAIRIE RD 100FT

Parcel Address: 21710 PRAIRIE ROAD SW

Comp Plan/Zoning Designation: Agricultural-NRL

Notice: "This parcel lies within an area or within 500 feet of an area designated as a natural resource land (agricultural, forest or mineral resource lands of long-term commercial significance) in Skagit County. A variety of Natural Resource Land commercial activities occur or may occur in the area that may not be compatible with non-resource uses and may be inconvenient or cause discomfort to area residents. This may arise from the use of chemicals; or from spraying, pruning, harvesting, or mineral extraction with associated activities, which occasionally generates traffic, dust, smoke, noise, and odor. Skagit County has established natural resource management operations as a priority use on designated Natural Resource Lands, and area residents should be prepared to accept such incompatibilities, inconveniences or discomfort from normal, necessary Natural Resource Land operations when performed in compliance with Best Management Practices and local, State, and Federal law." In the case of mineral lands, application might be made for mining-related activities including extraction, washing, crushing, stockpiling, blasting, transporting and recycling of minerals. If you are adjacent to designated Natural Resource Lands, you will have setback requirements from designated NRL lands consistent with SCC 14.16.810.

Within: ☐ Rural Resource ☒ Agriculture ☐ Industrial Forest ☐ Secondary Forest ☐ Mineral Resource Overlay
Adjacent: ☐ Rural Resource ☐ Agriculture ☐ Industrial Forest ☐ Secondary Forest ☐ Mineral Resource Overlay



Property Owner's Signature Bonnie K. Irish
State of Washington, County of Skagit. On this 28 day of April, year of 2015, before me Bonnie K. Irish

Linda L. Walsh Notary Public, personally appeared
to be the person whose name is subscribed to this instrument, and
acknowledged that he/she executed it.

Witness my hand and official seal:

Notary's Signature Bonnie K. Irish Notary Public in and for the State
of Washington residing at Skagit County My Commission Expires: 5/19/19

RE: Comment on #PL16-0097 Special Use permit

linda wa

Fri 12/30/2016 1:51 PM

To: pdscomments@co.skagit.wa.us <pdscomments@co.skagit.wa.us>;

Cc: bettas@co.skagit.wa.us <bettas@co.skagit.wa.us>;

RECEIVED

DEC 30 2016

SKAGIT COUNTY
PDS

December 30, 2016

Linda & Robert Walsh

21710 Prairie Road

Sedro Woolley WA 98284

Owners of Parcels #50099, #P50100 & P50105- Adjacent to the Mine

RE: #PL16-0097 Special Use Permit Application

Attention: Hearing Examiner

Skagit County Planning & Developing Services

Commissioners

We have many concerns and questions regarding the permitting of a 68 Acre Gravel Mine in our own backyard, as the actual mining operations will border our property in our quiet rural community. The only positive impact we can see is for Concrete Nor"West(Miles Sand & Gravel, Lisa Inc) and associated business partners. This open pit gravel mine does not benefit the greater good of the public. There are numerous existing gravel mines. The list of 'negative benefits' that will be incurred, should the permit be approved, are very legitimate and serious and will have permanent lifestyle changing effects on all us who live within miles of the proposed location, not just within 300 feet.. It is unfortunate that the public was not properly notified from the beginning back in March 2016, because there has been a huge amount of concern and input just since the Hearing on Dec7th, when the word began to circulate about the gravel pit. I can only imagine how the response would have been if more residents would have been informed months ago. It shows that when informed, the residents in our community are indeed concerned and have strong opinions and lots of questions about this proposed mine, To my knowledge the county notified only 8 residents back in March . I have the current list and the County has now notified only 43 parcel owners (within 300 feet of the applicants contiguous several hundred acre properties) for the comment period ending December 30th. The notice given seems to understate the potential truck and trailer trips, stating '46 truck trips per day'. and the wording implies a much smaller scale of operation.

I have to ask any of you if you were to read a notice that stated ...average of 46 truck and trailer trips per day would you be as likely to get involved and respond as say, versus a notice which stated the truck and trailer traffic to be ... up to 30 per hour , 720 per day? The notice says nothing about proposed hours of operation which is open ended, Dawn till Dusk -Monday -Saturday, More if needed. To us, left with this wording, this business could operate 24 hours a day 7 days a week, I am positive this information would receive much more inquiries than the

current notice which simply states...46 truck and trailer trips per day. There are many 'open ended' allowances in all areas of operation in the Findings of Fact report. When we say this we mean the numerous statements throughout the report which end in... 'not at this time, if any, shall be negotiated.. not proposed at this time. It seems it should be more concise and finite. I would like information on what agencies regulates specific mining activities.

A 68 acre Open Pit Gravel Mine is anything but NONSIGNIFICANT and I think a letter notifying 43 parcels, (less than 43 residences), since many of us own more than 1 parcel, is hardly adequate when the proposed business will present a huge Safety concern for anyone in our area using the public road systems. Certainly the traffic and noise, dust impacts will be well beyond the 300 feet. This is not a typical business where there will be just increased car traffic, we are talking about Truck and Trailer combos that can have up to 105,000 pounds GVW loads, traveling down steep, sharp, narrow Grip road and entering Prairie Road at a blind corner, day and night. It makes no mention of mitigating the safety issue of F & S Grade left turns just hundreds of feet beyond where they enter Prairie Road from Grip and then within a couple of miles they must again make a left turn onto very busy Old hwy 99. In the Findings of Fact report, it states a temporary disruption of our quiet rural lifestyle but how is 25 years of this type of activity for 25 years considered temporary?

I see that some of the reporting agencies did their reviews well over a year ago. How long are these reports considered valid, since circumstances can change. What information was supplied to the agencies to make their decisions, such as truck volume, duration of hours of operation that expose residents and the local wildlife, and environment, the Samish watershed etc., ? Seems if a greater number of trucks and trailers and extended hours of operation were evaluated it would be looked at more closely since it would create More Noise, Dust, Vibrations, Exhaust fumes, Road Damage, Traffic Safety Concerns, Erosion on Haul road, more use of water onsite and Grip road to keep dust levels down, water that will drain into the ditches along the road and travel into Swede Creek and possibly the Samish River, more chance spillage of fuel & other hazardous products used in equipment each day. Basically more loads mean more impact on all factors of operating a gravel pit mine.

I think you will find the other gravel pits in Skagit County have hours of operations and other restrictions placed on them.

Many of us have owned our properties for decades and moved into the area to enjoy the quiet rural way of life. Since we are not large in numbers it seems as though our right to peace and quiet and our current lifestyle is not as important as higher density areas. I know for us we did not realize a mining operation would be allowed within a few hundred feet of our backyard, especially this close to the Samish River. Until receiving the November notice of the Hearing Dec 7th, we thought since we had not received any reports or notices since March 2016 it was not going to happen. It is obvious that we were quite surprised since on Dec 7th we immediately gathered with a group of residents and set out to notify the public. I would have notified people so much earlier had I realized the project was getting approvals from the various departments. This whole process is new to us and we did not realize how things would proceed.

Regardless of any mitigations the Noise, Vibration and Dust will travel beyond their parcels at disruptive volumes and will have a very negative impact on our current quality of quiet rural life. We spend numerous hours outside in our backyard with family and friends. Our peaceful, park like property along the Samish River is not just a piece land it is a huge part of our daily lives and give us a quiet place to share with our family and friends. It is an important part of our daily way of life. Our children, our grandchildren and friends come here to share the quietness, the beauty and the solitude of being out in the country. Watching Eagles, Deer and other wildlife make this a very special, peaceful place. The operations of a Open Pit Gravel Mine will have a very negative impact on our family's quality of life and our neighbors as well. We also want to bring up the fact that the spring and summer construction season when the demand for gravel is higher , it is also the busiest time of year for people traveling the roadways and enjoy the outdoors. So not only will our roads see a huge increase in regular traffic, bicyclists, pedestrians & motorcyclists but at this same time of year the truck and trailer volumes will most likely be at their highest volumes, a combination that could be deadly on our narrow, windy roads.

Traffic Safety should be addressed for all routes entering and leaving the Mine access road on Grip Road. Trucks and trailers from other companies may not be using the Grip to Prairie, Prairie to Old highway 99 route. Other routes should be evaluated and I did not see anything about this in the Findings of Fact report. Skagit County taxpayers should not have to pay for road improvements or additional maintenance due to the heavy truck and trailer use for a single company to run its operations.

The Haul road from the Open pit up to Grip Road: The haul road must be close to 2 miles of an old gravel road with several culverts and it appears to cross at least a dozen other parcels of land before exiting onto Grip. When was it or when will it be improved to withstand the volume of fully loaded trucks and trailers which are proposed? Due to the volume of potential trucks and trailers using the road it seems like the other parcels the road travels over would need to be evaluated for environmental impacts as well?

I would think the standard residential 200' buffer zone from water would have to be much greater given the scope of this project. The impact of the length of daily exposure due to all the mining operations and the 50 acre size seems like it would be evaluated on a commercial basis. We are no experts but the effects of the 50 acres which will be stripped of all vegetation, all timber and all top soil in order to mine the gravel will NOT be Self-contained among the 3 mined parcels and it will certainly will have a SIGNIFICANT IMPACT on all of us. How are all the parcels the road travels over evaluated? What will occur and what impact could it have on the Samish watershed, Swede creek and our adjacent property? Who protects our property and the waters if un-evaluated or unforeseen problems arise?

Reclamation: If allowed to mine who will hold the applicant accountable in the years to come to properly reclaim the land? They should be required to carry a Bond to insure there will always be funds available to do proper reclamation. There have been gravel pits left abandoned with No reclamation, ugly and quite dangerous, as drownings can occur in them. What measures are in place to prevent this all these things from happening? What happens if the current applicant is no longer a valid entity or goes out of business, there should be very detailed reclamation requirements and the funds available, regardless of the current applicant state of business. During the Mine's regular operations there will be extremely loud noises from excavating, pounding the earth, loading gravel into idling trucks, exhaust, backup alarms and engines roaring constantly, unsafe traffic volumes so how with such little evaluation and public input did the project get a (MDNS) MITIGATED DETERMINATION of NONSIGNIFICANCE statement. Impact on our quiet rural life and environment will be Very SIGNIFICANT. The MDNS statement in the permit folder has parcel #P123644 not #P125644 so how can the statement that is so Important be issued with a different parcel number than the parcel which was on the permit application?

The actual mining operation will be only a few hundred feet from our backyard. Our backyard where my grandchildren play, where we enjoy numerous family gatherings, and is within hundreds of feet of the backyards of my neighbors and the Samish River. If allowed this project will have a Very SIGNIFICANT impact on us and the surrounding areas. How is an Open Pit Gravel Mine in full operation NONSIGNIFICANT to our quality of life? How NONSIGNIFICANT of an impact will it be on people, the abundant wildlife and the Samish Watershed over the next 25 years?

We appreciate your attention to the issues and questions brought up in this letter. If other notices, reports, documents and Findings of Facts have been generated since the December 7th Hearing, we, as land owners within the 300' foot zone, would like to receive copies of all the documents, via email walshi2006@hotmail.com, with cc bettas@co.skagit.wa.us or we can pick them up at the Planning Department if you call us at (360) 708 7736.

We had asked for an extension on the comment period due to the lack of notification and the holiday season, when so many people are out of town, but it was not given. There are still hundreds and hundreds of residents who do not know anything about this Special use permit. These people will be directly impacted by traffic and other factors in regards to the mining operation and they are completely Unaware of this project's location or proposed volume of business, due to the limited notification process. They have no idea there will be a 68 Acre Gravel Mine in their community.

If any facts/ reports have changed we request to be granted enough time to review the information, inform people in the community and be given another comment period before a hearing date is set.

Sincerely,

Linda & Robert Walsh
21710 Prairie Road
Sedro Woolley WA 98284
(360) 708 7736
walshl2006@hotmail.com
or walshrob1@hotmail.com
cc betas@co.skagit.wa.us

(I will deliver a copy of this letter to the planning department as well since I am having some computer issues)

John Cooper

From: website
Sent: Friday, December 30, 2016 3:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Nicole Nickelson
Address : 20636 Prairie Rd
City : Sedro Woolley
State : Wa
Zip : 98284
email : nicnick31@msn.com
Phone : 360-362-9174
PermitProposal : PL16-0097

Comments : As residents on Prairie Rd we have many concerns about the proposed gravel mine site. The county Finding of Facts and proposal allows for up to 720 gravel trucks a day to travel the roads, with no limits on operational hours and no required improvements beyond a flashing light. The "study" about the increased traffic was insufficient and did not address the full length of the roads. It is impossible to believe this traffic will not impact the safety of pedestrians, bicyclists, drivers and residents on these roads. The roads they would travel have minimal to no shoulder and provide nowhere for someone to escape these large trucks. Of course, all types of traffic travel these roads now, but the proposed increase in large trucks would increase the risk of danger exponentially. In addition gravel trucks cause vibrations, dust and sound that travels into yards and homes. The impact from these trucks would result in a reduction to the quality of life of residents and their property values. Strict limitations on quantity of trips and operating hours need to be put into place. A plan for road improvements, for both now and in the future, needs to be established. This should include money set aside by Miles Sand and Gravel to pay for dust control, damage to private property and damage to public roads due to the heavy truck traffic.

The application from Concrete Nor'West received March 2016 states "The mine site will not have a defined road system per se, as the mine floor and elevation will be constantly changing as the mining progresses." In truth, the contiguous parcels that lead from Grip Rd to the mine itself have a primitive road that is quite long and will not be included in the mine floor nor has it had critical areas review.

The applicant indicated in other paperwork that no road improvements are needed on the the private existing road that would serve as haul road for the gravel trucks. This appears to be an error and should be addressed. The road would clearly would have changes in type of use and an increase in use intensity and is insufficient to serve for 25 years of heavy truck traffic as is. Therefore, the parcels that contain the road should all be included in critical areas review requirements and have wetland delineated. This is especially important considering the road crosses Swede Creek which is a salmon bearing stream and tributary to the Samish River and Samish Watershed.

The land use changes proposal should have been evaluated from the start as high impact, not medium impact, since it is for an industrial mine, not a single family residence. The assumption that there will be no noise impact to residents is simply that, an assumption or opinion. Proof has not been provided. If the mine is approved, increased buffers must be required between the mine site and residents. If the land use was determined to be high impact, buffers would be extended to 300 feet at minimum rather than the 200 feet currently recommended.

Safety of all county residents is a big concern. However, the traffic analysis that was done did not take into account the fact that the applicant indicated they would travel a variety of routes depending on third party destinations. Only the route from Grip Rd to Prairie Rd to Highway 99 was evaluated. Further evaluation needs to be completed.

The planner stated he did not foresee that many residents would have an interest in the project and only required notification to parcels within 300 feet of proposed mine. If he had determined ahead of time that this would be of high interest he could have notified parcels within 500 feet of the proposed mine. Unfortunately the planner has refused to modify this level of notification and it was left to concerned residents to spread the word. Initially, this spring, only 8 parcels were notified by the county and then in December of this year a total of 43 parcels were notified. As we talked to neighbors and community members, it became clear that most people had not heard of the project but do have concerns about this mine and potential impacts on their quality of life. They should have had the opportunity to learn about it from the county in a timely manner that allowed for them to educate themselves and respond appropriately. Skagit County Code 14.06.150 (2)(d)(iii) states "Notice of development application shall be mailed to all physical addresses and owners of record located within 300 feet of all subject property lines". It does not state "only within these borders" or "and not beyond" so it appears to be a minimum requirement and does not specify a limit to prevent notification of further residents. It is unfortunate that project notification wasn't increased once it became apparent that more residents had interest in the project.

In all it doesn't appear this proposed mining special use permit has been given the appropriate level of scrutiny considering the broad and open ended scope of the project. Studies provided have been vague and insufficient and many assumptions have been made. The applicant should be required to prove beyond a doubt that all resident concerns are being addressed. This proposal should be re-evaluated as high impact and all parcels should have critical areas reviewed. If approved, strict guidelines have to be put in place to best maintain the quality of life currently experienced by residents. Thank you for hearing these concerns. Please add our names to the list of people notified when there are updates on this proposal.

Sincerely,

Nick and Nicole Nickelson
20636 Prairie Rd
Sedro Woolley, Wa

From Host Address: 24.113.137.171

Date and time received: 12/30/2016 3:22:11 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 3:10 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Nancy K. Taylor
Address : 21441 Prairie Rd.
City : Sedro Woolley
State : Wa
Zip : 98284
email : nancyktaylor45@hotmail.com
Phone : 360-399-1969

PermitProposal : #PL16-0097 Concrete Nor'West (addendum)

Comments : (Addendum)- Ongoing concerns for public safety are obviously at the top of an already neglected issue. Skagit County has scoffed at residents on Prairie Rd for the last 2 decades. Some of these concerns going back to Jerry & Donna Marlow raising these very same concerns and issues. The public safety issues continue to include the joggers and their clubs, the bicyclists and their clubs, the cars and their clubs, the farmers and their equipment, the drunks from the casino and the speedway, the seasonal flooding over the roadways and high sun causing blindness for travelers going West as well as East, residents and their children and the many elderly living on these roads. These issues and concerns have been ongoing ever since we have lived here. These issues have been so concerning we added a round about driveway and still encounter dangerous encounters on a daily basis in front of our home. The County has neglected for years to get a handle on the speeding vehicles in our area. Many reaching speeds of 70-100 miles/hour right in front of our home. Several examples of recent incidents: As I was coming home from work turning East on Prairie Rd. a car was behind me, I slowed down approx. 3 houses from my home on and off the brake peddle, and using my blinker as I was pulling in to our shop driveway a girl hit me from behind. No injury's just slight damage. Another incident, My husband was sitting in our driveway and car heading west during harvest time a slow farming vehicle heading East this car proceeds to pass a slow car in front of her going to slow she passes thru our next door neighbors driveway and her lawn (@ the 3 handed Ranch), then over our driveway at the shop then over our lawn. Heading right for our car sitting in the driveway my husband slams the car in reverse to have this woman avoid hitting him. Just last week someone hit the fence where the Christmas tree farm is across the street, 2 summers ago a young man hit Dave's mailbox across the street and just missed the apple trees. All of this is just in front of our home. We have vehicles hitting poles, fences, mailboxes, just to mention a few. Just the speeding issues alone are a great concern with the motorcycles traveling 100/hr, full logging trucks, milk trucks, school busses (yes even school busses) etc. etc. Not only do we have to consider public safety issues here but now in the balance we have to now tolerate loaded concrete trucks, the ongoing added noise, dust, vibrations from mining and off site trucking, increased damage to our already beat up roads shoulders and old small bridges, an impact on our water supply, natural springs and aquaphor, the Samish River and wildlife and our property values. Since public safety has been severely neglected already will you be addressing ALL of these concerns and issues with Concrete Nor'west and Skagit Planning and Development? Not only do we have these concerns just here on Prairie Rd, We have scale jumpers constantly getting off on the Alger exit and skipping the scales. Im sure that the concrete trucks as well will be cutting corners speeding down the roads to make up time just like everyone else. Lets NOT fool ourselves. Skagit County has very much neglected our roadways, byways and highways. How can we really express ALL of our concerns this gravel pit will only add to the already much neglected concerns to the community.

From Host Address: 104.129.192.110

John Cooper

From: website
Sent: Friday, December 30, 2016 3:00 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Neil C McLeod
Address : 21454 Grip Road
City : Sedro Woolley
State : Wa
Zip : 98284
email : quickblackie@gmail.com
Phone : 360-303-4831
PermitProposal : P116-0097

Comments : I'm sending my comments to voice my concerns over the gravel pit going in on Grip Road. Areas of concern are Stop light needed on Highway 99 to help with the flow of traffic. Straiten Prairie Road at intersection of Grip and Prairie and widen Grip Road around the steep curvy hill. There also needs to be a limit on amount of trucks permitted each day and also hours and days of operation.

From Host Address: 208.74.159.222

Date and time received: 12/30/2016 2:57:44 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 2:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : John Guettler
Address : 5324 Cedar Ridge Pl
City : Sedro-Woolley
State : WA
Zip : 98284
email : jfguettler@gmail.com
Phone : 360-856-1045
PermitProposal : PL16-0097
Comments : Comments Regarding the Proposed Concrete Nor'West Gravel Mine Operation Near Grip Road
Special Use Permit Application PL16-0097

Skagit County Planning and Development Services
Attn: John Cooper, Planner/Geologist
1800 Continental Place
Mount Vernon, WA 98273
360-336-9410

We the undersigned, as residents of the area adjacent to the proposed gravel mining operation and residents near Grip and Prairie Road, want to express our grave and serious concerns regarding the approval of Application PL16-0097 allowing Concrete Nor'West to operate a gravel mining operation in the proposed area and the transport of gravel and other substances along Grip Road and Prairie Road. We believe that this operation, if approved, will result in significant endangerment to the public safety. Our concerns are based on a review and/or discussion regarding all of the documents available to us as sent by the Skagit County Planning and Development Services office including:

- Notice of Development Application (published December 15, 2016)
- Planning & Development Services Staff Report (September 12, 2016)
- Letter from WA State Department of Ecology (June 1, 2016)
- SEPA Mitigated Determination of Non-Significance (May 26, 2016)
- Special Use Permit Application PL16-0097 (March 7, 2016)
- Graham-Bunting Associated Fish and Wildlife Site Assessment (August 20, 2015)

In summary our concerns include but are not limited to:

The lack of an environmental impact study by the appropriate agency rather than the completion of a "checklist".

Traffic hazards caused by Nor'West trucks travelling along Grip Road, a narrow, winding county road. It is projected that the trucks will make 46-720 trips per day. Accidents involving these trucks added to normal traffic (cars, pick-ups, school busses, etc) will result in the endangerment to and potential loss of life to those travelling in this area. Gravel trucks are between 9'6" to 11'4" in width (and may be wider) and weigh several tons. Grip Road measures 20 feet in some areas with no shoulders. Cars, school busses, and/or trucks approaching a gravel truck will have little to no room to pass. This is especially dangerous around curves on Grip Road. Two gravel trucks approaching will have no room to pass. We urge you to come and see for yourself.

The intersection of Prairie Rd and Grip Rd is already a very dangerous intersection. Adding trucks loaded with

gravel to the mix of existing traffic has the very real potential of serious accidents, endangerment to and possible loss of life to those using this intersection. Blinking lights to be installed do not represent a viable solution in our opinion. We urge you to come and see for yourself.

We question the structural adequacy to the bridge over the Samish River which would experience an increase of 46-720 gravel trucks crossing this bridge on a daily basis. This bridge measures 25 feet in width allowing for a 1 foot guard rail clearance. This does not allow for any vehicle approaching a gravel truck to travel safely across the bridge.

Based on the above we request the following: the width of Grip road and the bridge matched against code; a structural cross section of this section of Grip Road and the bridge over the Samish River matched against code; and traffic counts & speed along this route.

Language regarding noise level is ambiguous. Will they use blasting? Yes or no? Also noise from truck back up warning devices, noise from mining machinery and motorized vehicles, and other noise from mining operations all contribute to the potential noise problem in surrounding residential areas. Language in the SEPA Mitigated Determination of Non-Significance regarding noise is inconsistent, vague and ambiguous. It was stated that no blasting will be used, and then it states that blasting is a possibility and that the only restriction is that neighbors be notified. It seems as if most noise producing activities are exempt and there are no real controls.

Proposed hours of operation from dawn to dusk six days a week is totally unacceptable and will greatly diminish the quality of life in surrounding areas. Also the Project description states no processing is proposed at this site. Policy 40 2-2 allows washing, crushing, asphalt, etc. What is the truth?

Additional environmental concerns at the mining site include:

? How will the berm creation interact with the river and its flood plain?

? How will they vegetate the berm? If not it could become a significant weed source through the life of the project. What is the plan for noxious weed control?

? If revegetation is actually attempted how do they expect anything to grow on the ground seriously damaged by mining operations?

? What studies have been done regarding cultural resources? Have state tribal historic offices been contacted?

Other concerns include but are not limited to spills of oil and other hazardous material, environmental problems to rivers and creeks in the area, the impact on housing and property values, damage to roads, etc. Consideration of neighbors as a "goal" offers no assurance of protection of neighbors' quality of life. Consideration of neighbors should be mandatory.

We believe this type of operation in this area and the transport of gravel on roads intended for residential use are totally unacceptable and we request that this permit be denied as written or until the applicant can present alternatives that will not result in public, structural and environmental endangerment as outlined above. And until residents can be assured that the quality of life will not be comprised.

Submitted by: John and Sally Guettler 12-30-2016 5324 Cedar Ridge Pl, Sedro-Woolley, WA 98284

From Host Address: 50.34.106.42

Date and time received: 12/30/2016 2:20:29 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 2:15 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Brian Andrew Bowser
Address : 21110 Parson Creek Road
City : Sedro Woolley
State : WA
Zip : 98284
email : cmsinc@myfrontiermail.com
Phone : 3607244046
PermitProposal : PL16-0097

Comments :

I am not excited to have a gravel pit in my back yard but I understand that we all need gravel. Concrete Nor'west needs to be a good neighbor and Skagit County needs to ensure our roads are safe.

I am concerned about equipment noise and dust. Per the permit application, there are no restrictions on hours of operation. Concrete Nor'west will operate the hours that suit them. This is not the correct answer. We need defined and permitted hours of operation.

In the future, if Concrete Nor'west decides to change their operations plan as it is outlined in their permit application, is county approval required? If county approval is required, will there be public notification and comment? The answer to both questions should be yes.

Road safety is my biggest concern. Below is a table of traffic incidents reported (Data from Skagit County IMap) from 2014 through 2016 from the pit entrance on Grip road to Concrete Nor'west on Old 99.

As you can see, we have there are numerous incidents on the proposed routes without the additional dump truck traffic.

Below is a table of road safety concerns on the proposed route:

Issue Additional Details

Intersection of Grip Road and Prairie Road Trucks making left hand turn (West) on Prairie Road. West bound traffic cannot see truck until they are in the corner. Trucks will be slower than normal through this intersection because they starting on a hill. The "Loop" system doesn't sound adequate. Need to excavate some of the hill at the corner so trucks at this intersection can see approaching west bound traffic.

Intersection of Prairie Road and Old Highway 99 This intersection is already an issue. Accidents happen on a regular basis. There will be a significant traffic increase when construction starts on the Old 99 overpass near Cook Road. This intersection needs a light with left hand turn lanes.

Width of Prairie Road Needs to be wider and smoother to accommodate trucks.

How does the truck traffic allow for pedestrian and bicycle traffic? The road and shoulder are already challenged by pedestrian and bicycle traffic. Adding regular truck traffic will make it impossible.

90 Degree curves on Prairie Road At least one curve is a bit tight for regular truck / trailer traffic.

Ditch that overflows regular on Prairie Road @ Park Ridge Lane How does the water saturation affect the road stability with truck traffic?

Bridge over Samish River (Grip Road) Can it handle the truck traffic?

Bridge over Friday Creek (Prairie Road) Can it handle the truck traffic?

Bridge over Samish River on Old Highway 99 Bridge is not in good shape. Can it handle additional truck traffic?

Grip Road - Hill Not adequate for regular truck traffic. Has been sluffing for years (over 40 that I know of)
Width of Grip Road Needs to be wider and smoother to accommodate trucks.

Allowed to travel East on Grip Road? Regular traffic? Need to know approved routes other than West on Grip Road.

Allowed to travel East on Prairie Road? Regular traffic? Need to know approved routes other than West on Prairie Road.

Will loads be covered Don't need additional gravel on the road to break more windows

Road weight limits Freeze thaw cycles will close the roads at times - considered?

*This form did not paste all the data or the formatting. I will send a properly formatted copy to John Cooper.

From Host Address: 50.34.149.56

Date and time received: 12/30/2016 2:14:16 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 3:10 PM
To: Planning & Development Services
Subject: PDS Comments

Name : David L Day Attorney at Law
Address : P O Box 526
City : Burlington
State : WA
Zip : 98233
email : office@fairhavenlegal.com
Phone : 360-755-0611
PermitProposal : Gravel Pit PL# 16-097
Comments : Letter addressed to:
John Cooper
Skagit County Planning and Development Services
!800 Continental Place
Mount Vernon, WA 98273

This form does not allow sufficient space for adequate comment nor for attachments/exhibits!

From Host Address: 50.125.150.190

Date and time received: 12/30/2016 3:05:04 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 2:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Stephen M. Kenady

Address : 5319 Cedar Ridge Place

City : Sedro Woolley

State : WA

Zip : 98284

email : smkenady@gmail.com

Phone : 360 661 1161

PermitProposal : Special Use Permit Application PL16-0097

Comments : I live on the eastern border of this proposed site and I have many concerns regarding this development which are listed below.

- The intersection of Grip Road and Prairie Road is very dangerous already. According to the county 2016 traffic volumes report 572 vehicles enter the intersection from Grip Road daily and 1466 vehicles enter from the east on Prairie Road. It is a blind corner entry from Prairie. Heavy trucks with trailers will be slow to clear the intersection and collisions from the east are likely.
- The section of Grip road between The proposed project and Prairie Road is narrow, steep, and winding with no guard rails and no shoulder in places. Gravel truck traffic will reduce Grip to a one lane road in many places with no turn outs.

Both of the above will restrict fire and emergency vehicles access to my home. This is unacceptable.

- In addition to obvious concerns for fish and wildlife protection. As a professional archaeologist I can say that there is a moderate to high probability that cultural and archaeological resources exist in the project area. They should be identified and protected under state and federal law.
- Other concerns include but are not limited to noise, spills of oil and other hazardous material causing environmental impacts to rivers, creeks and wildlife in the area as well as the impact on housing and property values, damage to roads, etc.

It is outrageous to me that the MDNS checklist has ignored these issues.

From Host Address: 172.76.140.139

Date and time received: 12/30/2016 2:39:04 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 2:15 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Renee Kenady

Address : 5319 CEDAR RIDGE PL

City : SEDRO WOOLLEY

State : WA

Zip : 98284

email : rkenady44@gmail.com

Phone : 3608547780

PermitProposal : PL16-0097

Comments : I would like to add additional comments regarding the proposed gravel pit by Lisa, Inc., Miles Sand & Gravel, Concrete Nor'West.

First of all, the many properties on the eastern border of this pit are 5 acre lots and primarily residential even though they are zoned Rural Reserve and Agricultural - Natural Resource Lands. We bought this property because it offered us peace, quiet and beauty. We did not choose to build around a gravel pit.

Secondly, Parcel P50087, owned by Lisa, Inc. was appraised at \$88,800 but was adjusted by \$85,800 for it's use making the assessed value at 3,300. All of the other parcels I looked at, P125634,P125635,P125636, P125637,P125638, P125639, P125640, P125641 P125642 and P125643 are all assessed at 3,300.00 which means they are paying little or no taxes. Another parcel, #P50702 says it is owned by a Juanita James but the appraised value is like that of Lisa, Inc. and I believe the other day I saw it listed as being owned by Lisa, Inc. I would like to have that clarified.

Third, I have commuted Grip to Prairie to I-5 for the last 5 years to work. In that time I have watched the amount of traffic commuting this route and on Prairie increase dramatically. Turning onto Prairie off of Griip is very dangerous and there are many near miss accidents as it is. I feel that the addition of 700+ gravel trucks a day would be a grave safety issue.

I am highly concerned about the safety and quality of life changes that will be brought about by this development.

From Host Address: 172.76.140.139

Date and time received: 12/30/2016 2:14:17 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 1:30 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jeannine McLeod
Address : 21454 Grip Road
City : Sedro Woolley
State : Wa
Zip : 98284
email : figetwiget@gmail.com
Phone : 360-319-5879
PermitProposal : PL16-0097

Comments : I am very very concerned over the gravel pit as we are right across the road. You have no hour limit or weekend limits. The amount of trucks on the road is going to endanger drivers , pets, bicycle riders. The road is curvy and narrow. I'm am shock that you would allow it on such a road especially with no limits or enlarging and making it safe. If you allow this you know that you are responsible for any accidents and safety of the people that live around the area. You will cause such a back up of people leaving and coming home from work and errands that it will be miserable to live there, which you will be responsible for also. Thank you for reading this and please consider what you are doing and if it needs to go through limit times and days and hours fix the roads and consider people safety and time.

From Host Address: 208.74.159.222

Date and time received: 12/30/2016 1:27:49 PM

John Cooper

From: website
Sent: Friday, December 30, 2016 8:25 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Andrew J. Rice
Address : 22356 Prairie Rd
City : Sedro-Woolley
State : WA
Zip : 98284
email : academicsandadventures@hotmail.com
Phone : 360-708-3286
PermitProposal : #PL16-0097

Comments : We have serious concerns regarding the significant mining development proposed between Grip and Prairie Rd.

- 1) Safety - the volume of traffic and size of proposed vehicles is incompatible with the Prairie/Grip rd. intersection. A blind corner from both directions. A blinking light is inadequate.
- 2) Truck Traffic and safety of other users - no shoulder present (unlike highway 99 with adequate shoulder). There is already significant logging truck activity on these roads.
- 3) Noise of operation - we moved here for peace and quiet. We've already noticed heavy equipment being used from our front porch on the site. It would be similar to the hum of I-5 living in close proximity.
- 4) Wildlife corridor disruption - this area is a significant habitat for coyote, bobcat, deer, beaver, and other wildlife. Several significant wetlands exist on the property.
- 5) Samish River Proximity - There has been a huge county effort through CSI - Clean Samish Initiative, that seems to be negated by this proposal for development.
- 6) Water Quality/Water Table disruptions - it is well known that underground aquifers are often disrupted by mining activity. Local friends had a steep decline in water quality when the mine for sale on Old 99 was activated - has improved since mine fell into disuse.

Thank-you for your consideration.

Sincerely,

Andrew J. Rice

From Host Address: 24.113.225.181

Date and time received: 12/30/2016 8:21:29 AM

John Cooper

From: website
Sent: Friday, December 30, 2016 11:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Monty McIntyre
Address : 22243 Grip Rd
City : Bellingham
State : WA
Zip : 98284
email : mont137@msn.com
Phone : 360 927 8771
PermitProposal : PL16-0097

Comments : The impacts of removing so much stone are huge. Not only to the immediate environment and current times, but also to everywhere this is trucked off to and well into the future.

How much of this gravel will be crushed causing dust and noise in other places? What are those places?

Local citizens/drivers concerned about safety will seek alternate routes to avoid the dangerous traffic generated , road debris, headlight glare from above car level trucks, and the stink of diesel hauling a heavy load. Traffic will surely increase everywhere these haulers go - please list all destinations they will impact.

What amount of this gravel will become impervious surface as concrete? Paving over Skagit County is a contentious issue. Gravel that salmon used thousand of years ago to survive to this day, may well become an enemy to salmon, as a new concrete driveway in LaConner, or elsewhere, that ultimately allows leaking synthetic transmission fluid to flow onto the slough, perhaps during a fall chum run up the mighty Skagit. Is this progress - and for whom?

Please address these long term issues that are not far fetched but are continuity in a chain. Rock exists much longer than flesh and so it's placement must be considered with much weight.

Each load of gravel extracted will have a different destiny. How far will some it be hauled and how much fuel will be burned to take it there over a 25 year period? What amount of unpreventable petroleum spillage will occur over a 25 year period? In what places? There is apparently no limit to the amount of trucks driving on Grip Road on this permit application - how can the impacts be truly measured without that? Why is there no limit? This whole process is somewhat irrelevant without a definite number of daily extractions determined.

What are the long term benefits to local residents who will be confronted all day long, for 25 years, by oversize trucks with blinding lights on corners and grades, with rock chips flying? Can a guy go to the pit and get a pickup load of gravel for his weekend project?

My last weeks drive along the Grip road included a very sudden stop for three deer abruptly racing across the road before me. I was able to stop but everything in my car flew forward. What if I had been followed by a tandem dump truck going downhill on the Grip Road? The twisting corners on the hill are dangerous - especially in winter , with a steep incline and poor visibility. Do the uncountable trucks plan on ascending/ descending their tandems singularly, by communicating over a company radio so they do not cross over into opposing lanes, on the run up and down that hill ? What is the percentage of accidents caused by CDL holders causing accidents using cellphones? What do we know about using a transmitter radio as a distraction to driving? Is it lesser than using a cellphone - and how much so?

My concerns are coming spontaneously and at the last minute - I have received short notice of this proposal and am ill prepared to spend my day on a computer looking at keys as a non- typist trying to contribute to a civil society.

What number big trucks and loaders will be stationed in the Swede creek and Samish river watersheds? This must be limited to a reasonable number of trucks that protect the safety of the current residents over the desires

of the applicants?

The operation of extraction equipment in watersheds does cause pollution to adjacent waterbodies by chemical and petroleum runoff. This is inarguable - it is only a matter of how much and when.

Antifreeze , engine oil , power steering fluid , hydraulic fluid, grease, engine exhaust on cold start ups coming down with the rain, wash-down water etc. Much of this is will be 'unavoidable' due to accident, weather and incompetence. If this permit is given we will see over time that vigilance concerning runoff and prevention will wither to conform to a profitable business model for the proponents. Remember Samish river is home to several specie of salmon - one that benefits the citizens of all of WA state. And the waters themselves are a community resource by law meant to benefit all.

A declining quality of life for taxpayers in the affected areas could very well become 'just the cost of doing business'. As sometimes happens, neighbors and concerned citizens try to accept wrong decisions. Some will move or die aggravated - this is also a reality that must be acknowledged and may have tremendous social and economic impacts for those families involved.

On the average what is the frequency of a traffic death for X number of gravel truck miles - is it one in 5 million miles, one in 25 million miles? How many miles will these uncountable trucks travel in 25 years? And what are the projections for accidents, injuries and death? The threat to public safety must be examined and quantified.

Please do so in your capacity.

Extreme rain events due to the landfall of pacific storms, against the shoulder of the cascade mountains beginning in this valley compound the frequency of road borne pollutants entering our watercourses. Swede Creek flooding along the grip road immediately across Samish river bridge is frequent these last few rainy seasons. This ultimately carries surface contaminants from Grip Road into the Samish River. How much brake dust, in pounds per week, will accumulate after these countless trucks brake their heavy load down the hill onto the stretch leading to our small bridge over the Sammish? How does brake dust in rivers affect the salmon of WA state? Will the two houses at the immediate bottom of the hill , which are very close to the Grip Road , ultimately be in airborne sea of brake dust after a few years of severe braking due to this new activity?

I hope you will consider the future health and safety of the citizens of Skagit County and include these questions in your examination of this exploitive proposal.

From Host Address: 97.113.212.26

Date and time received: 12/30/2016 11:47:55 AM

John Cooper

From: website
Sent: Friday, December 30, 2016 8:05 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Laurel Peak
Address : 22841 Nature View Dr
City : Sedro Woolley
State : WA
Zip : 98284
email : laurelpeak@gmail.com
Phone : 2034702710
PermitProposal : #PL16-0097

Comments : I am very concerned about the proposed Concrete Nor'West Gravel Mine on Grip Rd for the following reasons:

1. Environmental Impact: I live above the Samish River, and I am fortunate to witness the diverse and fragile wildlife that live in the Samish Watershed. While this gravel pit will be at least 200 feet from the Samish, I am really concerned about the broader impact of the mine on the river.

Here are some unanswered environmental questions:

- What if there is an accident?
- What about displaced wildlife?
- What about noise impacts on wildlife?
- What about the trees that provide important habitat and shade for the river?
- What will be the restoration of the site after they are finished mining?

I would really like to see a FULL environmental impact study done of the area before any major construction/digging occurs. The environment impact of this mine is way broader than just this 68 acre property.

2. Road Impact: Grip Rd is a tiny road with a major hill. All of the proposed traffic will impact this road. I bike on this road, and already it is dangerous.

3. Noise Impact: This is a super quiet area, and the construction and mining of this property will add noise to our peaceful community.

From Host Address: 50.35.39.17

Date and time received: 12/30/2016 8:01:46 AM

John Cooper

From: website
Sent: Friday, December 30, 2016 8:25 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Andrew J. Rice

Address : 22356 Prairie Rd

City : Sedro-Woolley

State : WA

Zip : 98284

email : academicsandadventures@hotmail.com

Phone : 360-708-3286

PermitProposal : #PL16-0097

Comments : We have serious concerns regarding the significant mining development proposed between Grip and Prairie Rd.

- 1) Safety - the volume of traffic and size of proposed vehicles is incompatible with the Prairie/Grip rd. intersection. A blind corner from both directions. A blinking light is inadequate.
- 2) Truck Traffic and safety of other users - no shoulder present (unlike highway 99 with adequate shoulder). There is already significant logging truck activity on these roads.
- 3) Noise of operation - we moved here for peace and quiet. We've already noticed heavy equipment being used from our front porch on the site. It would be similar to the hum of I-5 living in close proximity.
- 4) Wildlife corridor disruption - this area is a significant habitat for coyote, bobcat, deer, beaver, and other wildlife. Several significant wetlands exist on the property.
- 5) Samish River Proximity - There has been a huge county effort through CSI - Clean Samish Initiative, that seems to be negated by this proposal for development.
- 6) Water Quality/Water Table disruptions - it is well known that underground aquifers are often disrupted by mining activity. Local friends had a steep decline in water quality when the mine for sale on Old 99 was activated - has improved since mine fell into disuse.

Thank-you for your consideration.

Sincerely,

Andrew J. Rice

From Host Address: 24.113.225.181

Date and time received: 12/30/2016 8:21:29 AM

John Cooper

From: website
Sent: Friday, December 30, 2016 7:20 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Frederic E Alllen
Address : 22018 Grip Road
City : Sedro-Woolley
State : WA
Zip : 98284
email : rik@rikallen.com
Phone : 360-202-1063
PermitProposal : PL16-0097

Comments : I am concerned about the impact this proposed landuse project will impact our road, both Grip and Prairie. The amount of trucks being proposed seems unsustainable with the current road size, intersection configurations and longevity of the road base. This project, as proposed seems an obvious threat to safety. I am also concerned about the noise level this project and it's impact on the areas very quiet setting. Any impact on that would greatly reduce the area's quality of life. Area residence must be assured that this project will, in no way, impact the local environment, and it's ecosystem, including the Samish river and Swede Creek. Assurances should be made that the scale of operation are limited to adhere to the concerns stated above. Thank you

From Host Address: 24.113.254.11

Date and time received: 12/30/2016 7:14:58 AM

John Cooper

From: Anthony and Randelle <triengel@frontier.com>
Sent: Friday, December 30, 2016 6:09 PM
To: John Cooper
Subject: Re: Information Request: Concrete Nor'west Gravel Operation Near Grip Road Special Use Permit Application PL16-0097

Mr. Cooper,

I have uploaded the following comments to the web page. I have also attached them to this email. Thank you for considering them.

The following are comments regarding the Concrete Nor'west Gravel Operation Near Grip Road, Special Use Permit Application PL16-0097.

The comment period for this permit was open between December 15 and December 30, 2016. The comment period was scheduled during a busy holiday period when people are commonly off work or away from home. This was true for county employees responsible for communication regarding this project as well. The county should consider extending the comment period in order to obtain reasonable public comment.

Impacts to fish and shell fish habitat in the Samish River System were not adequately analyzed. The Samish River is critical to maintaining T&E species, commercial, sport and tribal fisheries. The mine is sited on the Samish River and has the potential to contribute to cumulative effects on the productivity of the Samish River watershed during the planned 25 year operation. The project should be analyzed for its potential effects over that time. The cumulative effect of mining operations should be considered along with population growth, climate impacts and other activities along the river. The long term impact of a 25 year mining operation sited on the Samish River to T&E species, commercial, sport and tribal fisheries habitat should be evaluated though an EIS.

No analysis was used to determine the impacts of critical habitat fragmentation over 25 year mining operation. The long term impact to fish and wildlife habitat and wildlife connectivity resulting from a mine sited on the Samish River should be evaluated in an EIS.

There was no analysis of impacts to wetlands or fish and wildlife at the proposed mine site or the road system from the proposed mine site to Grip Road. The Fish and Wildlife Assessment, dated August 20, 2015, completed by Graham-Bunting Associates was limited to effects to the Samish River immediately adjacent to proposed mine site. The existing road system was permitted and designed for short term, intermittent use as a logging road. Improvements to the road system and the crossing at Swede Creek will need to be permitted and completed to support the proposed truck traffic. Analysis of impacts to wetlands and fish and wildlife habitat of the entire project should be completed as part of an EIS.

Public interests, such as recreational bicycle use on Prairie and Grip roads, were not adequately analyzed. Recreational cycling on Prairie and Grip Roads has increase dramatically and will continue to do so as population increases in the region. The roads impacted by this project are currently identified as bike routes by the Skagit County Physical Activity Coalition and are among the only remaining low traffic routes that lead to Sedro Woolley and the upper valley from the I-5 corridor. Data on recreational use of Highway 99, Prairie and Grip roads was not analyzed and mitigations were not considered. The impact to current and future public interests should be analyzed through the EIS process.

Traffic safety effects were not adequately analyzed. The Skagit County Comprehensive Plan (2016-2036), states: Potential effects of truck traffic from mining operations shall be reviewed as part of the permitting process. The Preliminary Traffic Information memo completed by DN Traffic Consultants, dated May 15, 2015, was based on an estimate of 6 truck loads per day. The permit from Concrete Nor'West (Lisa Inc.) identifies 46 truck loads per day with the potential of up to 30 trucks per hour and the right to work extended hours. The MDNS mitigations (warning lights and notifying the public) are based on the inaccurate data from DN Traffic Consultants. The proposed haul route on Grip Road and the intersection of Grip and Prairie Road are substandard. Traffic control at the Prairie and Hwy 99 intersection is also substandard for industrial traffic and was not analyzed. The traffic safety mitigations are inadequate for the level industrial use proposed by Concrete Nor'West (Lisa Inc.) and the MDNS. The Lead Agency should complete an EIS to analyze the data and the impacts to public safety to determine appropriate mitigations for the proposed industrial use.

Impacts to roads and bridges were not adequately analyzed. The Skagit County Comprehensive Plan (2016-2036) states: Existing roads and bridges shall be improved as needed as each new extraction operation is developed. Cost sharing for the improvement of roads and bridges shall be negotiated between the permitting authorities and the applicant. Data from DN Traffic Consultants, dated May 15, did not accurately analyze impacts to roads and bridges of the proposed use by Concrete Nor'West (Lisa Inc.). Prairie and Grip Roads were not designed to meet current standards for the proposed industrial use. The Lead Agency should complete an EIS to analyze the actual engineering data and actual impacts to roads and bridges to determine appropriate mitigations consistent with Skagit County Comprehensive Plan.

Thank you,

Anthony Engel

22965 Nature View Dr

Sedro Woolley, WA 98284

On Dec 28, 2016, at 11:58 PM, John Cooper <johnc@co.skagit.wa.us> wrote:

John Cooper

From: Donald Butterfield <acupuncturedoeswork@gmail.com>
Sent: Friday, December 30, 2016 6:45 PM
To: John Cooper
Subject: gravel pit grip rd

Adding some comments about the proposed gravel pit. One had to remember about the noise this is a rural area and sound carries a long way and is more disturbing because people who move to rural areas do with the knowledge they are in places of quiet. It is something we protect really strongly and will cause the value of out properties to decline. They may say they will be in the required noise level but this is not appropriate for this rural area and will cause landowners next to the site to have stress related problems. The next problem with this site is the quantity of trucks traveling these roads. This puts an undue stress on all who use these roads. Even with the upgrades to Prairie Rd these will not be enough to fully mitigate the quantity of trucks traveling on these roads. There will be fatalities where Grip Rd meets Prairie Rd it is a blind curve. Many motorcyclists use this road.

Right now at Cook Rd and Hwy 99 has the largest accidents in the county. This is caused by having the railroad tracks so close to the light. Even though this is an approved road but has caused many accidents. How can we be assured just by including the turn lane that this will not increase accidents. Brian Stiles wife was killed on FS grade several years ago they think by a truck. There are no decent shoulders anybody walking on these roads are at risk for injury.

Donald Butterfield
4380 Blank Rd
Sedro Woolley WA
360 856 4497

30 December 2016

John Cooper, Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

Re: Concrete Nor'west application mining special use permit, PL 16-0097

Dear Mr. Cooper

We would like to supplement our letter written on the 15th of December, regarding the above referenced project.

We request the county require a biological assessment of the entire project area. The entire project area includes all of the 63 acre proposed pit site and the access road; extending from Grip Road to the pit site. We make this request because wetlands, drainages or regulated habitat, are likely in the greater review area (pit and road) and the likelihood work on said access road, will be required by the project. Although the Graham Bunting Associates (GBA) Fish and Wildlife Habitat Site Assessment report states the greater 63 acre site review was completed in July 2015 the report does not include descriptions or data of this area, nor the access road and focuses only on the Samish River and adjacent wetlands.

Also, an Oregon Spotted Frog population is known to be present in the upper Samish River and the riparian habitat on the project site should be assessed in the aforementioned report.

Respectfully

Jim Wiggins Abbe Rolnick

21993 Grip Road
Sedro-Woolley, WA 98284

Matt Mahaffie
22031 Grip Road
Sedro Woolley, WA 98284

December 30, 2016

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

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DEC 30 2016

SKAGIT COUNTY
PDS

RE: PL16-0097

Dear Mr. Cooper,

I am writing in comment to the special use permit application PL16-0097, a proposed operation of a gravel mine by Concrete Nor' West. I am supportive of the need of the company to have a reliable source of their base material going into the future, a need that also in many cases has a public benefit, but have serious concerns about the proposal as presented which will place undo burden upon the local community's quality of life, safety, and environment without any meaningful mitigating measures volunteered by Concrete Nor' West nor Skagit County.

I am very familiar with this property, having spent over 20 years traversing all portions of the property when it was open for public access (previous owners) as well as reviewing it professionally as a wetland/critical areas specialist under other development proposals. I am also a nearby resident of the community who also spent many years as a CDL licensed driver of the types of trucks proposed to be utilized with this endeavor. Specific concerns are as follows:

Critical Areas Review

I personally have the utmost respect for Graham-Bunting Associates and Skagit County Planning staff, but will respectfully disagree with a few key findings presented with their report and/or the scope of work that should have been specified by Skagit County.

- The singular wetland rating put forth appears accurate. However, the land use intensity (moderate) put forth in no way conforms to the land use intensity description put forth in Appendix 8C of WA DOE Publication No. 05-06-008 as required if using the alternative buffers in SCC 14.24.230(1)(b). This is not just my personal opinion; it is my opinion as a Natural Resource Planner and staff biologist for a local government, trained by the Department of Ecology in the use of their rating system. It was also the consistent opinion every wetland scientist and agency reviewer that I inquired with, including the Department of Ecology (Doug Gresham, DOE, personal conversation 12/23/16), the authors of the said

referenced publication. The land use intensity for a full time gravel mining operation is unquestionably **high**. A high habitat score (as put forth by the supplied wetland rating) requires a 300ft wetland buffer per SCC 14.24.230, not 200ft as proposed (300 also being the standard buffer).

- The review/assessment also neglected SCC 14.24.230(2), where in general, buffers are to extend 25 feet past the top of sloping areas that are 25% or greater. The site plan as indicated shows areas where this provision is applicable. Regardless of the aforementioned land use intensity issue, the buffer likely should still extend past the line indicated in areas unless there is a rational reason put forth not to, which does not appear to have been done specific to this.
- A wetland assessment is required for this project as proposed (regardless of the land use intensity) per SCC 14.24.220. A wetland assessment has not been submitted for this project even though the Fish & Wildlife Assessment made it clear that a wetland was present. The wetland assessment should include a wetland delineation which was also requested to be completed by WA DOE during the initial SEPA comment period. It is unclear why this portion of Skagit County Code was ignored, as were all of the SEPA comments submitted by the singular state agency most relevant to the issue.
- Critical area review, and to a lesser extent SEPA, was limited to the proposed mine site only. However, Skagit County staff has consistently maintained that changing the use of forest roads to new uses was tantamount to a new impact, needing at a minimum assessment, and potentially mitigation. The haul road is most certainly a change of use by a drastic degree. Going from an access only used infrequently for forestry purposes to a road that could have hundreds of truck trips per day essentially in perpetuity will most certainly be an impact to the environment in numerous areas. This will be a distinct habitat break in what is presently one of the largest undeveloped tracts of left in lowland Skagit County, home to deer, bear, cougar, and elk as well as many avian and small mammal species. Heavily trafficked corridors are well known to affect the habits of such species. The haul road also drains to a salmon stream that has serious turbidity problems, and it seems inconceivable that the increased road traffic and maintenance/improvements without stormwater control will not affect this riparian area.

The road crosses one of the most productive tributaries in the Samish River basin as well as being within the buffer of likely Category I wetlands. The road is already being improved, and it would be ridiculous to think that significant improvements (grading, surfacing, and vegetation clearing) will not be forthcoming after the special use permit is granted. It is unclear from the available documentation why Concrete Nor'West is not being held to the same standards as numerous clients of mine (professionally) building simple single family homes have been; addressing the clear intensification of impacts when transferring the use of a logging road to another use.

- No meaningful protective measures have been assessed to the buffer of the critical area adjacent to the mine operations. While recording of a Protected Critical Area (PCA) site plan is standard and generally adequate for a single family home, a commercial operation with employees on heavy equipment, no oversight, and no vested interest in the observation of the buffer is a recipe for disregard of said buffer. Glaringly as well, there is no reference on the ground for the buffer. If there is no survey or mapping, how will anyone know where the buffer is? The buffer should be required to be demarcated in the field, an absolute standard practice, and in reality should be fenced as well.

Noise

The applicants have stated that their project will have no noise concerns to the neighborhood. This is blatantly false. A raised voice can be heard on neighboring properties to the north (known from personal past observation) from the area proposed to be mined. How would heavy equipment not be heard? An excavator bucket hitting the side of a dump truck is as loud as a small caliber rifle shot, and such hits and bucket shaking will take place many times a day. All of the neighboring properties will be subject to such noise. On the upslope side (where I live), any use of the onsite road system by even a diesel pickup truck can be clearly heard outside on a clear day, heavy equipment use can be heard inside. There is absolutely no way mining operations will be fully self contained in regards to noise. Operations during standard business hours would be one thing, but evening and weekend operations would result in a seriously degraded quality of life in this regard. While it can be noted that the area is in a mineral resource overlay (zoning), the overlay was added after many of us moved into the area.

Also lacking in analysis is the road noise. While the traffic and safety issue has been noted by many and supposedly reviewed, the documentation does not address road noise. We live on a small country road, and the majority of the homes are close to the road. When the infrequent gravel truck and trailer passes by, the entire house shakes, both from the noise of the truck/engine, and the constantly used exhaust brake. The noise has been so loud that objects have fallen off of walls, children wake from naps, and any sense of peace and quite country living is shattered. We knew the conditions when we bought property in the area, and were accepting, but a constant and potentially hundredfold increase in daily gravel truck traffic would be unacceptable, especially in light of the fact that Skagit County Planning staff required that my home be built abutting the road rather than the several hundred feet back that I desired to address such issues. These trucks will pass many homes, and again, regular business hour operations would be one thing, but the open ended nights and weekends requested by the applicant would likely cause significant duress for many residents.

Traffic Safety

As an experienced driver of the types of trucks in question (still hold Class A CDL), yes, a dump truck and pup trailer can technically traverse Grip Road from the property to

Prairie Road. Reality, however, is far different. Virtually no truck driver is going to consistently traverse this road section safely. Center lines will be crossed and shoulders will be driven upon, it is a given. This creates an issue for taxpayers who will have to repair the road, for the environment that will be degraded by the continual influx of sediment from damage to the shoulder/ditch, and the public safety. There will be no place to safely walk or ride a bike on this stretch of road with trucks and trailers cutting corners. Families walk in the area, ride bikes, and commute on this road (as well as Prairie Road). Also present are hundreds of bicyclists throughout the warmer months with numerous planned rides/races using this area as one of the "safer" routes.

In over 30 years of living in the area, I have noted numerous very serious accidents at the intersection of Grip and Prairie Roads, one of the worst blind corners in the County. Lowering of the speed limit has helped some, but having trucks and trailers essentially blocking the intersection throughout the day will lead to disaster, regardless of a blinking warning light (that the drivers will assuredly become numb too).

While Grip Road can technically be argued to be traversable from the property in question to Prairie Road, it absolutely cannot the other way (east). The two 90 degree corners immediately west cannot physically be traversed by a truck and trailer within the bounds of their assigned lanes. Presently, when a truck meets another vehicle, one must stop as the truck must cross into another lane to traverse the corner. It is unclear why traffic analysis did not address this when application materials clearly left open the possibility and likelihood of routing this way (and why the County has only noticed the project with truck traffic going west).

Future Plans

It is the stated purpose of the applicants and the County that Concrete Nor'West that this project is to haul gravel to haul to their other facilities for processing. However, onsite sales are also mentioned in some documentation, as is residential development. Concrete Nor'West also states their need as the existing pits in their portfolio are being depleted. That begs the question of why would they continue to haul to other pits for processing? It would seem to be much more practical to bring their processing to this site. The issuing of this special use permit with the presently recommended conditions would simply lead to further intensification of the site and all that would entail (onsite processing, retail sales, batch plant construction?). Honesty and consistency on the part of the applicant with proper conditioning of the permit is a must, with an MDNS issued that applies concrete terms, not generalities; to be applied to any issued permits as well. Concrete Nor'West has not been a good neighbor here, or on other properties, and there is no reason to think that would change.

The County has consistently put forth ~46 truck trips per day onto the site. The applicants have clearly indicated not wishing to be bound by this number. Using it without any actual limitation or conditions is quite

Conclusions

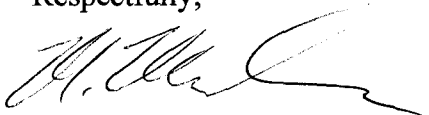
Whether I am sure that it was not intentional, the permitting review of this project by outsiders seems quite preferential to the applicants and has created a high level of distrust with Skagit County in the local community, and I find that quite unfortunate. It is understood that as a company that supplies materials derived from mining operations that a reliable supply going forward would be a business necessity. However, unlike the other gravel pits in the Concrete Nor'West portfolio, they are not acquiring an existing pit in a neighborhood, but creating a new one in an existing, long established neighborhood. There will be notable environmental, quality of life, and safety impacts with no notable or worthwhile mitigating conditions placed upon the applicants.

A cursory exercise in the finances of the project shows that there will be in excess of \$100,000,000 of material sold, this is of course before costs and using an average sale price (~\$25/cy as typical for 5/8 minus), but reflects the sheer volume of money involved and the resources Concrete Nor'West should be willing and able to mitigate the impacts that they will create. While at this time I do not support the project as proposed, the following recommendations/conditions would make it much more palatable and supportable.

- Operations should be limited to normal business hours only.
- No expansion of onsite infrastructure should be allowed during the lifetime of the special use permit.
- A definite limit on daily trips to and from the site is imperative.
- Grip Road should be improved as necessary to the intersection of Prairie Road by widening to modern standards. The blind corner on Prairie Road should be eliminated (these would have a public benefit nexus, a public/private partnership could be considered).
- Access to the site should only be allowed from the west unless the road issues are addressed to the east as well.
- Onsite sales or haulout by any others (companies/individuals) other than the applicant should be prohibited by the conditions of any issued permit.
- As required by Skagit County Code and previously requested by WA DOE, a wetland assessment should be prepared at the applicants' expense. Wetland buffer/land use intensity should be as noted by WA DOE guidance or Skagit County Code.
- Environmental impacts should be addressed for the haul road per CAO standards. Impacts identified should be mitigated for.

Thank you for your time and consideration on this matter.

Respectfully,



Matt Mahaffie

December 30, 2016

Hand Delivered On This Day

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

Attention: John Cooper, Planner/Geologist

Reference: Concrete Nor'West
File # PL16-0097

Subject: Grip Road Gravel Pit

Dear Mr. Cooper,

Haven't had a lot of time to prepare to comment on the sizeable scale of this project, it is apparent the neighboring entities will bare the brunt of issues once in place.

The signage regarding this project was placed in an area that either direction the traffic could not view only if one was looking to the north while trying to navigate the immediate turn in Grip Road. There appears to be only one posting regarding this project and I believe the stipulations were for more than that.

The fugitive dust control plan, only provides for the roads leading to Grip Road, It doesn't appear to encompass the properties to the North. As stated in the AGC handbook regarding Fugitive Dust Control, "Fugitive Dust Control planning is a partnership between the owner, general contractor, subcontractors and ANY other party whose activities during the project may lead to the generation of Fugitive Dust. This partnership extends to legal responsibilities as well in that all parties can be held liable for non-compliance and subsequent regulatory actions, including monetary penalties." The reasons for Fugitive Dust control

1. Fugitive Dust can become a nuisance to neighbors by depositing on their property
2. Inhaling fugitive Dust particles can cause respiratory diseases
3. Fugitive Dust can be a direct safety hazard.

Identifying how much fugitive dust will travel north is as critical as worrying about the roads.

That brings me to the amount of traffic being generated to further impact Prairie Road. The County has done numerous counts of the traffic flow on Prairie Rd over the years and I am sure the study will conclude, is increasing with the passing of years. This impact of truck/trailer combos is going to increase the danger factor. Grip Road has numerous sharp curves and it has been my experience, all too often the big rigs are moving way too fast.

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Page Two

John Cooper, Planner/Geologist
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA 98273

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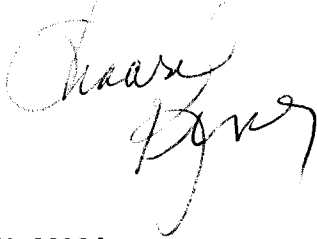
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This project seems to escape needing an Environmental Impact Statement and I would like a more thorough explanation as to why other than what currently has been stated. I have personally experienced the eroding of my property due to the State Clear cutting behind me and thus changing all the ground water run-off. I am amazed that any human being can clearly state there will be no impact to the Samish once the construction and clear cutting of the trees on this piece.

All in all, there needs to be community input regarding this project for a clear understanding of how this will affect all of the community that live here.

Shaari King
PO Box 95
Bow, WA 98232

A handwritten signature in cursive script, appearing to read 'Shaari King', is written over the printed name and address.

21827 Prairie Rd
Sedro Woolley, WA 98284

John Cooper

From: PDS comments
Sent: Friday, December 30, 2016 10:46 AM
To: John Cooper; Ryan Walters
Subject: FW: Concrete Norwest File # PL16-0097 comments

From: Wayne [mailto:watne_ws@hotmail.com]
Sent: Friday, December 30, 2016 10:16 AM
To: PDS comments
Subject: Concrete Norwest File # PL16-0097 comments

Hello John Cooper,

I am writing in regard to the Special Use Permit PL16-0097. Consider please the following:

- Truck traffic entering Prairie Road from Grip Road and the volume of trucks using Prairie Road
- Truck traffic entering Hwy 99 from Prairie Road. There have been multiple accidents at this intersection in the 5 years I have lived in this area... the volume of truck traffic will require installation of a round-about or some other method of safely allowing traffic to cross this intersection
- In the next couple of years while the Burlington Northern Overpass is being completed on Hwy 99 near Cook Road, there will be a major change in traffic patterns using Hwy 99, Prairie Road and Bow Hill Road. Traffic will likely increase significantly at this intersection and adding additional truck traffic will increase likelihood of accidents
- The documents available online suggest the truck traffic will largely cross Hwy 99 and continue from Prairie Road onto Bow Hill Road. Bow Hill Road appears to already have some stability issues and added truck traffic may increase instability
- As noted above, truck traffic will largely cross Hwy 99 and continue from Prairie Road onto Bow Hill Road BUT there is no guarantee that will be the route of choice. If heading south on Hwy 99 the trucks will cross the bridge over the Samish River. That bridge is narrow and has high traffic volume already. Safety is a major concern as is the condition of the infrastructure itself
- The river just upstream of the Hwy 99 bridge cuts up to and along Hwy 99 and the Samish River upstream of the bridge is subject to channel adjustments. The right bank (looking downstream) has currently been cutting toward the road just downstream of the WDFW Salmon weir and large trees are beginning to fail... future work along this section of road is going to be required and increased traffic volumes will impact the ability to complete the work without major disruptions is a concern
- Gravel trucks are already causing major impacts to local residents, frequently throwing rocks at oncoming traffic and damaging windshields and vehicles. There is essentially no recourse (we tried) when a person gets their windshield or vehicle damaged. Increasing truck traffic hauling gravels will increase impacts to area residence with no benefit to local area residents.

Thank you for hearing these concerns. Please add my name to the list of people notified when there are updates on this proposal.

Have a blessed day!

Wayne

LUKE 19:10 "For the Son of man is come to seek and to save that which was lost".

Wayne Watne

7137 Steelhead Lane

Burlington, WA 98233

360-707-1981

www.harvestvisionministries.org

John Cooper

From: Ryan Walters
Sent: Friday, December 30, 2016 5:42 PM
To: John Cooper
Subject: RE: Comment on #PL16-0097 Special Use permit

Importance: High

John, This one includes a records request so please be sure to respond to it immediately upon your return. RW

From: PDS comments
Sent: Friday, December 30, 2016 1:05 PM
To: John Cooper <johnc@co.skagit.wa.us>; Ryan Walters <rrwalters@co.skagit.wa.us>
Subject: FW: Comment on #PL16-0097 Special Use permit

From: linda wa [<mailto:walshL2006@hotmail.com>]
Sent: Friday, December 30, 2016 12:51 PM
To: PDS comments
Cc: Betta Spinelli
Subject: RE: Comment on #PL16-0097 Special Use permit

December 30, 2016

Linda & Robert Walsh
21710 Prairie Road
Sedro Woolley WA 98284
Owners of Parcels #50099, #P50100 & P50105- Adjacent to the Mine

RE: #PL16-0097 Special Use Permit Application
Attention: Hearing Examiner
Skagit County Planning & Developing Services
Commissioners

We have many concerns and questions regarding the permitting of a 68 Acre Gravel Mine in our own backyard, as the actual mining operations will border our property in our quiet rural community. The only positive impact we can see is for Concrete Nor"West(Miles Sand & Gravel, Lisa Inc) and associated business partners. This open pit gravel mine does not benefit the greater good of the public. There are numerous existing gravel mines. The list of 'negative benefits' that will be incurred, should the permit be approved, are very legitimate and serious and will have permanent lifestyle changing effects on all us who live within miles of the proposed location, not just within 300 feet.. It is unfortunate that the public was not properly notified from the beginning back in March 2016, because there has been a huge amount of concern and input just since the Hearing on Dec7th, when the word began to circulate about the gravel pit. I can only imagine how the response would have been if more residents would have been informed months ago. It shows that when informed, the residents in our community are indeed concerned and have strong opinions and lots of questions about this proposed mine. To my knowledge the county notified only 8 residents back in March . I have the current list and the County has now notified only 43 parcel owners (within 300 feet of the applicants contiguous several hundred acre properties) for the comment period ending December 30th. The notice given seems to understate the potential truck and trailer trips, stating '46 truck trips per day'. and the wording implies a much smaller scale of operation.

I have to ask any of you if you were to read a notice that stated ...average of 46 truck and trailer trips per day would you be as likely to get involved and respond as say, versus a notice which stated the truck and trailer traffic to be ... up to 30 per hour , 720 per day? The notice says nothing about proposed hours of operation which is open ended, Dawn till Dusk - Monday -Saturday, More if needed. To us, left with this wording, this business could operate 24 hours a day 7 days a week, I am positive this information would receive much more inquiries than the current notice which simply states...46 truck and trailer trips per day. There are many 'open ended' allowances in all areas of operation in the Findings of Fact report. When we say this we mean the numerous statements throughout the report which end in... 'not at this time, if any, shall be negotiated.. not proposed at this time. It seems it should be more concise and finite. I would like information on what agencies regulates specific mining activities.

A 68 acre Open Pit Gravel Mine is anything but NONSIGNIFICANT and I think a letter notifying 43 parcels, (less than 43 residences), since many of us own more than 1 parcel, is hardly adequate when the proposed business will present a huge Safety concern for anyone in our area using the public road systems. Certainly the traffic and noise, dust impacts will be well beyond the 300 feet. This is not a typical business where there will be just increased car traffic, we are talking about Truck and Trailer combos that can have up to 105,000 pounds GVW loads, traveling down steep, sharp, narrow Grip road and entering Prairie Road at a blind corner, day and night. It makes no mention of mitigating the safety issue of F & S Grade left turns just hundreds of feet beyond where they enter Prairie Road from Grip and then within a couple of miles they must again make a left turn onto very busy Old hwy 99. In the Findings of Fact report, it states a temporary disruption of our quiet rural lifestyle but how is 25 years of this type of activity for 25 years considered temporary?

I see that some of the reporting agencies did their reviews well over a year ago. How long are these reports considered valid, since circumstances can change. What information was supplied to the agencies to make their decisions, such as truck volume, duration of hours of operation that expose residents and the local wildlife, and environment, the Samish watershed etc., ? Seems if a greater number of trucks and trailers and extended hours of operation were evaluated it would be looked at more closely since it would create More Noise, Dust, Vibrations, Exhaust fumes, Road Damage, Traffic Safety Concerns, Erosion on Haul road, more use of water onsite and Grip road to keep dust levels down, water that will drain into the ditches along the road and travel into Swede Creek and possibly the Samish River, more chance spillage of fuel & other hazardous products used in equipment each day. Basically more loads mean more impact on all factors of operating a gravel pit mine.

I think you will find the other gravel pits in Skagit County have hours of operations and other restrictions placed on them. Many of us have owned our properties for decades and moved into the area to enjoy the quiet rural way of life. Since we are not large in numbers it seems as though our right to peace and quiet and our current lifestyle is not as important as higher density areas. I know for us we did not realize a mining operation would be allowed within a few hundred feet of our backyard, especially this close to the Samish River. Until receiving the November notice of the Hearing Dec 7th, we thought since we had not received any reports or notices since March 2016 it was not going to happen. It is obvious that we were quite surprised since on Dec 7th we immediately gathered with a group of residents and set out to notify the public. I would have notified people so much earlier had I realized the project was getting approvals from the various departments. This whole process is new to us and we did not realize how things would proceed.

Regardless of any mitigations the Noise, Vibration and Dust will travel beyond their parcels at disruptive volumes and will have a very negative impact on our current quality of quiet rural life. We spend numerous hours outside in our backyard with family and friends. Our peaceful, park like property along the Samish River is not just a piece land it is a huge part of our daily lives and give us a quiet place to share with our family and friends. It is an important part of our daily way of life. Our children, our grandchildren and friends come here to share the quietness, the beauty and the solitude of being out in the country. Watching Eagles, Deer and other wildlife make this a very special, peaceful place. The operations of a Open Pit Gravel Mine will have a very negative impact on our family's quality of life and our neighbors as well. We also want to bring up the fact that the spring and summer construction season when the demand for gravel is higher , it is also the busiest time of year for people traveling the roadways and enjoy the outdoors. So not only will our roads see a huge increase in regular traffic, bicyclists, pedestrians & motorcyclists but at this same time of year the truck and trailer volumes will most likely be at their highest volumes, a combination that could be deadly on our narrow, windy roads.

Traffic Safety should be addressed for all routes entering and leaving the Mine access road on Grip Road. Trucks and trailers from other companies may not be using the Grip to Prairie, Prairie to Old highway 99 route. Other routes should be evaluated and I did not see anything about this in the Findings of Fact report.

Skagit County taxpayers should not have to pay for road improvements or additional maintenance due to the heavy truck and trailer use for a single company to run its operations.

The Haul road from the Open pit up to Grip Road: The haul road must be close to 2 miles of an old gravel road with several culverts and it appears to cross at least a dozen other parcels of land before exiting onto Grip. When was it or when will it be improved to withstand the volume of fully loaded trucks and trailers which are proposed? Due to the volume of potential trucks and trailers using the road it seems like the other parcels the road travels over would need to be evaluated for environmental impacts as well?

I would think the standard residential 200' buffer zone from water would have to be much greater given the scope of this project. The impact of the length of daily exposure due to all the mining operations and the 50 acre size seems like it would be evaluated on a commercial basis. We are no experts but the effects of the 50 acres which will be stripped of all vegetation, all timber and all top soil in order to mine the gravel will NOT be Self-contained among the 3 mined parcels and it will certainly will have a SIGNIFICANT IMPACT on all of us. How are all the parcels the road travels over evaluated? What will occur and what impact could it have on the Samish watershed, Swede creek and our adjacent property? Who protects our property and the waters if un-evaluated or unforeseen problems arise?

Reclamation: If allowed to mine who will hold the applicant accountable in the years to come to properly reclaim the land? They should be required to carry a Bond to insure there will always be funds available to do proper reclamation. There have been gravel pits left abandoned with No reclamation, ugly and quite dangerous, as drownings can occur in them. What measures are in place to prevent this all these things from happening? What happens if the current applicant is no longer a valid entity or goes out of business, there should be very detailed reclamation requirements and the funds available, regardless of the current applicant state of business.

During the Mine's regular operations there will be extremely loud noises from excavating, pounding the earth, loading gravel into idling trucks, exhaust, backup alarms and engines roaring constantly, unsafe traffic volumes so how with such little evaluation and public input did the project get a (MDNS) MITIGATED DETERMINATION of NONSIGNIFICANCE statement. Impact on our quiet rural life and environment will be Very SIGNIFICANT. The MDNS statement in the permit folder has parcel #P123644 not #P125644 so how can the statement that is so Important be issued with a different parcel number than the parcel which was on the permit application?

The actual mining operation will be only a few hundred feet from our backyard. Our backyard where my grandchildren play, where we enjoy numerous family gatherings, and is within hundreds of feet of the backyards of my neighbors and the Samish River. If allowed this project will have a Very SIGNIFICANT impact on us and the surrounding areas. How is an Open Pit Gravel Mine in full operation NONSIGNIFICANT to our quality of life? How NONSIGNIFICANT of an impact will it be on people, the abundant wildlife and the Samish Watershed over the next 25 years?

We appreciate your attention to the issues and questions brought up in this letter. If other notices, reports, documents and Findings of Facts have been generated since the December 7th Hearing, we, as land owners within the 300' foot zone, would like to receive copies of all the documents, via email walsh12006@hotmail.com , with cc betas@co.skagit.wa.us or we can pick them up at the Planning Department if you call us at (360) 708 7736.

We had asked for an extension on the comment period due to the lack of notification and the holiday season, when so many people are out of town, but it was not given. There are still hundreds and hundreds of residents who do not know anything about this Special use permit. These people will be directly impacted by traffic and other factors in regards to the mining operation and they are completely Unaware of this project's location or proposed volume of business, due to the limited notification process. They have no idea there will be a 68 Acre Gravel Mine in their community.

If any facts/ reports have changed we request to be granted enough time to review the information, inform people in the community and be given another comment period before a hearing date is set.

Sincerely,

Linda & Robert Walsh
21710 Prairie Road
Sedro Woolley WA 98284
(360) 708 7736
walsh12006@hotmail.com
or walshrob1@hotmail.com
cc betas@co.skagit.wa.us

(I will deliver a copy of this letter to the planning department as well since I am having some computer issues)



Fairhaven Legal Associates, P.S.
DAVID L. DAY
Attorney at Law



Friday, December 30, 2016

John Cooper, Planner/Geologist
Skagit County Planning and Development Services
Mount Vernon, WA 98273

Re: Notice of Development Application – File # PL16-0097

Dear Sir:

This office represents George and Kandice Voile owners of the property at 21387 Gripp Road, Sedro-Woolley.

Mr. and Mrs. Voile have resided on the property for approximately four years, during which time they have come to appreciate the peace and tranquility of the neighborhood.


Concrete Norwest now seeks to disrupt that peace and tranquility by operation of a gravel mine with trucks exiting the mine adjacent to the Voile property. To the extent such use impinges on the ownership interest of Mr. and Mrs. Voile, they object. Specifically, the documents submitted in support of the application by Concrete Norwest, and the staff findings pay, at best, lip service to the impacts on the neighboring residential properties. Even further, Concrete Norwest purposes to operate on an unlimited basis, i.e., around the clock. Upon reviewing e-mails from your office, it is apparent the County supports the round the clock operation to the extent that County interest would be enhanced by this gravel operations providing materials to ongoing State and County projects in the dark of the night. It is hard to imagine anyone should be obliged to tolerate such an obnoxious and intrusive program of operation.

Contrary to the assertions of the representatives of Concrete Norwest, unfettered use of the proposed mine is not unlimited in terms of hours of operation. It is entirely a matter of subject to discretion of the hearing examiner (see County Codes) as will be more fully developed in the Hearing(s).

To the extent that Skagit County supports this proposal in furtherance of its own needs for mining operation's to support County projects, Mr. and Mrs. Voile strenuously object. It can hardly be said that the County is a neutral, disinterested party respecting this matter. It follows therefore that the suggestion of approval is tainted by the foregoing.

Mr. and Mrs. Voile, and others, expect to be heard respecting this matter when a hearing is set before the Hearing Examiner and will present their grievances to the Hearing Examiner at that time.

Very Truly Yours,


David L. Day
Attorney at Law

John Cooper

From: PDS comments
Sent: Friday, December 30, 2016 7:36 AM
To: John Cooper; Ryan Walters
Subject: FW: permit #PL16-0097

From: Matt Johnson [mailto:chops_215@hotmail.com]

Sent: Thursday, December 29, 2016 2:27 PM

To: PDS comments

Subject: permit #PL16-0097

Hi,

My name is Matt Johnson and I live at 22562 Grip Rd Sedro Woolley WA, and I have concerns about this open pit gravel mine that is going through the permit process to be able to open up. I am concerned about the heavy truck traffic on Grip Rd as well as Prairie Rd. Grip Rd has lots of windy curves heading up a steep grade that these trucks will need to use multiple times a day to access the pit. Leaving Grip Rd to gain access to Prairie Rd has a blind corner where vehicles could come up quickly on a heavily loaded dump truck trying to pick up speed. I also wonder who is going to pay for road improvements for this? The road will get worn out with that much heavy truck traffic. I am hoping all these concerns are being addressed prior to giving permits? I could see this lowering property values in the area and cause lots of inconvenience for the local community for some financial gain of a private company which I disagree with.

thanks in advance
matt

John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Tuesday, January 03, 2017 4:07 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: Friday, December 30, 2016 6:15 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Anthony Engel
Address : 22965 Nature View Dr.
City : Sedro Woolley
State : WA
Zip : 98284
email : triengel@frontier.com
Phone : 360 856 5694

PermitProposal : Concrete Nor'west Gravel Operation Near Grip Road, Special Use Permit Application PL16-0097

Comments : The following are comments regarding the Concrete Nor'west Gravel Operation Near Grip Road, Special Use Permit Application PL16-0097.

The comment period for this permit was open between December 15 and December 30, 2016. The comment period was scheduled during a busy holiday period when people are commonly off work or away from home. This was true for county employees responsible for communication regarding this project as well. The county should consider extending the comment period in order to obtain reasonable public comment.

Impacts to fish and shell fish habitat in the Samish River System were not adequately analyzed. The Samish River is critical to maintaining T&E species, commercial, sport and tribal fisheries. The mine is sited on the Samish River and has the potential to contribute to cumulative effects on the productivity of the Samish River watershed during the planned 25 year operation. The project should be analyzed for its potential effects over that time. The cumulative effect of mining operations should be considered along with population growth, climate impacts and other activities along the river. The long term impact of a 25 year mining operation sited on the Samish River to T&E species, commercial, sport and tribal fisheries habitat should be evaluated though an EIS.

No analysis was used to determine the impacts of critical habitat fragmentation over 25 year mining operation.

The long term impact to fish and wildlife habitat and wildlife connectivity resulting from a mine sited on the Samish River should be evaluated in an EIS.

There was no analysis of impacts to wetlands or fish and wildlife at the proposed mine site or the road system from the proposed mine site to Grip Road. The Fish and Wildlife Assessment, dated August 20, 2015, completed by Graham-Bunting Associates was limited to effects to the Samish River immediately adjacent to proposed mine site. The existing road system was permitted and designed for short term, intermittent use as a logging road. Improvements to the road system and the crossing at Swede Creek will need to be permitted and completed to support the proposed truck traffic. Analysis of impacts to wetlands and fish and wildlife habitat of the entire project should be completed as part of an EIS.

Public interests, such as recreational bicycle use on Prairie and Grip roads, were not adequately analyzed. Recreational cycling on Prairie and Grip Roads has increase dramatically and will continue to do so as population increases in the region. The roads impacted by this project are currently identified as bike routes by the Skagit County Physical Activity Coalition and are among the only remaining low traffic routes that lead to Sedro Woolley and the upper valley from the I-5 corridor. Data on recreational use of Highway 99, Prairie and Grip roads was not analyzed and mitigations were not considered. The impact to current and future public interests should be analyzed through the EIS process.

Traffic safety effects were not adequately analyzed. The Skagit County Comprehensive Plan (2016-2036), states: Potential effects of truck traffic from mining operations shall be reviewed as part of the permitting process. The Preliminary Traffic Information memo completed by DN Traffic Consultants, dated May 15, 2015, was based on an estimate of 6 truck loads per day. The permit from Concrete Nor'West (Lisa Inc.) identifies 46 truck loads per day with the potential of up to 30 trucks per hour and the right to work extended hours. The MDNS mitigations (warning lights and notifying the public) are based on the inaccurate data from DN Traffic Consultants. The proposed haul route on Grip Road and the intersection of Grip and Prairie Road are substandard. Traffic control at the Prairie and Hwy 99 intersection is also substandard for industrial traffic and was not analyzed. The traffic safety mitigations are inadequate for the level industrial use proposed by Concrete Nor'West (Lisa Inc.) and the MDNS. The Lead Agency should complete an EIS to analyze the data and the impacts to public safety to determine appropriate mitigations for the proposed industrial use.

Impacts to roads and bridges were not adequately analyzed. The Skagit County Comprehensive Plan (2016-2036) states: Existing roads and bridges shall be improved as needed as each new extraction operation is developed. Cost sharing for the improvement of roads and bridges shall be negotiated between the permitting authorities and the applicant. Data from DN Traffic Consultants, dated May 15, did not accurately analyze impacts to roads and bridges of the proposed use by Concrete Nor'West (Lisa Inc.). Prairie and Grip Roads were not designed to meet current standards for the proposed industrial use. The Lead Agency should complete an EIS to analyze the actual engineering data and actual impacts to roads and bridges to determine appropriate mitigations consistent with Skagit County Comprehensive Plan.

Thank you,
Anthony Engel
22965 Nature View Dr
Sedro Woolley, WA 98284

From Host Address: 50.35.38.113

Date and time received: 12/30/2016 6:14:31 PM

John Cooper

From: Scott Schuyler <ScottS@UPPERSKAGIT.com>
Sent: Tuesday, January 03, 2017 3:37 PM
To: John Cooper
Cc: Harry Chesnin2
Subject: Special Use Permit Application PL16-0097

John

I would like to convey concerns of the Tribe regarding the proposed gravel mine near Grip Rd. The application proposal is in the historical use and occupation of the Upper Skagit Tribe specifically the Nuwaha Band of the Upper Skagit. The area of the proposal has not been adequately previously surveyed for archeological resources and the Tribe would request that the landowner have the area extensively surveyed by a qualified archeologist before receiving a permit.

Thank You

Scott Schuyler, Cultural Policy USIT

This e-mail is intended only for the use of the individual(s) or entity(ies) to whom it is addressed and may contain confidential, privileged information. If you are not the intended recipient or the employee or agent responsible for delivering it to the intended recipient, please be aware that any use, dissemination, distribution, copying or taking of any action in reliance on the contents of this transmission is prohibited. If you have received this communication in error, please immediately notify the sender electronically, return the e-mail to the above e-mail address and delete it from your files.

John Cooper

From: PDS comments
Sent: Thursday, January 05, 2017 6:45 AM
To: John Cooper
Subject: FW: Concrete Norwest File # PL16-0097 comments

From: Beckie Sitton [<mailto:beckiesitton@gmail.com>]
Sent: Friday, December 30, 2016 5:21 PM
To: PDS comments
Subject: Concrete Norwest File # PL16-0097 comments

As a resident near the proposed gravel mine on Grip Rd I have several concerns. My primary concern is the very high limit on gravel trucks per day (720) and no limit set for operating hours and days. I travel these roads daily as a pedestrian and as both a private and professional driver. Grip and Prairie Rd have very little to no shoulder and make for hazardous conditions under heavy traffic. The intersections that these trucks would have to traverse are busy and often difficult to cross. As a pedestrian I often have to step into the ditch to avoid Concrete Nor'West gravel trucks as they travel down Kheller Rd. An increase in this traffic along all the other roads near my house is very worrisome.

Gravel trucks are already causing major impacts to local residents, frequently throwing rocks at oncoming traffic and damaging windshields and vehicles. There seems to be no recourse when a person gets their windshield or vehicle damaged. Increasing truck traffic hauling gravels will in turn increase impacts of noise, dust, vibration, vehicle damage and risk of injury to area residences without providing a benefit. This proposal should only be approved if strict limits on hours and number of trucks are put in place and residents are given a way to be compensated for damages.

My other concern is environmental. I live in the Samish Watershed, near the Samish River and the health of this ecosystem is very important to us all. This project needs a more complete environmental review to ensure no further damage is done.

Thank you for your time and please include me in future notifications and updates about this project.

Sincerely,

Rebecca Sitton
18712 Fishermans Loop
Burlington, WA 98233



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

January 9, 2017

Mr. John Cooper
Planner/Geologist
Skagit County
1800 Continental Place
Mount Vernon, WA 98273

In future correspondence please refer to:

Project Tracking Code: 2017-01-00065

Property: PL16-0097 Concrete Nor'West Gravel Mine

Re: Archaeology - Survey Requested

Dear Mr. Cooper:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP). We were not notified of the project in order to provide timely comments. One of our Tribal partners notified us and we share his concerns that cultural resources may be damaged by this project. The project area is adjacent to the Samish River and approximately 1,200 feet from a precontact trail. It is also in proximity to the Warner Prairie and the confluence of the Samish River and Dry Creek. These factors indicate a high probability for the area to contain archaeological resources associated with precontact use of the area. The Statewide Archaeological Predictive Model depicts the project area as having the highest probability for containing precontact archaeological resources. Please be aware that archaeological sites are protected from knowing disturbance on both public and private lands in Washington States. Both RCW 27.44 and RCW 27.53.060 require that a person obtain a permit from our Department before excavating, removing, or altering Native American human remains or archaeological resources in Washington. Failure to obtain a permit is punishable by civil fines and other penalties under RCW 27.53.095, and by criminal prosecution under RCW 27.53.090.

Chapter 27.53.095 RCW allows the Department of Archaeology and Historic Preservation to issue civil penalties for the violation of this statute in an amount up to five thousand dollars, in addition to site restoration costs and investigative costs. Also, these remedies do not prevent concerned tribes from undertaking civil action in state or federal court, or law enforcement agencies from undertaking criminal investigation or prosecution. Chapter 27.44.050 RCW allows the affected Indian Tribe to undertake civil action apart from any criminal prosecution if burials are disturbed.

We request a professional archaeological survey of the project area be conducted prior to ground disturbing activities. The completed survey should be submitted to DAHP and the interested Tribe for review prior to permitting the project. We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

If any federal funds or permits are associated with this proposal, Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800, must be followed. This is a separate process from both the NEPA and SEPA environmental review processes and requires formal



government-to-government consultation with the affected Tribes and the SHPO. Also, we appreciate receiving any correspondence or comments from concerned tribes or other parties concerning cultural resource issues that you receive.

We look forward to receiving the survey report. Should you have any questions, please feel free to contact me.

Sincerely,



Gretchen Kaehler
Assistant State Archaeologist, Local Governments
(360) 586-3088
gretchen.kaehler@dahp.wa.gov

cc. Eli Newby, Surface Mine Specialist, DNR
Scott Schuyler, Cultural Resources,
Josephine Peterson, Cultural Resources, Swinomish Tribe
James Harrison, Archaeologist, Swinomish Tribe
Kerry Lyste, Cultural Resources, Stillaguamish Tribe
Jennifer VanEyck, Cultural Resources, Stillaguamish Tribe
Jackie Ferry, THPO, Samish Tribe

John Cooper

From: PDS comments
Sent: Tuesday, January 17, 2017 6:39 AM
To: John Cooper
Cc: Ryan Walters
Subject: FW: Gravel Pit on Grip Rd.
Attachments: Concrete Nor West.docx

From: Rickeleazer@aol.com [<mailto:Rickeleazer@aol.com>]
Sent: Saturday, January 14, 2017 9:30 AM
To: PDS comments
Subject: Gravel Pit on Grip Rd.

Trying to find out when the meeting is at city hall.

Also. We as a community are very concerned about this gravel pit. Public Safety. Structural Design of the roads and Bridges. Storm Water Pollution Run Off. Traffic. Water Table being Drawn Down due to Mining. Hazardous Imported Materials. On-Site Pollution. (oils-anti-freeze-Hyd. oils-noise)

I have been in the construction Business for all my life. Over 30 years. Heavy Civil. State--County--City. I have seen a lot that, that others have not. I have other concerns as well.

Out dated Traffic Report Analysis. Behest Report Made Directly for CNW / Miles for this Gravel Pit.

The Grip Road is no way Heavy Traffic Rated. Its not wide enough. The R/W and Easements would all have to be changed. Power Poles would have to be moved back. New storm water ditches, shoulders for pedestrians access.

A blinking light on Prairie Rd. Come On. That's a Blind corner coming off Grip onto Prairie Rd. Accidents all the time. I know. I was with the Fire Dept. for years. Prairie / Hickson. Dist. 8.

You would have to cut the Hill Side Down for one, or put a Traffic Light There.

I think you would also be putting a big Liability on the County. If you approved a blinking light. If somebody got seriously hurt or died.

I think the County needs to get a updated Traffic Analyses Report. A New Structural Design Report on the Roads and Bridges. CEPA Review. Storm Water Review. Water Shed Review.

Please take this ""Seriously"" The Community does.

RE



Just found out that Concrete Nor' West wants to open a Gravel Pit on the Grip Rd, just off Prairie Rd. Which is located on the 1000 Block of Grip Road. Just above Swede Creek & the Samish River.

The Proposed Site is on the windy hill side heading off of Prairie Rd on Grip Rd. There is a yellow locked gate approx. ¾ mile to the NE side of Rd from Prairie, on Grip, to the site.

I live in this neighborhood. My concern for the Watershed, and our Natures Animals to this area. Then of Course, Pollution Run off from 46 dump trucks 6--Days a week, or more. Then to add in Sub-Contractors or Rental Dump Trucks. All the pollutants from them, will run into the ditches, which jumps into the Creeks and Rivers downstream. This will affectively in time, kill off any water migrating animals and wildlife that drink that water.

I work in heavy construction. Dump Trucks and Equipment break down. They spill Hydraulic Oil, Engine Oils, Diesel, and Anti-Freeze. They're called accidents, or Mechanical Breakdowns

Then combine this with Pedestrian and Traffic Safety, along with the Integrity of the Road. There hasn't been any "" Notice Signs"" posted on the road stating "" Proposed land Use" . There is one posting hidden off the roadway, on the proposed gravel access road to the site.

Another concern about is the structural integrity of the oil mat roadway breaking up. It's not designed for Heavy Truck Traffic. Then after repairing the oil mat roads, adding more pollutants into the waters, and storm runoff ditches, to the surrounding the areas.

The one of many concerns is for the Swede Creek Bridge. Is it designed for all that weight? Day after day. Is it Structurally Sound? Traffic Congestion at Prairie Rd & Grip intersection? ""Blind Corner"", Accidents are there all the time, poor planning. A flashing light that Concrete Nor'West is proposing to install for "caution", is ludicrous. On Grip or Prairie is horrible for us that drive that on a daily basis.

This road is not designed for heavy traffic. It's intention is for light traffic. There is no way you can have two trucks and trailers going up and down this windy road, side by side, at one time. Their trailers will swing into each other. This road is not wide enough for pedestrians, bicycles, traffic & dump trucks. It's a rural road, meant for normal residential traffic & school buses.

This project has been secretly done, with no input from the Community, or Neighborhoods. No Meeting. No effort to inform the public.

All I have heard is there is a meeting in January 2017, from King 5 News. Seattle. This is how I found out about this proposed Strip Mining and Proposed New Gravel Pit.

Please Call or Write. Skagit Co. Commissioners.-- Sedro Woolley Mayor/ Commissioners —Dept. of Ecology—Dept. of Fish and Wildlife—Governors—State Senators—Etc.

Very Concerned.

I am not excited to have a gravel pit in my back yard but I understand that we all need gravel. Concrete Nor'west needs to be a good neighbor and Skagit County needs to ensure our roads are safe.

I am concerned about equipment noise and dust. Per the permit application, there are no restrictions on hours of operation. Concrete Nor'west will operate the hours that suit them. This is not the correct answer. We need defined and permitted hours of operation.

In the future, if Concrete Nor'west decides to change their operations plan as it is outlined in their permit application, is county approval required? If county approval is required, will there be public notification and comment? The answer to both questions should be yes.

Road safety is my biggest concern. Below is a table of traffic incidents reported (Data from Skagit County IMap) from 2014 through 2016 from the pit entrance on Grip road to Concrete Nor'west on Old 99.

Average Incidents 2014, 2015, 2016

Proposed Route Only

Sum of Average		Column Labels	
Row Labels		Intersection	Not an Intersection
Proposed			
Old 99		27.00	27.00
Accident		5.33	5.33
Animal		3.33	3.33
DUI		1.00	1.00
Hazard		2.33	2.33
Traffic Enforcement		15.00	15.00
Prairie	52.17	6.50	58.67
Accident	8.00	2.50	10.50
Animal	4.50	1.00	5.50
DUI	2.00		2.00
Hazard	13.67	1.00	14.67
Traffic Enforcement	24.00	2.00	26.00
Grip		7.33	7.33
Accident		2.00	2.00
Animal		2.33	2.33
DUI		1.00	1.00
Hazard		1.00	1.00
Traffic Enforcement		1.00	1.00
Grand Total	52.17	40.83	93.00

Only intersections separated are intersections with Prairie Road

As you can see, we have there are numerous incidents on the proposed routes without the additional dump truck traffic.

Below is a table of road safety concerns on the proposed route:

Issue	Additional Details
Intersection of Grip Road and Prairie Road	Trucks making left hand turn (West) on Prairie Road. West bound traffic cannot see truck until they are in the corner. Trucks will be slower than normal through this intersection because they starting on a hill. The "Loop" system doesn't sound adequate. Need to excavate some of the hill at the corner so trucks at this intersection can see approaching west bound traffic.
Intersection of Prairie Road and Old Highway 99	This intersection is already an issue. Accidents happen on a regular basis. There will be a significant traffic increase when construction starts on the Old 99 overpass near Cook Road. This intersection needs a light with left hand turn lanes.
Width of Prairie Road	Needs to be wider and smoother to accommodate trucks.
How does the truck traffic allow for pedestrian and bicycle traffic?	The road and shoulder are already challenged by pedestrian and bicycle traffic. Adding regular truck traffic will make it impossible.
90 Degree curves on Prairie Road	At least one curve is a bit tight for regular truck / trailer traffic.
Ditch that overflows regular on Prairie Road @ Park Ridge Lane	How does the water saturation affect the road stability with truck traffic?
Bridge over Samish River (Grip Road)	Can it handle the truck traffic?
Bridge over Friday Creek (Prairie Road)	Can it handle the truck traffic?
Bridge over Samish River on Old Highway 99	Bridge is not in good shape. Can it handle additional truck traffic?
Grip Road - Hill	Not adequate for regular truck traffic. Has been sluffing for years (over 40 that I know of)
Width of Grip Road	Needs to be wider and smoother to accommodate trucks.
Allowed to travel East on Grip Road?	Regular traffic? Need to know approved routes other than West on Grip Road.
Allowed to travel East on Prairie Road?	Regular traffic? Need to know approved routes other than West on Prairie Road.
Will loads be covered	Don't need additional gravel on the road to break more windows
Road weight limits	Freeze thaw cycles will close the roads at times - considered?

John Cooper

From: Brian Bowser <cmsinc@myfrontiermail.com>
Sent: Tuesday, January 17, 2017 8:35 PM
To: John Cooper
Cc: Susan Bowser
Subject: PL16-0097 - Road Concerns

Dear Mr. Cooper,

I have had some time to look through the documents concerning PL16-0097. Below are some of the concerns I have with the transportation plan as listed in the documentation:

DN Traffic Consultants

Grip Road Intersection

1. Decisions about the Grip Road intersection are being made with information from 2013. I did not see that 2.5% of increased traffic per year was considered when calculating the data (As described in the "2013 Skagit County Road Segment & Intersection Concurrency" report).
2. Intersection has "sub-standard observed distance for both stopping and entering sight distance in southbound direction whereas the Grip Road/Site Access has a sub-standard value for entering sight distance in the eastbound direction." DN Traffic Consultants believe the permanent fix for this intersection costs too much although no cost estimate was completed.
3. The recommended solution--advanced warning signs with flashing beacons--was listed as a "potential interim" solution. Neither the Staff Report or the Hearing Examiner Report recognized this as an interim solution. Neither report listed a timeline for the Skagit County to develop a permanent solution.

Additional Studies

1. DN Traffic Consultants expected additional traffic analysis would be required as the proposed gravel pit operation was defined. This analysis has not been required by Skagit County nor offered by Concrete Nor'west.

Other Crucial Issues Not Addressed

1. The report did not address whether the truck counts were Concrete Nor'West trucks only or if they would allow additional independent operators to purchase from the pit on Grip road, thus generating additional traffic.
2. Traffic East bound on Prairie Road is allowed to pass before they reach Park Ridge Lane. This was fixed previously, but after the recent chip sealing was completed, the striping allowed for passing prior to Park Ridge Lane.
3. The F & S Grade Road intersection was not evaluated. It is also a limited site intersection and has had a significant number of accidents at the intersection.
4. Grip Road has a 40 foot right of way. Concrete Nor'West trucks will not be able to pass each other in opposite directions on several portions of Grip Road because they cannot navigate the corners and stay in their lane simultaneously.
5. Per "Skagit County Road Standards Version 5.2 May 26, 2000 section 3.13," a right of way of less than 60' can lead to additional requirements. No studies have been completed to assess the areas "road network circulation".
6. It is doubtful that a dump truck and trailer traveling East on Prairie Road can stay in its lane through the final 90-degree corner.

7. The permit describes the Grip to Prairie to Old Highway 99 North as the "haul route". Does that mean only the loaded trucks must follow this route? Empty trucks can take an alternative route? If so, what is the alternative route?
8. Prairie Road and Grip Road have insufficient "Clear Zone". The Clear Zone is "the total roadside border area, starting at the edge of traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a nonrecoverable slope, and/or a clear run-out area. The desired width is dependent upon the traffic volumes, speeds, and the roadside geometry." Per "Skagit County Road Standards Version 5.2 May 26, 2000."
9. A pedestrian was hit by a logging truck while walking several years ago. He went to a nursing home to recover but never did make it back home. This accident is an example of what happens when you have insufficient clear zone.
10. Dump trucks will be operating during early morning hours when kids are waiting for the bus in the dark with insufficient clear zone.
11. Sedro Woolley School District has a bus turn-around area just west of the mine access at Grip Road that would be negatively impacted by heavy truck traffic coming down the hill.
12. There will be increased incidents due to West Bound Prairie Road traffic passing dump trucks just past the F&S Grade Road intersection.
13. There will be increased incidents due to East Bound Prairie Road traffic passing dump trucks near the Park Ridge Lane intersection.
14. Many clubs (bicycle, motorcycle, car) and organized athletic events use Prairie Road as part of their routes for events. Dump truck traffic, with current road design, is incompatible with this type of use. The permitting process has ignored this type of use.
15. Many people living in the area use our local roads to walk, run, or bike. Dump truck traffic, with current road design, is incompatible with this type of use. The permitting process has ignored this type of use.
16. The language in the "Skagit County Planning and Development Services Findings of Fact" is specific: "Truck trips shall not exceed an average of 46 truck trips per day or exceed 30 truck trips per hour." This combined with no restrictions on hours of operations means that Concrete Nor'West would be within their permit to operate 24 hours per day, 30 trucks per hour, for 23.3 days and shut down for the remainder of the year. I don't expect this, but my point is that none of the traffic studies determine any upper limits on trucking, hours of operation, impact to the roads and intersections. All the decisions were based on a preliminary traffic study on two intersections and an email from Dan Cox to John Copper. The email stated traffic engineer, Gary Norris, indicated that both intersections evaluated could function within level of service requirements up to 100 trucks per hour during non-peak hours. As a result, Mr. Cox limited the trucks to 30 trucks per hour during non-peak time. This number is not a limit in the permit, nor is it based on anything more than one person's opinion.
17. Actual truck trips per hour and per year appears to be on the honor system. No system of verification is discussed.
18. I did not see that trucks will be weighted prior to leaving the gravel pit. How will Concrete Nor'West verify the trucks are not overloaded prior to leaving the Grip Road gravel pit?
19. Dump Trucks have the highest fatality rate of any type of commercial truck: Per 100 million miles traveled (MMT), 5.96 fatalities.
20. How will the Bow Hill Road Reconstruction Project impact the intersection at Old 99 and Prairie Road? Project execution appears to overlap with the Burlington Northern Overpass Project.
21. How will the Burlington Northern Overpass Project impact the intersection at Old 99 and Prairie Road? Project execution appears to overlap with the Bow Hill Road Reconstruction Project.
22. How will the Samish River Bridge Repair (Old Highway 99 N.) impact the trucking route for Concrete Nor'West from the Grip Road pit to the Old 99 pit or will gravel be hauled to a different location?
23. "Skagit County Planning and Development Services Findings of Fact" states Concrete Nor'West can take product direct to market or to existing Concrete Nor'West site for processing. Trucks may go any direction

from the gravel pit yet only two intersections were reviewed. The proposal submitted indicates Concrete Nor'West will take the bulk of the product from Grip Road to the gravel pit at 8198 Old Highway 99 North Road, not an existing Concrete Nor'West site. Taking it to another location is a change to the permit. Concrete Nor'West needs to complete a traffic analysis on all potential routes from the mine on Grip Road.

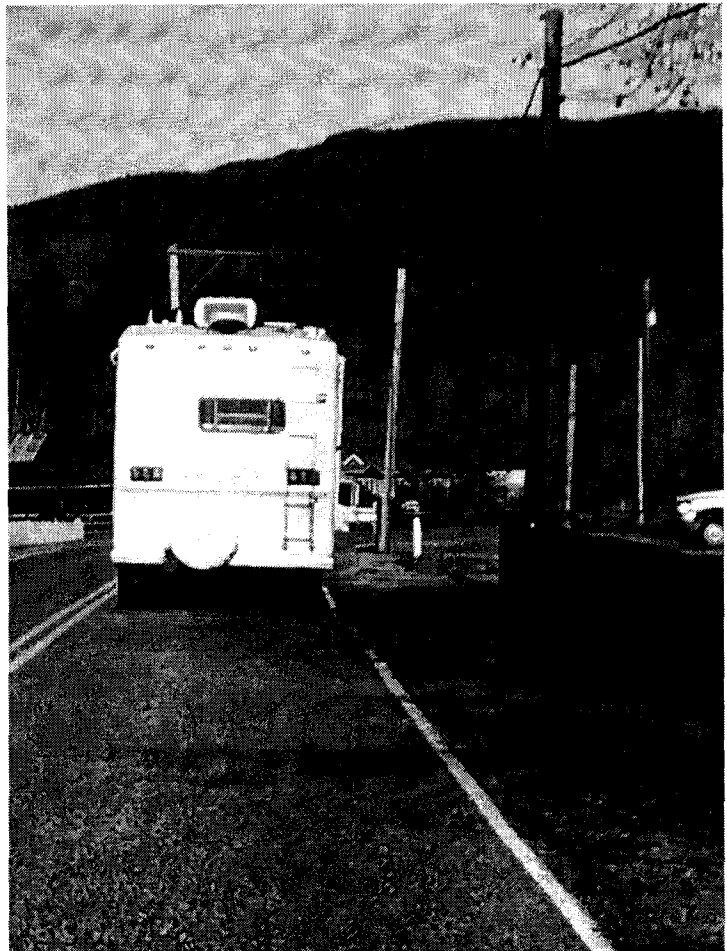
With all the above issues, I believe a traffic impact analysis should be completed before the permit to mine is approved. In determining what level of traffic analysis is needed, the peak allowable truck traffic allowed per the permit should be used, not an average number of trucks for a given year. The report should address route clear space, geometrics, and hazards. I also recommend accident data be included in the study based on the following information from the public data available on the Skagit County website:

On Prairie Road alone, from 2010 to 2016, 93 vehicles were abandoned, 182 traffic hazards were reported, 240 vehicle accidents were reported, and 354 traffic citations were issued.

There appears to be a safety issue on Prairie Road before we add dump trucks to the mix. The report should also address route geometrics and hazards.

To help you visualize some of our concerns, here is a picture on Prairie Road, north of Grip Road. The pavement width in the picture (20') is typical of Prairie Road and Grip Road.

Brian Bowser
21110 Parson Creek Road
Sedro Woolley, WA 9828



John Cooper

From: Lori Anderson on behalf of Planning & Development Services
Sent: Thursday, January 19, 2017 8:55 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: Saturday, January 14, 2017 9:20 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Rick & Joni Eleazer
Address : 22134 Grip Rd.
City : Sedro Woolley
State : WA.
Zip : 98284
email : rickeleazer@aol.com
Phone : 360-854-7962

PermitProposal : Hoogdale Gravel Pit. Grip Rd.

Comments : Trying to find out when the meeting is at city hall.

Also. We as a community are very concerned about this gravel pit. Public Safety. Structural Design of the roads and Bridges. Storm Water Pollution Run Off. Traffic. Water Table being Drawn Down due to Mining.

Haphazardness Imported Materials. On-Site Pollution. (oils-anti-freeze-Hyd. oils-noise)

I have been in the construction Business for all my life. Over 30 years. Heavy Civil. State--County--City. I have seen it a lot that, others have not seen. I have other concerns as well.

Out dated Traffic Report Analysis. Behest Report Made Directly for CNW / Miles.

The Grip Road is no way Heavy Traffic Rated. Its not wide enough. The R/W and Easements would all have to be changed. Power Poles would have to be moved.

A blinking light on Prairie Rd. Come On. That's a Blind corner coming off Grip onto Prairie Rd. Accidents all the time. I know. I was with the Fire Dept. for years. Prairie / Hickson. Dist. 8.

You would have to cut the Hill Side Down for one,

Or put a Traffic Light There.

I think you would also be putting a big Liability on the County if you approved a blinking light. If somebody got seriously hurt or died.

Please take this seriously. The Community does.

RE

From Host Address: 24.113.5.176

Date and time received: 1/14/2017 9:17:05 AM

John Cooper

From: website
Sent: Monday, January 23, 2017 7:55 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'm deeply concerned about the proposed Grip road gravel mine project by Miles sand and gravel. My first concern is the safety of travel along Prairie road at the intersection with Grip road. This is a blind corner with vehicles traveling at speeds up to 50 mph. This is already a dangerous corner and having slow moving truck and trailer rigs entering the intersection compounds the danger. I feel that a flashing light is not a proper means of traffic control. I feel that the total area should be reconstructed to provide a safe environment for people using Prairie road and Grip road. Grip road is also not up to a safe standard and would need to be reconstructed in both directions, as independent haulers may use Grip road to the east. These upgrades should be provided by Miles.

My other concerns are about environment issues. These concerns are about nesting Bald eagles in the area, Samish river water quality, and any wet landson the property.

I also think the proposal needs to be more specific as there is alot of wording, such as, at this time, that leaves questions as to the extent of the proposal.

Thank you
Frank Phillips

From Host Address: 24.113.225.148

Date and time received: 1/23/2017 7:53:42 AM

John Cooper

From: website
Sent: Monday, January 23, 2017 7:05 AM
To: Planning & Development Services
Subject: PDS Comments

Name : David Miller
Address : 5493 Hoogdal Branch Rd
City : Sedro Woolley
State : WA
Zip : 98284
email : davidmiller8080@hotmail.com
Phone : 3603332616
PermitProposal : Grip Rd Gravel mined

Comments : To whom this concerns,

I'm writing to voice my concerns about the proposed gravel site listed above. I will pinpoint my concerns and elaborated on them if needed.

-Road not wide enough to handle the proposed truck traffic and current traffic and recreation use. I currently run three that area and have almost been hit several times As there is not enough room on road for me and traffic. I can only imagine the nightmare that will be presented if the proposed Amount of truck travel these Rd with current vehicle and recreational traffic.

-Intersection of prairie Rd and grip Rd. This intersection is a bad accident waiting to happen. As I travel thru this intersection (merging for grip onto prairie west bound) I have many of times pulled out and had to slam the acceleration to void being depmtrunk from a vehicle and I didn't see coming around the prairie corner westbound. I have now resorted, in the hours of darkness, as I stop at the intersection waiting to merge on to prairie to turn my lights off in hopes of seeing advancing headlights coming around the corner. I have had several close calls with this intersection and KNOW that if the proposed truck traffic begins traveling through this intersection and serious if not fatal accident will eventually occur.

- I highly urge the elected officials that have been voted in to represent the public body to put the public body first and seek out their best interests!

Thanks,
David Miller

From Host Address: 70.199.128.150

Date and time received: 1/23/2017 7:03:22 AM

John Cooper

From: PDS comments
Sent: Monday, January 23, 2017 6:39 AM
To: John Cooper
Subject: FW: Gravel Pit

From PDS Comments Inbox:

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

From: David Goehring [<mailto:davidgoehring@gmail.com>]
Sent: Sunday, January 22, 2017 1:22 PM
To: PDS comments
Subject: Gravel Pit

The current proposal for approximately 50 trucks and trailers hauling gravel to exit the mine via the steep, narrow, winding section of Grip Road, and then through the blind intersection of Grip and Prairie Roads will put every one of us who use those roads at risk of bodily injury or worse.

I do not use Grip Road often, so will leave the wisdom of using it for heavy truck traffic to those who do, but I use Prairie Road almost daily, and have for the last 25 years. First of all, the section of Prairie from the Grip Road intersection to Highway 99 is in no shape to accommodate that much more heavy traffic. It has extremely narrow shoulders, and most of the shoulders it does have are unstable, as the road crews have widened them somewhat over the years by just brushing gravel over the edges. In some stretches there are literally no shoulders whatsoever. There are steep drop offs down into a creek a person could drown in, with no guard rails for protection.

The intersection of Grip and Prairie is already extremely dangerous, and should have been addressed long before now. I have always been amazed that there aren't more serious injuries there. If I happen to be riding with someone else I always ask them to slow down before rounding that curve. If a vehicle is just entering Prairie from Grip there is nowhere to go. The idea of having yellow warning lights on each side of the curve is a bad joke. Most drivers will heed them, but you know many won't, especially over time.

I still haven't quite gotten over reading the comment from the planning department that if the yellow lights turn out to be inadequate, that further measures such as flaggers and spotters would be considered. How many injuries or fatalities would have to happen before something was done? And seriously, permanent flaggers for the life of the project? It sure sounds to me like your planning department is playing fast and loose with lives of the drivers using this route, and I am not exaggerating the dangers one iota. You have only tenths of a second to react when coming around that corner from the east.

I find it curious that the department found it "obvious" that the mine owners would not be able to pay for extensive road improvements. Isn't this the same company that built an elevated roadway all the way from Highway 99 over to and underneath I-5 to access the Belleville pit? Why is the county assuming that the company can't pay? I would hope that the county would put the safety of it's citizens first, not the bottom line of some gravel miner from Puyallup.

David Goehring
20002 Double Creek Lane
Sedro Woolley

360-661-0818

John Cooper

From: website
Sent: Wednesday, December 21, 2016 2:40 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Andrew & Wendi Prince

Address : 22047 Grip Rd.

City : Sedro-Woolley

State : WA

Zip : 98284

email : sitnbull@wavecable.com

Phone : 360-856-9111

PermitProposal : Concrete Nor'West #PL16-0097

Comments : We would like to be involved in this process & be notified of any public meetings regarding this plan

From Host Address: 24.113.237.6

Date and time received: 12/21/2016 2:37:30 PM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 11:50 AM
To: Planning & Development Services
Subject: PDS Comments

Name : Vanoy Smith
Address : 10873 Peter Anderson Rd
City : Burlington
State : WA
Zip : 98233
email : docsmith1@frontier.com
Phone : 360 757 0886

PermitProposal : Grip and Prarie Rd Gravel Mine

Comments : I am a bicycle rider from Burlington who frequently rides on Prairie and Grip Rd. Someone will die biking on that road with the heavy truck traffic. It is bad enough now, with no shoulder and the occasional bike hater who drives by. Please, I assume the permit will pass, and I have no objection to the land use. But please, as a requirement for the operation, put in a decent protective shoulder for hikers and bikers.

I have seen bike accident victims in the ER and they are not pretty!

Vanoy Smith MD

PS I was ER physician at UGH several times when there were train accidents at Cook and #99. I screamed for lights and bars and wrote letters. Finally when enough injuries and deaths occurred something was done. Please act responsibly.

Vanoy Smith MD

From Host Address: 104.235.183.16

Date and time received: 12/21/2016 11:47:41 AM

John Cooper

From: website
Sent: Tuesday, December 20, 2016 10:05 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jason Haugland
Address : 21422 Prairie rd
City : Sedro-Woolley
State : Wa
Zip : 98284
email : Jhaugland3@gmail.com
Phone : 3607245006
PermitProposal : PL16-0097

Comments : Regarding the proposed mine with concrete Nor'West and Skagit County. This is a very dangerous road route there is going to be a high amount of traffick added to two of the most dangerous parts of these roads with very little to no shoulder. These roads have not been widened or upgraded for over 20 years! Can you honestly tell me that a truck and trailer combo can make the hair pin 15mph S corners at the end of Grip and/or Prairie rd even once without encroaching oncoming traffick or over the outside of the fog line Let alone 40+ of that at least each day with how many different drivers? Not to mention the school bus routes schedule and safety of the children waiting for the bus, bicyclists, or pedestrians? There is literally no shoulder along this whole route and hair pin corners on both Prairie and Grip that can't possibly be navigated by a pedestrian bicyclists or distressed motorist and two truck trailer combos going opposite directions. A yellow blinking light is your proposed answer for this. We need more time to mitigate this please?? We have a director of this project that we can not contact and a date encroaching that seems very unreasonable. This mine borders my property and you have advertised this proposal as a Grip rd site. It should be restated as a Samish River Valley Mine as this will effect the whole Samish river valley. I would like more time to review your environmental studies and the credentials of who decided there is no negative impact on fish and wildlife as well as the water table that my well draws from.

From Host Address: 24.113.224.122

Date and time received: 12/20/2016 10:01:33 PM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 12:25 PM
To: Planning & Development Services
Subject: PDS Comments

Name : Jon Kvernmo
Address : 754 Humphrey Place
City : Burlington
State : WA
Zip : 98233
email : jon.kvernmo@gmail.com
Phone : 360-333-1212

PermitProposal : Concrete NW Mining Proposal

Comments : The matter of the Concrete NW Mining Proposal as it impacts Grip Road and Prairie Road came to my attention recently. I bicycle those roads regularly, and enjoy the scenery and relatively low vehicular traffic volume. I'm a proponent of private enterprise, as it's the engine that drives our economy. However, as in any such matter where interests that could compete intersect, there should be careful consideration given to both sides. Bicyclists are the more vulnerable when it comes to the use of our county roads. I have personally had occasion to fear the prospect of personal injury when drivers are heedless, or worse, antagonistic, towards their neighbors who happen to be on the road, on a bicycle.

Paved shoulders of sufficient width to allow bicyclists and truckers to share the road safely should be required as a condition of issuing the mining and hauling permit(s). That way CNW can make money, and the bicycling community can continue to enjoy the safe use of what has been a pleasant part of our countryside.

From Host Address: 50.34.155.212

Date and time received: 12/21/2016 12:24:53 PM

John Cooper

From: website
Sent: Wednesday, December 21, 2016 10:35 AM
To: Planning & Development Services
Subject: PDS Comments

Name : James Douglas Koehn
Address : 21341 Prairie rd
City : Sedro Woolley
State : Wa
Zip : 98284
email : DND906@frontier.com
Phone : 3606611591
PermitProposal : 68 acre gravel pit mine on prairie rd. s.w.
Comments : I wish to request an extension on the Dec. 30 th comment period

From Host Address: 50.34.126.63

Date and time received: 12/21/2016 10:30:09 AM

John Cooper

From: Nancy Swalling <swalling@wavecable.com>
Sent: Monday, January 23, 2017 1:16 PM
To: John Cooper
Subject: #PL16-0097 Concrete Nor West Grip Road Gravel Pit

I am concerned about the impact of the Gravel Pit operation on Grip Road. Actually I have many concerns which are being addressed by so many of my neighbors.

I am currently researching the water table level. I see a danger in the possible negative and irreversible effect to our local wells.

1. How will they determine how far they can dig at any particular location before hitting the water table?
2. Should the wells be damaged, how will they be held accountable?

And there are a couple other issues which come to mind:

In upgrading the access road, how will they protect the creek? Who will be monitoring this operation?

The warning lights at the intersection of Grip and Prairie Roads are to be temporary. What will change to make these lights unnecessary?

I would like to see these issues addressed.

Thank you.

Nancy Swalling
(360) 856-6549

John Cooper

From: PDS comments
Sent: Tuesday, January 24, 2017 6:38 AM
To: John Cooper
Subject: FW: REVIEW OF NEEDED PERMITS. PL16-0097. GRIP RD GRAVEL PIT

From the PDS Comments inbox:

From: Rickeleazer@aol.com [<mailto:Rickeleazer@aol.com>]
Sent: Monday, January 23, 2017 6:16 PM
To: PDS comments
Cc: walsh12006@hotmail.com
Subject: REVIEW OF NEEDED PERMITS. PL16-0097. GRIP RD GRAVEL PIT

To Whom It may Concern:

Have you seen these permits for the above proposed land use.

Approved as of 2016 land use Laws & Rules

We the community of Hoogdal, are very concerned about the proposed land use.

Land Use Applications: Forms

- Boundary Line Adjustment. Set Backs
- Critical Areas
- Grading and Storm water Management.
- Right-of-Way Use.
- TDR Conservation Easement
- SFDU Submittal
- State Environmental Policy Act (SEPA) Checklist
- Zoning Code Variance (Supplement)
- Landscape Plan Submittal Checklist
- Tree Canopy Ordinance
- Land Use Permit Submittal Checklist
- Supplemental - Off-Road Vehicle Use
- Supplemental - Excavation and Processing of Minerals
- Sight Clearance and Intersections
- Traffic Design
- Public Safety