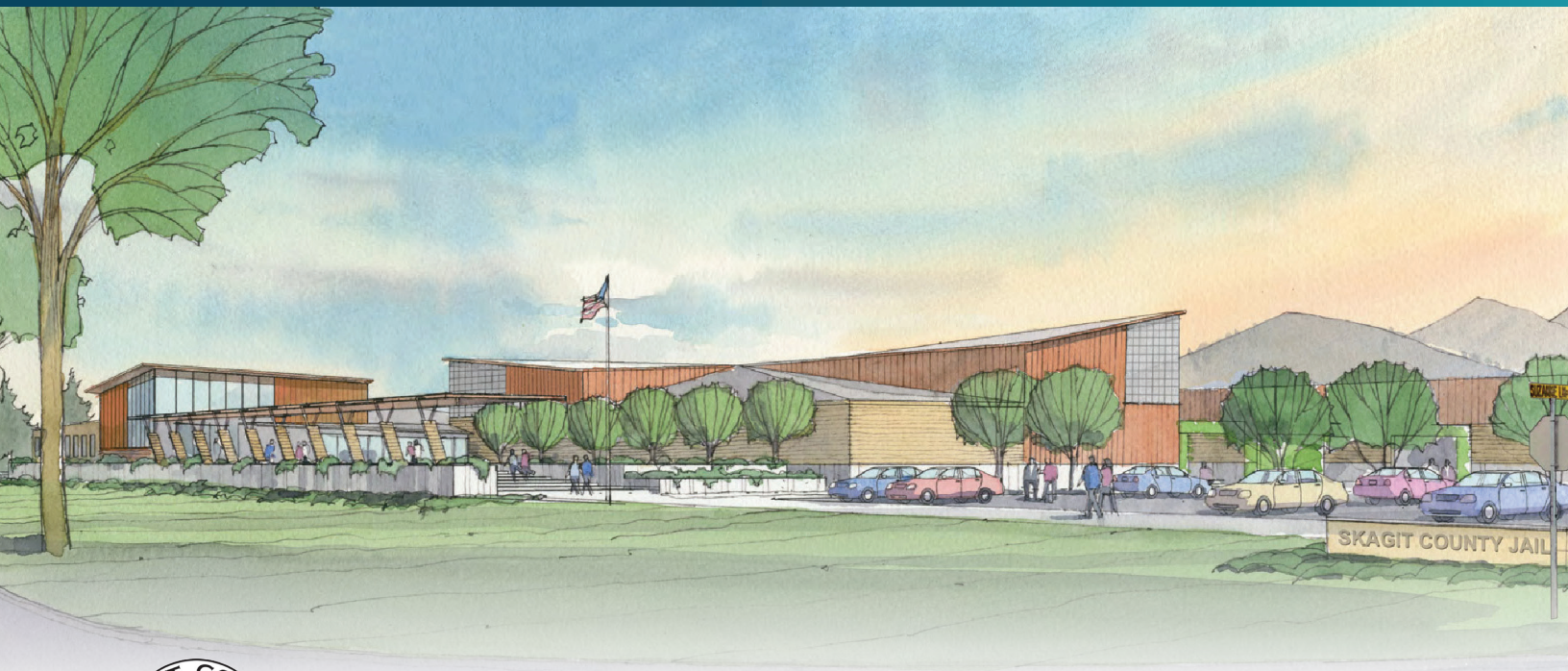




FINAL ENVIRONMENTAL IMPACT STATEMENT

SKAGIT COUNTY JAIL

March 2014



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City of Mount Vernon
Community & Economic Development
910 Cleveland Avenue
Mount Vernon, WA 98273

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

Skagit County Jail Notice of Availability of Final Environmental Impact Statement (EIS)

Final EIS Availability: In accordance with the State Environmental Policy Act (SEPA), a Final EIS for the Skagit County Jail has been issued. The Final EIS includes responses to comments received during the Draft EIS comment period and additions, corrections, and clarifications to the Draft EIS.

Proposal Description: A new Skagit County Jail is being proposed by Skagit County to replace the existing, overcrowded Skagit County Jail. The proposed facility is considered an Essential Public Facility and would provide infrastructure to serve the residents, cities/towns, and tribes of Skagit County over the next 15 to 20 years. The project is also intended to accommodate future jail infrastructure needs over a 40- to 50-year planning horizon. Alternatives being considered include no action and construction of a new, expanded jail facility on two alternative sites in the City of Mount Vernon—the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site. A new, expanded jail would accommodate 400 inmate beds at immediate build-out and up to 800 inmate beds at full build-out.

Proposal Locations: The 7.8-acre Alf Christianson Seed Site is located on 21 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by East Kincaid Street to the north, Interstate-5 to the east, East Section Street to the south, and the Burlington Northern Santa Fe Railroad to the west (Township 34N Range 4E Section 20). The 10.4-acre Truck City/Suzanne Lane Site is located on 5 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by Old Highway 99 South Road to the west, Interstate-5 to the east, McFarland Lane to the north of the site, and Suzanne Lane to the south of the site (Township 34N Range 4E Section 32).

Lead Agency: The City of Mount Vernon and Skagit County are co-lead agencies. The City of Mount Vernon is the nominal lead agency and is responsible for complying with the duties of the lead agency under SEPA (WAC 197-11-944).

Responsible Official and Contact Person: Jana Hanson, Director, Community & Economic Development Department, City of Mount Vernon, (360) 336-6214.

Locations to View the Final EIS: The Final EIS may be viewed at the Mount Vernon Municipal Library, Mount Vernon City Hall, and Skagit County Planning and Development Services Department. A downloadable version of the Final EIS is viewable online at www.mountvernonwa.gov and www.skagitcounty.net. A copy of the document may be purchased from the City or County for \$0.15 per page plus actual postage or a compact disc (CD) may be obtained from the County at no charge.

Date Issued: March 3, 2014

Published: March 3, 2014

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Fact Sheet

Project Title	Skagit County Jail
Description of Proposed Action	<p>A new Skagit County Jail is being proposed to replace the existing, overcrowded Skagit County Jail. The proposed facility is considered an Essential Public Facility (EPF) and would provide infrastructure to serve the residents, cities/towns, and tribes of Skagit County over the next 15 to 20 years. The project is also intended to accommodate future jail infrastructure needs over a 40- to 50-year planning horizon.</p> <p>Alternatives being considered include no action and construction of a new, expanded jail facility on two alternative sites: the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site.</p> <p>A new, expanded jail would accommodate 400 inmate beds at immediate build-out and up to 800 inmate beds at full build-out. Additional services include administrative facilities, a medical diagnosis and treatment area, a program area for alcohol and drug treatment and Graduate Equivalent Degree opportunities, a courtroom, and parking for staff and visitors.</p>
Description of Alternatives	<p>Both site alternatives are within the corporate limits of Mount Vernon, Washington. The 7.8-acre Alf Christianson Seed Site (T34N R4E Section 20) is located south of Kincaid Street between South 4th Street and Interstate-5. The 10.4-acre Truck City/Suzanne Lane Site (T34N R4E Section 32) is located east of Old Highway 99 South Road, between Suzanne Lane and McFarland Lane.</p>
Proponent	Skagit County
Date of Implementation	Following the EPF process, design is expected to begin in fall of 2014, with construction commencing in spring of 2016.
SEPA Lead Agencies	City of Mount Vernon and Skagit County
SEPA Responsible Officials	<p>Jana Hanson Director, Community and Economic Development City of Mount Vernon P.O. Box 809 Mount Vernon, WA 98273 janah@mountvernonwa.gov</p> <p>Gary Christensen, AICP Planning & Development Services Manager Skagit County 1800 Continental Place Mount Vernon, WA 98273 garyc@co.skagit.wa.us</p>
Contact Person	Jana Hanson City of Mount Vernon

Project Title	Skagit County Jail
Potential Permits and Approvals	<p>Both site alternatives may require:</p> <p style="padding-left: 40px;">Washington State Department of Ecology, Construction Stormwater General Permit City of Mount Vernon, Comprehensive Plan and Zoning Designation Amendment City of Mount Vernon, EPF Review City of Mount Vernon, Grading Permit City of Mount Vernon, Building Permit City of Mount Vernon, Floodplain Development Permit City of Mount Vernon, Utility and Right-of-Way Permit</p> <p>Additional permits and/or approvals may be identified as project design is finalized.</p>
Authors and Principal Contributors to the EIS	<p>The following are agency individuals who were either reviewers or principal contributors to the preparation of the EIS:</p> <p>Jana Hanson, Community & Economic Development Director, City of Mount Vernon Gary Christensen, AICP, Planning & Development Services Manager, Skagit County</p> <p>The following are contract individuals who were either reviewers or principal contributors to the preparation of the EIS:</p> <p>David Evans and Associates, Inc. Maggie Buckley, LEED AP—EIS Manager Gigi Cooper, AICP—EIS, land use, cultural resources Karen Comings, PE—Floodplains, hazardous materials, geology/soils Jonathan Gage, RLA—Aesthetics Gray Rand, PWS—QA/QC Anthony Wilen, PE, LEED AP—Transportation Pat Mattson—Editing and Document Production Sara Gilbert—GIS Analyst</p> <p>Marc L Estvold Inc. Marc L Estvold, Architect AIA, LEED AP</p>
Date of Issue of Final EIS	March 3, 2014
Subsequent Environmental Review	Once an alternative is selected, additional studies and plans may be required. These may include, but are not limited to, studies and plans related to cultural resources, hazardous materials, erosion control, stormwater control, pollution prevention, and traffic control.
Location of Background Information	<p>Background material and supporting documents used in preparation of this document are available for review at:</p> <p>City of Mount Vernon Community and Economic Development Department P.O. Box 809 Mount Vernon, WA 98273</p>

Project Title	Skagit County Jail
Locations to Obtain Copies or View Final EIS	<p>A downloadable version of the Final EIS is available to the public online for free at http://www.mountvernonwa.gov and http://www.skagitcounty.net.</p> <p>Hard copies of the Final EIS are available from the City of Mount Vernon or Skagit County for a fee of \$0.15 per page plus actual postage. Hard copies are also available for viewing at the Mount Vernon Municipal Library, Mount Vernon City Hall, and Skagit County Planning and Development Services Department. A compact disc (CD) with the Final EIS and Appendices can be obtained from Skagit County at no charge.</p>

Acronyms and Abbreviations

BNSF	Burlington Northern Santa Fe
City	City of Mount Vernon
County	Skagit County
EIS	Environmental Impact Statement
MVMC	Mount Vernon Municipal Court
TOD	transit-oriented development

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1. Introduction

The Notice of Availability for the Skagit County Jail Draft Environmental Impact Statement (EIS) was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon gave the public, agencies, and organizations the opportunity to learn about the project and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email.

After considering comments on the Draft EIS, the City and County determined that changes to the Draft EIS were minor and limited to factual corrections and clarifications. Therefore, an addendum format is being utilized for the Final EIS to provide supplementary information. This Final EIS consists of the Draft EIS (**Appendix A**), a new fact sheet, and the attached addendum. The addendum contains the comments received on the Draft EIS (**Appendix B**), the City and County responses to comments (see Section 3.3 of this document), and any changes to the information and analysis in the draft (see Section 2 of this document).

2. Additions, Corrections, and Clarifications

Table 1 includes additions, corrections, and clarifications to issues and information provided in the Draft EIS. These additions, corrections, and clarifications are based upon comments received in response to the Draft EIS and additional information obtained since the publication of the Draft EIS. The referenced page numbers are from the Draft EIS.

Table 1. Additions, Corrections, and Clarifications to the Draft EIS

Section/Location	Page	Addition, Correction, or Clarification	Explanation
Summary			
Table S-1, Floodplains	xiii	Add the following to the Mitigation Measures for both sites: Incorporate a plaque or reference line on the site to show past and probable flood heights.	Additional mitigation measure to increase public awareness about potential flood hazards.
2. Alternatives			
2.3 Actions Common to Both Site Alternatives	13	Add the following after the last paragraph: Inmates will be transferred to the jail by their respective jurisdictions for booking. For security reasons, inmates at either site alternative will be transported to the County courthouse by vehicle, as they are at the existing jail facility.	Additional information about how inmates will be transported to and from each site alternative.
2.3 Actions Common to Both Site Alternatives	13	Add the following after the last paragraph: Exterior lighting on either site alternative will provide safety and security for those entering and exiting the facility during nighttime hours and will enhance the building's civic presence within the community. A lighting plan for the facility will be developed during final design.	Additional information regarding the proposed facility lighting.
3.3 Floodplains			
3.3.2. Alternative Impacts, Alf Christianson Seed Site Alternative, Direct Impacts – Operation	33	Add the following at the end of the section: The County will prepare an Emergency Preparedness Plan for the new jail to identify standard operating procedures during an emergency such as a major flood event.	Additional information regarding access to the jail during flood events.

Section/Location	Page	Addition, Correction, or Clarification	Explanation
3.3.2. Alternative Impacts, Alf Christianson Seed Site Alternative, Critical Facilities Criteria	34	Add the following at the end of the first paragraph: A planning and alternatives analysis for the new jail, because it is potentially located within a mapped floodplain, is provided in Appendix C of the Final EIS.	Additional analysis completed to demonstrate compliance with Executive Order 11988.
3.3.2. Alternative Impacts, Truck City Site Alternative, Direct Impacts – Operation	35	Add the following at the end of the section: In addition, the County will prepare an Emergency Preparedness Plan for the new jail to identify standard operating procedures during an emergency such as a major flood event.	Additional information regarding access to the jail during flood events.
3.3.2. Alternative Impacts, Truck City Site Alternative, Critical Facilities Criteria	35	Add the following after the 3rd sentence: Technical challenges associated with raising the roadways include upgrading the roads to minimum standards per the MVMC, modifying or reconstructing access to adjacent properties, use of retaining walls, upgrades to the stormwater system, and potential right-of-way acquisition. Modify the 4th sentence to: Raising this length of roadway would be a considerable expense (up to \$4 million), making it infeasible to include as part of the jail's construction.	Clarification regarding technical challenges and costs associated with raising access roads to the Truck City Site to the base flood elevation.
3.3.3. Mitigation Measures, Alf Christianson Seed Site Alternative	35	Add the following after the 2nd paragraph: In order to enhance public awareness and knowledge about flood hazards, it is recommended that the County incorporate a plaque or reference line on the site to show the past and probable flood heights.	Additional mitigation measure to increase public awareness about potential flood hazards.
3.3.3. Mitigation Measures, Truck City Site Alternative	36	Add the following after the 2nd paragraph: In order to enhance public awareness and knowledge about flood hazards, it is recommended that the County incorporate a plaque or reference line on the site to show the past and probable flood heights.	Additional mitigation measure to increase public awareness about potential flood hazards.
3.5 Aesthetics			
3.5.2. Alternative Impacts, Alf Christianson Seed Site Alternative, Direct Impacts – Operation	50	Add the following to the end of the section: On-site lighting will also comply with the design guidelines established by the Dark Sky Society. Exterior lighting will not contribute to light pollution by throwing light beyond the property or up into the sky.	Additional information regarding potential impacts of the proposed facility lighting.
3.5.2. Alternative Impacts, Truck City Site Alternative, Direct Impacts – Operation	52	Add the following to the end of the section: On-site lighting will also comply with the design guidelines established by the Dark Sky Society. Exterior lighting will not contribute to light pollution by throwing light beyond the property or up into the sky.	Additional information regarding potential impacts of the proposed facility lighting.
3.7 Transportation			
3.7.2. Alternative Impacts, Truck City Site Alternative, Indirect Impacts	64	Modify the 1st sentence to read: Due to the Truck City Site's distance from the Skagit Station transit center and the limited transit services provided at the South Mount Vernon Park & Ride, it is not expected that TOD would be generated on the site.	Clarification to acknowledge the presence of the South Mount Vernon Park & Ride approximately one-half mile south of the site.
3.8 Economics			
3.8.2. Alternative Impacts, Alf Christianson Seed Site Alternative, Indirect Impacts	69	Add the following to the end of the 1st paragraph: However, the potential economic impacts associated with this lost opportunity are dependent upon actual implementation of the alternative development scenario. As such, the impacts would not be immediate and may never be realized.	Clarification regarding the potential net economic impact if the alternative development scenario is not implemented.

Section/Location	Page	Addition, Correction, or Clarification	Explanation
3.8.2. Alternative Impacts, Truck City Site Alternative, Direct Impacts – Operation	70	Add the following after the 1st sentence: However, parking limitations in downtown Mount Vernon may affect the willingness of jail employees at the Truck City Site to utilize existing support services and businesses in the downtown area.	Clarification regarding parking limitations in downtown Mount Vernon.
3.8.2. Alternative Impacts, Truck City Site Alternative, Indirect Impacts	71	Add the following to the end of the 1st paragraph: However, the potential economic impacts associated with this lost opportunity are dependent upon actual implementation of the alternative development scenario. As such, the impacts would not be immediate and may never be realized.	Clarification regarding the potential net economic impact if the alternative development scenario is not implemented.
3.8.2. Alternative Impacts, Truck City Site Alternative, Indirect Impacts	71	Add the following to the 2nd paragraph: However, if the Truck City fueling station is not relocated in the immediate vicinity, its displacement may adversely affect users of the station due to the distance to alternative fueling sites. The nearest fueling locations off I-5 are at exit 232 Cook Road, seven miles to the north, and at exit 208 Pioneer Highway E, 17 miles to the south. The additional travel distance for local businesses may increase operating costs, resulting in potentially adverse economic impacts.	Additional information regarding potential indirect impacts to local businesses that utilize the Truck City fueling station.

3. Responses to Comments on the Draft EIS

3.1. Public Hearing

The 30-day public comment period for the Draft EIS began on December 18, 2013, and ended on January 16, 2014. The City and County hosted a public hearing on January 9, 2014, to solicit comments on the Draft EIS. The hearing was held in the Commissioners Hearing Room, Skagit County Administrative Building, at 1800 Continental Place, Mount Vernon, Washington, 98273. An informal open house began at 3:00 pm, followed by a brief presentation and open hearing from 4:00 pm to 6:00 pm. Thirty-three people signed in at the hearing and 14 provided verbal statements. Of the 14 statements made, 6 indicated support in favor of the Alf Christianson Seed Site Alternative, while 7 indicated support of the Truck City/Suzanne Lane Site Alternative. No written comments were submitted at the hearing. The transcript from the public hearing is provided in **Appendix B**.

3.2. Summary of Comments Received

Sixty written comments from agencies and private parties representing approximately 128 individuals were submitted on the Draft EIS during the public comment period in the form of letters and emails. Two state agencies (Washington State Departments of Ecology and Transportation) and one local agency (City of Burlington) submitted comments. **Table 2** provides a chronological index of the commenters. **Appendix B** contains the complete text of all comments received, including attachments and signature pages.

Of the 60 written comments received, 30 indicated support in favor of the Alf Christianson Seed Site Alternative, while 28 indicated support of the Truck City/Suzanne Lane Site Alternative. The majority of comments received were concerned with issues related to aesthetics, economics, land use, transportation, and floodplains.

Table 2. Comment Index

Comment No.	Name	Affiliation	Date Comment Received	Alternative Preference
1	Freethy, Diane	Skagit Citizens Alliance for Rural Preservation	December 18, 2013	None
2	Thompson, Carrie	Burlington Northern Santa Fe Railway	December 18, 2013	None
3	Boehm, Erik & Angela	Citizen	December 19, 2013	Truck City
4	Snipes, Beecher	Citizen	December 19, 2013	Truck City
5	Heald, Dana	Citizen	December 23, 2013	Alf Christianson Seed
6	Fleek, Margaret	City of Burlington	December 23, 2013	Truck City
7	Schlaht, Rebecca J.	Sicklesteel Cranes, Inc.	January 7, 2014	Alf Christianson Seed
8	Badillo, Jose, Mr. & Mrs.	Citizen	January 7, 2014	Truck City
9	Claussen, James	Citizen	January 8, 2014	Truck City
10	Splane, Tony	Citizen	January 9, 2014	None
11	Holder, Mary Ruth & Phillip	Citizen	January 9, 2014	Truck City
12	Taylor, Paul	Law Office of Paul W. Taylor Inc. P.S.	January 9, 2014	Alf Christianson Seed
13	Claussen, James	Citizen	January 9, 2014	Truck City
14	Lisser, Bruce	Lisser & Associates	January 9, 2014	Alf Christianson Seed
15	George, Dennis	Citizen	January 10, 2014	Truck City
16	King, Michael B.	Citizen	January 11, 2014	Alf Christianson Seed
17	Miles, Betty	Citizen	January 12, 2014	None
18	Clark, Dennis	Citizen	January 12, 2014	Truck City
19	Carter, James	Citizen	January 12, 2014	Truck City
20	Scott, Deborah	Citizen	January 12, 2014	Alf Christianson Seed
21	Chiappe, Sharon	Citizen	January 12, 2014	None
22	Peraino, Al	Citizen	January 14, 2014	None
23	Baumgarten, Kurt & Barney, Stephanie	Washington State Department of Ecology	January 14, 2014	None
24	Henkle, Barbara	Citizen	January 14, 2014	None
25	Johnson, Marilyn	Citizen	January 14, 2014	Alf Christianson Seed
26	Reitsma, Dick	Citizen	January 14, 2014	
27	Smith, Patty	Olmstead Transportation/Truck City	January 14, 2014	Truck City
28	Gordon, Don	Citizen	January 14, 2014	Truck City
29	Thomas, Tamara	Terre-Source LLC	January 14, 2014	Truck City
30	Spanovic, Anthony	Citizen	January 14, 2014	Truck City
31	Storme, Roland	Washington State Department of Transportation	January 15, 2014	None
32	Pederson, Roger & Lippert, Jim	Citizen	January 16, 2014	Truck City
33	Brevoort, Doris	Citizen	January 16, 2014	Truck City

Comment No.	Name	Affiliation	Date Comment Received	Alternative Preference
34	McKeehen, Phyllis	Citizen	January 16, 2014	Alf Christianson Seed
35	Dahl, Sonya	Citizen	January 16,2014	Alf Christianson Seed
36	Koetje, Balisa	Windemere Real Estate	January 16,2014	Truck City
37	Rosenfeld, Dan	Citizen	January 16,2014	Alf Christianson Seed
38	Cammock, Craig; Bouslog, John; Martin, Dan; Brown, Philip; Hartney, Sierra; Ewert, Jenna; Becker, Margaret; Kaler Douglass, Kellie; Emmil, John; Smith, Benjamin; Reid, Ken; Chavez, Juan; G., Santiago; Wolkenhauer, Dammiean; Tuller, Shane; Seeger, Randy; Castro, Gonzalo; Torres, Jacob; Ator, Francis; Brook, Don; Offley, Art; Hill, Wayne; Stephens, Ed; Salinas, Esther; Garcia, Adam; Hickok, Gary; Tellez, Ricky; Ruiz, Jose; Chapman, Shirley; Bettger, Brian; Nilsen, Lynette; Dunford, Rebecca; Pardue, Delita; Manduchi, Wendi; Forrester, Bruce; Morrell, Becky; Ruiz, Bella; Dunfield, Terry; Jackson, Lola; Kurtis, Bruce; Cleave, Barbara; Silva, Raymond; Reynolds, David; Nalley, Gail; Green, Yvonne; S., Patrick; Martin, Benjamin; Marin, Gloria; Lindbloom, Kathryn; Peterson, Robert; Lyons, Milo; Sanchez, Fredy	Various Citizens and Business/Property Owners	January 16,2014	Alf Christianson Seed
39	Clark, Brian	Skagit Law Group, PLLC Mount Vernon Ventures, LLC	January 16,2014	Alf Christianson Seed
40	Freed, Rodney & Freed, Linda; Watson, Brad & Watson, Angie; Sritong, Chana & Sritong, Natchanok; Corey, Shannon; Otterson, Julie; Powers, Jason; Costeck, Ron; Stensland, Alicia; Clark, Brian; Howson, Jenifer & Howson, Roy; Clark, Tina; Voigt, Virginia; Masonholder, Megan; Franulovich, Rachel; Bahr, Debbie; Carr, Cassandra; Waldron, Heather; Free, Piet; Cammock, Craig; Running, Cynthia; Adelman, William & Adelman, Cathy; Strauss, Barbara & Strauss, Lynn; Wilson, Daniel; McCarty, Sean; McCarty, Bonnie; Jansma, Stacy; Witt, Morgan	Various Citizens and Business/Property Owners	January 16,2014	Alf Christianson Seed
41	Gear, Lindsey	Citizen	January 16,2014	Alf Christianson Seed
42	Johnson, Glen	Citizen	January 16,2014	Alf Christianson Seed
43	Crawford, Carl	Citizen	January 16,2014	None
44	Mitzel, John	Citizen	January 16,2014	Truck City
45	McCord, William	Citizen	January 16,2014	None
46	Gamson, Ellen	Mount Vernon Downtown Association	January 16,2014	Truck City
47	Papadolpulos, Pete	Cameron Land Group,	January 16,2014	None

Comment No.	Name	Affiliation	Date Comment Received	Alternative Preference
		Windermere Belleuve Commons		
48	Parent, Dennis	Citizen	January 12, 2014	None
49	Lane, Carol	Citizen	January 21, 2014	Alf Christianson Seed
50	Skinner, Hollie & Hayton, Robert	Hayton Farms Inc.	January 22, 2014	Truck City
51	Petersen Jensen, Alice	Citizen	February 13, 2014	Truck City

3.3. Responses to Comments

Responses to comments received on the Draft EIS are provided in this section. Each comment is shown on the left-hand side of the page while the corresponding response is shown on the right-hand side of the page. Comment numbers correspond to the comment index provided in **Table 2**. Responses to comments on the public hearing transcript (**Appendix B**) are not provided separately because the statements did not raise any new issues that are not addressed in the written response to comments below.

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

From: Diane [<mailto:freeprss@wavecable.com>]

Sent: Wednesday, December 18, 2013 12:16 PM

To: Hanson, Jana; Christensen, Gary

Subject: Fw: Draft Environmental Impact Statement: Proposed new Skagit County Jail

01-A

Gary & Jana ...

In consideration of land cost, public safety and inmate containment, would it be preferable to relocate the jail to a rural area ... e.g. upriver?

Diane Freethy, President

SKAGIT CITIZENS ALLIANCE for RURAL PRESERVATION

P.O. Box 762, Sedro-Woolley WA 98284

01-A

Section 2.2.3 of the Draft EIS summarizes the alternative evaluation process. The County evaluated 14 potential sites for a new jail, including several sites located in rural areas. In 2012, the Skagit County Public Safety Jail Coordinating Council and the Mount Vernon City Council determined that the new jail should be located within the incorporated limits of Mount Vernon. The rationale for this determination was based upon minimizing the distance to the courthouse and support services, minimizing operational costs for the County and the surrounding cities delivering inmates to the jail (Mount Vernon is the greatest user of the jail), and addressing safety concerns in the event that back-up is required.

There are additional challenges with locating an Essential Public Facility in a rural unincorporated area outside of an Urban Growth Area, such as compliance with goals and policies in Chapter 10 of the Skagit County Comprehensive Plan, Capital Facilities & Essential Public Facilities Element, and compliance with the development regulations in Skagit County Code Section 14.16.600, Unclassified Special Uses. Rural areas are also not likely to have the full complement of public services and utilities that a jail would require. If the facility is located a considerable distance from existing law enforcement and judicial facilities and services, it may also result in greater long-term operating and maintenance costs.

Beacham, Linda

From: Thompson, Carrie [Carrie.Thompson@BNSF.com]
Sent: Wednesday, December 18, 2013 5:11 PM
To: Beacham, Linda
Subject: FW: Notice of Availability of Draft EIS and Notice of Public Hearing - proposed jail facility
Attachments: EIS-NOA-12-11-13.doc

Good evening, Ms. Beacham.

02-A

I just wanted to see if you may have something that could indicate how far this would be from our track. We just want to run it past our folks to make sure that there are no safety concerns, and the distance from the track would be the biggest concern on our side.

Thank you!

Carrie

02-A

The complete response provided by the City of Mount Vernon, including attachments, is provided in Appendix B. The body of the email response is copied below.

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

From: Beacham, Linda [mailto:lindabe@mountvernonwa.gov]
Sent: Thursday, December 19, 2013 12:22 PM
To: Thompson, Carrie
Subject: Aerial of proposed siting for Skagit County jail

Good Morning,

I've attached 2 aerial maps of both locations from the City's map program. The link below is from Skagit County Assessor (property information). Enter in the parcel numbers, 26788 for the Alf Christianson site; and 29546 for the Truck City site. Click again on the parcel number shown and you will be directed to the property information page. Click on the I Map and that will give you several view options including a measurement tool.

<http://skagitcounty.net/Common/Asp/Default.asp?d=assessor&c=search&a=ParcelSearch&p=Search.asp&st=parcelid>

The draft EIS and appendices/reports is also available online:

<http://www.mountvernonwa.gov>

<http://skagitcounty.net>

I hope this information is helpful to you. Let me know if I can be of further assistance.

Linda Beacham
Administrative Assistant

From: Erik & Angela Boehm [<mailto:ae.boehm@comcast.net>]
Sent: Thursday, December 19, 2013 11:54 AM
To: Hanson, Jana
Subject: Comment on Jail Location

03-A

I think the Truck City location should be chosen . My reasons are:

- The impact of the Jail location on the character and feel of the downtown if the Alf Christianson Seed site is chosen. The Kincaid street exit is basically the primary entrance and welcome to the City of Mount Vernon. Even if the jail isn't visible from the street, there still will an impact on the 'feel' of the town.
- Having the Jail located close to the bus stop, the Friendship House and the Compass Health Mental Rehab apartments may be adding to an environment of crime and drug use in an area with significant residential and tourist use. It is silly to spend so much developing the downtown, just to build a jail so close.
- The old seed site is not a particular eye sore in my opinion. While it is unfortunate that it is not being used, there are still a great many superior potential uses for the site, besides it being a jail location.
- The Truck City location would have a much smaller impact on the City of Mount Vernon and is in a less dense area with much less residential use surrounding it.

Finally, I know it is probably too late, but residents in the City of Mount Vernon should not have to pay taxes on the Jail (or at least pay at a discounted rate), given that they are already paying a 'cost' in inconvenience by hosting the jail location.

Thank you for considering these points.

Erik & Angela Boehm
1228 S 3rd St, Mount Vernon

From: beecher snipes [<mailto:snipesb@cnw.com>]
Sent: Thursday, December 19, 2013 11:33 AM
To: Hanson, Jana
Subject: Jail site

04-A

Hi, my vote is for the Truck City location rather than Alf Christianson Seed. My reasoning is minimal. The Truck City is locally owned, the money will stay in the area in general terms. The Alf Seed location is owned by a group that is not local or completely in the country. The money spent on the Alf location will go away. I can see a Best Western there at the Seed company location, that would be great.

Thanks, B. Snipes

03-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

04-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

From: Dana Heald [<mailto:ddheald@wavecable.com>]

Sent: Friday, December 20, 2013 3:25 PM

To: Hanson, Jana

Subject: Comment: The New Jail

THINK OUTSIDE THE BOX!

05-A

I vote for the Alf Christianson location because of its proximity to the courthouse. Has anyone configured the cost of transporting prisoners back and forth to the courthouse from each location? In fact, I vote for including a pedestrian tunnel from the new jail to the courthouse so that prisoners don't have to be transported by motor vehicle. If one figured out the cost of motor transportation and extrapolated that out to infinity, the cost of a tunnel would be well worth it.

05-B

Dana Heald
La Conner, WA

05-A

Thank you for your comment. The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

05-B

Significant effort and research was done in considering the same tunnel/sky bridge concept from the existing jail to the courthouse, which just crosses one street. It was determined that it was cost prohibitive at the existing jail. The Alf Christianson Seed Site is twice as far away from the courthouse and crosses both a state highway and railroad tracks. Safety, permitting, and construction concerns from the Washington State Department of Transportation were also considered. Therefore, a tunnel or sky bridge at the site was considered infeasible and cost prohibitive. However, if the site is selected and budget allows, pedestrian improvements will be included between the site and the courthouse.



RECEIVED
CITY OF MOUNT VERNON
DEC 23 2013
C.E.D. DEPARTMENT
BY _____

December 20, 2013

RE: Comments on DEIS for Skagit County Jail

Jana Hanson, Director
Community and Economic Development Department
P.O. Box 809
Mount Vernon WA 98273

Dear Jana:

The Draft Environmental Impact Statement for the Skagit County Jail provides a thorough evaluation of the two sites under consideration.

It appears unlikely that additional studies will result in different conclusions; both sites have issues with potential contamination, and the need for preloading because of soil conditions.

While the Alf Christenson site may be removed from the 100-year floodplain with construction of the new floodwall, the loss of the site for downtown development is a problem.

In terms of the potential for long term significant adverse effects on Mount Vernon, especially considering the importance of the future of your historic Downtown, there is no question that the preferred location for the new jail is at the Truck City site.

Sincerely,

Margaret Fleek
Planning Director

06-A

06-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.



1021 Sicklesteel Lane • Mount Vernon, WA 98274

RECEIVED
CITY OF MOUNT VERNON *Quality Lifting Service Since 1937*

JAN 07 2014

C.E.D. DEPARTMENT
BY _____

January 6, 2014

City of Mount Vernon
P.O. Box 809
Mount Vernon, WA 98273

Attn: Jana Hanson, Director Community and Economic Development Department
RE: Jail Location

Dear Ms. Hanson;

Thank you for the opportunity to provide comments on the proposed sites for the new location of the jail. It is our understanding that the two locations being discussed at this time are the Alf Christianson Seed and Truck City locations.

As you may be aware, the Truck City location has a fueling station that is actively used by truckers, heavy haulers, and our company. The reason this location is utilized is due to the accessibility into the fueling stations. For example, while Sicklesteel Cranes, Inc. has a fueling station that is a mere few hundred feet north of its location on Cedardale Road, all of our fleet is fueled through the Truck City location due to greater accessibility on-site.

Should the Truck City fueling location be closed, our fleet would be required to travel to the stations at the Cook Road exit or Donna's truck stop in Marysville. In short, by removing the fuel station at Truck City, the City of Mount Vernon would be creating an undue hardship on the large trucking and hauling companies that rely on Truck City as their fueling depot. For Sicklesteel, requiring us to move our oversize cranes to Cook road would cost upwards of \$500 in permit fees every time we wanted to fuel the crane. This also seems particularly at odds with the fact that Washington DOT has a permit station for oversize loads which is located on Cedardale. The mere presence of this DOT permitting facility creates a demand for a fueling station/rest area for the larger oversize loads.

Lastly, when the I-5 bridge collapsed, oversize loads were restricted from movement during the day and commuting hours. Many loads, trucks, and trailers were parked at Truck City in order to accommodate these requirements. At this time, there is no other location in Skagit County south of the I-5 bridge that would meet the requirements and confines that were established.

We have begun to talk to the other heavy hauling companies in the area and we would strongly urge the decision makers to NOT utilize Truck City as the future location of a jail.

Respectfully submitted,

Rebecca J. Schlaht
Regional Operations Manager
Sicklesteel Cranes, Inc.
360-428-3811

<p>Tacoma Phone: 253-396-1600 Facsimile: 253-396-1602</p>	<p>Corporate Headquarters Phone: 360-428-3811 Facsimile: 360-428-3018</p>	<p>Portland Phone: 503-227-7778 Facsimile: 503-227-7778</p>
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07-A

07-A

Thank you for your comment. Text was added to Section 3.8.2 of the Draft EIS to acknowledge the potential economic impacts to users of the fueling station if the station is displaced. As noted in Section 3.8.3 of the Draft EIS, property acquisition associated with the project will be conducted in accordance with the Washington State Relocation Assistance – Real Property Acquisition Policy. If the Truck City Site is selected, relocation assistance will be provided to the operators of the Truck City fueling station, if desired (note that the owners indicated at the Draft EIS Hearing that the station may not continue to operate regardless of whether the jail is located there).

RECEIVED
CITY OF MOUNT VERNON

JAN 07 2014

C.E.D. DEPARTMENT
BY _____

January 3, 2014

To Whom It May Concern:

This is to comment on the proposed project of the Skagit County Jail being built at the site of Alf Christianson Seed by east Kincaid Street. We as home owners on Railroad Avenue are asking you to look at the other site because you would be displacing alot of people of their homes. We are too old to be looking to move or buying other property. We do not have money for another mortgage because of our age. We please ask you to look at the other site since their is no homes there to displace anyone. We will not be able to attend meeting on January 9, 2014. But I would like you to count our votes to purpose site at the Truck City site. You would have a clear site to start without displacing us taxpayers and home owners. We are part of

08-A



Marc L. Estvold, Inc. AIA, LEED AP
Project Management

3302 Oakes Avenue • Anacortes, Washington 98221 • 360-770-3994 • mestvold@comcast.net

January 9, 2014

Mr. & Mrs. Jose Badillo
1121 Railroad Avenue
Mount Vernon WA 98273

Dear Mr. & Mrs. Badillo

We are in receipt of your letter dated January 3, 2014 regarding locating the proposed Skagit County Jail on the Alf Christianson Seed site. Thank you for your comments and interest in our project.

I would like to clarify that we are not purchasing or effecting any of the Alf Christianson Seed site south of Union Street. Our entire project is to the north of Union Street and there are no existing residences on the proposed site. The site we are considering on the north side of Union Street is large enough to not only accommodate our current construction of a 400 bed jail but also large enough for future expansion.

I have attached a proposed concept site plan and you can see the south boarder of our site, indicated by the red line, is to the north of Union Street.

I cannot speak to plans the site owner may have for the property to the south of Union Street. I am copying Craig Cammock (360-336-1000) on this letter as he represents the owners of the remaining Alf Christianson Seed site to the south of Union Street.

Please let me know if you have any additional questions and again thank you for your comments and interest in our project.

Sincerely,

Marc Estvold
Project Manager
Skagit County Jail

Attachments: Badillo letter of comment
Concept Site Plan, Alf Christianson Seed Site

CC Via Email: Jana Hanson, City of Mount Vernon
Tim Holloran, Skagit County Administrator
Craig Cammock, Representative for Alf Christianson Seed owners
Maggie Buckley, David Evans and Associates

08-A

08-A
Cont'd

this community and would love
to ^{stay} here in this community for the
rest of our lives. So what happens
to us if you do build on the site
of Alf Christianson Seed. We would
like to know? Are you going to
buyout all homes on Rail Road Avenue
to accomodate us for the building
of the jail. We would like a
response to this letter.

Thank You

Mr. + Mrs. Jose Badillo

Mr. + Mrs. Jose Badillo
1121 Railroad Avenue
Mount Vernon WA 98273

From: James Claussen [<mailto:jclaussen@windermere.com>]
Sent: Wednesday, January 08, 2014 4:56 PM
To: Hanson, Jana
Subject: steel bars-jail- vs the waterfront

Hi, here are the numbers that I gave Balisa this morning regards the waterfront.

1.83 miles-9,809 lineal feet minus 33% for plazas, roads, and courtyards to provide direct access to the waterfront- net 6,572
6,572 length x 200 depth = 1,314,379 floor plate for construction of buildings divide by 2,000 sq ft per business average = 657 businesses, then figure that each business will employ at least 6 people= 3,943 jobs created.
With a floor plate of 1,314,379 x \$ 280 per foot construction costs=\$ 358,026,120 x 6 floors in height = total value of \$ 2,208,156,720. If your eyes glaze over all the numbers it is two billion, two hundred million and change created of value along the waterfront.
These are all baseline numbers that could be much higher. For example, a hotel may employ 30-60 people. Restaurants, Starbucks, etc would all be heavy users of employees. This is a vision that is very possible over the next few decades. It all goes away if you put a jail as the entry focal point of your downtown. The city has a choice- vision outlook with a dynamic future or an inward look through steel bars.

Best Regards

James Claussen CCIM

09-A

09-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

Written Comment Sheet
Public Hearing for the Skagit County Jail Draft EIS

Thank you for your input!

DATE: 4/9/14

PLEASE PRINT LEGIBLY

Why does the new jail HAVE TO BE BUILT IN
THE CITY LIMITS OF MT VERNON RATHER THAN OUTSIDE
THE CITY SOMEPLACE?

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>TONY SPLANE</u>
ORGANIZATION:	
EMAIL ADDRESS:	
MAILING ADDRESS/CITY/STATE/ZIP:	<u>714 SAPP RD SEDRO-WOOLLEY WA 98284</u>
PHONE NUMBER:	<u>360-856-4984</u>

Please note: Your entire comment - including your personal information - may be made publicly available at any time. Although you can request that we withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

PLEASE MAIL BEFORE JANUARY 16, 2014 TO:

Jana Hanson
Director, Community and Economic Development
City of Mount Vernon
P.O. Box 809
Mount Vernon, WA 98273
janah@mountvernonwa.gov

10-A

Section 2.2.3 of the Draft EIS summarizes the alternative evaluation process. The County evaluated 14 potential sites for a new jail. In 2012, the Skagit County Public Safety Jail Coordinating Council and the Mount Vernon City Council determined that the new jail should be located within the incorporated limits of Mount Vernon. The rationale for this determination was based upon minimizing the distance to the courthouse and support services, minimizing operational costs for the County and the surrounding cities delivering inmates to the jail (Mount Vernon is the greatest user of the jail), and addressing safety concerns in the event that back-up is required.

10-A

January 9, 2014

Comment on Draft EIS for selection of new Skagit County Jail
Submitted by Phillip and Mary Ruth Holder, 1319 Digby Place, Mount Vernon, WA

To: Lead agencies, Skagit County and City of Mount Vernon

Thank you for providing information to the public about the important decision to pick a site for a much needed new jail, and for allowing the public to provide comments to you. Sometimes studies been conducted, meetings held, and official opinion is already solidified well before the public even hears about an important project or administrative action and eventual public comment is a wasted effort. In contrast, in this case the EIS comment and hearing process demonstrates your willingness to have an open and transparent decision-making process that includes the public. This is the way our government should work and must continue to work in the jail site selection process.

We retired to the Skagit Valley nearly 9 years ago and we chose to live in Mount Vernon because of its beautiful and unique historic downtown. Mount Vernon's pedestrian-friendly downtown is where we do the bulk of our shopping and other business; we walk there nearly daily as we conduct our errands and meet friends. When people visit us from elsewhere, downtown Mount Vernon is where we take them first and they are always favorably impressed. One thing was immediately clear to us even before we bought a home in Mount Vernon: the former Alf Christianson Seed site, right at Mount Vernon's front door, would be an ideal location for a hotel and retail or office facilities tied to the adjoining historic downtown. Mount Vernon's Comprehensive Plan, Sub-Area Plan A, 2005, recognizes that land use as well. The City's Downtown and Waterfront Master Plan recognizes the value to Mount Vernon of providing an attractive gateway to the City along Kincaid Street, and the potential contribution of the Alf Christianson site to this goal. We want the City's plans to be fully realized.

The Draft EIS compares the economics of both sites, and details how losing the opportunity to develop the Alf Christianson parcels as a private commercial site would result in significant economic, tax revenue, and property tax losses to Mount Vernon (DEIS, P. 69). There is no mitigation for these losses. We are also concerned that selection of the uniquely situated Alf Christianson site for the a 168,000 square foot jail would undermine the city's considerable Downtown and Waterfront Master Plan efforts and the significant taxpayer investments in that Plan. Selection of this site could even undermine the considerable efforts and growing success by our City, Downtown Association, and Mount Vernon Chamber of Commerce to ensure and enhance a vibrant downtown economy for the long-term.

11-A

Thank you for your comment.

11-B

Text was added to Section 3.8.2 of the Draft EIS to reiterate that the potential economic losses identified for either site (which are characterized as indirect impacts) are not immediate and may never be realized. While no mitigation for these potential losses is proposed in the Economics section of the EIS, mitigation is recommended for the Alf Christianson Seed Site in Sections 3.5.3 (Aesthetics) and 3.9.3 (Land Use) to improve the consistency of that site with the Downtown and Waterfront Master Plan.

- 11-B Cont'd** | The economic and tax losses to Mount Vernon if the Truck City site is chosen would be considerably less (DEIS, pp. 70-71) and other areas in this vicinity of south Mount Vernon could be developed as a business park, replacing the Truck City site. As discussed in the DEIS, the loss to Mount Vernon of the former Alf Christianson site is not similarly replaceable.
- 11-C** | We are also concerned about the transportation impacts if the former Alf Christianson site were to be chosen. A decision based on potential transportation impacts must take into account more than just "PM Peak Hour" analysis. That is a technical snapshot. The DEIS discusses the bigger picture concerning direct and indirect impacts on transportation in an increasingly traffic-congested downtown Mount Vernon. Routing of traffic from a jail at the Alf Christianson site would likely be much less flexible than if the site were developed commercially due to destination (for example, the courthouse) and safety issues. The DEIS describes roadways that may need to be changed and/or traffic flow management re-worked to accommodate an access point to and from a new jail on the Alf Christianson site and to ensure pedestrian safety. Mitigation for these changes would not be eligible for impact fee credits. Who then would pay the costs of these changes? How long would it take to get approvals and do engineering and environmental analyses for that? How would the annual "tulip traffic" be handled during construction and operation of a jail at this site? In contrast, private developers of the former Alf Christianson site could be influenced to help pay for roadway changes, if any, resulting from impacts caused by their access points.
- 11-D** | The Draft EIS states that a new jail at the Alf Christianson site could in a Skagit Transit ridership loss compared to a private commercial development at the site and would result in lost opportunities for other public transit development in that area (DEIS, p. 61). Certainly at a time when the public is being encouraged to use public transportation to reduce private auto emissions of CO₂, it would be completely unacceptable to reduce Skagit Transit's ridership and eliminate opportunities for expanding public transportation.
- 11-E** | Thank you for your comment.
- 11-F** | As frequent pedestrians in and near downtown Mount Vernon, we are concerned about the potential loss of a sidewalk that could result from building a jail at this location (DEIS, p. 80). This is also inconsistent with the Downtown and Waterfront Master Plan, Goal 2: "Develop a pedestrian-oriented downtown where people are encouraged to circulate on foot" and Objective (2) B: "Install streetscape improvements, wider sidewalks, and other sidewalk amenities." The DEIS observes that as currently designed, a new facility at the Alf Christianson site would not facilitate pedestrian travel in Mount Vernon (DEIS, pp. 62 and 80). This would impact Mount Vernon residents and pedestrian visitors to the city and impede the reduction of CO₂ auto emissions. A
- 11-C** | The PM Peak Hour analysis is the industry and local concurrency standard for identifying the greatest transportation impacts. Although trips are generated outside of this time period "Snapshot," impacts outside of the PM Peak Hour are typically less, resulting from fewer commuters on the surrounding roadways.
- 11-D** | Any roadway or pedestrian improvements required by the selection of the Alf Christianson Seed Site or Truck City Site will be constructed and paid for by the County as part of the Skagit County Jail Project. The planning, approval, and engineering for these improvements would occur during final design and permitting of the new jail. Construction impacts during periods such as the annual Tulip Festival will be mitigated through a construction staging plan, agreed upon by both the contractor and City of Mount Vernon.
- 11-E** | Thank you for your comment.
- 11-F** | As acknowledged on page 80 of the Draft EIS, the current design layout for the Alf Christianson Seed Site Alternative does not extend all the way to Kincaid Street on the north. While this alternative would not provide *additional* sidewalk amenities on Kincaid Street, it would not affect or result in the loss of the existing sidewalk on Kincaid Street.

11-F
Cont'd

private development on the Alf Christianson site would promote pedestrian connectivity to downtown and could contribute to expanded public transportation opportunities.

In contrast, the Truck City site would not create significant additional traffic delays or require significant transportation mitigation and would not undermine public transportation ridership and expansion or pedestrian travel in Mount Vernon.

11-G

While the preliminary drawings currently presented to the public may show a building that looks more like a library or school than a jail, and mitigation has been identified to landscape the area and build a sidewalk, let's not be misled here. No one can reasonably believe that what is being represented in these preliminary drawings would likely be close to the appearance of the final project. In our experience (and we are certain that the decision-makers and anyone who has worked on government buildings knows this) when budgets are tight (and they are notoriously tight in Skagit County) and cost overruns are on the horizon, "aesthetics" are among the first features sacrificed in a plan. There are no guarantees that the building (that at full build out would be as many square feet as a Walmart Supercenter) would comply with the Mount Vernon Downtown and Waterfront Master Plan: "[T]he portion of the [former Alf Christianson] site along Kincaid Street should be designed to provide an attractive entry experience to downtown."

11-H

The Draft EIS discusses the impacts from lights and glare from the facility at either location and the goal of minimizing these impacts. Security needs may ultimately trump aesthetics however, particularly as the facility is expanded and existing landscaping mitigation elements may be lost over time. While light and glare is planned to be minimized (DEIS, pp. 52-53), the DEIS should have discussed (and, hopefully the Final EIS will discuss) whether the appearance at night of a jail at the Alf Christianson site with a lighting scheme primarily related to security considerations would provide an attractive (or inviting) nighttime entry to downtown Mount Vernon.

11-I

The DEIS demonstrates the reasons why locating a new jail at the Alf Christianson site would have significant adverse economic, transportation, land use and even aesthetic impacts on Mount Vernon. We urge the County to respect the City of Mount Vernon's vision for the development of the former Alf Christianson site as articulated in the City's Downtown and Waterfront Master Plan and its Comprehensive Plan. Please allow the City to proceed with its Plans, particularly in light of the fact that there is a perfectly viable alternative in the Truck City site. For all the foregoing reasons, we recommend the Truck City alternative for the new jail site.

Thank you for your consideration of our comments.



11-G

As discussed in Section 3.9.3 of the Draft EIS, conditions of approval will be attached to the selected site and facility development through the comprehensive plan and zoning amendment, EPF process, design review, and building permit process. Several mitigation measures are recommended in the Draft EIS to improve consistency with the Downtown and Waterfront Master Plan. As identified in Section 3.5.3 of the Draft EIS, either site will also meet or exceed the requirements of the Mount Vernon Municipal Code Chapter 17.93: Landscaping.

11-H

Text was added to Section 3.5.2 of the Draft EIS to further address potential impacts from light and glare. Exterior lighting on either site will provide safety and security for those entering and exiting the facility during nighttime hours and will enhance the building's civic presence within the community. Exterior lighting will not contribute to light pollution by throwing light beyond the property or up into the sky. The lighting plan, which will be developed during final design, will comply with the design guidelines established by the Dark Sky Society (<http://www.darkskysociety.org/handouts/LightingPlanGuidelines.pdf>).

11-I

Thank you for your comment.

LAW OFFICE OF PAUL W. TAYLOR INC. P.S.

20388 ERIC STREET
MOUNT VERNON, WASHINGTON 98274
(360) 416-6900
FAX (360) 428-0990
ptlaw@cnw.com

January 9, 2014

Jana Hanson
Director, Community and Economic Development
P.O. Box 809
Mount Vernon, WA 98273

Re: Comments on PL13-060 – Skagit County Public Safety Facility Location and EIS

Dear Ms. Hanson:

I am a long-time Mount Vernon area businessman and real estate attorney, who once owned a building in downtown Mount Vernon. Education-wise, in addition to my law degree, I hold a B.S. and Master's degrees in Geography, with a special emphasis in land use planning. With the exception of my time serving on active duty with the United States Air Force, I have lived in Skagit County my entire life. I am also a licensed commercial real estate broker and managing/designated broker of NW CREST Inc. I have served on several Skagit County Community Action Committees and on the 2007 County Comprehensive Plan Update Committee. I am a fully trained emergency management official having served in that capacity as a liaison with FEMA in my last Air Force assignment. I do not highlight my education and experience out of any personal ego concerns but to advise you that I have extensive real world experience in the areas of real estate and land use planning.

I do not have any financial or any other interest in either proposed site. This letter is based solely on my personal opinion and local knowledge, experience, and education.

With that background, I am strongly in favor of locating the new Public Safety Facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a far superior location for this new facility than the other proposed Truck City site south of the city off old Highway 99.

Site Location Comments:

Alf Christianson: The Alf Christianson site offers efficiency in that it is close to the courthouses and within easy walking distance to downtown businesses. The visual impact of a Public Safety Building from I-5 is minimal. Remember there are the crowded Kincaid Street exits and on-ramps that require driver's attention. The Public Safety Building will not be an eyesore unless it is inappropriately designed. My feeling is that it will be hardly noticed by the general public.

12-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

12-A

12-A Cont'd **Truck City:** The Truck City site requires more vehicle trips and additional parking near the courthouse which is already significantly deficient. It will be noticed by the public given the exposure the site has to I-5. Placing the new Public Facility Building on the Truck City site will likely significantly reduce other commercial enterprises in south Mount Vernon. South Mount Vernon represents the only major commercially zoned land along I-5 in Skagit County. It could be a gold mine for the City of Mount Vernon, if planned appropriately. It has two miles of freeway exposure and relatively easy access off of I-5. Yet I am not aware of any long term planning being considered for the area. The City of Mount Vernon is missing a terrific opportunity to develop a master plan for development to the south. The choice is clear, the City could utilize this area to expand its relatively weak commercial tax base or it can continue to allow a hodge-podge of mixed commercial and industrial uses in this area. By doing so, the City of Mount Vernon is encouraging stable commercial development to locate or, even worse, re-locate in Burlington.

12-B **Economics:** It is my understanding that the new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown businesses and are a significant part of the critical customer base necessary for downtown businesses to not just survive but thrive. Downtown Mount Vernon businesses suffered greatly from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers to College Way. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

12-C **Aesthetics:** Additionally, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new Public Safety Facility. The Public Safety Facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street and I-5 corridors.

12-D **Traffic:** The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other

12-B

While County services are considered a good anchor in a downtown area, alternative uses could have greater economic benefits. Land uses with high employment densities and high interaction with the public (e.g., mixed use commercial) have the most economic benefits, while uses with low employment densities and low interaction with the public (e.g., a maintenance facility) have lesser benefits. Therefore, the loss of the former use would have a greater detrimental economic impact than the latter. The employment densities of a jail are considerably lower than for alternative uses, such as the alternative development scenario identified for the Alf Christianson Seed Site in the Draft EIS (see Section 3.8.2).

As stated in the economics and land use sections of the Draft EIS, it is anticipated that jail employees at the Truck City Site would continue to utilize support services (restaurants, retail, etc.) in the downtown area because those services are not available in south Mount Vernon.

The County has begun planning to address future County facility needs and services. Initial findings indicate that if the jail is located at the Truck City Site, it is highly improbable that other County support services would be located near the site because law and judicial services are more dependent on the location of the County courthouse than the jail.

12-C

Thank you for your comment.

12-D

The reduction of trips from nearby amenities is considered a "Pass-By" or "Diverted Link" trip. Although the Alf Christianson Seed Site has a greater number of services in close proximity, the Institute of Transportation Engineering (ITE) Trip Generation Report does not provide Pass-By or Diverted Link trip reductions for a jail. Since no values are provided, no reduction in trips was included in the analysis, consistent with national standards.

12-D Cont'd	related services. If the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.	12-E	The County will prepare an Emergency Preparedness Plan for either site to identify standard operating procedures during an emergency such as a major flood event, fire, etc. This has been added to Section 3.3 of the Draft EIS. On either site, critical equipment within the new facility will also be raised off the floor.
12-E	Tax Payer Investment: The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall. The City of Mount Vernon will spend approximately \$30 million dollars on the flood wall project and approximately \$60 million on the public safety facility. When the flood wall is completed, the Alf Christianson location will be protected by the flood wall, the Truck City site will not. It makes little sense to invest \$60 million in a location that is not protected from floods.	12-F	The methodology for the economic analysis is discussed in more detail in Appendix I of the Draft EIS, Economic Analysis. The methodology utilized for the analysis is the same for both the Alf Christianson Seed Site Alternative and the Truck City Site Alternative, and is based upon current market conditions and the vision for the downtown area as described in the Downtown and Waterfront Master Plan.
12-F	Appearance: Redevelopment of the Alf Christianson site into a new public safety facility will greatly improve the appearance of the neighborhood and downtown. Because the property is right-in, right-out access only and is sandwiched between the railroad and the freeway, there has been no interest from developers despite marketing over the past ten years. The hope that the Alf Christianson property would be redeveloped into a hotel or office complex is unrealistic. The 75 employees associated with the new public safety facility are a "bird in hand" that will benefit downtown Mount Vernon as opposed to wishful thinking about redevelopment into a hotel, convention center or office complex that is not likely to happen.	12-G	As stated in Section 3.2.3 of the Draft EIS, additional testing is recommended at the Truck City Site to verify the degree of settlement that could be expected from liquefaction during an earthquake.
12-G	Comments on the EIS: The environmental impact statement (EIS) states that the Truck City site is at greater risk of liquefaction in an earthquake. This fact should not be ignored. If a major earthquake occurs at the truck City site, it will be more isolated from other support facilities including emergency and medical personnel. When locating essential public or critical facilities, the geology of any site must be a serious concern.	12-H	The methodology for the economic analysis is discussed in more detail in Appendix I of the Draft EIS, Economic Analysis. The methodology utilized for the analysis is the same for both the Alf Christianson Seed Site Alternative and the Truck City Site Alternative, and is based upon current market conditions and the vision for the downtown area as described in the Downtown and Waterfront Master Plan. Text was added to Section 3.8.2 of the Draft EIS to reiterate that the potential economic losses identified for either site are not immediate and may never be realized. As such, the impacts are characterized in the Draft EIS as lost economic opportunities in the indirect impacts section, rather than direct impacts of project implementation.
12-H	<p>The EIS claims that the economic loss associated with locating the public safety facility downtown location is \$86 million in gross business receipts and 220 jobs. In comparison, the EIS claims that the loss from Truck City would be \$17 million in gross receipts and 112 jobs. The EIS states that "demand for commercial and industrial space in south Mount Vernon is strong". It derives these figures from a preposterous assumption that the downtown site would be developed privately as a hotel and/or office park if not used for a public safety facility. I believe that such a use has no basis in reality. No business would locate on that site in that access to any development of the downtown location has to be "right in – right out" only. There is no market for a hotel, restaurant or office complex that will accept a "right in – right out" access. The downtown location has been for sale for many years and there has been zero interest from development. Other impediments to development of this parcel involve the freeway noise and the fact that traffic is stopped on Kincaid Street many times during the day due to the train station location. That is to say nothing of the lack of suitable parking for downtown businesses, which could be helped considerably if extra parking can be allowed to enhance public safety facility.</p> <p>The economic assumptions and projections are not based upon any reality of which I am aware. Mount Vernon suffers from high vacancy and there is no current demand for commercial space. The "economic loss" projections of the EIS are premised on a development for the downtown location that will <u>never</u> occur. We can either acknowledge the certainty of having 75-136</p>	Phase II of the Downtown Mount Vernon Flood Protection and Revitalization Project will be completed in summer 2014 and includes riverfront parking to accommodate downtown businesses. See the City website for additional information: http://www.mountvernonwa.gov .	

12-H
Cont'd

employees added to the downtown Mount Vernon economy or we can fantasize about a hotel/office complex that will never materialize with the jobs assumed by the EIS.


12-I

Conclusion: For the reasons set forth herein, the Alf Christianson site is the far more superior and most practical site. The City of Mount Vernon has made a number of questionable, and arguably bad, land use decisions in my lifetime (60+ years), to wit: demanding that I-5 be constructed right next to downtown; making the City's most valuable asset; it's border on the Skagit River to be used as a parking lot; locating the new train station downtown without providing for adequate parking or other public facilities; failing to anticipate and plan for the influx of commercial businesses to Skagit County in the 1980's and 1990's and allowing them to be enticed to locate in the City of Burlington. The Alf Christianson site for the new Public Safety Facility is the correct and wise decision.

12-I

Thank you for your comment.

Respectfully submitted,



Paul W. Taylor
20388 Eric Street
Mount Vernon, WA 98274
360-416-6900
pwtlaw@frontier.com

JAIL LOCATION EIS REVIEW OPEN MEETING

Ask Clarifying Questions.

- 13-A 1. Which site based on information available including the EIS seems the most cost effective?
Does that include the anticipated off-site costs?
Does that include the cost of the property owned by the City of Mt. Vernon?
Which site has the most unknowns which could add development cost?
- 13-B 2. Which site based on information available including the EIS would have the fastest development schedule including completion of offsite work beginning with development of site engineering drawings?
- 13-C 3. Which site gives the design team the most flexibility to include any desired changes that may come up during the "Design Phase" of the project?
- 13-D 4. Which site would or could have the most potential direct cost to the City of Mt. Vernon.

Statements

- 13-E 1. Hotel etc. Tracks – Hampton Inn, Candlewood, and Fairfield Burlington.
Hampton Inn, Candlewood planned @120th in Marysville
- 2. Marketability of Christen Seed Site; Has not been on the market for some years.
Have had a Broker from Bellingham, Mike Kingsley have a client interested last year.
Is a good hold, use then develop to meet market needs. Can Mitigate.
- 3. The present plan for the Jail at the Christianson Seed site leaves a about one acre parcel
On Kincaid Street that is too small to cost effectively develop .

Quote. " It would not be prudent or responsible of The City of Mt. Vernon Leaders to take the risk of allowing The new County Jail to be built at the entrance to the City that would impact the desired

Results of the existing \$27 million investment in revitalizing Downtown Mt. Vernon"

James Clausen Commercial Real Estate Broker Snohomish County

13-A

The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

13-B

Permitting, design, existing utility relocation, and building from the foundation up will take a comparable amount of time on both sites. The extent of potential contamination is not known at this time (a Phase II Environmental Site Assessment is in progress), which will affect the total construction time. Based upon current information, the Alf Christianson Seed Site could take approximately 30 to 45 days longer to build on due to increased quantity and complexity of demolition and the possibility of more complex foundations. It is possible to make up this time difference as design progresses by releasing early demolition and foundation bid packages and completing this work as the rest of the project is in the final permitting stage.

13-C

The Truck City Site is approximately two acres larger than the Alf Christianson Seed Site, making it more flexible in terms of design.

13-D

There are no apparent differences in direct costs to the City between the two sites. Both sites will be permitted by the City and Skagit County will be responsible for permitting and construction fees. Potential indirect economic costs of each site are estimated in Section 3.8.2 of the Draft EIS. During operation of the jail, little difference is anticipated in direct costs to the City for the transport of prisoners to and from each site. For security reasons, inmates at either site must be transported by vehicle, as they are at the existing jail (see this clarification in Table 1 of the Final EIS)..

13-E

Thank you for your comments.



LAND SURVEYING / LAND-USE CONSULTATION

RECEIVED
CITY OF MOUNT VERNON

JAN 09 2014

C.E.D. DEPARTMENT
BY _____

January 9, 2014

City of Mount Vernon
Jana Hanson, Director
Community and Economic Development Department
PO Box 809
Mount Vernon WA 98273

Hand Delivered

Re: EIS Criminal Justice Center

Dear Jana:

Thank you for the opportunity to respond to the above-referenced project.

14-A

It is unfortunate that we are limited to only two locations for the proposed jail site, both of which are currently mapped as being within the 100 year flood plain of the Skagit River. The Alf Christianson site being in flood zone A0-1 and the Truck City site being in flood zone A0-2.

It is my opinion that the jail site should be considered a critical facility, as described on the attached FEMA document, especially since there is a proposed medical facility within the project.

14-B

As you know, critical facilities come with their own unique set of conditions with respect to development as specifically called out in (federal) Executive Order No. 11988 (attached).

14-C

The executive order places a significant burden on the development of the facilities if chosen to be constructed within a flood plain. I personally question that no appropriate alternative locations are available in the County that are outside of the flood plain.

14-D

However, based upon the sites selected, the Alf Christianson site should receive a much higher approval rating based upon the critical facility flood plain siting criteria. The site is within the area that will be removed from the flood plain upon completion of the flood wall and is additionally located east of the Burlington Northern Railroad grade, which may provide additional protection in the event of a flood.

As noted in the attached Executive Order No. 11988, Section 3(b), the use of fill to elevate the structure is not the methodology "to achieve flood protection, agencies shall, whenever practicable, elevate structures above the base flood level rather than filling the land". This requirement should eliminate the Truck City site from the consideration due

14-A

As discussed in Section 3.3.2 of the Draft EIS, the jail is considered a critical facility. Per Mount Vernon Municipal Code (MVMC) Section 15.36.255, construction of critical facilities within a 100-year floodplain is only permitted if no feasible alternative site is available. Five of the 14 sites considered by the County for the new jail are located outside of the 100-year floodplain. However, these sites were determined infeasible. See also the alternatives analysis provided in Appendix C of the Final EIS.

14-B

Critical facilities within the City of Mount Vernon are regulated by MVMC Section 15.36.255. Executive Order 11988 only applies to federal agencies funding and/or permitting critical facilities.

14-C

See responses to comments 14-A and 14-B above. See also the alternatives analysis provided in Appendix C of the Final EIS.

14-D

The conceptual design of the new jail facility complies with MVMC Section 15.36.255. The Alf Christianson Seed Site, if selected, may be constructed prior to completion of the new levee, and will be partially constructed on pilings due to poor soils conditions. On either site, critical equipment within the new facility will be raised off the floor.

LISSEr & ASSOCIATES, PLLC
320 Milwaukee Street / P.O. Box 1109 / Mount Vernon, WA 98273 / (360) 419-7442 / Fax: (360) 419-0581 / Email: bruce@lisser.com
DEIS Comment Period - 0107

January 9, 2014
Jana Hanson
Page 2

14-D
Cont'd

to the fact that the plan, as proposed, does not appear to utilize construction on posts and piers to elevate above the flood levels as required for a critical facility.

14-E

Another interesting requirement is 3(c), which requires that a reference line be established to show the past and probable flood heights at the site "in order to enhance public awareness and knowledge about flood hazards".

If the Alf Christianson site is removed from the flood plain as anticipated with the completion of the flood wall, then none of the construction or siting requirements associated with a critical facility are a concern.

14-F

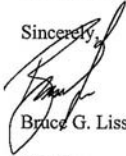
If the Truck City site is chosen, I, as a tax payer, will be insisting that the construction criteria, including no fill and flood height awareness information be included with the design and construction of the facility. Looking at recent flood disasters in the United States, we need to insure that our public dollars are spent wisely and that constructing in the flood areas, if chosen as a preferred location, be performed properly to insure that no damage is incurred to any improvements during a flood.

The jail is a critical facility, the sites that are being brought forward are in the flood plain, now the site needs to be selected based upon which one is less likely to be impacted by a flood.

It would be my hope that the Alf Christianson site is selected, it will be removed from the flood plain upon completion of the flood wall and as such, will be less costly to construct due to the fact that it will not have to have the added construction requirements per Executive Order No. 11988.

Thank you for the opportunity to respond to the EIS.

Sincerely,



Bruce G. Lisser, P.L.S.

BGL/mm
Enclosure

14-E

Thank you for the suggestion. This has been added as a recommended mitigation measure in the Final EIS.

14-F

Thank you for your comments. The County will prepare an Emergency Preparedness Plan for either site to identify standard operating procedures during an emergency such as a major flood event, fire, etc. This has been added as text to Section 3.3 of the Draft EIS.

From: Dennis George [mailto:dennis_george@comcast.net]
Sent: Friday, January 10, 2014 7:08 AM
To: Hanson, Jana
Subject: Jail Site Comment

Jana,

I believe that the Seed Warehouse site should be reserved for future transportation or city uses. It is a prime site for a park and ride lot, a parking garage, an addition to Skagit Station or any number of unknown future **transportation** needs. It is ideally situated directly on freeway ramps, within walking distance of downtown and is on the main railroad tracks. Once this site has a jail on it, it will be lost forever. The security of inmates that have to be transported will be the same whether the site is one block or one mile from the courthouse. The difference in transportation time will amount to a 5 minute difference. The jail does NOT have to be located directly on the freeway nor does it HAVE to be directly on the railroad tracks, some other uses would greatly benefit from this type of site, the jail would not. The light industrial nature of the Old 99 area would be better suited and would not compromise the character of downtown Mount Vernon.

Thanks for reading this,

Regards,

Dennis George
Mount Vernon, WA
RainwaterSoft
Skype: dennis.c.george
Landline/Fax: 360-419-7292

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

Subject: The jail sites!

From: Michael King <m_b_king@msn.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

To whom this might be read by.

I would like to go on record as 'for' the Christianson property for the new jail, since I wasn't able to attend any of the meetings. I've read several letters and articles regarding the pro's and con's of each location. But one thing I haven't heard about yet, in any meetings, is, the contaminated soil at the Truck City location and how much more it would cost to clear all that contaminated soil(s). Truck City has been there since I was young when there was no concerns about what got dumped all over that property.. Also, leaking under ground gas tanks?

Some have expressed concerns regarding the Christianson property as being better suited for 'commercial' endeavors. Well how come, up to now, when we need this jail, did anyone show such concern? and a possible hotel site? If I was a investor in hotels, or contractor, I wouldn't go there, I'd loose my shirt! I'd never go there, because of freeway traffic and train noises at all times of the day and night! Also to inconvenient to get to. They would go broke quickly and be another liability to the city! But perfect for a jail! Also, that property could be designed and landscaped to be nice looking and not look 'institutional' from the freeway, compared to driving just a few blocks South and looking at 'thousand's' of port-a-potties you can see there! Hum, "Welcome to Mount Vernon?" It's still the same now, with where the jail is, when visitors get off the Amtrak, looking at the jail! It's going to be all about the 'hidden' expenses for a jail site, like pontoon's for bridges or a tunnel for the Alaskan Way. We can't afford those kind of delays and cost over runs. I hope this is all taken into considerations. I could come up with more thoughts or considerations, but this is long enough and you get the message.

Michael B. King

15-A

Thank you for your comment. The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The issue of inmate transport will be addressed in the operations study. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

16-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

16-B

A Phase I Environmental Site Assessment was prepared for the Truck City Site (Appendix G of the Draft EIS). A Phase II Environmental Site Assessment is being prepared for the site to further investigate potential contaminants on the site. The study will be made available for public review in March 2014.

16-C

The methodology for the economic analysis is described in greater detail in Appendix I of the Draft EIS. Several mitigation measures are recommended to improve the appearance of the facility at the Alf Christianson Seed Site, as discussed in Section 3.5.3 of the Draft EIS.

15-A

16-A

16-B

16-C

From: Betty Miles [Deerpond@frontier.com]
Sent: Sunday, January 12, 2014 2:14 PM
To: MVced
Subject: JAIL

017-A

Puh-leeeee, what is this nonsense about "GATEWAY" to Mt Vernon??? What GATEWAY? Mount Vernon is a dinky little burg in the middle of nowhere. It is definitely NOT a destination resort. It HAS no gateway. I can't even think of a reason to come here. It can only be the dull ones who never left town after high school who attach any importance to it at all. As for the few tourists we get, wouldn't they rather see a new building (they won't know OR care what it is) than get mugged or have their car broken into by someone who should be IN this jail. Build the damn thing & quit thinking anyone cares Where it is. Get over yourselves, people, & quit with all these delaying tactics. It's been 10 years already of dillying & dallying about this. Betty Miles

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

Subject: Comment on DEIS for the Skagit County Jail
From: Dennis Clark <dennisbclark@hotmail.com>
To: "Hanson, Jana" <janah@mountvernonwa.gov>
CC:

Dear Ms. Hanson,

I am submitting this email in response to the public comment opportunity on the Draft Environmental Impact Statement (DEIS) for the Skagit County Jail, which was released December 18, 2013.

18-A

I have no comments on the content of the DEIS itself. It appeared to be complete and well-written. The information it contained was sufficient for me to evaluate the environmental, economic, and social impacts to the community from the new jail at either the Alf Christianson or the Truck City sites.

My substantive comment is regarding my preference among the alternatives. I do not support the "no action" alternative. Along with many of my fellow Skagitonians, I voted last summer to raise my sales taxes to pay for this badly needed replacement jail. Between the two "action alternatives," I prefer the Truck City site, primarily because it leaves the Alf Christianson site available for the commercial redevelopment that is likely to be needed to accommodate desired economic development in downtown Mt. Vernon. That said, I would not see the selection of the Alf Christenson site as a bad outcome. Thanks to the County's earlier site alternatives evaluation process, the choice between the two action alternatives in the DEIS is between two good sites. Either site could meet the community's needs.

Thank you for the opportunity to comment. Good luck on building the jail on time and on budget.

Dennis Clark
PO Box 1381
Anacortes, WA 98221

17-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

18-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

TO: Jana Hanson,
Director, Community and Economic Development
City of Mount Vernon
P.O.Box 809
Mount Vernon, WA 98273
janah@mountvernonwa.gov

FROM: James A Carter
4223 Lupine Drive
Mount Vernon, WA 98273
360-428-8650
Otis4x4@frontier.com

Subject: Written Comments on Skagit County Jail Draft EIS

Having read all of the information on the Mount Vernon Web Site and attending the Public Hearing on January 9th, 2014, I would like to state for the record that I am in support of Truck City site as the future location of the proposed Skagit County Jail.

Reasons for this decision and questions.

19-A

1- Mount Vernon is in the process of revitalizing the Down Town Water Front. The Kincaid entrance to the city will become the primary entrance to the city and the first impression that visitors will have. To have a large imposing structure, such as a jail will be a detriment to the aesthetics and make a negative impression.

19-B

2- The loss of potential revenue to the city will have a negative impact on the city and the Tax Paying residences.
3- Some comments were made about the distance from the Court House to the Truck City as a detriment. I drove the shortest route from Truck City to the Court house, obeying the speed limit, and found out that was 1.6 miles and took me 3 minutes. In King County the trip to the Regional Justice Center facility from downtown Seattle can exceed 30 minutes. When the Jail site studies were beginning, there was much talk of using electronic equipment (monitors and cameras) to reduce the need of transporting county staff and prisoners to hearings and trials. What happened to this idea?

19-C

4- What is the problem with constructing a parking lot at ground level and the jail above the parking lot. A parking lot with a jail above would reduce the impervious surface of the site and also locate the jail at an elevation above the flood plain. What happened to this idea?

19-D

5- The future Jail expansion on the Truck City Site would have much lower impact on city than that of the Alf Christianson Seed Site.

19-E

6- With the majority of the Sheriff's activity at the Jail site, why not have the county relocate all Sheriff Activity to the new jail site at Truck City? The county could then transfer this real estate to the city for redevelopment and get this property back on the tax rolls.

19-F

7- I did not see a report on the impact of rail traffic. With both Tesero and Shell increasing rail traffic to the Anacortes refineries I question the advisability of additional traffic due to the jail location at the Alf Christianson Seed Site!

19-G

8- If the city and state decriminalize marijuana, what will be the impacts to the jail population?

19-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

19-B

As discussed in Section 2.3 of the Draft EIS, the new jail facility will utilize new technologies such as surveillance, arraignments, and visitation through video that will reduce the need for inmate transport.

19-C

Elevating the building and placing parking underneath would add significantly to the project cost. Either site will accommodate the jail as currently planned, with future expansion to 800 inmate beds and associated parking, without the additional expense of providing parking under the building.

19-D

Both sites can accommodate future jail expansion to 800 inmate beds.

19-E

Relocating the Sheriff's Office was discussed in the early planning stages of the project. The Coordinating Council determined that the benefit of being located with the jail would not outweigh the additional relocation cost. The County intends to continue to use the existing jail, as it houses the Sheriff's Office, the Coroner, and two courtrooms. There have been preliminary discussions of relocating Records and Computer Servers to the second floor of the existing jail, in a secure environment protected from potential floods.

19-F

Although rail traffic is present in the vicinity of both sites, the small amount of net new trips generated by the jail will not greatly impact the flow of trains, nor create large increases in traffic queuing. The exact amount of increased train traffic is unknown at this time. Potential impacts to the local traffic system due to additional trains should be evaluated as part of planning and permitting process undertaken by the railways.

19-G

Thank you for your comment/question. However, it does not pertain to the content or scope of the EIS.

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

Subject: New jail site

From: Deborah Scott <deborahroozenscott@comcast.net>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

20-A

I can't believe we're still trying to figure out which of these sites would be best. The Christiansen Seed locale is obviously a great choice & the best choice! It's ludicrous to assert that ANY hotel, motel or decent condo development would EVER be situated at that locale! Really...between a freeway & the railroad tracks? With current rail traffic (much less the prospect of increased usage via oil/coal trains)? The site has been empty for years! If the jail doesn't go there, it will remain empty, unless someone gets money for low-income housing, more parking, or some other low-end, mundane project!

The current jail isn't a beautiful building. But it's clean, tidy & not offensive. I'm freakin tired of hearing that a new jail, located at the Christianson Seed site, would ruin the gateway to the city from Kincaid. Well-designed & properly landscaped, it would constitute great use of that property, while at the same time limiting costs for transfer of inmates, etc. etc.

Come on people!!! Quit the debate & let's get this done!

Deborah Scott
18234 Moores Garden Road
Mount Vernon, WA 98273

20-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

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

Subject: Re: County Jail Location (Mount Vernon)

From: Sharon Chiappe <schiappe@me.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

21-A

This is in response to editorial in the Skagit Valley Herald January 12, 2014 Sunday edition. While deciding on the best location for the jail the process should include consideration for the additional traffic congestion, parking, managing jail visitors and those that will loiter on the sidewalks while waiting an inmates release and the increased drug dealing common in the jail vicinity.

21-B

According to the editorial, concern about how long a parcel of land has been vacant as a determiner of the jail's location seems to not fully grasp the longterm effect this will have for the city of Mount Vernon proper. No doubt a larger jail will increase city/county coffers but if the city of Mount Vernon also intends to increase revenue via tourist trade and retail sales then the decision-makers may consider if the jail location would be compatible in such a close proximity to the city core.

New to the area I do not have an interest in either location under consideration. However, my observations are based on my experiences as a retired Jail Mental Health Service employee at Los Angeles County Jail. Just be cautious as the city of Mount Vernon will have to live with the location of the jail for a long time to come.

Sharon Chiappe

Sent from my iPad

21-A

Potential traffic and parking impacts are discussed in Section 3.7 of the Draft EIS. There are no statistics that indicate that crime, drug use, or loitering increases in the vicinity of a jail. The Sheriff anticipates that crime around the jail will decrease due to the increased presence of law enforcement.

21-B

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

22-A

ALBERT <aperaino@comcast.net> wrote:

Jana,

There has to be an analytical way of resolving the jail site issue:

1. What is the total Project Life cost at each site:

- what is the cost to buy the property?
- is there any difference in lot area available e.g. do you have to buy more than is needed at one site versus the other?
- what is the cost to develop the property?
- are there any special construction costs at either site e.g. parking, offsets, fire protection, construction access, broadband service, RR noise mitigation.
- if you locate downtown what cosmetic costs are involved to make the presence of a jail less obvious?
- what are costs of transporting prisoners for court appearances?
- what are the costs of delivering supplies to the jail e.g. additional access costs?
- is there any difference in security or other service costs at these locations?

When all these factors and costs are tabulated; then a public meeting to share this information would be desired by the community before the County decides this matter.

Thanks

Al Peraino, PE

22-A

Beacham, Linda

From: Marc Estvold [mestvold@comcast.net]
Sent: Tuesday, January 14, 2014 5:19 AM
To: Hanson, Jana; 'ALBERT'; 'Maggie Buckley'; Beacham, Linda
Subject: RE: New Jail Location

Mr. Peraino,

Jana is correct, we will be looking at all of the issues you raise. In addition to your list below we will also be looking at the difference in demolition cost between the two sites, including asbestos and lead paint abatement. We are currently looking into environmental issues on both sites to try to understand the extent of contamination, if any, this will be included in the comparison matrix as well. We also have to relocate some City utilities on the Alf C site, this will be factored in a well.

I expect this information to be available late February or March and will be public.

Thank you for your comments and interest in our project.

Marc Estvold

Project Manager

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

From: Hanson, Jana [mailto:janah@mountvernonwa.gov]
Sent: Monday, January 13, 2014 11:16 PM
To: ALBERT; Marc Estvold; Maggie Buckley; Beacham, Linda
Subject: Re: New Jail Location

Mr. Peraino,

Thank you for your comments and questions. Your message will be included in the official record and considered in the preparation of the Final EIS. Marc Estvold, the county's consultant responsible for managing the jail project, is putting together a cost comparison analysis that will address the questions you have posed. I have copied Mr. Estvold in this email as well as Ms. Buckley with DEA who will be preparing the FEIS.

Again thank you for your message and thoughtful questions which will be addressed in the FEIS or in a separate document that will be used by the decision makers to help with choosing the best site. Mr. Estvold can answer whether this information will be considered at a public meeting.

Jana Hanson

Sent from my Verizon Wireless 4G LTE DROID



RECEIVED
CITY OF MOUNT VERNON

JAN 14 2014

C.E.D. DEPARTMENT
BY _____

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Bellingham Field Office • 1440 10th Street, Suite 102 • Bellingham, Washington 98225
(360) 715-5200 • FAX (360) 715-5225

January 13, 2014

Jana Hanson
City of Mount Vernon
PO Box 809
Mount Vernon, WA 98273

RE: LA File# EIS-NOA-12-11-13
DOE file# 201306077
Applicant Skagit County; Gary Christensen

Dear Ms. Hanson:

Thank you for the opportunity to provide comments on the above referenced Determination. Based on review of the State Environmental Policy Act (SEPA) checklist associated with this Determination we offer the following comments:

Stormwater runoff can have a significant impact on water quality, introducing sediment and other pollutants into waters of the state. Such pollutants can impair or eliminate aquatic habitat and prevent such waters from having multiple beneficial uses (e.g., fishing, swimming, drinking, etc).

From the SEPA register, it appears that this project may be subject to one of Ecology's National Pollutant Discharge Elimination System (NPDES) General Permits for Stormwater Discharges.

NPDES Construction Stormwater General Permit

Information regarding the NPDES Construction Stormwater General Permit can be found at:

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

NPDES Industrial Stormwater General Permit

Permit Coverage is necessary if the industrial activity at the proposed facility meets the following criteria:

- Industrial activities that:

23-A

Thank you for the information. The County does intend to apply for an NPDES Construction Stormwater Permit for construction at either site.

23-B

Thank you for the information regarding the NPDES Industrial Stormwater Permit. An Industrial Stormwater Permit is not anticipated for the proposed project. Per 40 CFR Subpart 122.26(b)(14), the new jail will not manufacture, process, or store raw materials, and therefore is not considered an industrial facility.

23-A

23-B

23-B
Cont'd

LA File# EIS-NOA-12-11-13
DOE file# 201306077
Page 2 of 2

1. Are listed in 40 CFR Subpart 122.26(b) (14)
2. Discharge stormwater from the site into state surface waters or into storm drainage systems which discharge to state surface waters. (Surface waters may include wetlands, ditches, rivers, unnamed creeks, lakes, estuaries, marine waters).

Information regarding the NPDES Industrial Stormwater General Permit can be found at:

<http://www.ecy.wa.gov/programs/wq/stormwater/industrial/index.html>

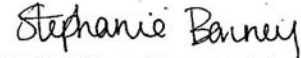
If you have questions about determining the need for NPDES coverage or you need information regarding applying for and implementing an NPDES please contact us.

Thank you for considering these comments from the Department of Ecology. If you have questions please call Kurt Baumgarten at 715-5210 or Stephanie Barney at 715-5233.

Sincerely,



Kurt Baumgarten, Water Quality Specialist



Stephanie Barney, Stormwater Inspector

kb:sm

cc: Skagit County; Gary Christensen
BFO SEPA File

24-A

Jan 12

Dear Jane,
 Thank you for the well written article in Sundays paper re: the jail location.
 What concerns me is the lack of parking downtown. Parking for the CofC train station, grainery tower, and potential shoppers/tourists enjoying the River Walk.
 If the grain company/seed company property were purchased, a parking garage could be built there as well as a jail, maybe a walk-way over the said would be useful for everybody not only court cases.
 We've got to get this settled and a new jail built soon.

Sincerely,
 Barbara Hendle
 74 Hoh Place
 Ra Conner, WA.

24-A

Thank you for your comment. Parking will be provided at either jail site in compliance with the Mount Vernon Municipal Code. Phase II of the Downtown Mount Vernon Flood Protection and Revitalization Project will be completed in summer 2014 and also includes riverfront parking to accommodate downtown businesses. See the City website for additional information: <http://www.mountvernonwa.gov>.

RECEIVED
 CITY OF MOUNT VERNON
 JAN 14 2014
 C.E.D. DEPARTMENT
 BY _____

25-A

Jan 12, 2014
Jana Hanson, Director
Comm and Economic Development Dept.
PO Box 809
Mount Vernon, Wa. 98273

Dear Jana,

The downtown Christensen property seems to me like the best use of public money to build the jail. Easier access to the courts and police seems like a no-brainer.

The unsuitability of the downtown space for anything else (how long has that warehouse been empty?) make it especially desirable, since the truck city site could easily attract a myriad of other uses. My vote is for the downtown space.

Sincerely,
Marilyn Johnson
PO Box 527

(360) 466-1282 LaConner, WA. 98257

RECEIVED
CITY OF MOUNT VERNON

JAN 14 2014

C.E.D. DEPARTMENT
BY _____

DEIS Comment Period

25-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

January 14, 2014

Jana Hanson
Director of Community and Economic Development Dept.
City of Mount Vernon

RE: Location of proposed jail

Ms. Hanson

To me the Alf Christianson site is a poor location for business development for two primary reasons.

26-A

First: Ingress and Egress will always be a problem here with limited road frontage between Interstate-5 and the railroad tracks. It may be necessary to limit ingress from the west and egress to the east. This will necessitate other access to be via Section Street off of Third Street.

26-B

Second: There will be a lot of traffic noise from Interstate-5 and the railroad line. With the potential of more train traffic this will become a bigger issue.

26-C

It is a good site in location being close to the courthouse. This to me is a major advantage to this location. In real estate we are always told the three most important things are location, location and location.

The issue of the visual appeal of the jail at the city entrance is a mute point. It will certainly be an improvement over what is there. If being developed for general business we do not know what visual appeal it will have, it may be less desirable.

Sincerely



Dick Reitsma
(360) 770-6014

26-A

Final ingress and egress to the Alf Christianson Seed Site was not identified in the Draft EIS due to possible changes to the site layout. As indicated in Section 3.7.1 of the Draft EIS, access onto Kincaid Street is subject to review by the Washington State Department of Transportation. Traffic analysis was completed for access point options from the north (Kincaid Street) and south (S 6th Street) and the results of the analysis are provided in Section 3.7.2 of the Draft EIS.

If the Alf Christianson Seed Site is not selected as the preferred location for the new jail, other development (including but not limited to a hotel or commercial retail) could occur on the site. The transportation impacts of an alternative development would be reviewed and permitted separately and would be subject to the City of Mount Vernon Concurrency requirements, frontage improvements, site mitigation, and impact fees.

26-B

Noise was not analyzed in the EIS for the Skagit County Jail. However, depending on the type of alternative development that might occur on the site if the jail is not constructed there, noise may be evaluated separately as part of a future SEPA review process.

26-C

Thank you for your comment.

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

Subject: FW: New Jail Site:

From: Patty Smith <paty@olmstedtransportation.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

27-A After attending the meeting on Jan 9th and listening to the public comments on the siting of the new jail and the DEIS report, I would like to commend the contractor on a very well written and thorough job. I am looking forward to the next report, which from my understanding will be a side-by-side breakdown of the costs of developing and running the jail at each site. Hopefully we will get some accurate estimates for all phases, including demolition, preparation, construction, traffic revisions, and operation.

I would like to remind everyone that once a site is chosen it will not be changed in our lifetime. It is a very serious decision and one that needs careful thought and consideration. Once it is chosen, it cannot be changed. We need to think of the citizens who live by these sites and also the business owners. We need to look to the future and what kind of opportunities for growth may occur and how they will be affected.

27-B Downtown Mount Vernon is made up of individuals who have decided to be in business for themselves, with cozy restaurants, specialty shops where the owner knows your name, and a décor that is pleasing to the eye and welcoming. When I hear a public official talking about their vision for a downtown "criminal justice center" it makes me cringe. What part of "criminal justice center" gives you a warm fuzzy I-want-to-go-there feeling?

Our leaders have an opportunity to choose a site that is larger and allows for growth. They have the opportunity to jump start south Mount Vernon development and restore our downtown to a place where people want to shop, eat, and do business. This is a decision that should not be made for the convenience of lawyers, judges, or law enforcement. Listen to your downtown business association and the commercial realtors. They have made their preference clear.

I am confident that the Truck City site will come in as the more affordable option. So, if the above mentioned reasons are not enough, it always comes down to money. Public money. From hard working taxpayers. Think about it. Choose wisely.

Thank You,
Patty Smith
Olmsted Transportation/Truck City

27-A

The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

27-B


Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

To Whom it May Concern:

I will relay to you my thoughts regarding the location of the proposed Skagit County Jail.

- Regardless of the site chosen, the proposed jail will be within the City of Mount Vernon. The long term interest of the Citizens of Mount Vernon (and thereby the interests of all the Citizens of all of Skagit County) must take precedence over the near term concerns of convenience. Once we put a jail at the entrance to the City it will remain for a long long time.
- With currently existing funding arrangements it is likely that completion of the Downtown Mount Vernon flood control development will lift the Christian site out of the 100 year floodplain negating costly elevation. The Truck City site remaining within the 100 year floodplain would need to be built at least 5 feet above ground level.
- Siting of the new jail at the Christianson location would be inconsistent with the vision, the mission and the plan for redevelopment in the historic downtown area. This plan was established in June of 2008 by the City and the Citizens Advisory Committee. The City has commenced the plan and is well along the path of completion of Phases I, II and III. To this end the City completed an Environmental Impact Statement (EIS). This comprehensive plan to guide the investment of public and private resources in the downtown area over the next 20 years was completed through a very effective and well executed process involving the City and the Citizens.
- The plan is to increase the density of downtown, building on and enhancing existing activity to create a vibrant attractive and safe waterfront and downtown with improved public access to the shoreline and river, new and improved public amenities, and mixed-use redevelopment that will generate new jobs and create housing that preserves the character of downtown Mount Vernon.
- There was no opposition to the EIS and the City moved ahead with design and construction of flood control measures identified as the Preferred Alternative in the EIS. The plan has become a reality.
- A jail on the Christianson site accomplishes none of the objectives of the plan.
- The Christianson site has very realistic near term development potential as an attractive entrance to the Downtown Historic area. In June of 2013 the City Department of Economic and Community Development introduced the community to the New Market Tax Credits program as a tool for redevelopment. This program is an example of ways to attract private capital impacting redevelopment to include commerce, education, housing, parking, entertainment, the arts and more. The current level of success of the City Master Plan itself is an attraction to private capital. Current and past City administrations have proven that plans can be put into action and accomplished.
- While a newly constructed corrections building would be temporarily more attractive than the current buildings, no one has voiced the opinion that a jail at the entrance to a city is a popular long term plan.
- The Christianson site presents no more of an ingress / egress challenge for commercial development than for a jail.
- Demolition of structures at the Christianson site will be expensive. It is possible that some of the facility could be reused in a mixed use development.
- The annexation of property in South Mount Vernon was an important event for the City. Siting the jail at the Truck City site will likely stimulate development resulting in revenue the City will need in order to provide services to more residential development.

Thank you for taking time to consider this information and opinion.



Don E. Gordon, Sr.

725 South 1st Street, Mount Vernon, WA 982736 360-480-7722

28-A

28-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

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

Subject: Public Comment on Skagit County Jail EIS - Put the new jail OUTSIDE of the Downtown

From: Tamara Thomas <Inthomas@terre-source.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Comment from Tamara Thomas

Resident – 1324 E. Blackburn Road, Mount Vernon, WA 98274

Business owner – 720 S. Main Street, suite 207, Mount Vernon, WA 98273

Good afternoon, Jana,

I attended the first part of the Jail Draft EIS public meeting last week, but left before the public hearing. This e-mail acts as my written comment on the jail sites evaluation per the *Skagit County Jail Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing*.

As a resident, home owner, and business owner all in or within a mile of Downtown Mount Vernon and the sites evaluated for the future jail location I am very concerned about the impact that such a development would have on my life, property and business. The Alf Christensen seed site is, in my opinion, a very bad location for a jail for the health of the Downtown. The Truck City site, although almost as close to my home, offers a much less negative impact because it is outside of my daily exposure. The Downtown businesses are trying very hard to revitalize and improve the 'feel' of the Downtown for shoppers, residents and visitors. We already deal with a large homeless population impact. Potentially expanding the number of people dumped out of the jail with nowhere else to go or with no money to get there is not acceptable.

I often walk or bike to work and if the Alf Christensen site were selected, I would have to walk/bike right past an expanded jail. This is not the focus I want between my home and my office - Not the experience I seek when I walk or bike to work. This is also not the focus that Downtown Mount Vernon should have to overcome for visitors coming off of the freeway to visit our Downtown. For that matter, the jail building would be large enough it would dominate the view of the Downtown from the freeway especially from the south. That is NOT the image we want to extend to our visitors and my clients.

The neighborhood south and east of the Alf Christensen seed company is dangerous and depressed but possesses charming architecture and the potential to improve. The old seed company buildings also have great potential for a collaborative venue of some sort that could attract value and renovation to that area. A jail would not help that area and would put an end to what little hope that neighborhood has that redevelopment may someday occur. The Alf Christensen structures reflect the agricultural history of the City and should be utilized in a manner that honors that past while bringing people in and stimulating our economic future. A conference center, museum, art space, collection of visitor services and attractions, educational facility, and any (or all) of

those categories in conjunction with agricultural industrial use could bring desperately needed revitalization to this area.

Please heed the results of many of the elements the EIS evaluated that showed the **Truck City site to be the preferred location for this expanded jail** and keep working to make Mount Vernon a great place to live and work.

Sincerely,

*Tamara Thomas, P.E.
Terre-Source LLC
360-336-3536 Office
360-336-3530 FAX
425-844-6068 Field*

29-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

29-A

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

Subject: Jail location comments:

From: monashka mountain <monashka.mountain@yahoo.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Greetings Jana,

Sorry to have missed the recent hearing, but had other responsibilities that wouldn't allow me to attend.

Would love for you to share my thoughts here with others associated with this issue. Hope the holidays were good ones for you and yours and the best to you for the new year. Taking a huge swath of remaining available land in the downtown area and dedicating it to the incarceration of lawbreakers is possibly the most backward step a wonderful city like Mount Vernon could consider. The fact that the downtown site is even being considered leaves one to wonder why? I might wonder also that if the area of the seed plant had been included in earlier discussions like those in the "Downtown Opportunity" (from the Mount Vernon web site) the location discussion wouldn't include a "downtown" location nor the seed plant.

Any sort of forward thinking wouldn't even consider the downtown area, and that's hardly an isolated opinion.

The arguments about convenience for people involved in the judicial system and minor costs associated with same pale in the face of the potential future development that would further enhance the city's attractiveness and tax base.

Anecdotally, I have yet to meet a citizen of Mount Vernon who desired the jail location downtown. And if council chooses that location they should be made to pay at the ballot box and highly publicized and continuous accounts of their votes.

The forward looking ideas of "Downtown Opportunity" should prevail and cover as much of downtown as possible, and the city council should be onboard with all of that, or they shouldn't be a part of the city planning process.

A healthy future for Mount Vernon is probably not as a center for incarceration, but as a show place for tourism and related business

enhanced by worthwhile and well thought out architecture and planning.

Respectfully,

Anthony Spanovic
monashka.mountain@yahoo.com
206 200-9169
Mount Vernon, Wa.

30-A

30-A

Thank you for your comment. The alternatives evaluation process and range of alternatives considered for the project is described in Chapter 2 of the Draft EIS.

Beacham, Linda

From: Storme, Roland [stormer@wsdot.wa.gov]
Sent: Wednesday, January 15, 2014 9:27 AM
To: Beacham, Linda
Cc: Hanson, Jana
Subject: FW: Skagit County Jail - Draft EIS

Importance: High

Good morning Ms. Beacham,

Thank you for giving us the opportunity to comment on the Draft EIS for the Subject Project.

It appears that WSDOT's concerns have been adequately identified in the Transportation Concurrency Review (Appendix E) portion of the report.

31-A

However, regarding the Alf Christianson Seed Site, WSDOT would prefer that no direct access be provided to SR536 due to its proximity to the I-5 Interchange.

If you have any questions, please don't hesitate to contact me.

Thank you,

Roland Storme
Development Services
WSDOT/Mount Baker Area
(360) 757-5961

31-A

Thank you for your comment. Access to the Alf Christianson Seed Site Alternative has not yet been determined. Your comment will be taken into consideration during the final design process, if that site is selected for the new jail.

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

Subject: Supplemental Comment on Skagit County Jail
From: Jim Lippert <lippertjim@hotmail.com>
To: "Hanson, Jana" <janah@mountvernonwa.gov>
CC:

Jana Hanson; Director, Community and Economic Development January 13, 2014 City of Mount
Vernon POB 809
Mount Vernon, WA 98273

Re: Supplemental Comment on Skagit County Jail Draft EIS, etc.

Dear Ms Hanson:

This affirms and supplements my comments of/at Public Hearing, January 9, 2014.

Businesses, industry, and government offices have moved out of Mount Vernon/Downtown Mount Vernon for lack of parking, and an adequate transportation system. It was mentioned on the 9th, that the Skagit Valley Herald moved to Cedardale, the Mount Vernon Police Department moved to Continental Place, the County Commissioners/Planning Department moved to Continental Place, and that Alf Christianson Seed Company moved to Bay View Ridge/Burlington, etc. It is also noted that attorney offices have moved out of Downtown, and the Public Hearing for the Jail selection/EIS was held at Continental Place, as well. Similarly, the train station was moved from Downtown to a location off College Way/Urban Avenue, and when the train station returned to a Downtown location it became a political campaign issue. Point: There's a pattern here.

The County Commissioners are to select one of two sites for a new jail; i.e. the former S. A. Moffett canning plant/Alf Christianson Seed Company site, aggregated with a former lumberyard, or the Truck City complex aggregated with portions of a former dairy pasture; i.e. now a platted business-light industrial area, and hereafter referenced as the Cedardale site.

The "Alf" site is the smaller and basically road accessed by Section Street, from Third Street, and old 99: This site did not historically adjoin Kincaid, but it has potential access to Kincaid by virtue of potential aggregation with the former Masser/Copeland Lumberyard property. The "Alf" site has pre-World War II houses on small parcels on the east, a Schenk facility on the south, and a railroad (*not needed for a jail*) on its west. **Point: The "Alf" site is basically "isolated" from ancillary services, somewhat "landlocked", with older infrastructure, and would contribute to existing traffic congestion on Kincaid.**

The "Cedardale" site is the larger as it is an aggregation of the Truck City property and a portion of a Maurice /Myrtle Paulson's dairy pasture; now a business/light industrial area. The Cedardale site adjoins former Hwy 99 on its west, with commercial green houses on the north. The east boundary of the Truck City

1

32-A

Thank you for the information and comments. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

The County has begun planning to address future County facility needs and services. Initial findings indicate that if the jail is located at the Truck City Site, it is highly improbable that other County support services would be located near the site because law and judicial services are more dependent on the location of the County courthouse than the jail.

32-A

property is I-5, while the former dairy pasture is presumed a drainage ditch, which is short of I-5. The south boundary is Suzzane Lane; which is named after Maurice/Myrtle Paulson daughter.

Mr. Sickelsteel commented on the 9th, his concern that a jail/ judicial facility, etc. could forsake the Truck City fuel facility, which serves existing Cedardale trucking and agriculture facilities: He seemed concerned over the possible loss of the Truck City fuel facility rather than any incompatibility of 18-wheelers and Sheriff vehicles, etc. AYK: The relatively new gas/fuel facility on Bow Hill Road is more convenient to I-5 for 18-wheelers passing through, and it has ancillary restaurants, hotels, and parking; but no repair capability. **Point: the Cedardale site is open, readily accessible, with newer infrastructure. Further, there is adjacent "open" property for private ancillary services, without urban renewal.**

The "Alf" site needs road improvements now, while the Cedardale site/area will need road improvements over time; i.e. I-5 widened, and Hickok Road could be extended eastward to Little Mountain Road, and possibly westward to Fir Island/Skagit City; *where there was a ferry in late 1800s.*

AYK: The Kincaid/I-5 interchange is the "gateway" for Downtowne, a SR 536 junction, and the closest interchange to Skagit Valley Hospital/medical complex, a *major commercial node*. FYI: Hospitals historically were located in residential areas so doctors had quick access from their homes to the hospital. Today, hospitals/medical facilities are located close to interstate highways. Accordingly, Skagit Regional Clinics is building a facility on Freeway Drive.

COIMMENTS: We know a new/enlarged jail is not a "cure-all" to decrease crime, nor is its site selection going to resolve Downtowne economics, etc. However, it is hoped those making the site selection decision, do not make a short term, expedient decision, that fails to look at the "big picture".

Past City Councils and the County Commissions have made short term expedient decisions, over the years, *or they failed to make a decision*; and Mount Vernon/Skagit County has economically lingered, thereby; because of short-term expedient decisions. Most people believe the basic cause is "traffic congestion", but failure to look at the "big picture" is the real reason. That said: Proper land use is a factor; along with ever-changing/evolving transportation/communication technology/economics, coupled with *changes in our cultural/ societal mores.*

Mount Vernon's road system was platted and developed when stern-wheelers plied the river, when railroads moved watermelons, bananas, and canned goods, and trucks were limited to local collection/distribution. Today, 18-wheels move cargo nationally/internationally from farm to store and reverse. Also, nowadays, our *passenger cars and small trucks are more numerous, larger, and faster than Mount Vernon's road system accommodates*: Thus....., the historical exodus from Downtowne.

We are not alone: Seattle City Fathers of yore, also designed and located I-5 *to bring people to downtown*, by constricting the width of the freeway adjoining the CBD. Time has proven that concept invalid, as many I-5 drivers are more interested in getting through Downtown Seattle; *i.e. to the airport, to Mariners stadium, or to a football game*. Further, many Skagitonians are more interested in getting to Boeing or some other employment location than downtown Seattle.

Please make the right jail site "land use" decision; and follow-up that decision with proper collateral decisions overtime; Mount Vernon and Skagit County can turn this jail site decision into a "win-win" situation, or we can experience an economic "heart attack", which "stinks" may not remedy.

Roger E. Pederson

POB 245
Mount Vernon, WA 98273-0245

Thank you,

Jim Lippert

*"A hundred years from now it will not matter what my bank account was,
the type of house I lived in, or the kind of car I drove...
but the world may be different because I was important in the life of a child."*

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Cell: 360-333-1248

Beacham, Linda

From: Doris Brevoort [fieldofswans@comcast.net]
Sent: Thursday, January 16, 2014 8:38 AM
To: MVced; MVced
Subject: Re-- site choice for the jail, from Doris Brevoort

Dear City of Mount Vernon,
to Jana Hanson and the Community and Economic Development Department, working on choice of the site for the new County Jail:

33-A

Hello, I would like to give my opinion that the South Mount Vernon site proposed for the jail is a better choice, by the truck stop. The park-and-ride in that vicinity provides an initial infrastructure to facilitate family travelling to the location to visit people in custody there. I believe that this would be a responsible location for the jail, just a few minutes' commute to the courts and related offices Mount Vernon.

I think the prime space at the Christianson property could better be developed as something used by the entire public-- as a gateway, off the freeway, to Mount Vernon and Skagit County for county residents and out-of-town visitors. (Ideas come to mind such as a retreat or educational center, promoting economic development through eco-tourism, perhaps with community amenities such as a daycare center or preschool, exercise facilities, museum exhibits and a public library.) Perhaps the Development department will host future public opportunities to brainstorm uses and possible funding sources for City or County development of this property.

Thank you for all your work on the issue of locating the new jail. I expect that it will be built with the highest energy-conservation standards, and even though it is now in an undeveloped area, that it is designed thoughtfully as a community asset, anticipating the future growth in South Mount Vernon.

Sincerely,

Doris Brevoort
118 So. 5th St.
Mount Vernon, WA 98274

360-336-3453

33-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

January 15, 2014

To: Jana Hanson
Director, Community and Economic Development
City of Mount Vernon
P.O. Box 809
Mount Vernon, WA 98273

From: Phyllis McKeehen
12576 Josh Wilson Rd.
Mount Vernon, WA 98273
360.757.0454

Re: Skagit County Jail
Draft Environmental Impact Statement

RECEIVED
CITY OF MOUNT VERNON

JAN 16 2014

C.E.D. DEPARTMENT
BY _____

In my opinion, Skagit County needs to construct a new jail and **the best location for the new jail is the Alf Christianson Seed Site.**

Following are my written comments about several Environmental Elements discussed in the Skagit County Jail Draft Environmental Impact Statement:

Floodplains Element:

34-A

While the EIS notes that a "50 year flood event in Mount Vernon would be rare and that a 100 year flood event may never have occurred" the reality is existing regulations require we be prepared for the possibility of a 100 year flood. We have had floods in the past in Mount Vernon and we will have floods in the future.

The EIS notes that the Truck City site "is at risk of being surrounded by floodwater due to extreme floods and cut off from vehicle access." **A potentially inaccessible jail is just not acceptable. On this basis alone, the only acceptable jail site is the Alf Christianson Seed site.**

Economics Element:

34-B

This element was added due to the concerns expressed at the scoping hearings regarding the economic impacts of the selected jail site. I wish to commend the decision to include the economics element in this Draft EIS – I personally feel that this should a standard requirement of all EIS documents.

However, in my opinion, this section does not go far enough in its analysis of economic issues. It fails to include many of the realities of customer shopping habits. It fails to clearly address the impact the jail location can have on the County and the Cities' budgets.

A jail in Downtown Mount Vernon is not a business deterrent.

Much has been said at Public Hearings held to date that a jail downtown is a deterrent to business. I don't think so. Ever since Mount Vernon has been the County Seat, there has been a jail in Downtown Mount Vernon. For many years of its history, the Downtown Mount Vernon area was a thriving business community. That is not the case today. The downtown jail location has not been the cause of this problem.

34-A

The County will prepare an Emergency Preparedness Plan for either site to identify standard operating procedures during an emergency such as a major flood event, fire, etc. This has been added to Section 3.3 of the Draft EIS. Text was also added to the Critical Facilities Criteria section of the Draft EIS to provide more detail as to why raising access roads to the Truck City Site is technically complicated and financially infeasible.

34-B

The scope of the economic analysis in the Draft EIS was focused on potential impacts to tax revenues, local businesses, and property values. The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

The move of County employees out of Downtown will negatively impact Downtown Businesses. The Draft EIS neglects to note that the primary customer base for the Downtown Business Community is the employees that work in the Downtown Mount Vernon area. Unfortunately, over the years the Downtown Business Community has failed to fully recognize that fact and to market accordingly. The focus continues to be on the mythical customer that may come from "outside" to the Downtown Mount Vernon Business core.

For the 20 years I was a County Department Head working in the Courthouse most (and often, all) of my employees each day were paying customers of the Downtown Mount Vernon Business Community. Unfortunately, during those same years the often repeated "mantra" of that same Business Community was "those blankety blank County employees – all they do is take parking spaces our customers need."

The move of Skagit County's Administrative Offices from Downtown Mount Vernon to the Continental Street location has already heavily negatively impacted the Downtown Mount Vernon Business Community economy.

The EIS states that "...jail employees at the Truck City site are likely to utilize existing support services and businesses in downtown Mount Vernon". That is an incorrect statement. What the drafters of the EIS fail to recognize is that the jail employees at the current jail location already have assigned Downtown Mount Vernon parking spaces. Their current access to Downtown Mount Vernon support services and businesses is primarily as a pedestrian. That would no longer be the case if the jail were located at the Truck City site. For the employee wishing to shop or eat at a restaurant during a meal break, the choice of locale is not likely going to be Downtown Mount Vernon. It will be far easier to travel via private vehicle, access I-5 at Anderson road and exit either at College Way or George Hopper to use the businesses in those locations that have the easily accessible parking that does not exist in Downtown Mount Vernon. What will also most likely occur, with several employees added to the Truck City site neighborhood, is the addition of new businesses in that location to accommodate the needs of the jail employees. This too would reduce customers in the Downtown Mount Vernon core.

A retail/hotel development at the Alf Christianson Seed site will negatively impact other businesses in Downtown Mount Vernon.

There is additionally a failure in the EIS to recognize an important aspect of customer perception, one that has plagued Downtown Business Communities nationally since the onset of mall competitors. Unless the customer can visually see his/her shopping destination from a parking site, the shopping destination is not considered easily accessible and therefore the customer often does not go there in the first place. For example, because the destination is in view, a customer is more willing to walk the equivalent of several city blocks from the outside edge of the WalMart parking lot than he/she is willing to walk in a Downtown Business Community. For that reason, a retail and/or restaurant complex located at the current Alf Christianson Seed site would be more likely to negatively impact other businesses in the Downtown Mount Vernon Business core than it would be to increase overall Downtown business use. Businesses in the Alf Christianson location would have a quicker access to I-5 plus parking and customers will most likely stop there but not travel further into Downtown.

34-C

Thank you for your comments. Section 3.8.2 of the Draft EIS was revised to acknowledge that jail employees at the Truck City Site may face parking limitations if they choose to utilize existing support services and businesses in downtown Mount Vernon. However, Phase II of the Downtown Mount Vernon Flood Protection and Revitalization Project will be completed in summer 2014 and includes riverfront parking to accommodate downtown businesses. See the City website for additional information: <http://www.mountvernonwa.gov>.

While County services are considered a good anchor in a downtown area, alternative uses could have greater economic benefits. Land uses with high employment densities and high interaction with the public (e.g., mixed use commercial) have the most economic benefits, while uses with low employment densities and low interaction with the public (e.g., a maintenance facility) have lesser benefits. Therefore, the loss of the former use would have a greater detrimental economic impact than the latter. The employment densities of a jail are considerably lower than for alternative uses, such as the alternative development scenario identified for the Alf Christianson Seed Site in the Draft EIS (see Section 3.8.2).

The methodology for the economic analysis is discussed in more detail in Appendix I of the Draft EIS, Economic Analysis. The methodology is based upon current market conditions and the vision for the downtown area as described in the Downtown and Waterfront Master Plan.

The County has begun planning to address future County facility needs and services. Initial findings indicate that if the jail is located at the Truck City Site, it is highly improbable that other County support services would be located near the site because law and judicial services are more dependent on the location of the County courthouse than the jail.

34-C

34-C
cont'd

The Alf Christianson Seed site is not a good hotel location.

As to its touted potential use as a hotel location, the Alf Christianson Seed site, located between the noisy freeway and the noisy railroad is simply not a likely destination hotel site. A hotel several blocks west, with a Skagit River view would be a destination hotel site.

The Draft EIS fails to note the increased costs to the County and Cities' budgets that would result if the jail were located at the Truck City site.

The Public is very vocal about its desires for government agencies to cut costs and to operate at maximum efficiency. Aside from facilities capital expenditures, the greatest expense in government budgets is for government employees. If one task all of a sudden takes more time to perform, then the time for the employee to perform other tasks decreases. If transportation expenses are increased, other expenditures generally have to be cut.

According to the EIS the decision to locate the jail in Mount Vernon was made because the City of Mount Vernon, with 30% of trial bookings, is the greatest user of the jail. However, this means 70% of the trial bookings are made by other government agencies. While the EIS refers briefly to the additional mileage distance from the Courthouse to the Truck City location, it is silent on the cost impacts of that additional distance.

34-D

It currently takes an additional minimum of 5 minutes to traverse one way, or 10 minutes total round trip from the current jail location (the Alf Christianson Seed site would be comparable to the current jail site) to the Truck City site. With the exception of the few arrests made in the County south of the Truck City site, this means that for every law enforcement agency staff person traveling to the Truck City site to do a booking the employee performing the booking transport is losing 10 minutes time for other duties plus there is an increased vehicle operations expense for the trip.

Criminal trials in Superior Court will continue to be held at the Courthouse. The Truck City location would add a minimum of ten minutes employee time plus added vehicle operation costs for every round trip required to transport a jail inmate to the Courthouse.

The round trip expenses for employee time and vehicle operations would be even more significant for the use of the courtroom planned at the jail location. Prosecuting attorney and Public Defender staff members would also incur additional time and vehicle expenses.

The increased round trip time would also add to the expense of providing medical services for jail inmates than is currently incurred at the present jail location.

34-D

The County is in the process of preparing an operations study that will include a cost comparison of the two sites, including both construction and operational costs. The issue of inmate transport and associated costs will be addressed in the operations study. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

- 34-D
Cont'd
- Most private criminal attorneys have offices closer to the Alf Christianson Seed site than to the Truck City site. They too would incur additional time and vehicle expenses if the jail is located at the Truck City site.
- While each of the above instances would individually be small and only 10 minutes or more time would be involved, over the time this jail is expected to be in use the additional cost in dollars to government agencies and inefficient use of government employees staff time would be horrendous if the jail was located at the Truck City site.
- 34-E
- Transportation Element**
Both proposed jail sites will result in about the same number of increased local trips by vehicles per PM peak hour. However, A jail at the Alf Christianson Seed site will result in less increased local trips by vehicles per PM peak hour than would result if either a hotel or retail development were to occur in that location. The majority of the increased daily trips to the jail would also be primarily during daytime business hours Mondays to Fridays. The traffic to either a hotel or retail complex in that location would occur over more hours and over 7 days a week and would result in a greater negative impact on the adjacent residential area than a jail sited in that location.
- 34-F
- Aesthetics**
The EIS indicates that if the jail is to be sited at the Alf Christianson Seed location then the overall aesthetic ratings of the environment at the ALF Christianson Seed site would increase. However, if the jail is located at the Truck City site the EIS notes a decrease would occur in the overall aesthetic ratings of the current Truck City environment.
- Much has been said about a jail at the Alf Christianson Seed site being inconsistent with the visual character of the City's planned downtown gateway along Kincaid Street. Per the EIS, the area closest to Kincaid Street is expected to be a parking lot if the jail is built in that location. Based on the way hotel/retail/business developments are done everywhere else that same section of the Alf Christianson Seed site would most likely also be a parking lot if the site were developed for those other purposes.
- A jail at the Alf Christianson Seed location is not going to be an aesthetic deterrent to the Downtown Mount Vernon gateway". Skagit County should be commended for the good job it is already doing in making the "Welcome to Mount Vernon" aesthetically pleasing. The County is already in compliance with the section of the Mount Vernon Master Plan that wants Kincaid Street to "provide an attractive entry experience to downtown." When viewed from I-5 the areas owned and maintained by the County are by far better maintained and aesthetically pleasing than most others in the surrounding neighborhood. And frankly, when I compare the County owned parking lots along Kincaid St. that already exist with the majority of parking lots throughout the city that are maintained by the Business Community, I find the parking areas maintained by the County are 100% more aesthetically pleasing.
- Based on past history and current land management practices of various government and business parcel land owners, the use of the Alf Christianson Seed site as a jail location will be far more aesthetically pleasing than any of the other proposed uses of that parcel.
- 34-E
- If the Alf Christianson Seed Site is not selected as the preferred location for the new jail, other development (including but not limited to a hotel or commercial retail) could occur on the site. The transportation impacts of an alternative development would be reviewed and permitted separately and would be subject to the City of Mount Vernon Concurrency requirements, frontage improvements, site mitigation, and impact fees.
- 34-F
- Thank you for your comments. While they do not warrant clarifications or additions to the EIS, they are relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comments will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

Written Comment Sheet
Public Hearing for the Skagit County Jail Draft EIS

Thank you for your input!

almost a Repeat to make sure DATE: *1-13-14*
my comments are received

PLEASE PRINT LEGIBLY

35-A

*(1) Both locations could turn S 6th into a mini-freeway
Truck City drivers will dodge trains crossing Blackburn & old 99
by timing running up 6th & over to section
Alf C. drivers will use S 6th as a 24 hour access road for
deliveries, commuters and more.
S 6th is a residential neighborhood & needs protection.*

35-B

*(2) S 99 needs an incredible amount of capital improvement
S of Anderson. There are no sidewalks, no bus stops,
almost no connection to storm drains. There is no way
to walk to Truck City safely.
What happens to the people that are released?
What happens to walking visitors?*

35-C

*(3) Old 99 drains on private property. Capital improvement
is NEEDED south of Anderson. The storm drain is there
but little is connected to it.*

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<i>Sonya Dahl</i>
ORGANIZATION:	
EMAIL ADDRESS:	<i>s.dahl@dalcousa.com</i>
MAILING ADDRESS/CITY/STATE/ZIP:	<i>3004 Old Hwy 99 S Rd Mount Vernon WA</i>
PHONE NUMBER:	<i>360 428-3850</i>

Please note: Your entire comment - including your personal information - may be made publicly available at any time. Although you can request that we withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

PLEASE MAIL BEFORE JANUARY 16, 2014 TO:

Jana Hanson
Director, Community and Economic Development
City of Mount Vernon
P.O. Box 809
Mount Vernon, WA 98273
janah@moutnvernonwa.gov

35-A

Both sites do have access to S 6th Street, a slow speed stop-controlled residential street that does not provide continuous "through traffic" access. Primary access points will direct traffic away from S 6th Street. Vehicles from the Truck City Site will generally use the Anderson Road interchange/access points while vehicles from the Alf Christianson Seed Site will generally use Kincaid Street. If an access along S 6th Street is approved for the Alf Christianson Seed Site, improvements to the roadway will occur as identified in Section 3.7.3 of the Draft EIS.

35-B

The South Mount Vernon Park & Ride is located approximately one-half mile south of the site and is serviced by Skagit Transit bus route 90X. Skagit Transit bus route 206 also passes by Blackburn Road, less than one mile north of the site. Although no sidewalks currently exist on Old Highway 99 South Road, the road does meet current standards for a two-lane roadway with wide shoulders on both sides to accommodate pedestrians. If the Truck City Site is selected as the new jail site, pedestrian facilities must be provided on the frontage street, Suzanne Lane.

35-C

If the Truck City Site is selected as the new jail site, on-site drainage and utility connections will be addressed during final design.

NAME:

Page 2

35-D

④ Old 99 has a terrible design with manhole covers all up & down from Blackburn to Hickox. They are very noisy when driven over, 24 hour thumping will drive everyone nuts. The faster the traffic, the louder the wheel-thump. Awful. The manhole covers should be moved.

Pro Alf Christ.

35-D

Thank you for your comment.

From: Balisa Koetje [mailto:balisa@windermere.com]
Sent: Thursday, January 16, 2014 3:20 PM
To: Hanson, Jana
Subject: Skagit County Jail Siting

DEAR MAYOR BOUDREAU, DIRECTOR HANSON, COUNCILMAN REGAN, COUNCILMAN FEIDLER, COUNCILMAN MOLENAAR, COUNCILMAN HULST, COUNCILMAN URBAN, COUNCILMAN LINDQUIST AND COUNCILMAN QUAM,

FIRST OF ALL THANK YOU FOR THE OPPORTUNITY TO HAVE A PUBLIC COMMENT PERIOD REGARDING THE ENVIRONMENTAL IMPACT STATEMENT.

THIS IS SUCH A VITAL DECISION AND I APPRECIATE THE TIME EVERYONE HAS PUT INTO THIS PROJECT HOWEVER I WOULD HAVE LIKED TO HAVE SEEN ALL CITY COUNCIL MEMBERS AND COMMISSIONERS IN ATTENDANCE.

YOU HAVE A CHOICE OF TWO SITES TO CONSIDER ...

PERSONALLY JIM AND I OWN AND HAVE OWNED BUILDINGS IN DOWNTOWN MOUNT VERNON FOR MANY YEARS .. RIDING THE UPS AND DOWNS OF THE DOWNTOWN ECONOMY.

WHY WOULD YOU CHOOSE THE ALF CHRISTIANSON SITE WHEN BUILDING THE JAIL THERE AND REMOVING IT FROM THE TAX ROLES TAKES AWAY A TREMENDOUS ECONOMIC BENEFIT TO OUR COMMUNITY?

PROJECTED TAX REVENUE OF \$587,963 .. ALMOST 4 TIMES HIGHER THAN THE TRUCK CITY SITE .. WOULD BE GENERATED UNDER PRIVATE DEVELOPMENT. ESTIMATED GROSS BUSINESS RECEIPTS OF \$85,906,900 .. OVER 5 TIMES HIGHER THAN THE TRUCK CITY SITE .. WOULD BE GENERATED UNDER PRIVATE DEVELOPMENT. IF YOU CHOOSE THE ALF CHRISTIANSON SITE FOR THE JAIL YOU ELIMINATE THE MUCH GREATER STREAM OF REVENUE FOR THE CITY, COUNTY, SCHOOL DISTRICT, TRANSPORTATION DISTRICT, HOSPITAL DISTRICT AND PORT DISTRICT.

SOME SAY ALF CHRISTIANSON IS NOT A VIABLE SITE FOR DEVELOPMENT (VOICE OF THE ATTORNEYS) HOWEVER, JIM AND I HAVE MET FIRSHAND WITH SEVERAL DEVELOPERS THAT FELT VERY DIFFERENT WHEN THE PROPERTY WAS ON THE MARKET IN THE PAST. AT THAT TIME THE CITY, UNDER A DIFFERENT MAYOR, WAS NOT INTERESTED IN ANYTHING OTHER THAN A JAIL ON THE CHRISTIANSON'S SITE BUT NOW ... DOWNTOWN IS UNDER CONSTRUCTION WITH THE WATERFRONT REVITALIZATION PROJECT! WHAT WAS ONCE A FUTURISTIC VISION IS BECOMING A REALITY!!

1

36-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

36-A

36-B

THE JAIL BEING LOCATED ACROSS THE STREET IS A CONVENIENCE BUT IS IT REALLY A HUGE SAVINGS TO THE COUNTY OPERATING BUDGET? IT HAS BEEN POINTED OUT BY THE PROJECT MANAGER THAT THE INGRESS/EGRESS WILL BE AT THE SOUTH PROPERTY LINE. THIS MEANS ONE EXITS I-5, HEADS WEST ON KINCAID CROSSING THE TRACKS, SOUTH ON 3RD AND EAST ON SECTION (AGAIN CROSSING THE TRACKS AND NORTH ON 6TH OF WHICH A PORTION HAS TO BE VACATED AT A COST OF \$500,000 (ACCORDING TO THE PROJECT MANAGER). THE INMATES ARE NOT WALKED ACROSS THE STREET NOW AND THE ATTORNEYS WILL DRIVE TO MEET WITH THEM WHETHER THE SITE IS ALF CHRISTIANSON OR TRUCK CITY.

WE UNDERSTAND THAT THE COSTS TO DEMOLISH THE TWO SITES ARE CURRENTLY BEING OBTAINED. ONE CAN ONLY IMAGINE THE EXPENSE OF THE CHRISTIANSON SITE WITH SO MUCH CONCRETE ON A FORMER LUMBER MILL THAT HAS BEEN MEDIATING COMTAMINATION ISSUES. TRUCK CITY HAS MINIMAL BUILDINGS AND IS NOT BEING MONOTORED BY THE DEPARTMENT OF ECOLOGY FOR ON SITE SPILLS.

36-C

THIS IS OUR COMMUNITY ... YOU HAVE MADE A TREMENDOUS COMMITMENT TO THE REVITALIZATION OF DOWNTOWN AND THE WATERFRONT ... INVESTORS AND BUSINESS OWNERS ARE EXCITED ABOUT DOWNTOWN MOUNT VERNON THOUGH SOME ARE HOLDING OFF ON DECISION MAKING UNTIL THE JAIL DECISION IS MADE.

...PLEASE MAKE THE CORRECT CHOICE AND ADD TO THIS ECONOMIC GROWTH. SELECT THE TRUCK CITY SITE FOR THE JAIL ... LEAVING THE ALF CHRISTIANSON SITE FOR PRIVATE DEVELOPMENT.

THANK YOU FOR ALL YOU DO FOR OUR COMMUNITY.

JIM AND BALISA KOETJE

Balisa E. Koetje | Managing Broker, Commercial Division
Windermere Real Estate/Skagit Valley
1030 East College Way | Mount Vernon, WA | 98273
(360)424-4901 (Direct) | (360)424-8715 (Fax) |(360)421-4111 (Cell)
balisa@windermere.com

Live well, Laugh often, Love much .. Never lack appreciation of the earth's beauty or fail to express it .. Look for the best in others and give them the best we have ..

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Balisa E. Koetje | Managing Broker, Commercial Division
Windermere Real Estate/Skagit Valley

36-B

The County is in the process of preparing an operations study that will include a cost comparison of the two sites, including construction and operational costs. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

36-C

Thank you for your comment.

From: Domtrucking [mailto:Domtrucking@aol.com]
Sent: Tuesday, January 14, 2014 3:26 PM
To: mike
Subject: More on the Jail Selection

Mike,

37-A

I was in town just before the Jan 9th meeting, but I couldn't stick around. I got the strong impression that it was a done deal. You might find the attached article of interest. I just wanted to debunk any ideas to the effect that I was just making this stuff up.

I think the title says it all: "Trucker Murdered When Unable To Find Parking Place".

Thanks, Dan

37-A

Thank you for the information. [Note to readers: the referenced article can be found in Appendix B]. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.



SKAGIT LAW GROUP PLLC

RECEIVED
CITY OF MOUNT VERNON Attorneys at Law

JAN 16 2014

C.E.D. DEPARTMENT
BY _____

January 16, 2014

Brian E. Clark brian@skagitlaw.com
Catherine R. (Kate) Szurek kate@skagitlaw.com
Craig E. Cammock craig@skagitlaw.com
Megan Masonholder megan@skagitlaw.com
John T. Burke, Associate john@skagitlaw.com

38

Jana Hanson
Director, Community and Economic Development
P.O. Box 809
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am writing on behalf of Skagit Law Group, PLLC and Mount Vernon Ventures, LLC as an employer, employee, property owner and consumer in Downtown Mount Vernon. I am also writing on behalf of my client, Alfco, LLC. Alfco is the owner of what is commonly referred to as the “Alf Christianson” property in Downtown Mount Vernon which is being considered as a location for the new public safety facility.

I have also provided supportive letters signed by employers, property owners, employees and customers of Downtown Mount Vernon, including the owners of:

- Mountain Glen Retirement Community
- Bouslog Investments, LLC
- Calico Cupboard
- Sakata Seed Company
- Per Dona Salonspa
- Thai House
- Powers & Costeck, PLLC
- Angie’s Bail Bonds
- Howson Law Office
- Skagit Law Group, PLLC
- The Lunch Box
- Mount Vernon Ventures, LLC
- Bill’s Diner
- Strauss Jewelers
- Witt Law Firm, P.S.

38-GENERAL

Two additional comment letters were submitted that provide identical comments to those identified in this comment letter. The responses to comments that follow are considered responses to those letters as well. Those comment letters were submitted and/or signed by the following individuals: Bouslog, John; Martin, Dan; Brown, Philip; Hartney, Sierra; Ewert, Jenna; Becker, Margaret; Kaler Douglass, Kellie; Emmil, John; Smith, Benjamin; Reid, Ken; Chavez, Juan; G., Santiago; Wolkenhauer, Dammiean; Tuller, Shane; Seeger, Randy; Castro, Gonzalo; Torres, Jacob; Ator, Francis; Brook, Don; Offley, Art; Hill, Wayne; Stephens, Ed; Salinas, Esther; Garcia, Adam; Hickok, Gary; Tellez, Ricky; Ruiz, Jose; Chapman, Shirley; Bettger, Brian; Nilsen, Lynette; Dunford, Rebecca; Pardue, Delita; Manduchi, Wendi; Forrester, Bruce; Morrell, Becky; Ruiz, Bella; Dunfield, Terry; Jackson, Lola; Kurtis, Bruce; Cleave, Barbara; Silva, Raymond; Reynolds, David; Nalley, Gail; Green, Vyonne; S., Patrick; Martin, Benjamin; Marin, Gloria; Lindbloom, Kathryn; Peterson, Robert; Lyons, Milo; Sanchez, Fredy.

DEIS Comment Period - 0152

p. 360-336-1000 • f. 360-336-6690 • www.skagitlaw.com • P.O. Box 336 • 227 Freeway Drive, Suite B • Mount Vernon, WA 98273

We support location of the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

38-A

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area (rising to 136 at full build out) in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

38-B

The City of Mount Vernon will spend approximately \$30 million dollars on its flood wall project and approximately \$60 million on construction of the public safety facility. When the flood wall is completed, the Alf Christianson location will be protected by the flood wall, the Truck City site will not. It makes no sense to invest \$60 million in a location that is not protected from floods.

The environmental impact statement (EIS) glosses over the fact that a jail is a "critical facility" that can't be located in a flood plain. While both locations are currently in the flood plain, the Alf Christianson site will soon be removed from the flood plain. The EIS proposes to mitigate the flood risk for the Truck City site by having the jail stock up on supplies prior to the arrival of flood waters. This proposed mitigation fails to account for the need for medical services, riot control and other immediate needs of the staff, inmates and visitors. The flood risk at the Truck City site can't be mitigated and represents a threat to the safety of the staff, inmates, visitors and emergency responders.

38-C

The EIS states that the Truck City site is at greater risk of liquefaction in an earthquake. No mitigation of this risk has been proposed to safeguard the inmates and staff from the inevitable occurrence of an earthquake. The Alf Christianson site is only at moderate risk of liquefaction. The best way to mitigate the risk to staff, inmates and visitors is to locate the public safety facility at the Alf Christianson site.

38-D

The economic analysis included in the EIS is inaccurate and unrealistic. The EIS states that "demand for commercial and industrial space in south Mount Vernon is strong". It derives its revenue figures from an assumption that the downtown site would otherwise be developed as a hotel, convention and/or office park if not used for a public safety facility. These assumptions and projections are wishful thinking at best. Mount Vernon suffers from high vacancy and demand for commercial space has been in consistent decline for decades. The economic

38-A

While County services are considered a good anchor in a downtown area, alternative uses could have greater economic benefits. Land uses with high employment densities and high interaction with the public (e.g., mixed use commercial) have the most economic benefits, while uses with low employment densities and low interaction with the public (e.g., a maintenance facility) have lesser benefits. Therefore, the loss of the former use would have a greater detrimental economic impact than the latter. The employment densities of a jail are considerably lower than for alternative uses, such as the alternative development scenario identified for the Alf Christianson Seed Site in the Draft EIS (see Section 3.8.2).

As stated in the economics and land use sections of the Draft EIS, it is anticipated that jail employees at the Truck City Site would continue to utilize support services (restaurants, retail, etc.) in the downtown area because those services are not available in south Mount Vernon.

The County has begun planning to address future County facility needs and services. Initial findings indicate that if the jail is located at the Truck City Site, it is highly improbable that other County support services would be located near the site because law and judicial services are more dependent on the location of the County courthouse than the jail.

38-B

The County will prepare an Emergency Preparedness Plan for either site to identify standard operating procedures during an emergency such as a major flood event, fire, etc. This has been added to Section 3.3 of the Draft EIS. On either site, critical equipment within the new facility will also be raised off the floor. See also the alternatives analysis provided in Appendix C of the Final EIS.

38-C

As stated in Section 3.2.3 of the Draft EIS, additional testing is recommended at the Truck City Site to verify the degree of settlement that could be expected from liquefaction during an earthquake. Pre-loading (applying fill material to the site prior to construction) is recommended to further reduce post-construction settlement. A settlement monitoring schedule will be developed and settlement will be allowed until no further settlement is observed on the site. In compliance with the Mount Vernon Municipal Code, the new jail must be designed to ensure that it can be safely accommodated on either site.

38-D
Cont'd

projections of the EIS are premised on development for the Alf Christianson location that is very unlikely to occur.

Access to the Alf Christianson property will be right-in, right-out access only. This limited access coupled with a location sandwiched between the railroad and the freeway has resulted in no interest from developers despite marketing over many years. The only inquiries received by Alf Christianson have been for pickle storage, a climbing wall and espresso stands. The hope that the Alf Christianson property would be redeveloped into a hotel or office complex is unrealistic. The 75+ employees associated with the new public safety facility are a "bird in hand" that will benefit downtown Mount Vernon as opposed to wishful thinking about redevelopment into a hotel, convention center or office complex that is not likely to happen. The Alf Christianson site has been offered to Skagit County at just over 50% of its appraised value. The substantial discount reflects the unsuitability of the property for other uses and the lack of market interest in the property.

38-E

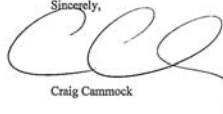
The economic analysis in the EIS improperly equates and compares real, current revenue with hypothetical future revenue. Selection of the Truck City site will result in the loss of an existing, sales tax generating business. No existing business will be displaced by the selection of the Alf Christianson site.

38-F

Redevelopment of the Alf Christianson site into a new public safety facility will greatly improve the appearance of the neighborhood and downtown. The construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. Under the current plan, no buildings will be built within a block of Kincaid Street and the jail itself will be located two blocks from Kincaid Street. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor. The EIS has unjustly rated the visual quality of the public safety facility at the Alf Christianson site at 3.2 while presumably the same structure located at the Truce City site is rated at 3.9. The facility will appear the same, regardless of where it is located. A correct visual rating would reveal that selection of the Alf Christianson site will result in a significant improvement to the appearance of the Alf Christianson site.

38-G

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related services. If the public safety facility is located at Truck City, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion. The EIS inaccurately assumes that the Truck City site will generate one less trip per PM peak hour. All traffic to and from the Truck City site will have to be by vehicle. A substantial portion of the same traffic at the Alf Christianson site will be by foot.

Sincerely,

Craig Cammock

38-D

The methodology for the economic analysis is discussed in more detail in Appendix I of the Draft EIS. The methodology utilized for the analysis is the same for both the Alf Christianson Seed Site Alternative and the Truck City Site Alternative, and is based upon current market conditions and the vision for the downtown area as described in the Downtown and Waterfront Master Plan.

38-E

The displacement of the Truck City fueling station is identified as a *direct impact* of the Truck City Site Alternative in Section 3.8.2 of the Draft EIS. The potential economic impacts associated with the lost opportunities to implement the alternative development scenarios on either site are identified as *indirect impacts*.

38-F

The visual quality ratings at the two sites differ based upon factors such as existing site conditions, quality of existing views, and the design of the proposed facility, which does and will differ between the two sites. The visual analysis was conducted utilizing a methodology that meets industry standards, the Federal Highway Administration's Visual Assessment for Highway Projects.

38-G

The reduction of trips from nearby amenities is considered a "Pass-By" or "Diverted Link" trip. Although the Alf Christianson Seed Site has a greater number of services in close proximity, the Institute of Transportation Engineering (ITE) Trip Generation Report does not provide Pass-By or Diverted Link trip reductions for a jail. Since no values are provided, no reduction in trips was included in the analysis, consistent with national standards.

The total number of trips generated by the Truck City Site is determined by the total of new generated trips minus the existing trips associated with the site. A new jail at the Truck City Site generates one less net new trip in the PM Peak Hour because the existing Truck City Site generates more trips (in comparison to the Alf Christianson Seed Site), providing a larger credit (1 additional trip) towards the total net new trip total.

RECEIVED
CITY OF MOUNT VERNON

JAN 16 2014

C.E.D. DEPARTMENT
BY _____

BRIAN E. CLARK
P. O. Box 336 / 227 Freeway Drive, Suite B
Mount Vernon, WA 98273

brian@skagitlaw.com

(360) 336-1000

January 15, 2014

Jana Hanson, Director
Community and Economic Development
City of Mount Vernon
P. O. Box 809
Mount Vernon, WA 98273

Re: PL 13-060/Skagit County Public Safety Facility

Dear Ms. Hanson:

I support the Skagit County Community Justice Center ("CJC") at the former Alf Christianson Seed Company ("ACSC") site in downtown Mount Vernon.

I have owned commercial property in downtown Mount Vernon for more than 30 years. I am very concerned about the transformation of the downtown and the many storefronts and office spaces that are vacant. I attribute much of the decline in downtown Mount Vernon to decisions by both Skagit County and the City of Mount Vernon to relocate administrative offices and personnel to Continental Place at the extreme north of Mount Vernon. The proposal to locate the CJC on the Truck City site is the latest in the continuing trend to move personnel and supporting services out of the downtown core. The CJC represents 75 full-time job equivalents, not including the supporting legal services that may choose to relocate from the downtown core if the CJC were to be located in Truck City.

Locating the new CJC campus on the ACSC site will immediately aid in the redevelopment of a decaying industrial/commercial area with no viable plans in the foreseeable future as the property is sandwiched between I-5 and the Burlington Northern railroad tracks with limited access (right turns only). The impact of the freeway and the increasing use of commodity trains (coal and oil) make this site very unappealing and difficult to work with in terms of retail, hotel/conference center or office space as alternatives mentioned in the EIS draft and assumptions used in forecasting the economic benefits to be derived from this site. There is certainly nothing wrong with dreams and wishful thinking, but this siting decision should be based on economic reality and the clear limitations of the ACSC property.

It also makes no sense to locate the CJC in Truck City and deny a \$50 million building project the protections of the Mount Vernon flood wall. Both properties are presently in the flood plain, but the ACSC site will enjoy the protection of the new flood wall upon completion of Phase III. There are no plans to provide any flood wall protection to the Truck City site. At the cost of \$50 million or more, the CJC is by far the most expensive public facility to be built in the downtown

39-A

While County services are considered a good anchor in a downtown area, alternative uses could have greater economic benefits. Land uses with high employment densities and high interaction with the public (e.g., mixed use commercial) have the most economic benefits, while uses with low employment densities and low interaction with the public (e.g., a maintenance facility) have lesser benefits. Therefore, the loss of the former use would have a greater detrimental economic impact than the latter. The employment densities of a jail are considerably lower than for alternative uses, such as the alternative development scenario identified for the Alf Christianson Seed Site in the Draft EIS (see Section 3.8.2).

As stated in the economics and land use sections of the Draft EIS, it is anticipated that jail employees at the Truck City Site would continue to utilize support services (restaurants, retail, etc.) in the downtown area because those services are not available in south Mount Vernon.

The County has begun planning to address future County facility needs and services. Initial findings indicate that if the jail is located at the Truck City Site, it is highly improbable that other County support services would be located near the site because law and judicial services are more dependent on the location of the County courthouse than the jail.

39-B

The County will prepare an Emergency Preparedness Plan for either site to identify standard operating procedures during an emergency such as a major flood event, fire, etc. This has been added to Section 3.3 of the Draft EIS. Text was also added to the Critical Facilities Criteria section of the Draft EIS to provide more detail as to why raising access roads to the Truck City Site is technically complicated and financially infeasible.

39-A

39-B

39-B
Cont'd

corridor. I submit that it would be “malfeasance” on the part of government officials to locate a structure of this cost and critical need without the additional protection offered by the flood wall that taxpayers have paid, or will pay, more than \$30 million to complete. Finally, the additional costs associated with the transportation of prisoners and officers between the Truck City location and the courts should also be a major consideration in the decision. Construction costs are typically one time, whereas operational costs are on-going and must be paid each and every year out of the county’s budget.

39-C

39-D

In the interest of full disclosure, I have represented Alf Christianson Seed Company and its past and present ownership since 1979; I may, as a consequence, have a financial bias in favoring the ACSC site. However, as an owner of a downtown office building, I believe that it is better to reap the immediate benefit of retaining jobs and supporting services in the downtown core along with the benefits of an attractive redevelopment campus and that the spin offs that are likely to occur far outweigh the risk of the ACSC property remaining vacant for decades.

Sincerely,



BRIAN E. CLARK
Skagit Law Group, PLLC, Manager/Member
Mount Vernon Ventures, LLC, Manager/Member

39-C

The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

39-D

Thank you for your comment.

RECEIVED
CITY OF MOUNT VERNON

JAN 16 2014

C.E.D. DEPARTMENT
BY _____

January 7, 2014

Jana Hanson
Director, Community and Economic Development
P.O. Box 809
Mount Vernon, WA 98273

Re: PL13-060 – Skagit County Public Safety Facility

Dear Ms. Hanson:

I am strongly in favor of locating the new public safety facility at the former Alf Christianson Seed site in downtown Mount Vernon. The downtown location is a much better location for this new facility than the other proposed site.

A new public safety facility located at the Alf Christianson site will keep approximately 75 full time county employees active in the downtown area in addition to all of the employees in the related services. Retention of this employment base is important to the health and economy of downtown Mount Vernon. These employees shop and dine in downtown and are part of the critical customer base necessary for downtown businesses to not just survive but thrive. Downtown Mount Vernon suffered heavily from the loss of employees related to the relocation of the Skagit County Commissioner's offices and Planning Department and relocation of the City of Mount Vernon police department, municipal court and council chambers. The economic health of downtown Mount Vernon would suffer further from the loss of public safety facility employees, related services and personnel if the public safety facility was located elsewhere.

In addition, the construction of a new public safety facility at the Alf Christianson site will eliminate the unattractive, run down warehouses that currently occupy the property. The Alf Christianson site and surrounding neighborhood will greatly benefit from the improvements planned as part of the new public safety facility. The public safety facility and redevelopment of the property fronting on Kincaid Street will greatly enhance the attractiveness and appearance of the Kincaid Street corridor.

The traffic that will be generated by public safety facility staff, law enforcement, attorneys, staff and visitors to the public safety facility will be minimized by locating the facility at the Alf Christianson site. The Alf Christianson site is within close walking distance to restaurants, bus connections, attorneys' offices, bonding companies, the courthouse and other related services. If

40-GENERAL

Seven additional comment letters were submitted that provide identical comments to those identified in this comment letter. The responses to comments that follow are considered responses to those letters as well. Those comment letters were submitted and/or signed by the following individuals: Freed, Rodney & Freed, Linda; Sritong, Chana & Sritong, Natchanok; Corey, Shannon; Otterson, Julie; Powers, Jason; Costeck, Ron; Stensland, Alicia; Clark, Brian; Howson, Jenifer & Howson, Roy; Clark, Tina; Voigt, Virginia; Masonholder, Megan; Franulovich, Rachel; Bahr, Debbie; Carr, Cassandra; Waldron, Heather; Free, Piet; Cammock, Craig; Running, Cynthia; Adelman, William & Adelman, Cathy; Strauss, Barbara & Strauss, Lynn; Wilson, Daniel; McCarty, Sean; McCarty, Bonnie; Jansma, Stacy; Witt, Morgan.

40-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

40-A

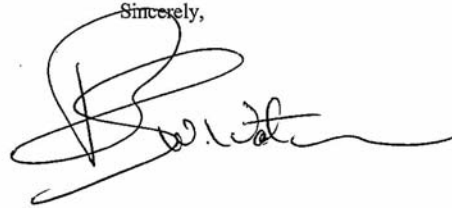
40-A
Cont'd

the public safety facility is located elsewhere, all of these trips will occur by car thereby increasing traffic counts, parking requirements and general congestion.

The Alf Christianson site is not currently generating any economic activity or revenue base for the City of Mount Vernon. A new public safety facility at that location would not displace any existing business activity. The Alf Christianson site is not likely to attract economic activity and/or tax revenue producing activities in the future. It is unrealistic to hope for a hotel or office complex to be built at the Alf Christianson site due to the difficult access issues and restrictions of the adjacent railroad and freeway.

The Alf Christianson site also benefits from the substantial taxpayer investment in the flood wall project. The taxpayers will invest many millions of dollars into a new public safety facility. This investment should only be made in an area that will be protected by the floodwall.

Sincerely,

A handwritten signature in black ink, appearing to be "B. Smith", written in a cursive style.

41-A

To the city of mount Vernon, I Lindsey gear who owns property at 1118 s 6th st Mount Vernon, Wa fully support the Alf Christenson site for the New Jail. Though the walls will house those who victimize, vandalize, and burglarize the fine people of Skagit county! The exterior Architecture can be designed to be inspiring to all those who visit our fine city, not to mention the entire judicial system including all those who prosecute and defend are centrally located with in minutes of the proposed site. Balisa Koetje along With Dick Nord? Are dead wrong and have not done there home work! Attempting to state that the 6th st area would be better suited commercial?? Are you kidding me? There is only one small access in and out of the proposed site, and that is section street!! And there is not even a remote chance that someone would be crazy enough to buy the property, demolish the property, and go through all the environmental processes on the hopes of putting up some commercial retail space!! Are you kidding me!! We are swimming in vacant commercial space that thought is absolutely the stupidest thing I have heard in along time. The residents and property owners alike on 6th st have been kicked around, long enough. The vacated property along with boarded up houses has been a welcome mat for gang. And drug activity for years, along with arson, and burglary. Check with the chief of police on that one! 2 vacant houses alone have been set on fire alone this year, one right across the street from my property. I just love Koetje's comment, eventually Bistro' condos and office space should grace the area?? What cloud does she live on? Yea im going to invest 10 million dollars on some condo's and office space 12' from the second longest railway in North America. And hope someone opens up a soup and sandwich shop?? The city of Mount Vernon has an excellent opportunity to have a beautiful 60 million dollar project constructed on a site that has no other viable use. As a resident and property owner of property located just a couple hundred yards away please support the Alf Christenson site

Sincerely Lindsey Gear

8-14-2013

I sent this to JANA HANSON

RECEIVED
 AUG 15 2013
 SKAGIT LAW GROUP, PLLC

RECEIVED
 CITY OF MOUNT VERNON
 JAN 16 2014
 DEIS Comment Period 0187
 C.E.D. DEPARTMENT
 BY _____

41-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

RECEIVED
CITY OF MOUNT VERNON

JAN 16 2014

C.E.D. DEPARTMENT
BY _____

Dear Mr. Hanson,

1/16/14

It is for the benefit of my home town that I write this communication. In my youth I was schooled at Conroy elementary, Washington, Jefferson, Lincoln, WVA, SPC, with much more education also. I ultimately came to be employed by Mt. Christensen and company, whence I became a professional seedman, planting crops on more different pieces of ground than possibly anyone, ever. When spring planting European Vines, I then cultivated, sidedressed, and generally tucked each crop under my wing. From Angula to Alyssum, to Brussels sprouts to Radish and Turnip, to Rutabaga, Cabbage, Beet, Kale, Cauliflower, Carrot, Spinach, Bell Peper, Swiss Chard, Lettuce, they were under my watchful eye. It was a high pressure position, being handed a sack (or handfull) of seed and being told to make sure it grows. Arriving at a field and seeing a soil too dark was not unusual. Many times the soil cried out to me, please feed me something besides just chemistry! A hundred years ago, fortunes were quickly made from the soils just recently ripped and torn by the logging processes. Thousands of acres of forest duff was wiped into the sand and silty clay, layered like paper in a book. Ditching and diking and drainage has been the main priority ever since.

While "fertilizer" happens, "fertility" is created. Either by mother nature laying down silty duff, or by man, mimicking mother nature's laydown. In the soil my uncle became one of the first suppliers of lime to this land. The organic matter was least, closest to the lakes, where the sea was set back. These, the lowest of agricultural lands, acidified first, showing signs of stress. The prime buffer against this acidification is aged organic matter. The second salt is finely powdered calcium carbonate applications. My uncle mined high calcium rock and powdered it by heavy metal machinations. Many memories of my youth revolve around this mill and its importance to the agriculture

42-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

42-A

industry. In the 60's when I was still just a tyke, I remember falling in love with the notion of being a farmer someday. I worked in the fields from the age of 6 and I became a professional farm worker by the time I was 12. By the age of 18, I was one of the wealthiest kids in school. I joined the army and learned to mend broken men and their machines of mayhem. A mechanic by day and psychologist by night, I learned that post-traumatic stress disorders could be lessened by laying tears on the land. I missed Vietnam by months, yet spent 2 1/2 years in Europe when the wall between East and West was white hot. I realized then that progressive agriculture was starting in Europe and slowly making its way west. It often takes 20 years.

During peacetime service, being in the Army allows for significant time off and vacations. I studied some of these technologies and techniques as I traveled extensively. When I returned, I painstakingly watched it take a disaster after disaster to deal with the reality that we've hammered the buffering organic matter out of our soils. Now we throw cement dust onto our lands as a cheap lining agent. My Uncle's era lasted three much of one of his son's working life before succumbing to the cheaper cement dust alternative. It was while milling seeds in the 80's that I centered my studies on soils, sandy, silty, saturated or otherwise.

I farmed my own small pieces of land, learning how to manage inputs to have high yield and vigor in the crop. I learned that soils varied from field to field, often by more than what made sense. I became a professional composter, composting seed waste, fish waste, chicken manure, crab waste, cattle manure and more. I was 25 years ahead of my peers, so they thought me a bit of a quack. The compost smelled, was heavy to handle

42-A
Cont'd

good application equipment was rare to non-existent.
I finally felt forced to prove out my theories on my
own farm, so I bought 12 acres of Fair Island and have
been proving my theories for that past 24 years. I wanted
to get the food and built industries to see the value of my
work. It has taken till now to gain the credibility of the
university researchers.

Sometimes it takes decades to be understood, and even
then you might not be fully understood. Just like now, I'm
sure you must be asking why I'm blathering on about my
history? What does that have to do with a new jail? Well,
that Christianson site could cross over as both a jail site
and a commercial manufacturing site. I have developed
a patentable new composting system that could be a huge
new high tech, low tech employer of millions nationwide.
I've been involved with in vessel composting systems for
more than 30 years. We have one of the most sophisticated
composting facilities in the nation, just down in Stanwood.
My friend Jeff Gage, helped Farm Enterprises, build a \$5 million
state of the art facility. Their compost is exactly what
our soils cry out for. They make bulk quantities (100,000 tons/yr)
whence very little of it is used in agriculture. Much of it is
used in Dept of Transportation projects. They know that compost
helps remediate hydro-carbon contamination running off
impervious surfaces. Our soils need some of this same
remediation. What should happen is that our incarcerated
criminals should be taught composting. Part of the Christianson
Seed site should be turned into a manufacturing plant for my
patentable new composting technology (using recyclable plastic).
part of the site should be a formulation plant, allowing for a
rejuvenation of our tired soils. This is akin to the history
of a processing in town. This would not be a stupid, complex
operation, it would be the best compost in the country.

42-B

42-B

Placement of both a new jail facility and composting facility on the Alf Christianson Seed Site is not considered feasible for the following reasons:

- Reuse of the existing buildings on-site would likely be required, which are in significant disrepair. Each building would have to undergo extensive remodeling to bring them up to current building codes, both from a life safety and barrier free access standpoint. Due to the age and current disrepair, these renovation costs would be comparable to the cost of new construction.
- Technical and security challenges associated with training inmates, monitoring labor, and dealing with a high labor turnover rate.
- Inefficiencies associated with operation of a jail in the existing buildings on-site, which have a linear layout. As discussed in Section 2.2.3 of the Draft EIS, linear floor plans result in high operational costs. For this reason, the County determined that potential new jail sites must be somewhat square in shape.
- The voters passed a sales tax increase to construct a 400-bed jail with future expansion to 800 beds. Under the purchase and sale agreement for the Alf Christianson Seed Site, the site is just big enough to accommodate the 800-bed jail as ultimately planned and does have adequate space for additional facilities on site.

The new jail facility on either site will be designed and constructed with the most current sustainability methods in mind. Every effort will be made to recycle materials from either site selected.

I'm like my uncle, committed to keeping agriculture
viable in our community.

I want to gift my community with the royalties from
my patentable new compost system. The operation of
my system does not require long months or years of schooling,
neither does the building of the system. There's a need
for as many as 4 million units in the next decade. I'm
moving toward having 1000 manufacturing plants that
employ about 40 people per plant. These manufacturing
jobs would pay approx \$40,000 per year. The operators of
each unit would make about \$25,000 yr.

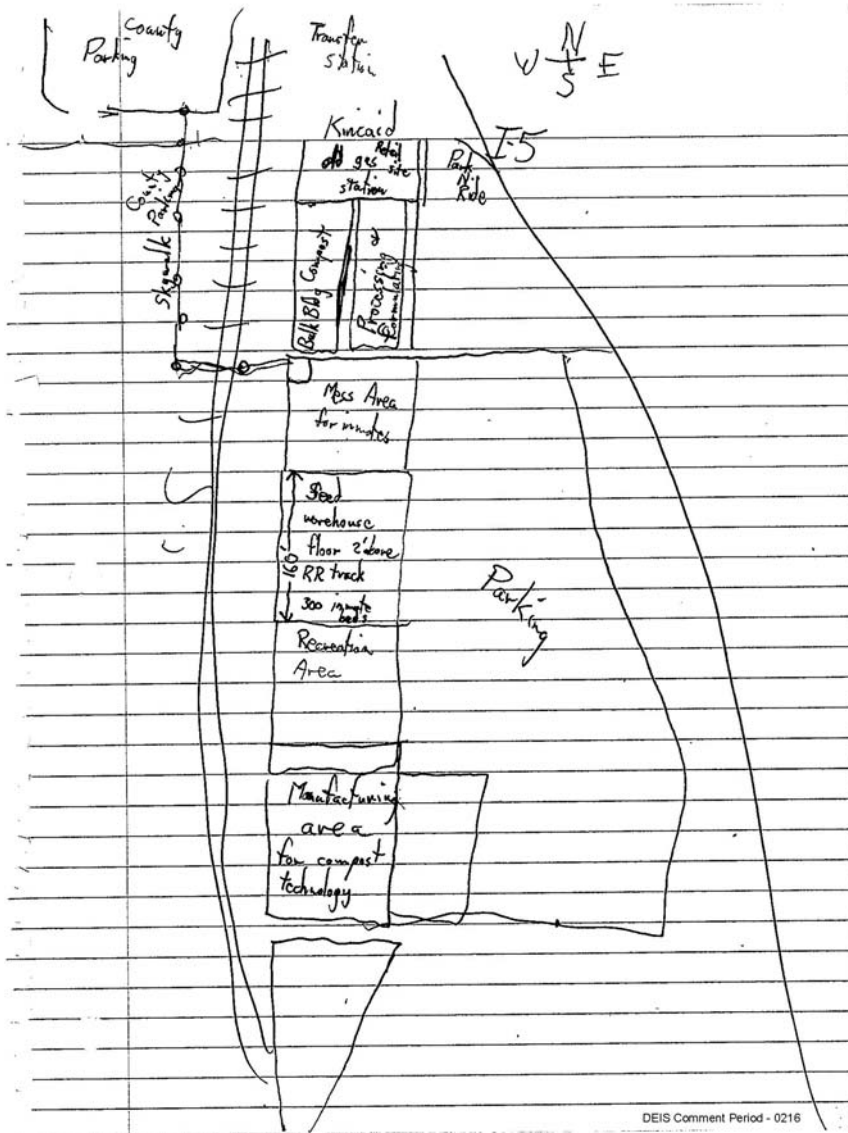
The reimbursement of monies to victims is at present
a joke. Sheriff Reichardt sees no problem with providing
this work option to reimburse victims. If the city feels
like we'll lose \$500,000 per year in tax revenue, then
what would be wrong with the notion of giving the city
the money ~~is~~ saved and created. The committee has already
convinced the voters that the new jail will cost 60 million.
If a different strategy were to cost half that, then the
second half could be given to the ~~city~~ city over time
30 million vs 60 years of \$500,000 of tax revenue.

I spent most of yesterday at the site, looking at all
the recyclable pieces to the puzzle. I sourced all
the resources needed to build a skybridge from the new
jail to the court facilities. a rough drawing is enclosed.

If we built a great recycled facility our community
wouldn't let us. We can use saved money to better fund
downtown revitalization.

Glen J Johnson

42
Cont'd



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

Subject: Skagit County Jail EIS

From: djandcec@aol.com

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Jana Hanson, Director
Community & Development Department

Regarding: Skagit County Jail EIS and recent public hearing at the County hearing room.

The main issue is developing the property at the entrance to the City in the best way with either a mixed use development or a jail. Information given in the Economics section of the EIS gives some very persuasive statistics - if developed commercially the Alf Christianson property could generate \$500,000 in annual tax revenue to the City vs only \$150,000 from the Truck City Site.

43-A

Most issues presented at the public hearing apply to both properties such as soil conditions and railroad traffic barriers.

In addition to the public comments I made at the hearing I would like to make the following written comments: I see the biggest problem with the Christianson Seed property, regardless of how it is developed, will be traffic access to and from Kincaid Street and suggest that another section be added to the EIS, that addressing the access to the two properties.

43-B

For the Alf Christianson property consider a tunnel under the tracks at the southerly edge of the property. This tunnel could provide vehicular and pedestrian access to downtown and also provide access for Emergency vehicles when Kincaid Street is blocked by a train. Tunnel construction could be implemented in such a way that track closure would be limited to a few days.

43-C

Respectfully,
Carl E Crawford
200 Belmont Terrace
Mount Vernon, WA 98274

43-A

Thank you for your comment.

43-B

The transportation concurrency review completed for the Alf Christianson Seed Site evaluated access options from both the north and south. The results are summarized in Section 3.7.2 of the Draft EIS. Additional analysis is not required.

43-C

Significant effort and research was done in considering the same tunnel/sky bridge concept from the existing jail to the Courthouse, which just crosses one street. It was determined that it was cost prohibitive at the existing jail. The Alf Christianson Seed Site is twice as far away from the courthouse and crosses both a state highway and railroad tracks. Safety, permitting, and construction concerns from the Washington State Department of Transportation were also considered. Therefore, a tunnel or sky bridge at the site was considered infeasible and cost prohibitive. However, if the site is selected and budget allows, pedestrian improvements will be included between the site and the courthouse.

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

Subject: Re: Skagit County Jail Siting

From: "Hanson, Jana" <janah@mountvernonwa.gov>

To: John Mitzel <john@johnmitzel.com>

CC:

Thank you John.

Sent from my Verizon Wireless 4G LTE DROID

John Mitzel <john@johnmitzel.com> wrote:

44-A

Good Afternoon Jana: I am in favor of the new Skagit County Jail being sited on the location known as the Truck City/Suzanne Lane in South Mount Vernon.

There are many reasons that the Truck City/Suzanne Lane is preferred over the Alf Christianson Seed site that has been highlighted by many others.

There is one point that I would like to address.

44-B

The Draft EIS addresses the difference in travel time from the Courthouse to either site as insignificant which I also believe to be true. There are several individuals including Commissioner Dahlstedt and other Department Heads and Employees of the County that are saying that the time and cost of transporting inmates and legal professionals to the Truck City/Suzanne Lane site will be a substantial additional operating expense which has yet to be quantified for the public to review. Based on what I have investigated the following is what I found.

1. The distance from corner of Kincaid St. and S. 3rd Street to the Truck City/Suzanne Lane site is 1.7 miles
2. The distance from corner of Kincaid St. and S. 3rd St to the anticipated south entrance at north end of S. 6th St. (main entrance) to the Alf Christianson Seed site is .5 miles.
3. The time of travel from the corner of Kincaid St. and S. 3rd St. to the Truck City/Suzanne Lane site is consistently just under 4 minutes with not stopping for Train movement.
4. The time of travel from the corner of Kincaid St. and S. 3rd St to the south entrance at north end S. 6th St. (main entrance) to the Alf Christianson Seed site is consistently just under 2 minutes with not stopping for Train movement.
5. Travel to both sites will have to cross the train tracks in both directions.
6. From the Site Plans for both sites the Truck City/Suzanne Lane site has more parking.

Based on the above information it would seem that the Draft EIS determination that the difference in travel time from the Courthouse and both sites is insignificant.

Sincerely, John Mitzel

44-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

44-B

The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

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

Subject: Skagit County jail EIS

From: bill mccord <nobler2us@hotmail.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

COMMENTS OF SKAGIT COUNTY RESIDENT WILLIAM McCORD:

45-A

1. Capital budget as well as maintenance and operations budget should be clearly outlined and made readily available to the public.
2. Priorities for implementation should reflect the ballot proposition and supporting documents shown and/or made available to the voting public.
3. First among the priorities should be meeting the space requirements for inmate population as determined by statute and professional advice.
4. Priorities must include a full accounting of the new taxes [specifically stated in public records], an itemized account documenting expenditures, and the public official(s) responsible for oversight.
5. Costs for complete sight preparation and relevant liabilities must be fully disclosed before land purchase is finalized without infringing on the normally acceptable standards of real estate transactions.
6. The County Commissioners must insure that all participating jurisdictions are proportionately and regularly kept up to date on their respective financial commitments.

William McCord
16793 Donnelly Road
Mount Vernon, WA 98273-4775
(360)421-9370

45-A

Thank you for your comment. The County is in the process of preparing an operations study that will include a cost comparison of the two sites. The goal is to have the study available for public review and comment in advance of the City of Mount Vernon Planning Commission public hearing in March 2014.

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

Subject: Draft EIS commentary

From: Ellen Gamson <edmvd@gmail.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Jana:

46-A

As you know, I and several of our MVDA Board members attended the public hearing regarding the proposed sites for the new county jail. We have also reviewed the Draft EIS report.

What we heard and read served to confirm the Mount Vernon Downtown Association Board's position on this matter as previously expressed in the letter of March 21, 2013 - that the Truck City location would be the better choice as regards the future of our Historic Downtown.

Regards,

Ellen Gamson
Executive Director
Mount Vernon Downtown Association

46-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

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

Subject: Comments on the EIS report

From: Pete Papadopoulos <pete@cameronlandgroup.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Jana,

47-A

I have read the Draft EIS report and I have the following observations and/or questions. Within the economic impact analysis the report states "Reduced property values are a common concern of property owners adjacent to a proposed jail facility. Studies indicate that correctional facilities do not result in adverse impacts on property values." I am curious as to exactly which studies are referenced, the date of the studies and the parameters of said studies. As a commercial real estate broker with over 25 years of experience "common concerns" often are the same concerns that drive down the values of real estate. I could be wrong so it would be useful to have those "studies" identified so they can be subject to public review.

47-B

In the same section, the report states that "there is an apparent hierarchy of susceptibility of impact, with high-income/high-amenity office or residential uses being most susceptible to impacts. The uses adjacent to the Alf Christenson Seed Site are generally medium value office and low market value residential uses, which are toward the bottom of the susceptibility scale. Future development in the surrounding area envisioned by the Downtown and Waterfront Master Plan vision could be higher on the scale and therefore more susceptible to impacts." I would agree with that analysis but I would ask that this be quantified. What is the likely impact on property values once the redevelopment of the Downtown and Waterfront Master Plan is completed and how does that compare with the same evaluation of the impact of the Truck City Site?

I do have other questions relative to the Draft EIS but these are the questions I am most interested in.

Thank
you,

Pete Papadopoulos

Partner

Cameron Land Group

Windermere Bellevue Commons

1200 112th Ave NE, Ste B100

Bellevue, WA 98004

Cell - (206) 619-3319

pete@cameronlandgroup.com

47-A

The methodology and studies cited in support of the economic analysis are detailed in Appendix I of the Draft EIS.

47-B

Quantifying the potential impact on property values of implementation of the Downtown and Waterfront Master Plan is beyond the scope of this EIS. The full economic analysis completed for the project is provided in Appendix I of the Draft EIS.

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

Subject: County jail site

From: Dennis Parent <parentease46@gmail.com>

To: "Hanson, Jana" <janah@mountvernonwa.gov>

CC:

Skagit County, and Mount Vernon in particular, are at a crossroads. Are we serious about the huge potential economic benefits of tourism in our area? The pending decision about where to locate the new jail will be decisive in answering that question for decades to come.

48-A

We have observed older "downtowns" in other locations that work, in terms of attracting tourism dollars and incubating successful small retail businesses. We have lived in Skagit County for 30 years and observed the struggles--and potential--of downtown MV. From a taxpayer perspective, it is frustrating to see money spent on the riverfront development & beautification, followed by discussion of now locating the new jail so close by. We have also invested in the train depot and the Lincoln Theatre. It reminds me of significant tax dollars going to Bay View Ridge development planning, which now seems wasted. Can we not make well conceived decisions about long term future goals for our county, and then stick to those plans? It seems to me that tourism should be a very high priority for Skagit County, given our stunning natural beauty and diversity. The potential upside is huge!

Downtown Mount Vernon, like it or not, represents the "welcome mat" for our county. Putting the jail so close by will be a potential knock out blow to a dream that many of us hold for our collective future. Travel up and down the I-5 corridor between Seattle and the Canadian border and there is little to remark upon beyond the shopping centers. Dare to think that Mount Vernon could be that unique place that draws people looking for Something Different. Dare to dream of something better than mediocre.

Put the jail somewhere else.

Sincerely,

Dennis Parent
Bay View

48-A

Thank you for your comment. Section 2.2.3 of the Draft EIS summarizes the alternative evaluation process. The County evaluated 14 potential sites for a new jail, including several sites located in rural areas. In 2012, the Skagit County Public Safety Jail Coordinating Council and the Mount Vernon City Council determined that the new jail should be located within the incorporated limits of Mount Vernon. The rationale for this determination was based upon minimizing the distance to the courthouse and support services, minimizing operational costs for the County and the surrounding cities delivering inmates to the jail (Mount Vernon is the greatest user of the jail), and addressing safety concerns in the event that back-up is required.

There are additional challenges with locating an Essential Public Facility in a rural unincorporated area outside of an Urban Growth Area, such as compliance with goals and policies in Chapter 10 of the Skagit County Comprehensive Plan, Capital Facilities & Essential Public Facilities Element, and compliance with the development regulations in Skagit County Code Section 14.16.600, Unclassified Special Uses. Rural areas are also not likely to have the full complement of public services and utilities that a jail would require. If the facility is located a considerable distance from existing law enforcement and judicial facilities and services, it may also result in greater long-term operating and maintenance costs.

Carol A. Lane
3316 Butler Creek Rd.
Sedro Woolley, WA 98284-8164

SEATTLE WA 98101

18 JAN 2014 PM 5 L



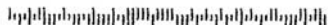
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CITY OF MOUNT VERNON

JAN 21 2014

C.E.D. DEPARTMENT
BY

ANITA HANSON, DIRECTOR
COMMUNITY & ECONOMIC DEVELOPMENT DEPT.

P.O. Box 809
MT. VERNON, WASHINGTON
98273



49-A

1/18/2014
THE FREEWAY & THE TRAINS TOGETHER
WOULD ADD TO INCARCERATION, SAVE TRANSPORT
COSTS & CONTRIBUTE TO AVAILABILITY - THE
PRESENT JAIL IS NOT UGLY - FRAGMATISM NEEDS
TO FIGURE RELEVANTLY IN THIS DECISION & WHAT
MORE COULD BE DEVELOPED AT THE SEED CO.
LOCATION WHAT WITH THE TOXINS FROM THE
FREEWAY & OIL & COAL TRAINS? - RAISED BY 7.5
IN SEATTLE THE NOISE IS DETRIMENTAL, PLUS
THE FUMES & TOXINS - ADD THE TRAINS, & PERHAPS
THE NUMBER OF POTENTIAL OFFENDERS WOULD DECREASE
AT THE THOUGHT OF THAT LOCATION - THANKS C. LANE, P.H.
CLINIC

49-A

Thank you for your comment. While it does not warrant clarifications or additions to the EIS, it is relevant to the overall decision at hand and will be carried forward as part of the EIS record. Your comment will be considered by the City and County during the comprehensive plan amendment, rezone, and Essential Public Facility land use processes.

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

Subject: Fwd: Choosing a new location for the jail
From: Hollie Skinner <hollie@haytonfarmswa.com>
To: "Hanson, Jana" <janah@mountvernonwa.gov>
CC:

Janah,

50-A

Hayton Farms Inc. has many apprehensions about the possibility of locating the jail in the Alf Christianson Seed property. Our farm owns multiple properties nearby and we are concerned about the repercussions of building a jail in this neighborhood. Our first concern is that our properties house many of our employees. Having a jail right outside their homes would lower their quality of life. Who wants their child playing outside right next to a jail or to have to look at such an eyesore? We as a community are marginalizing the lower income community by putting up a jail in there backyard. Second, a jail would most likely lower the property value of the homes in the surrounding area. As a small business owner this is of course a concern.

50-B

Thank you,

Robert Hayton

50-A

Thank you for your comment. As discussed in Section 3.5.2 of the Draft EIS, a new jail at the Alf Christianson Seed Site is expected to improve visual quality by replacing the existing abandoned industrial building with a more aesthetically designed structure. The County Sheriff also anticipates that crime around the new jail will decrease due to the increased presence of law enforcement.

50-B

As discussed in Section 3.8.2 of the Draft EIS (see pages 69-70), land uses adjacent to the Alf Christianson Seed Site are not expected to experience significant negative property value impacts.

ALICE DEE TETERSEN-JENSEN

0201-14 DATE

16223 Jensen Lane

Burlington WA

98233

Ms. Sheri Ann Hanson
(age)

writing to you
in response to
your editorial published
in the Skagit Valley
Herald published
Sunday January 13, 2013
with title is
"Best for New County Jail"

You see -- even
if the jail were
to be built at
Arl Christensen site,
my guess is most
older - over weight
- lazy - crippled
Staff members and
inmates will need
to be transferred by car
- van - or other means
of transportation to
the new jail facility -
so --

Why not Truck City
while you are on
your way -
Thanks Anna
for your consideration
on this issue
Alice Dee Teteresen-Jensen

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CITY OF MOUNT VERNON
FEB 13 2014
C.E.D. DEPARTMENT
BY _____

51-A

Text was added to Section 2.3 of the Draft EIS to clarify how inmates will be transported to and from each site alternative. For security reasons, inmates at either site alternative will be transported to the County courthouse by vehicle, as they are at the existing jail facility.

51-A