

RECEIVED  
MAR 03 2018  
SKAGIT COUNTY  
PDS

4 March 2018

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

Re: Miles Sand and Gravel proposed Grip Road gravel pit, PL160097

Dear Mr. Cooper

I read through the recent package Dan Cox (Miles) sent to the county for their required response, to maintain their permit application. My comments regard the inadequate, inconsistent, and poorly written response by Miles. The four items in the submittal that I am commenting on (I printed these off the County website) include:

1. Cover letter from Miles dated 23 February 2018
2. Grip Road Noise and Vibration Study, dated 20 February 2018
3. Amended Sand and Gravel General Permit
4. Amended Special Use Permit Form

Additionally, I am using the following report and letter for this response:

1. 8 February 2016 DN Preliminary Traffic Information
2. July 6, 2017 Letter from John Cooper to D. Cox, J. Semrau, and W. Lynn.

Re: The Cover letter.

- First paragraph insinuates Miles will do no additional traffic analysis, although the DN traffic study is "only" preliminary. A full traffic study needs to be completed by Miles, the applicant.
- Paragraph 2, Miles states the projected noise limits is "*well below both daytime and nighttime limits*". The term "well below" is a subjective and misleading term. Additionally, Miles states..."*expects no impacts from onsite mining operation*". There is no such thing as "no impacts".
- Paragraph 3, Miles states, "...*DN Traffic Consultants, which have previously been approved by Public Works*", is incorrect. The DN study is only preliminary and in one of their last paragraphs state: "*The above alternatives to intersection reconstruction are only offered as potential interim solutions until the County has sufficient funds to improve the sight distance at this location...*" In other words, there is no approved traffic plan.
- Paragraph 3, last sentence, Miles states, "*In addition, our recently completed Noise and Vibration Study Indicates no potential adverse effects from noise and vibration of haul truck traffic, therefore the initial County recommendation to limit the number of truck trips should be dropped*". This paragraph states "*no potential adverse effects...*" while the

paragraph above states “no impacts...” indicating Miles’ inconsistency in their argument. Additionally, although noise is a concern regarding truck traffic, our concern also includes the number of trucks on Grip Road, the Prairie and Grip Road intersections, etc., the noise that will be generated, and safety issues (see my comments below regarding the Ramboll Noise Study). Therefore, Miles’ argument here is not relevant.

- Paragraph 4, discusses the County’s request to upgrade the internal road, which Miles is arguing against any upgrades to said road. Our contention is that there will be upgrades to the internal road due to widening for safety, and general maintenance from the increased truck traffic. Therefore, triggering the need to complete a Wetland, Fish and Wildlife Habitat Assessment of the entire pit site and access road (between the mine and Grip Road, and Grip Road).
- Paragraph 5 is irrelevant regarding, ...*managing 17 of these permits...*”
- Paragraph 6 regards the land use intensity, moderate versus high, and the resultant buffer off the Samish River. Their argument is self-defeating when quoting the Skagit County code definition for high intensity land use... “*Land uses...some agricultural practices and commercial and residential land uses.*” Miles continues to state “*While at face, the subject dry mining activity appears to be a high intensity land use, GBA also considered the following elements...*” Miles confirms the proposed pit is “high intensity” but appears to be arguing for a buffer reduction, which is a different approach to permitting using the Skagit County CAO.

In the GBA report, as bulleted by Miles, the rationale for their argument in land use intensity mentions the mine being greater than 200 horizontal feet from the OHWM of the Samish, separated by 90 vertical feet, a berm between the mine and the OHWM, the mine being 10 feet above the water table, the aggregate extraction will be maintained at a relatively low volume, the project will use existing interior roads, and the site will be reclaimed post pit use.

The 200 horizontal feet is required for all medium intensity projects, but 300 horizontal feet is required for high intensity projects which a gravel mine is. Mentioning 90 vertical feet has some merit for protection of the river function however there has been no site plan prepared to date that illustrates this factor, or the distance from the river, so how are we to know what is stated here is accurate. Miles needs to have a site plan prepared by a Professional Land Surveyor indicating the slope, location of the river OHWM, location of any riverine wetlands, the 300-foot buffer and the 200-foot shoreline jurisdiction, and the location of the proposed mine, only then will we know what is actually and accurately being proposed. Furthermore, we need to see their reclamation plan.

Regarding the contention mining will remain 10 feet above the water table; how will this be determined once mining has begun? Miles needs to

provide a performance standard to monitor the ground water elevation in many locations prior to removal of gravel. A mitigation plan to remediate the mine elevation if the bottom of the mine is closer to the 10-foot water table. Also, in all likelihood, the water table will be higher in elevation during the wet Spring season as compared to the dry Fall season, this fact needs to be determined and included in any monitoring and performance standard criteria.

Re: The Grip Road Noise and Vibration Study prepared by Ramboll US Corporation. Please note, I am not qualified to preform a “noise and vibration study” but have the following comments.

- The report lacks the authors names and credentials, these need to be provided.
- The introduction, second sentence states “The mine would be situated in the *middle* of 726 acres... This is not true. The proposed mine is on the extreme northern portion of the 726-acre parcel.
- The next sentence in the introduction states ...”*The site is forested and most of the existing buffers would remain intact*”. At this time, much of the 726 acres is being logged. Logging and resultant removal of the trees will affect the buffering capacity. Has this fact been factored into their noise analysis?
- Item 4 Operational Noise Impact, 4.1 states ...”*The primary noise sources introduced by the proposal would be a front-end loader...*” However, in the Amended Special Use Permit Form, Item 12, Miles states “Yes, *standard minimum equipment such as front-end loader, dozer and excavator will be used*”. This discrepancy needs to be addressed. Additionally, in the Amended Sand and Gravel General Permit, Item 2., Miles states, “*In addition to the above listed materials, equipment on site typically includes: Front End Loader(s), Dump Trucks, Excavator(s), and other miscellaneous mining equipment.* Other miscellaneous mining equipment needs to be defined and included in the noise study.
- There is no mention of equipment size in either Item 4.3 or in any other location within the study. There is only references to “front end loader”. The actual type, size, model, etc. needs to be referenced.
- Further Items in 4.3 do not reference the number/quantity of front end loaders to be used. Will there be a single piece of equipment or many? Also, assumptions about the dBA at a distance of 100 feet needs clarification regarding the source of this information and as stated above, the number, sizes, and other types of equipment to be used.
- Regarding referencing haul trucks and their noise and vibration on Grip Road. Will said trucks be using a “jake or engine brake” when descending Grip Road? If so, was this factored into this study?
- In Section 6 Conclusion there is mention of “...*less than 3BA during the vast majority of mining activities.*” The term “vast majority” is not science based and needs clarification.

- Same section as above, "*Therefore, no impacts are expected from onsite mining operations*". There is no such thing as "no impacts". There are always project related impacts.

Re: The Amended Special Use Permit Form

- Item 3 references one to two full time employee's and truck drivers. Will there be bathrooms, a heated lunch room, electricity, a generator?
- Item 9. References to the February 8, 2016 DN Traffic report. This report is only preliminary and therefore should not be used nor referenced until a final report has been prepared. Also said report is based on incorrect data.
- Item 19, as referenced above. Because there will be at a minimum one full time employee, and truck drivers frequenting the mine, it is reasonable to assume a bathroom, lunchroom, heated space, work shack, and electricity will be required. These items need to be addressed and included in this amended form.

In conclusion, this latest response by Miles has not adequately responded to the requirements within your letter dated 6 July 2017. The only way to adequately address the impacts on the natural and physical environment, caused by the development of a gravel mine off Grip Road and the relationship of said mine on the people, is to complete an Environmental Impact Statement. I therefore recommend the county deny this permit application. I look forward to the scoping process for an EIS.



Jim Wiggins  
21993 Grip Road  
Sedro-Woolley, WA 98284

Cc: Hal Hart  
Ryan Walters  
Betsy Stevenson

## John Cooper

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**From:** Rick Brumfield <rbb123@frontier.com>  
**Sent:** Monday, March 5, 2018 8:01 PM  
**To:** Hal Hart; Ryan Walters; John Cooper; Paul A. Randall-Grutter  
**Subject:** Application #PL16-0097

I've been following, a bit, the progress on the gravel pit application and staying in touch with the community group that's interested ... got your email addresses there.

I wanted to take the opportunity to share two recent traffic incidents that shed some light on concerns re traffic safety and then an additional comment re environmental impact.

The traffic incidents first:

1. On Friday, March 2, at about 3:30 p.m., my wife and I were traveling south & west on Grip towards Prairie. As we approached (southbound) the Grip/Lillian Ln. 90° turn, we were "met" by one of the large gravel trucks with a trailer traveling in the opposite direction. We were virtually "run off the road". In order to make the east to north turn the truck/trailer combination had to cut the corner and thus crossed the center line into our lane forcing us to pull off Grip onto the right shoulder. The truck driver's other option would have been to make a "wide turn" traveling east then north onto the shoulder of Grip to stay in his/her own lane. The problem is there are no such shoulders on Grip. All shoulders on Grip are either non-existent or very narrow and almost all have steep drainage ditches immediately adjacent to Grip. The truck/trailer driver did not stop. It's very possible the driver didn't even know he/she was causing a problem.

After the truck passed, we pulled back onto Grip and as we passed the entrance (from Grip) to the Gravel Mine road, we noticed the gate was open (that's unusual). We don't know if that's where the truck/trailer combo came from.

I'm not sure those large truck/trailer combos can physically make the various 90° turns in the area without:

1. encroaching onto the (driver's side) oncoming lane, or
2. making wide (passenger side) "off lane/shoulder" turns where there are no shoulders.

The first represents a very dangerous situation for the oncoming traffic (the situation we found ourselves facing on March 2). The second implies there are shoulders available ... very unrealistic, and even if there were shoulders available, the use thereof would require constant maintenance by who???, the county? ... might be a good question to answer as part of the application process or the EIS. My experience says too wide vehicles require lead/following signed vehicles.

Here's a picture (from Google maps) looking west from the 90° Grip/Lillian Ln. turn ... we were forced to pull off the road to the right, before the pole and guy-wire ... virtually no room to maneuver. Any further to the right and we would have been down in the ditch. We couldn't go forward because of the guy-wire and pole, we couldn't stay in our lane, the truck/trailer was there ... very scary, very dangerous.



2. A few minutes later we were at the intersection of Grip and Prairie getting ready to turn left onto westbound Prairie from Grip. That intersection is a “blind corner” intersection re traffic approaching westbound from Prairie. As we pulled onto Prairie from a full stop on Grip, another vehicle came speeding around the corner, westbound on Prairie ... no accident, but another “close call” ... very dangerous. If the county is going to allow all the additional traffic proposed by the applicant’s operations of hours, that will make that intersection all the more dangerous.

There are many 90° or near 90° turns throughout the area the truck and/or truck/trailer combos would have to take to access the gravel pit ... here’s a table of what I believe are the dangerous “90” turn locations. There may be more. The latitude and longitude numbers are from Google Maps, the What3Words are from that application.

90° Problem Areas					
Row	#	Location	what3words	Lat.	Long.
4	1	Prarie and Old Highway 99	trap.capillary.consist	48.558600	-122.33240
5	2	Prarie turning from north to east	joking.hips.stags	48.560206	-122.32724
6	3	Prarie and Grip	waging.ruins.bespoke	48.555905	-122.29090
7	4	Grip and entrance to subject parcel	simple.r.smile.usefulness	48.553952	-122.27648
8	5	Grip at Ullian Ln.	deployed.grazes.parachutes	48.554687	-122.26848
9	6	Grip at Insiders	insiders.blossoming.reassuring	48.558447	-122.26827
10	7	Grip at the railroad tracks	chocolates.Pleasantly.Crumbles	48.558532	-122.25989
11	8	Grip at Brookings Rd.	scored.stove.negotiated	48.557547	-122.24654
12	9	Grip and Hoogdal Rd.	tonality.winter.Forefinger	48.551920	-122.24721
13	10	Grip and Mosier Rd.	follows.chills.marginal	48.542710	-122.24853
14	11	Grip and Bassett Rd.	shrill.crusaders.removed	48.528371	-122.24810
15	12	Bassett Rd. at Fredrickson Rd.	finance.rated.premiums	48.528567	-122.23166
16	13				
17	14	Hoogdal Rd. to SR9	shortens.lawyer.wraparound	48.550356	-122.22511
18	15	Mosier Rd to SR9	shred.chunks.highly	48.543114	-122.22579
19	16	Bassett Rd. to SR9	forthright.rezoning.late	48.528537	-122.22613

One other point re environmental impact, I don't know what legally constitutes "significance" in terms of the determination of non-significance, or who gets to decide, but both the road safety issues (identified above) and the proposed operational hours issues would seem to constitute "significant" and require a full EIS. If the county is not requiring the gravel mine proposer to address these issues, it would seem the county is taking on liability. Do we really want to do that? As a county tax payer I would hope not, but ???

Hope this helps.

Please contact me if you have any questions, comments, concerns.

Rick Brumfield  
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253-670-3606

March 7, 2018

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

**Re: Concrete Nor'west Gravel Operation near Grip Road, Special Use Permit Application PL16-0097**

Dear Mr. Hart:

Thank you for taking the time in February to meet with us about how the permitting process has unfolded for the proposed Grip Road gravel mine. We understand that Planning and Development Services (PDS) is in transition and that it is a busy time; nonetheless, we hope that under your leadership, we will see some positive changes with regard to the department's handling of this application. We have reviewed all of the documents submitted by Concrete Nor'west (CNW) to PDS on February 23, 2018, which were provided in response to PDS Senior Planner John Cooper's letter of July 6, 2017 requesting additional information.

Our response to the submissions can be summarized as follows:

1. Skagit County is obligated under Skagit County Code (SCC) 14.06.105 to reject CNW's February 23, 2018 submissions and deny the company's Special Use Permit Application for failure to submit the information requested within the 120 day time limit.
2. Even if CNW had submitted the information referenced above within the required timeframe, its submissions remain non-responsive to PDS' July 6, 2017 request for additional information in several critical aspects.
3. Given the serious flaws in the application process to date, and CNW's continued insistence on the legal validity of key steps, which have since been superseded or otherwise invalidated by the county, there is now only one way forward for CNW's proposal: The county must deny the current application and require CNW to start over again. CNW needs to submit a clear, complete new permit application and SEPA checklist. And then, a full Environmental Impact Statement (EIS) needs to be required to evaluate all of the potential impacts.

**With regard to #1 above**, we refer you to our November 2, 2017 letter to (former) PDS Director Dale Pernula (also submitted as comments via PDS online form). As we state in our letter, CNW did not submit a timely written request for an extension as required by code. PDS did not meet any of the required criteria for such an extension to be granted, and PDS has not granted a written extension to CNW, as would have been required by code had a request been properly submitted and approved. All the foregoing are confirmed by the public record, and by Assistant Director Ryan Walters' admission to us, in a meeting which you also attended on February 15, 2018. Skagit County, therefore, has no other option but to deny CNW's application, and require it to start over again if it wishes to pursue this project.

**With regard to #2 above:** Questions of legal validity aside, CNW's February 23 submissions clearly show its continued recalcitrance with regard to key requirements laid out by John Cooper in his July 6, 2017 letter. The submissions continue to omit or misrepresent key facts and demonstrate the company's ongoing refusal to address the most critical potential adverse impacts of its proposed mine.



In their cover letter for the February 23 submissions, #2, CNW cites a February 20, 2018 Noise and Vibration Study completed Ramboll US Corporation. While having the study done represents a step in the right direction for CNW, we remain skeptical of the conclusions made by the study and the inferences from it. We lack the technical background to review the science behind it and do not have the financial resources to have it professionally reviewed. We believe, however, that the characterization of noise and vibration from the mine and hauling as having “no impacts” is false. Just because the study purports to show that noise and vibration impacts would not exceed legal limits does not mean that there would be no impacts. Also, the study claims to address vibration along the haul route, but does not even mention noise impacts from the haul route. This omission alone brings the remainder of the study into question.

In #3 of their letter, CNW states, with regard to the proposed number of truck trips for the project, “Our proposal is clearly presented in the reports by DN Traffic Consultants, which have previously been approved by Public Works; and the conclusions of those approvals were conditions in the September 12, 2016 Staff Report to the Hearing Examiner.” This statement is, at best, a gross distortion of fact. The following paragraphs explain this in more detail.

“Our proposal is clearly presented in the reports by DN Traffic Consultants...” This is false. The reports to which this refers are 1) the February 8, 2016 memo from Gary Norris of DN Traffic Consultants (DNTC) to Dan Cox of CNW with the subject “Grip Road Gravel Pit Preliminary Traffic Information” and 2) the November 30, 2016 memo from Norris to Cox with the subject “Maximum Daily Truck Traffic”. These two documents together raise more questions than answers about what CNW is actually proposing.

The February 8, 2016 DNTC memo, characterized by its author as “preliminary”, cites an average of 46 tandem dump truck trips per day, or 8 trips per hour, for the proposed mine. Existing traffic levels on the haul route are based on one, two-hour sample count made at each of two intersections during PM “peak hours” in July, 2013. The memo states that modeling using these minimal and already outdated “existing” traffic observations shows that the two intersections currently meet Skagit County’s Level of Service (LOS) standards. The memo does NOT state, but is perhaps intended to imply, that the proposed average of 8 truck trips per hour to and from the mine was also included in the “existing” LOS modeling. It is unclear from the report, therefore, whether the modeling actually indicated that the intersections would continue to meet standards once the mine is operating. The memo goes on to acknowledge that both of the intersections analyzed “have sight distance values below current standards”. It provides a brief, cursory discussion of possible permanent mitigation measures to address this, but then dismisses them as too costly and offers a couple of “potential **interim** solutions” involving flaggers or flashing warning beacons. The memo concludes with the statement “**It is expected that additional traffic analysis will be required as the proposed gravel pit operation is defined.**”

One thing is abundantly clear. If CNW gets their way, there will be a lot more than 46 truck trips per day on its proposed haul route, at least at certain times of the year. CNW has repeatedly stated that it expects to operate the mine and haul product from it whenever it needs to in order to respond to market conditions. Demand for gravel is far higher in the summer than the rest of the year. This means that haul traffic would be much higher than average during the summer months. With CNW’s repeated rejection of a limit to the number of trips per day, the mine traffic impact analysis must therefore be based on the maximum possible number of trips for any given period of time.

In its September 12, 2016 Staff Report, PDS initially recommended that truck trips be limited to an average of 46 per day and not exceed 30 per hour. It also required that CNW implement one of DNTC's proposed "interim" mitigation solutions for the LOS deficiency at one of the intersections. Following the receipt of extensive public comment on traffic and other issues, the county informed CNW that, instead of an average number, mine truck trips would be limited to 46 actual trips per day. CNW pushed back, stating that such a limit was unacceptable.

In support of its contention, CNW submitted DNTC's November 30, 2016 "Maximum Daily Truck Traffic" memo. It is interesting and somewhat telling that the author, Gary Norris, refers in this document to his previous "preliminary" memo as a "Traffic Impact Analysis", seemingly to assign a higher status to it than he originally intended to the earlier document. The November 30, 2016 memo states that with the addition of 110 truck trips during the PM peak hour, the LOS at one of the intersections analyzed would drop below the level required in the County Road Standard(s). Citing a conversation with Cox, Norris states that this figure is unrealistic given that "there wasn't (sic) enough dump trucks in Skagit County to provide this volume of traffic". He then states that, based on the availability of 30 dump trucks, a more realistic maximum limit would be 60 truck trips per hour or 720 truck trips per day.

So, we ask once again, what is the maximum level of traffic CNW is actually proposing? Is it 46 truck trips per day, as stated in CNW's first "traffic impact analysis"? Is it 60 truck trips per hour and 720 trips per day as "suggested" by Gary Norris in his second memo? The 720 per day figure is based on a 12-hour day, but CNW says they should be allowed to operate up to 24 hours per day, which would make the actual figure 1,440 trips per day! Also, the dump truck availability limitation cited by Norris is a "red herring". CNW's parent company, Miles Sand and Gravel, is a large, regional corporation with multiple gravel mines and processing facilities along the I-5 corridor from the Canadian border to south of Olympia. It seems a little silly to suggest that Miles couldn't (or wouldn't) come up with more than 30 dump trucks from its combined operations if it needed them to move product out of its proposed Grip Road mine at any given time. DNTC's second memo suggests that 108 truck trips per hour (one round trip less than the 110 it says would exceed the LOS requirement) would actually be acceptable. That would be 1,296 trips per 12 hours and 2,592 trips per 24 hours! Obviously this is absurd, but it helps highlight the complete lack of clarity from CNW on this key aspect of its proposed operation.

The inadequacy of DNTC's traffic memos in addressing county road standards requirements and clear threats to public safety associated with CNW's mine traffic is laid out in considerable detail by Brian Bowser<sup>1</sup> and Matt Mahaffie<sup>2</sup>, in comments they have submitted to PDS on the subject. After more than a year of effort on the part of the community and dozens of comments on this issue, CNW is still making the case that they have somehow answered this key concern with seriously flawed and inadequate traffic documents.

To return to CNW's February 23, 2018 cover letter, they continue (with reference to DNTC's traffic reports) "...which have previously been approved by Public Works; and the conclusions of those approvals were conditions in the September 12, 2016 Staff Report to the Hearing Examiner." This is misleading and irrelevant. An incomplete list of neighboring property owners was provided to PDS by CNW, so the county failed to provide adequate notice of the Mining Special Use Permit Application and subsequent notices as required under SCC. Only a handful of the property owners were notified, forcing a continuation of the hearing scheduled before the Hearing Examiner on December 7, 2016. As you are

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<sup>1</sup> Brian Bowser, comments submitted to PDS to date re: Special Use Permit Application PL16-0097

<sup>2</sup> M. Mahaffie letter to J. Cooper, December 30, 2016

probably aware, once the proper notice had been given and word of the proposed mine got out to affected members of the local community, comments questioning the substance of CNW's application and the county's process poured in to PDS. On review of the comments, PDS acknowledged that there were significant issues of fact, consistency and completeness with CNW's application (including its traffic report) and informed CNW of this. As a result, any "approval" by Public Works implied by PDS' Staff Report and the recommended conditions included in the report became null and void. It is incredible to us that CNW continues to maintain otherwise.

A key point that the county has yet to explicitly acknowledge is that under Skagit County Road Standards, 2000 (SCRS), a formal Traffic Impact Analysis (TIA) is required for this project. SCRS 4.00, Traffic Analysis, sets out specific criteria for when a TIA is required, what level TIA is required, what must be covered in the analysis, and the format of the analysis. A Level 2 TIA is specified based on the potential volume of traffic generated by the mine, and because major deficiencies are known to exist, with the county roads serving the mine site (to cite only one example, the intersection sight distance issues mentioned above). For a more detailed discussion of these requirements, please see John Day's comments submitted on March 12, 2017 via PDS' online comment form.

Instead of requiring the applicant to conduct its own Level 2 TIA, the county has indicated that it intends to have a study completed by a third party consultant. The county's scope of work for the study is somewhat vague and does not specifically reference the TIA requirements of the Road Standards, so it remains to be seen whether or not the study will properly address all the required elements of a Level 2 TIA. It is clear, however, that without a full Level 2 TIA, the county cannot legally approve CNW's proposed use of county roads.

In #4 of his cover letter, Dan Cox addresses the county's insistence that the proposed haul route on CNW property meet the requirements for a "Private Road" as defined by Skagit County Road Standards. First, the information in Cox's cover letter with regard to the internal haul route conflicts with that contained in CNW's February 23, 2018 amended special use permit form. Section A, Question #10 on the form asks "Will your operation have an internal road system?", the response to which is "The mine site will not have a defined road system per se, as the mine floor and elevation will be constantly changing as mining progresses." By referring here only to the actual mine site, rather than to CNW's contiguous ownership, the author appears to have attempted to avoid any discussion of CNW's internal road system. The following question on the form, #11, asks "How is your property accessed? By private, county or state road?" -- The response is: "The site is accessed via Grip Road, which is a County Road." Somehow, the "site" has now become CNW's contiguous ownership, again avoiding any discussion of the two mile long private road accessing the actual mine site from Grip Road. This is a clear example of the sort of evasion and misstatement that has characterized CNW's application from the start. CNW had the opportunity to correct this and other misstatements and omissions when they submitted their "amended" Special Use Permit application form, but apparently they couldn't be bothered to do so. This demonstrates CNW's continuing lack of good faith in the entire process.

CNW makes a minor concession to the county in stating that they are willing to bring the internal haul road up to standard for an "Emergency Vehicle Access Road" (with the critical exception of the existing approach and bridge over Swede Creek), but not to county "Private Road" standards. Even discounting the fact that they exclude a critical portion of the access route, the Swede Creek bridge and its approaches, the minimal standards for emergency vehicle access clearly do not address the actual use the roads would receive. This represents nothing more than continued stonewalling on the part of CNW.

A great deal more critical information with regard to CNW's internal haul route is omitted from its February 23, 2017 submissions. By CNW's own admission, the internal roads that would serve the mine were designed and built as "Forest Roads" for management and harvest of timber on the property. With the development of the gravel mine, however, the intensity of road usage would increase dramatically – instead of infrequent, short term use for forest management and hauling timber, the roads would be subject to constant, heavy traffic by fully loaded tandem dump trucks. CNW will clearly have to make significant improvements to its internal "Forest Roads" for them to withstand this much heavier industrial use. This change in usage intensity and the need for significant road improvements triggers at least two things: 1) the requirement for compliance with County Road Standards for Private Roads accessing commercial/industrial property and 2) Critical Areas Ordinance requirements for delineating protected critical areas and preventing adverse impacts on those areas. The latter comes in to play in particular with regard to the approach and bridge over Swede Creek and at least one regulated wetland immediately adjacent to the internal access road. This consideration was omitted entirely from CNW's Mining Special Use Permit Application, SEPA checklist, and Fish and Wildlife Site Assessment. All of the foregoing issues with regard to the private haul route were presented in writing to CNW by the county, but they continue to insist they do not exist.

In their cover letter, #6, CNW states that "...at face, the subject dry mining activity appears to be a high intensity use..." They then proceed to make the same tired argument that the county has repeatedly (and correctly) rejected by as to why the proposed mine should be designated as a "medium intensity" land use subject to a 200 foot buffer from the Samish and associated wetlands instead of a high intensity use with a 300 foot buffer as required under SCC and state rules. Once again, this is pure stonewalling on the part of CNW. The county's position on this issue is strongly supported by the detailed comments submitted on this application by Doug Gresham, Wetland Specialist for the Washington State Department of Ecology's Shorelands and Environmental Assistance Program<sup>3</sup> and by Matt Mahaffie, a professional wetland/critical areas specialist personally familiar with the proposed mine site and its environs<sup>4</sup>.

Notwithstanding that the County should have declared the application incomplete in November 2017, and denied it outright, CNW has still not fulfilled the County's request. It is long past time to deny this application, and require CNW to start the application process over with a clear project proposal, and a real analysis of all the impacts through a complete EIS.

Thank you for your time and consideration.

Sincerely,

John Day and Martha Bray

Cc: Ryan Walters; John Cooper

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<sup>3</sup> D. Gresham letter to J. Cooper, June 1, 2016

<sup>4</sup> M. Mahaffie letter to J. Cooper, December 30, 2016

## John Cooper

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**From:** Lori Anderson on behalf of Planning & Development Services  
**Sent:** Friday, March 16, 2018 8:23 AM  
**To:** John Cooper  
**Subject:** FW: PDS Comments

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**Sent:** Tuesday, March 13, 2018 4:40 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Paula Shafransky  
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Phone : 3608561637

PermitProposal : Grip Road Open Pit Gravel Mine

Comments : I am writing to say that I have some serious concerns regarding the proposal of the 68 industrial gravel mine. I strongly feel an environmental impact statement(EIS) is needed to address all the potential adverse effects. In addition a Level II traffic analysis must be included in the EIS. The transportation of CNW's product will seriously jeopardize all of our safety on the public roads in our community. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment since they continue to ignore all the facts about our concerns which our community has documented for over a year.

I am in disbelief that CNW continues to insist this project will have no impacts. In the first paragraph of their noise study the report states, "The mine would be situated in the middle of 726 acres of contiguously owned property. The site is forested, and most of the existing buffers would remain intact." This is simply not true. The parcels which will be mined are far from the middle. They share borders on 3 sides with several private property owners ( Shea on Samish River, Vander Veen, Walsh, Giles, Robinson and at a corner Haugland). In regards to 'forested', they are currently logging. These are just a couple of examples of how CNW is presenting their project to the County.

I believe February 23, 2018 was another deadline for CNW to submit information that the County requested back in July 2017 – this was basic information necessary to complete their application. Their recent submission appears to be seriously flawed. They have “doubled down” on their initial request for unlimited hours of operation, unrestricted numbers of gravel trucks on Grip and Prairie Roads, and feel a mere 200 foot buffer from Samish River is adequate. They have provided no new information except a faulty Noise and Vibration Study. They continue to claim that their project will have ‘no impact’.

I would appreciate the county continuing to press for an EIS, a Level II traffic analysis, as well as the basic information still lacking from CNW's proposal.

I appreciate your consideration in this matter.

From Host Address: 172.92.236.32

Date and time received: 3/13/2018 4:35:50 PM

March 17, 2018

Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RECEIVED  
MAR 23 2018  
SKAGIT COUNTY  
PDS

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete Nor'West, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environment! CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

*We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)*

See attached signatures

COMMUNITY SIGNATURE SHEET









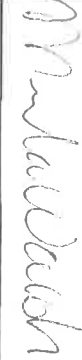

GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER

- 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
NICK + NICOLE NICKELSON	20630 Prairie Rd SBL 98284	nicknick31@msh.com	360-362-9174	
Sarah Collie	20415 Prairie Rd	scollie@mywilliam.net	276-698-1167	
Rick Frankfield	5318 CEDAR RIDGE PI SEDOO-WOODWAY, WA 98284	rbfrank123@frontier.com	253-674-3626	
Jim Mowrer	22777 NATTIDE WILSON	jmowrer1@frontier.com	360-854-4319	
Joni Mowrer	22777 Nature View Dr Sedro-Clolle, WA	joni.mowrer@gmail.com	360-854-9319	
Kathryn Long fellow	5318 Cedar-Ridge Pl Sedro Woolley, WA	klongfellow@frontier.com	360-854-9116	
PAULA SHAFRANSKY	22461 Prairie Rd.	pshafransky@gmail.com	360-854-1437	
Frank Phillips	22461 Prairie Rd.	fphilips67@gmail.com	360-854-7686	
MIRAN DAWALSI	2272 E Broadway NW 98274	mwalnsat@gmail.com	360-540-0214	
GREG HARVEY	22372 NITA LANE SEDOO WOODWAY	harveygk@gmail.com	206-698-6981	



COMMUNITY SIGNATURE SHEET

GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER

- 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
Linke Walsh	21710 Prairie Rd Sedro Woolley	walsh12006@hotmail.com	(360) 708-7736	
Robert Walsh	21710 Prairie Rd Sedro Woolley	walshrob1@hotmail.com	360-708-7735	
Jed Holmes	7691 Delvan Hill Rd Sedro-Woolley, WA	jed.ed.holmes@gmail.com	360 856 5405	
Wally Rogers	21009 Wildwood Pl Sedro-Woolley	wallyrogers@gmail.com	360 724-2412	
Kenee Kennedy	5319 Cedar Ridge Pl Sedro Woolley, WA	rkennedy44@gmail.com	360 661-1272	
STEVE KENNEDY	5319 CEDAR RIDGE S.W., WA 98284	SKKENADY@GMAIL.COM	360 6611161	
Robert Elizabeth, SKyer 3 cell/b	20756 Prairie Rd S.W., WA, 98284	Robert.Rie1454103@gmail.com	360) 540-7748 360) 540-7749	
Jay Peters	22741 Nature Woods, S.W. 98284	Jaym.Peters@hotmail.com	360-941-7577	
Frank Watson	2083E Prairie Rd Sedro-Woolley, WA 98284	normfran.watson@gmail.com	360-724-5054	
Norman Watson	"	"	"	"

get the signatures

COMMUNITY SIGNATURE SHEET

GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER - 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
Howy Hunter	22372 NITA LANE SEDOO WOODLEY WA 98284			
Norm Wasson	20836 Prairie Rd Sedro-Woolley 98284	normfrankwasson@gmail.com	(360) 724-5654	
Tammy Brooks	20908 Prairie Sedro Woolley			
Steve Houle	20543 Prairie B Sedro-Woolley			
Ai Morgan	22286 PRAIRIE B Sedro Woolley WA			
STEVEN BARNETT	22373 NITA LANE SEDOO-WOODLEY WA 17543 Robinson			
Linda Jonsson	Burlington 98233			
Jennifer Flynn	5252 WADSWORTH AVE Sedro-Woolley, WA 98284		360-703-967-1977	
Dugan Flynn	5252 WADSWORTH AVE Sedro-Woolley WA 98284		240-595-7915	
Daniel Beckwith	20062 Double Creek SW 98284		360-661-0515	

COMMUNITY SIGNATURE SHEET

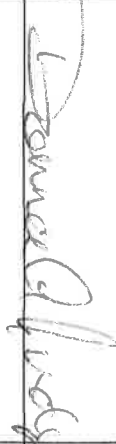
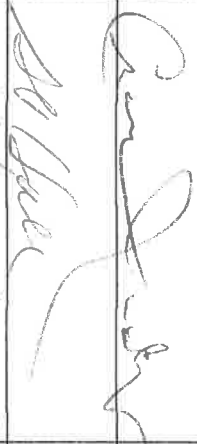







GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER

- 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
Donna Judy	20765 Prairie Rd S.W.		724-3984	
Craig Judy	20765 Prairie Rd		724-3984	
Sharon Hill	20575 Prairie Rd		724-7305	
Mike Hill	20575 Prairie Rd		724-7305	
Lester Bonnet	21710 Prairie Rd	lesterb@hotmail.com	360-854-2954	
Marian Walsh	19801 Prairie	catfishwalsh@aol.com	360-724-6822	
Abbe Polnick	21993 Grip Rd.	abbe@abbednd.com	360-886-2139	
Jim Diggins	21993 Grip Rd			
Natalie Walsh	9533 District Line		360-540-1637	




COMMUNITY SIGNATURE SHEET

GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER - 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
Karl M Gerry	PO Box 427 6280 Erwin Ln Sedro Woolley, WA 98284	karyng@gmail.com	1300-850-0058	
Martha Bray	6368 Erwin Ln Sedro Woolley, WA 98284	mbray1107@gmail.com	(360) 856-0644	
John W. Day	6368 Erwin Ln Sedro Woolley, WA 98284	jday0330@gmail.com	360-856-0644	

COMMUNITY SIGNATURE SHEET

GRIP ROAD GRAVEL MINE

MARCH 17, 2018

PL16-0097 & PL16-0098

LETTER

- 3-17-2018 TO COUNTY

Name	Address	Email	Phone #	Signature
Larry Hedgpeth <del>Fanny Hedgpeth</del>	5809 Brookings	lhedgpeth@gmail.com	360-852-6737	<del>Fanny Hedgpeth</del>
Josie Hedgpeth <del>Joni Hedgpeth</del>	5809 Brookings Rd	lhedgpeth@gmail.com	360-852-6737	<del>Joni Hedgpeth</del>
<p>3-21-18 These signatures were collected at a Community Rate Sale (3 hrs) + at a few neighbors' homes. We are still collecting signatures and will be submitting more next week, per our neighbors requests who were unable to sign at the event.</p>				
<p>45 signatures</p>				

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 7:50 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Frederic Allen  
Address : 22018 grip Road  
City : Sedro-Woolley  
State : WA  
Zip : 98284  
email : rik@rikallen.com  
Phone : 3602021063  
PermitProposal : #PL16-0097

Comments : As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

From Host Address: 172.92.195.190

Date and time received: 3/23/2018 7:46:02 AM

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 7:50 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Andrew J. Rice  
Address : 22356 Prairie Rd  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : academicsandadventures@hotmail.com  
Phone : 360-466-3297  
PermitProposal : Permit #PL16-0097 Mining Special Use Permit  
Comments : March 17, 2018

Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree. We live in a quiet zone which is one important reason we chose to live here. Anytime any heavy equipment (track hoe, etc) is used in the proposed mining area, we hear it let alone the logging activity and any mining. Again, unacceptable - the traffic situation is also completely unacceptable. Prairie Rd is a busy conduit between I-5 and Hwy 9 and communities in between - the traffic situation at Grip Rd would be impossible.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

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See attached signatures

Sincerely,  
Andrew J. Rice

From Host Address: 172.92.244.187

Date and time received: 3/23/2018 7:45:09 AM



## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 7:35 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Wallace Groda  
Address : 6386 Lillian Lane  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : wallacegroda@msn.com  
Phone : 360-299-1490  
PermitProposal : Permit #PL16-0097  
Comments : March 17, 2018

Hal Hart

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

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

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## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 8:15 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : George Voile  
Address : 21387 Grip RD  
City : Sedro Woolley  
State : WA Washington  
Zip : 98284  
email : voileg3@gmail.com  
Phone : 2088160491

PermitProposal : PL16-0097 Grip Rd gravel mine.

Comments : I live and drive on Grip Rd adjacent to the mine property. The proposed number of trucks & trailers to be coming to and from the mine would mean trucks would be meeting on Grip Rd west of the entrance. This is impossible because trucks with trailers cannot currently stay within the lane on the Grip Rd curves. This is a dangerous section of road already with the light truck traffic it has. Do not be surprised at a very high casualty rate if the proposed truck traffic is allowed.

From Host Address: 173.10.112.10

Date and time received: 3/23/2018 8:11:00 AM

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 8:15 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Richard Prange  
Address : 20183 Prairie Rd  
City : Sedro Woolley  
State : Washington  
Zip : 98284  
email : r46j45@gmail.com  
Phone : 3607082882

PermitProposal : PL16-0097 Mining Special Use

Comments : I would like to base my comments on the singular most important issue that is impacted by this proposal and that is public safety. We have lived on Prairie Rd since the early 1970's. Traffic on the road has steadily increased in volume and speed over the years to the point where you can no longer have more than a minute or two of nonexistent traffic before another vehicle passes, and they almost always pass at speeds exceeding the posted limit. If this proposal is allowed to go forward and nothing serious is done to deal with the width of the road or the posted speed limit, it would be easy to understand why multiple accidents would occur along the road given the increased volume and size of the vehicles traveling along it. I realize that gravel is important to progress in this county, but in the overall scheme of things public safety should be paramount.

From Host Address: 72.168.160.131

Date and time received: 3/23/2018 8:14:28 AM

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 8:30 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Nadine M. DeGolier  
Address : 32620 - 80th Dr. NW  
City : Stanwood  
State : WA  
Zip : 98292  
email : nadinedegolier@yahoo.com  
Phone : 360-629-4439  
PermitProposal : #PL16-0097  
Comments : March 23, 2018

Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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Nadine DeGolier  
32620 - 80th Dr. NW  
Stanwood, WA 98292

From Host Address: 172.92.49.119

Date and time received: 3/23/2018 8:28:13 AM

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 10:05 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Patricia Groda  
Address : PO Box 1367  
City : Burlington  
State : Wa  
Zip : 98223  
email : tgroda@msn.com  
Phone : 3604207347  
PermitProposal : PL16-0097  
Comments : March 17, 2018

Hal Hart

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

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

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## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 9:05 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Norman Wasson  
Address : 20836, Prairie Road  
City : Sedro Woolley  
State : Washington  
Zip : 98284  
email : normfranwasson@gmail.com  
Phone : 3607245054  
PermitProposal : #PL16-0097 Samish River Gravel Mine  
Comments : March 17, 2018

Hal Hart

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

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter  
Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Norman Wasson  
20836 Prairie Rd  
Sedro Woolley, Wa 98284

From Host Address: 172.92.220.130

Date and time received: 3/23/2018 9:01:08 AM



## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 11:30 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Jahn Steve & Dian  
Address : 4501 Fidalgo Bay Road, #901  
City : Anacortes  
State : WA  
Zip : 98221-8354  
email : stevedianjahn@gmail.com  
Phone : 425-830-4981  
PermitProposal : Jahn Steve & Dian  
Comments : March 17, 2018

Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

See attached signatures

From Host Address: 103.233.132.7

Date and time received: 3/23/2018 11:27:26 AM

## John Cooper

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**From:** website  
**Sent:** Friday, March 23, 2018 1:20 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Stephanie Gahan  
Address : 22035 Grip Rd  
City : Sedro Woolley  
State : Washington  
Zip : 98284  
email : colebran1@gmail.com  
Phone : 3608401196  
PermitProposal : PL16-0097  
Comments : March 17, 2018

Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

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We have talked to countless numbers of people in our community and they agree a project of this size and scope

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

See attached signatures

From Host Address: 168.212.76.254

Date and time received: 3/23/2018 1:15:42 PM

## John Cooper

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**From:** website  
**Sent:** Friday, March 23, 2018 1:55 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Dale R Abbott  
Address : P.O. Box 804  
City : Burlington  
State : WA  
Zip : 98233  
email : d\_abbott@hotmail.com  
Phone : 360-202-9857  
PermitProposal : PL16-0097  
Comments : Community Letter

Dear Mr. Hart,

I agree completely with the following letter. I am a homeowner living on property less than a mile from the proposed mine site:

"As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

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We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter"

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

## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 2:50 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Karin silvernale  
Address : 21674 Grip Rd  
City : Sedro-Woolley  
State : wa  
Zip : 98284  
email : karinsilvernale@yahoo.com  
Phone : 3608560573  
PermitProposal : permit #PL16-0097  
Comments : March 17, 2018

Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

See attached signatures

Karin Silvernale

From Host Address: 172.92.210.201

Date and time received: 3/23/2018 2:47:23 PM

## John Cooper

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**From:** website  
**Sent:** Friday, March 23, 2018 5:00 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Michele Elaine Walker  
Address : P.O. Box 804  
City : Burlington  
State : WA  
Zip : 98233  
email : michelewalker54@gmail.com  
Phone : 360-395-5440  
PermitProposal : PL16-0097

Comments : Dear Mr. Hart,

I wish to be included as a signer of the following letter regarding the proposed gravel pit on Grip Road:

"As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter." (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

I have lived at 22290 Prairie Road for 12 of the past 13 years, and while I am currently temporarily residing in New Zealand we will be returning to Washington in July.

Sincerely, Michele E. Walker

From Host Address: 118.93.127.8



## John Cooper

---

**From:** website  
**Sent:** Friday, March 23, 2018 1:00 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Jim Morrell  
Address : 22777 Nature View Drive  
City : Sedro-Woolley  
State : WA  
Zip : 98284  
email : jmrll@frontier.com  
Phone : 360-854-9319  
PermitProposal : Permit #PL16-0097  
Comments : March 17, 2018

Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Please note, we are a community that is very concerned about the impact of this mine on the environment, water quality, sound effects of the mine, quality of life as well as property values. We are not a bunch of gentleman farmers as CNW alluded to in one of their letters to you. We are the surrounding community that will be directly and adversely impacted by this mine.

My wife and I have chosen to live in a rural area because of the quality of life we enjoy. This mine will be a severe detriment to what we enjoy.

Jim Morrell

From Host Address: 50.34.129.193

Date and time received: 3/23/2018 12:56:53 PM

## John Cooper

---

**From:** website  
**Sent:** Saturday, March 24, 2018 4:40 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Stephen Garcia  
Address : 22199 Grip RD  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : garcia4@wavecable.com  
Phone : 3608547857  
PermitProposal : PL16-0097  
Comments : Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Steve Garcia

## John Cooper

---

**From:** website  
**Sent:** Saturday, March 24, 2018 4:35 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Andrea Garcia  
Address : 22199 Grip RD  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : garcia4@wavecable.com  
Phone : 3608547857  
PermitProposal : PL16-0097  
Comments : Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Andrea Garcia

From Host Address: 172.92.219.92

Date and time received: 3/24/2018 4:32:54 PM

## John Cooper

---

**From:** website  
**Sent:** Saturday, March 24, 2018 9:30 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Ronald E. Holmes  
Address : 7691 Delvan Hill Rd.  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : ronaldeholmes@gmail.com  
Phone : 3608565905  
PermitProposal : Permit #PL16-0097 Mining Special Use Permit  
Comments : March 17, 2018

Hal Hart

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

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorWest Gravel Mine Community Letter  
Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

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We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorWest Gravel Mine Community Letter)

See attached signatures

## John Cooper

---

**From:** website  
**Sent:** Sunday, March 25, 2018 7:40 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Laura Brakke  
Address : 22243 Grip Rd  
City : Sedro Woolley  
State : wa  
Zip : 98284  
email : llbrakke@hotmail.com  
Phone : 360-739-7400  
PermitProposal : Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine  
Comments : March 23, 2018

Hal Hart  
Director of Skagit County Planning & Development Services

1800 Continental Place  
Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter  
Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environment! CNW insists the noise and vibrations will have 'No Impact'. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

I am very concerned about CNW's proposed gravel mine near Grip and Prairie Road.

I am signing this community letter as I agree with all the points brought up and am also submitting a letter with

my personal concerns.

I would appreciate that you take these positions and request for a full EIS seriously, and protect public health and safety as your primary responsibility.

Thank you for your attention to this matter,  
Laura Leigh Brakke

From Host Address: 71.212.111.196

Date and time received: 3/25/2018 7:39:38 PM



## John Cooper

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**From:** website  
**Sent:** Sunday, March 25, 2018 8:20 PM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Laura Leigh Brakke

Address : 22243 Grip Rd

City : Sedro Woolley

State : wa

Zip : 98284

email : llbrakke@hotmail.com

Phone : 360-739-7400

PermitProposal : Permit #PL16-0097 Mining Special Use Permit, Concrete NorWest Gravel Mine

Comments : Dear Mr. Hal Hart,

I am submitting my concerns about the application and permitting process for a gravel mine.

There are so many things wrong with this proposal that I hardly know where to start.

I have read Concrete Nor'West's letters to the County in response for more and better information in their flawed application. They demonstrate a clear disregard for the community they will negatively impact. They show a complete lack of concern over the risks to the Samish river and Swede creek system and salmon that depend on these waterways. Those are impacts they can hide from Public view, and we may not see erosion that allows for silt to drift into and destroy spawning grounds.

However, the impacts to all other users of Grip and Prairie Roads into and onto Hwy 99, cannot be hidden.

There does not need to be a traffic study to prove that unlimited 24 hour tandem gravel trucks will cause substantial harm to the road beds, that the public will be asked to fix.

There will be no safe place to walk and for sure a bicyclist will literally be taking her life into jeopardy if one tries to exercise one's right to ride a bike on the public roads. I urge you to drive and bike the route they propose to have two gravel trucks an hour passing these roads. There will be collisions and accidents and injuries that may become fatal. This is not something the County should even consider in light of the health and safety risks.

Especially, by a company that has such little regard for current residents and users of this right of way.

Please put Safety First before profit. The risks and the benefits must be weighed in favor to Skagit County residents and not corporations. Concrete Nor'Wester does not pay its fair share of property tax and should not dictate the conditions of their permit. They are ignoring just plain old Common Sense when they refuse to respond to repeated requests by the County and pretend that the community will not suffer negative impacts.

Nonsense.

I am urging you to hold them to a high standard as gravel mining has proven that it impacts the environment in many varied and long term negative ways. Those need to be studied, and the record is filled with the items that need inclusion into a proper EIS.

Please deny a permit for the current proposal.

Sincerely,  
Laura Leigh Brakke

From Host Address: 71.212.111.196

Date and time received: 3/25/2018 8:17:15 PM

## John Cooper

---

**From:** website  
**Sent:** Sunday, March 25, 2018 9:25 AM  
**To:** Planning & Development Services  
**Subject:** PDS Comments

Name : Jane Fish  
Address : 5043 Wildlife Acres Lane  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : jfish1994@gmail.com  
Phone : 360-848-7711  
PermitProposal : CNW Application for Gravel Mine  
Comments : March 25, 2018

Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope

needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

I am very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Jane Fish  
5043 Wildlife Acres Lane  
Sedro Woolley, WA 98284

From Host Address: 72.173.9.133

Date and time received: 3/25/2018 9:24:29 AM

## John Cooper

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**From:** linda wa <walshL2006@hotmail.com>  
**Sent:** Monday, March 26, 2018 11:29 AM  
**To:** John Cooper; Hal Hart  
**Cc:** Betsy D. Stevenson; rrwalter@co.skagit.wa.us; Lisa Janicki  
**Subject:** RE: Important information - PL#16-0097 CNW Grave Mine

March 24, 2017

John Cooper  
Hal Hart  
Skagit County Planning and Development Services  
1800 Continental Place  
Mount Vernon, Washington 98273

RE: PL#16-0097 Concrete Nor'west Gravel Mine

Dear John & Hal,

I would like to bring to your attention to some inaccurate information on the Ramboll - Noise and Vibration Study submitted by Concrete Nor'West , dated February 20, 2018. It is another example of the inaccurate documentation for this project proposal given to the County by the applicant.

Ramboll Introduction on Page 1:

Incorrectly states "The mine would be situated in the middle of 726 acres of contiguously owned property."

Correct: 3 of its 4 borders are not contained within the 726 acres.

I obtained this information from the Skagit County IMAP.

CNW Mine parcel P50155, shares eastern border with The Samish River adjacent to private property owner Shea's parcel P50065, adjacent SE border with P50086 Koetje/Emerson/Camp/Ford and Northern border with Vanderveen P50104 & Walsh P50105.

CNW Mine parcel P125644 shares adjacent Northern border with Walsh P50100, Giles P50098 and NW corner with Hauglands P50141, and entire Western border with Robinson P50143.

CNW Mine parcel P125645 also shares its entire Western border with Robinson P50143.

The Parcels CNW proposing ( P50155, P125644 & P125645) to begin a new 68 Acre Industrial Gravel Mine are far from the "middle of 726 acres of contiguously owned..." This only address the actual parcels which will be mined, not the nearly 2 mile haul road.

The introduction also states "The site is forested, and most of the existing buffers would remain intact."

They are currently doing a large volume of logging and from what I can tell they hold a logging permit for 14 parcels within the 726 acres so this could invalidate their statement "most of the existing buffers would remain intact." Several neighbors have contacted me and complained about the noise from the logging and the early start hours well before 6 am. One of them is a 20 acre parcel away from the logging and she said the noise is extremely loud. Others have reported hearing the loud noise well over a mile away, it stands to reason mining activities will not be any quieter.

The following 7 parcels are listed for logging these are adjacent to private property owners -- P50087, P125640, P125641, P125642, P125646, P125647 & P125623 so how much of a buffer will they leave to mitigate the noise on those parcels...the buffers factored into their noise study. The wording 'most' is vague and should be defined since the Noise & Vibration study were relying on the buffers being intact when they did their study. The other 7 parcels listed to be logged are will also impact the noise buffer levels along the Haul road.

Noise information copied from WAC

(1) No person shall operate any motor vehicle or any combination of such vehicles upon any public highway under any conditions of grade, load, acceleration or deceleration in such a manner as to exceed the maximum permissible sound levels for the category of vehicle in Table I, as measured at a distance of 50 feet (15.2 meters) from the center of the lane of travel within the speed limits specified, under procedures established by the state commission on equipment in chapter 204-56 WAC, "procedures for measuring motor vehicle sound levels."

Below is copied from Department of Ecology.

<https://ecology.wa.gov/Regulations-Permits/Laws-rules-rulemaking/Noise-pollution/Noise-pollution-FAQ-for-citizens>

A: Here is a list of common noise levels copied from above link.

- Airport plan take-off - 120dB
- Rock concert - 105dB
- Lawn Mower - 100dB ---
- Blender - 90dB
- Garbage disposal - 80dB
- Traffic noise - 70-80dB
- Vacuum - 70dB
- Office - 60-65dB
- Library - 35dB
- Breathing - 10dB

WAC 173-58-020 Background Sound Level, Means the level of ALL Sounds in a given environment, independent of source being measured. The Code specifically defines property boundary for noise as this- "Property boundary means the surveyed line a ground surface which separates real property". The Ramboll study has R3 marked on their maps and referred to in their incorrectly labeled Maps as a property adjacent to the northern border. On their map the point of noise collection for their data modeled appears to be marked thousands of feet from the adjacent property boundary. They did not document how many feet into adjacent property. It appears it is not measured at the adjacent property boundary, as defined in code 173-58-020 or even at 100 feet within the boundary, which is the proposed buffer. Also, it was a computer model not an actual on-site study as required.

The Ramboll study states they measured noise at three locations representative of residences nearest the proposed mining area and access drive. They described the areas in the report and labeled those areas on a map. These labels are referenced on their tables. Ramboll has not labeled them correctly and therefore how can the information summarized on them be accurate. They are described in Ramboll's written report on page 4 as:

SLM1- onsite near northern property boundary

SLM2 - approximately .3 miles northwest of site along Wildlife Acres Lane

SLM3-near the southern property boundary at the entrance of the mine site, approximately 50 feet from Grip Road

The study and tables are inaccurate because Ramboll's reference to maps and tables are incorrectly labeled.

The Ramboll study has their map on page 6 labeled incorrectly. On the map they submitted:

\*\*SLM<sub>2</sub> on their map is located near the southern boundary at the mine entrance- not as referenced in their written description.

\*\*SLM<sub>3</sub> on their map it is located near Wildlife Acres - not as referenced in their written description.

These locations are nearly 2 miles apart so this is a significant misrepresentation of data.

How can we rely on the accuracy of this report when they cannot even properly document the noise data from source to receiving properties. Each of their tables relies on statistics from these receiving and source site descriptions. Perhaps the data was also recorded inaccurate from source to receiving properties.

SLM1 on their map looks like it is in the middle of a northern parcel of the proposed Mine parcel and the R3 receiving property site appears to be on private property-Walsh P50099 -thousands of feet from the mine source noise. SCC & WAC states levels must be below 60/50, (day / night) ON at receiving property boundary as describe from WAC 173-58-020 (copied) "Property boundary" means the surveyed line at ground surface, which separates the real property owned, rented, or leased by one or more persons, from that owned, rented, or leased by one or more other persons, and its vertical extension.

R3 site on map and used on Table 4 & Table 5 does not represent noise on an adjacent property boundary location as described by SCC 173-58-020 but it appears to be several thousand feet away from Source noise SLM1. This is important since it does not represent the level of dBA at receiving property boundary and therefore the Tables are not valid in regards to noise levels on receiving property.

It is also important to note Page 7 4.1 Noise Sources. The study states primary noise would be a front-end loader. It is hard to believe a single front-end loader will be the only equipment in operation in an Industrial Mine excavating 4.2 Million Cubic Yards of sand & gravel covered in vegetation, trees or tree stumps and large rocks and loading it into waiting trucks and trailers. It will most certainly take more than "a" front-end loader, most likely will take Dozer, Grader, Excavator possibly a Stump Grinder and other construction equipment to clear and excavate the earth. The applicant, CNW - Miles Sand and Gravel seems to have failed to properly inform the Ramboll group of the types of equipment which will be in operation at one time.

The assumption that a single loader will be in operation with 12 trucks waiting is absurd and renders this whole study useless. Unless perhaps CNW wants to put in writing they will only have 1 Front-end Loader operating onsite?

4.2 Noise Model used - on page 7 The steps they used for modeling are also invalid due to the inaccurate Noise Source equipment.

Step (1) characterizing the noise sources -- not accurate - more than just a loader will be operating

Step (2) It would take an expert to know if this step was done accurately and due to the mistakes noted on the Ramboll report the County should have an expert review the data and or require an actual onsite study with accurate information.

Step (3) assigning equipment and activity sound levels to appropriate locations on the site. Since they have not used the correct equipment to characterize the noise sources and have the source sites labeled incorrectly the rest of the data would be inaccurate.

It is important to note the study does not even describe the size of front-end loader or Trucks they based the dBA emissions on. The size of front end loader and trucks are crucial pieces of missing information.

Page 7 4.3 Modeling Assumptions page 7.. How many years before the 'walls' of the mine begin to buffer the noises, especially with it being logged?

The report was based on 12 trucks per hour ..... This estimated number of hourly trucks was based on the estimated average number of 8 trucks, with an additional 50% increase to ensure a conservative noise estimate. Since CNW insists on having the ability to run up to 720 that would be 30 trucks per hour not 8. Double if operating 24 hours per day as CNW insists on being allowed to do.

Page 8 : Table 4 -- R3 receiving on this table for the Southern Scenario is Leg/L25, dBA of 43 and for the Northern Scenario it is 36... This is strange because R3 is a location farther from the Southern Scenario noise source than the Northern Scenario noise source, so one would think the dBA would be greater at the Northern Scenario, is this a mistake in recording and summarizing the data or they have perhaps factored in Years of excavation creating more of a sound barrier.. However, the code does not account for future noise levels it is for Present levels.

Page 3 WAC 173-60-050 applies only to noises being exempt between 7AM to 10 PM but the Ramboll study just states "The following sources are exempt" This is misleading since CNW is insisting on being allowed to operate unlimited hours.

On the Skagit County Mining Special Use Permit Information form it refers to SCC 14.16.440 Mineral Resource Overlay On page 1 of 5 the special use permit has a section labeled 'Application Requirements For mining operations special use permit

(not suggestions or guidelines)

Under this section on page 2 of 5 (3) (c) "An on-site study to determine appropriate mitigation requirements for noise, vibration and dust levels. The study should specify what levels the Applicant deems satisfactory to mitigate off-site disturbances."

The Ramboll study seems to have collected data from a computer modeling program, not onsite or off-site physical study. There are no specifically described distances included nor specific points on parcels where the data was collected, so we have no idea how many feet from the source the noise level has documented. Ramboll has not assigned an author to the report.

Ramboll study does not address the truck and trailer noise using the haul road so noise impacts on nearby residents is undocumented. It has information about vibration but not on off-site trucking noise levels, the homes along Grip and Prairie are only evaluated for vibration not noise. The study makes no references to Dust, however they did submit a 'Fugitive Dust' paper as part of original application. That report stated no dust would leave the site, which common sense tells us that is not correct.

\*\*Not noise related but Mining Special Use form specifically address road requirements as well -On page 2 of 5 (4) - Transportation Analysis: " A review from Skagit County Public Works Department or Washington State Department of Transportation demonstrating that roads or bridges are capable of **sustaining the necessary traffic for the proposed mineral extraction operation**, and that the proposed operation meets level-of-service, **safety**, and other standards as outlined in Skagit County Transportation Systems plan, the Skagit County Comprehensive Plan and applicable state and local regulations." Again, these are not suggestions but requirements which must be met before the special use permit can be issued. I would think in order for either Skagit County Public Works or Washington State Department of Transportation to put in writing, for this permit, that these roads meet those requirements those departments would have to accept liability for public safety. It has been clearly documented there are serious road safety issues.

Concrete Nor'West, Miles Sand and Gravel, owned by Lisa, Inc bought this property about a decade ago, the MRO overlay was placed on this area by the government and it was assumed CNW intended to extract the mineral resources via truck and trailer. Since that time neither has proposed improvements or made allowances to ensure our Community will not be adversely impacted by this industrial gravel mine and transportation of their product, except a mitigation of a flashing beacon. The lack of planning and budgeting should not mean the burden of the adverse impacts should fall onto the Community to endure in order for this proposed gravel mine to operate. A project of this size should be required to have an Environmental Impact Study and at least a level II Traffic Analysis and be thoroughly evaluated since its impacts will not be reversible or temporary.

Thank you for your time and the opportunity to share information in regards to PL#16-0097. If you have any questions please contact me.

Sincerely,

Linda Walsh  
21710 Prairie Road  
Sedro Woolley WA 98284

## John Cooper

---

**From:** Lori Anderson on behalf of Planning & Development Services  
**Sent:** Tuesday, March 27, 2018 3:32 PM  
**To:** John Cooper  
**Subject:** FW: PDS Comments

From dept email

**From:** website@co.skagit.wa.us <website@co.skagit.wa.us>  
**Sent:** Tuesday, March 27, 2018 12:25 AM  
**To:** Planning & Development Services <planning@co.skagit.wa.us>  
**Subject:** PDS Comments

Name : Vickie Koran  
Address : PO Box 2552  
City : Stanwood  
State : WA  
Zip : 98292  
email : [jimkoran1@gmail.com](mailto:jimkoran1@gmail.com)  
Phone : (360) 724-0473  
PermitProposal : PL16-0097 Mining Special Use Permit, Concrete North West Gravel Mine  
Comments : March 26, 2018  
Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273  
RE: Permit #PL16-0097 Mining Special Use Permit, Concrete North West Gravel Mine

Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. In addition, the heavy use of the roads promises unevaluated damage to roadways which is no way addressed, and will create a burden not just to local residents, but to county taxpayers.

The application initiated by CNW/Miles was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application.

- CNW needs to start over again with a clear proposal,
- Skagit County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

Concrete North West, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands.

According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corner, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need to be evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have



stated this industrial activity will have No Impact on us or our environment. CNW insists the noise and vibrations will have No Impact.

We disagree. We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible or temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts.

It is also very concerning that at every proposal made to limit hours of operation, limit days of operation, and total daily loads, CNW refuses to accept anything but unrestricted and unlimited operation in complete denial of every rational proposal and discussion. Instead of progress in these regards, the County position also does not seem to be adjusting in any significant measure from CNW's original proposal, despite promising but tentative suggestions with no follow through.

It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Roads. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter.

From Host Address: 50.34.136.86

Date and time received: 3/27/2018 12:21:17 AM

## John Cooper

---

**From:** Lori Anderson on behalf of Planning & Development Services  
**Sent:** Tuesday, March 27, 2018 3:35 PM  
**To:** John Cooper  
**Subject:** FW: PDS Comments

From dept email

**From:** website@co.skagit.wa.us <website@co.skagit.wa.us>  
**Sent:** Tuesday, March 27, 2018 12:00 AM  
**To:** Planning & Development Services <planning@co.skagit.wa.us>  
**Subject:** PDS Comments

Name : James D Koran  
Address : PO Box 2552  
City : Stanwood  
State : WA  
Zip : 98292  
email : [jimkoran1@gmail.com](mailto:jimkoran1@gmail.com)  
Phone : 360-724-0473  
PermitProposal : Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine  
Comments : March 26, 2018  
Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273  
RE: Permit #PL16-0097 Mining Special Use Permit, Concrete North West Gravel Mine

Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application.

- CNW needs to start over again with a clear proposal,
- Skagit County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

Concrete North West, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands.

According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corner, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need to be evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have

any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us or our environment. CNW insists the noise and vibrations will have No Impact.

We disagree. We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible or temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts.

It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Roads. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter.

From Host Address: 50.34.136.86

Date and time received: 3/26/2018 11:57:38 PM

## John Cooper

---

**From:** Lori Anderson on behalf of Planning & Development Services  
**Sent:** Tuesday, March 27, 2018 3:36 PM  
**To:** John Cooper  
**Subject:** FW: PDS Comments

From dept email

**From:** website@co.skagit.wa.us <website@co.skagit.wa.us>  
**Sent:** Monday, March 26, 2018 3:20 PM  
**To:** Planning & Development Services <planning@co.skagit.wa.us>  
**Subject:** PDS Comments

Name : Laurel K Peak  
Address : 22841 Nature View Dr  
City : Sedro Woolley  
State : WA  
Zip : 98284  
email : [laurelpeak@gmail.com](mailto:laurelpeak@gmail.com)  
Phone : 2034702710  
PermitProposal : Permit #PL16-0097  
Comments : Hal Hart

Director of Skagit County Planning & Development Services

1800 Continental Place

Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete NorlWest Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The Environmental Impact Statement is CRITICAL before this projects moves forward in any capacity. The Samish River and watershed needs our protection.

The applicant, Concrete NorlWest, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99.

CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have stated this industrial activity will have No Impact on us and our environment! CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

THank you,

Laurel Peak

From Host Address: 168.212.64.51

Date and time received: 3/26/2018 3:17:20 PM

April 2, 2018

**VIA REGULAR U.S. MAIL & E-MAIL**

*julien@co.skagit.wa.us*

Julie S. Nicoll  
Deputy Prosecuting Attorney  
Skagit County  
Civil Division – Planning & Development Services  
605 S. 3rd Street  
Mount Vernon, WA 98273-3867

RE: SPECIAL USE PERMIT APPLICATION NO. PL 16-0097 AND PL 16-0098; DEMAND  
FOR DENIAL OF APPLICATIONS AND WITHDRAW OF THE SEPA MDNS

Dear Ms. Nicoll:

We write to you to again address several issues regarding the County's handling of the Concrete Nor-West ("CNW") proposed gravel mine located near Grip Road (the "Proposed Project"). As we have stated in the past the **REQUIRED** course of action for the County to take is to deny the application pursuant to SCC 14.06.105 and require the CNW file a new application. Our client firmly believes when this application is given a hard look as required under the State Environmental Policy Act ("SEPA") the preparation of an Environmental Impact Statement ("EIS") will be determined to be necessary to properly evaluate the probable significant adverse environmental impacts of the Proposed Project.

**1. Summary of Prior Correspondence.**

Over the course of the last 15 months, we have repeatedly raised concerns regarding the potential adverse environmental impacts of CNW's proposed gravel mine, the failure of the County to meaningfully examine these potential significant adverse impacts as required by SEPA and the County Code, the County's processing of the application and compliance with County and State regulatory requirements, as well as the general lack of transparency with the process. These communications included<sup>1</sup>:

- January 26, 2017: Letter to John Cooper indicating our representation of the group of concerned citizens and requesting notice of any action be sent to our office.
- March 2, 2017: Letter to John Cooper raising the issues with the Proposed Project including, defective notice, potential adverse environmental impacts, and the County's

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<sup>1</sup> Communications regarding public record requests are excluded from this list.

lack of adequate or legally compliant environmental review. Along with raising these issues, we invited representatives from the County and CNW to attend a community meeting to discuss the Proposed Project. [Note: On March 15, 2017, you responded on behalf of Skagit County assuring that a Revised MDNS would be issued for public comment, even though an analysis of new information from the applicant had not yet occurred]<sup>2</sup>.

- March 31, 2017: Letter to Julie Nicoll regarding a summary of issues discussed at the community meeting.
- July 19, 2017: Letter to Julie Nicoll regarding responses to CNW's May 15<sup>th</sup> letter to John Cooper, addressing, among other topics, the legal inadequacy of the SEPA MDNS issued by the County, and requesting the County require an EIS.
- July 27, 2017: Letter to Julie Nicoll requesting third-party review of the DN Traffic Consultants' Traffic Study and request for a Level II traffic impact analysis as required by the Skagit County Code ("SCC").
- October 4, 2017: Letter to Julie Nicoll regarding CNW's inadequate response to the County's request for information and County's obligation to deny CNW application pursuant to SCC 14.06.105.
- December 28, 2017: Letter to Julie Nicoll in response to the County's decision to grant CNW an extension to February 25, 2018 to provide additional information in violation of SCC 14.06.105. In that same letter, we requested the County restart the application process, conduct an appropriate environmental review, and provide the statutorily required notice to the public, which was disregarded during the initial application process.

To date, the County has not responded to our October 4<sup>th</sup> and December 28<sup>th</sup> letters<sup>3</sup>. The County has not explained its reasoning or provided any legal basis for allowing CNW to continue to supplement its application in violation of SCC 14.06.105. Furthermore, what is particularly troubling about the lack of response from the County is that it remains unclear how the County plans to proceed with new information submitted by CNW. Indeed, your March 15, 2017 communication advising that the County would issue a revised *threshold determination* rather than a revised *MDNS prior to receipt of supplemental information from the applicant* is an indicator of bias, improper pre-judgment, and a violation of the SEPA procedural requirements and County Code requirements. The County is so far awry of the permit and

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<sup>2</sup> In that March 15, 2017 letter you wrote: "After receiving Concrete NorWest's updated materials, the County will carefully evaluate them and issue a Revised SEPA Determination for public comment. Since certain neighbors were inadvertently excluded from the original notice list Concrete NorWest prepared, the County will update the list and ensure that proper notice is provided pursuant to Skagit County Code. Subsequently, the Staff Report for the Special Use Permit will be revised and published for public comment and hearing."

<sup>3</sup> Copies of the County's letters to the Applicant were forwarded to our office.

SEPA review procedures set forth in the County Code that it has left the community guessing as to the County's decision making process.

**2. Extension granted to CNW was in violation of the Skagit County Code and CNW's supplemental information is not responsive to the County's requests. The appropriate remedy is for the County to deny CNW's Application.**

Despite the County allowing CNW more opportunities to supplement their application than is permissible under the County Code, CNW either failed to respond to the County's questions or responded by pointing to its original incomplete and inconsistent materials. The exchange of communications between the County and CNW demonstrating CNW's inadequate and incomplete responses is outlined in brief below.

- March 14, 2017: The County's first request for more information from CNW, less than three months after the notice of application. The County's letter indicated that hours of operation would be limited to 7:00 AM – 5:00 PM Monday – Friday and that truck trips would be limited to 46 per day, consistent with the analysis from CNW's Preliminary Traffic Information Plan submitted March 2, 2016. In addition, the County requested CNW provide:
  - A professional archaeological survey for the project area confirming that mining activities would not disturb archaeological resources;
  - A plan demonstrating proposed improvements to the roads accessing the mines in order to meet the Private Road requirements in the Skagit County Road Standards and County Code. In addition, the County requested confirmation that the bridge over Swede Creek is rated HS-25 and in the event improvements are needed to the bridge, that CNW provide additional information confirming compliance with critical area regulations;
  - Verification of whether a fuel storage tank will be placed onsite or if a mobile fuel system will be used and provide a plan to contain and prevent hazardous material spills;
  - Verification of whether processing or screening will occur on-site;
  - Update of the wildlife/wetland site assessment to address 300 foot critical area buffer and a full review of the Endangered Species Act (ESA)-listed species; and
  - General request to update its materials to address the "numerous factual discrepancies in your Application, Project Description, SEPA Checklist, Traffic Study, and Fish & Wildlife Site Assessment."
- May 15, 2017: CNW responded to the County's March 14<sup>th</sup> letter indicating that it objected to the hour limits and truck trip limits proposed by the County. Along with this objection, CNW presented an Addendum to Traffic Analysis requesting a limit of **720**



**truck trips per day** (more than 15 times the figures from its Preliminary Traffic Information Plan). In response to the County's requests for information:

- CNW provided a cultural resource assessment;<sup>4</sup>
  - While CNW provided confirmation that the Swede Creek bridge is rated HS-25, it otherwise failed to provide the information requested by the County regarding compliance with the Skagit County Road Standards;
  - CNW indicated that fuel would be stored onsite, but did not provide a plan to contain or prevent spills;
  - CNW verified that screening and processing of materials are not proposed in this application (but did not foreclose on adding those activities in a future application); and
  - While CNW provided an Addendum to its Fish & Wildlife Site Assessment, it did not update its materials to reflect the 300 foot buffer as requested by the County.
- July 6, 2017: The County indicated that CNW's response and application materials remain incomplete. In addition, the County noted the significant increase in the number of truck trips provided in the Addendum to the Traffic Analysis. Based on the incomplete responses and new information revealed by CNW May 2017 materials, the County provided yet another opportunity for CNW to supplement its application, rather than deny the application as required by the County Code. Instead of requiring a new application, the County requested that CNW provide *an amended application*. In addition, the County request the following:
    - Evidence to support that CNW's **unlimited hours of operation** as proposed would not create significant adverse environmental impacts and be consistent with the criteria set forth in SCC 14.16.900(1)(b)(v)<sup>5</sup>;

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<sup>4</sup> Note, despite CNW noting in its letter that this report concluding that "no cultural resources were identified during the survey", this report has still not been produced or made available to the public based on the County's claim of exemption under RCW 42.56.300. However, as indicated by our June 20, 2017 letter, the County's claim of exemption may not apply, and in any event, the exemption was not accompanied by an exemption log identifying the records withheld in violation of the Public Records Act.

<sup>5</sup> SCC 14.16.900(1)(b)(v)(A)-(I) require applicants provide proof sufficient to demonstrate the projects (A) compatibility with existing and planned land uses and the Comprehensive Plan, (B) compliance with the Skagit County Code, (C) that the proposed project will not create undue noise, odor, heat, vibration, air and water pollution impacts based on the performance standards in SCC 14.16.840, (D) that the proposed use will not generate intrusion on the privacy of surrounding uses, (E) that the proposed use will not cause potential adverse effects on public health, safety, or welfare, (F) that impacts on long-term natural resource management and production will be minimized, (G) that the use will not conflict with health and safety of the community, (H) that adequate public facilities or services will not be adversely affected, and (I) that the proposed use will maintain the character, landscape and lifestyle of the rural area including consideration of cumulative impacts.

- A noise and vibration study;
  - An amended application to ensure compliance with the County Road Standards as requested by the County in its March 14<sup>th</sup> letter;
  - A copy of the site-specific spill control plan as requested by the County in its March 14<sup>th</sup> letter;
  - An amended application indicating plans for a 300-foot buffer from the gravel mining operation to the wetlands as requested by the County in its March 14<sup>th</sup> letter; and
  - An amended application resolving numerous factual discrepancies in CNW's application, again, which was previously requested in the County's March 14<sup>th</sup> letter.
- September 20, 2017: CNW responded to the County's July 6<sup>th</sup> letter by pointing to its prior submission rather than providing supplemental information. The only responsive materials produced was "an example" environmental protection plan, but not one specific to the concerns created at the Proposed Project site.
  - October 24, 2017: The County responded to CNW's September 20<sup>th</sup> letter indicating that CNW's application is still incomplete and that failure to submit the requested information by November 3, 2017 would result in the County denying the application. The County again allowed more time to allow CNW to respond, rather than deny CNW's application as required by the County Code.
  - November 21, 2017: CNW submits a letter to the County confirming that the County granted CNW an extension to provide materials to February 25, 2018. This extension was granted without explanation by the County and despite its lack of response to our October 4<sup>th</sup> letter.
  - February 23, 2018: CNW's most recent response again failed to adequately respond to the County's requests. Several matters required by the County remained unaddressed, including:
    - The County's repeated requests for CNW to update its application materials to show how its Proposed Project meets the Skagit County Road Standards, and if improvement are required, to demonstrate how those improvements comply with critical area regulations. CNW's February 23<sup>rd</sup> response merely indicates that CNW disagrees with the County defining the haul road as a "Private Road" and offers no supplemental information. Further, CNW's indication that it will agree to an Emergency Vehicle Access Road as a condition of permit approval does not address the County's request to provide information to show the existing Private Roads will comply with the County Road Standards; and

- o The County's request that CNW update its application to indicate a 300-foot buffer from the edge of the wetlands to the gravel mining operations. CNW did submit a letter from Graham-Bunting Associates ("GBA") from May 18, 2015, which was inexplicitly not previously included in the record although claimed to be submitted by CNW to the County in June 2016. The after the fact submission did not address the County's request and again is an example of a failure of fundamental public disclosure requirements as members of the public only first had access to this GBA letter 14 months after the notice of application.

The above list is only a list of the County's issues with CNW's application, it is not an exhaustive list of the omissions and inadequacies of CNW's application materials which our clients would raise to the Hearing Examiner if the County choses to proceed with the present application in violation of the County Code.

The County has continually evidenced deliberate indifference to its own code and procedures. These actions are a violation of our client's procedural due process rights. These actions by the County serve to deprive our clients of their constitutional rights in violation of Section 1983 of the Civil Rights Act.

While the extension should not have been granted by the County in the first place, even if the County considers CNW's February 23<sup>rd</sup> responses, CNW still failed to respond to the County's requests and therefore CNW's application must be denied at this time.

### **3. A new SEPA Threshold Determination is required.**

Not only does the County Code require that the application be dismissed for the failure and refusal of CNW to timely provide the requested information, the SEPA Rules require the lead agency withdraw the MDNS when the submission of new information warrants additional analysis or when a MDNS was procured by misrepresentation or lack of material disclosure – as is the case here. WAC 197-11-340(3)(a)(ii) and (iii). More than a year ago, we indicated in a letter to Mr. Cooper at the County Planning and Development Department, that the initial MDNS was issued in violation of the fundamental disclosure and notice requirements of SEPA and in violation of our clients' procedural due process rights.<sup>6</sup>

A new threshold determination is required here based on contradicting information presented by CNW throughout the application process and based on the submission of new materials which warrants additional analysis. Therefore, the County should withdraw the MDNS, and issue a new threshold determination. Our clients believe that should be a determination of significance necessitating that an EIS be prepared to appropriately examine the Proposal with clarity, accuracy, and transparency with the purpose of identifying the probable significant adverse environmental impacts resulting from the project.

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<sup>6</sup> See March 2, 2017 Letter from J. Sitkin to J. Cooper regarding Special Use Permit Application No. PL 16-0097.

#### **4. The significant probable adverse environmental impacts of the Proposed Project necessitates a determination of significance and preparation of an EIS.**

Each time the County received additional information from CNW, inconsistencies in responses become more evident and new environmental impacts are identified necessitating an EIS. The most recent submission from CNW on February 23, 2018 is no exception. The issues with CNW's that have been identified thus far are summarized below.

- **Critical Areas:** CNW's February 2018 response failed to address the County's July 6, 2017 request for CNW to update its application to provide for a 300-foot buffer from the edge of the wetlands to the gravel mining operations. The County appropriately recognized that this is a high intensity project and requested an updated application to reflect the appropriate buffers. As pointed out in Jim Wiggins<sup>7</sup> March 4, 2018 comment letter, no site plan has been prepared by CNW that identifies the location of the proposed mine in relation to critical areas. Without this information, the County and community are unable to accurately assess the Proposed Project's compliance critical area buffer requirements. A site plan prepared by a Professional Land Surveyor indicating the slope, location of the Ordinary High Water Mark of the adjacent streams and wetlands, location of any riverine wetlands, the 300-foot buffer and the 200-foot shoreline jurisdiction, and the location of the proposed mine in each of its stages is a necessary start for appropriately evaluating the probable significant adverse environmental impacts. This level of detail is warranted for a project of this scale, is a necessary part of project and environmental review, and surely would be a component of an EIS.
- **Water Table Issues:** It is unclear from CNW's application materials how the mining activities will remain ten (10) feet above the water table. CNW should provide performance standards to monitor ground water elevation prior to the removal of gravel and include a mitigation plan remediate the mine elevation if the bottom of the mine is closer to the 10-foot water table.
- **Noise and Vibration:** The Ramboll Grip Road Mine Noise and Vibration Study provided by CNW (the "Noise Study") has several inaccuracies, which seriously calls in to question the adequacy of the Noise Study. Some of the Noise Study's errors on which the findings of the study are based include<sup>8</sup>:
  - Page 1 – the Introduction states the proposed gravel mine would be located in the middle of the 726-acre property. This is not accurate as three of the four borders are not contained within the 726 acres. However, defining the project area as 72 acres suggests CNW's long term intent to extract gravel from an area beyond the current application.

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<sup>7</sup> Mr. Wiggins is a professional biologist by trade, and a concerned neighbor.

<sup>8</sup> These issues were identified by a desktop review by a non-noise expert. Likely, if this report is scrutinized by an impartial noise expert more issues of concern could be revealed.

- Page 1 – the Introduction states that the site is forested and most of the existing buffers would remain intact. If by buffers, Ramboll is referring to the trees, then the CNW must not have indicated that it is actively removing the trees comprising that buffer under its forestry permit. And, indicates Ramboll may not have even visited the site, suggesting the noise study is nothing more than a desktop evaluation. Furthermore, the study failed to consider the cumulative impacts of the noise generated from the existing logging occurring onsite along with the added noise and vibrations from the proposed mining activity. Based on the forgoing, the noise study apparently did not consider the absence of the tree buffer in regards to noise impacts.
- Page 7 – the Noise Analysis states that the noise sources would include a single front-end loader and the trucks removing pit-run from the mine.<sup>9</sup> This analysis did not include the equipment for clearing the forest or excavating the mine such as stump grinders, dozers, and graders. Notably, the report failed to not indicate the size or quantities of the equipment which will be used onsite, a critical element of any noise study.
- Page 7 – the equipment referenced in the Noise Analysis is inconsistent with and omitted several pieces of equipment that CNW indicated would be used onsite in its Amended Special Use Permit Form, Item 12. There CNW stated that, “standard mining equipment such as front-end loader, dozer and excavator will be used”, while the Amended Sand and Gravel General Permit, Item 2 that, “equipment on site typically includes: Front End Loader(s), Dump Trucks, Excavator(s), and other miscellaneous mining equipment.” The Noise Analysis does not address dozers, excavators, or miscellaneous mining equipment, all of which would generate noise and vibration in addition to what was considered by Ramboll.
- **Traffic:** The Proposed Project requires a Level 2 Traffic Study. As was described in Brian Bowser's letter dated January 7, 2018, the Proposed Project causes significant traffic impacts and safety concerns, including vehicle, pedestrian, non-motorized vehicle safety concerns, such as site distance issues, all of which necessitate a Level 2 Analysis. See County Road Standards 4.02.B.6. Moreover, CNW's traffic consultant indicated in its reports that “additional traffic analysis will be required”, yet to date that analysis has not occurred.

The County's third party independent review from Gibson Traffic Consultants may likely reveal additional areas of concern not fully addressed by CNW's traffic consultants which would require further review pursuant to the County Road Standards. If the County requires an EIS as it should here, that alone would trigger the need for a Level 2 Traffic Study. See County Road Standards 4.02.B.4.

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<sup>9</sup> Noise and Vibration Study page 7, Section 4.1.

CNW's inconsistent responses about traffic impacts indicates its intent to expand the scope of the project after approval, which would result in improper segmenting and a piecemealed review. In CNW's May 15, 2017 response letter to the County's inquiries about traffic impacts and road standards, CNW objected to a condition limiting the daily truck trips to 46 trips because "there are certainly days where this [limit of 46 trips] would be exceeded." CNW objected to the 46-trip limit even though that was the number CNW's traffic consultant used to demonstrate concurrency and show that the Proposed Project would not negatively impact the level of service. Rather than the 46-trip daily limit, CNW submitted a revised traffic memorandum from DN Traffic Consultants suggesting a daily limit of 720 truck trips per day. These figures mind you, do not account for any other non-truck trips for employees or other persons' accessing the site. There is also an open ended question of sales of material from the site that will generate independent truck trips to and from the site.

As you know, our clients held a community meeting. During this meeting, which was attended by the prior director of the Planning Department and two of the County Commissioners, Brian Bowser presented a detailed power point addressing the traffic impacts of the Proposed Project on the community and surrounding County roads. Since that time, the County has retained a new Planning Director. Mr. Bowser is available to meet with Hal Hart and Ryan Walters to review the traffic impact power point that was presented to the community. We can facilitate arranging this meeting, or Hal can contact Brian directly to review this power point and related information concerning the traffic impacts of the Proposed Project.

- Piecemeal Review and Hours of Operation: Throughout the review process, CNW has refused to provide definitive answers to straight forward questions. The County must not ignore the resulting vague project scope of the project that implicitly reserves to CNW the ability to pursue broader development actions within the MRO at a later date without comprehensive environmental review. For example, CNW on the one hand updated its application to include that hours of operation will be 7:00 AM to 5:00 PM but continues to include in its amended application that "hours of operation may be unlimited."<sup>10</sup> CNW insistency on allowing unlimited hours of operation suggests its intent to conduct future expansion. Future expansion would amount to an improper segmenting of the project. SEPA requires the County consider the full scope of the project and future environmental impacts resulting from its actions.

These inconsistency and material non-disclosure results in a piecemeal environmental review in violation of WAC 197-11-060(3)(b). When an applicant does not have a specific proposal to develop the land in question the County "cannot close its eyes to the ultimate probable environmental consequences of its current action."<sup>11</sup> Even if the Proposed Project were to be limited to the minimum hours of 12 hours a day, 5-days per week, this level of activity, including but not limited to truck trips, noise and other

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<sup>10</sup> Dan Cox Letter dated February 23, 2018, page 1, item 1 and Amended Special Use Permit Application, page 8, item 2.

<sup>11</sup> *Cheney v. City of Mountlake Terrace*, 87 Wn.2d 338, 334, 553 P.2d 184 (1976).

impacts, would cause probable significant adverse environmental impacts which must be examined and disclosed to the public through the preparation of an EIS.

#### **5. The Proposed Project lacks consistency with the Skagit County Comprehensive Plan.**

A project of this magnitude implicates several goals and policies within the Comprehensive Plan. While we did not address all the goals and policies that are violated or compromised here, we do note the significant traffic impacts of the Proposed Project. There is no plan for mitigation of these traffic impacts, which demonstrates the Proposed Project's lack of consistency with the Comprehensive Plan. Applicable provisions include:

- Goal 8A-10 requires the County provide a safe travel environment for county residents and visitors in all modes of transportation. Policy 8A-10.1 makes safety improvements a priority in all capital projects and maintenance decisions related to the County road system.
  - Neither of the traffic studies submitted by CNW analyze the potential for accidents on the roads impacted by the Proposed Project. Given the added truck traffic, narrow roadways, limited shoulders and pass lanes, and sight issues, the Proposed Project likely will result in significant increase in accidents, and an increased likelihood of significant injury or death without significant updates to the roads prior to operation of the Proposed Project.
- Goal 8A-13 requires the County incorporate transportation goals, policies, and strategies into all County land use decisions. Policy 8A-13.1 requires that growth and development ensure the short- and long-term public costs and benefits of needed transportation facilities be addressed concurrently with the associated development impacts.
  - Here, necessary improvements to mitigate the Proposed Project's impacts to the community and impacted County roads are not proposed or accounted for with the Proposed Project to address its traffic impacts.
- Concurrency Goal 8A-14 requires the County ensure that suitable mitigation measures address the impacts of growth fairly and equitably, and that transportation impacts at the project and system levels are mitigated concurrently with the project. Policy 8A-14.5 provides that mitigation measures can be incorporated through assessment of suitable mitigation fees where the development significantly adds to the road's need for capacity improvement, to a roadway safety problem, or to the deterioration of the roadway.
  - Even with the limited information provided by CNW, the Proposed Project will significantly increase trips on County roads, impact road and community safety, and increase road maintenance demands due to damage created by heavy trucks loaded with gravel.

Again, without the detail of a Level 2 Traffic Analysis, it will be difficult to assess the Proposed Project's impacts and ascertain appropriate mitigation measures to address the traffic impacts.

We urge the County to follow its Code and deny the application as it should have initially after CNW's failure to produce the additional information pursuant to the time allotted by SCC 14.06.105. In addition, the inconsistent information provided by CNW and new information submitted after the MDNS was issued in May 2016 requires the County to withdraw the MDNS and restart the environmental review. Our clients believe that the Propose Project requires a determination of significance and the preparation of an EIS. Based on the above, the County must require CNW to restart the application process, including the appropriate environmental review and provide for the appropriate public comment period following proper notice.

Thank you for your consideration.

Sincerely,

CHMELIK SITKIN & DAVIS P.S.

A handwritten signature in black ink, appearing to be a combination of the names Jonathan K. Sitkin and Timothy D. Schermetzler, written in a cursive style.

Jonathan K. Sitkin  
Timothy D. Schermetzler

JKS/TDS/

Encl.

cc: Client

John Cooper, Skagit County Planning & Development (hard copy only)

Hal Hart (via email)

Ryan Walters (via email)



March 21, 2018

Commissioner Ron Wessen, District 1

Commissioner Ken Dahlstedt, District 2

Commissioner Lisa Janicki, District 3



This letter is in reference to the Quaker Cove Rezone (QC) application P17-0414

I have lived adjacent to the QC for 30 years. I have become friends with the Quakers. The Quakers have always been sensitive to the neighborhood. They did not want to exceed the concessions made by the Rural Intermediate (RI) neighborhood.

Ernie Ostrine and his wife, prior QC presidents, were very careful in establishing neighborhood relationships. They cared for the surrounding environment and habitat for eagles, herons, owls and birds. Their retreats were only 3 to 4 times a year. The number of participants was around 50.

They started refurbishing the buildings in 2005 and completed in 2010. This was because the property had been abandoned from 1970 to 2005 due to the gas shortage of the 1970's and the financial scandal they had experienced. As far as 2005, the property looked like a storage facility for construction materials and debris. Lack of activity resulted in the first abandonment of their non-conforming Land Use designation.

At the end of the year 2009, after having a Church Service at the Green cabin, A representative of the Newberg Quakers delivered a message indicating that there could not be any Church Services at the QC any longer. The group could meet elsewhere. From a Land Use point of view, this is the second abandonment of the non-conforming use.

Between the years 2016 and 2017, the new QC Directors proceeded to change the small Church into a commercial venue exceeding the limitations established between 1987 and 2005 and then 2005 and 2009. This change in direction is considered a change in Land Use designation from Family Church Retreat to a daily commercial venue without County approval. From a Land Use point of view, this is considered the third abandonment of the non-conforming status of the Land Use designation.

When the major Land Use designation came around the year 2000, the existing buildings, cabins and chapel define the non-conforming use of the property for Land Use purposes including the occupant load. Even as far as the year 2008, the number of retreats at the QC was limited to 3 or 4 as indicated in the enclosed flyer. It is interesting to note that the flyer describes participation being dependent on the behavior, disruption to camp and endangerment to others. This indicated there were established rules of conduct reflecting sensitivity to the neighborhood.

Sensitivity to the surrounding areas can be measured in terms of the disturbance/disruption factor (DDF). It depends on the length of time of occurrence, frequency and noise level.

You will find a method of calculating the disturbance/disruption factor for the QC comparing noise level for the years 2000-2008 to the year 2016 as a separate enclosure.

The New QC Directors have operated the premises between the years 2016-2017 at the level of a commercial venue without County approval. The disturbance/disruption factor has increased 104 times. The sensitivity to the surrounding environment reduced to 1%. The non-conforming land use designation is questionable because the use has been abandoned once for 35 years and then for another seven years from 2009 to 2016 by instruction.

The most important assets cherished by the Gibraltar Road neighborhood and vicinity are: safety, peace, quiet and harmony with the environment. It is to this end that they have invested their energies, hard earned money and stability. The Quakers understood the balance. We do not want to think that the trust that we had with them will be broken by someone else's actions.

We have been congratulated for having helped and supported the Quakers' enterprise for 30 years. We do not want to stop now. The QC Rezone would create problems for South Fidalgo Island and the residential neighborhood of Gibraltar because of incompatibility. Hopefully the County's Code amendment approach to making improvements would accommodate the Quaker Cove needs as well as the neighborhood values.

Your attention to this matter will be appreciated.

Sincerely,

Art Fournier

Robyn Fournier

14785 Gibraltar Rd.

Anacortes

Enclosures

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# Puget Sound Friends Camps 2008

Women's Retreat April 18-20 Camp McCullough Covington, WA	~	Youth Camp August 10-15 Quaker Cove Camp Anacortes, WA
Family Camp May 23-26 Quaker Cove Camp Anacortes, WA	~	Kid's Camp August 10-15 Quaker Cove Camp Anacortes, WA
Work Camp June 27-29 Quaker Cove Camp Anacortes, WA		

**Quaker Cove Camp**  
14964 Gibraltar Rd  
Anacortes, WA

During Camp :  
(360) 293-8504

- Take I-5 North to exit 230.
- Go west on Highway 20 for 13 miles.
- Turn left at West Highway 20—to Oak Harbor, Port Townsend Ferry.
- Go 1/3 mile and turn left on Gibraltar Rd.
- Go 1.7 miles and turn right at the Quaker Cove Retreat sign.

**Camp McCullough**  
20665 SE 264th St  
Covington, WA

(425) 432-9470

- Take highway 167 to Kent, WA
- Go east on highway 516
- Turn left onto 204th Ave SE
- Turn right onto 264th St
- Camp is at 20665 SE 264th St

## 2008 Quaker Cove Youth Registration

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Alternate \_\_\_\_\_

E-mail address \_\_\_\_\_

Grade next fall \_\_\_\_\_ Birthdate \_\_\_\_\_

Home Church \_\_\_\_\_

Parent/Guardian \_\_\_\_\_

Emergency Contact \_\_\_\_\_

Please list "special needs" \_\_\_\_\_

Allergies, Medication \_\_\_\_\_

Last Tetanus Shot \_\_\_\_\_

Special Diet \_\_\_\_\_

Activity Restrictions \_\_\_\_\_

Medical Insurance Co \_\_\_\_\_

Insurance Policy # \_\_\_\_\_

In case of illness or injury, after every reasonable effort has been made to contact the parent or guardian, I hereby authorize a Quaker Cove Staff Member to sign in my stead for necessary medical treatment.

Parent/Guardian Signature \_\_\_\_\_

I understand that my participation in Camp is dependent on my behavior. If my behavior becomes an issue, if I cause a disruption to camp, or endanger my life or others, I understand that the Camp Director has the ability to send me home at my parents expense and inconvenience. I agree to follow all rules and direction from staff. I also understand that if I am dismissed from camp I must have the director's permission to return another year.

Camper Signature \_\_\_\_\_

**Mail check for \$25 made out to the Puget Sound Camp Board:**

- Youth Camp  
East Hill Friends Church  
22600 116th Ave SE  
Kent, WA 98031
- Kid's Camp  
Mrs. Gerry Sugden  
37608 43rd Ave S  
Auburn, WA 98001

## *EXHIBIT NO. 2*

### CALCULATIONS FOR DISTURBANCE/DISRUPTION FACTOR = DDF

DDF= length of time x frequency x noise level

Non-conforming DDF around years 2000-2008

Years 2000/2008 noise level = 1

Year 2008 DDF= 3 weeks/year x 7 days/week x 2 times/day x 1

Year 2008 DDF=42/year

(NEW) Non-conforming DDF around 2017

Year 2017 noise level = 8

Year 2017 DDF = 26 weeks/year x 7 days/week x 3 times/day x 8

Year 2017 DDF = 4368/year

The new venues brought by the New Directors at the Quaker Cove have multiplied the number of activity days in a six month period of time and the number of shifts in a day.

The new disturbance/disruption factor has increased by 104 times = 4368/42.

The sensitivity level to the surrounding areas has decreased to 1% = 1/104. This indicates that the sensitivity level is almost zero.

## John Cooper

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**From:** PDS comments  
**Sent:** Tuesday, April 3, 2018 10:02 AM  
**To:** Hal Hart  
**Cc:** Julie S. Nicoll; John Cooper  
**Subject:** FW: Objection to gravel pit on Grip Road

FYI...another one from PDS comments

Sincerely,

Kathy Jewell  
Administrative Coordinator  
Skagit County Planning and Development Services  
direct: 360-416-1338  
[www.skagitcounty.net/planning](http://www.skagitcounty.net/planning)

**From:** Patricia Groda <[tgroda@msn.com](mailto:tgroda@msn.com)>  
**Sent:** Friday, March 23, 2018 8:29 AM  
**To:** PDS comments <[pdscomments@co.skagit.wa.us](mailto:pdscomments@co.skagit.wa.us)>  
**Subject:** Objection to gravel pit on Grip Road

March 17, 2018

Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter

Dear Mr. Hart,

As proposed this mine poses unacceptable environmental damage and major risks to public safety due to large volumes of truck traffic on substandard County roads. The application was illegally extended by Skagit County Planning and Development Services and is still incomplete. It's past time for the County to deny CNW's application. CNW needs to start over again with a clear proposal, and the County needs to require a full Environmental Impact Statement, including a full Traffic Impact Analysis.

The applicant, Concrete Nor'West, aka Miles Sand and Gravel, has proposed an open pit Gravel Mine on 68 acres in our Community. It is only thousands of feet from Prairie Road, borders the Samish River on the eastern side-facing Prairie Lane and will be hauling material with 101,500 GVW truck and trailers approximately 2 miles north on a graveled forest road which crosses wetlands. According to paperwork their truck and trailers will then exit the forest road onto Grip Road and in about .7 miles they will enter Prairie Road at the blind corners, pass the left turn at F & S Grade and making a left hand turn onto Old Hwy 99. CNW has not made it clear if they will be selling to private market and if so of course other routes could used and would also need evaluated. They still insist that 30 trucks per hour up to 720 in a day will not have any impact on our Community. CNW also insists they should be allowed to operate unlimited hours. They have

stated this industrial activity will have No Impact on us and our environmentl CNW insist the noise and vibrations will have No Impact. We disagree.

We have talked to countless numbers of people in our community and they agree a project of this size and scope needs to have an Environment Impact Statement (EIS) which will include a complete Traffic Analysis. The impacts of this project are not reversible nor temporary and therefore thorough evaluations are needed to avoid unnecessary negative impacts. It is apparent that CNW, Miles Sand & Gravel, has no regard for our safety, well-being or our environment, since they continue to ignore all the facts about our legitimate issues which we have documented for over a year.

We the undersigned are very concerned about CNW's proposed gravel mine near Grip and Prairie Road. We have been given the opportunity to review documents from the County, CNW, Attorney and Community comments before signing this letter. (RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor'West Gravel Mine Community Letter)

Siincerely,

Trish Groda

6386 Lillian Lane

Sedro Woolley, Wa 98284

## John Cooper

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**From:** PDS comments  
**Sent:** Tuesday, April 3, 2018 10:02 AM  
**To:** Hal Hart  
**Cc:** Julie S. Nicoll; John Cooper  
**Subject:** FW:

FYI...this came into the PDS comments email.

Sincerely,

Kathy Jewell  
Administrative Coordinator  
Skagit County Planning and Development Services  
direct: 360-416-1338  
[www.skagitcounty.net/planning](http://www.skagitcounty.net/planning)

**From:** David Miller <davidmiller8080@icloud.com>  
**Sent:** Saturday, March 24, 2018 5:43 AM  
**To:** PDS comments <pdscomments@co.skagit.wa.us>  
**Subject:**

March 17, 2018

Hal Hart  
Director of Skagit County Planning & Development Services  
1800 Continental Place  
Mount Vernon, WA 98273

RE: Permit #PL16-0097 Mining Special Use Permit, Concrete Nor<sup>l</sup>West Gravel Mine Community Letter

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See attached signatures  
Sent from my iPhone